3. As to the impact of the proposed signal on the Key Bridge/Whitehurst Freeway intersection, the results of the initial analysis is that stacking of westbound Canal Road traffic may be an issue during the afternoon rush hour traffic. Further analysis of all operations in the vicinity of the Key Bridge/Whitehurst Freeway intersection with Canal Road will be conducted as part of the preparation of the Final EIS. The Final EIS will include a complete discussion of any potential impacts.

We hope this information is of assistance to Commissioner Vanderhye and the entire NCPC.

Sincerely,

WALTER S. ADAMS

Arthur J. Hill, P.E.
Division Administrator

Enclosure

cc: Mr. Robert G. Stanton, National Park Service
Mr. Don Goffredi, DECA, BTCS, DED
Mr. Gary L. Klinedinst, FHWA

CANAL ROAD/FOXHALL ROAD INTERSECTION
VOLUME TO CAPACITY (v/c) RATIO COMPARISON
(BY APPROACH MOVEMENT)

	1996 AM					1996 PM					2016 AM					2016 PM				
	NO BUILD	BUILD ALT 2		BUILD** ALT 2A		NO BUILD	BUILD ALT 2		BUILD ALT 2A		NO BUILD	BUILD ALT 2A		BUILD** ALT 2A		NO BUILD	BUILD ALT 2A		BUILD ALT 2A	
MOVEMENT	W/O*	W/O	W	W/O	W	W/O	W/O	W	W/O	W	W/O	W/O	W	W/O	W	W/O	W/O	W	W/O	W
EB Thru	0.94	0.97	1.10			--	--	--	--	--	1.10	1.12	1.27			--	--	--	--	--
WB Thru	0.51	0.52	0.60			0.69	0.73	0.80	0.69	0.75	0.59	0.60	0.69			0.79	0.83	0.91	0.79	0.87
WB Left	--	--	--			1.53	1.58	1.73	1.57	1.72	--	--	--			1.81	1.82	2.00	1.82	1.99
SB Thru	1.10	1.20	1.32			1.25	1.30	1.67	1.23	1.58	1.28	1.38	1.51			1.39	1.49	1.92	1.42	1.82
Jug Handle	N/A	N/A	0.47			N/A	N/A	1.59	N/A	1.16	N/A	N/A	0.47			N/A	N/A	1.59	N/A	1.16

*W/O - Without Jug Handle
W - With Jug Handle

**No left turn volumes from GU entrance assigned for these alternatives. Therefore, no analysis performed.

CANAL.XLS

APPENDIX F-4

Postcards Received on
Draft Environmental Impact Statement

A total of 102 postcards were received by the Federal Highway Administration.

99 Postcards were received that said:" I support modification of Canal Road, N.W., to permit Georgetown University traffic to turn left into and out of the campus. I prefer **Alternative 2**, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University." 98 postcards were from the DC area and one was from Bethesda.

Three additional postcards were received that had modifications to the statement. One DC resident preferred Alternative 2A. A second DC resident added the comment "The traffic in my small, historic neighborhood is terrible from 5 to 7 every evening. Please come and see it if you don't believe it." The third DC resident was for any build alternative.

Canal Road Entrance of Georgetown University Postcard Response

			Supports Alternative		OTHER COMMENTS
DATE	AUTHOR	CITY, STATE, ZIP	2	2A	
9/8/95	Anderson, Robert	Washington, DC 20007	X		
Sep-95	Applewhite, E. J. & Joyce	Washington, DC 20007	X		
9/8/95	Barnes, Suzanne	Washington, DC 20007	X		
9/6/96	Bennett, Joel P.	Washington, DC 20007	X		
9/10/95	Best, Kelly A.	Washington, DC 20007	X		
9/7/95	Biddle, Jack R.	Washington, DC 20007	X		
9/10/95	Bralove, Edith K.	Washington, DC 20007	X		
9/27/95	Burgos, Nora Heredia	Washington, DC 20007	X		
9/10/95	Burnett, Stanton H.	Washington, DC 20007	X		
9/5/95	Cavanagh, Suzanne	Washington, DC 20007	X		
9/12/95	Caviness, Marsia J.	Washington, DC 20007	X		
9/15/95	Charles, Robert H. Mrs.	Washington, DC 20007	X		
9/4/95	Chime, Andrew M. (?)	Washington, DC 20007	X		
9/5/95	Clinton, Christine L		X		
10/17/95	Colt, Dumscomb, Mrs.	Washington, DC 20007	X		
9/6/95	Crocker, William H.	Washington, DC 20007	X		
9/6/95	DeFranceaux, D.M.	Washington, DC 20007	X		
9/6/96	Delaney, April McClain		X		
9/9/95	deLusignan, Guy & Martine	Washington, DC 20007	X		
9/9/95	Dennis, Hilda S.	Washington, DC 20007	X		
9/5/95	Desan, Elizabeth	Washington, DC 20007	X		
9/7/95	Dreps, Leon	Washington, DC 20007	X		
9/8/95	Dreyfuss, John V.	Washington, DC 20007	X		
9/10/95	Druecker, Robert	Washington, DC 20007	X		
9/6/95	Dunkley, Kay	Washington, DC 20007	X		
9/19/95	Edson, Margaret	Washington, DC 20007	X		Traffic
9/5/95	Ernst, Isabel	Washington, DC 20007	X		
9/8/95	Finnerty, Tory & Peter J.	Washington, DC 20007	X		
9/7/95	Fitzmaurice, Molly S.	Washington, DC 20007	X		
9/24/95	Forman, Geoffrey V.	Washington, DC 20007	X	X	Any build alt.
	Fox, Ann M.	Washington, DC 20007	X		
Sep-95	Freedberg, Sydney J.	Washington, DC 20007	X		
9/8/95	Goodell, Grace	Washington, DC 20007	X		
9695	Gottesman, Milton M.	Washington, DC 20007	X		
9/15/95	Gray, Gordon Mrs.	Washington, DC 20007	X		
9/1/95	Green, Thomas M.W.	Washington, DC 20007	X		
9/19/95	Greene, Dorian D.	Washington, DC 20007	X		
	Henderson, Edward S.	Washington, DC 20007	X		
9/5/95	Herrick, George G.	Washington, DC 20007	X		
9/10/95	Holcomb, Sarah S.	Washington, DC 20007	X		
9/10/95	Horsey, Hamilton	Washington, DC 20007		X	
9/11/95	Hudgens, Katherine Clark	***	X		
9/10/95	Humphrey, Ted J.	Washington, DC 20007	X		
9/5/95	Insley, Virginia	Washington, DC 20007	X		
9/6/95	James, J. Taylor	Washington, DC 20007	X		
9/6/95	Jarneau, W. Dabney	Washington, DC 20007	X		
9/15/95	Jessup, Helen I.	Washington, DC 20007	X		
9/13/95	Katz, Paul	Washington, DC 20007	X		
9/6/95	Keelty, Lana M.	Washington, DC 20007	X		
9/6/95	Kelley, Katherine	Washington, DC 20007	X		
9/7/95	Killette, Jim R.	Washington, DC 20007	X		

			Supports Alternative		OTHER COMMENTS
DATE	AUTHOR	CITY, STATE, ZIP	2	2A	
9/5/95	Knamen, S. Paul	Washington, DC 20007	X		
9/5/95	Lavezzo, David J.	Washington, DC 20007	X		
9/9/95	Leubsdorf, Carl P.	Washington, DC 20007	X		
9/18/95	Lila, Robert H.	Washington, DC 20007	X		
9/5/95	Lillenfield, Lawrence	Washington, DC 20007	X		
9/19/95	Lyons, Greg	Washington, DC 20007	X		
9/9/95	Maker, Anne E.	Washington, DC 20007	X		
9/6/95	Mathews, Naomi M.	Washington, DC 20007	X		
9/11/95	Mattimore, Julianne	Washington, DC 20007	X		
9/7/95	McArthur, Virginia	Washington, DC 20007	X		
9/5/95	McGreevy, Gail & Kilbent	Washington, DC 20007	X		
9/5/95	McNabb, Sister Mary deSales	Washington, DC 20007	X		
9/12/95	Miller, Patricia	Washington, DC 20007	X		
9/6/95	Murphy, Joanne & Joseph A.	Washington, DC 20007	X		
9/13/95	Navin, Maureen P.	Washington, DC 20007	X		
9/6/95	O'Connor, George	Washington, DC 20007	X		
9/7/95	O'Connor, Margaret M.	Washington, DC 20007	X		
9/12/95	O'Neill, Hugh	Washington, DC 20007	X		
9/6/95	Parker, Michel	Washington, DC 20007	X		
9/6/96	Parker, Richard B.	Washington, DC 20007	X		
9/7/95	Patt, Beatrice P.	Washington, Dc 20007	X		
9/6/95	Payton, Hannah L.	Washington, DC 20007	X		
9/6/95	Petrowitz, Harold	Washington, DC 20007	X		
9/20/95	Propst, Tobe M.	Bethesda, MD 20814	X		
9/12/95	Purinton, Jane	Washington, DC 20007	X		
9/15/95	Quillen, Jacqueline	Washington, DC 20007	X		
9/6/95	Quinn, Thomas M.	Washington, DC 20007	X		
9/6/95	Rameh, Clea	Washington, DC 20007	X		
9/5/95	Rasmussen, Jean & Garret	Washington, DC 20007	X		
9/11/95	Ridout, Elizabeth C.	Washington, DC 20007	X		
9/11/95	Roosevelt, Mrs. A.B.	Washington, DC 20007	X		
9/6/95	Rossotti, Charles O.	Washington, DC 20007	X		
9/16/96	Rowsome, Phala H.	Washington, DC 20007	X		
9/6/96	Sabin, James N.	Washington, DC 20007	X		
9/5/95	Schadler, Robert A.	Washington, DC 20007	X		
9/6/95	Scheetz, Nicholas B.	Washington, DC 20007	X		
9/5/95	Scullin, Caroline L.	Washington, DC 20007	X		
9/15/95	Seidman, Sarah & L. William	Washington, DC 20007	X		
9/11/95	Semmes, David H.	Washington, DC 20007	X		
9/8/95	Shafer, E.M. & Nina	Washington, DC 20007	X		
9/10/95	Shapley, Willis H.	Washington, DC 20007	X		
9/13/95	Smith, Dwight C. III	Washington, DC 20007	X		Traffic
10/1/95	Smith, Norma	Washington, DC 20007	X		
9/10/95	Smyth, Frances P. & Raveenel, Gaillar	Washington, DC 20007	X		
9/8/95	Spencer, Sidney D. & Frances	Washington, DC 20007	X		
9/12/96	Strood, Franklin L.	Washington, DC 20007	X		
9/8/95	Sturm, Joanna	Washington, DC 20007	X		
9/11/95	Sutherland, Linda P.	Washington, DC 20007	X		
9/11/95	Turner, Helen C.	Washington, DC 20007	X		
9/15/95	Weiss, Hans	Washington, DC 20007	X		
9/15/95	Wyatt, Ann A. & Mark	Washington, DC 20007	X		

* No address

** Can't read address

*** Missing from form

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Patricia Miller
Name (Print)

9-12-95
Date

1403 - 31st St NW
Address Wash DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Dwight C. Smith
Name (Print)

9/12/95
Date

3426 P St. NW Washington DC 20007
Address

The backings on 34th St, NW is the cause of a problem

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Christine L Clinton
Name (Print)

9-5-95
Date

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (Print)

9/5/95
Date

Dr. & Mrs. Richard Ernst
3328 Dent Place NW
Washington, DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (Print)

9/10/95
Date

3120 P St NW Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Andrew M Chrur
Name (Print)

9/4/95
Date

3270 Georgetown Ct NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (Print)

Sept 27, 1995
Date

1640 Wisconsin Ave #303
Address Wash, DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

J Fowler James
Name (Print)

9/19/95
Date

1503 3400 Street NW, Wash DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (Print)

10-1-95
Date

1537 - 28th St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (Print)

9/7/95
Date

3014 C St NW DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (Print)

9.8.95
Date

3240 Prospect St N.W
Address WASHINGTON, D.C 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (Print)

9/1/95
Date

1417 - 31st St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Sidney J. Spencer Frances L. Spencer

Name (print): SIDNEY J. SPENCER FRANCES L. SPENCER

Date: 9/8/95

Address: 3721 W. NEWTON LANE, NW WASHINGTON, DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Tory & Peter Finnerty

Name (print): TORY & PETER J. FINNERTY

Date: 8 Sept 1995

Address: 1423-36 St NW WASHINGTON, DC 20007-2606

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Jim R. Kilette

Name (print): JIM R. KILLETTE

Date: Sept 7, 1995

Address: 3117 N STREET N.W. WASH. DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature:

Name (print):

Date: 9/1/95

Address: 3524 Q ST N.W. WASHINGTON DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Molly S. Fitzpatrick

Name (print): MOLLY S. FITZPATRICK

Date: 9/7/95

Address: 1635 35TH ST. N.W.

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Lana M. Keelty

Name (print): LANA M KEELTY

Date: Sept. 6, 1995

Address: 2525 P St. NW

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Katherine Mark Hudgens

Name (print): Katherine Mark Hudgens

Date: 9-1-95

Address: 1305 Potomac

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature:

Name (print): STANTON B. KNIGHT

Date: SEPTEMBER 10 1995

Address: 3333 NORTH PLEASANT ST N.W. WASHINGTON DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Elizabeth C. Rinaldi

Name (print): Elizabeth C. Rinaldi

Date: 9/1/95

Address: 3320 Prospect ST N.W. Washington DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Frances P. Smyth - Gaillard Ravenel

Name (print): Frances P. Smyth - Gaillard Ravenel

Date: 9.16.95

Address: 3415 Prospect St N.W.

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Anne E. Maker

Name (print): ANNE E. MAKER

Date: September 9 1995

Address: 3500 WISCONSIN AVE NW WASHINGTON, DC 20007-4546

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Linda P. Sutherland

Name (print): LINDA P. SUTHERLAND

Date: 9/11/95

Address: 3333 N St NW, Wash DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: H D Spencer Frances L Spencer

Name (print): SIDNEY D SPENCER FRANCES L SPENCER

Date: 9/8/95

Address: 3721 WINFIELD LANE NW WASHINGTON, DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Tory & Peter Finnerty

Name (print): TORY & PETER J. FINNERTY

Date: 8 Sept 1995

Address: 1423-36 St NW WASHINGTON, DC 20007-2606

TO: The Federal Highway Administration

RE: The Canal Road Project

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Signature: Jim R. Killette

Name (print): JIM R. KILLETTE

Date: SEPT. 7, 1995

Address: 3117 N STREET N.W. WASH. DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature:

Name (print):

Date:

Address: 2429 Q ST N.W. WASHINGTON DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Carla S. Fitzmaurice

Name (print): CARLA S. FITZMAURICE

Date: 9/7/95

Address: 1635 35TH ST NW

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Lana M. Keelty

Name (print): LANA M. KEELTY

Date: Sept. 6, 1995

Address: 2525 P ST. NW

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Katherine Mark Hudgens

Name (print): Katherine Mark Hudgens

Date: 9-11-95

Address: 1305 Potomac

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature:

Name (print): STAN TIA IN BURNETT

Date: September 10 1995

Address: 3316 PROSPECT ST NW WASHINGTON DC

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Elizabeth C. R. Smith

Name (print): Elizabeth C. R. Smith

Date: 9/11/95

Address: 3333 Prospect ST NW Washington DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Frances P Smythe

Name (print): Frances P Smythe Gallagher Rachel

Date: 9.16.95

Address: 3415 Prospect St NW

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Anne E. Maker

Name (print): ANNE E. MAKER

Date: September 9, 1995

Address: 3500 WISCONSIN AVE NW WASHINGTON, DC 20007-4546

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Linda P. Sutherland

Name (print): LINDA P. SUTHERLAND

Date: 9/11/95

Address: 3333 N St NW, Wash DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

ROBERT ANDERSON
Name (Print)

Sept 8, 1995
Date

1693 34th St. NW, Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Ednoted L. Henderson
Name (Print)

1640 30th Street NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Jane Purinton
Name (Print)

9/12/95
Date

3315 P ST NW 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Willis H. Shapley
Name (Print)

9/10/95
Date

3040 P St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Mrs A.B. Roosevelt
Name (Print)

Sept 11. 1995
Date

3400 R St NW DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Robert Drueckor
Name (Print)

9/10/95
Date

27 C O St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

CARL P. LEUSDORF
Name (Print)

9/9/95
Date

1521 32d ST NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

MARTHA L. MAYNE
Name (Print)

Sept 12, 1995
Date

2512 Q ST NW WASH DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

ADELAIDE L SCHULZ
Name (Print)

5 September 1995
Date

2817 Dexter St NW WDC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

H. Wade S Dennis
Name (Print)

9/9/95
Date

2728 O ST NW DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

SARA H S. HOLCOMB
Name (Print)

SEP 10 1995
Date

3210 GRACE ST. NW
WASH. DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

NICHOLAS B. SCHEETZ
Name (Print)

6 Sept '95
Date

1427 34th ST. NW.
WASHINGTON, DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Anita Margolis Iain Macdonald

Name (print): Anita Margolis Iain Macdonald

Date: 9/5/95

Address: 1500 35th ST. N.W. Wash. D.C. 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Margaret M. O'Connor

Name (print): MARGARET M. O'CONNOR

Date: 9/7/95

Address: 1513 35 St. N.W. WASH DC 20007-2729

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Bruce Gradell

Name (print): Grace Gradell

Date: 8 Sept '95

Address: 2500 Q St. NW, 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: David J. Lavezzo

Name (print): DAVID J. LAVEZZO, B.S.'44

Date: 9/7/95

Address: 3009 M. ST., NW. Wash. D.C. 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Olga Rameh

Name (print): OLGA RAMEH

Date: 9-6-95

Address: 1436 Eye St. N.W. Washington DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: J.M. DeFrancesco

Name (print): J.M. DeFRANCESCO

Date: 9-6-95

Address: 2407-37th ST NW DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: [illegible]

Name (print): LAURENCE LIEBENFIELD

Date: Sept 5 1995

Address: 3915 GEORGETOWN CT NW

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: [illegible]

Name (print): [illegible]

Date: [illegible]

Address: 1513 35th St NW 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Kay Dunkley

Name (print): Kay Dunkley

Date: 9/6/95

Address: 1670 34th St. NW Wash. DC. 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: [illegible]

Name (print): Guy & Martine de Lusignan

Date: September 9, 95

Address: 1243 34th Street NW

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Virginia Insley

Name (print): VIRGINIA INSLEY

Date: 9-5-95

Address: 1647-34th St. NW DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature: Harold C Petrowitz

Name (print): HAROLD C. PETROWITZ

Date: Sept 6 1995

Address: 3421 Dent Pl. NW.

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

S. Paul Kramer
SIGNATURE
S. Paul Kramer
NAME (PRINT)

9-6-95
DATE

3022 Dent Pl. NW DC 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Richard B. Parker
SIGNATURE
Richard B. Parker
NAME (PRINT)

6 SEPT 95
DATE

3317 P ST. NW
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Kathrine Kelly
SIGNATURE
KATHRINE KELLY
NAME (PRINT) PRES. HB PRODS. Inc

9/6/95
DATE

1228 31st ST NW DC 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Thomas N.W. Green
SIGNATURE
Thomas N.W. Green
NAME (PRINT)

9/1/95
DATE

1321 28TH ST. N.W. Wash D.C.
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

George Hewitt
SIGNATURE

NAME (PRINT) Mr. George C. Hewitt 2720 Dumbarton Street, N. W. Washington, D. C. 20007-3321

5 September 95
DATE

ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Naomi M. Mathews
SIGNATURE
NAOMI M. MATHEWS
NAME (PRINT)

Sept 6 1995
DATE

3257 O ST. NW Washington DC, 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

NAME (PRINT)

DATE

ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Robert A. Schadler
SIGNATURE
Robert A. Schadler
NAME (PRINT)

9/5/95
DATE

2615 "O" ST NW
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Beatrice P. Patt
SIGNATURE

NAME (PRINT) Beatrice P. Patt Tower Mill Apt. 710 1015 33rd Street N.W. Washington, DC 20007

Sept 7, 1995
DATE

ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

George H. Cramer
SIGNATURE
George H. Cramer
NAME (PRINT)

9/6/95
DATE

3016 Q St NW Wash DC 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

NAME (PRINT)

DATE

ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

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SIGNATURE

James N. Sabin
NAME (PRINT)

Sept. 6, 1995
DATE

3745 Winfield Ln NW
Wash. DC 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

CHARLES O. ROSSOTTI
NAME (PRINT)

Sept 6 1995
DATE

3314 N ST N.W.
WDSH, DC 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

THOMAS M QUINN
NAME (PRINT)

9/1/95
DATE

3018 R ST NW W 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

JEANNA STURM
NAME (PRINT)

9/3/95
DATE

1615 29th St NW
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

SYDNEY J. FREEDBERG
NAME (PRINT)

Sept '95
DATE

3524 Fenton NW 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

MICHAEL PARKER
NAME (PRINT)

9/6/95
DATE

1671 35th NW, DC 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

William H. Crocker
NAME (PRINT)

Sept. 6, 1995
DATE

2254 O St. NW
Washington DC 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

LEON DREPS
NAME (PRINT)

9/7/95
DATE

3231 Volta Pl. N.W.
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

Janet Garrett Rasmussen
NAME (PRINT)

9. 5. 95
DATE

3321 Q St NW
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

NAME (PRINT)

DATE

ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

Milton M. Gutterman
NAME (PRINT)

9/6/95
DATE

1504 26th NW 20007
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

SIGNATURE

NAME (PRINT)

9-6-95
DATE

1710 35th St NW
ADDRESS

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Jacqueline QUILLEN
Name (print)

15 Sept 1995
Date

3418 Q St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

HELEN I. JESUP
Name (print)

Sept 15 1995
Date

3415 Q St NW, DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (print)

Sept 12, 1995
Date

3121 O St NW Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Elizabeth Dean
Name (print)

Sept. 5, 1995
Date

1620 - 29th St N.W. WASH. D.C. 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Anne A Wyatt
Mr & Mrs F MARK Wyatt
Name (print)

Sept 15 1995
Date

3310 P ST NW DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Hugh O'Neill
Name (print)

9/12/95
Date

2919 Dumbarton St. NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Paul Katz
Name (print)

9-13-95
Date

3800 Reservoir Rd
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Mrs Gordon Gray
Mrs Gordon Gray
Name (print)

15 Sept 95
Date

1224 30th St NW Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Maureen P. Navin
Name (print)

9/13/95
Date

2908 Q St NW #107 WDC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (print)

9/10/95
Date

1674 30th ST. NW Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Ted J. Himmey Georgetown '49
Name (print)

9/10/95
Date

1674 30th ST. NW Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (print)

9/10/95
Date

3102 Prospect St.
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Dorian D. Greene
Name (print)

19 Sept 95
Date

3316 Prospect St. UW #2 Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

HANS WASS
Name (print)

9/15/95
Date

3227 O ST N.W. WASHINGTON, D.C. 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

DAVID H. SEMMES
Name (print)

9/11/95
Date

1054 31ST ST NW WASH DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

JULIANNE M. TIMMONS
Name (print)

9/11/95
Date

3655 Whitehaven St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Mrs Robert H Chanler
Name (print)

Sept 15 95
Date

3249 R St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (print)

Date

Address

TO: The Federal Highway Administration

RE: The Canal Road Project

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Signature

Phebe H. Rowsom
Name (print)

9/16/95
Date

3021 N.W. Pl. Wash D.C. 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Margaret U. Lila
Name (print)

Sept 18 1995
Date

3631 W. C. St. N.W. Washington, DC 2007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

HELEN C. TURNER
Name (print)

Sept 11, 1995
Date

3250 'O' ST. NW DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Tobe M. Propst
4534 Avondale St. #2
Bethesda MD 20814
Name (print) 301-951-"EDIT"

9/12/95
Date

Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

MARISA J CAVINESS
Name (print)

9/12/95
Date

3643 Wisconsin Ave, NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Name (print)

9/15/95
Date

3429 N St NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Greg Evans
Name (print)

9/19/95
Date

3020 Dent Pl. NW Washington DC 20007
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Curtis H. Rumsombe Cult
Name (print)

Sept 19.95
Date

3030 P ST NW
Address

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Joanne B. Murphy

Joanne B. Murphy
Name (print)

9/6/95
Date

Joseph A Murphy
Name (print)

2717 O St NW
Address
Wash DC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Hamilton Horsey
Name (print)

9.18.95
Date

3295 Tilden St
Address
Washington 20008

TO: The Federal Highway Administration

RE: The Canal Road Project

The traffic in my small, historic neighborhood is terrible from 5 to 7 every evening. Please come and see it if you don't believe it. Thank you.

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.

Signature

Margaret Edson
Name (print)

1-14-95
Date

1727 1/2 35th St NW
Address
WDC 20007

TO: The Federal Highway Administration

RE: The Canal Road Project

I support modification of Canal Road, N.W. to permit Georgetown University traffic to turn left into and out of the campus. ~~I prefer Alternative 2, the at-grade signalized intersection, because it is the least costly, has the least visual impact, will have only a minimal effect on through traffic, and will greatly improve traffic conditions east of the University.~~

Signature

Geoffrey V. Forney
Name (print)

9/24/95
Date

1063 Wisc. Ave NW #202
Address

APPENDIX G

Section 106 Correspondence (Historic Resources)

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF CONSUMER AND REGULATORY AFFAIRS
BUILDING AND LAND REGULATION ADMINISTRATION

RECEIVED

NOV

HDR

November 2., 1998

Mr. James A. Cheatham
Division Administrator
U.S. Dept. of Transportation
Federal Highway Administration
Union Center Plaza II
820 First Street, N.E., Suite 750
Washington, D. C. 20002

Dear Mr. Cheatham:

I have received a copy of the Memorandum of Agreement for Alternative 2/2A Modified for the Georgetown University Southern Entrance project.

In addition to this MOA, for the adverse impacts to the C&O Canal, impacts to the archaeological resources were also reviewed by the Historic Preservation Division. An archaeological study was conducted which identified those areas that were archaeologically sensitive. Alternative 2/2A Modified avoids any impact to archaeological resources identified within the study area.

If you have any questions on the above, please call me at (202) 727-7360.

Sincerely,

Nancy J. Kassner

Nancy J. Kassner
Staff Archaeologist

cc: Margaret Ballard

FAP No. DE-0014(801)
Georgetown University
Southern Entrance
Section 106 Determination

August 25, 1998

Mr. Wilbert J. Parker
State Historic Preservation Officer
Department of Consumer and Regulatory Affairs
614 H Street, NW
Room 305
Washington, D.C. 20001

Attention: Mr. Stephen J. Raiche

Dear Sir:

This letter transmits a Memorandum of Agreement (MOA) for your consideration in completing the Section 106 requirements for the subject project. This replaces an earlier version sent to you last February 18th.

The MOA notes the considerable reductions in impacts of the proposed Alternative 2/2A Modified. As we demonstrated during our meeting in Autumn 1997, and during a joint site visit with the National Park Service in July 1998, the Federal Highway Administration has developed many options which attempt to provide significant reductions in environmental impacts.

The enclosed drawing of Alternative 2/2A Modified provides a single signal at a new eastern entrance and a left-turn exit, while maintaining the existing entrance as only a right-turn exit. We have incorporated the suggestions your Ms. Kassner and Mr. Callcott made regarding widening the "island" for an improved landscaping opportunity and to act as a visual barrier for pedestrians from Canal Road traffic. Other pertinent characteristics of this Alternative 2/2A Modified includes its avoidance of the WMATA tract, elimination of major visual or physical impacts to the Palisades, and minimal taking of property contained within the Georgetown Historic District.

- more -

Additionally, a second enclosed drawing illustrates how Alternative 2/2A Modified provides a third eastbound lane in the immediate vicinity of the Whitehurst Freeway intersection. This traffic flow mitigation measure involves replacement of a modern roadway retaining wall abutting a modern bridge, and recapping the C&O Canal retaining wall for the portion adjacent to the service vehicle access road of the National Park Service. There would be minimal taking of property contained within the C&O Canal Historic Park.

Please concur in a finding of adverse effect, which is able to be mitigated, for both the Georgetown Historic District and the C&O Canal Historic Park. The MOA will then be sent to the Department of Public Works, the National Park Service, and the Advisory Council on Historic Preservation.

Sincerely,

Edward A. Sheldell

for, James A. Cheatham
Division Administrator

Enclosures

cc: Ms. Nancy Kassner, DCRA
Ms. Maryanne Naber, ACHP
Mr. Donald Goffredi, DECA
Mr. Jim Sinnette, EFLH
Mr. Jeff Knoedler, NPS

Memorandum of Agreement

Improvements to the Canal Road Entrance of Georgetown University
Washington, D.C.

Submitted to the Advisory Council on Historic Preservation
Pursuant to 36 CFR 800.6(a)

WHEREAS, the Federal Highway Administration Eastern Lands Highway Division (FHWA) ha proposed to reconstruct the Canal Road entrance to Georgetown University to provide all directional movements for traffic entering and leaving the main academic campus; and

WHEREAS, Alternative 2/2A in the Draft Environmental Impact Statement and Section 4(f) Statement (DEIS) solicited comments from cooperating agencies (National Park Service - National Capital Region (NPS), District of Columbia - Department of Public Works (DCDPW), and National Capital Planning Commission (NCPC)), the Advisory Neighborhood Commissions (ANCs), and the public regarding the extent of impacts; and

WHEREAS, various alternatives were developed and evaluated following the publication of the DEIS and the Public Hearing. Alternative 2A Modified refined Alternative 2/2A in order to reduce impacts and the footprint of construction; and

WHEREAS, Alternative 2A Modified will have an adverse effect on the Georgetown Historic District and will considerably reduce impacts to the Palisades and bluffs surrounding the entrance as compared to Alternative 2/2A from the DEIS; and,

WHEREAS, Alternative 2A Modified will have an adverse effect on the Chesapeake and Ohio Canal Historic Park and will improve the façade of the C&O Canal wall adjacent to the widening of Canal Road near the Whitehurst Freeway and will maintain service vehicle access for the National Park Service to the C&O Canal Historic Park, and will have no effect on any other sites of historic, architectural, or archaeological significance; and,

WHEREAS, FHWA has consulted with the District of Columbia Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and,

WHEREAS, FHWA has consulted with the National Park Service, National Capital Region, as a cooperating agency, steward and owner of much of the herein mentioned property; and

NOW, THEREFORE, the FHWA, SHPO, DCDPW, and NPS agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effec of the project on historic properties.

STIPULATIONS

The FHWA will ensure that the following measures are carried out:

1. During the design phase, every effort will be made to reduce the heights of retaining walls which would further reduce visual impacts to the Palisades.

2. FHWA will develop a landscaping plan to screen visual impacts and to design a pedestrian friendly atmosphere.

3. FHWA will develop an appropriate façade treatment of the Canal Road retaining wall at the Whitehurst Freeway entrance, and of the cap to the wall of the C&O Canal wall to better define the edge of the historic park by improving the visual and structural appearance of both walls.

Execution of this Memorandum of Agreement by FHWA, SHPO, DCDPW, and NPS, and its subsequent acceptance by the Advisory Council on Historic Preservation (Council), and implementation of its terms, is evidence that FHWA has afforded the Council an opportunity to comment on the Improvements to the Canal Road Entrance of Georgetown University project and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

By: _____ Date: 11/16/98
State Historic Preservation Officer
District of Columbia

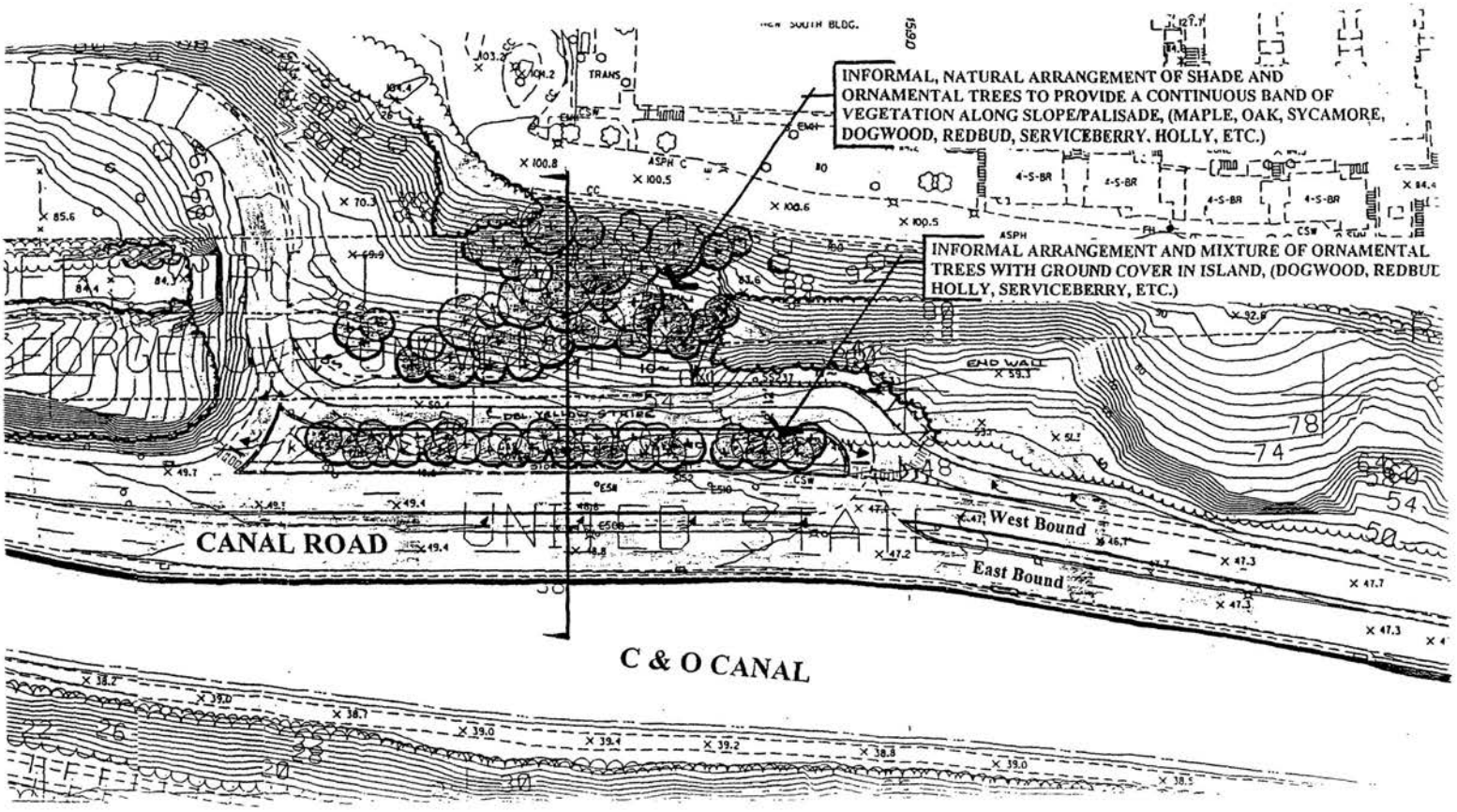
By: _____ Date: _____
Executive Director
Advisory Council on Historic Preservation

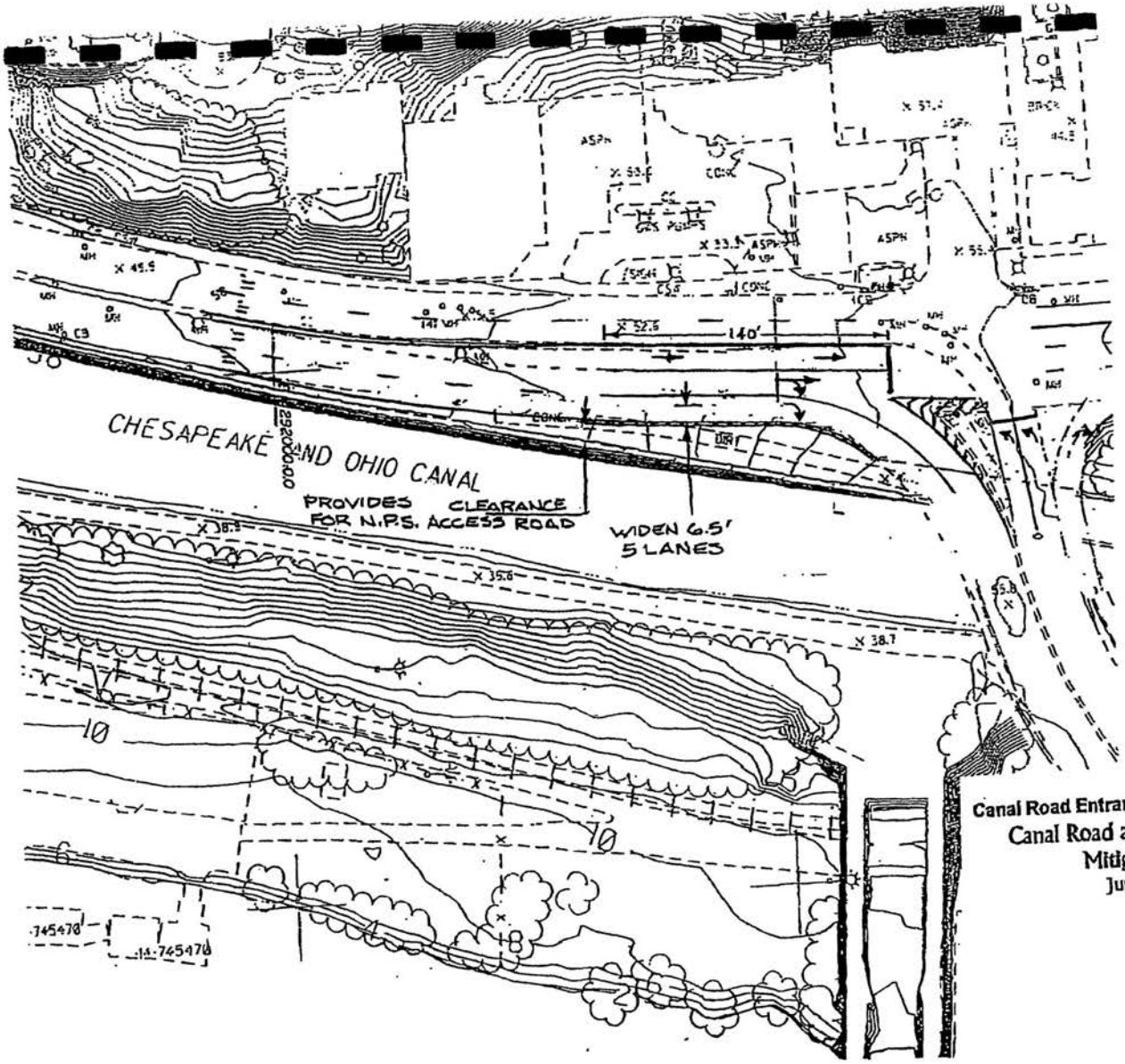
By: _____ Date: 11-9-98
Regional Director, National Capital Region
National Park Service

By: _____ Date: 11-3-98
Director
District of Columbia Department of Public Works

By: _____ Date: 9/21/98
Division Engineer
Federal Highway Administration, Eastern Federal Lands Highway Division

By: _____ Date: 10 Sept '98
for Division Administrator
Federal Highway Administration, D. C. Division


INFORMAL, NATURAL ARRANGEMENT OF SHADE AND ORNAMENTAL TREES TO PROVIDE A CONTINUOUS BAND OF VEGETATION ALONG SLOPE/PALISADE, (MAPLE, OAK, SYCAMORE, DOGWOOD, REDBUD, SERVICEBERRY, HOLLY, ETC.)
INFORMAL ARRANGEMENT AND MIXTURE OF ORNAMENTAL TREES WITH GROUND COVER IN ISLAND, (DOGWOOD, REDBUD HOLLY, SERVICEBERRY, ETC.)
CANAL ROAD
West Bound
East Bound
C & O CANAL



Canal Road Entrance to Georgetown University
Canal Road and Whitehurst Freeway
Mitigation Widening
June 1998 - Draft

C

APPENDIX H

Reevaluation of DEIS

REEVALUATION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) FOR IMPROVEMENTS TO THE CANAL ROAD ENTRANCE OF GEORGETOWN UNIVERSITY (FHWA-DC-EIS-95-01-D)

PROJECT DESCRIPTION

A project to substantially improve the vehicle access at the Canal Road entrance to the Georgetown University in Washington, DC, was identified in the 1987 Surface Transportation and Uniform Relocation Assistance Act as a demonstration project. An EIS is currently being prepared for this project by the Eastern Federal Lands Highway Division (EFLHD) and the District of Columbia Division Office of the Federal Highway Administration (FHWA). The Draft EIS for this project was distributed in July 1995.

PURPOSE OF THIS EVALUATION

In accordance with CFR 771.129, a written evaluation of the Draft EIS must be prepared if a Final EIS is not completed within 3 years from the date of the circulation of the Draft EIS. The purpose of this evaluation is to determine whether or not a supplement to the Draft EIS or a new Draft EIS is needed.

EVALUATION

Project History Since the Circulation of the Draft EIS

The Draft EIS for this project was approved and circulated in July 1995, and comments were due by September 30, 1995. A public hearing was held on September 19, 1995. Over 90 comment letters were received on the Draft EIS by other agencies and the public. In addition, over 100 postcards were received from public citizens expressing support for the project without comment.

Some of the letters from the public and other agencies requested the study of additional at-grade intersection alternatives that were not in the Draft EIS. Other letters requested a further evaluation of the traffic impacts associated with the project alternatives. To fully respond to these comments and requests, the FHWA studied four new project alternatives and performed additional traffic studies.

By letter dated November 9, 1995, the National Capital Planning Commission (NCPC) requested that a Supplemental Draft EIS be prepared to address three additional alternatives. The FHWA then studied these three alternatives to determine if a Supplemental Draft EIS that included these alternatives was warranted. By letter dated July 26, 1996, the FHWA responded to the NCPC that the three alternatives were not reasonable due to environmental impacts, traffic impacts, or cost. By letter dated October 10, 1996, the NCPC responded that they were in agreement that a Supplemental Draft EIS was not required. However, the NCPC requested that the Final EIS include the analysis of another at-grade intersection alternative that was intended to reduce the environmental impacts associated with the at-grade alternative presented in the Draft EIS as

Alternative 2A. The FHWA analyzed this alternative and other variations. An alternative identified as 2A - Modified, was developed and will be included in the Final EIS. This alternative does reduce the environmental impacts associated with Alternative 2A in the Draft EIS, and does not result in any additional new significant impacts.

By letters dated November 4, 1996, and December 6, 1996, the District of Columbia Department of Public Works (DC DPW) requested that a traffic analysis be performed for all alternatives to determine all traffic impacts on the surrounding community. Another letter, dated February 23, 1998, from the DC DPW, contained additional concerns on the environmental impact analysis in the Draft EIS. In response to these three DC DPW letters, the FHWA conducted additional traffic counts and performed additional traffic studies to ensure that the areas of concerns to the DC DPW would not result in any significant environmental impacts that were not identified in the Draft EIS. By letter dated June 29, 1998, the FHWA responded to all of the DC DPW's concerns. By letter dated July 30, 1998, the DC DPW agreed that all of their concerns were resolved. The FHWA's response to the DC DPW did not identify any additional or new significant impacts.

Changes in the Draft EIS Information

Purpose and Need

The information in the Purpose and Need section of the Draft EIS for this project has not changed and remains valid for the Final EIS. There has been no change to the project description, congressional mandate, project objective, and project benefits. No new information has become available on any of these items that results in new significant impacts.

Alternatives

The information on the preliminary alternatives considered in the Draft EIS is valid for the Final EIS. There has been no new information which would impact the analysis for transportation system management (TSM), transportation demand management (TDM), mass transit, bicycle and pedestrian, and preliminary roadway alternatives.

The information on the alternatives selected for analysis in the Draft EIS is valid for the Final EIS. There have been no changes to Alternatives 1, 2, 2A, 3B, and 3H. A new alternative will be included in the Final EIS for analysis. This alternative is a refinement to Alternative 2A based on agency and public comments received on the Draft EIS.

Affected Environment

The information in the affected environment section from the Draft EIS has been revised for the Final EIS. However, none of the revisions result in new significant impacts for any of the alternatives. Most of these revisions were to clarify certain issues or to correct minor typographical errors. These revisions also included the conversion of a local school to a recreation center; and new Clean Air Act standards for ozone which were adopted in July 1997.

Also, additional traffic counts were taken at intersections east of the University that show there are no significant volume changes in the project area, regardless of whether the Georgetown University is in session.

The conversion of the local school to a recreation center will not have an impact on the environmental impact analysis since both uses of the property are accounted for equally in the background traffic projections.

The new Clean Air Act standards are mandated by the Environmental Protection Agency (EPA). The EPA is phasing out and replacing the 1-hour primary ozone standard with a new 8-hour standard. The existing 1-hour standard will not be revoked until the area has achieved 3 consecutive years of air quality data meeting the 1-hour standard. This change in the ozone standard does not change the specific air quality impacts associated with the project alternatives.

There is no new information that would result in changes to the descriptions of the existing transportation system, the physical environment, or the natural environment.

Therefore, there are no new significant impacts for any of the alternatives to be presented in the Final EIS that have not previously been identified.

It should be noted that the Georgetown University's *1989 Bicentennial Master Plan* was approved under Board of Zoning Adjustments Order No. 15,302, dated October 12, 1990. This master plan is in effect until December 31, 2000. The Georgetown University has begun the process of preparing a new master plan. The formal submittal of the new master plan is not expected until the year 2000.

Environmental Consequences

The information in the environmental consequences section of the Draft EIS has been revised for the Final EIS. However, none of the revisions result in new significant impacts for any of the alternatives. These revisions consist of a change in the ownership of a private parcel of land; the analysis of a new alternative (2A-Modified); an additional traffic network simulation modeling of Alternative 2A-Modified; a re-run of the air quality analysis; and traffic mitigation work at the intersection of Whitehurst Freeway and Canal Road.

The change in the ownership of the private parcel of land does not change the analysis of secondary impacts since the new owner has the same property rights as the previous owner.

The analysis of the new Alternative 2A-Modified will be included throughout the environmental consequences section of the Final EIS. The impacts associated with this new alternative are reduced from the impacts shown for Alternative 2A in the Draft EIS. This new alternative also includes traffic mitigation at the intersection of Canal Road and the Whitehurst Freeway. This mitigation results in an adverse effect under Section 106 of the National Historic Preservation Act. However, this effect will be mitigated as documented in a Memorandum of Agreement between the FHWA, the National Park Service, the DC State Historic Preservation Officer, the

Advisory Council on Historic Preservation, and the DC DPW. Therefore, this mitigation does not involve additional or new significant environmental impacts. Additional studies and analyses were performed after the Draft EIS to ensure that no additional significant impacts were associated with Alternative 2A-Modified. These studies will be documented in the Final EIS.

The traffic network simulation modeling showed that there was not a level of service decrease along Canal Road for the Alternative 2A-Modified. The network modeling did not show any new or additional significant impacts.

The air quality analysis was re-run with revised background data provided by the DCDPW. The results of this analysis confirm that there are no new significant air quality impacts.

The traffic mitigation work at the intersection of the Whitehurst Freeway and Canal Road involves the addition of a 140-foot auxiliary lane on the eastbound approach of Canal Road to improve the traffic operation of this signalized intersection. To accommodate this auxiliary lane, approximately 120 feet of the existing Whitehurst Freeway retaining wall will have to be relocated approximately 6.5 feet towards the C&O Canal National Historical Park. This will require approximately 715 square feet of C&O Canal National Historical Park land between the C&O Canal and Canal Road. The use of this land will not have an impact on the use of this Park and will not have a significant impact on the historic character of the Park.

Section 4(f) Evaluation

Alternative 2A - Modified has been added to the Section 4(f) Statement. As discussed above, all of the impacts for Alternative 2A-Modified, including Section 4(f) impacts, are less than those discussed in the Draft EIS for Alternative 2A. The effect of the preferred alternative on all historic properties has been coordinated with the DC State Historic Preservation Officer. This effect will be mitigated as outlined in the Memorandum of Agreement to be submitted to the Advisory Council on Historic Preservation, which will result in no new additional significant impacts associated with Alternative 2A-Modified.

CONCLUSION

Based on the above evaluation, the FHWA concludes that a Supplemental Draft EIS or a new Draft EIS is not required. The changes and new information that have occurred after the Draft EIS was distributed, including the addition of Alternative 2A-Modified and its traffic mitigation at the intersection of Canal Road and the Whitehurst Freeway, do not result in previously unidentified significant impacts or additional new significant impacts.

Prepared by:

James E Sinnette 10/15/98

James E. Sinnette Date
Planning Engineer
Eastern Federal Lands Highway Division

Reviewed for Legal Sufficiency:

Julia L. Perry 10/15/98

Julia L. Perry Date
Counsel
Eastern Federal Lands Highway Division

Approved:

10/19/98

Gary L. Klinedinst Date
Division Engineer
Eastern Federal Lands Highway Division

Approved:

James A. Cheatham 10/23/98

James A. Cheatham Date
Division Administrator
District of Columbia Division