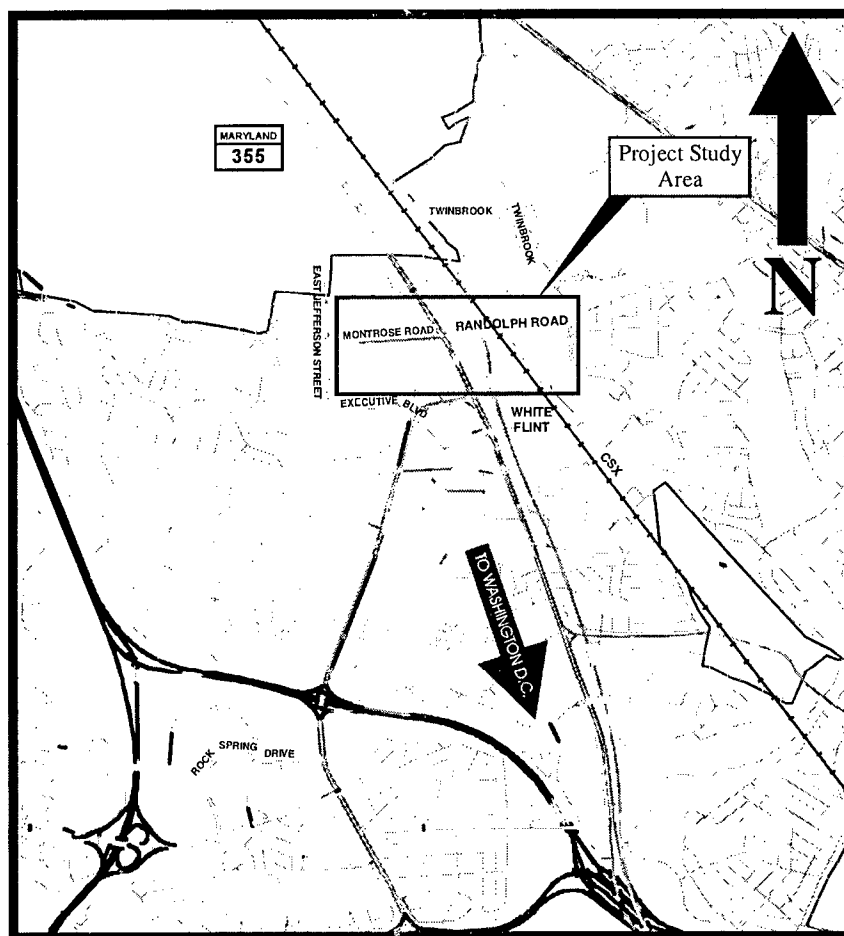


ENVIRONMENTAL ASSESSEMENT

MD 355 - Montrose Road/Randolph Road
Intersection Improvement Study

Montgomery County, Maryland

Project No. MO83OA11



Prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

November, 2001



**Maryland Department of Transportation
State Highway Administration**

2
Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

November 2, 2001

Project No. MO830A11

MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study


Enclosed for your review and comment is the Environmental Assessment for the MD 355 – Montrose Road/Randolph Road Intersection Improvement Study. This document has been prepared in accordance with CEQ Regulations and 23 CFR 771.

Please provide any comments by January 2, 2002 to the address below.

Ms. Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

All responses will be considered in developing the final document.

Very truly yours,


Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering

My telephone number is 410-545-0412

Maryland Relay Service for Impaired Hearing or Speech
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Page Two

- cc: Ms. Heather Amick, Environmental Analyst, Project Planning Division, State Highway Administration
- Ms. Wanda Brocato, Project Planning Division, State Highway Administration
- Mr. Bruce M. Grey, Deputy Division Chief, Project Planning Division, State Highway Administration
- Mr. Joseph Kresslein, Assistant Division Chief, Project Planning Division, State Highway Administration
- Mr. Dan Johnson, Environmental Program Manager, Federal Highway Administration
- Ms. Carmeletta Harris, Program Manager, Project Planning Division, State Highway Administration
- Ms. Cynthia D. Simpson, Deputy Director, Office of Planning and Preliminary Engineering, State Highway Administration

Report Number: FHWA-MD-EA-01-02-D

Federal Highway Administration
Maryland Division

**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study
Montgomery County**

ADMINISTRATIVE ACTION

ENVIRONMENTAL ASSESSMENT

U. S. Department of Transportation
Federal Highway Administration
and
State of Maryland
Department of Transportation
State Highway Administration

SUBMITTING PURSUANT TO: 42 U.S.C. 4332(2)(C);
and CEQ REGULATIONS (40 CFR 1500 et seq)

PARKER F. WILLIAMS
ADMINISTRATOR

10/31/01
Date

Douglas H. Simmons / dsf
Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering

11/02/01
Date

Nelson Castellanos
Nelson Castellanos
Federal Highway Administration
Division Administrator



5

SUMMARY

1. Administrative Action

- () Environmental Impact Statement
- (X) Environmental Assessment
- () Finding of No Significant Impact
- () Section 4(f) Evaluation

2. Additional Information Concerning this Project May Be Obtained By Contacting:

Ms. Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202
Phone: (410) 545-8500
Hours: 8:00 a.m. – 4:30 p.m.

Ms. Denise Winslow
Environmental Specialist
Federal Highway Administration
The Rotunda – Suite 220
711 West 40th Street
Baltimore, MD 21211
Phone: (410) 962-4342 (x116)
Hours: 7:30 a.m. – 4:30 p.m.

3. Introduction

This Environmental Assessment (EA) presents the results of engineering and environmental studies to improve the intersection of MD 355 at Montrose Road - Randolph Road, in Montgomery County, Maryland, as required under the National Environmental Policy Act (NEPA). The planning study also addresses additional federal and state laws including Section 4(f) requirements of the U.S. Department of Transportation Act (1966); Section 106 of the National Historic Preservation Act (1966); Clean Air Act (as amended in 1990); Title VI of the 1964 Civil Rights Act; the Uniform Relocation Assistance and Real Property Acquisition Policies Act (as amended in 1987); Executive Order (EO) 12898; the Maryland Environmental Policy Act (MEPA); the 1992 Maryland Economic Growth, Resource Protection and Planning Act and the 1997 Smart Growth and Neighborhood Conservation Act.

4. Description of Action

The Maryland State Highway Administration (SHA) is conducting an intersection improvement study at the MD 355-Montrose Road/Randolph Road intersection, in Montgomery County, as a result of recommendations from the Congestion Relief Study (CRS). A determination was made to



evaluate strategies to improve traffic flow at this location. The study area extends approximately one-half mile along MD 355, which is situated north of Washington D.C., west of Baltimore and south of Frederick County (*Figure S-1*).

The purpose of the MD 355 - Montrose Road/Randolph Road Intersection Improvement Study is to improve safety and traffic conditions for vehicles using the intersection (*Figure S-2*), and at the at-grade MARC/CSX transportation railroad crossing on Randolph Road east of the intersection. Providing pedestrian and bicycle access to existing and planned activity centers in the vicinity is also a main concern. The existing cross section on MD 355 includes 66 to 77 feet of roadway with 6 or 7 lanes, a 16-foot median and left turn bays. Montrose Road/Randolph Road is a four lane undivided roadway with a continuous left turn lane.

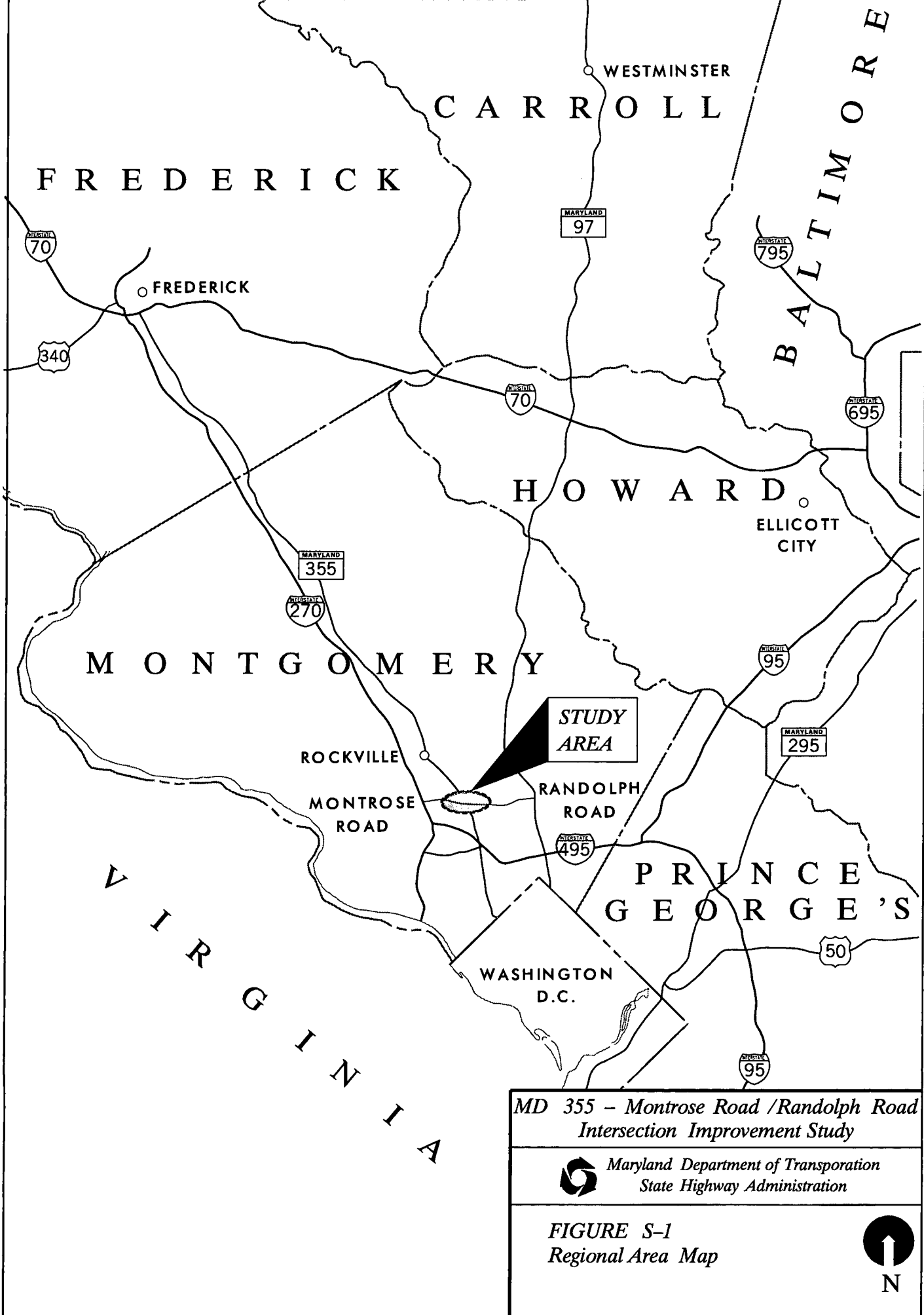
The MD 355 - Montrose Road/Randolph Road intersection currently operates at Level-of-Service (LOS) “F” during peak hours, with a Volume to Capacity (V/C) ratio of 1.05 and 1.11 for the AM and PM Peak. Current conditions will deteriorate rapidly under the no-build scenario by the design year 2020, in turn failing the intersection with stop and go conditions, and increasing the number of accidents, which are already above the statewide average.

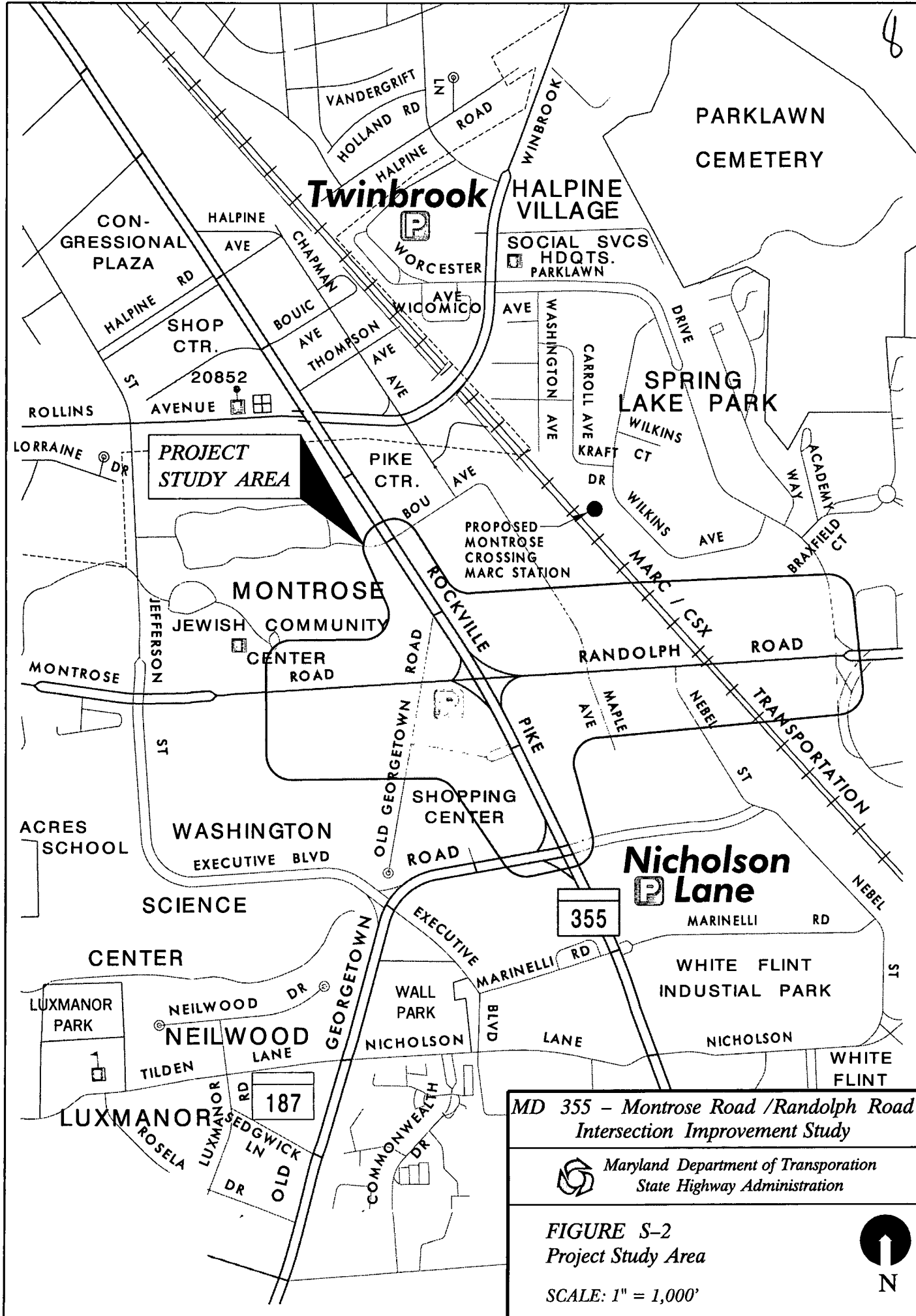
5. Alternatives Summary

A full range of transportation alternatives was considered during the preliminary study phase of this project. Following the preliminary studies, the No-Build Alternative and those alternatives that best addressed the project purpose and need and were found to be reasonable solutions were retained for detailed study. The Build Alternatives presented in detail in the EA were developed from the analysis of over 13 preliminary alternatives and options.

Alternative 1 - No-Build

Alternative 1 would not provide any significant improvements to the MD 355-Montrose Road/Randolph Road intersection. Any improvements would occur as part of normal maintenance and safety operations and would not measurably affect roadway capacity or address accident potential.





PROJECT STUDY AREA

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

**FIGURE S-2
Project Study Area**

SCALE: 1" = 1,000'





Alternative 2 – Single Point Urban Diamond Interchange (SPUI)

Alternative 2 proposes a single point urban diamond interchange at the MD 355-Montrose Road/Randolph Road intersection. The grade separation will result from lowering Montrose Road/Randolph Road under MD 355 while providing one-way right-side slip ramps in each quadrant. Left turning movements would be confined to a single at-grade signalized intersection beneath the MD 355 structure.

Alternative 3 – At-Grade Intersection

Alternative 3 would maintain the existing signalized at-grade intersection, with improvements to provide additional through and/or turning lanes on each intersection approach.

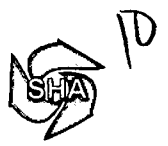
Alternative 9 – Randolph Road Under MD 355

The Randolph Road Under alternative proposes a grade separated interchange, with Montrose Road/Randolph Road realigned as it passes under MD 355. One-way ramps located east of MD 355 will provide a direct connection to and from northbound MD 355. The existing (Old) Old Georgetown Road alignment will provide access to and from southbound MD 355.

Summary of Congestion Management Studies

Federal regulations related to congestion management specify that any project that adds general purpose lanes in an air quality “non-attainment” area may not proceed unless it has been identified as part of a Congestion Management System (CMS).

The Maryland Department of Transportation has identified 29 multi-modal corridors across the state for the development of a CMS. The MD 355 – Montrose Road/Randolph Road intersection is included within the I-270/US 15 multi-modal corridor. The CMS Report for the I-270/US 15 Multi-Modal Corridor (Corridor #2) identified promising mobility improvement and congestion management strategies, rather than specifying transportation improvement projects for implementation. The Corridor #2 CMS evaluated several different congestion management improvement options.



The Corridor #2 CMS also identified various transportation and alternate strategies relating to Transportation Systems Management (TSM)/Travel Demand Management (TDM), growth management, transit improvements, highway capacity improvements and Intelligent Transportation System (ITS) strategies.

6. Summary of Environmental Impacts

A summary comparison of impacts associated with the alternatives under consideration is presented in *Table S-1* and is briefly described below. The proposed project is consistent with the *1992 North Bethesda/Garrett Park Master Plan*. The build alternatives will not displace any residential properties within study area neighborhoods, nor will they displace or impact any other community facilities. All of the build alternatives (Alternatives 2, 3 and 9) will require 0.02 acre of residential right-of-way acquisition from one residential property.

Alternatives 2, 3 and 9 would require seven commercial property structural displacements without Option B1- Modified, and nine commercial property structural displacements with Option B1- Modified. Alternatives 2, 3 and 9 would displace 23 businesses located within the seven commercial structures without Option B1- Modified, whereas, each build alternative would require 28 business displacements located within the nine commercial structures under Option B1- Modified. Commercial right-of-way (ROW) acquisition would range from 9.52 to 9.78 acres, depending on the build alternative, without Option B1-Modified. With Option B1-Modified, commercial ROW acquisition would range from 9.90 to 10.16 acres. Commercial property structural displacements, commercial ROW acquisition and business displacements are discussed in Chapter V.

Alternatives 2, 3 and 9 require the re-grading for side slopes associated with the new road. It is anticipated that all three build alternatives would remove the existing sidewalk in front of the National Register of Historic Places (NHRP) listed Montrose Schoolhouse.

All of the build alternatives would require grading for the construction of new roadways, resulting in minor soil erosion and sedimentation. No Waters of the United States, including wetlands, were identified in the study area. No known federal or state endangered or threatened species are present in the study area.

MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study



11

Table S-1
Summary of Impacts

RESOURCE CATEGORY	UNIT	Alternative 1		Alternative 2		Alternative 3		Alternative 9	
		No-Build	SPUI	SPUI w/ Option B1-Mod.	At-Grade	At-Grade w/ Option B1-Mod.	Randolph Road Under MD 355	Randolph Road Under w/ Option B1-Mod.	
SOCIO-ECONOMIC									
Right-of-Way Required									
Residential	Acre	0	0.02	0.02	0.02	0.02	0.02	0.02	0.02
Commercial	Acre	0	9.78	10.16	9.64	10.02	9.52	9.90	9.90
Montrose School*	Acre	0	0.10	0.10	0.07	0.07	0.08	0.08	0.08
Temp. Construction Impact within Montrose School	Acre	0	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Undeveloped	Acre	0	17.43	17.43	16.49	16.49	17.45	17.45	17.45
Park and Ride Lot	Acre	0	4.20	4.20	4.30	4.30	3.90	3.90	3.90
Shopping Center Lot (Montrose Crossing)	Acre	0	0.03	0.03	0.03	0.03	0.03	0.03	0.03
TOTAL		0	31.59	31.97	30.58	30.96	30.03	31.41	31.41
Residential Displacements	No.	0	0	0	0	0	0	0	0
Commercial Property Structural Displacements**	No.	0	7	9	7	9	7	9	9
Business Displacements***	No.	0	23	28	23	28	23	28	28
NATURAL ENVIRONMENT									
Wetlands	Acre	0	0	0	0	0	0	0	0
Stream Crossings	No.	0	0	0	0	0	0	0	0
Stream Impacts	L.F.	0	0	0	0	0	0	0	0
Floodplain	Acre	0	0	0	0	0	0	0	0
Woodland	Acre	0	10.7	10.7	10.3	10.3	10.7	10.7	10.7
CULTURAL RESOURCES									
NR/NRE Historic Sites Impacted	No.	1	1	1	1	1	1	1	1
Archeological Sites Impacted	No.	0	0	0	0	0	0	0	0
NOISE IMPACTS	No.	4 residences, 1 outdoor pool, 1 school	4 residences 1 school		0		6 residences 1 outdoor pool 1 school		
AIR QUALITY IMPACTS	No.	4 (8 hr, 2020) 0 (1 hr, 2020)	0	0	1 (8 hr, 2020) 0 (1 hr, 2020)	1 (8 hr, 2020) 0 (1 hr, 2020)	0	0	0
ROW	Mill\$	0	49.88	50.98	44.97	46.07	44.97	46.07	46.07
Engineering Costs	Mill\$	0	4.66	4.90	1.98	2.21	3.75	3.99	3.99
Construction Costs	Mill\$	0	30.09	31.63	12.77	14.27	24.18	25.72	25.72
TOTAL COSTS	Mill\$	0	84.63	87.51	59.72	62.55	72.90	75.78	75.78

* Encroachment within Montrose School Historic Boundary

** Commercial Property Structural Displacements include the number of commercial buildings being displaced.

*** Business Displacements include the number of individual businesses located within each commercial building.



Alternative 1

Alternative 1 would not require any socio-economic or natural environmental resource impacts. This alternative does not require any residential/community facility displacements or property acquisitions. No relocations would be necessary.

Alternative 2

Alternative 2 would require property from the state-owned *Park and Ride* property, located in the southwest intersection quadrant. This alternative would impact 4.2 acres of this property. The entrance to the *Park and Ride* facility would also be altered. The ROW required from commercial, historic, undeveloped, Park and Ride and shopping center property, would total 31.59 acres under Alternative 2 and 31.97 acres under Alternative 2- Option B1-Modified.

Alternative 2 would impact 10.7 acres of woodland.

Alternative 3

Alternative 3 would require 4.30 acres from the state-owned *Park and Ride* property, located in the southwest intersection quadrant. The ROW required from commercial, historic, undeveloped, Park and Ride and shopping center property, would total 30.58 acres under Alternative 3 and 30.96 acres under Alternative 3- Option B1-Modified.

Alternative 3 would impact 10.3 acres of woodland.

Alternative 9

This alternative would impact 3.9 acres of the *Park and Ride* facility. The entrance to the facility will also be altered. The ROW required from commercial, historic, undeveloped, Park and Ride and shopping center property, would total 30.03 acres under Alternative 9 and 31.41 acres under Alternative 9- Option B1-Modified.

Alternative 9 would impact 10.7 acres of woodland.



Cultural Resources

The State Historic Preservation Officer (SHPO) has determined that one historic site which is on or eligible for the National Register of Historic Places is located within the area of potential effect. This site is the Montrose Schoolhouse. The SHPO concurred that there will be no adverse effect on the Montrose Schoolhouse (October 15, 2001). Please refer to Page VI-73 in *Chapter VI*, Other Agency Correspondence.

Noise Impacts

Three Noise Sensitive Areas (NSAs), represented by six receptor modeling locations, were identified for this project (see *Table V-6*). The projected 2020 design-year noise levels indicate that the Federal Highway Administration (FHWA) Noise Abatement Criteria (67dBA) is approached (66dBA) or exceeded at two of the three NSAs associated with all build alternatives. Preliminary analysis indicates that a barrier would be feasible at the Montrose School House (NSA C), but is not considered reasonable due to the historic nature of the site. Barriers were determined to be unwarranted in the Avalon Crossing Luxury Apartments (NSA A) and infeasible in the Pavilion Apartments (NSA B) under each of the build alternatives. A final determination on the feasibility and reasonability of noise barriers for these NSAs will be made after SHA has identified the selected alternative and additional design information is available. A detailed evaluation of mitigation of potential noise impacts for all alternatives is presented in *Section V.F* of this document.

Air Quality Impacts

Carbon Monoxide (CO) analysis conducted for the project alternatives result in violation of the 8-hour National Ambient Air Quality Standards by the No-Build and Alternative 3 (with and without option B-1 Modified). Year 2020 analysis of the No-Build Alternative resulted in four intersections exceeding the eight-hour NAAQS concentration for CO. Year 2020 analysis of Alternative 3 resulted in one intersection exceeding the eight-hour NAAQS concentration for CO. None of the alternatives resulted in violation of the 1-hour NAAQS CO criteria in either the 2010 or 2020 analysis years.



ENVIRONMENTAL ASSESSMENT FORM

The following Environmental Assessment Form is a requirement of the Maryland Environmental Policy Act and Maryland Department of Transportation Order 11.01.06.02. Its use is in keeping with the provisions of 1500.4(d) and 1506.2 and 06 of the Council on Environmental Quality Regulations, effective July 31, 1979, which recommend that duplication of Federal, State, and Local procedures be integrated into a single process.

The checklist identifies specific areas of the natural and social-economic environment, which have been considered while preparing this environmental assessment. The reviewer can refer to the appropriate section of the document, as indicated in the “Comment” column of the form, for a description of specific characteristics of the natural or social-economic environment within the proposed project area. It will also highlight any potential impacts, beneficial or adverse that the action may incur. The “No” column indicates that during the scoping and early coordination processes, that specific area of the environment was not identified to be within the project area or would not be impacted by the proposed action.

Environmental Assessment Form

	<u>Yes</u>	<u>No</u>	<u>Comments</u>
A. Land Use Considerations			
1. Will the action be within the 100-year flood plain?	_____	X _____	_____
2. Will the action require a permit for construction or alteration within the 50-year flood plain?	_____	X _____	_____
3. Will the action require a permit for dredging, filling, draining or alteration of a wetland?	_____	X _____	_____



4. Will the action require a permit for the construction or operation of facilities for solid waste disposal, including dredge and excavation spoil?		X	
5. Will the action occur on slopes exceeding 15%?		X	
6. Will the action require a grading plan or a sediment control permit?	X		V.E.2
7. Will the action require a mining permit for deep or surface mining?		X	
8. Will the action require a permit for drilling a gas or oil well?		X	
9. Will the action require a permit for airport construction?		X	
10. Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?		X	
11. Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?		X	
12. Will the action affect the use of any natural or manmade features that are unique to the county, state, or nation?		X	
13. Will the action affect the use of an archeological or historical site or structure?	X		V.D.



16

B. Water Use Considerations

14. Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	_____	X _____	_____
15. Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?	_____	X _____	_____
16. Will the action change the overland flow of storm water or reduce the absorption capacity of the ground?	X _____	_____	V.E.3 _____
17. Will the action require a permit for the drilling of a water well?	_____	X _____	_____
18. Will the action require a permit for water appropriation?	_____	X _____	_____
19. Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?	_____	X _____	_____
20. Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?	_____	X _____	_____
21. Will the action result in any discharge into surface or sub-surface water?	X _____	_____	V.E.3 _____
22. If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	X _____	_____	V.E.3 _____



C. Air Use Considerations

23. Will the action result in any discharge into the air?	X		V.G.6
24. If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?		X	
25. Will the action generate additional noise which differs in character or level from present conditions?	X		V.F.3
26. Will the action preclude future use of related air space?		X	
27. Will the action generate any radiological, electrical, magnetic, or light influences?		X	

D. Plants and Animals

28. Will the action cause the disturbance, reduction, or loss of any rare, unique or valuable plant or animal?		X	
29. Will the action result in the significant reduction or loss of any fish or wildlife habitats?		X	
30. Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?		X	



18

E. Socio-Economic

31. Will the action result in a preemption or division of properties or impair their economic use?	X		V.A.1, V.B.1
32. Will the action cause relocation of activities, structures, or result in a change in the population density or distribution?	X		V.A.1, V.B.2
33. Will the action alter land values?		X	
34. Will the action affect traffic flow and volume?	X		III.F.1, II.F.2, III.F.3, III.F.4
35. Will the action affect the production, extraction, harvest or potential use of a scarce or economically important resource?		X	
36. Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?		X	
37. Is the action in accord with federal, state, regional, and local comprehensive or functional plans, including zoning?	X		II.F.3
38. Will the action affect the employment opportunities for persons in the area?	X		V.B.1
39. Will the action affect the ability of the area to attract new sources of tax revenue?		X	



40. Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?	X	_____	V.B.1.c
41. Will the action affect the ability of the area to attract tourism?	_____	X	_____
F. Other Considerations			
42. Could the action endanger the public health, safety or welfare?	_____	X	_____
43. Could the action be eliminated without deleterious affects to the public health, safety, welfare or the natural environment?	_____	X	_____
44. Will the action be of statewide significance?	_____	X	_____
45. Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment?	X	_____	V.I.
46. Will the action require additional power generation or transmission capacity?	_____	X	_____
47. This agency will develop a complete environmental effects report on the proposed action.	X	_____	_____



20

TABLE OF CONTENTS

	Page No.
SUMMARY	
1. Administrative Action.....	S-1
2. Additional Information Concerning This Project May Be Obtained By Contacting.....	S-1
3. Introduction.....	S-1
4. Description of Action, Purpose and Need, Goals and Objectives.....	S-1
5. Alternatives Summary.....	S-2
6. Summary of Environmental Impacts.....	S-6
Environmental Assessment Form.....	S-10
I. DESCRIPTION OF THE PROPOSED ACTION	
A. Project Location.....	I-1
B. Project Description.....	I-1
II. PURPOSE AND NEED FOR THE PROJECT	
A. Purpose of the Project.....	II-1
B. Need for the Project.....	II-1
C. Traffic Data and Level of Service.....	II-1
D. Accident Data/Safety Conditions.....	II-6
E. Intermodal Connectivity.....	II-10
F. Background.....	II-13
1. System Information.....	II-13
2. System Linkage and Regional Plan Consistency.....	II-14
3. Master Plan Consistency and County Support.....	II-15
G. Conclusion.....	II-18
III. ALTERNATIVES CONSIDERED	
A. Congestion Relief Study.....	III-1
B. Development of the Project Focus Group.....	III-2
C. Preliminary Alternatives Developed.....	III-2
1. Alternative 1.....	III-2
2. Alternative 2.....	III-13
3. Alternative 3.....	III-13
4. Alternative 3 – Option C.....	III-13
5. Alternative 4.....	III-13
6. Alternative 5.....	III-14
7. Alternative 6.....	III-14
8. Alternative 7.....	III-14
9. Alternative 8.....	III-14
10. Alternative 9.....	III-15
11. M-NCPPC Alternative 1.....	III-15
12. M-NCPPC Alternative 2.....	III-16
13. M-NCPPC Alternative 3.....	III-16
D. Alternatives Public Workshop.....	III-18
E. Alternatives Retained for Detailed Studies (ARDS).....	III-19
1. Alternative 1.....	III-19
2. Alternative 2.....	III-24
3. Alternative 3.....	III-25
4. Alternative 9.....	III-27



21

F.	Congestion Management System (CMS)	III-31
1.	Transportation Systems Management (TSM)/ Travel Demand Management (TDM) Strategies	III-32
2.	Growth Management Strategies	III-33
3.	Transit Improvements	III-33
4.	Highway Capacity Improvements	III-34
5.	Intelligent Transportation System (ITS) Strategies	III-34
6.	Summary	III-34
IV.	DESCRIPTION OF EXISTING ENVIRONMENT	
A.	Social Environment	IV-1
1.	Population and Housing	IV-3
2.	Communities within the Study Area	IV-6
3.	Summary of SHA's Equal Opportunity Program/Title VI Statement	IV-6
4.	Environmental Justice Inventory	IV-8
5.	Community Facilities and Services	IV-11
a.	Social Services	IV-11
b.	Schools	IV-11
c.	Emergency Services and Law Enforcement	IV-13
d.	Health Care Facilities	IV-14
e.	Libraries	IV-14
f.	Churches	IV-15
g.	General Services and Facilities	IV-15
6.	Parklands and Recreational Facilities	IV-16
a.	Wall Park	IV-16
7.	Visual Quality	IV-16
B.	Economic Environment	IV-17
1.	Countywide Employment Characteristics	IV-17
2.	Study Area Employment Characteristics	IV-18
a.	General Statistics and Designations	IV-18
b.	Commercial and Industrial Facilities	IV-20
c.	Active Farmlands	IV-22
3.	Transportation Characteristics	IV-22
C.	Land Use	IV-24
1.	Existing Land Use	IV-24
2.	Future Land Use	IV-25
D.	Cultural Resources	IV-29
1.	Historic Resources	IV-29
2.	Archeological Resources	IV-31
E.	Natural Environment	IV-32
1.	Physiography/Topography and Geology	IV-32
2.	Soils	IV-32
3.	Water Resources	IV-35
a.	Surface Water	IV-35
b.	Groundwater	IV-35
c.	Floodplains	IV-37
4.	Ecological Conditions	IV-37
a.	Wetlands	IV-37
b.	Terrestrial Habitat	IV-37
5.	Endangered and Threatened Species	IV-39
6.	Unique Sensitive and Aesthetic Areas	IV-39



22

F. Existing Noise Conditions.....	IV-39
1. Noise Sensitive Area Description.....	IV-39
2. Existing Noise Conditions.....	IV-41
a. Background.....	IV-41
b. Field Measurements.....	IV-42
c. Model Validation.....	IV-42
G. Existing Air Quality.....	IV-43
H. Hazardous Materials.....	IV-44
1. Initial Site Assessment.....	IV-44
2. Summary of Findings.....	IV-46
a. File Review and Agency Coordination.....	IV-46
b. Site Inspection.....	IV-47

V. ENVIRONMENTAL CONSEQUENCES

A. Social Impacts.....	V-1
1. Displacements/Property Impacts.....	V-1
2. Disruptions of Neighborhoods and Communities.....	V-6
3. Summary of SHA’s Equal Opportunity Program / Title VI Statement.....	V-9
4. Environmental Justice.....	V-9
5. Effects on Park Lands and Recreational Facilities.....	V-9
6. Effects on Community Services and Facilities.....	V-9
a. Emergency Services.....	V-9
b. Churches.....	V-10
c. General Services and Facilities.....	V-10
d. Maintenance of Traffic and Construction Detours.....	V-12
7. Effects on Visual Quality.....	V-13
B. Economic Impacts.....	V-17
1. Effects on Regional Business Activity.....	V-17
2. Effects on Existing Businesses.....	V-18
a. Displacements.....	V-18
b. Mobility and Access.....	V-23
c. Construction Impacts.....	V-25
d. Potential for New Business.....	V-26
3. Effects on Tax Base and Property Values.....	V-27
C. Land Use Impacts.....	V-27
D. Impacts on Historic and Archeological Sites.....	V-29
1. Historic Sites.....	V-31
2. Archeological Sites.....	V-32
E. Natural Environment.....	V-33
1. Topography and Geology.....	V-33
2. Soils.....	V-33
a. Erosion and Sedimentation.....	V-33
3. Water Resources.....	V-34
a. Surface Water and Groundwater.....	V-34
4. Ecological Effects.....	V-35
a. Terrestrial Wildlife/Habitat.....	V-35
b. Aquatic Wildlife/Habitat.....	V-37
F. Noise Impacts.....	V-37
1. Introduction.....	V-37
2. Noise Prediction Methodology.....	V-37
a. Federal Highway Administration Standards/SHA Guidelines.....	V-38



23

3.	Noise Prediction Results and Impact Assessment	V-43
4.	Mitigation Measures	V-43
5.	Construction Noise	V-46
G.	Air Quality	V-47
1.	Objectives and Types of Analysis	V-47
2.	Construction Impacts	V-47
3.	Receptor Site Locations.....	V-48
4.	Results of the Microscale Analysis.....	V-48
5.	Conformity with Regional Air Quality Planning.....	V-53
6.	Analysis Input.....	V-53
a.	Traffic Data	V-53
b.	Vehicular Emissions.....	V-54
c.	Meteorological Factors.....	V-54
d.	CAL3QHC Analysis	V-55
e.	Background Levels.....	V-57
7.	Conclusion	V-58
H.	Hazardous Materials.....	V-59
I.	Secondary and Cumulative Effects Analysis	V-60
1.	Scoping.....	V-60
a.	Resources	V-60
b.	Boundary	V-61
1.	Alternatives Retained for Detailed Study (ARDS).....	V-61
2.	Area of Traffic Influence.....	V-61
3.	Subwatersheds	V-61
4.	Census Tracts.....	V-67
5.	County Planning Area(s)	V-67
6.	Sewer and Water Service.....	V-67
c.	Time Frame	V-71
1.	Past Time Frame.....	V-71
2.	Future Time Frame	V-74
2.	Analysis	V-75
a.	Land Use Scenarios.....	V-75
1.	Past	V-75
2.	Present	V-76
3.	Future.....	V-76
b.	SCEA Resource Effects.....	V-81
1.	Terrestrial Habitat (Forests).....	V-82
a.	Past.....	V-82
b.	Future	V-86
2.	Historic Resources.....	V-87
a.	Trends/Overlay/Matrices.....	V-87
1.	Alternatives 2, 3 and 9.....	V-90
a.	Past.....	V-90
b.	Future	V-90
3.	Conclusions	V-93
a.	Terrestrial Habitat (Forests).....	V-93
b.	Historic Resources	V-94

*MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study*



VI. COMMENTS AND COORDINATION

Elected Official Correspondence VI-1

Public Involvement Correspondence VI-32

NEPA/404 Coordination-Purpose and Need VI-57

Other Agency Correspondence VI-67

VII. APPENDICES

Appendix A Photographs of the Communities

Appendix B Summary of Relocation Assistance Program of the
State Highway Administration of Maryland

Appendix C Business Inventory

Appendix D Feasibility and Reasonableness Checklists

Appendix E References



75

LIST OF TABLES

Table S-1	Summary of Impacts	S-7
Table II-1	Level of Service Analysis	II-5
Table II-2	AM Peak Schedule for the MARC Train Based on Existing Conditions.....	II-5
Table II-3	MD 355 (North) Traffic Safety Analysis	II-7
Table II-4	MD 355 (South) Traffic Safety Analysis	II-8
Table II-5	Montrose Road Traffic Safety Analysis.....	II-9
Table II-6	Randolph Road Traffic Safety Analysis.....	II-11
Table II-7	Park and Ride Lot Subscribers	II-12
Table III-1	Written Comments Received Following the November 15, 2000 MD 355 Focus Group Meeting	III-3
Table IV-1	Population and Housing Characteristics	IV-3
Table IV-2	Racial and Ethnic Make-up of the Study Area Population	IV-10
Table IV-3	Employment Characteristics	IV-17
Table IV-4	Description of Soil Series in the Study Area.....	IV-33
Table IV-5	Existing Noise Levels	IV-43
Table IV-6	Location of Receptors	IV-44
Table V-1	Property Displacements and Impacts	V-2
Table V-2	Description of Woodland Impacts.....	V-35
Table V-3	Noise Abatement Criteria (NAC).....	V-39
Table V-4	Noise Analysis Summary	V-41
Table V-5	Air Quality Receptor Locations	V-49
Table V-6	CO Concentration (ppm) Year 2010	V-51
Table V-7	CO Concentration (ppm) Year 2020	V-52
Table V-8	Factor Values	V-57
Table V-9	Background Levels.....	V-58
Table V-10	Preliminary SCEA Resources	V-62



LIST OF TABLES (continued)

Table V-11 Montgomery County and SCEA Study Area Population (1970-2020)..... V-74

Table V-12 Near Future Development V-79

Table V-13 Future Land Use Development V-79

Table V-14 Population and Employment Change 1980-2000..... V-83

Table V-15 Population and Employment Changes 2000-2020 V-87

Table V-16 Historic Properties..... V-92



21

LIST OF FIGURES

Figure S-1 Regional Area Map..... S-3

Figure S-2 Project Study Area..... S-4

Figure II-1 1998 Existing Traffic Volumes and Level of Service II-3

Figure II-2 2020 No-Build Traffic Volumes and Level of Service II-4

Figure II-3 Proposed County Transportation Improvement..... II-17

Figure III-1 Alternatives 1 and 2..... III-4

Figure III-2 Alternatives 3 and 3: Option C..... III-5

Figure III-3 Alternatives 4 and 5..... III-6

Figure III-4 Alternatives 6 and 7..... III-7

Figure III-5 Alternatives 8 and 9..... III-8

Figure III-6 M-NCPPC Alternatives 1 and 2 III-9

Figure III-7 M-NCPPC Alternative 3..... III-10

Figure III-8 Options B and B1 III-11

Figure III-9 Options B2 and B3 III-12

Figure III-10 Alternatives Retained for Detailed Study (ARDS)..... III-20

Figure III-11 Typical Sections III-22

Figure III-12 Alternative 2 Traffic Volumes and Level of Service..... III-26

Figure III-13 Alternative 3 Traffic Volumes and Level of Service III-28

Figure III-14 Alternative 9 Traffic Volumes and Level of Service..... III-30

Figure IV-1 North Bethesda Planning District and Census Tracts..... IV-2

Figure IV-2 Residential Communities and Community Facilities IV-7

Figure IV-3 Community Facilities and Services Surrounding the Study Area IV-12

Figure IV-4 Industries for Montgomery County and 1999 Census Tract IV-18

Figure IV-5 Occupation Percentages for Montgomery County and the 1999 Census Tract IV-19

Figure IV-6 Existing Land Use IV-21

Figure IV-7 Future Land Use IV-27

Figure IV-8 Priority Funding Area..... IV-28

Figure IV-9 Topography and Soils..... IV-33

Figure IV-10 Natural Environmental Features – Existing Conditions IV-36

Figure IV-11 Noise and Air Quality Receptors – Alternative 1 IV-40

Figure V-1 Preliminary ROW Acquisition and Business Displacements..... V-3

Figure V-2 Thinking Beyond the Pavement V-14

Figure V-3 Access and Mobility Analysis Groupings – Alternative 2..... V-20

Figure V-4 Commercial Property Structure Displacements and Woodland Impacts V-36

Figure V-5 Noise and Air Quality Receptor Locations – Alternatives 2, 3 and 9 V-50



*MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study*

Figure V-6 Alternatives Retained for Detailed Study Sub-Boundary V-64

Figure V-7 Area of Traffic Influence V-65

Figure V-8 Natural Resources Sub-Boundary V-66

Figure V-9 Socio-Economic/Cultural Resources Sub-Boundary V-68

Figure V-10 Planning Area Sub-Boundaries V-69

Figure V-11 Composite of Sub-Boundaries..... V-70

Figure V-12 Transportation Population and Land Use Timeline..... V-72

Figure V-13 SCEA Study Area Population Change V-74

Figure V-14 Past Land Use V-77

Figure V-15 Present Land Use V-78

Figure V-16 Future Land Use V-80

Figure V-17 Population and Employment Change 1980-2000 V-84

Figure V-18 Past Transportation Development V-85

Figure V-19 Population and Employment Change 2000-2020 V-88

Figure V-20 Future Transportation Development..... V-89

Figure V-21 Historic Properties V-91



I. DESCRIPTION OF THE PROPOSED ACTION

A. Project Location

The MD 355 – Montrose Road/Randolph Road Intersection Improvement Study is located in Montgomery County (*Figure S-1*). MD 355 is a primary facility for north-south travel in Montgomery County. The study area encompasses the intersection of Montrose Road/Randolph Road and MD 355 (Rockville Pike) just north of White Flint, including the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. The study area, with portions in both Montgomery County and the City of Rockville, is bordered on the east by Parklawn Drive, on the west by Jefferson Street, on the north by Twinbrook Parkway, and on the south by MD 187 (Old Georgetown Road) (*Figure S-2*).

B. Project Description

Montrose Road, Randolph Road and MD 355 are each functionally classified as other principal arterial highways. The intersection is within a designated Priority Funding Area (PFA) and is also within the North Bethesda Transportation Management District.

Severe traffic congestion currently exists at the MD 355 - Montrose Road/Randolph Road intersection, including the at-grade MARC/CSX Transportation railroad crossing on Randolph Road, and will continue to worsen and fail with stop-and-go conditions in the design year of 2020. This intersection experiences accident rates higher than the statewide average for similar roadways, especially for rear end and angle accidents.

This study evaluates safety and traffic operations for vehicles using the MD 355 - Montrose Road/Randolph Road intersection and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road, while providing provisions for adequate pedestrians and bicycle access to existing and planned activity centers.



II. PURPOSE AND NEED FOR THE PROJECT

A. Purpose of the Project

The purpose of this project is to improve safety and traffic operations for vehicles using the MD 355–Montrose Road/Randolph Road intersection and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road, while providing provisions for adequate pedestrian and bicycle access to existing and planned activity centers.

B. Need For the Project

There are three specific needs to be addressed by this study as noted by the Montgomery County Council and the County Executive. First, this intersection is currently experiencing severe congestion, which will continue to worsen and fail with stop-and-go conditions in the design year of 2020. Second, the MD 355-Montrose Road/Randolph Road intersection experiences accident rates higher than the statewide average for similar roadways, especially for rear end and angle accidents. This condition is expected to worsen as congestion increases. Third, any improvements to this intersection will need to facilitate vehicular, pedestrian and bicycle access to existing and planned development and transit stations. These three need statements are true not only for the MD 355 (Rockville Pike)-Montrose Road/Randolph Road intersection, but also at the CSX Transportation railroad crossing with Randolph Road.

C. Traffic Data and Level of Service

The existing typical cross section on MD 355 varies from 66 to 77 feet of roadway and varies from 6 to 7 lanes. The typical section includes a 16 foot median and left turn bays. MD 355 was last resurfaced in 1991 (mill and resurface), and the pavement is now in fair condition. Montrose and Randolph Roads are each four lane undivided roadways with a continuous left turn lane.

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***



All traffic signals in Montgomery County, including MD 355-Montrose Road/Randolph Road, are interconnected and maintained by Montgomery County. The signal at the MD 355 and Montrose Road/Randolph Road intersection was recently improved, from a split-phase for the east/west movements to an exclusive permissive left turn for Montrose Road and Randolph Road.

Existing 1998 and future design year 2020 no-build intersection turning movement volumes were developed for the MD 355 - Montrose Road/Randolph Road intersection (*Figures II-1 and II-2*). The existing Average Daily Traffic (ADT) volume on MD 355 at Montrose Road/Randolph Road is 77,000 vehicles per day (vpd) and is expected to increase to 91,800 vpd under a future 2020 no-build scenario. The existing ADT on Montrose Road is 39,800 vpd (at East Jefferson Street) and is expected to increase to 45,300 vpd under a 2020 no-build scenario. The existing ADT on Randolph Road is 36,000 vpd (at Nebel Street) and is expected to increase to 41,400 vpd under a 2020 no-build scenario.

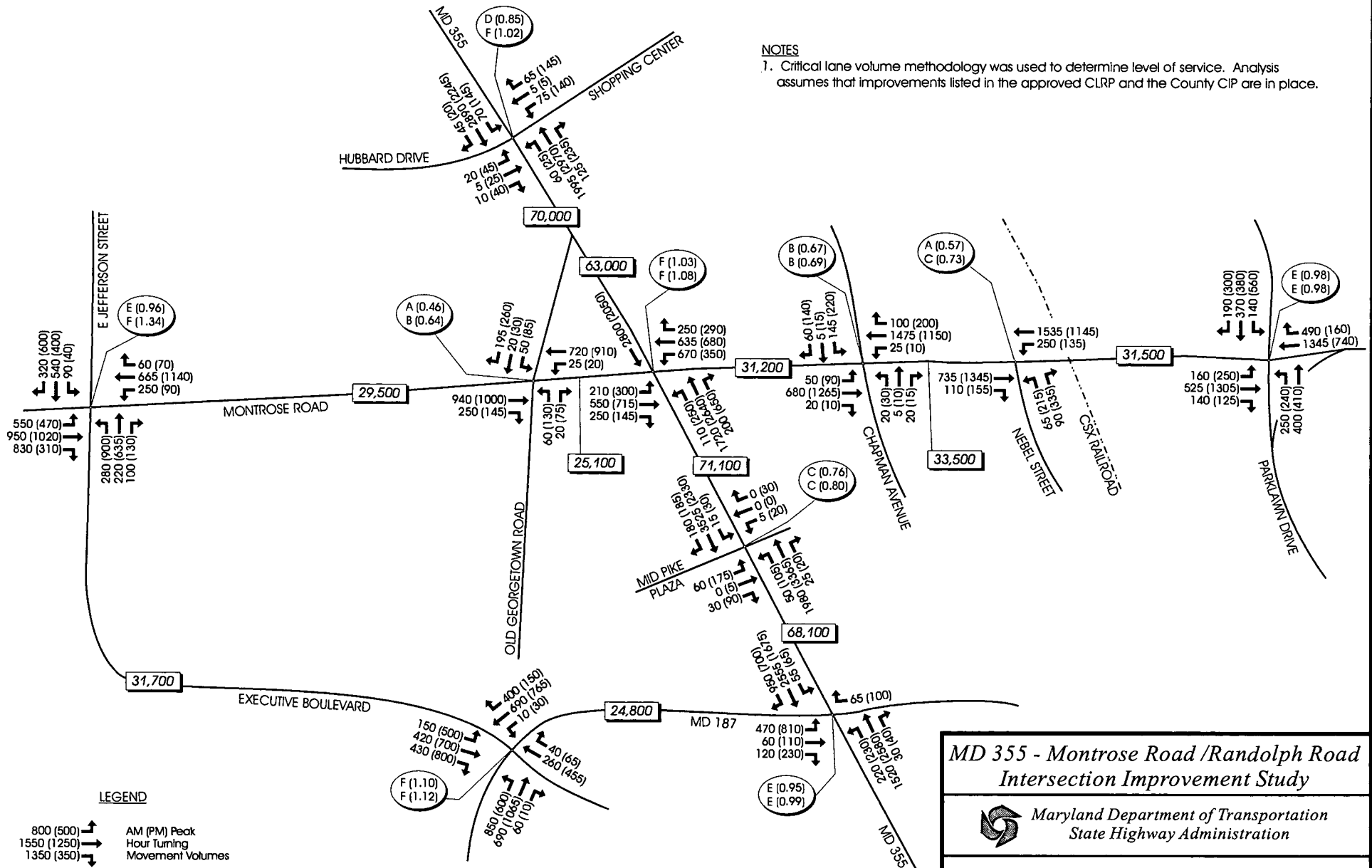
Level of Service (LOS) is a measure of congestion experienced by drivers, and ranges from “A” (free flow with little or no congestion) to “F” (failure with stop-and-go conditions). LOS is normally computed for the peak periods of the typical day, with LOS “D” (approaching unstable flow) or better generally considered acceptable for highways in suburban areas. At LOS “E”, volumes are near or at the capacity of the highway. LOS “F” represents conditions in which the capacity is exceeded, resulting in operational breakdowns with stop-and-go traffic and extremely long delays at signalized intersections. Volume to Capacity (V/C) ratios show numerically how many vehicles exist in comparison to the roadway capacity. A V/C ratio of 1.0 means that the volume of traffic is at the capacity of the roadway.

A table summarizing the 1998 and 2020 no-build LOS analysis at this intersection is included (*Table II-1*). Future 2020 traffic volumes are based on Metropolitan Washington Council of Government’s (MWCOG) approved and adopted Cooperative Forecast (Round 6a).

Based on the approved future land use, it can be seen that the MD 355 at Randolph Road intersection, which currently operates at an unacceptable LOS “F” with a V/C ratio of 1.05 and 1.11 for the AM and PM Peak, respectively, will deteriorate by the 2020 design year under a no-build scenario to a LOS “F” with a V/C ratio of 1.35 and 1.39 for the AM and PM peak, respectively.

NOTES

1. Critical lane volume methodology was used to determine level of service. Analysis assumes that improvements listed in the approved CLRP and the County CIP are in place.



LEGEND

800 (500) ↑ AM (PM) Peak
 1550 (1250) ↑↑ Hour Turning
 1350 (350) ↑↑ Movement Volumes

(F (1.22))
 (F (1.22))

AM Level of Service (V/C Ratio)
 PM Level of Service (V/C Ratio)

45,750

Average Daily Traffic (ADT)

**MD 355 - Montrose Road / Randolph Road
 Intersection Improvement Study**



Maryland Department of Transportation
 State Highway Administration

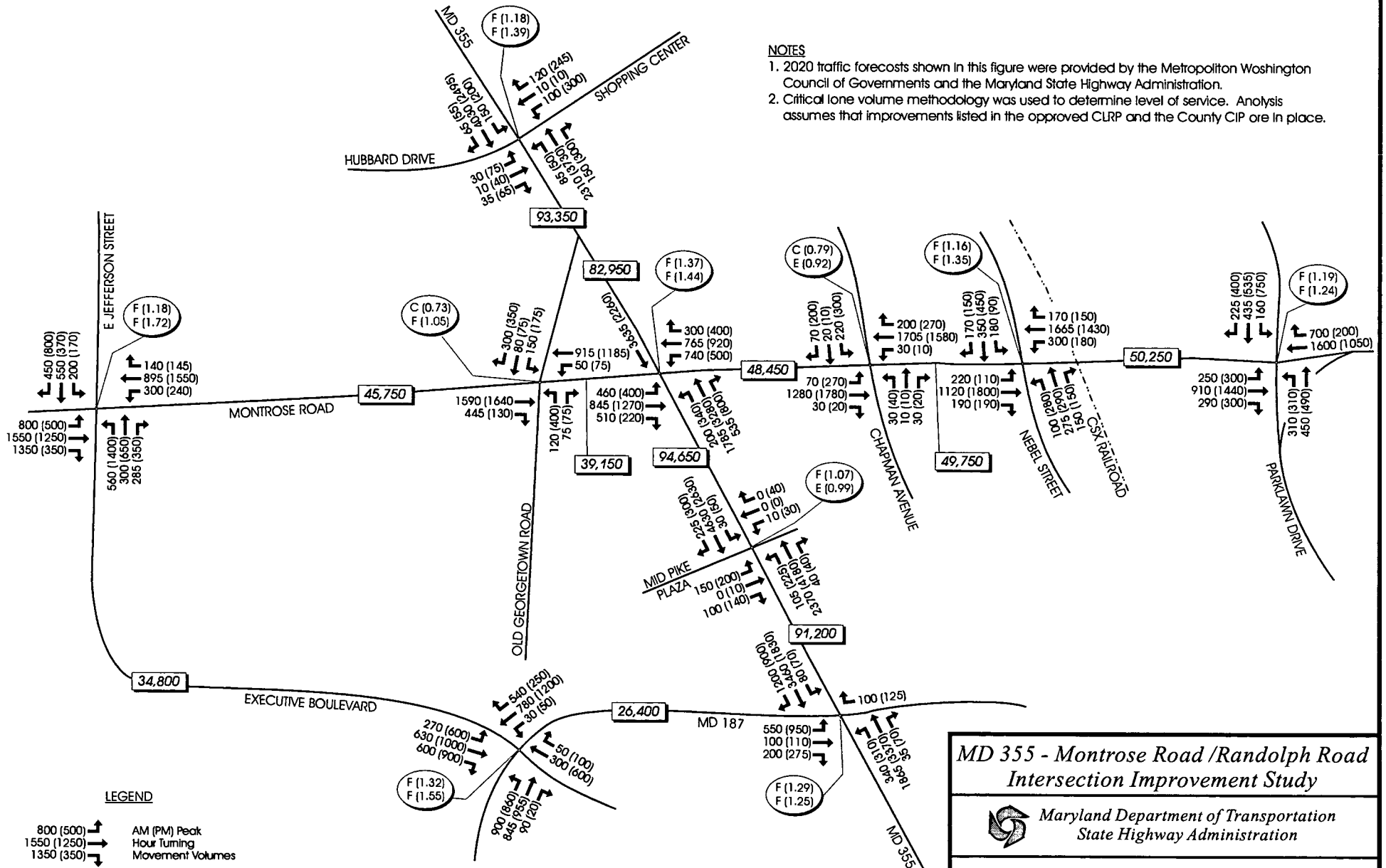
**FIGURE II-1
 1998 Existing
 Traffic Volumes and
 Level of Service**



32

NOTES

- 2020 traffic forecasts shown in this figure were provided by the Metropolitan Washington Council of Governments and the Maryland State Highway Administration.
- Critical lane volume methodology was used to determine level of service. Analysis assumes that improvements listed in the approved CLRP and the County CIP are in place.



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE II-2
2020 No-Build
Traffic Volumes and
Level of Service

N



TABLE II-1

Level of Service Analysis

MD 355 @ Montrose Road/Randolph Road LOS Analysis				
MD 355 @ Montrose Road/Randolph Road	1998 Existing		2020 No-Build	
	AM Peak	PM Peak	AM Peak	PM Peak
	F (1.05)	F (1.11)	F (1.35)	F (1.39)

Table II-2 shows the AM Peak Schedule for the MARC train based on existing conditions. The PM peak schedule is very similar. In addition, the at-grade MARC/CSX Transportation railroad crossing on Randolph Road serves seven freight trains and 17 passenger trains per day.

TABLE II-2

AM Peak Schedule for the MARC Train Based on Existing Conditions

TRAIN NUMBER:			S270	272	S274P	276P	278	S280	S282
DEPARTS		ZONE	AM	AM	AM	AM	AM	AM	AM
Martinsburg, WV	0.0	7	-	-	5:30	-	-	6:35	-
Duffields, WV	12.0	6	-	-	5:46	-	-	6:51	-
Harpers Ferry, WV	18.3	6	-	-	5:56	-	-	7:01	-
Brunswick	24.2	5	5:15	5:35	6:07	6:22	6:43	7:12	7:35
Point of Rocks	31.2	4	5:25	5:45	6:18	6:33	6:54	7:23	7:46
Dickerson	38.5	3	-	5:53	-	-	7:01	-	7:53
Barnesville	40.6	3	5:36	5:57	6:29	6:44	7:05	-	7:57
Boyd	45.1	3	-	6:04	-	-	7:11	-	8:03
Germantown	47.6	2	5:45	6:08	6:38	6:53	7:15	7:40	8:07
Metropolitan Grove	49.9	2	5:49	6:12	6:43	6:57	7:20	7:45	8:11
Gaithersburg	52.4	2	5:45	6:16	6:47	7:02	7:25	7:50	8:15
Washington Grove	53.4	2	-	6:19	-	-	7:28	-	8:17
Rockville*	57.3	2	6:02	6:27	6:53	7:09	7:34	7:57	8:22
Garrett Park*	61.6	1	6:07	-	-	7:15	7:40	-	8:28
Kensington	63.0	1	6:10	6:31	S	7:19	7:44	S	8:32
Silver Spring	66.5	1	6:16	6:37	7:03	7:25	7:50	8:07	8:38
Washington, DC	74.0	0	6:35	7:00	7:25	7:45	8:10	8:25	8:59

* The Montrose Road Crossing of the MARC/CSX Transportation Railroad is between the Rockville and Garrett Park Stations.



During the peak periods, where both freight and commuter trains cross Randolph Road, traffic is interrupted every ten or fifteen minutes. Each train creates a back up of east/west traffic that often takes several signal cycles to clear, particularly for the freight trains. This traffic operation issue presents an obstacle not only for vehicles, but also for pedestrians attempting to reach shops or transit/bus stations.

D. Accident Data/Safety Conditions

MD 355

The number of accidents along MD 355 (from 1000 feet south of Montrose Road/Randolph Road to 1000 feet north of Montrose Road/Randolph Road) was significantly higher than the statewide average for similar roadways for the years 1996-1998. The statewide average total accident rate was 229.1 accidents per million vehicle miles traveled (acc/mvm) for roads similar to MD 355.

The total accident rate for the section of MD 355 north of Montrose Road/Randolph Road was 479.3 acc/mvm.

Certain accident types also had higher than statewide average rates on MD 355 north of Montrose Road/Randolph Road, including:

- injury accidents (207.5 acc/mvm on MD 355 versus 116.7 acc/mvm statewide),
- property damage accidents (271.8 acc/mvm on MD 355 versus 111.1 acc/mvm statewide),
- rear end accidents (250.4 acc/mvm on MD 355 versus 75.0 acc/mvm statewide) and
- angle accidents (85.8 acc/mvm on MD 355 versus 43.6 acc/mvm statewide).

Traffic safety analysis summaries for MD 355 north of the Montrose Road/Randolph Road intersection are shown in *Table II-3*.

TABLE II-3
MD 355 (North) Traffic Safety Analysis

Traffic Safety Analysis (Accident Report 1996-1998)						
MD 355 (from Montrose Road/Randolph Road to 1000 feet North)						
	1996	1997	1998	TOTAL	STUDY RATE	STATEWIDE RATE ¹
Fatal	-	-	-	-	0.0	1.3
Number Killed	-	-	-	-		
Injury	15	9	5	29	207.5 ²	116.7
Number Injured	25	12	8	45	-	-
Property Damage	17	11	10	38	271.8 ²	111.1
Total Accidents	32	20	15	67	479.3 ²	229.1
Rate	706.9	429.8	312.6			
ADT	65,100	67,100	69,200			
VMT (millions)	4.5	4.7	4.8	14.0		
Opposite Direction	1	0	0	1	7.2	4.1
Rear End	17	10	8	35	250.4 ²	75.0
Sideswipe	0	1	2	3	21.5	17.2
Left Turn	3	2	1	6	42.9	32.7
Angle	6	4	2	12	85.8 ²	43.6
Pedestrian	0	1	0	1	7.2	6.8
Parked Vehicles	0	0	0	0	0.0	3.4
Fixed Object	2	0	0	2	14.3	19.2
Other	3	2	2	7	50.1	23.6

¹ The statewide rate is calculated by dividing the total reported accidents by the total vehicle miles driven.

² Significantly Higher than the Statewide Average

The number of accidents along MD 355 (from Montrose Road/Randolph Road to 1000 feet south) was similar to the statewide average for similar roadways for the years 1996-1998. The statewide average total accident rate was 229.1 accidents per million vehicle miles traveled (acc/mvm) for roads similar to MD 355. The total accident rate for the section of MD 355 south of Montrose Road/Randolph Road was 231.4 acc/mvm.

Accident rates for certain accident types were also comparable to statewide accident rates for the section of MD 355 south of Montrose Road/Randolph Road. Summaries of the traffic safety analysis for the section of MD 355 south of the intersection with Montrose Road/Randolph Road are shown in *Table II-4*.



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

TABLE II-4

MD 355 (South) Traffic Safety Analysis

Traffic Safety Analysis (Accident Report 1996-1998)						
MD 355 (from Montrose Road/Randolph Road to 1000 feet South)						
	1996	1997	1998	TOTAL	STUDY RATE	STATEWIDE RATE ¹
Fatal	-	-	-	-	0.0	1.3
Number Killed	-	-	-	-	-	-
Injury	8	4	6	18	115.7	116.7
Number Injured	12	5	8	25	-	-
Property Damage	4	7	7	18	115.7	111.1
Total Accidents	12	11	13	36	231.4	229.1
Rate	238.3	212.3	243.4			
ADT	72,400	74,700	77,000			
VMT (millions)	5.0	5.2	5.3	15.6		
Opposite Direction	1	0	0	1	6.4	4.1
Rear End	2	6	8	16	102.9	75.0
Sideswipe	0	0	1	1	6.4	17.2
Left Turn	4	1	2	7	45.0	32.7
Angle	3	4	2	9	57.9	43.6
Pedestrian	1	0	0	1	6.4	6.8
Parked Vehicles	0	0	0	0	0.0	3.4
Fixed Object	1	0	0	1	6.4	19.2
Other	0	0	0	0	0.0	23.6

¹ The statewide rate is calculated by dividing the total reported accidents by the total vehicle miles driven.

Montrose Road

The number of accidents along Montrose Road (from MD 355 to 1000 feet west of the intersection) was significantly higher than the statewide average for similar roadways for the years 1996-1998. The statewide average total accident rate was 262.2 acc/mvm for roads similar to Montrose Road. The total accident rate for the study section of Montrose Road was 566.2 acc/mvm.



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Certain accident types also had higher than statewide average rates on Montrose Road, including:

- injury accidents (314.6 acc/mvm on Montrose Road, 132.9 acc/mvm statewide),
- property damage accidents (251.7 acc/mvm on Montrose Road, 128.6 acc/mvm statewide),
- sideswipe accidents (41.9 acc/mvm on Montrose Road, 17.0 acc/mvm statewide) and
- angle accidents (293.6 acc/mvm on Montrose Road, 53.2 acc/mvm statewide).

Summaries of the traffic safety analysis for Montrose Road are shown in *Table II-5*.

TABLE II-5

Montrose Road Traffic Safety Analysis

Traffic Safety Analysis (Accident Report 1996-1998)						
Montrose Road (from MD 355 to 1000 feet West)						
	1996	1997	1998	TOTAL	STUDY RATE	STATEWIDE RATE ¹
Fatal	-	-	-	-	0.0	0.7
Number Killed	-	-	-	-	-	-
Injury	4	2	9	15	314.6 ²	132.9
Number Injured	5	2	10	17	-	-
Property Damage	5	3	4	12	251.7 ²	128.6
Total Accidents	9	5	13	27	566.2 ²	262.2
Rate	580.4	314.8	797.7			
ADT	22,300	22,900	23,500			
VMT (millions)	1.6	1.6	1.6	4.8		
Opposite Direction	0	0	0	0	0.0	11.4
Rear End	2	0	2	4	83.9	86.0
Sideswipe	1	1	0	2	41.9 ²	17.0
Left Turn	1	0	2	3	62.9	38.5
Angle	3	4	7	14	293.6 ²	53.2
Pedestrian	1	0	0	1	21.0	7.6
Parked Vehicles	0	0	0	0	0.0	3.9
Fixed Object	0	0	0	0	0.0	18.7
Other	1	0	2	3	62.9	22.8

¹ The statewide rate is calculated by dividing the total reported accidents by the total vehicle miles driven.

² Significantly Higher than the Statewide Average

Randolph Road

The number of accidents along Randolph Road (from MD 355 to 1000 feet east of the intersection) was higher than the statewide average for similar roadways for the years 1996-1998. The statewide average total accident rate was 262.2 acc/mvm for roads similar to Randolph Road. The total accident rate for the study section of Randolph Road was 302.2 acc/mvm.

The rate for property damage accidents on Randolph Road, 201.5 acc/mvm, was significantly higher than the statewide average for similar roads, 128.6 acc/mvm. Accidents involving parked vehicles also had a significantly higher rate than the statewide average rate (33.6 acc/mvm on Randolph Road compared to 3.9 acc/mvm statewide). Summaries of the traffic safety analysis for Randolph Road are shown in *Table II-6*.

E. Intermodal Connectivity

The study area is served by multiple surface transportation modes. The highway and street network is planned to be expanded. The 1992 *North Bethesda-Garrett Park Master Plan* calls for the construction of Montrose Parkway from Montrose Road to Veirs Mill Road and includes a grade separation at MD 355. The proposed east/west Montrose Parkway alignment runs on the south side of existing Montrose Road from east of Tildenwood Drive to the MD 355 intersection of Montrose Road/ Randolph Road, where it crosses over MD 355 to run on the north side of existing Randolph Road. The Montgomery County Department of Public Works and Transportation currently has a facility planning study underway for the first phase of the Montrose Parkway project from Montrose Road, east of I-270 in the vicinity of Evelyn Drive, to Maple Avenue.

The grade separation of the proposed Montrose Parkway is planned to cross MD 355, Chapman Avenue Extended, Nebel Street Extended and the MARC/CSX Transportation railroad tracks that run on the east side of MD 355. Proposed Montrose Parkway is described in the Master Plan as having a 300 foot right-of-way (ROW) with four lanes divided by a 30 foot grass median, and having grass shoulders and a hiker/biker path. Any intersection improvements that may result from this project planning evaluation will not preclude future construction of these Montgomery County projects.



TABLE II-6
Randolph Road Traffic Safety Analysis

Traffic Safety Analysis (Accident Report 1996-1998)						
Randolph Road (from MD 355 to 1000 feet East)						
	1996	1997	1998	TOTAL	STUDY RATE	STATEWIDE RATE¹
Fatal	-	-	-	-	0.0	0.7
Number Killed	-	-	-	-	-	-
Injury	2	2	2	6	100.8	132.9
Number Injured	3	3	2	8	-	-
Property Damage	3	3	6	12	201.5²	128.6
Total Accidents	5	5	8	18	302.2	262.2
Rate	257.7	252.1	393.7			
ADT	27,900	28,600	29,300			
VMT (millions)	1.9	2.0	2.0	6.0		
Opposite Direction	0	1	0	1	16.8	11.4
Rear End	1	2	3	6	100.3	86.0
Sideswipe	0	0	1	1	16.8	17.0
Left Turn	1	0	2	3	50.4	38.5
Angle	1	0	0	1	16.8	53.2
Pedestrian	1	0	0	1	16.8	7.6
Parked Vehicles	0	1	1	2	33.6²	3.9
Fixed Object	0	1	1	2	33.6	18.7
Other	1	0	0	1	16.8	22.8

¹ The statewide rate is calculated by dividing the total reported accidents by the total vehicle miles driven.

² Significantly Higher than the Statewide Average

Currently, a 650 space park and ride lot occupies ROW in the southwest quadrant of the intersection. This ROW was purchased to accommodate the planned improvements to this intersection. Part of the proceeds from leasing the parking spaces in the park and ride lot is used to fund the North Bethesda Transportation Management District. Nearly half of the spaces are leased to employers (principally the National Institute of Health) who shuttle employees to job sites from this location. The following table (*Table II-7*) outlines some of the other resources provided at this park and ride lot:



41

Table II-7

Park and Ride Lot Subscribers

SUBSCRIBERS	SPACES
National Institutes of Health (NIH)	425
JCA (Shuttle Operator)	10
Barwood Cab, Inc.	5
Priority One (Shuttle Operator)	27
Handicap Spaces	5
General Public Spaces	13
FRIT/Mid Pike Plaza	355
FRIT at Full Price	95
TOTAL	935

In addition, Montgomery County Ride-On and Washington Metropolitan Area Transit Authority (WMATA) Metrobus bus routes utilize MD 355, Randolph Road, and Montrose Road. The Metrorail Red Line runs through the study area parallel to MD 355 with Metrorail Stations at Twinbrook, White Flint, and Grosvenor.

As part of both the *1992 North Bethesda-Garrett Park Master Plan* and the Mass Transit Administration's MARC Master Plan, Montrose Crossing MARC Station, is proposed in the vicinity of the Twinbrook Metrorail Station, between Bou Avenue and the proposed Montrose Parkway. Vehicle, bus, bicycle and pedestrian access should be available for the area's existing and planned transit stations.

A Class I bikeway (an independent bikeway on a separate ROW or easement) is included in the proposed plans for the Montrose Parkway. An additional Class II bikeway (a bike lane on a road designated by striped pavement or a barrier) is also planned along the existing Randolph Road from east of the MD 355 intersection over to Veirs Mill Road. These paths would connect into existing paths in the Matthew Henson State Park. Other bikeways are planned to intersect the Montrose bikeway connecting it to a network of planned or existing bikepaths. These include Class II bikeways along Jefferson Street, Nebel Street, and Parklawn Drive; and an additional Class I path

parallel to MD 355. Finally, an extensive pedestrian network is being further expanded by the addition of new sidewalks. Any intersection improvements would need to accommodate bicycle and pedestrian access to the existing and proposed routes.

F. Background

1. System Information

MD 355 (in the vicinity of the MD 355-Montrose Road/Randolph Road intersection) are designated as Other Principal Arterial on the Federal Highway Classification System. This designation reflects the importance of MD 355 in providing for inter-area travel between urban communities and major suburban centers. On the State Functional Classification System, MD 355 is designated as an Intermediate Arterial. This section of MD 355 is not listed on the National Highway System, and is designated as a secondary roadway within the Maryland Highway System.

Both Montrose Road (CO 144) and Randolph Road (CO 1659) are county roadways, designated as arterials in the Montgomery County classification system. The Master Plan of Highways designates the Montrose Road/Randolph Road corridor as Arterial A-90.

The improvements to the MD 355-Montrose Road/Randolph Road intersection and the CSX Railroad grade separated crossing are included in the Secondary Development and Evaluation Program of the 2000-2005 Consolidated Transportation Program (PDMS/STIP Reference # NEW355, 12-01-99).

The Maryland State Highway Administration's (SHA's) 1998 Highway Needs Inventory (HNI) included the construction of an interchange on MD 355 at the intersection with Montrose Road/Randolph Road. The MD 355 – Montrose Road/Randolph Road intersection would be designed to improve safety and traffic operations to support existing and planned development. At the request of the Montgomery County Council and the County Executive, the MD 355 - Montrose Road/Randolph Road Intersection Improvement Study was included in the Development and

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

Evaluation (D&E) Program of the Draft 1999-2004 Consolidated Transportation Program (CTP) as a breakout project from the Congestion Relief Study (CRS).

This project planning study follows Congestion Relief Study (CRS) recommendation that a grade separation be studied at this intersection. The CRS was a comprehensive feasibility study intended to improve traffic congestion at the most highly congested east/west intersections in Montgomery and Prince George's counties. The Governor-appointed Transportation Solutions Group (TSG) developed comprehensive long-term proposals for traffic congestion in this area and made their recommendations in Spring 1999. The TSG was appointed by Governor Glendening to develop long- and short-term strategies to move people and goods as efficiently as possible in the Washington metropolitan area.

The CRS identified the MD 355 - Montrose Road/Randolph Road intersection as a Category III intersection, which the study defined as an intersection in need of grade separated improvements due to heavy traffic congestion. The Montgomery County Council and the County Executive cited the need for improved service levels at this critical intersection, the need for improved safety at the MARC/CSX Transportation railroad crossing, and the need to provide roadway access to the planned MARC Montrose Crossing Station, between Bou Avenue and the proposed Montrose Parkway, as justification for this project.

2. System Linkage and Regional Plan Consistency

Improvements that would provide safety and traffic operations through this section of MD 355 would provide a more efficient north-south commuter route between the metropolitan Washington, D.C. area and Montgomery County. According to the *1992 North Bethesda/Garrett Park Master Plan*, the Metrorail Stations at Twinbrook, White Flint and Grosvenor led to increased regional traffic and were factors in the development growth of North Bethesda. From 1985 to 1990, the Grosvenor Metrorail station showed a 1,176 increase in daily boardings, the White Flint station a 2,134 daily increase and the Twinbrook station a 2,161 daily increase.



The I-270/US 15 Multi-Modal Congestion Management System (CMS) Corridor Study includes the MD 355 – Montrose Road/Randolph Road Intersection Improvement Study. The purpose of this CMS report is to identify promising mobility improvement and congestion management strategies. This study evaluated several different alternative packages including a variety of improvement options. This study also identified various transportation and alternate strategies relating to Transportation Systems Management (TSM)/Travel Demand Management (TDM), growth management, transit improvements, highway capacity improvements and Intelligent Transportation System (ITS) strategies.

3. Master Plan Consistency and County Support

The MD 355 - Montrose Road/Randolph Road Intersection Improvement Study is entirely within the Montgomery County-Certified Priority Funding Area (PFA) and is also located within the North Bethesda Transportation Management District.

According to the *1992 North Bethesda – Garrett Park Master Plan*, the zoning consists of residential, commercial, industrial, transit and planned development for the area within one mile of the MD 355 and Montrose Road/Randolph Road intersection. Commercial zones consist of: C-1 (Local Commercial), C-2 (General Commercial), C-O (Commercial Office Building), C-T (Commercial Transition Zone) and O-M (Office Building, Moderate Intensity). Residential zoning consists of: R-200 (Residential, One Family), R-H (Multiple-Family, High Rise Planned Residential), R-20 (Multiple-Family, Medium Density Residential), R-60 and R-90. R-60 Zoning is defined as Residential, One-Family (6,000 square feet), whereas, R-90 Zoning is defined as Residential, One-Family (9,000 square feet). Industrial zones include: I-1 (Light Industrial) and I-3 (Technology and Business Park). The area was also zoned for TS-R (Transit Station, Residential), TS-M (Transit Station, Mixed) and for PD-11 and PD-9 (Planned Development).

According to the *1992 North Bethesda – Garrett Park Master Plan*, the property located south of Montrose Road, east of East Jefferson and west of Old Georgetown Road is referred to as the Wilgus Property. This 300 foot-wide piece of property was zoned as R-200 (Residential, One Family) and



45

C-O (Commercial Office Building). The Plan recommended a base zone of a higher proportion of smaller residential and commercial units and an optional floating zone consisting of more planned development along with residential and retail space.

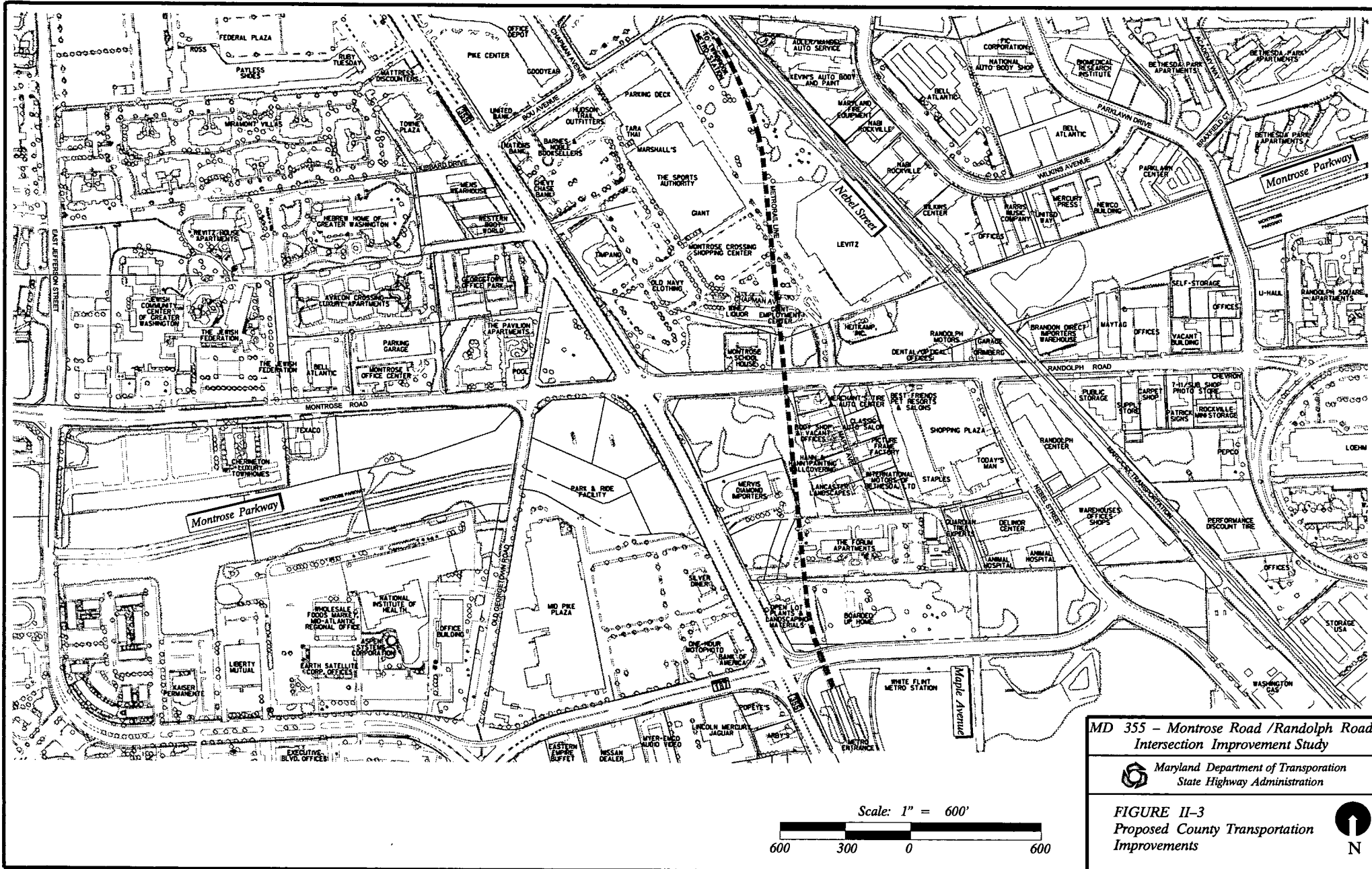
Pending major developments in the area include:

- **Montgomery Conference Center** - (325,000 square feet total) planned for the corner of Executive Boulevard and Marinelli Road with access via Executive Boulevard, Marinelli Road and Old Georgetown Road
- **Wilgus Tract** - (161,880 square feet office space) at the corner of Montrose Road and Jefferson Street
- **White Flint Metrorail Station** - located on 32.43 acres southeast of this intersection, plans to further develop their station, which would include a mixed-use project of 1.2 million square feet of office space, 100,000 square feet of retail space and 1,338 apartments, as well as 2,500 parking spaces, over a seven year period (approximately 1998-2005)

Several future transportation improvements have been proposed in the project area by the Montgomery County Department of Public Works & Transportation, the Maryland-National Capital Park & Planning Commission (M-NCPPC) and the City of Rockville that are consistent with the Montgomery County and the City of Rockville Plans (*Figure II-3*). These improvements include:

- Montrose Parkway
- Chapman Avenue Extension from Chapman Avenue (future Maple Avenue)
- Nebel Street Extension to Bou Avenue

The conceptual alternatives presented at the Alternates Public Workshop contained several options not precluding future construction of these facilities.



MD 355 - Montrose Road / Randolph Road
 Intersection Improvement Study

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FIGURE II-3
 Proposed County Transportation
 Improvements

46



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

The 1992 North Bethesda – Garrett Park Master Plan calls for the construction of Montrose Parkway from I-270 to Viers Mill Road. The proposed Montrose Parkway alignment is planned to extend along the south side of existing Montrose Road, in an adjacent manner, where it is expected to bridge MD 355 and proceed along the north side of existing Randolph Road at a skew angle.

ROW is being preserved in the vicinity of Montrose Road and Randolph Road along the Master Plan Montrose Parkway alignment between I-270 and Veirs Mill Road for a future transitway. This transit link will not likely be constructed within the time frame of current area master plans; however, the preservation of ROW to allow for future decision-making and possible implementation will be considered.

Montgomery County’s 1992 Master Plan prohibited trucks from Montrose Parkway. The January 2000 Amendment to the Master Plan of Highways within Montgomery County recommended that trucks, other than light trucks, continue to be prohibited from Montrose Parkway, while Montrose and Randolph Roads would continue to provide truck access to MD 355. SHA’s design improvements for the MD 355 intersection of Montrose/Randolph Road must comply with the Master Plan prohibition of truck traffic on Montrose Parkway by sufficiently circulating truck traffic in the surrounding area. The M-NCPPC did, however, recommend that the proposed truck prohibition be reviewed due to the possibility that allowing trucks to use either Montrose Road or the Montrose Parkway could have a lower overall noise impact than restricting trucks to Montrose Road alone. The M-NCPPC suggested that the impacts from truck traffic on communities adjacent to these roadways be considered.

G. Conclusion

This project planning study will examine safety and service improvements to reduce congestion at this crucial intersection, as well as at the crossing of the MARC/CSX Transportation railroad and Randolph Road. Potential improvements should also promote transit use by emphasizing intermodal access to existing and proposed transit and transit stations. The goal of this transportation intersection improvement is to reduce congestion on both MD 355 and Montrose Road/Randolph Road, in the vicinity of their intersection, as well as at the MARC/CSX Transportation railroad crossing of Randolph Road; thereby alleviating traffic operation issues and safety concerns.

III. ALTERNATIVES CONSIDERED

A. Congestion Relief Study

The SHA's 1998 Highway Needs Inventory (HNI) included the construction of an interchange on MD 355 at the intersection with Montrose Road/Randolph Road to improve safety and traffic operations in support of existing and planned development. At the request of the Montgomery County Council and the County Executive, the MD 355/Montrose Road-Randolph Road Intersection Improvement Study was included in the Development and Evaluation (D&E) Program of the Draft 1999-2004 Consolidated Transportation Program (CTP) as a breakout project from the Congestion Relief Study (CRS).

The CRS was a feasibility study of series of possible project improvements intended to provide relief to some of the most highly congested east/west intersections in Montgomery and Prince George's counties. The Governor-appointed Transportation Solutions Group (TSG) developed comprehensive long-term proposals for traffic congestion in this area and made their recommendations in Spring 1999. The TSG was appointed by Governor Glendening to develop long- and short-term strategies to move people and goods as efficiently as possible in the Washington metropolitan area.

The CRS Project identified the MD 355 - Montrose Road/Randolph Road intersection as a Category III intersection, which is defined as an intersection in need of grade separated improvements due to heavy traffic congestion. The Montgomery County Council and the County Executive cited the need for improved service levels at this critical intersection, the need for improved safety at the MARC/CSX Transportation railroad crossing, and the need to provide roadway access to the planned MARC Montrose Crossing Station, between Bou Avenue and the proposed Montrose Parkway, as justification for this project.

The MD 355 – Montrose Road/Randolph Road Intersection Improvement Study is a result of short-term studies conducted during the CRS. The CRS recommended that a grade separation solution be considered at this intersection. In addition, SHA recognized that the at-grade crossing of Randolph Road with the CSX Railroad tracks was both a congestion and safety issue and, therefore, were to be included in this study.

B. Development of the Project Focus Group

Since September 1999, a Focus Group, comprised of local residents, community leaders, business leaders, transportation leaders, Montrose School House representatives, elected officials, and county representatives, has met monthly with the study team. The Focus Group assists in the development of intersection improvements and addresses local traffic circulation, access and aesthetic concerns. Comments and suggestions received from the Focus Group have been evaluated and incorporated into preliminary concepts where possible. *Table III-1* includes written comments received from Focus Group members following discussion of the various alternatives discussed at a Focus Group Meeting on November 15, 2000. Thus far, members have provided valuable insights into access and aesthetic values that will be carried forward into the next stage of project planning. The Focus Group also recommended a concept to SHA following the Alternates Public Workshop, which is described later in this chapter.

C. Preliminary Alternatives Developed

Conceptual alternatives were developed for review and refinement by the project Focus Group (*Figures III-1 through III-9*). In addition, three alternatives were developed by M-NCPPC Workshops (*Figures III-6 through III-7*). A total of four tie-in options were also considered, and presented to the project Focus Group. A brief description of each preliminary alternative and tie-in options are summarized below.

1. *Alternative 1 (No-Build)*

The No-Build Alternative would not provide any significant improvements to MD 355 at the Montrose Road/Randolph Road intersection (*Figure III-1*). Minor improvements would occur as part of normal maintenance and safety operations. These improvements would not measurably affect roadway capacity or reduce the accident rate.



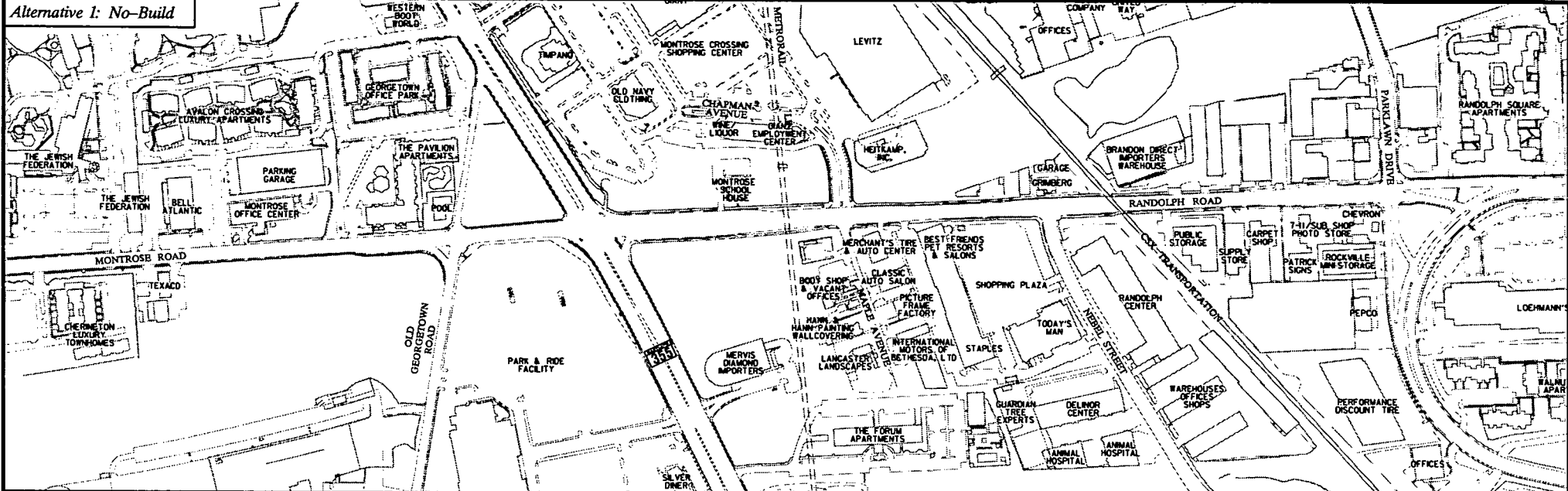
**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Table III-1

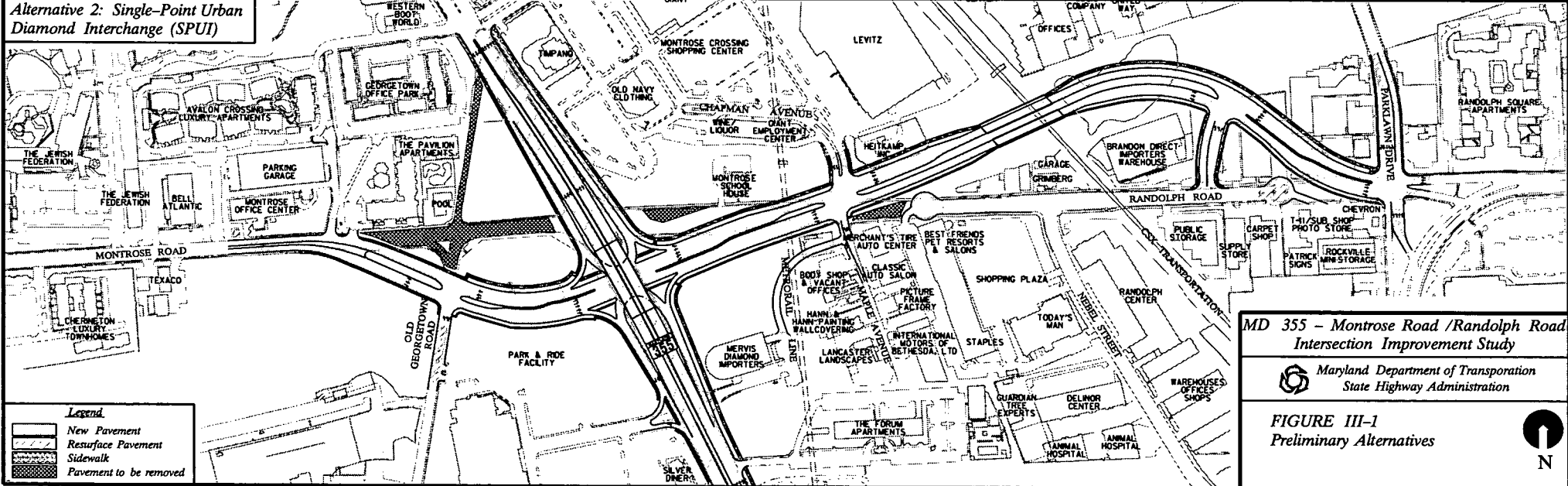
Written Comments Received Following the November 15, 2000 MD 355 Focus Group Meeting

Subject	Comments
<p>Alternative 2 (Urban Diamond Interchange)</p>	<ul style="list-style-type: none"> • Provide additional pedestrian access across MD 355 – pedestrian bridge(s) or tunnel(s) • Tie-in sidewalks, etc. with retail centers • Identify potential location of bus stops • Locate crosswalks on each leg of intersection • Improve level of pedestrian access • Provide sufficient time or refuge for pedestrians crossing the street • Provide pedestrian access to Metro • Bike storage/ racks at Metro and shopping centers
<p>Alternatives 2 and 3</p>	<ul style="list-style-type: none"> • Provide visible vehicle access to Montrose School from back of building • Sidewalks – concrete or brick – no asphalt for sidewalks • Separate bike paths and sidewalks with grass • Provide bike/ pedestrian paths along Montrose Road • Provide a median berm along MD 355 (e.g. Congressional Plaza) • Develop visually appealing gateway to Rockville • Maintenance Issues: clean & discourage graffiti • Consider special taxing districts to support maintenance and aesthetic enhancements • Provide sculpture/ art gardens, etc. in intersection/ interchange quadrants • Consider pedestrian movements, allow for pedestrians to walk through areas of plantings • Provide adequate separation between pedestrian and vehicle facilities • Use a mixture of materials on structures – (e.g. G.W. Parkway, Trompe L'oeil) • Provide pedestrian refuges • Be creative • Provide ample room for trucks to turn • Safety and lighting
<p>Issues and Concerns Raised By Members</p>	<ul style="list-style-type: none"> • Vehicular access to retail • Protect retail visibility • Increase shuttle and bus service • Congestion • Explore all transportation options • Promote local traffic on Montrose Road • More access for single occupancy vehicles (more road capacity) • Improve utilization of existing right-of-way (turn lanes etc.) • View intersection “as a whole” • Grade separation at railroad • Balance movement of vehicles and people • Pedestrian – friendly environment • Access to/ from MARC Station, Metro and all transit • Bicycle/ pedestrian facilities • “Softer” intersection • Minimize/ reduce residential impacts • Minimize impact on Montrose Schoolhouse • Aesthetics • Develop a “Town Center” atmosphere • Disagree with “Town Center” concept • Preserve state right-of-way in study area

Alternative 1: No-Build



Alternative 2: Single-Point Urban Diamond Interchange (SPUI)



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

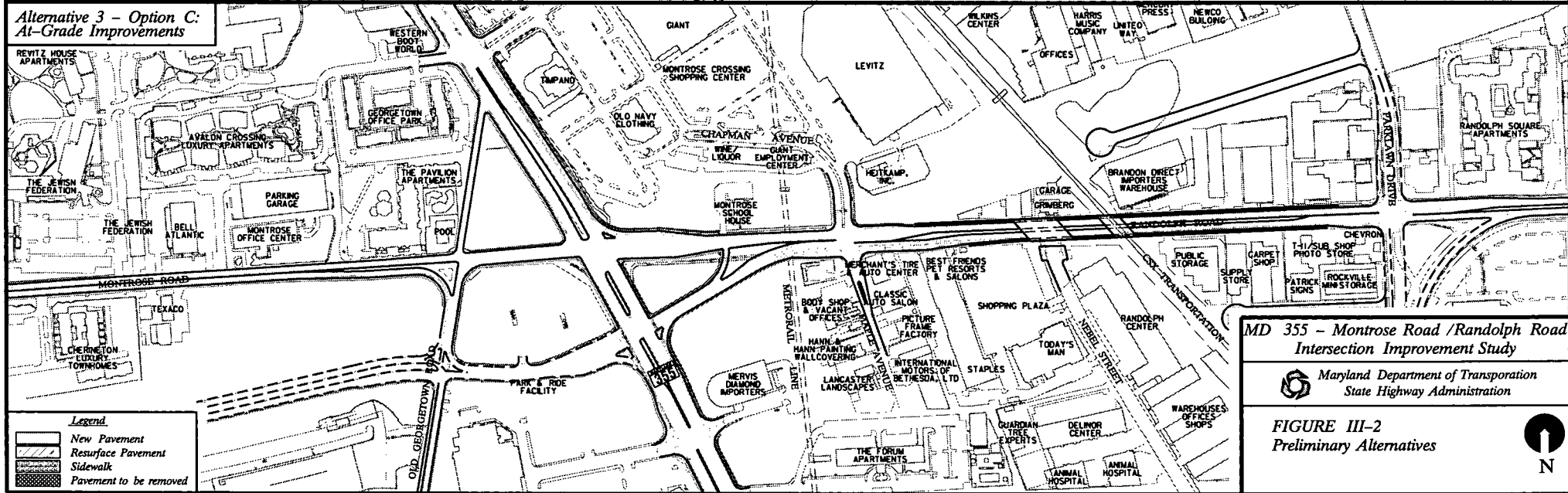
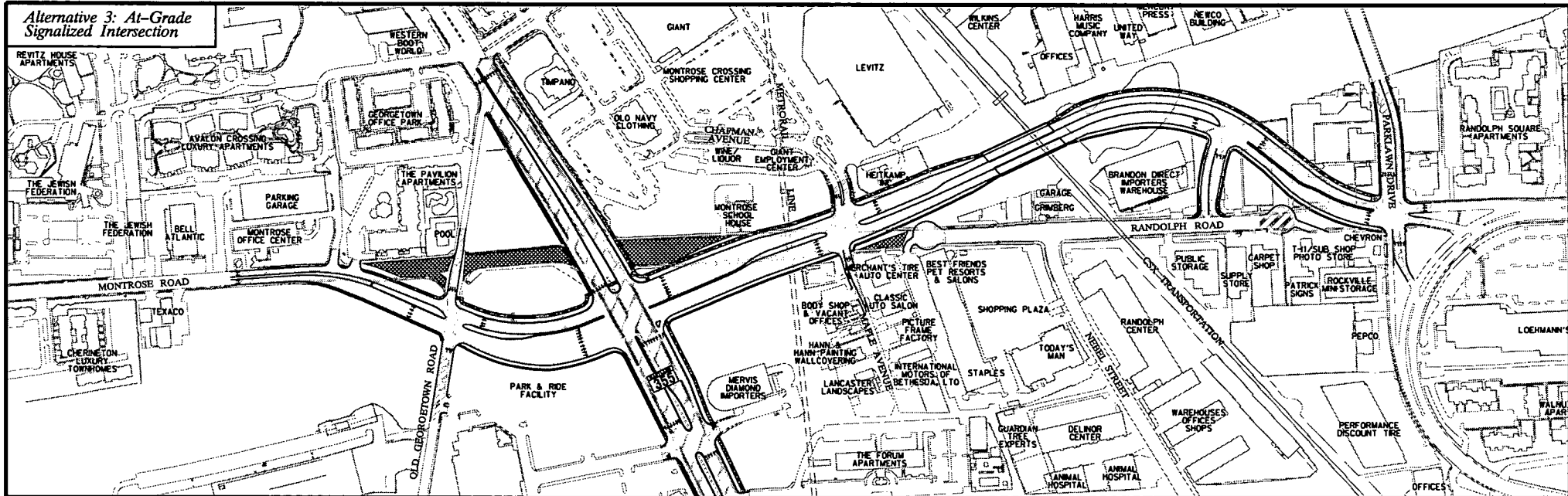
Maryland Department of Transportation
State Highway Administration

FIGURE III-1
Preliminary Alternatives



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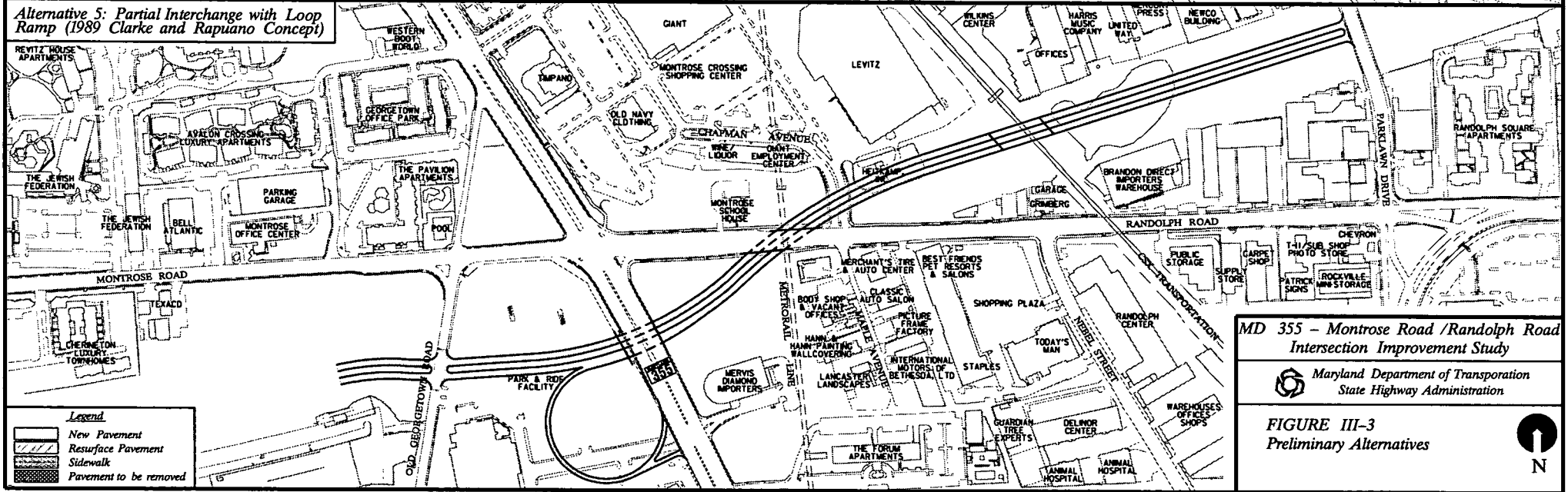
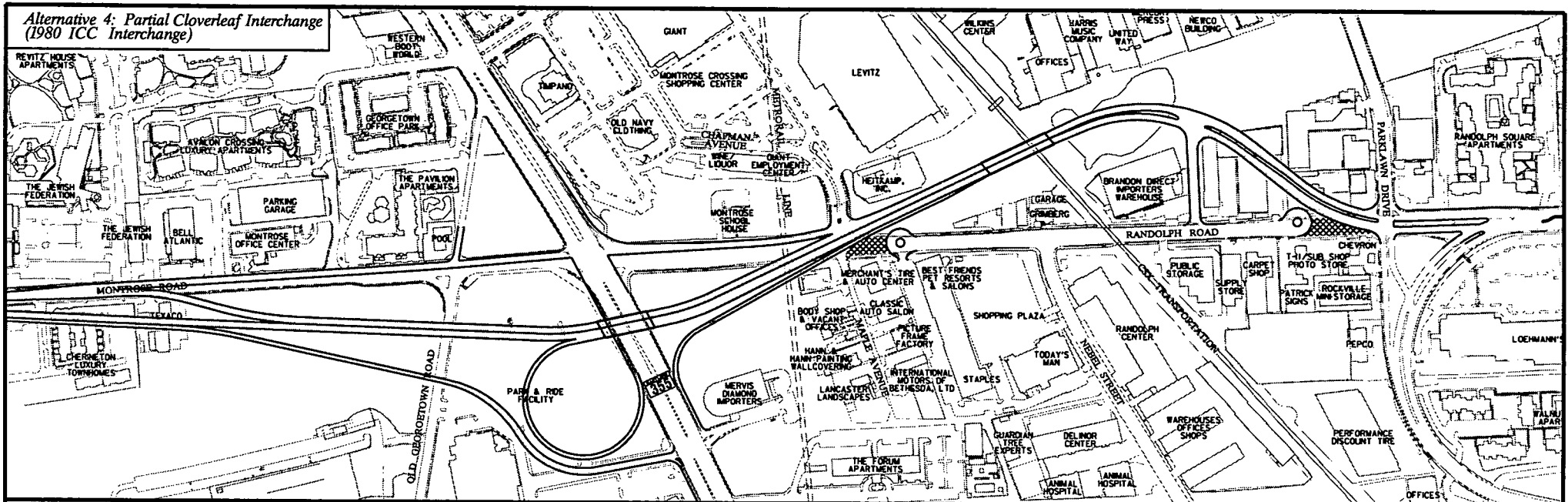


MD 355 - Montrose Road / Randolph Road Intersection Improvement Study
 Maryland Department of Transportation
 State Highway Administration

FIGURE III-2
 Preliminary Alternatives

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Legend	
	New Pavement
	Resurface Pavement
	Sidewalk
	Pavement to be removed

MD 355 - Montrose Road / Randolph Road
Intersection Improvement Study

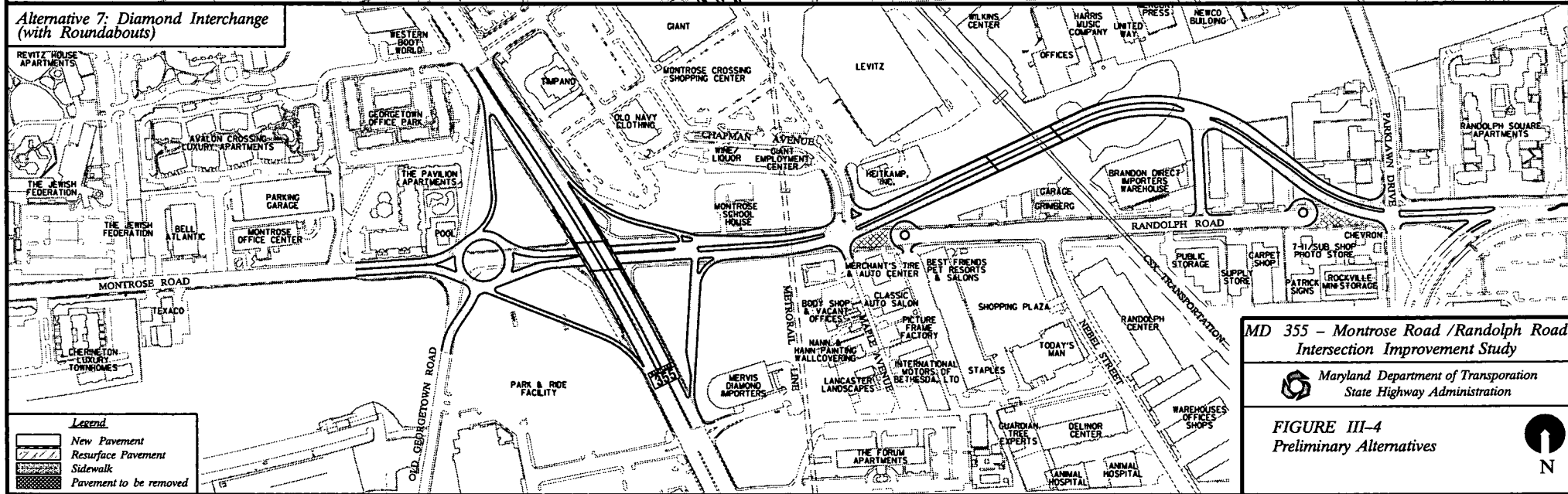
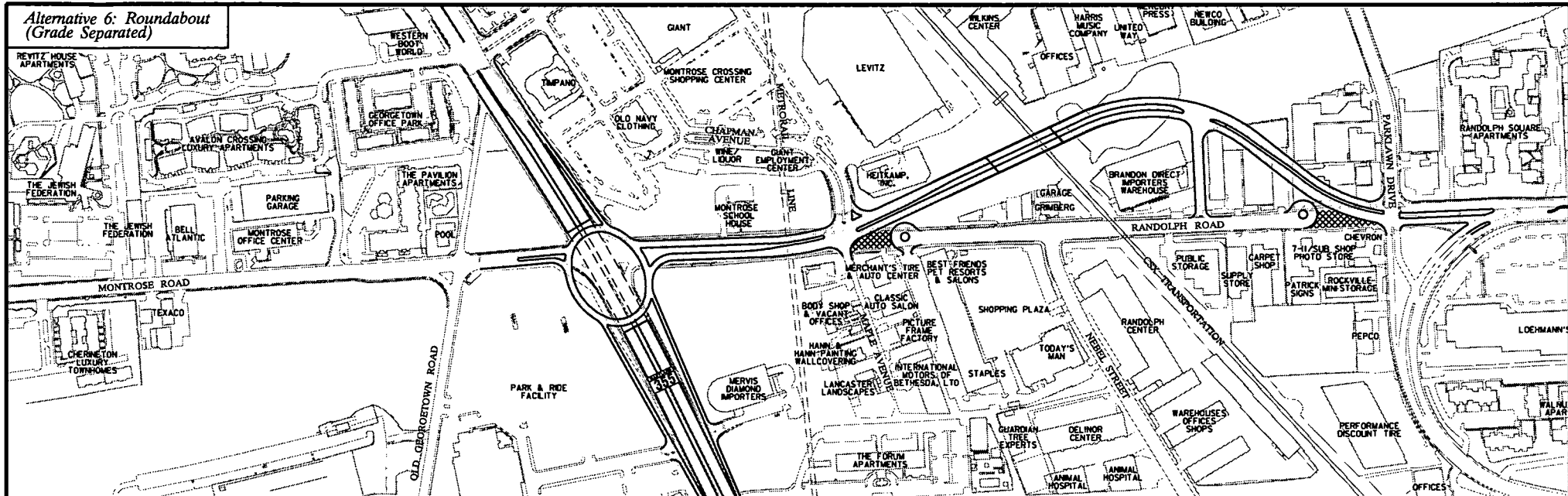
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FIGURE III-3
Preliminary Alternatives



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53



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

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State Highway Administration

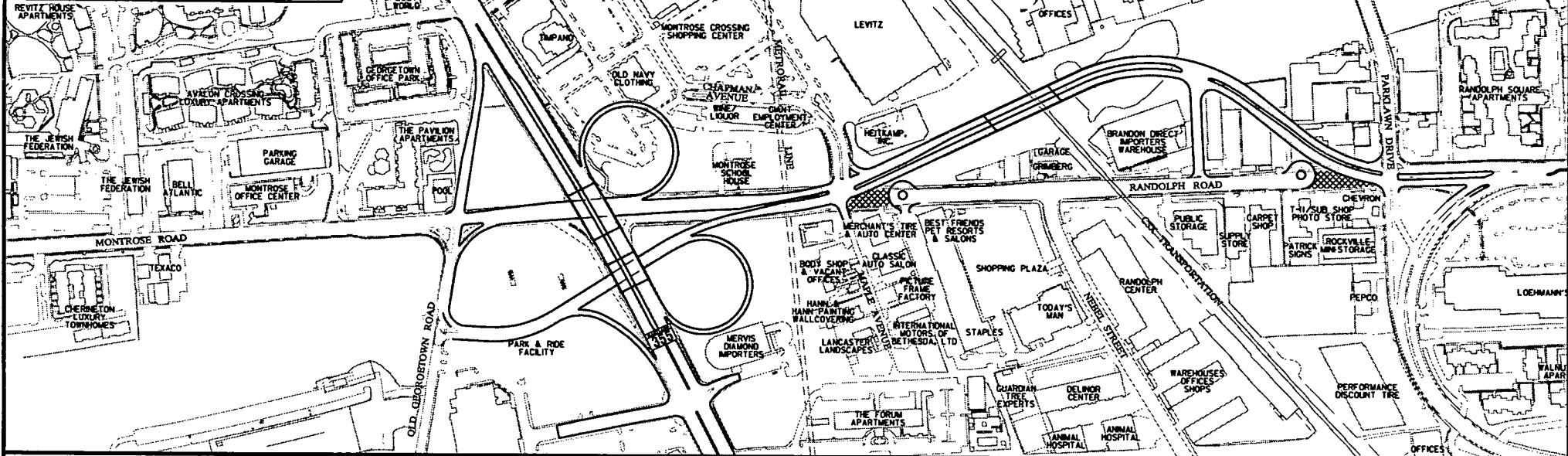
FIGURE III-4
Preliminary Alternatives

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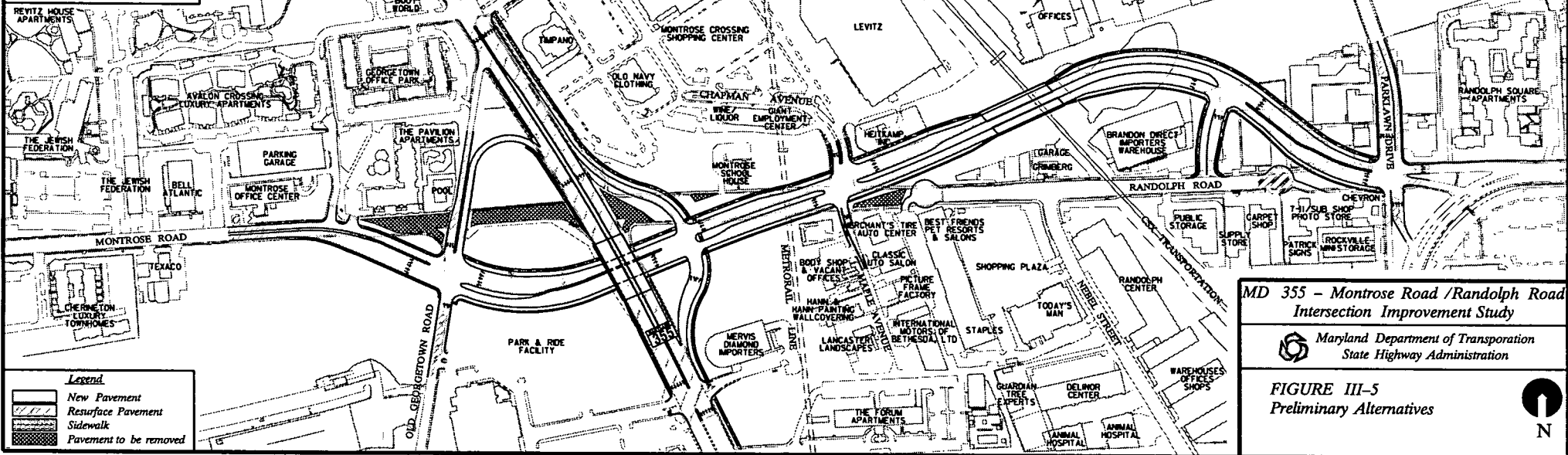
MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

54

Alternative 8: Partial Cloverleaf Interchange with Two Structures Crossing over MD 355



Alternative 9: Randolph Road Under MD 355



Legend	
	New Pavement
	Resurface Pavement
	Sidewalk
	Pavement to be removed

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

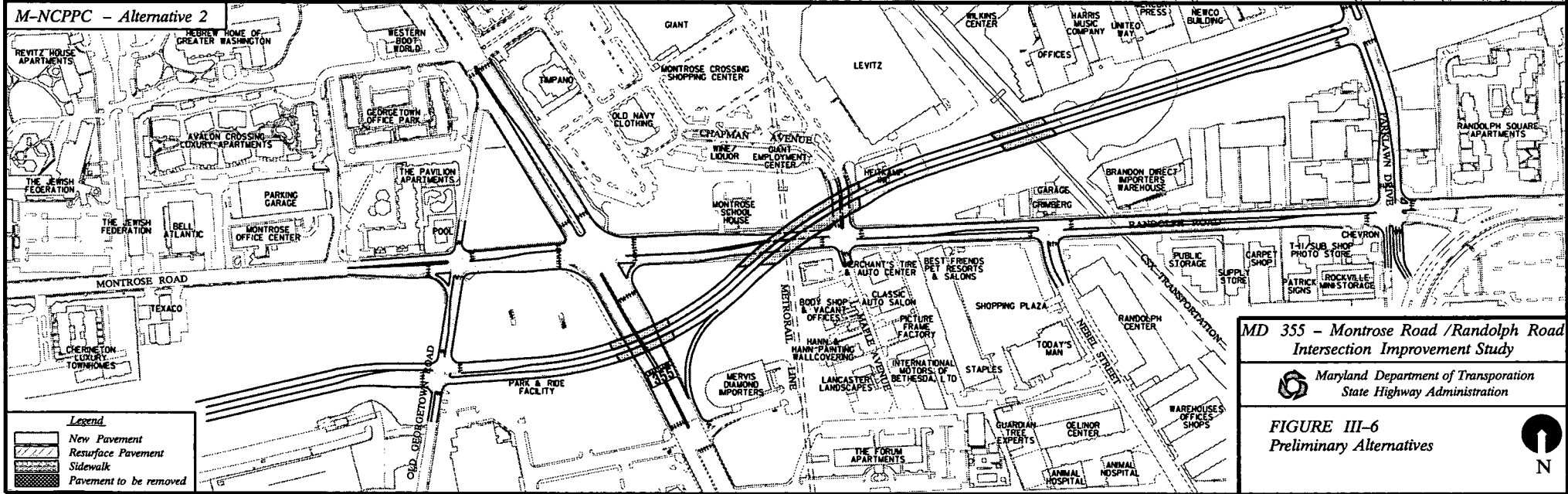
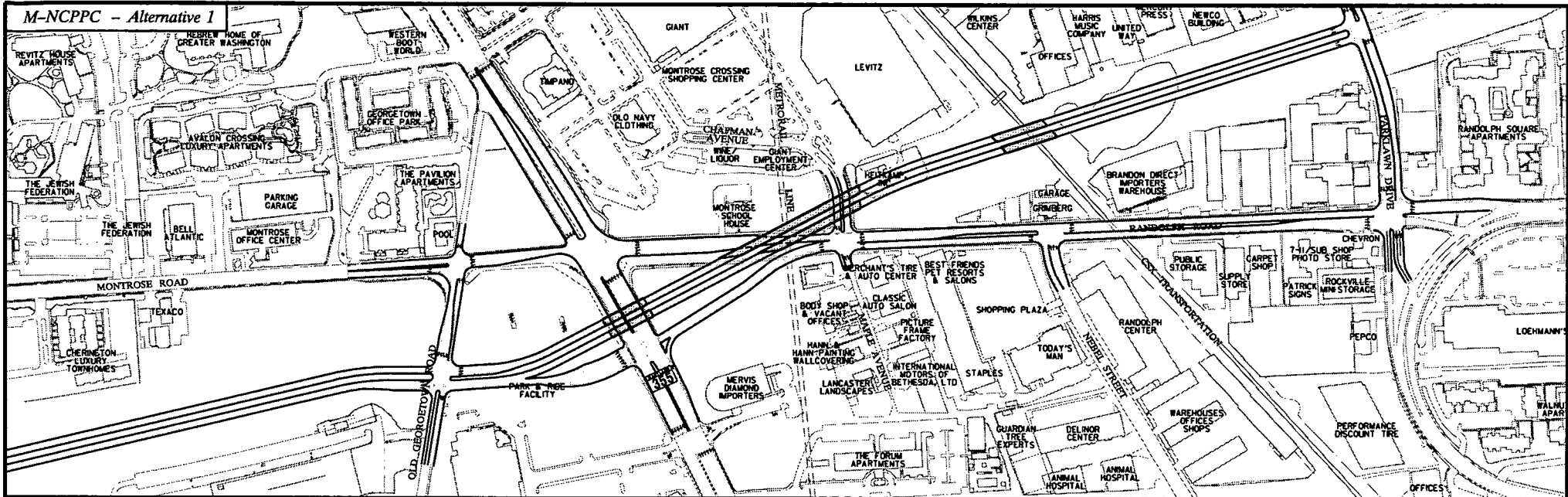
Maryland Department of Transportation
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FIGURE III-5
Preliminary Alternatives



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MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

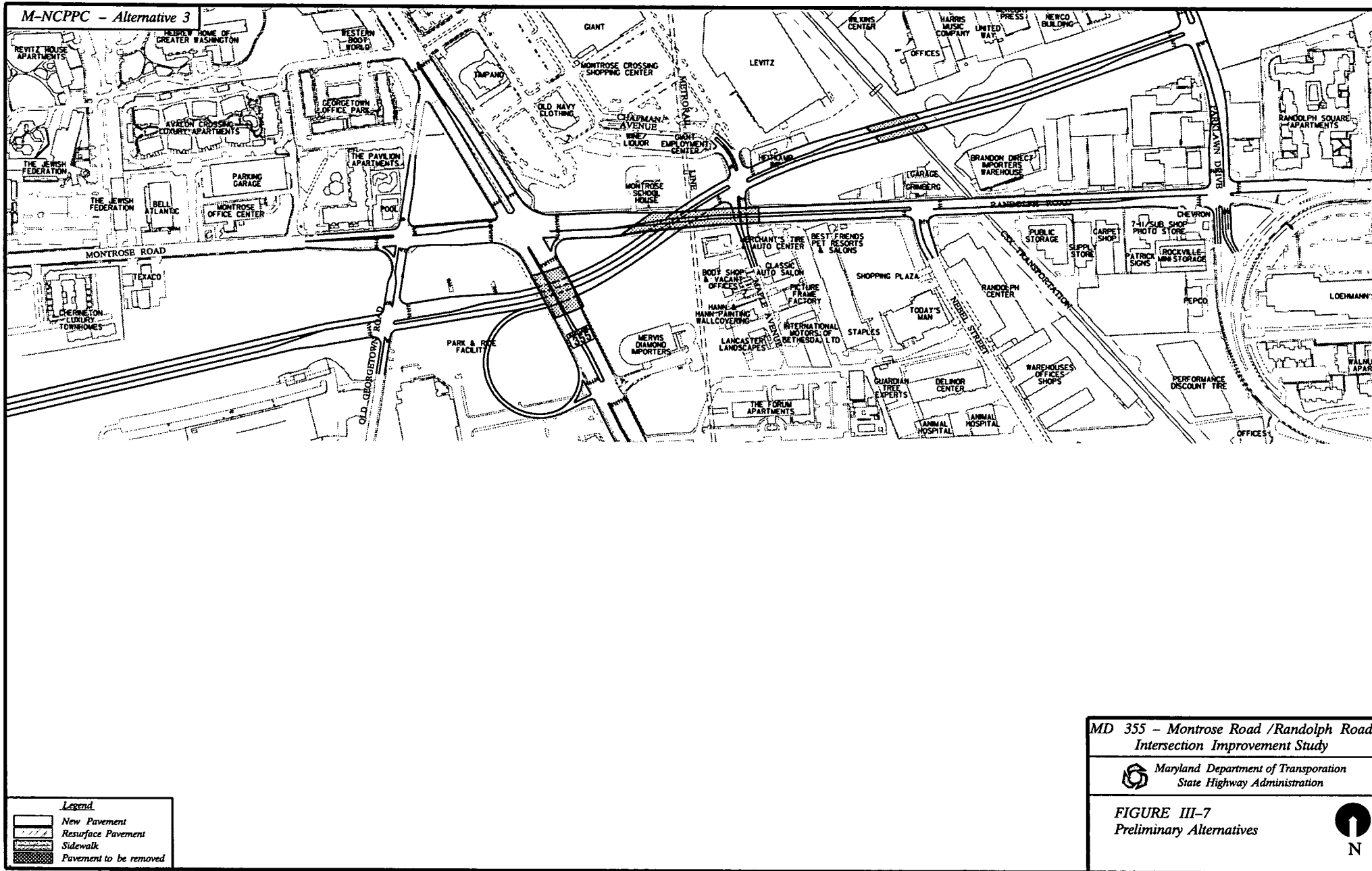
Maryland Department of Transportation
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FIGURE III-6
Preliminary Alternatives

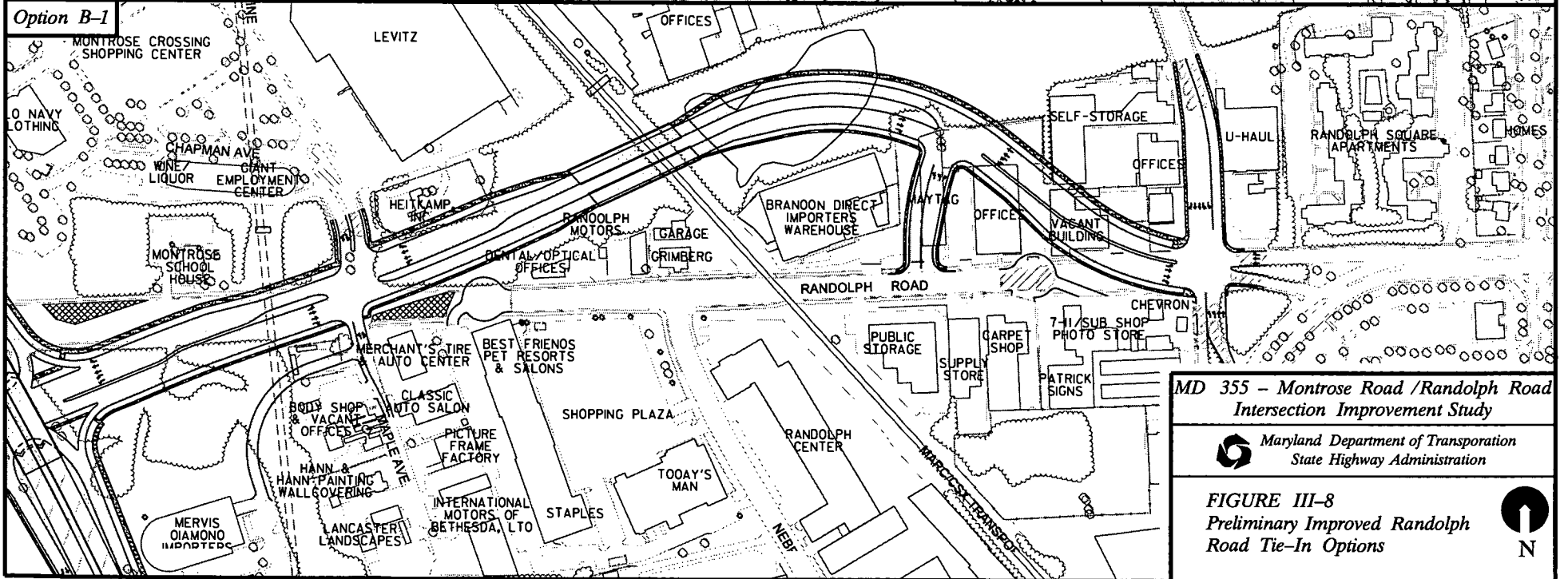
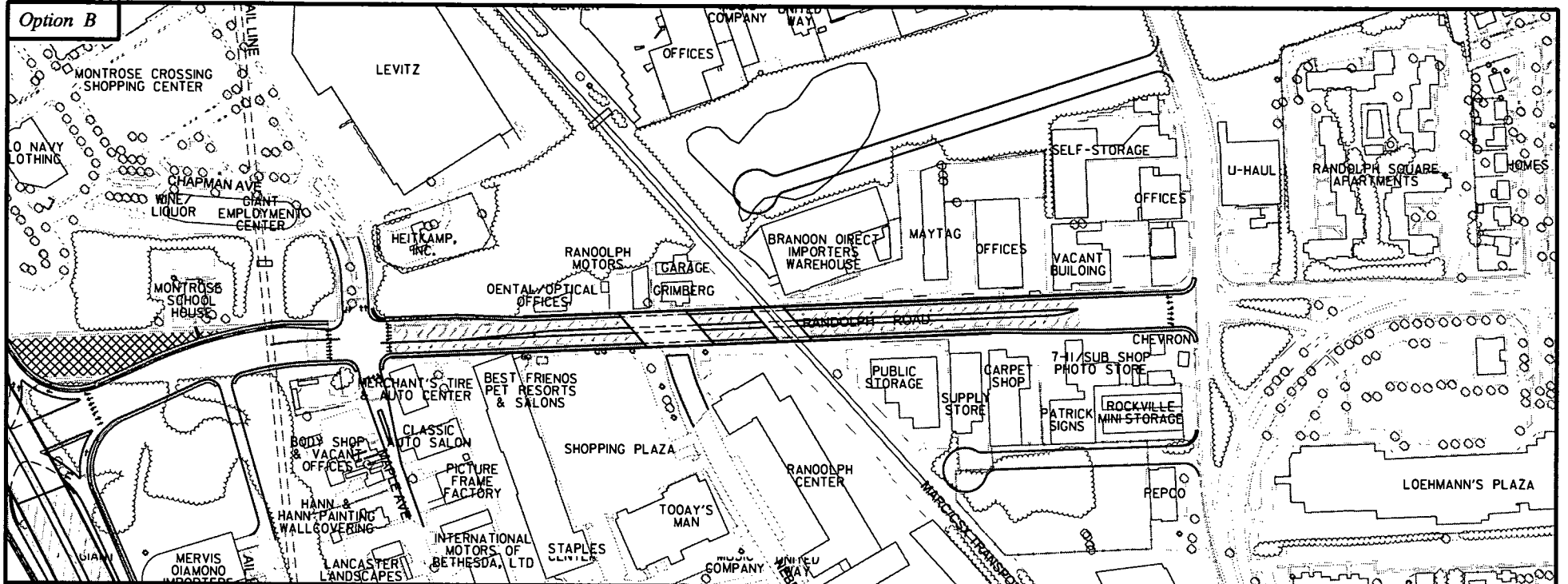


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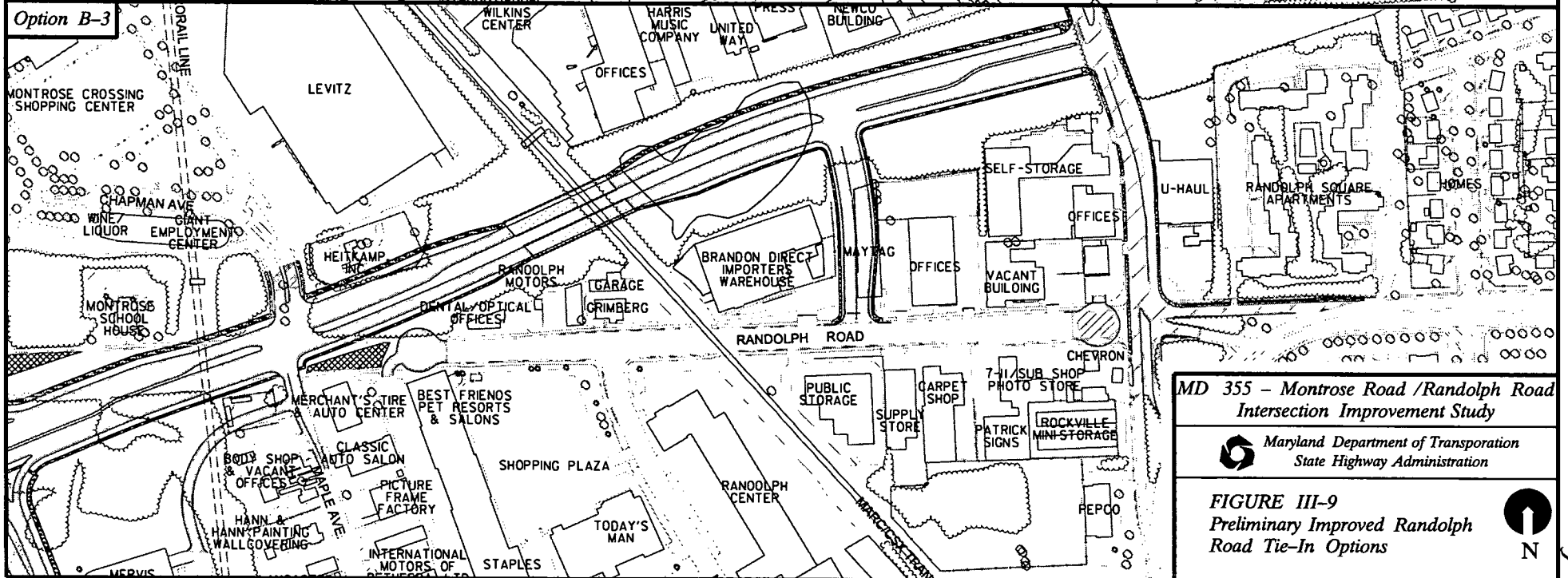
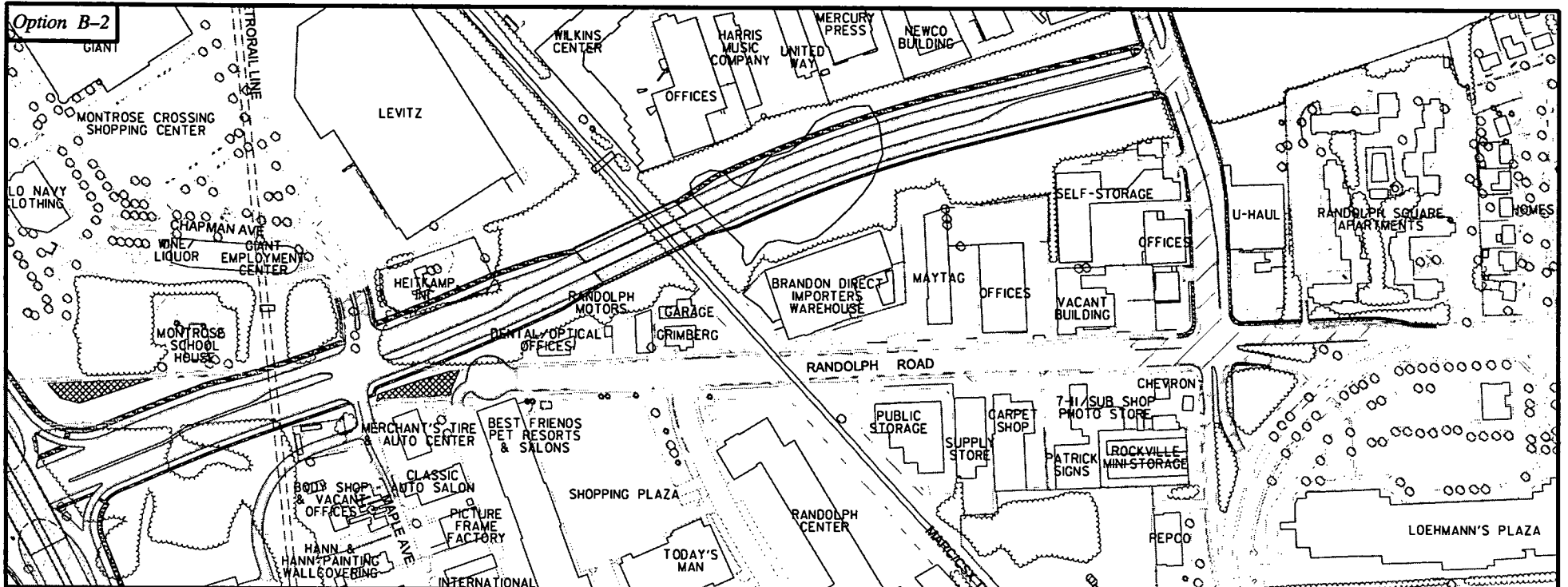
**MD 355 - Montrose Road / Randolph Road
Intersection Improvement Study**

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FIGURE III-8
*Preliminary Improved Randolph
Road Tie-In Options*



83



MD 355 – Montrose Road /Randolph Road Intersection Improvement Study

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FIGURE III-9
Preliminary Improved Randolph Road Tie-In Options

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2. Alternative 2 (Single-Point Urban Diamond) Interchange

Alternative 2 proposes a single point urban diamond interchange, raising MD 355 and lowering Montrose/Randolph Road while providing one-way diagonal-type right-side slip ramps in each quadrant (*Figure III-1*). Turning movements are confined to a single at-grade signalized intersection beneath the MD 355 structure.

3. Alternative 3 (At-Grade Signalized Intersection)

Alternative 3 would maintain an at-grade intersection with appropriate turning lanes provided on each leg of the intersection (*Figure III-2*).

4. Alternative 3 - Option C (At-Grade Improvements)

Option C proposes using Montrose Road and Randolph Road as a one-way pair system with the proposed Montrose Parkway, between (Old) Old Georgetown Road and Chapman Avenue. Alternative 3C proposes to widen the MD 355 - Montrose Road/Randolph Road intersection (*Figure III-2*).

Alternative 3, Option C is not recommended for further study due to operational concerns related to signalization and queuing between adjacent intersections. The use of Montrose Parkway right of way to create the eastbound portion of the one-way pair may also present logical termini issues.

5. Alternative 4: Partial Cloverleaf Interchange (1980 ICC Interchange)

Alternate 4 proposes to shift Montrose Road south, between East Jefferson and Maple/Chapman Avenues. One-way frontage roads would be provided on either side of the relocated roadway (*Figure III-3*). A loop ramp would be provided in the southwestern MD 355 – Montrose Road/Randolph Road intersection quadrant.

Alternative 4 is not recommended for further study because the study objectives of operating with and without Montrose Parkway will not be met. Also, this alternative would require excessive ROW from Mid Pike Plaza.



6. Alternative 5: Partial Interchange with Loop Ramp (1989 Clarke and Rapuano Concept)

Alternative 5 maintains an at-grade intersection at the MD 355 – Montrose/Randolph Roads intersection and provides a loop ramp in the southwestern quadrant (*Figure III-3*).

Alternative 5 is not recommended for further study due to right-of-way impacts. This alternative assumes construction of Montrose Parkway and does not meet the objective of operating with and without Montrose Parkway. Also, excessive ROW would be required from Mid Pike Plaza.

7. Alternative 6: Roundabout (Grade Separated)

Alternative 6 proposes a grade separation of MD 355 and Montrose-Randolph Roads (*Figure III-4*). A roundabout (intersection) would accommodate turning movements on the Montrose/Randolph Roads level.

Alternative 6 is not recommended for further study because the study objectives of operating with and without Montrose Parkway would not be met. A functioning system (LOS “E” or better) would not be met.

8. Alternative 7: Diamond Interchange (with Roundabouts)

Alternative 7 proposes a standard diamond interchange (*Figure III-4*). The ramp termini at Montrose/Randolph Roads would be roundabout type intersections.

Alternative 7 is not recommended for further study because the study objective to provide a functioning system (LOS “E” or better) would not be met without inclusion of Montrose Parkway.

9. Alternative 8: Partial Cloverleaf Interchange w/Two Structures Crossing over MD 355

Alternative 8 proposes a grade separation of the MD 355/Montrose-Randolph Roads intersection and the MD 355/Montrose Parkway intersection (*Figure III-5*). Loop ramps would be provided in the northeast quadrant of the MD 355/Montrose-Randolph Roads interchange and in the southeast

quadrant of the MD 355/Montrose Parkway interchange.

Alternative 8 is not recommended for further study due to right-of-way impacts. Also, this alternative would require excessive ROW from Montrose Crossing and Mervis Diamond.

10. Alternative 9: Randolph Road Under MD 355

The Randolph Road Under alternative proposes a grade separated interchange, with Montrose Road/Randolph Road realigned as it passes under MD 355 (*Figure III-5*). One-way ramps located east of MD 355 will provide a direct connection to and from northbound MD 355. The existing (Old) Old Georgetown Road alignment will provide access to and from southbound MD 355.

11. M-NCPPC Alternative 1

This alternative considers a partial diamond interchange that would be within the dedicated Montrose Parkway ROW (*Figure III-6*). Montrose Parkway would be elevated over MD 355 with an eastbound service road ramp that would connect to MD 355 and continue on to the Randolph Road/Nebel Street intersection. A structure would be required over the METRO tracks. The alternative proposes a one-way pair design similar to the at-grade Alternative 3 – Option C presented by SHA at the February Public Alternates Workshop.

In general, M-NCPPC Alternative 1 operates at LOS E during both the morning and evening peak hours. MD 355, however, would operate at LOS F at the Randolph Road and Montrose Parkway Service Road intersection. Traffic queues between the two MD 355 intersections may create operational concerns because of the short distance between them. Additionally, only 15 percent of traffic on Randolph Road east of MD 355 is expected to be diverted to Montrose Parkway. This results in approximately 1600 eastbound vehicles in the peak hour turning left from Randolph Road to travel northbound on Parklawn Drive.

The study team, including members of M-NCPPC and Montgomery County Department of Public Works and Transportation (MCDPW&T), determined that other alternatives proposed as Alternatives Retained for Detailed Study (ARDS) are superior to the M-NCPPC Alternative 1. SHA was concerned that this alternative would not improve the existing MD 355/Randolph Road/Montrose Road intersection, which would leave Randolph Road at-grade with CSX and tie-in



63

the Montrose Parkway into Parklawn Drive north of the existing Randolph Road/Parklawn Drive intersection. The Planning Board agreed that the M-NCPPC Alternative 1 be dropped from further study, since this alternative would require a structure over the METRO tracks, and it employs a one-way pair design similar to the at-grade Alternative 3 – Option C presented by SHA at the February Public Alternates Workshop.

12. M-NCPPC Alternative 2

This alternative would require grade separation (*Figure III-6*). Montrose Road remains grade separated over MD 355, Randolph Road and CSX with a tie-in to Parklawn Drive north of the existing Parklawn Drive/Randolph Road intersection.

M-NCPPC Alternative 2 would divert approximately 30 percent of Randolph Road traffic onto the Montrose Parkway. The traffic queues on Parklawn Drive between the Montrose Parkway and Randolph Road intersections may also create operational concerns.

The study team, including members of M-NCPPC and MCDPW&T, determined that other alternatives proposed as Alternatives Retained for Detailed Study (ARDS) are superior to the M-NCPPC Alternative 2. The M-NCPPC's second alternative more closely resembled the county's Clark & Rapauano alternative discussed in the Fall, 1999 Focus Group meetings. Montrose Road would remain grade separated over MD 355, Randolph Road and CSX with a tie-in to Parklawn Drive north of the existing Parklawn Drive/Randolph Road intersection. The Planning Board agreed that the M-NCPPC Alternative 2 be dropped from further study, since there were previously many public concerns over visual impacts with this alternative.

13. M-NCPPC Alternative 3

This alternative would require constructing Montrose Parkway beneath MD 355 (*Figure III-7*). This alternative also proposes an at-grade intersection with Nebel Street just north of the existing Randolph Road/Nebel Street intersection. Montrose Parkway is constructed over CSX with a tie-in at-grade to Parklawn Drive north of the existing Randolph Road/Parklawn Drive intersection.



Forty percent of traffic is expected to use Montrose Parkway due to the Chapman Avenue connection. The traffic queues on Parklawn Drive between the Montrose Parkway and Randolph Road intersections may create operational concerns.

The study team, including members of M-NCPPC and MCDPW&T determined that other alternatives proposed as Alternatives Retained for Detailed Study (ARDS) are superior to the M-NCPPC #3 alternative. The Planning Board agreed that the M-NCPPC Alternative #3 be dropped from further study.

Randolph Road Tie-In Options

All Options assume that Randolph Road is elevated (approximately 30 feet - 22 feet of clearance and 8 feet of structure) over the CSX Transportation Railroad tracks.

Option B

Option B proposes to reconstruct existing Randolph Road, from Chapman Avenue to Parklawn Drive along the existing alignment (*Figure III-8*). This option requires retaining walls along Randolph Road. Service roadways along the back of properties fronting Randolph Road are shown as a potential access mitigation measure.

Option B is not recommended for further study due to significant maintenance of traffic issues related to reconstruction of the CSX bridge. Lane closures and possibly complete roadway closure would be required to construct this option. Retaining walls used in construction of Option B would also likely prevent use of existing driveway access to nearby businesses.

Option B-1

Option B-1 proposes to relocate Randolph Road to the Montrose Parkway right-of-way, from Chapman Avenue to a point east of the CSX railroad tracks, and tie-in at the existing Randolph Road/Parklawn Drive intersection (*Figure III-8*). Access to existing land uses would be provided via a road that would connect the relocated Randolph Road to the remaining cul de sac segment of the existing Randolph Road (from east of Chapman Avenue to west of Parklawn Drive).



65

Option B-2

Option B-2 proposes to relocate Randolph Road to the Montrose Parkway right-of-way from Chapman Avenue to Parklawn Drive and intersect Parklawn Drive approximately 700 feet north of the existing Randolph Road/Parklawn Drive intersection (*Figure III-9*). Preliminary traffic analysis indicates that left turn queues between the existing and proposed intersections will exceed 700 feet. Access to existing land uses would be provided by maintaining existing Randolph Road, from east of Chapman Avenue to Parklawn Drive.

Option B-2 presents operational concerns related to signalization and queuing along Parklawn Drive between existing and relocated Randolph Road. The termination of Relocated Randolph Road at Parklawn Drive may present logical termini issues as well.

Option B-3

Same as Option B-2, except that access to existing land uses is provided by maintaining existing Randolph Road, from east of Chapman to west of Parklawn and constructing a service road (“Nebel St Access”) between the “separated” portion of existing Randolph Road and the relocated portion of Randolph Road (*Figure III-9*).

Option B-3 presents operational concerns related to signalization and queuing along Parklawn Drive between existing and relocated Randolph Road. The termination of Relocated Randolph Road at Parklawn Drive may present logical termini issues as well.

D. Alternates Public Workshop

On February 9, 2000, an Alternates Public Workshop was held at the Earl B. Woods Middle School. Approximately 25 people offered written comments or provided private testimony on the proposed alternates. One no-build and two intersection improvement alternatives (with options) were presented to the public. Not all of the previously mentioned alternatives were presented at the public workshop due to various reasons, including operational concerns, right-of-way impacts, maintenance of traffic issues and/or insufficiency in meeting the study objectives. Please refer to Section III-E for further explanation of why some of the preliminary alternatives and tie-in options were dropped. The build alternates included a single-point urban diamond interchange (SPUI) and

66



an at-grade signalized intersection, along with an at-grade one-way pair system improvement option for the at-grade signalized intersection alternate. SHA developed the alternatives so that each alternative could be connected to either the planned parkway or the existing roadway network. These options (A and B) were shown for each alternative considered for further development.

Due to the results of the written comments, private testimony and comments taken by the workshop’s facilitators, the Montrose Parkway from I-270 to Viers Mill Road, Alternative 2 (Single Point Urban Diamond Interchange) with Montrose Parkway and the Montrose Parkway overpass across CSX tracks, with Randolph Road dead-end at tracks, received the most public support. The summary of comments from the Alternates Public Workshop can be found in *Chapter VI* in the *Public Involvement Correspondence Section*.

E. Alternatives Retained for Detailed Study (ARDS)

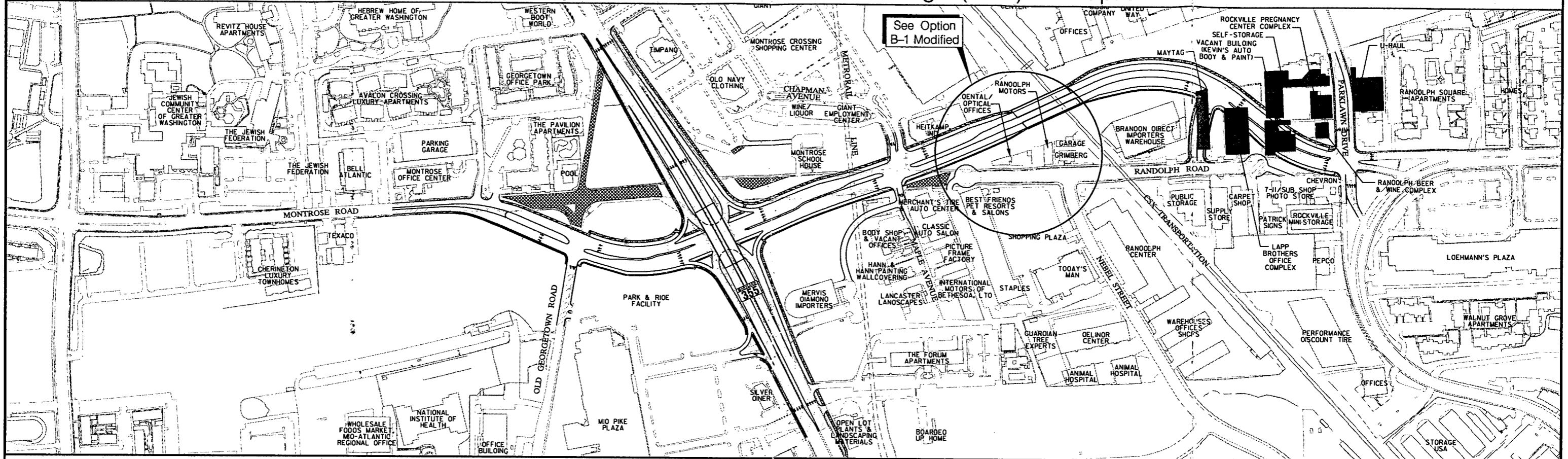
In addition to Alternative 1 (No-Build), three alternatives were selected for detailed studies. *Figure III-10* shows the build alternatives, and *Figure III-11* displays typical sections for these alternatives.

1. Alternative 1 - No-Build

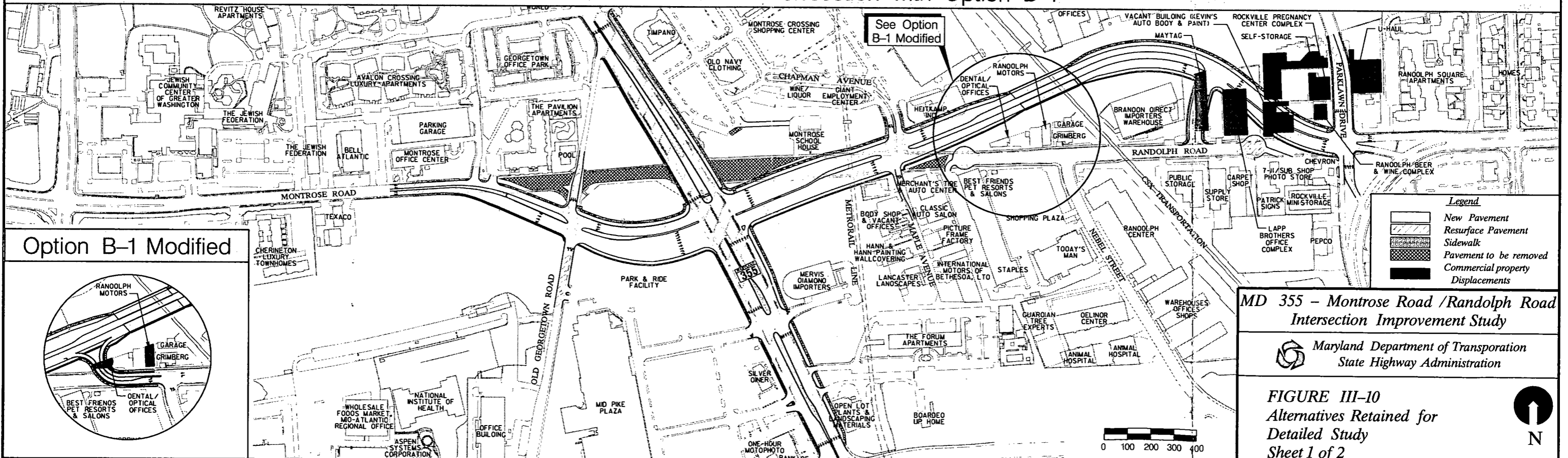
This alternative is recommended to be taken forward into detailed study as a base case scenario to compare with build options (*Figure III-1*). *Figure II-2* illustrates peak hour volumes, average daily traffic and level of service information for Alternative 1.

Alternative 1 would not provide any significant improvements to the MD 355-Montrose Road/Randolph Road intersection. Any improvements would occur as part of normal maintenance and safety operations and would not measurably affect roadway capacity or address accident potential.

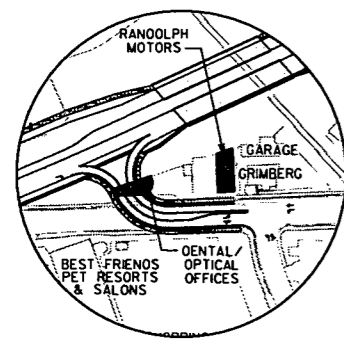
Alternative 2: Single-Point Urban Diamond Interchange (SPUI) with Option B-1



Alternative 3: At-Grade Intersection with Option B-1



Option B-1 Modified



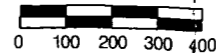
Legend

	New Pavement
	Resurface Pavement
	Sidewalk
	Pavement to be removed
	Commercial property
	Displacements

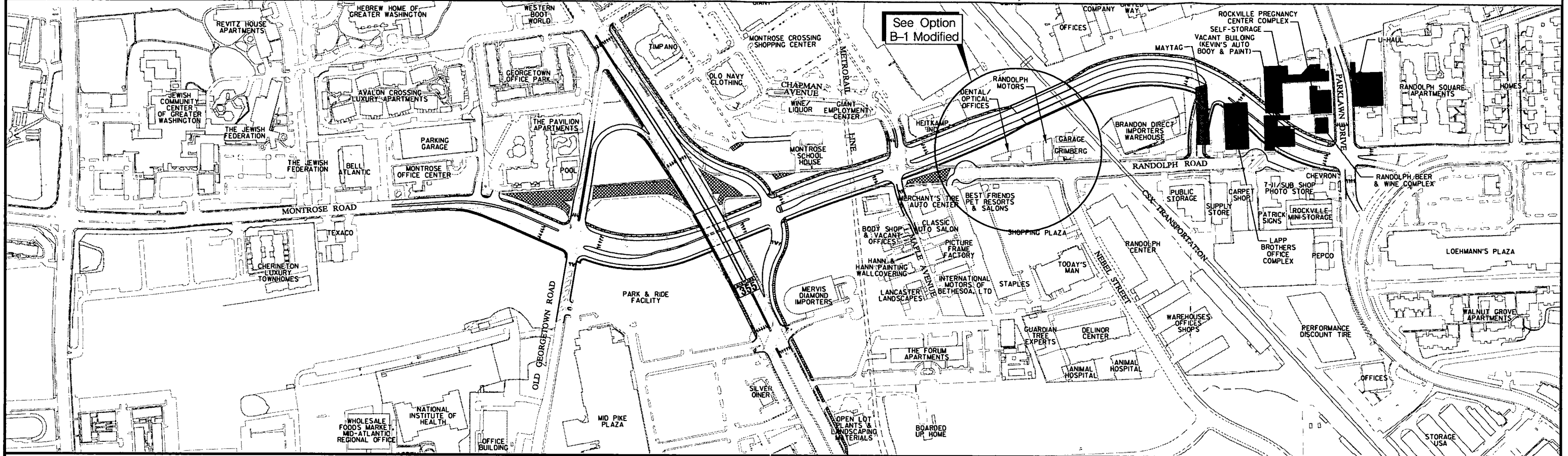
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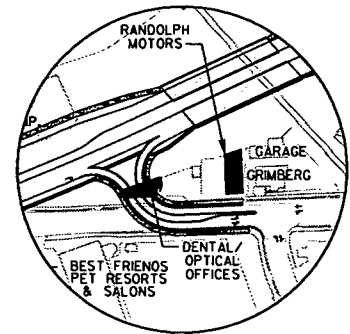
FIGURE III-10
Alternatives Retained for
Detailed Study
Sheet 1 of 2



Alternative 9: Randolph Road Under MD 355 with Option B-1



Option B-1 Modified



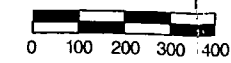
Legend

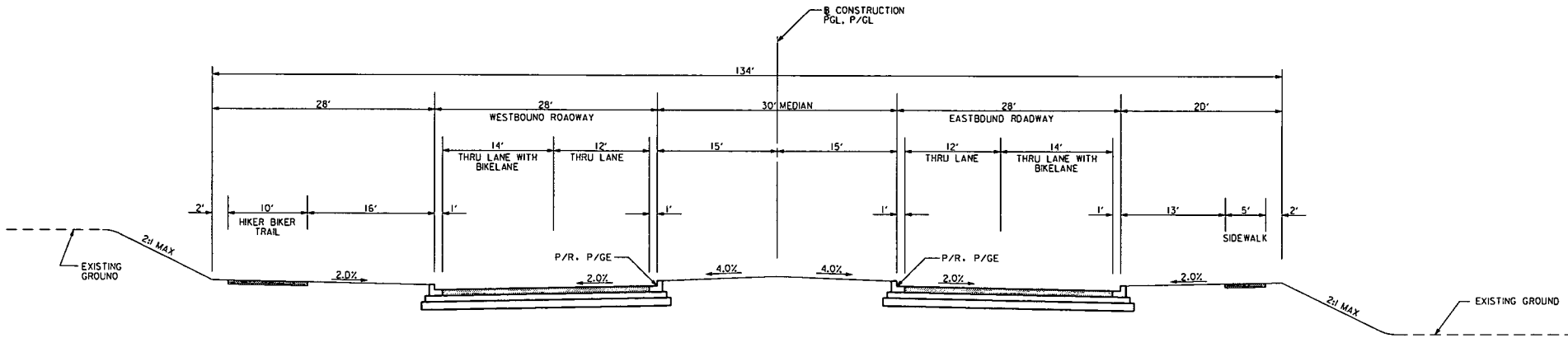
	New Pavement
	Resurface Pavement
	Sidewalk
	Pavement to be removed
	Commercial property Displacements

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

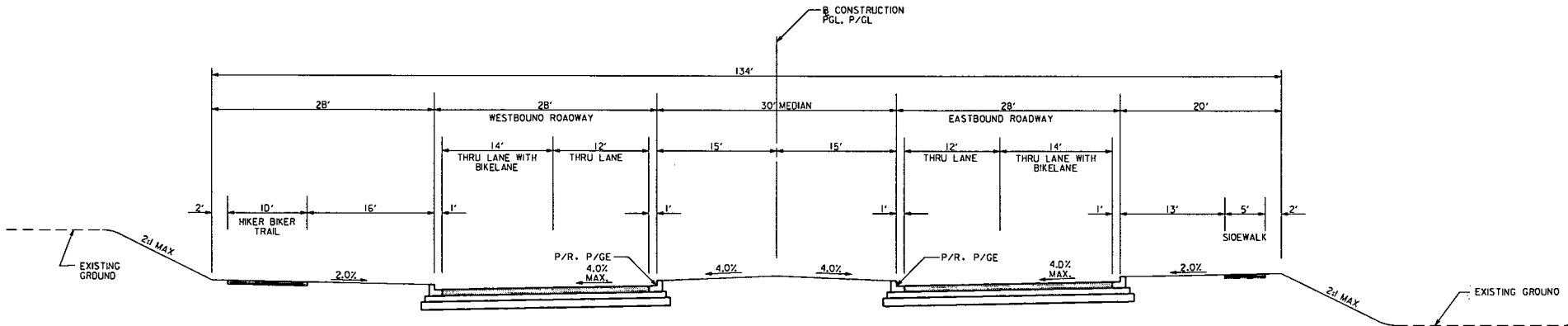
Maryland Department of Transportation
State Highway Administration

FIGURE III-10
Alternatives Retained for
Detailed Study
Sheet 2 of 2





TYPICAL NORMAL SECTION
RELOCATED RANDOLPH ROAD



TYPICAL SUPERELEVATION SECTION
RELOCATED RANDOLPH ROAD

**MD 355 – Montrose Road / Randolph Road
Intersection Improvement Study**

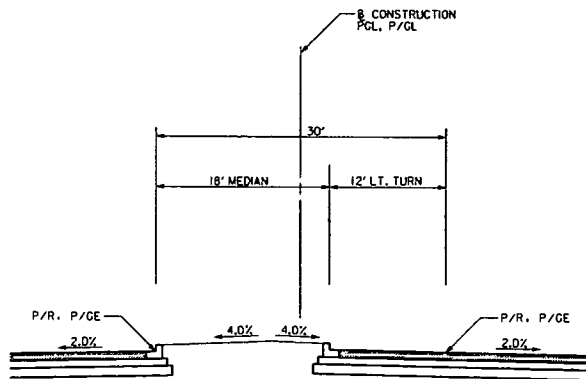


**FIGURE III-11
Typical Sections**

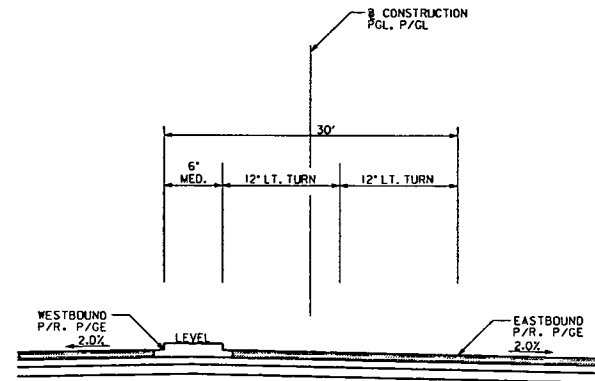
Sheet 1 of 2



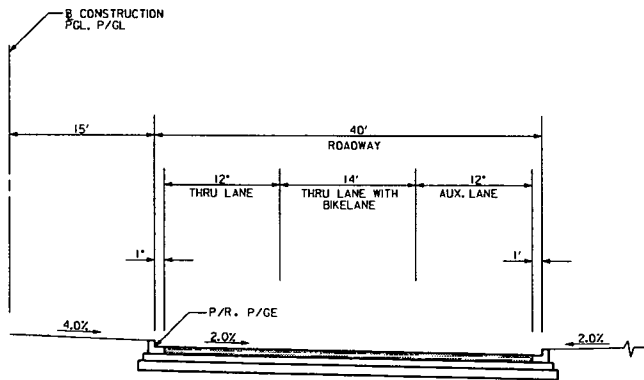
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TYPICAL SINGLE LEFT TURN DETAIL



TYPICAL DOUBLE LEFT TURN DETAIL



TYPICAL AUXILIARY LANE DETAIL

NOTES:

- 1) THE AT-GRADE ALTERNATIVE SHALL TRANSITION FROM A 30' MEDIAN TO A 40' MEDIAN FROM STA. 310+00 TO STA. 312+50 AND FROM A 40' MEDIAN TO A 30' MEDIAN FROM STA. 318+25 TO STA. 320+25.
- 2) OPTION B1 TRANSITIONS FROM A 30' MEDIAN TO MATCH THE EXISTING MEDIAN (12' +/-) FROM STA. 341+73.57 TO STA. 345+50.
- 3) THE SIDEWALK AND HIKER / BIKER TRAIL SHALL TRANSITION TO TIE INTO THE BACK OF CURB JUST PRIOR TO AND JUST AFTER BRIDGES.

**MD 355 – Montrose Road / Randolph Road
Intersection Improvement Study**



**FIGURE III-11
Typical Sections**

Sheet 2 of 2





71

2. Alternative 2 - Single-Point Urban Diamond (SPUI) Interchange

Alternative 2 proposes a single point urban diamond interchange at the MD 355-Montrose Road/Randolph Road intersection (*Figure III-10*). The grade separation for the interchange will result from lowering Montrose Road/Randolph Road under MD 355. Mainline grades of approximately three percent will be required on Montrose Road/Randolph Road to provide adequate clearance at the overpass.

The proposed overpass is located to the south of the existing at-grade intersection to minimize construction impacts and take advantage of right-of-way already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Roads will be shifted to the south beginning west of Old Georgetown Road, continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection. The configuration of the portion of Randolph road east of Chapman Avenue (including the CSX track crossing) is discussed under Randolph Road Tie-In Options on pages III-29 and III-31. One-way right-side slip ramps will be provided in each interchange quadrant. All left turning movements would be confined to a single at-grade signalized intersection beneath the MD 355 structure. Two left turn lanes would be provided for each of the four left turning movements at the intersection. Single lane spurs to the main ramp roadway will be provided for right turning traffic merging and diverging from Montrose Road/Randolph Road. In general, three through lanes will be maintained on MD 355 and two through lanes on Montrose Road/Randolph Road.

Due to the proposed grade modifications and because all turning movements will use the single point interchange, the Old Georgetown Road connection between southbound MD 355 and Montrose Road will be removed. A signal is proposed for the intersection of Montrose Road and remaining southern portion Old Georgetown Road, with turning lanes on Montrose Road.

The existing full access from MD 355 to the Mid Pike Plaza will be reduced to right-in/right-out operation, accessible only from the ramp to southbound MD 355. The existing right-in/right-out entrance south of the existing full access entrance will be closed due to the weave condition created by the ramp. Under Alternative 2, the only viable full access to Mid Pike Plaza will be along MD 187.

As a result of the slip ramp proposed for the southeast interchange quadrant, the existing access from MD 355 to the Mervis Building will be closed. A new driveway will be created providing access to the building from Maple Avenue.

Access to other properties in the vicinity of the interchange, including the Montrose Crossing Shopping Center, will remain the same. Access changes due to the Randolph Road Tie-In Option are described in the discussion of the selected tie-in option.

Alternative 2 is consistent with the Master Plan. The right-of-way costs for this alternative are relatively minor since most of the land required has already been acquired. **Figure III-12** shows the year 2020 peak hour traffic volumes and levels of service associated with Alternative 2.

Alternative 2 would require property from the state-owned *Park and Ride* property, located in the southwest intersection quadrant. This alternative would impact 4.2 acres of this property. The entrance to the *Park and Ride* facility would also be altered. The ROW required from socio-economic resources, including commercial, historic, undeveloped, *Park and Ride* and shopping center property, would total 31.4 acres under Alternative 2 and 31.8 acres under Alternative 2-Option B1-Modified.

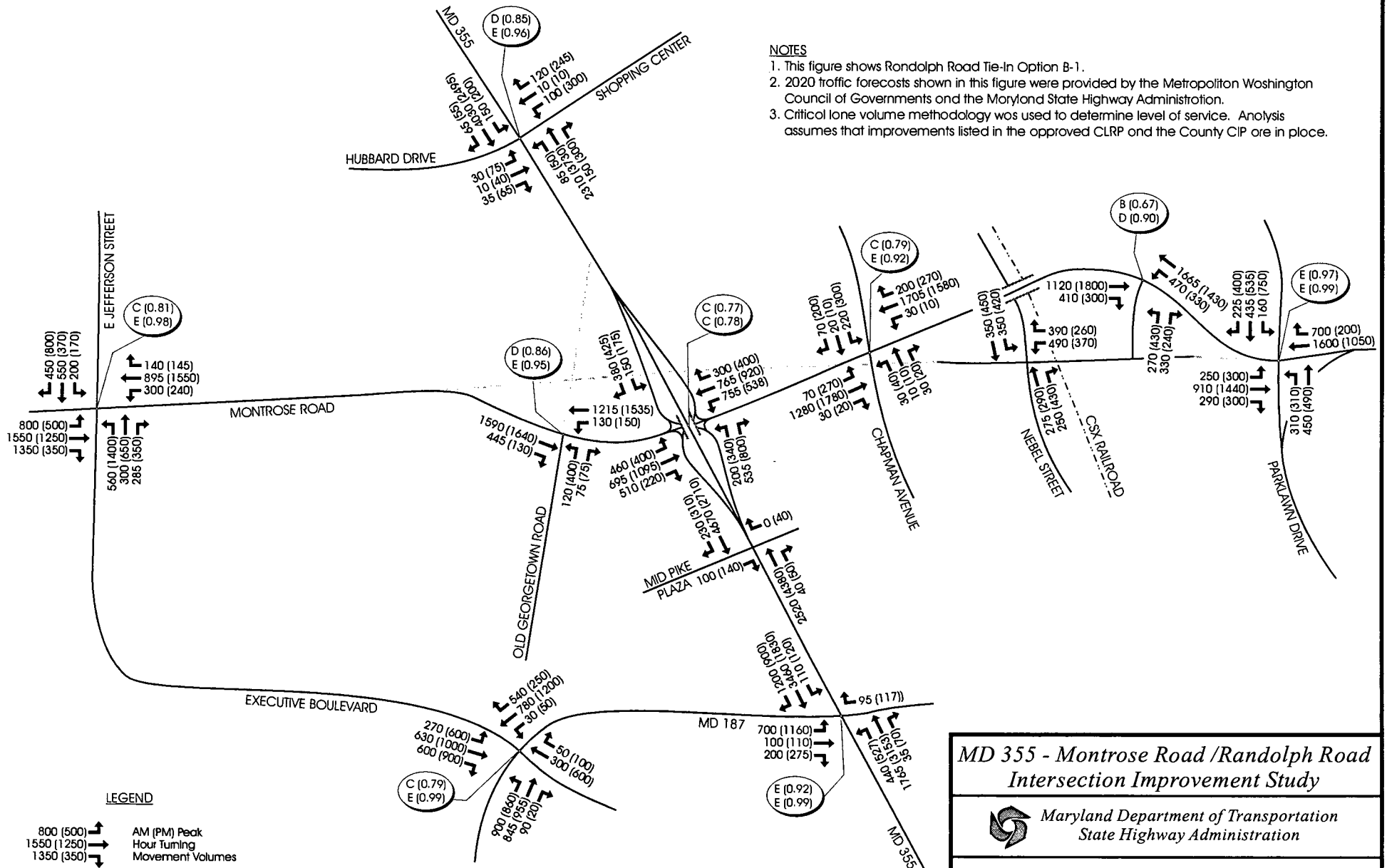
Alternative 2 would require a natural environmental resource impact of 10.7 acres of woodland.

3. Alternative 3 - At-Grade Signalized Intersection

Alternative 3 would maintain a signalized at-grade crossing at the MD 355-Montrose/Randolph Road intersection. The proposed intersection will be relocated to the south of the existing at-grade intersection to minimize construction impacts and take advantage of right-of-way already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Road will be shifted to the south beginning west of Old Georgetown Road, continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection. The configuration of the portion of Randolph Road east of Chapman Avenue (including the CSX track crossing) is discussed under Randolph Road Tie-In Options on pages III-29 and III-31.

NOTES

1. This figure shows Randolph Road Tie-In Option B-1.
2. 2020 traffic forecasts shown in this figure were provided by the Metropolitan Washington Council of Governments and the Maryland State Highway Administration.
3. Critical lane volume methodology was used to determine level of service. Analysis assumes that improvements listed in the approved CLRP and the County CIP are in place.



LEGEND

800 (500) → AM (PM) Peak
 1550 (1250) → Hour Turning
 1350 (350) → Movement Volumes

F (1.22) AM Level of Service (V/C Ratio)
 F (1.22) PM Level of Service (V/C Ratio)

**MD 355 - Montrose Road / Randolph Road
 Intersection Improvement Study**

Maryland Department of Transportation
 State Highway Administration

FIGURE III-12
 Alternative 2
 2020 Traffic Volumes and
 Level of Service





MD 355 – Montrose Road/Randolph Road Intersection Improvement Study

Widening will be required to accommodate the proposed intersection lane configuration at the MD 355-Montrose Road/Randolph Road intersection, described as follows:

- *Northbound MD 355:* three left turn lanes, four through lanes, and one right turn lane
- *Southbound MD 355:* five through lanes (No turns will be permitted from southbound MD 355 at the intersection with Montrose/Randolph Road; all turns will be made from Old Georgetown Road in a manner similar to existing operations)
- *Eastbound Montrose Road:* three left turn lanes, four through lanes, and two right turn lanes
- *Westbound Randolph Road:* three left turn lanes, three through lanes, and one right turn lane

Alternative 3 would require a similar property impact to the *Park and Ride* as Alternative 2 (4.2 acres). The ROW required from socio-economic resources, including commercial, historic, undeveloped, Park and Ride and shopping center property, would total 30.4 acres under Alternative 3 and 30.8 acres under Alternative 3- Option B1-Modified.

Alternative 3 would require a natural environmental resource impact of 10.3 acres of woodland.

Access to properties in the vicinity of the interchange, including the Mid Pike Plaza, the Mervis Building and the Montrose Crossing Shopping Center, will remain the same. Access changes due to the Randolph Road Tie-In Option are described in the discussion of the selected tie-in option. **Figure III-13** shows the year 2020 peak hour traffic volumes and levels of service associated with Alternative 3.

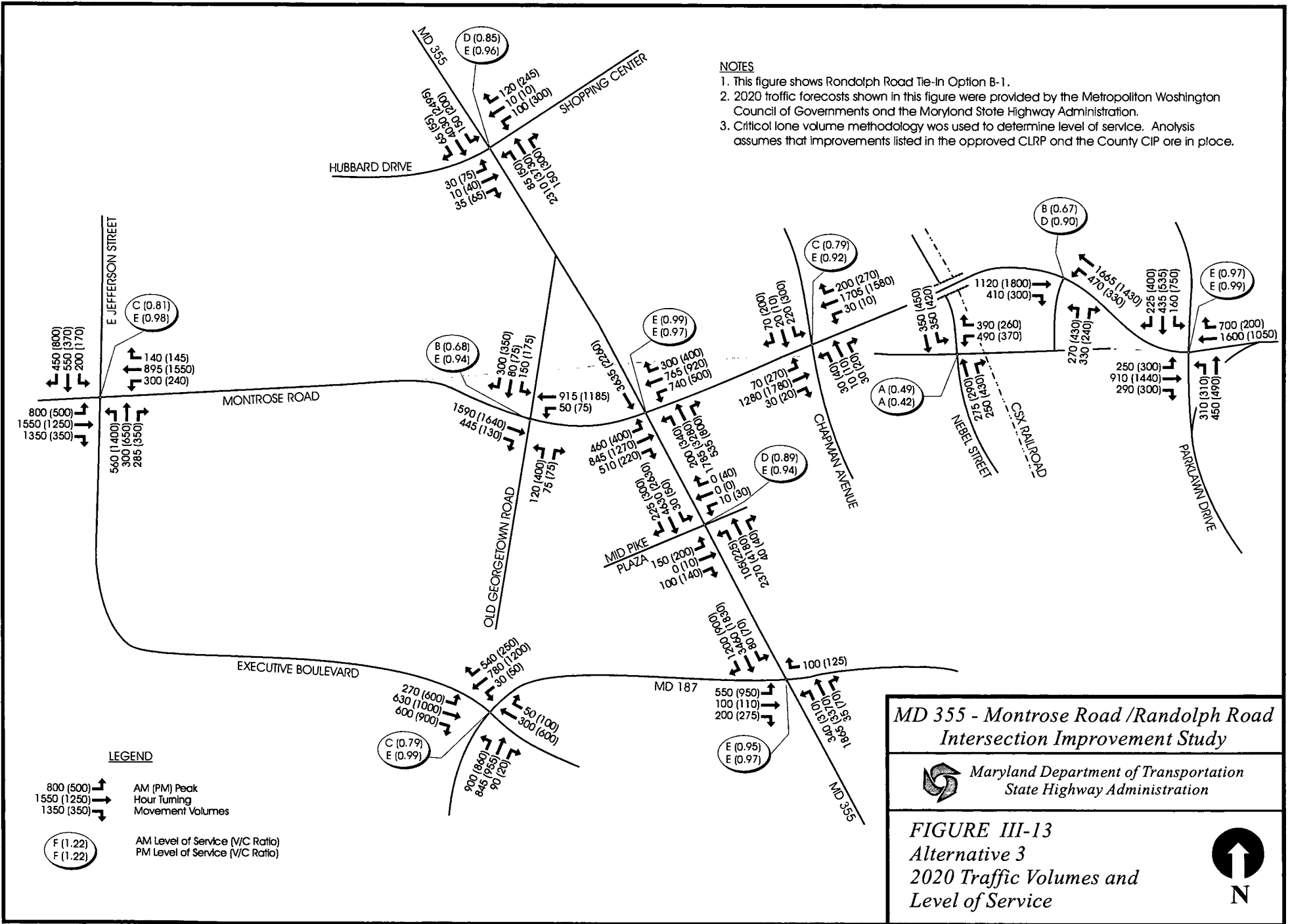
4. Alternative 9 - Randolph Road Under MD 355

The Randolph Road Under MD 355 Alternative proposes grade separation that lowers Montrose Road/Randolph Road under MD 355 (**Figure III-10**). Mainline grades of approximately two to three percent will be required on Montrose Road/Randolph Road to provide adequate clearance at the overpass.

The proposed overpass is located to the south of the existing at-grade intersection to minimize construction impacts and take advantage of right-of-way already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Road will be shifted to the south beginning west of Old Georgetown Road, continuing east through the proposed interchange to the

NOTES

1. This figure shows Randolph Road Tie-In Option B-1.
2. 2020 traffic forecasts shown in this figure were provided by the Metropolitan Washington Council of Governments and the Maryland State Highway Administration.
3. Critical lane volume methodology was used to determine level of service. Analysis assumes that improvements listed in the approved CLRP and the County CIP are in place.

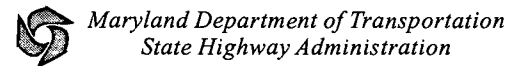


LEGEND

800 (500) ↑ AM (PM) Peak
 1550 (1250) ↑ Hour Turning
 1350 (350) ↑ Movement Volumes

F (1.22) ○ AM Level of Service (V/C Ratio)
 F (1.22) ○ PM Level of Service (V/C Ratio)

**MD 355 - Montrose Road / Randolph Road
Intersection Improvement Study**



**FIGURE III-13
Alternative 3
2020 Traffic Volumes and
Level of Service**



75



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Randolph Road/Chapman Avenue intersection. The configuration of the portion of Randolph Road east of Chapman Avenue (including the CSX track crossing) is discussed under Randolph Road Tie-In Options on pages III-29 and III-31.

In general, three through lanes will be maintained on MD 355 and two through lanes on Montrose Road/Randolph Road.

One-way ramps slip ramps will be constructed in the quadrants east of MD 355, providing a direct connection to and from northbound MD 355. A loop ramp will be constructed in the northwest quadrant of the intersection to provide access to southbound MD 355. Existing Old Georgetown Road will provide access from southbound MD 355.

Access to properties in the vicinity of the interchange, including the Mid Pike Plaza, the Mervis Building and the Montrose Crossing Shopping Center, will remain the same. Access changes due to the Randolph Road Tie-In Option are described in the discussion of the selected tie-in option.

This alternative is consistent with the Master Plan, providing for the possible connection to both the eastern and western segments of the planned Montrose Parkway. **Figure III-14** shows the year 2020 peak hour traffic volumes and levels of service associated with Alternative 9.

This alternative would impact 3.9 acres of the *Park and Ride* facility. The entrance to the facility will also be altered. The ROW required from commercial, historic, undeveloped, Park and Ride and shopping center property, would total 30.1 acres under Alternative 9 and 30.5 acres under Alternative 9- Option B1-Modified.

Alternative 9 would require a natural environmental resource impact of 10.7 acres of woodland.

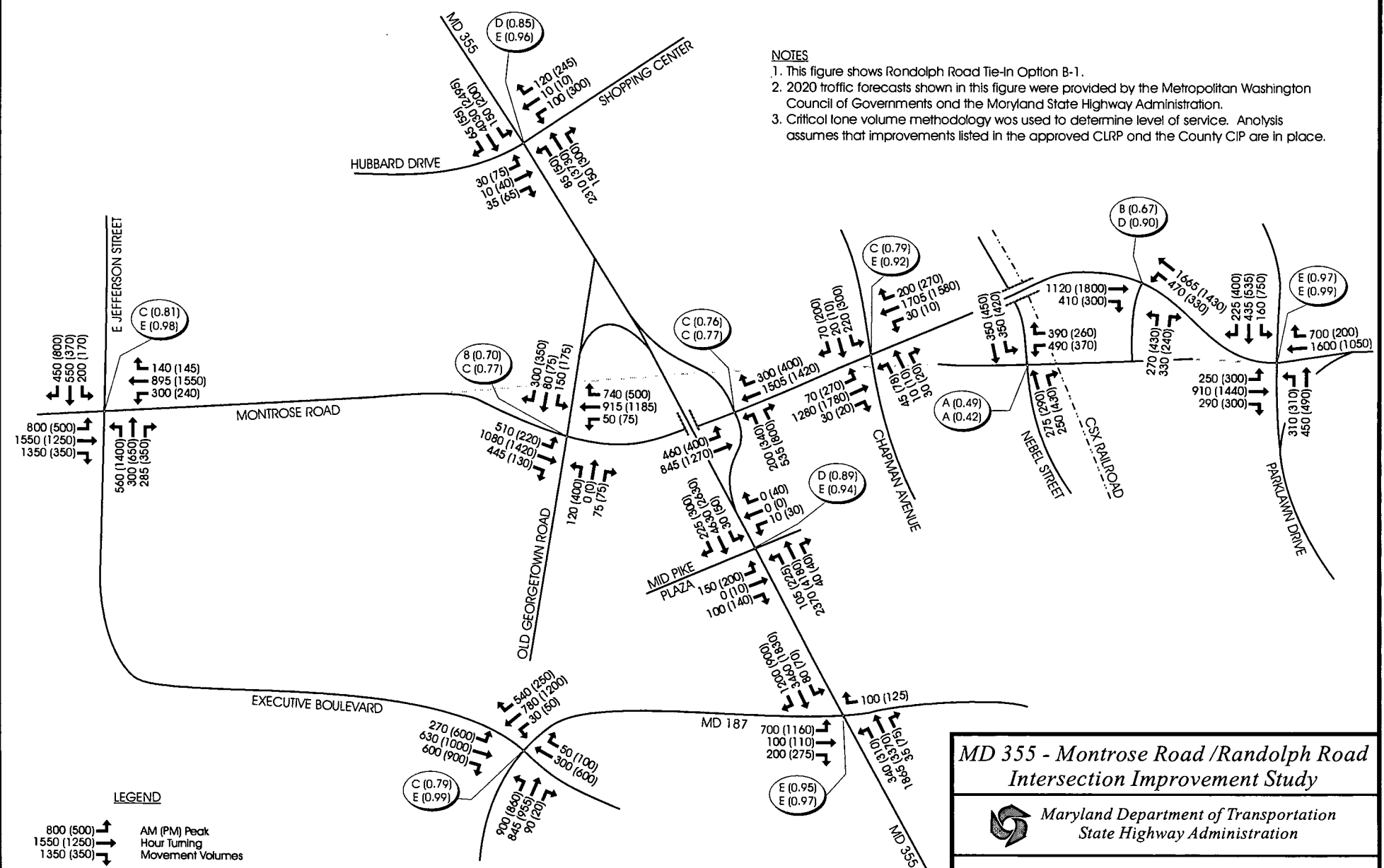
Tie-In Options Retained for Detailed Study

Option B-1

Option B-1 proposes to relocate Randolph Road to the Montrose Parkway right-of-way, from Chapman Avenue to a point east of the CSX railroad tracks, and tie-in at the existing Randolph Road/Parklawn Drive intersection (**Figure III-8**). The relocated section of Randolph Road will

NOTES

1. This figure shows Randolph Road Tie-In Option B-1.
2. 2020 traffic forecasts shown in this figure were provided by the Metropolitan Washington Council of Governments and the Maryland State Highway Administration.
3. Critical lane volume methodology was used to determine level of service. Analysis assumes that improvements listed in the approved CLRIP and the County CIP are in place.



LEGEND

800 (500) → AM (PM) Peak Hour Turning Movement Volumes
 1550 (1250) →
 1350 (350) →

F (1.22) AM Level of Service (V/C Ratio)
 F (1.22) PM Level of Service (V/C Ratio)

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

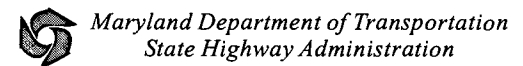


FIGURE III-14
 Alternative 9
 2020 Traffic Volumes and
 Level of Service



77

78



***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

have two through lanes in each direction, including the CSX crossing. The CSX crossing will be designed to accommodate the future extension of Nebel Street. This tie-in option has been incorporated into the overall design of Alternatives 2, 3, and 9, and is shown in *Figure III-10*.

Access to existing land uses would be provided by maintaining existing Randolph Road from east of Chapman Avenue to west of Parklawn Drive. A service road will be constructed between the separated portion of existing Randolph Road and the relocated portion of Randolph Road approximately 600 feet west of the Randolph Road/Parklawn Drive intersection. Single turning lanes will be provided from Relocated Randolph Road to the service road.

Option B-1 Modified

Option B-1 Modified is being considered in detailed study to provide additional access to properties located south of Relocated Randolph Road. This is a new tie-in option that came about after to the Alternatives Public Workshop. A connection is proposed from the Relocated Randolph Road/Chapman Avenue intersection to eastbound Randolph Road. This connection would form the eastbound approach to the four-leg intersection at the Randolph Road/Nebel Street intersection. The westbound departure from the intersection would form a loop ramp connecting to eastbound Relocated Randolph Road. An acceleration lane would be provided across the bridge over the CSX track. The connector roadway east of the CSX tracks between Randolph Road and Relocated Randolph Road would remain as proposed under Option B-1. *Figure III-10* illustrates Option B-1 Modified.

F. Congestion Management System (CMS)

The Maryland Department of Transportation has identified 29 multi-modal corridors across the State for the development of a Congestion Management System (CMS). The CMS for Corridor #2, the I-270/US 15 Corridor, is being defined in a multi modal study. Corridor #2 extends from Bethesda to Frederick, including the MD 355 – Montrose Road/Randolph Road intersection.

Consistent with the Maryland Congestion Management System (CMS), the I-270/US 15 Multi-Modal Corridor Study used a corridor approach for problem identification, strategy evaluation, and strategy implementation to evaluate Corridor #2. This CMS considered a number of strategies, ranging from low cost operationally oriented improvements, to transit service and facility capital



improvements, high occupancy vehicle (HOV) options, and options that can reduce the need for certain types of travel, or shift it out of the periods of peak congestion. Involvement with the Metropolitan Planning Organization (MPO), Metropolitan Washington Council of Governments (MWCOCG), Federal, State and local transportation and planning agencies and CMS Oversight Committee representatives is also consistent with the CMS. In order to assess the Corridor #2 system performance, applicable performance measures were selected from a general set of performance measures identified for the I-270/US 15 CMS project. The general set of performance measures or

Measures of Effectiveness (MOEs) were identified based on the following goals:

- Support Orderly Economic Growth
- Enhance Mobility
- Improve Goods Movement
- Preserve/Protect/Enhance the Environment
- Optimize Public Investment

Various transportation and alternate strategies were identified for evaluation in Corridor #2 by the I-270/US 15 Study Team and involvement with the citizens and a citizen Focus Group. These strategies included the following, to name a few:

1. Transportation Systems Management (TSM)/Travel Demand Management (TDM) Strategies

According to the I-270/US15 Multi-Modal Corridor Study, the following TSM/TDM strategies are recommended:

TSM Strategies:

- Intersection Improvements
- Interchange Improvements
- Hiker/Biker Trails

TDM Strategies:

- Encourage/initiate park and ride lots
- Encourage/initiate telecommuting centers
- Encourage/initiate flexible work hours
- Encourage/initiate ridesharing
- Encourage/initiate vanpooling

2. Growth Management Strategies

Strengthening local land use plans to attract and focus compact, mixed use growth in designated areas or PFAs was identified as a growth management strategy. Also, discouraging development in rural areas not designated for growth and improving balance between jobs and housing were considered.

3. Transit Improvements

The following transit improvements are recommended as part of the I-270/US15 Multi-Modal Study Corridor Cities Transitway (CCT) from Shady Grove Metrorail Station to the Communications Satellite Corporation (COMSAT):

- Preserve the ROW for the Corridor Cities Transitway from COMSAT to Frederick City
- Enhance express bus service from the Corridor Cities to Shady Grove Metro
- Enhance feeder/local bus service throughout Corridor #2

Even though the preliminary investigations of the stand alone transit strategies, for either bus or light rail, showed little demand for additional transit by the design year of 2020, there was local interest to give transit another opportunity. Therefore, the I-270/US15 Study Team has spent the better part of the last two years re-evaluating transit along two alignments (CCT and CSX) and with two modes (light rail and bus) to serve the Corridor Cities. These evaluations have included investigating various northern termini (Metropolitan Grove, Germantown, COMSAT, and Frederick), alternative fare structures (competitive with Metrorail), a reduced number of transit stations, an aggressive feeder bus network and increased land use densities within one half mile of the transit stations, all with the existing lane configurations to increase travel times and ridership,

while not increasing the cost. The results of these analyses have shown that COMSAT (approximately 14.5 miles) is the farthest north feasible terminus by the design year (versus the original Metropolitan Grove terminus with a length of approximately 6.5 miles) to evaluate in the more detailed planning studies. However, the Study Team would like to see the CCT alignment through Clarksburg, Urbana and Frederick maintained within the Washington Metropolitan region's Long Range Plan and local master plans for right-of-way preservation.

4. Highway Capacity Improvements

The following were identified as highway capacity improvement strategies:

- General use lane expansion (MD 118 to Biggs Ford Road)
- Additional auxiliary lane (Jefferson Street to MD 26)
- Additional collector/distributor or local lanes (I-370 to Father Hurley Boulevard)
- High Occupancy Vehicle (HOV) lane expansion (I-370 to I-70)
- New interchanges (with or without HOV only access)

5. Intelligent Transportation System (ITS) Strategies

Enhanced Traveler Advisory Radio (TAR) and increased CHART/Transportation Operations Center (TOC) usage were identified as ITS Strategies.

6. Summary

Please note that even with the existing efforts of the state and local jurisdictions, congestion relief is still needed in the I-270/US 15 Corridor including MD 355. In addition, the majority of these CMS strategies were evaluated as part of the I-270/US 15 Multi-Modal Corridor Study. Based on this Measures of Effectiveness (MOE) evaluation, the I-270/US15 Study Team concluded and presented at the Alternates Workshops that no single strategy would meet the projected travel demand within the corridor.



IV. DESCRIPTION OF EXISTING ENVIRONMENT

A. Social Environment

The project study area is located in North Bethesda, just south of Rockville, in Montgomery County, Maryland. It lies between Washington D.C and Rockville. The study area is represented within several different mapping divisions including Census Tracts and Planning Areas.

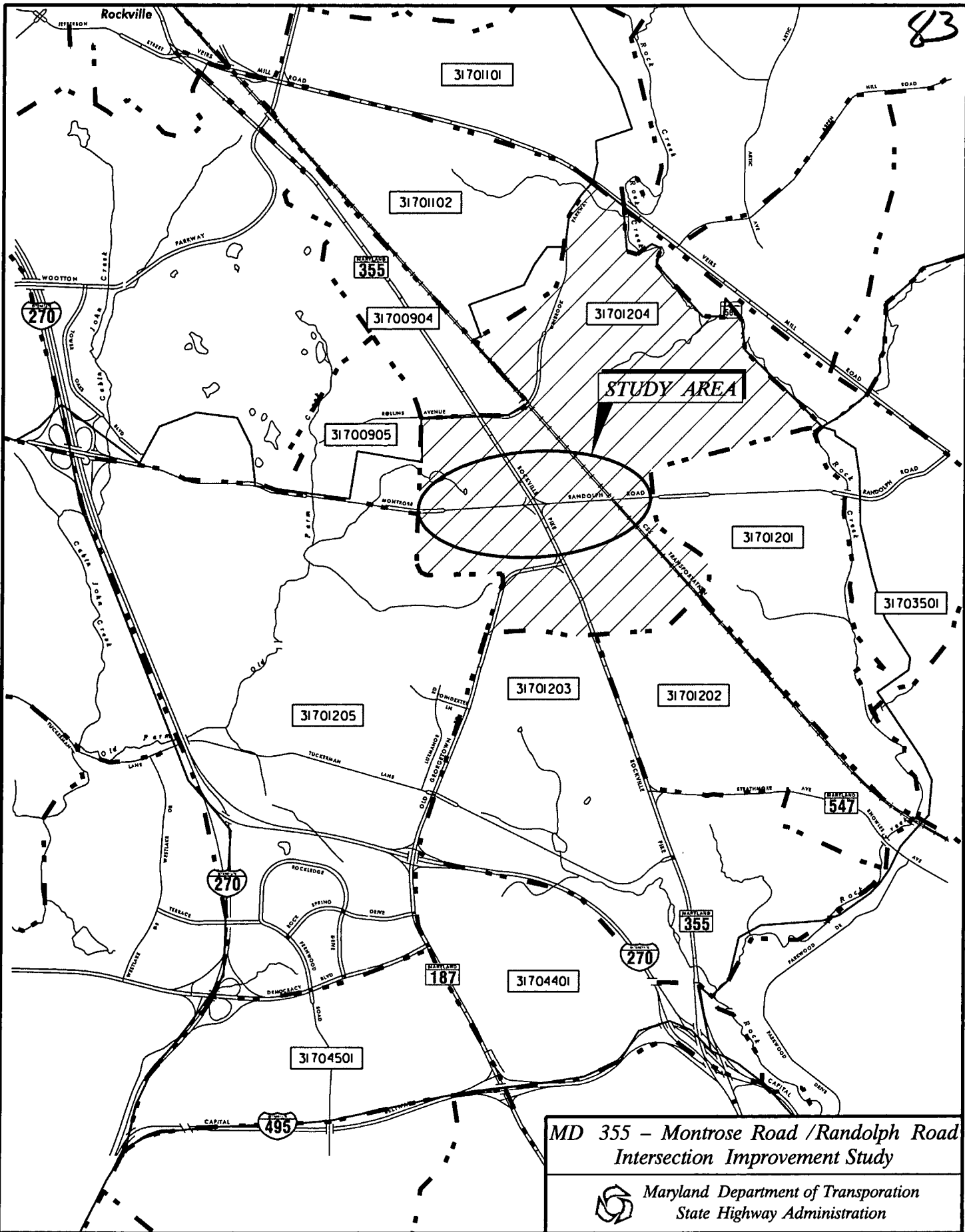
The MD 355 – Montrose Road/Randolph Road intersection study area is located within Planning Area 30 as defined by M-NCPPC (*Figure IV-1*). This planning area is located in the southern portion of Montgomery County, and is bordered by the City of Rockville to the north, Interstate I-270 to the west, Rock Creek to the east and Interstate Highway I-495 to the south.

The study area is contained within Census Tract, 7012.04, as defined by the 1990 US Census (*Figure IV-1*). The State and County codes for this census tract are 24 and 031, respectively.

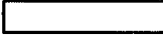
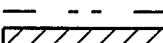
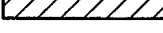
Applied Geographic Solutions (AGS) database was used to identify estimated 1999 demographic statistics for Census Tract 7012.04. Data sources reflected in AGS’s data includes:

- The Census Bureau
- Bureau of Labor Statistics
- Medicare
- IRS
- Experian’s INSOURCE Database

These projections provide updated information for year-to-year changes, especially in areas of growth.



Legend

-  North Bethesda Planning District
-  Census Tract
-  Census Tract within Planning District

**MD 355 – Montrose Road / Randolph Road
Intersection Improvement Study**

Maryland Department of Transportation
State Highway Administration

FIGURE IV-1
North Bethesda Planning
District and Census Tracts





The following census data was selected from county and state data, planning area data and census tracts (*Table IV-1*). As previously mentioned, this data will allow for comparison from the state to the county to the census tract level. The census tract was selected to provide the most comprehensive and representative census data for the project study area.

TABLE IV-1
Population and Housing Characteristics

		Montgomery County (1997)	M-NCPPC Planning Area 30 (1997)	AGS Census Tract (1999)	Maryland (1997)
Total Population		832,500	38,920	7,356	5,092,914
Projected Population for the Year 2020		1,000,000	102,900	N/A	6,014,540
Housing Units		311,135	17,195	3,527	1,870,800
% Male/% Female		46.8% / 53.2%	46.2% / 53.8%	45.9%/55%	48.5%/51.4%
% Population 74 Years and Older		35.9%	7.2%	17%	11% (65+)
Median Household Income		\$66,085	\$67,610	\$55,491	\$50,700
Racial Distribution	White	73%	82%	72%	68%
	African-American	13%	4.5%	8%	27%
	Asian/Pacific Islander	10.8%	11.3%	14%	3%
	Other	2.8%	1.8%	6%	2%
	Hispanic Origin	8.5%	7%	17%	3.5%

1. Population and Housing

Shown in *Table IV-1* are population and housing statistics for Maryland, Montgomery County, M-NCPPC Planning Area No. 30 and for Census Tract 7012.04. Based on the 1997 Census Update Survey, Montgomery County has been Maryland’s most populous jurisdiction since 1989. The estimated total population, as of 1997, for Montgomery County is 832,500. The estimated household quarters population, as of 1997, is 823,500. Household populations exclude individuals living in group quarters such as prisons, hospitals and nursing homes. All descriptions and analyses in this report for Montgomery County are based on household populations.



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Population within the State of Maryland – According to the Maryland Department of Planning, Maryland has an estimated total population of 5,092,914. This population is represented by 48.5% (2,474,281 individuals) Male and 51.4% (2,618,633 individuals) Female, and only 11% percent of this population is over 65 years of age. Maryland represented less than one percent of the national population during 1997.

Population within Montgomery County - According to the 1997 Census Update Survey, Montgomery County is the first county in Maryland to exceed 800,000 people. The annual growth rate of 9,700 people per year has grown 9 percent from 1990 to 1997 compared to a 10.8 percent increase in total population for the State of Maryland. The county’s projected population is expected to reach 1 million by the year 2020 (Census 1990). As of 1997, approximately 53.2 percent (438,102 individuals) of the county’s population is female, while 46.8 percent (386,802 individuals) of the population is male. An estimated 35.9 percent (295,636 individuals) are over 74 years of age.

Population within the North Bethesda/Garrett Park Planning Area - According to the 1997 Census Update Survey, the North Bethesda/Garrett Park Planning Area had an estimated household population of 38,920. This estimate represents 4.6 percent of the county’s total population. Approximately 53.8 percent (20,939 individuals) of the population is female, while 46.2 percent (17,981 individuals) are male. An estimated 7.2 percent of the population is over 74 years of age (2,802 individuals). The Planning Area’s 2020 projected population is forecasted to be 102,900.

Population within Census Tract, 7012.04 - The study area census tract has an estimated total population of 7,356, according to the AGS database. This is less than 1 percent of the total population for Montgomery County and 19 percent of the total population for North Bethesda/Garrett Park Planning Area. Gender is split relatively equal again for this area, females comprising 55 percent of the population (4,047 individuals), and males comprising 45.9 percent (3,309 individuals). In comparison to the Planning Area statistics, this census tract contains a much higher population over 74 years of age (an estimated 17.4 percent, 1,287 individuals).



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

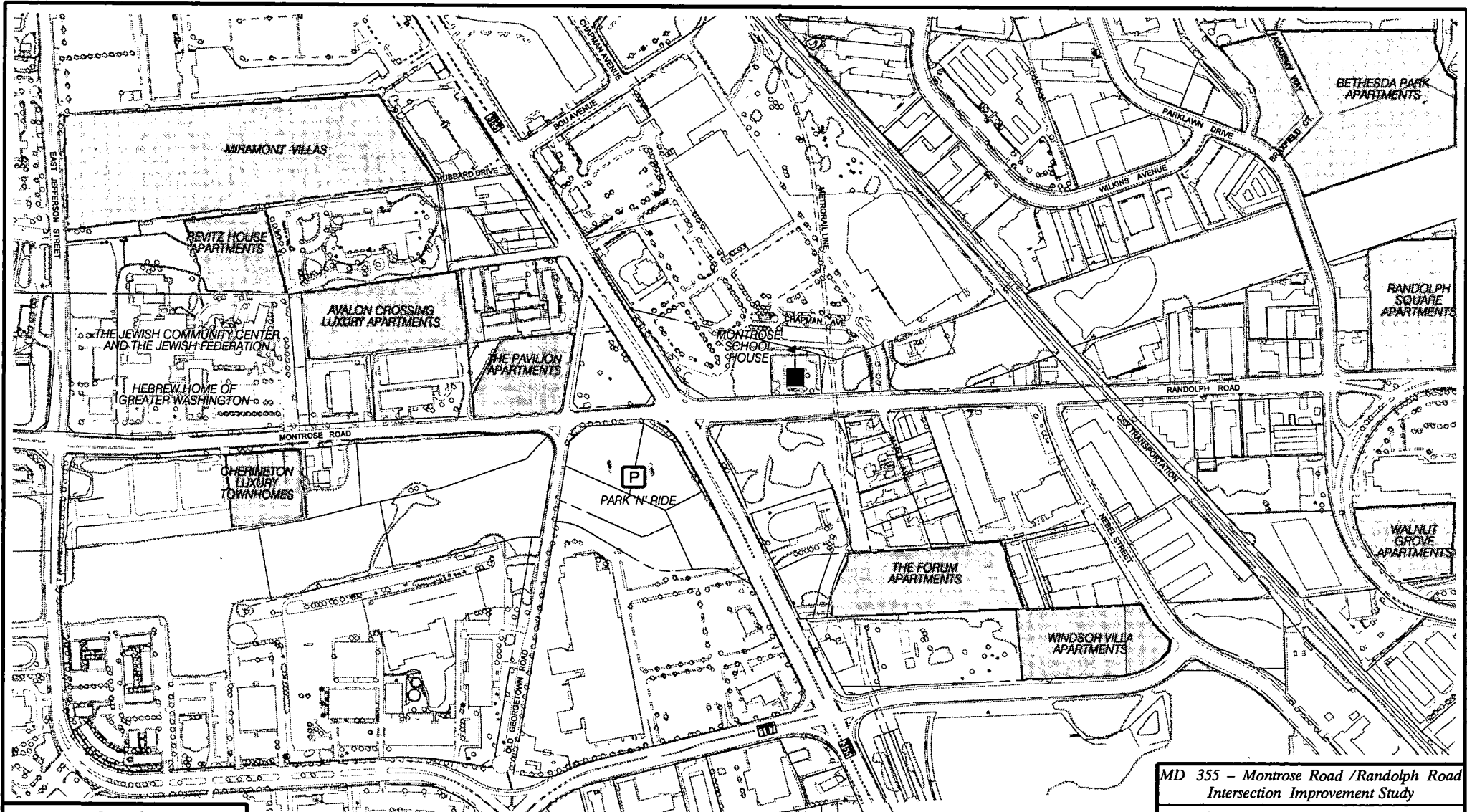
Median Household Income – The median household income for the state of Maryland is \$50,700, according to the 1997 Maryland Department of Planning. In Montgomery County the median household income is \$66,085, according to the 1997 Census Update Survey. The County’s median household income is slightly lower than the 1997 Census Update for the North Bethesda/Garrett Park Planning Area, which is \$67,610. According to AGS, the median household income for the census tract is \$55,491.

Racial and Ethnic Make-up within Maryland – According to the Maryland Department of Planning, 1997, 68 percent of the population (3,482,693 individuals) residing in Maryland is white. Twenty-seven percent (1,398,738 individuals) is African American, 3 percent (195,943 individuals) is Asian or Pacific Islander, 3 percent (162,962 individuals) are categorized as other and 3.5 percent is of Hispanic Origin.

Racial and Ethnic Make-up within Montgomery County - According to the 1997 Census Update Survey, 73 percent of the population (601,978 individuals) residing in Montgomery County is white. Thirteen percent (109,525 individuals) is African American, 10.8 percent (88,938 individuals) is Asian or Pacific Islander, 2.8 percent is categorized as other and 8.5 percent (69,997 individuals) is of Hispanic Origin.

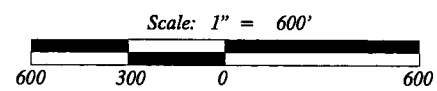
Racial and Ethnic Make-up with the North Bethesda /Garrett Park Planning Area - According to the 1997 Census Update Survey, an estimated 82 percent (32,070 individuals) of the population that reside in the Planning Area is white, which is a higher percentage than in the County as a whole. Four and a half percent (157,431 individuals) is African American, 11.3 percent (4,397 individuals) is Asian or Pacific Islander, 1.8 percent (700 individuals) is considered to be other and 7 percent (2724 individuals) is of Hispanic Origin.

Racial and Ethnic Make-up within Census Tract, 7012.04 - AGS has revealed similar estimates for the census tract area during 1999. Seventy-two (5,312 individuals) percent of the population is white, eight percent (591 individuals) is African-American and 14 percent (1032 individuals) is Asian or Pacific Islander. Six percent (367 individuals) fall into the other category and 17 percent (1,254 individuals) is of Hispanic Origin. Please note that those of Hispanic Origin can be of any race.



Legend

- Residential Communities
- Community Facilities
- Montrose School House
- P Park 'N' Ride



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE IV-2
Residential Communities and Community Facilities

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88

4. Environmental Justice Inventory

Executive Order (EO) 12898 “Federal Actions to Address Environmental Justice in Minority and Low-Income Populations” was signed on February 11, 1994. The EO requires the assessment of disproportionately high adverse human health and environmental impacts on minority and low-income populations resulting from proposed federal actions. The EO reaffirms the provisions of Title VI of the Civil Rights Act of 1964 and related statutes, emphasizing the incorporation of those provisions with existing planning and environmental processes. Title VI requires federal agencies to ensure that their programs, policies and activities do not have the effect of excluding populations from the benefits of the project, or subjecting persons and populations to discrimination based on race, color, or national origin. EO 12898 adds low-income to the list of populations, which should be investigated to ensure that they are not excluded from the benefits of the project, or subjected to discrimination caused by federal programs policies and activities.

To comply with EO 12898, the United States Department of Transportation (USDOT) published on June 29, 1995, an environmental justice strategy in the Federal Register (60 CFR 33986). A component of the strategy is the establishment of a USDOT Order, which was published, in proposed form for comment (60 CFR 33899). The proposed strategy states that the USDOT and its operating administrations will integrate the implementation of the EO into the existing guidelines for NEPA, Title VI of the 1964 Civil Rights Act and other statutes concerning planning, public participation, social and economic factors and health issues. The USDOT strategy promotes the public participation process by echoing the policies expressed in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and stressing the timely and meaningful participation of low-income and minority communities in transportation decisions affecting them. Participation by these groups in the planning process includes access to general information and input in determining research and data collection needs, project design and mitigation. Environmental justice public participation includes outreach to the partnership effort with affected communities.

In compliance with federal guidelines on environmental justice, SHA inventoried any readily identifiable group of low-income or minority persons that live within geographic proximity to the project alternatives. Identification of low-income and minority populations was based on existing census demographics, field research, correspondence with local planning officials and correspondence with social service organizations.

Low-Income Population -. Low-income is identified as a person whose median household income is at or below the Department of Health and Human Services (DHHS) poverty guidelines. The poverty guidelines issued by the DHHS are abstracted from the original poverty thresholds updated each year by the United States Census Bureau. Examination of census tract data shows that the average household income for the study area is higher than the DHHS poverty guidelines for the year 1999 (Applied Geographic Solution – Census Tract Summary, 1999). The median household income for the study area is \$55,491. This is in comparison to Montgomery County’s median household income of \$83,144 (Applied Geographic Solution – County Summary, 1999).

Additional research through field investigation, consisting of building inventories, and correspondence with local planning officials identified no low-income communities. Areas of known low-income populations are well outside the proposed alternatives’ right-of-way.

Minority Population-The racial and ethnic makeup of the study area reveals the presence of a minority population. The minority population of the census tract shows a disproportionately higher percentage (17 percent Hispanic) of minority persons found within the census tract in comparison to surrounding areas within the County. Areas of known minority populations are well outside the proposed alternatives’ right-of-way. Minority persons were identified as a person who is:

- Black (a person having origins in any of the black racial groups of Africa)
- Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture origin, regardless of race)



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

- Asian American (a person having origins in any of the original peoples of the Far East, South East Asia, the Indian subcontinent, or the Pacific Islands)
- American Indian and Alaskan Native (a person having origins in any of the original people of North American and who maintains cultural identification through tribal affiliation or community recognition)

Table IV-2 identifies the racial and ethnic make-up of the study area census tract population. Twenty eight percent of the study area population is a race other than white. This is in comparison to 27 percent of the County population being a race other than white. Persons of Hispanic ethnic origin make up 17 percent of the study area as compared to 9 percent of the population countywide. The percentage of persons of Hispanic Origin is nearly double that of Montgomery County.

Table IV-2

Racial and Ethnic Make-up of the Study Area Population

Jurisdiction	White	Black	American Indian	Asian	Other	Total	Hispanic
Census Tract	72%	8%	1%	14%	5%	100%	17%
County	73%	14%	0%	11%	2%	100%	9%

The SHA has encouraged public participation and outreach for the MD 355-Montrose/Randolph Road Improvement Study through the use of Focus Groups. Members of the residential and business communities surrounding the study area were invited to attend Focus Group meetings at various locations throughout the study area. Roadway concept alternatives have been refined based on comments received at the focus group meetings. Focus Group meetings have been on going since September of 1999. A summary of each Focus Group meeting can be found in Chapter VI in the Public Involvement Correspondence section.



5. Community Facilities and Services

A variety of community facilities and services exist within the study area and within the surrounding area (*Figure IV-3*). The following sections discuss the types and location of these facilities and services.

a. Social Services

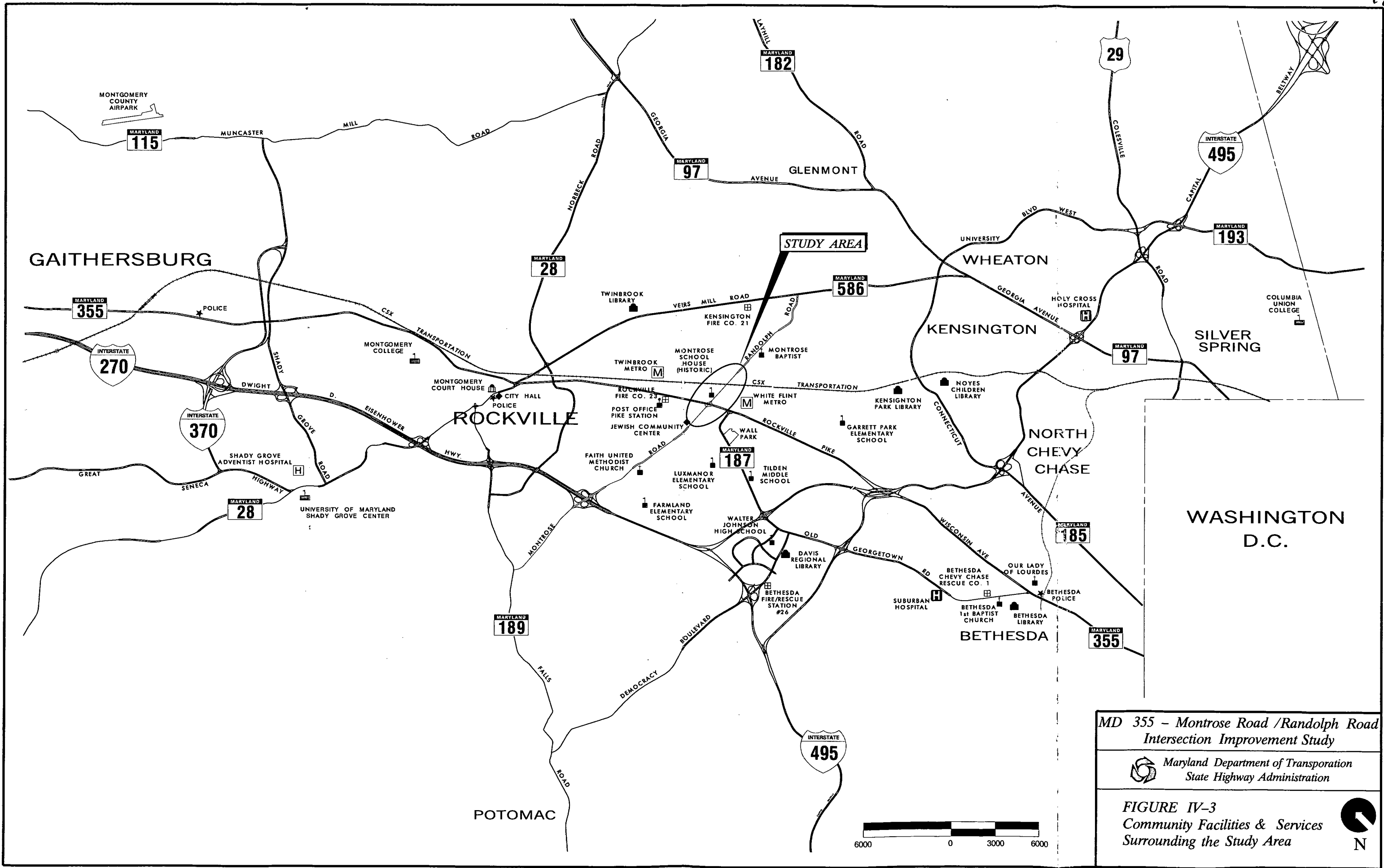
The *Hebrew Home of Greater Washington* is located at 6121 Montrose Road. The facility is an elderly care home that has instilled Jewish values for over 90 years. It provides adult day care, Alzheimer's and Dementia care, assisted living, rehabilitation services, and long-term nursing services at home.

The *Jewish Federation of Greater Washington* is located at 6101 Montrose Road. The facility is a non-profit organization for young adults that provides social, cultural, educational, and religious programs for graduates and young professionals.

The *Jewish Community Center of Greater Washington* is located at 6125 Montrose Road. The center is a social and recreational facility that appeals to all ages and also accommodates special needs persons. They offer a variety of sports and fitness programs and also have camps and preschool for children. All three facilities are accessible by metro-rail and by bus.

b. Schools

Montrose School, which is located at 5721 Randolph Road, is the only school located within the immediate study area. This is a private facility center, owned by "Peerless Rockville", for Optimal Learning and Training. The Montrose School is a three-room schoolhouse, which currently functions as a nursery school and kindergarten. The school also offers an after school program that runs from 3:00 - 6:00pm (Montrose School Optimal Learning and



MD 355 - Montrose Road / Randolph Road
Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE IV-3
Community Facilities & Services
Surrounding the Study Area



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***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

Training Center, 2001). There are no public schools located within the study area. The closest public school is Luxmanor Elementary, located approximately one half-mile southwest of the study area. The following five public schools also serve the study area:

Elementary Schools

- *Garrett Park* - located three miles southeast of the study area, 4810 Oxford Street, Garrett Park
- *Farmland* - located two miles to the west of the study area, 7000 Old Gate Road, Rockville
- *Luxmanor* - located a half-mile to the west of the study area, 6201 Tilden Lane, Rockville

Middle Schools

- *Tacoma Park at Tilden Center* - located one and a half-miles to the south of the study area, 11211 Old Georgetown Road, Rockville

High Schools

- *Walter Johnson* - located two and a half-miles to the south of the study area, 6400 Rock Spring Drive, Bethesda

In terms of higher education, there are no colleges or universities in the study area, however there are four colleges located in the surrounding area. These include the *University of Maryland's* branch campus in Rockville, *Johns Hopkins'* branch campus in Rockville, *Columbia Union College* in Tacoma Park and *Montgomery College* in Rockville.

c. Emergency Services and Law Enforcement

No emergency services or law enforcement facilities are located in the study area. The closest fire station is the *Rockville Company No. 23*, located at the corner of Twinbrook Parkway and Rockville Pike. *Bethesda Fire/Rescue Station No. 26* (located at 6700 Democracy Boulevard) is another Fire/Rescue Station for the area and is located approximately three miles from the study area. Another one is located on Veirs Mill Road, in Kensington. The *Bethesda-Chevy*



***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

Chase Rescue Squad, located outside the study area, (3.5 miles to the south) also provides rescue and emergency service to the study area. The *Bethesda Second District Police Station* is located outside of the study area at 7359 Wisconsin Avenue, (three miles south of the study area) however it provides service to the entire surrounding area.

d. Health Care Facilities

There are no hospitals located within the study area. According to the Bethesda and Rockville Police Departments and the *Bethesda Fire/Rescue Station*, there are several hospitals within the surrounding area. These hospitals include:

- *Suburban Hospital*, 8600 Old Georgetown Road, in Bethesda
- *Holy Cross Memorial*, 1500 Forest Glen Road, in Silver Spring
- *Shady Grove Adventist Hospital*, 9901 Medical Center Drive, in Rockville
- *Montgomery General Hospital*, 18101 Prince Philip Drive, in Olney

The *Bethesda/Chevy Chase Rescue Squad* is the only volunteer ambulance company that operates in this area (*Bethesda/Chevy Chase Rescue Squad 2001*).

Two Health Institutes are located in the study area. *The National Health Institute of Alcohol and Alcoholism* is located at 6000 Executive Boulevard and *Kaiser Permanente*, a non-profit health maintenance organization, is located at 6111 Executive Boulevard.

e. Libraries

There are no libraries located in the study area. The closest library to the study area is the *Davis Regional Library*, at 6400 Democracy Boulevard, in Garrett Park. This library includes a Special Needs Library that serves handicapped citizens. Other libraries in the surrounding area include the *Kensington Park Library* on Knowles Avenue, in Kensington and the Rockville, *Twinbrook* and *Bethesda Libraries*. The town of Kensington also has a special-purpose children’s library, known as *Noyes Children’s Library*.



f. Churches

There are no churches located in our study area. *Montrose Baptist* is located just east of the study area, at 5100 Randolph Road. *Faith United Methodist Church* is also just outside the study area, to the west, at 6810 Montrose Road.

g. General Services and Facilities

In addition to the above mentioned services and facilities, there are a few remaining community facilities within the area. One additional facility is the *Pike Station Post Office*, located at 143 Rollins Avenue, in Rockville. Other facilities serving this area are the *Metrorail* and *Metrobus Stations*, which are located on the east and west sides of Rockville Pike at Merinelli Road, and to the east of Rockville Pike between Halipine Road and Twinbrook Parkway.

A *Park and Ride* lot owned by SHA but leased by a private organization, is located in the southwest intersection quadrant of MD 355 – Montrose Road/Randolph Road. This facility contains 650 spaces and requires a monthly permit obtained through the North Bethesda Transportation Management District. It operates as a permit only operation from 5:00 am until 5:00 pm during the weekdays, and free parking is allowed the remaining time and on holidays. This facility is used for carpools, vanpools and transfers to public transportation. Four bus routes serve this facility, provided by the Montgomery County Division of Transportation. Ride-On buses are used for the following routes:

- No. 5 - Silver Spring – Twinbrook
- No. 38 – Wheaton - Montgomery Mall
- No. 46 - Shady Grove - Medical Center
- No. 91 - The Rockville Pike Shuttle

Express bus service is in operation during peak hours, providing buses every 10 to 20 minutes to this location.



6. *Parklands and Recreational Facilities*

a. Wall Park

Wall Park, consisting of 11.5 acres, is the closest park/recreational facility to the study area, located at the corner of Old Georgetown Road and Executive Boulevard (*see Figure IV-3*). It contains a swim center, racket ball courts, a small playground, hiking trails and an exercise facility. Currently, the park is not within the study area, although there have been preliminary plans to expand the park to the north, according to the *1992 North Bethesda/Garrett Park Master Plan*. Based on correspondence with Montgomery County, no negotiations are in progress for dedication of this land (*see VI-85 under Other Agency Correspondence*). The Maryland-National Parks and Planning Commission has jurisdiction over Wall Park, making the park open to the public. The park is funded by the Montgomery County Department of Parks and Planning, this includes all of the outside maintenance and ground keeping (Montgomery County Department of Parks and Planning).

7. *Visual Quality*

The surrounding landscape to the MD 355 - Montrose Road and Randolph Road study area is primarily a mixed-use community that is dominated by commercial and industrial land uses including: convenience stores, shopping plazas, business buildings, gas stations and restaurants. Residential, civic and open space land uses are also present. The existing development has a vehicular orientation, however there are other major transportation modes available. The White Flint Metro Station, servicing the Metropolitan Washington Region, is at the southern edge of the study area. A *Park and Ride* lot is located immediately southwest of the intersection. There also is a Class I bicycle path along the east side of MD 355 (north of Randolph Road), and sidewalks throughout the study area. The traffic, multi-modal accessibility and aesthetics of the highway influence all of these factors.



B. Economic Environment

1. Countywide Employment Characteristics

Montgomery County experienced a strong employment growth (over 11 percent) between 1990 and 1997. The majority of the county's employment stems from federal agencies in Washington D.C. Three federal agencies including the Food and Drug Administration, National Institutes of Health, and the Navel Medical Command employ numerous Montgomery County residents. Together, these agencies employ over 32,000 Montgomery County residents. Other federal agencies that employ Montgomery County residents include the National Institute of Standard and Technology, Department of Health and Human Services and National Oceanic and Atmospheric Administration (M-NCPPC, 2001). Please refer to *Table IV-3* for employment characteristics for Montgomery County and the census tract, which encompasses the study area.

TABLE IV-3

Employment Characteristics

Characteristics	Montgomery County (1997)	Census Tract 7012.04 (1999)
Total Population	832,500	7,356
Per Capita Income	\$25,591	\$22,714
% Population Employed	68%	56%
Primary Industries Employing Residents (AGS 1999)	Services (50%) Retail Trade (14%) Public Administration (12%)	Services (48%) Retail Trade (14%) Public Administration (11%)
Primary Occupations of Residents	Professional Specialty (25%) Executive (21%) Administrative Support/Clerical (15%)	Professional Specialty (23%) Executive (19%) Service (15%)

According to M-NCPPC, the per capita income for Montgomery County is the highest in the state (\$25,591). Sixty-eight percent (464,075 individuals) of individuals 16 years of age or older are part of the labor force.



98

The top three industries employing persons living within the county include services (50 percent), retail trade (14 percent), and public administration (12 percent)(AGS 1999). Refer to **Figure IV-4** for the Montgomery County and 1999 census tract comparisons. The top three occupations for individuals living in the county include professional specialty occupations (25 percent); executive, administrative, and managerial occupations (21 percent); and administrative support occupations, including clerical (15 percent) (M- NCPPC, 2001). Refer to **Figure IV-5** for the Montgomery County/1999 census tract occupational comparisons.

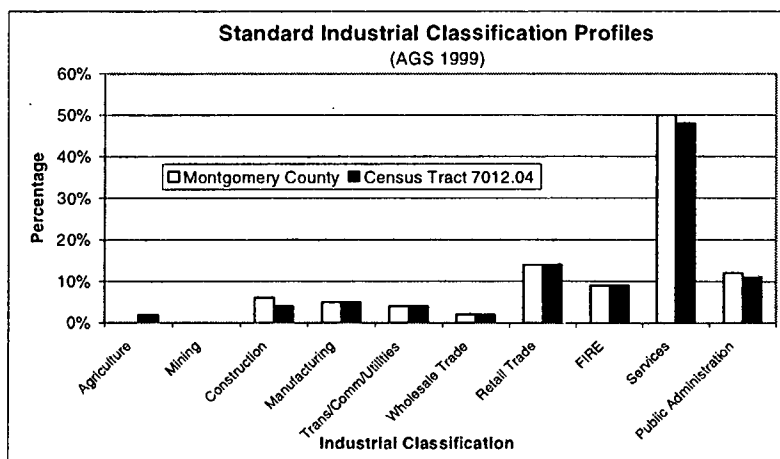
2. Study Area Employment Characteristics

a. General Statistics and Designations

The study area encompasses only a portion of the census tract; therefore it does not provide absolute accuracy regarding our exact study location. Census tract 7012.04 will be representative of the designated study area (*see Figure IV-1*).

Figure IV-4

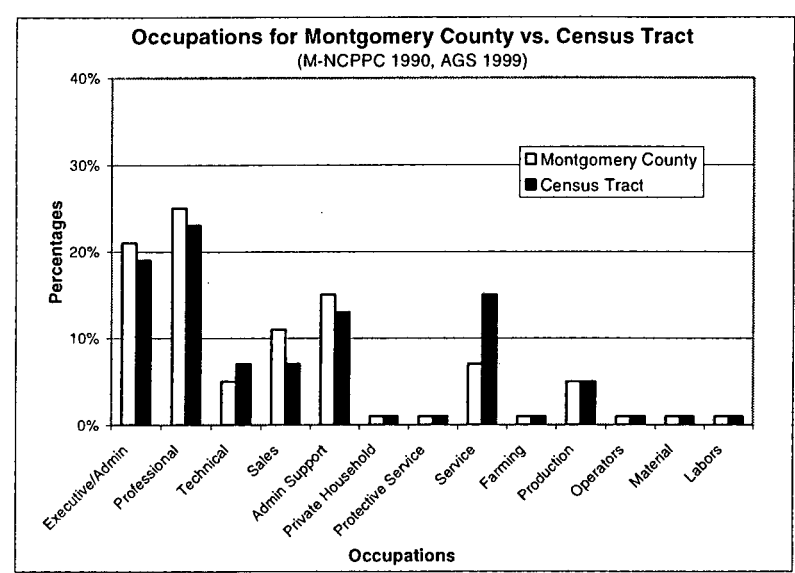
Industries for Montgomery County and 1999 Census Tract





**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Figure IV-5
Occupation Percentages for Montgomery County and the 1999 Census Tract



Per Capita Income - The 1999 per capita income for this census tract was \$22,714, which is \$2,877 below the per capita \$25,591 listed for Montgomery County in 1997. AGS defines the labor force as employed, unemployed and people belonging to the Armed Forces. According to this, in 1999, the census tract had an estimated 59 percent (4376 individuals) belonging to the labor force. Fifty-six percent (4,186 individuals) of the population was employed as of 1999. Most people are part of the civilian work force, with only a small percentage (18 individuals) of the total labor force belonging to the Armed Forces.

Employers - The top three industries employing the residents in this census tract include services (48 percent), retail trade (14 percent), and public administration (11 percent) (*see Figure IV-4*). Based on the Dun and Bradstreet Business file for the year 1999, the following businesses in our census tract reported employing greater than 250 persons:

- *Giant Food Inc.*
- *United STS Pharmacopeial Conv.*
- *National Institutes of Health*
- *Administration for Children and Families*



150

- *Indian Health Service*
- *United States Nuclear Regulatory Commission*
- *Hebrew Home of Greater Washington*
- *Jewish Community Center of Greater Washington*

Occupations - The primary occupations for residents include professional specialty occupations (23 percent), executive occupations (19 percent), and service occupations except protective and household (15 percent) (*see Figure IV-5*). (1999, AGS Database).

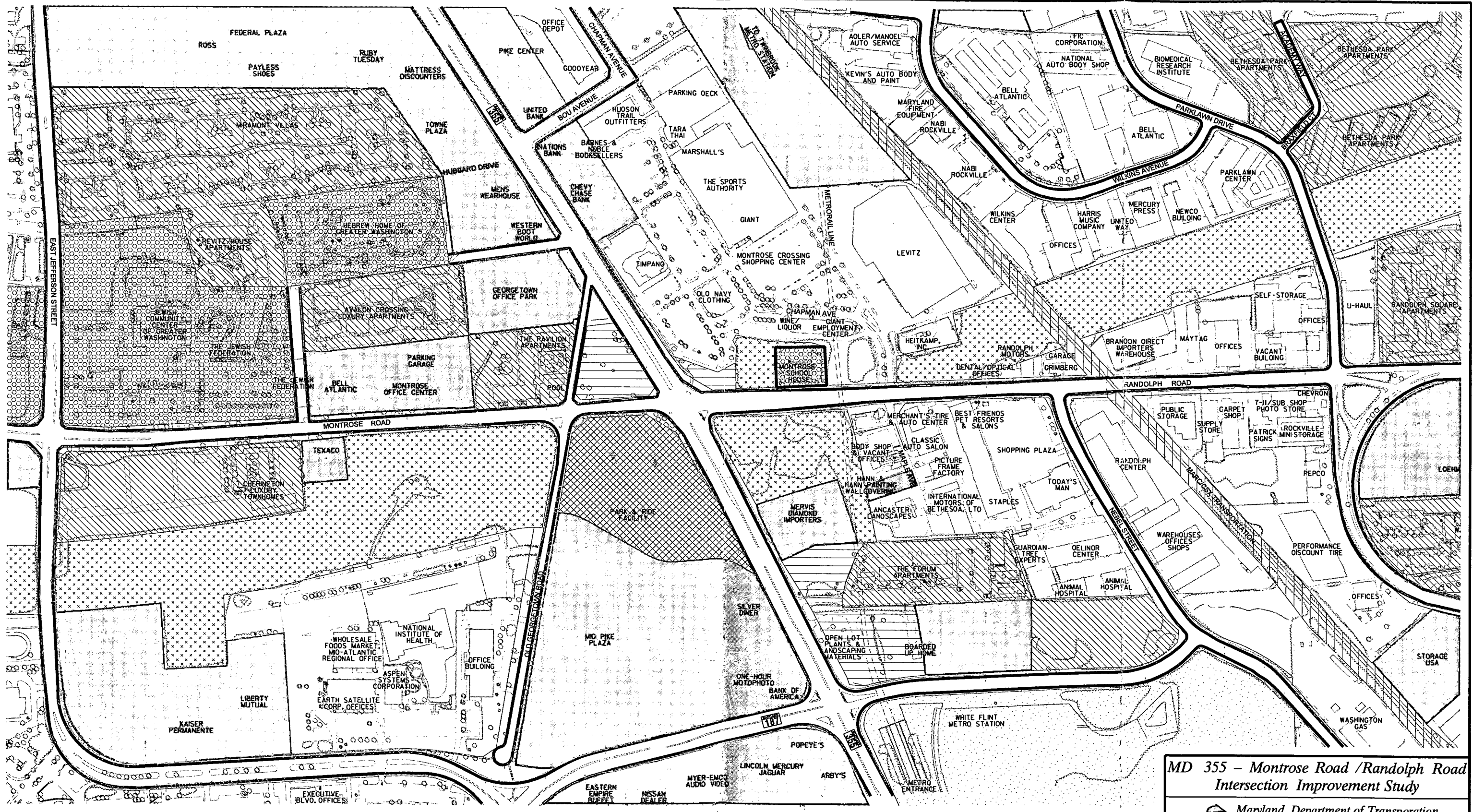
Commute Times - Data on modes and travel times to work was unavailable from AGS. The following, therefore, was obtained from the 1990 US Census Data. Sixty-seven percent of workers in this census tract drive alone or carpool to work, 22 percent use public transportation, 10 percent walk or work at home while the remaining one percent use other means. Seventy-three percent of the census tract averages less than 34 minutes commute time to work. Of that 73 percent, 15 percent commute between 15 and 19 minutes (most common commute time for the census tract)-(1990 US Census Data).

Education - In terms of education, five percent of the census tract population from 1999 (420 individuals) has received less than a ninth grade education level, while four percent (342 individuals) has achieved some level of high school education, without receiving a diploma. Thirteen percent (968 individuals) of the population graduated from high school (including equivalency). The remaining 51 percent (2089 individuals) obtained some level of college education, with four percent (311 individuals) receiving an associate's degree, 21 percent (1,563 individuals) receiving a bachelor's degree, and 16 percent (1215 individuals) receiving a graduate or professional degree.

b. Commercial and Industrial Facilities

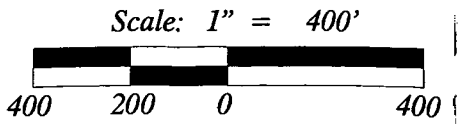
Commercial and industrial facilities are primarily located within the study area in the northeastern portion of the study area, along Randolph Road (*Figure IV-6*). The following facilities occur north of Randolph Road:

- *A vacant building that in the future will be Kevin's Auto Body and Paint*



Legend

	Commercial		Residential		Open Space
	Light Industrial		Park 'N' Ride		MARC/CSX Transportation
	Institutional		Forest		Metro Station
			Transportational Land Use		



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE IV-6
Existing Land Use



***MD 355 – Montrose Road/Randolph Road
 Intersection Improvement Study***

- *An office building containing a number of businesses (shoe repair store, dry cleaners, cellular service store, dance studio and five automotive repair businesses)*
- *Buls Maytag*
- *Brandon Direct Importers Warehouse*
- *Grimberg Garage*
- *Randolph Motors*
- *A dental/optical office building.*

The following commercial/industrial facilities occur along Randolph Road, south of the roadway:

- *7-11/subshop and photo store*
- *Carpet Shop*
- *Supply Store*
- *Public Storage*
- *Best Friends Pet Resorts and Salons*
- *Merchants Tire and Auto Center*

A *Texaco Station* is located in the western portion of the study area along Montrose Road. The *Montrose Office Center* and *Bell Atlantic* occur just north of Montrose Road and west of MD 355.

c. Active Farmlands

There are no active farmlands in the study area.

3. Transportation Characteristics

The study area is bordered on the east by Parklawn Drive, on the west by East Jefferson Street, on the north by Twinbrook Parkway, and on the south by MD 187 (Old Georgetown Road). Montrose Road, Randolph Road and MD 355 are each functionally classified as other principal arterial highways.



103

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

The Maryland Mass Transit Administration operates a commuter rail service from 5:00 am until 12:00 am, Monday through Friday. Maryland Rail Commuter Service (MARC) operates under contract with the National Railroad Passenger Corporation (Amtrak) and CSX Transportation to provide a commuter rail for Baltimore City, Washington D.C, six other Maryland Counties and parts of West Virginia. The MARC serves the study area through the Brunswick Line. The crossing of the MARC/CSX Transportation Railroad in the study area is between the Rockville and Garrett Park Stations.

The Washington Metropolitan Area Transit Authority (WMATA) provides Montgomery County with a relatively large mass transit network. It consists of 11 Rapid Rail Stations, 165 metrobuses, and 12 metro stations. The entire network covers approximately 17.4 miles. There are two metrorail stops within the study area including 1) the White Flint stop, located at Rockville Pike, and Marinelli Road, and 2) the Twinbrook stop, located east of Rockville Pike between Halpine Road and Twinbrook Parkway. These two stops along with the other metrorail stops operate seven days a week, from 5:30 am until 12:00 am during the week and from 8:00 am until 2:00 am on the weekend.

WMATA Metrobus also serves in this area. With a stop located at the Twinbrook Metrorail station. There are two routes that use this stop, C4 and C7. It operates 24 hours a day, with reduced hours during holidays.

A small airport, Montgomery County Airpark, is located northeast of Gaithersburg in Montgomery County. It operates 54,000 annual flights transporting approximately 135,000 passengers. Other air transportation for the area is provided by the Washington National Airport, Dulles International Airport, and Baltimore Washington International Airport.

There are no commercial port facilities located within Montgomery County. However, the Port of Baltimore is located less than an hour away and provides Montgomery County with access to one of the country's largest commercial ports (Montgomery County Chamber of Commerce, 2001).



C. Land Use

1. Existing Land Use

The MD 355 – Montrose Road/Randolph Road study area is dominated by commercial and light industrial land uses with lesser amounts of residential, forest and open space. Institutional land uses also occur in the study area, along with a *Park and Ride*, the MARC/CSX rail line and the *White Flint Metro Station (Figure IV-6)*.

Commercial - Commercial land use occurs primarily in the northeast and southwest intersection quadrants, however, commercial land use also occurs in the northwest and southeast quadrants. Commercial land uses consist of retail, fast food/restaurants and offices.

Industrial/Light Industrial - Light industrial land use predominates in the southern two quadrants, but also occurs in the extreme northern portion of the study area. Refer to *Figure IV-6* for specific locations.

Residential - Residential land use is scattered throughout the study area in all intersection quadrants. The majority of residential land use occurs in the northwest portion of the study area, in three different locations. Refer to *Figure IV-6* for specific locations of residential communities and neighborhoods.

Forested and Open Space - Small patches of forested land use occur in the northeast, southwest and southeast intersection quadrants. The area immediately northwest of the intersection consists of open space land. Other small patches of open space occur in the northeast and southeast intersection quadrants. *Figure IV-6* can be referred to for exact locations.

Institutional - Two areas consisting of institutional land use occur in the study area. The land in the northwest intersection quadrant, occupied by the Jewish Community Center, the Jewish Federation and the Hebrew Home of Greater Washington is considered institutional land. The Montrose School, in the northeast intersection quadrant, is also classified as institutional land use (*Figure IV-6*).

Park and Ride/Transit - The *Park and Ride* facility is located immediately southwest of the intersection. This 650-space *Park and Ride* facility is owned by the SHA, but is leased by a private organization. The MARC/CSX transportation rail line occurs in the eastern quadrants. The *White Flint Metro Station* is located in the southeastern quadrant.

2. Future Land Use

The study area, along with Montgomery County, has experienced a rapid rate of urban growth in the past ten years. Although this growth has been contained within the framework of the county's growth management system, suburban traffic conditions have markedly deteriorated. It is increasingly argued that the low density, single use and non-integrated character of suburban office-commercial centers and corridors, combined with their tendency to provide abundant free parking, have compelled many workers to become dependent on their automobiles for travel to work. These factors, combined with a lack of affordable housing in the vicinity of jobs, a reduction in new road construction and meager levels of suburban transit services, have led to unprecedented levels of congestion (*1992 North Bethesda/Garrett Park Master Plan*).

In order to accommodate the rapid growth of this area, the North Bethesda-Garrett Park Master Plan proposes the following plan objectives for future land use:

- Protect and reinforce the integrity of existing residential neighborhoods.
- Direct future development to land nearest to Metro stops and new transit stations, and to areas best served by transportation infrastructure.
- Preserve and increase the variety of housing stock, including affordable housing.
- Encourage a mixture of land uses in redeveloping areas to promote variety and vitality.
- Encourage a land use pattern that provides opportunities for housing and employment.
- Maintain, preserve and enhance the area's regional employment centers.
- Preserve and enhance a spectrum of retail facilities ranging from regional to neighborhood shopping.



106

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

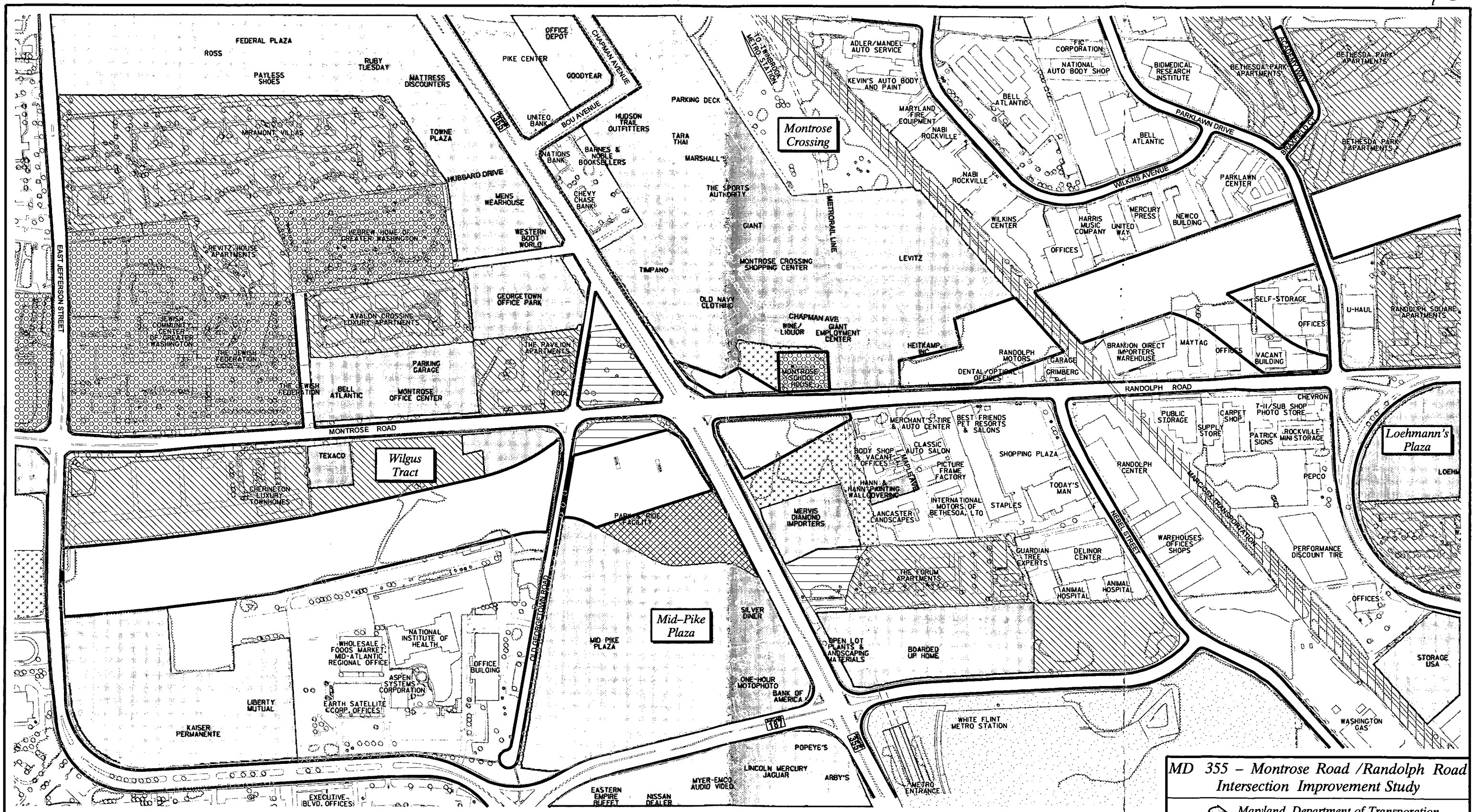
- Preserve and expand green areas and greenways, including institutional open space, for environmental protection, wildlife sanctuary, recreation, and visual relief.

Due to the urbanized nature of the study area, future land use is anticipated to strongly resemble that of the existing land use. **Figure IV-7** exhibits changes in future land use patterns. According to the North Bethesda-Garrett Park Master Plan, the following areas have the potential to accommodate future land use development.

- I-1 (Light Industrial) Zone Outside Group Plan Areas
- Mid-Pike Plaza
- Montrose Crossing
- Wilgus Property
- Loehmann's Plaza

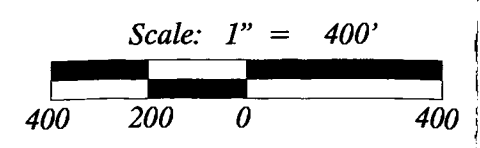
Water and Sanitary Service - According to the “1992 North Bethesda-Garrett Park Master Plan”, the MD 355 – Montrose Road/Randolph Road Improvement study area lies within the Montgomery County Main Zone. The Potomac Water Filtration Plant serves this study area. The planning area lies within two sewer service basins, Cabin John and Rock Creek (1992 *North Bethesda/Garrett Park Master Plan*).

“Smart Growth” - The Smart Growth and Neighborhood Conservation Act went into effect in Maryland in October, 1997. The Act is intended to limit sprawl and direct state funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). PFAs are existing communities and other locally designated areas as determined by local jurisdictions in accordance with “Smart Growth” guidelines. **Figure IV-8** can be referred to for the location of the Priority Funding Area (PFA). The MD 355 – Montrose Road/Randolph Road Improvement Study is completely located within the PFA.



Legend

	Commercial		Residential		Open Space
	Light Industrial		Park 'N' Ride		MARCSX Transportation
	Institutional		Forest		Metro Station
			Transportational Land Use		

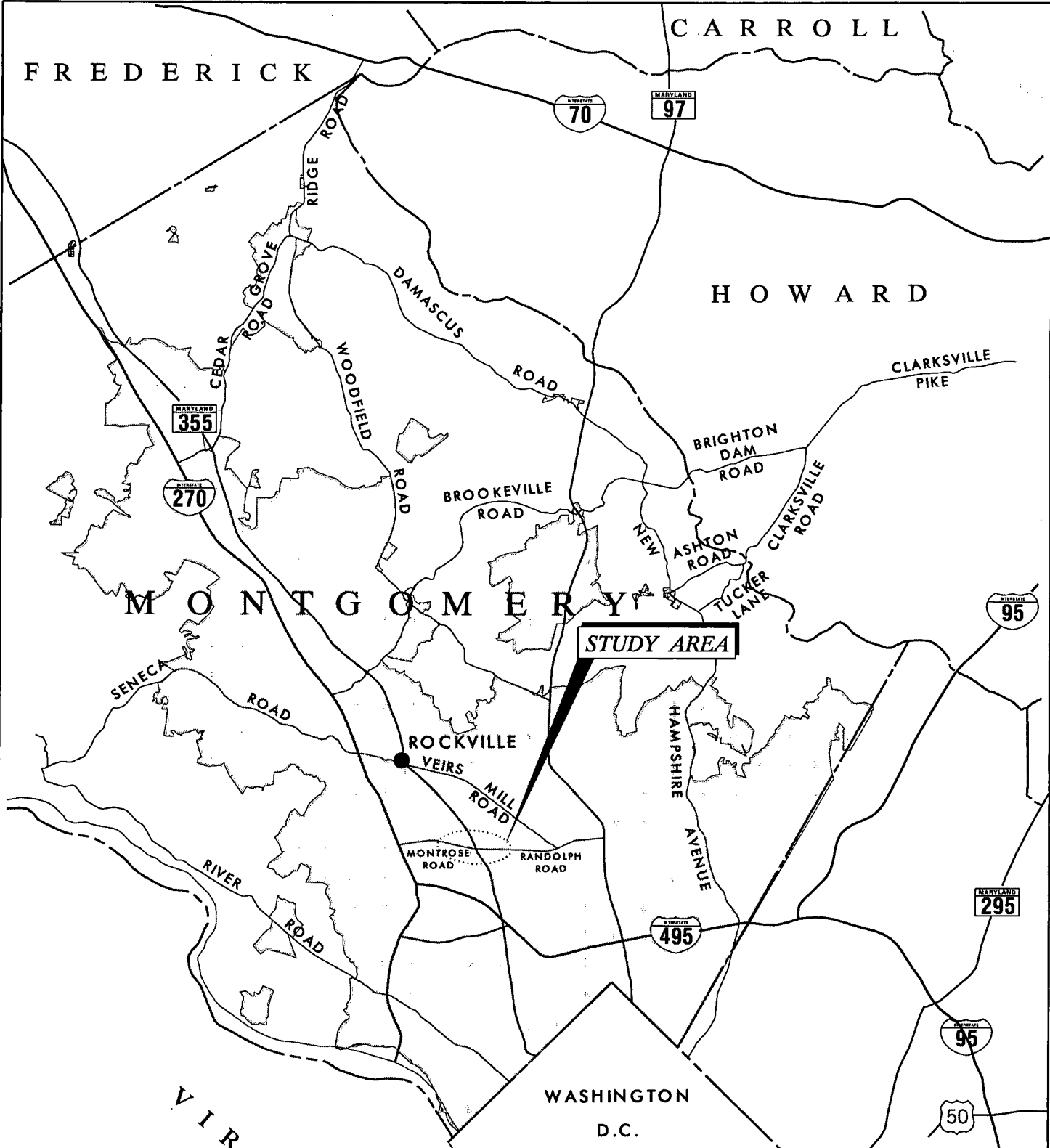


MD 355 - Montrose Road / Randolph Road
Intersection Improvement Study

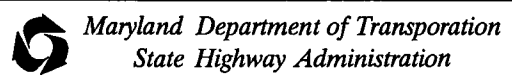
Maryland Department of Transportation
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FIGURE IV-7
Future Land Use





**MD 355 – Montrose Road / Randolph Road
Intersection Improvement Study**



**FIGURE IV-8
Priority Funding Area (PFA)**



D. Cultural Resources

Identification and evaluation of historic architectural and archeological resources were conducted in accordance with the Department of Transportation Act of 1966, as amended in 1968; the National Environmental Policy Act of 1969; the National Historic Preservation Act of 1966, as amended; 36 CFR Part 800 Protection of Historic Properties; Executive Order 11593; and the Maryland Historical Trust Act of 1990 (Article 83B, Sections 5-617 to 5-619 of the Annotated Code of Maryland). All work was performed in accordance with the standards established in Standards and Guidelines for Architectural and Historical Investigations in Maryland (Maryland Historical Trust 2000); Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole 1994); Collections and Conservation Standards (Maryland Historical Trust 1999); and Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines (National Park Service 1983).

Background research including field visits was conducted to facilitate the identification of the cultural resources. Background research included review of previous planning and research studies, existing inventories of historic properties and previous survey information, and historic maps. The research was conducted in consideration of the magnitude and nature of the undertaking, degree of federal involvement, the nature and extent of potential effects on historic properties, and the likely nature and location of historic properties within the area of potential effects (APE).

1. Historic Resources

Only one historic site listed on or eligible for the National Register of Historic Places (NRHP) is located within APE. The APE for this project consists of a broad corridor along MD 355 from approximately Twinbrook Parkway to Old Georgetown Road and along Montrose and Randolph Roads from approximately Jefferson Street to Parklawn Drive. The location of this site—Montrose School (NR-722), —is illustrated on *Figure IV-7*.



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

The State Historic Preservation Officer (SHPO) concurred on December 6, 1999 that the Montrose School property (NR-722) is the only historic property within the APE of the project. The Montrose School is located on a one acre parcel on the north side of Randolph Road, approximately 0.1 mile east of MD 355 (Rockville Pike). It was listed on the NRHP in 1983. The NRHP boundary includes the entire one-acre parcel. The Maryland Historical Trust (MHT) holds a preservation easement on the exterior of the building only, while the SHA owns the land on which the building sits. The easement guarantees the maintenance of the building as well as protects the building from demolition and inappropriate changes to the exterior. An agreement between SHA and Peerless Rockville to relocate the building if the property is needed by SHA was signed in 1986. The school building, constructed in 1909, was purchased by Peerless Rockville Historic Preservation, Ltd. in 1979, and is now privately used as the site of the “Montrose Optimal Learning Center.” This building was listed on the National Register of Historic Places in 1983 under Criterion C as an excellent example of an early twentieth century school building.

The Montrose School was opened to students in 1909, serving the Montrose and Randolph communities through the 1960 school year. Over the years, several rooms were added to the original one-story rectangular hip-roofed building. In 1948, a third classroom and indoor plumbing improved the building for the 100 students that attended. In 1960, Montrose was converted into a school for special education students and in 1966, school personnel began to use the building for offices. In 1970, it was abandoned by the school system and sold to the county, who in turn sold it to the SHA in 1971.





111

2. Archeological Resources

The term “archeological resources” refers to all evidences of past human occupation that can be used to reconstruct the lifeways of past peoples. These include sites, artifacts, environmental and all other relevant information, as well as the contexts in which they occur. In accordance with the laws previously referenced, all archeological (prehistoric and historic) sites must be evaluated for their eligibility for the National Register of Historic Places by the SHPO.

The APE for archeological investigations was determined by the anticipated aerial extent of direct construction impacts. The APE was defined by the limits of proposed and existing right of way wherein all ground disturbances associated with worst case impacts under all alternatives will occur.

There are no previously recorded archeological sites in or near the APE, which has been included in several prior archeological surveys (Gardner 1976; Curry 1983; Epperson 1980; Wesler et al. 1981) with negative results. In addition, the area where the current alternatives join the proposed Montrose Parkway was included in an archeological assessment by Comer (2000), also with negative results. Field visits conducted by SHA Cultural Resources Staff in May and June, 2001, verified that commercial and industrial development, as well as prior transportation improvements, have extensively disturbed the APE.

Areas of the property that are subject to direct construction impacts are located on the southern and eastern sides of the building, along the margins of the property adjacent to Randolph Road, and on the western edge of the property where an access road is planned. These areas have been disturbed by prior development or have low archeological potential. The extant structure and all archeologically sensitive areas within the National Register listed Montrose School property (NR-722) will be avoided by the undertaking as planned.

Given the degree of previous negative survey coverage and modern disturbance, the APE has low potential for significant archeological resources and no further work is recommended



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

(SHPO, October 15, 2001). Please refer to Page VI-73 in *Chapter VI*, Other Agency Correspondence.

E. Natural Environment

1. Physiography/Topography and Geology

The study area lies entirely within the Piedmont Plateau Province, and consists primarily of level to moderately sloping topography. Elevations range from 350 to 410 feet above sea level, with the lowest elevations occurring in the vicinity of Executive Boulevard, located in the southwest sector of the study area. The highest elevations in the study area are located near the historic Montrose School, along Randolph Road.

Based on the Geologic Map of Montgomery County, Maryland, surface sediments originate from the Paleozoic Granitic Rocks and the Pre-Cambrian period (Maryland Geological Survey 1967). The Paleozoic granitic rocks date from 420-550 million years, and consist of quartz, diorite, and granite. The most common Pre-Cambrian deposit consists of metagraywacke, quartzite marble and metavolcanic rocks. A tertiary deposit in the Montgomery County region is the Wissahickon Formation, which consists mostly of schist (Maryland Geological Survey 1967).

2. Soils

The United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) *Soil Survey of Montgomery County, Maryland* describes five soil series and complexes that occur in the study area (*Table IV-4, and Figure IV-9*) (USDA, NRCS 1995). The dominant soil association in the study area is the Urban Land-Weaton-Glenelg association. This association is characterized by nearly level to strongly sloping, well-drained, very deep soils that are loamy throughout, which is commonly found on uplands (USDA, NRCS 1995). This association is comprised of approximately 40 percent Urban land, 18 percent Wheaton soils, and 12 percent Glenelg soils. The remaining 30 percent of soils consist of minor soils.



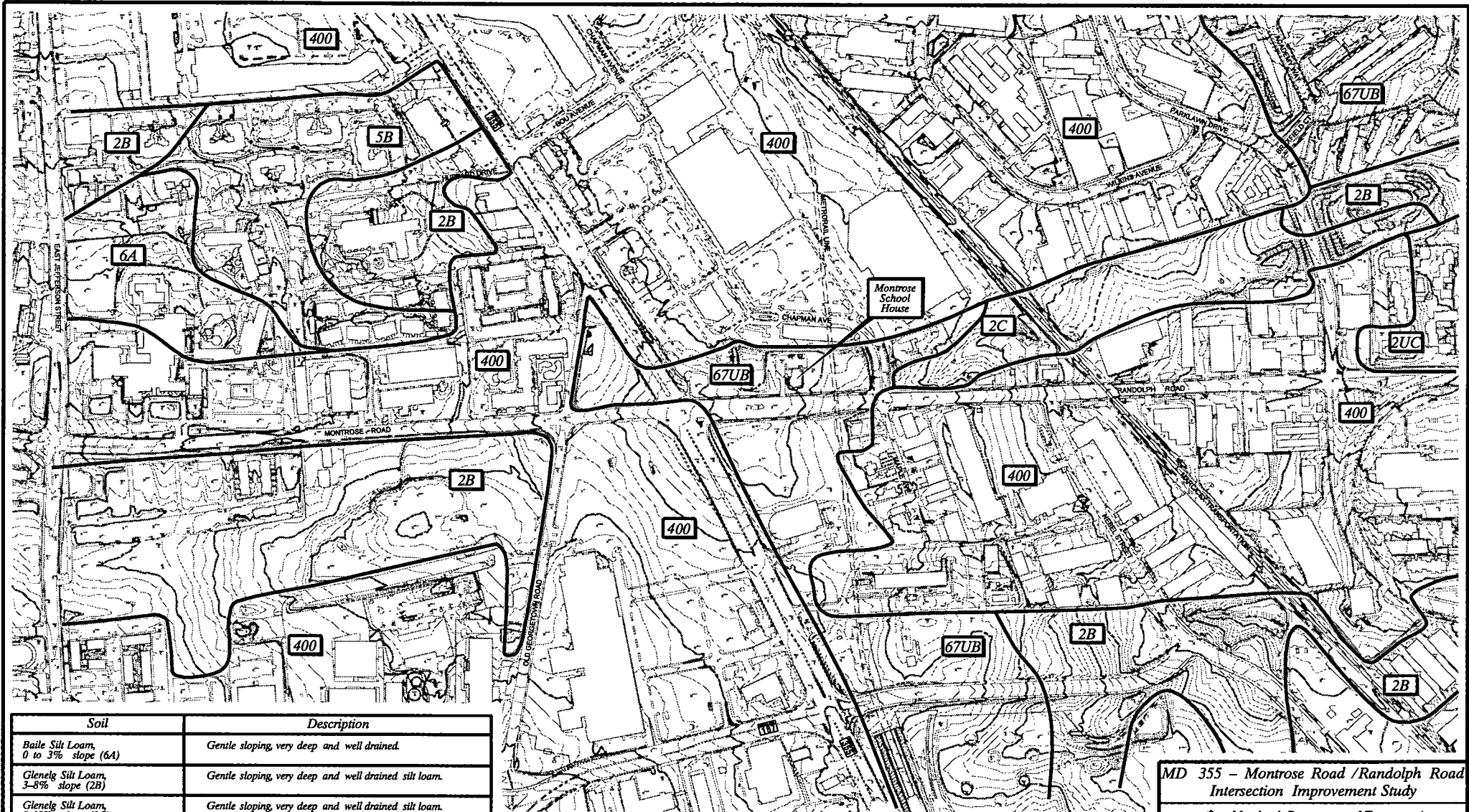
TABLE IV-4

Description of Soil Series in the Study Area

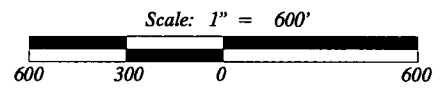
Soil Series	Description
Baile Silt Loam, 0-3 % slope (6A)	Gentle sloping, very deep and well drained silt loam.
Glenelg Silt Loam, 3-8% slope (2B)	Gentle sloping, very deep and well drained silt loam.
Glenelg Silt Loam, 8-15% slope (2C)	Gentle sloping, very deep and well drained silt loam.
Urban Land (400)	Nearly level to moderately sloping, area more than 75 percent covered by concrete, buildings, or other structures.
Glenelg-Urban Land Complex, 8-15% slope (2UC)	Moderately sloping, very deep, well drained Glenelg soil intermingled with Urban land.
Urban Land-Wheaton complex, 0-8% slope (67UB)	Gentle to moderate sloping, very deep, well drained Wheaton soil, which has been disturbed during urbanization.

Source: USDA, NRCS 1995

Primary hydric soils (meeting the National Criteria for Hydric Soils) occur in the Glenville series. The Glenville series are fine-loamy, mixed, mesic Aquic Fragiuddults. Presence of a fragipan induces surface saturation that could produce hydric conditions in the surface soil layers. Depth to the fragipan ranges from 15 to 30 inches. Soils of the study area range from poorly to well drained. Within the corridors of this study area, there is one soil series, the Glenelg silt loam, which is classified as prime farmland soil according to the Montgomery County Soil Survey. Prime farmland soils in Montgomery County are classified by the USDA, NRCS, pursuant to the Farmland Protection Policy Act (FPPA) of 1984. However, current land use (commercial) on the Glenelg soil series exempts this portion of the soil series from being treated as subject to the FPPA. The remainder of the soil series within the study area is forested, and no future agricultural use for this area is expected. There are no soils of statewide or local importance in Montgomery County under the FPPA located within the project corridors.



Soil	Description
Baile Silt Loam, 0 to 3% slope (6A)	Gentle sloping, very deep and well drained.
Glenelg Silt Loam, 3-8% slope (2B)	Gentle sloping, very deep and well drained silt loam.
Glenelg Silt Loam, 8-13% slope (2C)	Gentle sloping, very deep and well drained silt loam.
Urban Land (400)	Nearly level to moderately sloping, area more than 75 percent covered by concrete, buildings, or other structures.
Glenelg-Urban Land Complex, 8-13% slope (2UC)	Moderately sloping, very deep, well drained Glenelg soil intermingled with Urban land.
Urban Land-Wheaton complex, 0-8% slope (67UB)	Gentle to moderate sloping, very deep, well drained Wheaton soil, which has been disturbed during urbanization.



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

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State Highway Administration

FIGURE IV-9
Topography and Soils



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3. Water Resources

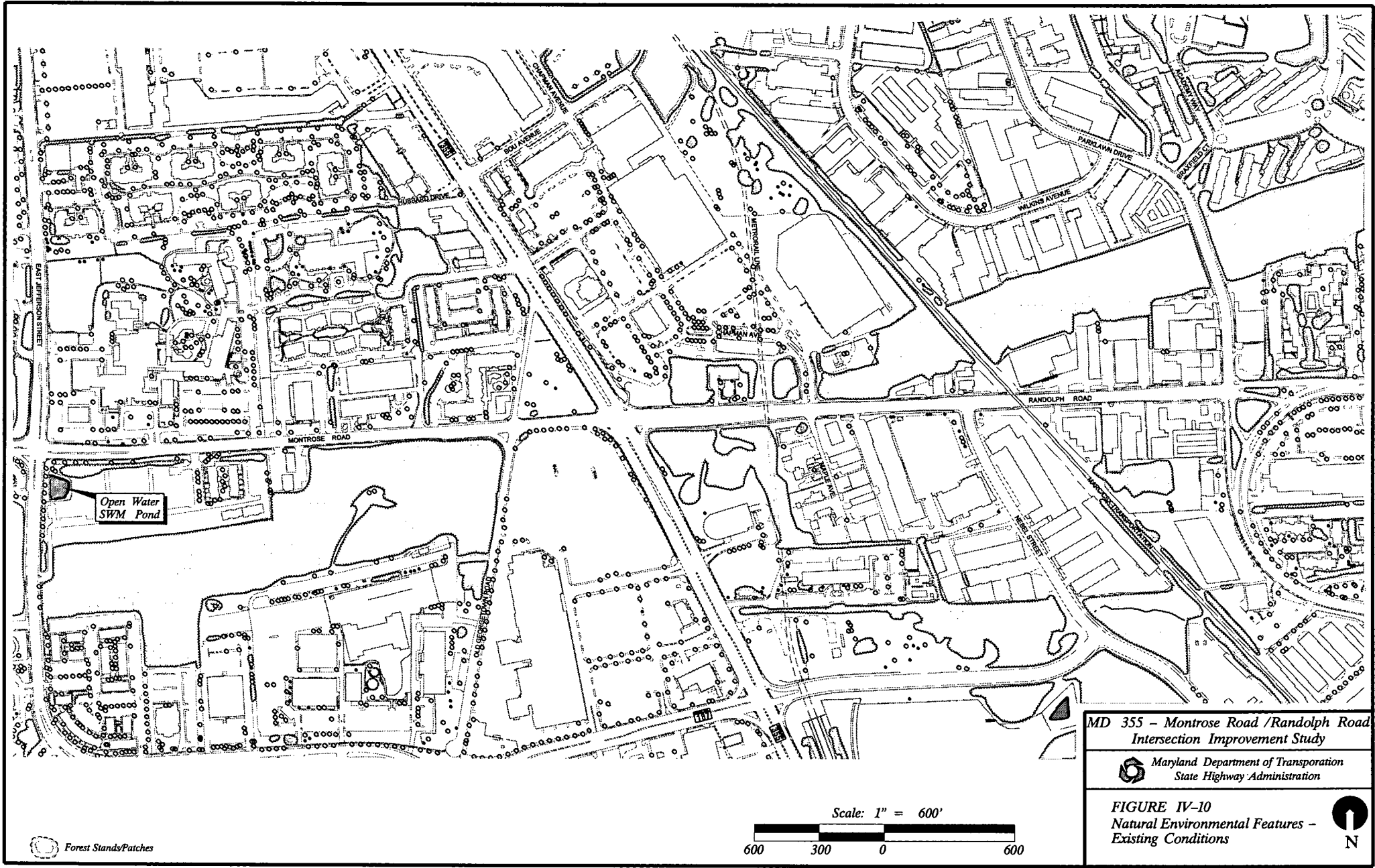
a. Surface Water

The study area generally lies on the divide between the Cabin John Creek watershed to the east and the Rock Creek watershed (lower Rock Creek) to the west. Both watersheds are within the Washington Metropolitan drainage basin, which drains into the Potomac River. There is one first-order stream just outside the vicinity of the project area, which is identified as Use I-P by the Maryland Department of the Environment (MDE), and is therefore protected for water contact recreation, aquatic life, and water supply. No stream crossings are anticipated with this project, therefore, no in-stream work will be conducted for this project. There are no streams in the study area, therefore no water quality sampling has been conducted in the study area. However, the Maryland Biological Stream Survey of the Maryland Department of Natural Resources (DNR) has previously collected data from the two local watersheds including Cabin John Creek and Rock Creek. Data was collected in 1997 for both of the watersheds. Based on the data, water quality is generally fair to poor throughout the region. Poor stream conditions are likely a result of the watershed’s location, which are in predominately urban areas. There is one man-made open water pond in the study area used for storm water management, located directly west of the proposed construction (*Figure IV-10*). This pond may also serve as a water source and potential habitat for animals in the nearby forest tracts.

There are no listed Wild or Scenic Rivers in the study area.

b. Groundwater

Public drinking water supply within the study area is obtained from the Washington Suburban Sanitary Commission. Although this is a primarily urban setting, there is a history of private well usage in the study area. Private wells generally yield less than 100 gallons per minute (gpm), but can yield as high as 183 gpm. Wells are generally drilled anywhere from 38 to 425 feet (USDA, NRCS 1995).



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116



Important aquifers that are in the general vicinity of the study area include carbonate-rock aquifers, crystalline-rock aquifers, and Mesozoic basin aquifers. The Crystalline-rock aquifers are the largest, and account for approximately 86 percent of the underlain area. Rock types for this aquifer include: granite, gneiss, schist and slate. Mesozoic basins account for 19 percent of the underlain area, and primarily consist of sandstone and shale. The carbonate-rock aquifers account for 3 percent and consist of limestone, dolomite and marble (Maryland Geologic Survey, 1967).

c. Floodplains

There are no Federal Management Administration (FEMA)-designated 100-year floodplains within the study area corridor.

4. Ecological Conditions

a. Wetlands

The project study areas investigated included those corridors owned by the State of Maryland and Montgomery County as well as private property encompassing a broad area surrounding the project site. No wetland areas were identified within the study area based on investigations following methods in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987).

b. Terrestrial Habitat

The major land cover type that occurs within the study area is urban, consisting of mixed residential, commercial and industrial land-use. Urban land surrounds small patches of upland forest with variable degrees of disturbance. The location of the forest patches within the study area can be found on *Figure IV-10*. The primary wooded linear right-of-way tract heads northeast from the MD 355 – Montrose Road/Randolph Road intersection. The dominant forest type in this area is deciduous with scattered patches of evergreen and mixed forest



strands. Common tree species include tulip poplar (*Liriodendron tulipifera*) canopy cover with spicebush (*Lindera benzoin*) dominating the understory. Evergreen patches in the study area are dominated by Virginia pine (*Pinus virginiana*). A more recently disturbed forest is located in the southwest quadrant of the MD 355 – Montrose Road intersection. Dominant species in this upland forest include black locust (*Robinia pseudoacacia*) and black cherry (*Prunus serotina*), with understories of Japanese honeysuckle (*Lonicera japonica*) and common privet (*Ligustrum vulgare*).

A Large/Significant Tree survey was performed on December 9, 1999. No suitable candidates were observed in the study area. Trees of larger size were observed, but these trees are not atypically large, and are within the average range for mature trees for these species.

Forest Interior Dwelling Species (FIDS) habitat is conservatively defined by the DNR as 1) contiguous upland forests of 50 acres or greater; 2) riparian forest greater than 300 ft in width that border a stream for at least 600 feet; 3) riparian forests at least 150 feet wide and connected to one of the above; or 4) forest patches 10 acres or larger and within 300 ft of the first two definitions. Coordination with the Forest, Wildlife and Heritage Division of DNR indicated that a forested area on or adjacent to the study area might contain FIDS habitat. However, further investigations of forested areas within the study area show that none of the wooded areas meet the criteria for FIDS habitat as outlined by DNR. Based on initial coordination with the Montgomery County Department of Parks and Planning, there were forested areas in close proximity to the study area that may be protected under the County's forest conservation ordinance. Subsequent research regarding areas protected under the County's forest conservation ordinance confirmed that no woodlands that would be impacted by any of the project ARDS are protected under the county's ordinance.

The most common animals that are expected to occur in the study area are those that easily coexist with humans. Wildlife that was observed in the study area includes the gray squirrel, white-tailed deer, Virginia opossum, and Eastern Chipmunk. Common bird species include American robins, Northern mockingbirds, and common blackbirds.



119

5. *Endangered and Threatened Species*

Coordination with DNR and USFWS indicated that no known federal or state, rare, threatened or endangered (RTE) species were identified within the study area (refer to DNR and USFWS correspondence, in *Chapter VI*).

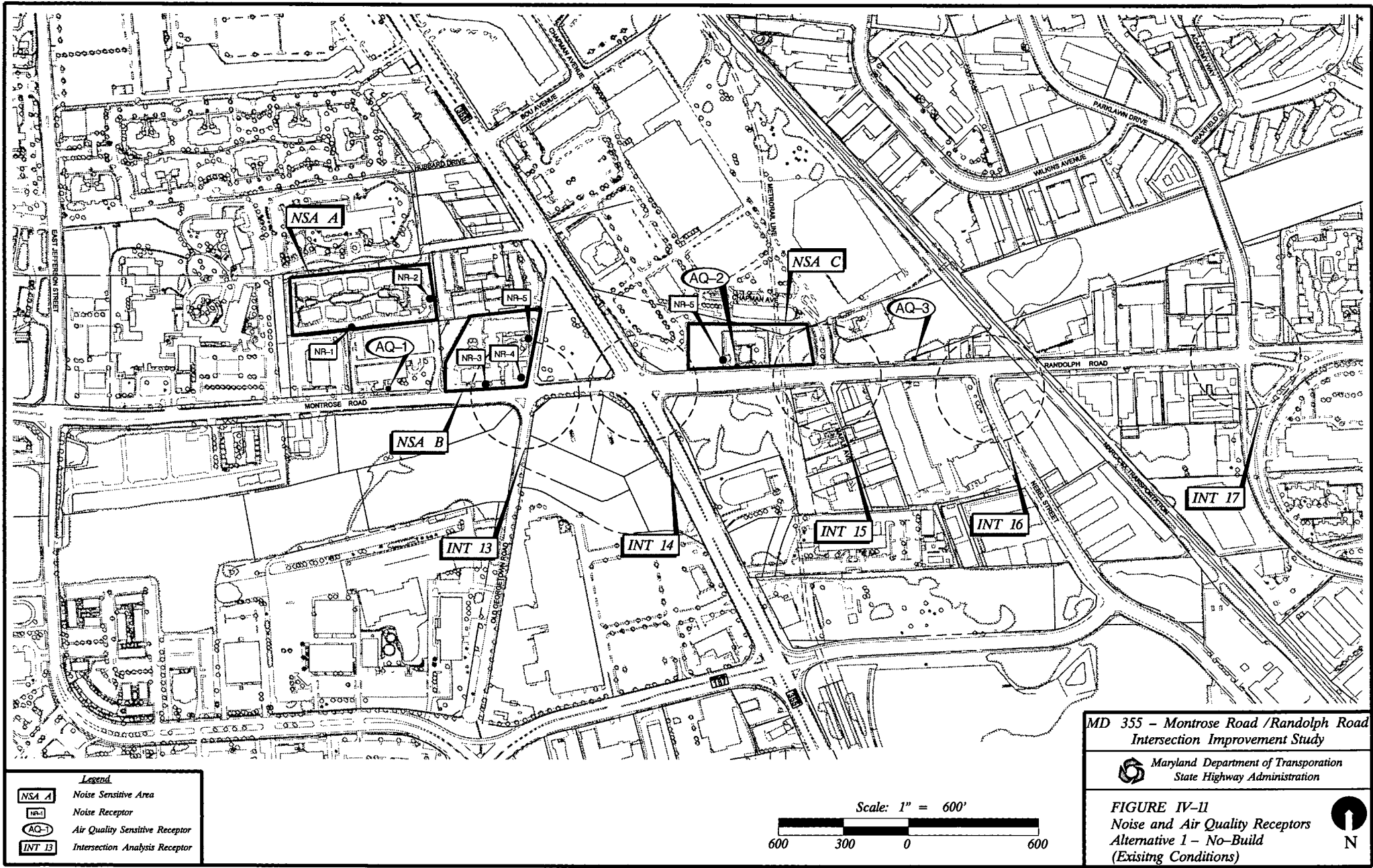
6. *Unique, Sensitive, and Aesthetic Areas*

Unique, sensitive, and aesthetic areas encompass resources that have unique ecological or geological characteristics, which are sensitive to human induced impacts, or areas that provide unique aesthetic value to the public. There are no areas within the project study corridor areas that are identified as unique, sensitive or aesthetic.

F. Existing Noise Conditions

1. *Noise Sensitive Area Description*

Three Noise Sensitive Areas (NSAs) occur within the project Study Area. As shown in *Figure IV-11*, six receptor sites were chosen within the NSAs which best represent the existing and future noise environment within the Study Area. NSA A includes receptor sites 1 and 2, and represents five apartment buildings in the Avalon Crossing community. NSA B includes receptor sites 3, 4, and 5, and represents six residences and one outdoor pool in the Pavilion Apartments complex. NSA C includes receptor site 6 and consists of the Montrose School House. The Montrose School House is listed on the National Register of Historic Places and currently operates as a daycare facility.



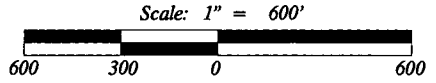
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NSA A	Noise Sensitive Area
NR-1	Noise Receptor
AQ-1	Air Quality Sensitive Receptor
INT 13	Intersection Analysis Receptor

MD 355 – Montrose Road / Randolph Road Intersection Improvement Study

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FIGURE IV-11
Noise and Air Quality Receptors
Alternative 1 – No-Build
(Existing Conditions)



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121

2. Existing Noise Conditions

a. Background

Noise is often described as unwanted sound. In this report, noise and sound will be used interchangeably. Sound is a result of rapid variations of sound pressure above and below atmospheric pressure. Sound pressures are described in terms of sound pressure levels and are called *decibels* and denoted as dB. When sound pressure levels are measured or estimated, a filter called the *A-Weighting Network* is used to reduce the magnitude of low- and very high-frequency sounds, much like a human ear does. Sound pressure levels are reported in terms of an A-weighted sound level and expressed in dBA. The A-weighted rating of noise sources corresponds to the human ear's reduced sensitivity to low-frequency sound and correlates well with human perceptions of the annoying aspects of noise, particularly from traffic noise sources.

Moving traffic produces sound levels that vary as vehicles approach and then pass by an observer. The easiest way to quantify the changing sound is to measure or calculate an *average* sound level over some period of time. This single number representation of a variable sound level is called the *equivalent sound level* (L_{eq}) and contains the same amount of sound energy as the varying sound levels measured over a specified time period. For this analysis, the hourly L_{eq} is reported.

Generally, the annoyance associated with noise varies with the magnitude of the noise level, the source of the noise, and the individual's attitude toward the noise and its source. Although the human ear is sensitive, people barely perceive noise level changes of 2-3 dBA. People readily perceive a change of 5 dBA, and a 10 dBA increase in noise level is perceived as a doubling of sound loudness. The following sound levels provide a setting for the noise levels commonly reported in highway noise studies:

- A quiet rural night is approximately 35 dBA,
- A quiet suburban night is approximately 40 dBA,
- A noisy urban day is approximately 75 dBA,



***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

- A gasoline-engine powered lawn mower at 100 feet is approximately 70 dBA, and
- A diesel truck at 50 feet is approximately 85 dBA.

b. Field Measurements

To determine ambient noise levels and the peak noise hour in the study area, noise levels were measured and recorded for a 24-hour period. This measurement was used to characterize hourly sound level fluctuations during the daytime and nighttime hours. One 24-hour field noise measurement was taken in the study area, as follows:

- Receptor 6 -- Montrose School House (NSA C). Measurements were conducted from March 1 to March 2, 2001, (starting and ending around 12 p.m.) using a RION NL-06 Sound Level Meter.

Vehicle counts for the estimated peak noise hour were also recorded for future use in noise model validation. To estimate the peak noise hour, a recent Montgomery County noise study for the proposed Montrose Parkway was reviewed (Straughan Environmental Services, 2000). Data from that report indicated the peak noise hour was 11 a.m. to 12 p.m. For this analysis, vehicles were counted on or within one hour of that same 11 a.m. to 12 p.m. time period. The counts included classification by vehicle type (i.e., automobiles, medium-duty trucks, heavy-duty trucks, buses, and motorcycles).

c. Model Validation

Field noise measurements and traffic counts for Receptor 6 were input into the approved Federal Highway Administration's Traffic Noise Model Version 1.1 (TNM model) to assess whether the model would be a valid representation of acoustic conditions within the study area. As shown in *Table IV-5*, existing modeled traffic noise levels were compared to field noise level measurements and found to be within 3 dB of each other. This indicates that the model is a valid representation of existing traffic noise conditions within the study area.

TABLE IV-5
 Model Validation
 (One-Hour L_{eq})

NSA	Receptor	Address/Location	Land Use Type	Measured Ambient Noise Level (dBA)	Model Validated Noise Level (dBA)
C	6	5721 Randolph Road Montrose School House	Historic School	62	64

G. Existing Air Quality

The project area is located in the National Capital Intrastate Air Quality Control Region. This region is not designated as non-attainment for carbon monoxide (CO), Nitrogen Dioxide (NO₂), Sulfur Dioxide (SO₂), Lead (Pb) or particulate matter (PM₁₀), but is designated as a serious non-attainment area for ozone (O₃). Since the project area is designated non-attainment for ozone, the region is subject to transportation control measures such as the Vehicle Emissions Inspections Program.

A detailed microscale air quality analysis has been performed to determine the CO impact of the proposed project. The location of air quality sensitive receptors and the intersection analysis receptors used to assess each of the build alternatives is shown on *Table IV-6* and in Chapter V, *Figures V-10 through V-13*. The results are summarized in Air Quality Environmental Consequences Section (*Section V.G*). A copy of the technical analysis report is available at the State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.



TABLE IV-6

Location of Receptors

RECEPTOR	ADDRESS / LOCATION	DESCRIPTION
AQ-1	6001 Randolph Road	Montrose Office Center
AQ-2	5721 Randolph Road	Montrose School
AQ-3	5515 Randolph Road	Eye Doctor/Dentist
INT-1	Montrose/Randolph Road @ Old Georgetown Road (Alternative 2 Build Only)	Intersection Analysis - 15 Receptors
INT-2	Montrose/Randolph Road @ MD 355 (Alternative 2 Build Only)	Intersection Analysis - 20 Receptors
INT-3	Montrose/Randolph Road @ Maple Avenue (Alternative 2 Build Only)	Intersection Analysis - 12 Receptors
INT-4	Montrose/Randolph Road @ Old Georgetown Road (Alternative 3 Build Only)	Intersection Analysis - 20 Receptors
INT-5	Montrose/Randolph Road @ MD 355 (Alternative 3 Build Only)	Intersection Analysis - 20 Receptors
INT-6	Montrose/Randolph Road @ Maple Avenue (Alternative 3 Build Only)	Intersection Analysis - 15 Receptors
INT-7	Montrose/Randolph Road @ Old Georgetown Road (Alternative 9 Build Only)	Intersection Analysis - 20 Receptors
INT-8	Montrose/Randolph Road @ MD 355 (Alternative 9 Build Only)	Intersection Analysis - 19 Receptors
INT-9	Montrose/Randolph Road @ Maple Avenue (Alternative 9 Build Only)	Intersection Analysis - 15 Receptors
INT-10	Montrose/Randolph Road @ Nebel Street (Option B1 Build Only)	Intersection Analysis - 15 Receptors
INT-11	Montrose/Randolph Road @ Access Road (Option B1 Build Only)	Intersection Analysis - 13 Receptors
INT-12	Montrose/Randolph Road @ Parklawn Drive (Option B1 Build Only)	Intersection Analysis - 20 Receptors
INT-13	Montrose Road @ Old Georgetown Road (No Build Only)	Intersection Analysis - 20 Receptors
INT-14	Montrose/Randolph Road @ MD 355 (No Build Only)	Intersection Analysis - 20 Receptors
INT-15	Randolph Road @ Maple Avenue (No Build Only)	Intersection Analysis - 18 Receptors
INT-16	Randolph Road @ Nebel Street (No Build Only)	Intersection Analysis - 15 Receptors
INT-17	Randolph Road @ Parklawn Drive (No Build Only)	Intersection Analysis - 20 Receptors

H. Hazardous Materials

1. Initial Site Assessment

A substantial amount of risk can be imposed upon humans if municipal, industrial, and residual wastes are not stored, disposed and cared for appropriately. To identify and account for the municipal, industrial and residual waste materials within the study area, an initial site



125

assessment (ISA) was conducted. The investigation consisted of a database search, site history review, file review and agency coordination site inspection and potential liability determination. A database search of federal and state records was performed utilizing a database search report writing service (EDR, Inc.). The database search included all properties within the study area limits. This report was prepared by generating a list of all sites and facilities in the area, which appeared in the following databases/records of federal waste site inventories and waste management programs:

- Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS)/No Further Remedial Action Planned (NFRAP)
- Emergency Response Notification System (ERNS)
- National Priority List (NPL)
- Resource Conservation and Recovery Information System (RCRIS)
- Corrective Action Report (CORRACTS)
- Superfund (CERCLA) Consent Decrees (CONSENT)
- Facility Index System (FINDS)
- Material Licensing Tracking System (MLTS)
- Toxic Chemical Release Inventory System (TRIS)
- Toxic Substances Control Act (TSCA)
- NPL Deletions and state waste site inventories and waste management programs
- Leaking Underground Storage Tank Recovery Sites (LUST)
- State Hazardous Waste Sites (SHWS)
- Permitted Solid Waste Disposal Facilities (LF)
- Registered Underground Storage Tank/Aboveground Storage Tank Listings (UST/AST).

The search of available federal and state databases was conducted in accordance with the specific requirements of American Society for Testing and Materials (ASTM) standard practice for Environmental Site Assessments (E 1527-94). The results of the search review of the Maryland Department of Environment (MDE) Hazardous Waste Management Section's files were made in conjunction with this study.



126

The site inspection was performed on June 28 and 29, 1999. For the purposes of this hazardous waste ISA, general site characteristics were examined. The site inspection focused on the following areas of concern:

- USTs/ASTs
- Storage, handling, and disposal of hazardous substances
- Waste disposal areas
- Stained soils, gravel, or pavement
- Air emission sources
- Electrical transformers
- Odors
- Collection ponds
- Stressed vegetation
- Discolored water/seeps/discharges
- Other potential areas of concern

2. Summary of Findings

a. File Review and Agency Coordination

The following findings are based on the review of the published information as described in the previous section.

The Montgomery County Department of Environmental Protection and MDE were contacted to obtain information on properties within the study area. According to the Montgomery County Department of Environmental Protection, no records were found in their database indicating any environmental problems investigated by their office. A file review with the MDE was also conducted. MDE had several files for sites identified within the study area. The results of the MDE file review regarding tank removal, corrective actions and site monitoring were considered in the assessment of environmental contamination potential.



127

b. Site Inspection

Twenty (20) sites with the potential for contamination or hazardous waste concerns were identified within the project area. These sites included active gasoline stations, former gasoline stations, auto repair shops, and facilities with underground storage tanks (USTs). Most of these sites were identified during the site inspection; however, several of these sites were included based on information obtained from the database search. In addition, many of these properties were included because of the materials handled on-site and the nature of activities conducted, and not because of a verified presence of soil and/or groundwater contamination.

V. ENVIRONMENTAL CONSEQUENCES

No residential displacements would be required by any of the build alternates, however business displacements would be required. Each of the build alternatives (Alternatives 2, 3 and 9) will require 0.02 acre of right of way acquisition in the southwest corner of *The Pavilion Apartments* in order to adjust the existing entrance. The only community resources that would be affected by any of the build alternatives are the *Montrose Schoolhouse* and the *Park and Ride* lot. All displaced properties would be acquired in accordance with the requirements of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended in July 2000 (*Appendix B*).

Alternative 1 (No Build)

Alternative 1 (*Figure III-1*) would not require any environmental impacts.

A. Social Impacts

1. Displacements/Property Impacts

According to the *Uniform Relocation Assistance and Real Property Acquisition Policies Act (1970)* as amended 2000 (see *Appendix B*), persons displaced by federally funded projects are to be treated fairly, consistently, and equitably so that they will not suffer disproportionate impacts as a result of the project.

This section addresses social impacts including property acquisition (right-of-way). None of the alternatives (*Figures III-1, III-2, III-5*) will displace any residences or community resources. The impact quantities are similar for each of the build alternatives, and are described below. This section also considers impacts to the *Park and Ride lot* that is located in the southwest intersection quadrant. Chapter III also describes economic displacements and property acquisition impacts. *Table V-1* can be referred to for specific property impacts and displacements.

Alternative 2

Alternative 2 would require minor right-of-way acquisition from one community facility, the *Montrose Schoolhouse*, which is an optimal learning and training center, located east of the MD 355-Montrose Road/Randolph Road intersection, on the westbound side of Randolph Road. The schoolhouse is historic and functions as a nursery school and kindergarten with an after school

MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study

129
SHA

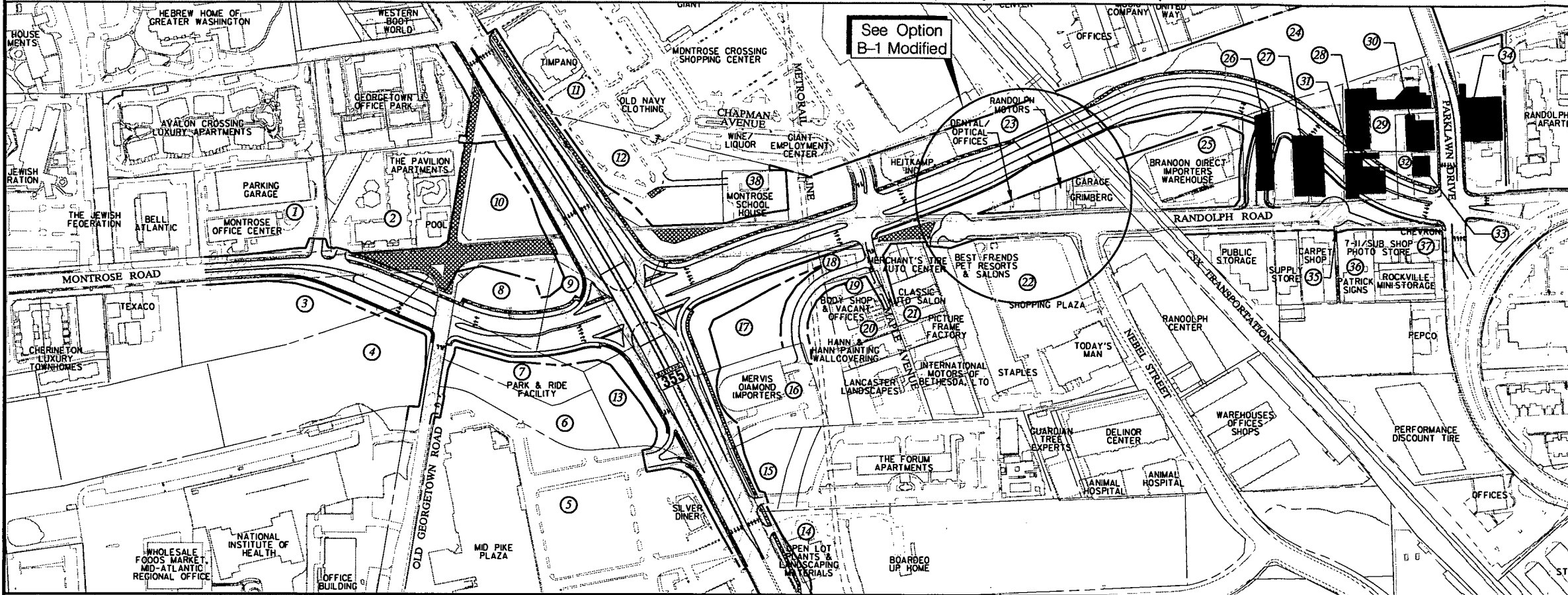
program. This alternative would not require displacement of any of the school structures, but would require the acquisition of 0.10 acre from the corner of the property (*Table V-1, and Figure V-1*). This area contains some shrubs and trees, and a small portion of the sidewalk will be taken as well.

TABLE V-1
Property Displacements and Impacts

Category		Alternative 2: Single Point Urban Interchange (SPUI)	SPUI W/ B-1 Mod. Option	Alternative 3: At-Grade	At-Grade W/ B-1 Mod. Option	Alternative 9: Randolph Road Under MD 355	Randolph Road Under W/ B-1 Mod. Option
Number of Displacements	Residential	0	0	0	0	0	0
	Commercial Property Structural Displacements*	7	9	7	9	7	9
	Business Displacements**	23	28	23	28	23	28
Total		7	9	7	9	7	9
Number of Properties Impacted by Right-of-Way Acquisitions	Residential	1	1	1	1	1	1
	Commercial	7	9	7	9	7	9
	Agricultural	0	0	0	0	0	0
	Undeveloped	5	5	5	5	5	5
	Montrose School***	1	1	1	1	1	1
	Park and Ride (one lot occupying five parcels)	5	5	5	5	5	5
Total		19	21	19	21	19	21
Right-of-Way Impacts	Residential	0.02	0.02	0.02	0.02	0.02	0.02
	Commercial	9.78	10.16	9.64	10.02	9.52	9.9
	Montrose School***	0.1	0.1	0.07	0.07	0.08	0.08
	Temp. Construction Impact within Montrose School	0.03	0.03	0.03	0.03	0.03	0.03
	Undeveloped	17.43	17.43	16.49	16.49	17.45	17.45
	Park and Ride Lot	4.2	4.2	4.3	4.3	3.9	3.9
	Shopping Center Lot (Montrose Crossing)	0.03	0.03	0.03	0.03	0.03	0.03
Total		31.59	31.97	30.58	30.96	31.03	31.41

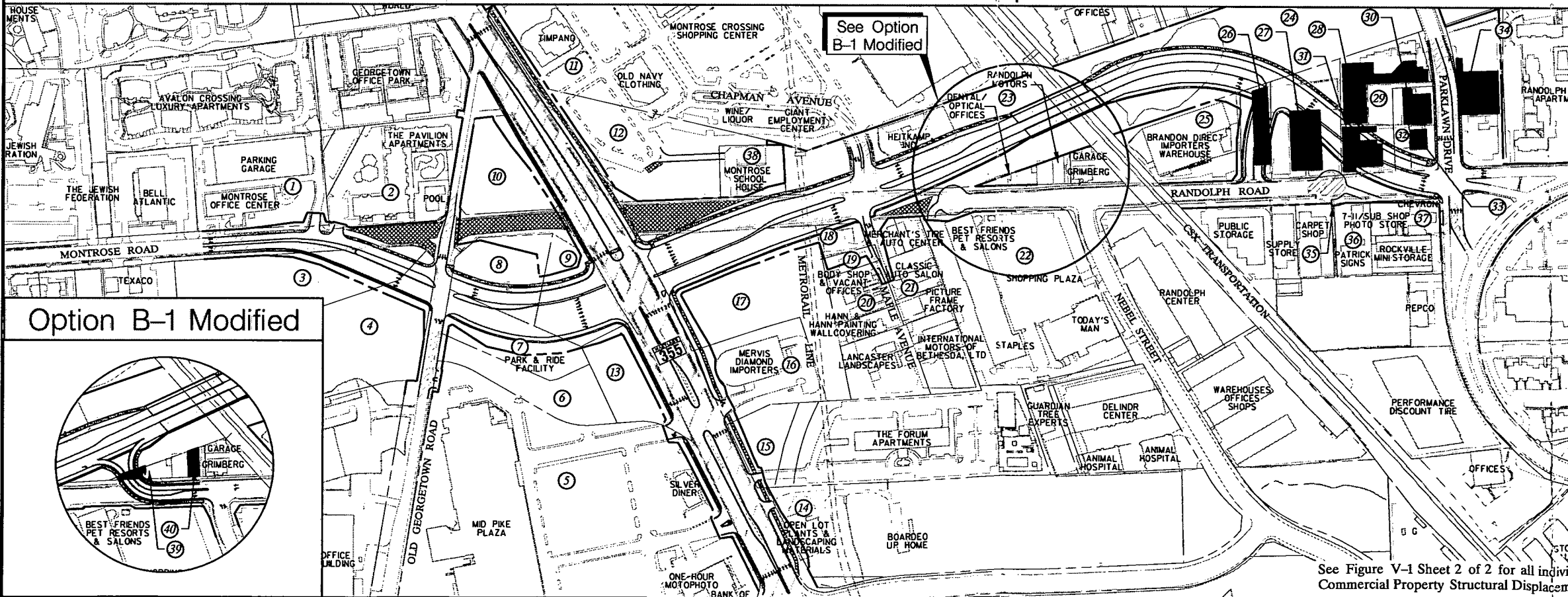
* Commercial Property Structural Displacements include the number of commercial buildings being displaced.
 ** Business Displacements include the number of individual businesses located within each commercial building.
 *** Encroachment within Montrose School Historic Boundary

Alternative 2: Single-Point Urban Diamond Interchange (SPUI) with Option B-1



Right-of-Way Acquisitions Required (Preliminary)					
No.	Property Owner	Existing Land Use	Acreage (ac.)		
			Alt. 2	Alt. 3	Alt. 9
1	Hallwood 95 Ltd. Pnshp	Commercial	0.10	0.10	0.10
2	Berrmil Associates	Residential	0.02	0.02	0.02
3	Wilgus Assoc. Ltd. Pnshp	Forest	0.78	0.80	0.81
4	Wilgus Assoc. Ltd. Pnshp	Forest	0.44	0.46	0.44
5	Leven, Janice	Commercial	0.49	0.58	0.07
6	State of Maryland	Park 'N' Ride	0.04	0.04	0.04
7	State of Maryland	Park 'N' Ride	0.61	1.02	0.54
8	State of Maryland	Park 'N' Ride	1.33	1.34	1.62
9	State of Maryland	Park 'N' Ride	1.45	1.34	1.40
10	State of Maryland	Open Space	0.47	0.39	0.90
11	Montrose Crossing Inc.	Commercial	0.24	0.23	0.23
12	State of Maryland	Commercial	0.53	0.29	0.80
13	State of Maryland	Park 'N' Ride	0.74	0.54	0.29
14	Montuori, Warren K.	Open Space	0.06	0.09	0.08
15	State of Maryland	Open Space	0.18	0.19	0.15
16	Marlen Assoc. Ltd. Pnshp	Commercial	0.31	0.28	0.24
17	State of Maryland	Forest	2.84	1.90	2.41
18	State of Maryland	Light Industrial	0.35	0.34	0.34
19	State of Maryland	Light Industrial	0.09	0.15	0.07
20	Puentes, Esperanza	Light Industrial	0.05	0.05	0.05
21	Puentes, Esperanza	Light Industrial	0.004	0.004	0.004
22	C.D.T. Assoc.	Light Industrial	0.06	0.06	0.06
23	State of Maryland	Forest	5.23	5.23	5.23
24	State of Maryland	Forest	7.43	7.43	7.43
25	Milestone, Elaine	Light Industrial	0.11	0.11	0.11
29	Park, Chul H&H	Light Industrial	0.32	0.32	0.32
32	Fenton Street LLC	Light Industrial	0.19	0.19	0.19
35	Brown, Charles	Light Industrial	0.001	0.001	0.001
36	Brown, Charles	Light Industrial	0.006	0.006	0.006
37	Ibrahim, Naim S.	Light Industrial	0.04	0.04	0.04
38	St. of MD/Peerless Rockville	Institutional	0.10	0.07	0.08

Alternative 3: At-Grade Intersection with Option B-1



Commerical Property Structural Displacements (Preliminary)					
26	Schultze, Edward	Light Industrial	0.72	0.72	0.72
27	Berk, Maurice	Light Industrial	1.91	1.91	1.91
28	Susa Pnshp L.P.	Light Industrial	1.18	1.18	1.18
30	Park, Chul H&H	Light Industrial	0.41	0.41	0.41
31	Fenton Street LLC	Light Industrial	0.66	0.66	0.66
33	Maizels, Albert	Light Industrial	0.31	0.31	0.31
34	U-Haul Real Estate Co.	Light Industrial	1.70	1.70	1.70
Total			31.50	30.50	30.97

Commerical Property Structural Displacements (Preliminary)					
39	NPR Partnership	Light Industrial	0.16	0.16	0.16
40	Windfried G. Hambach	Light Industrial	0.22	0.22	0.22
Total			31.88	30.88	31.35

Legend

- New Pavement
- Resurface Pavement
- Sidewalk
- Pavement to be removed
- Commercial property Displacement
- Property Number

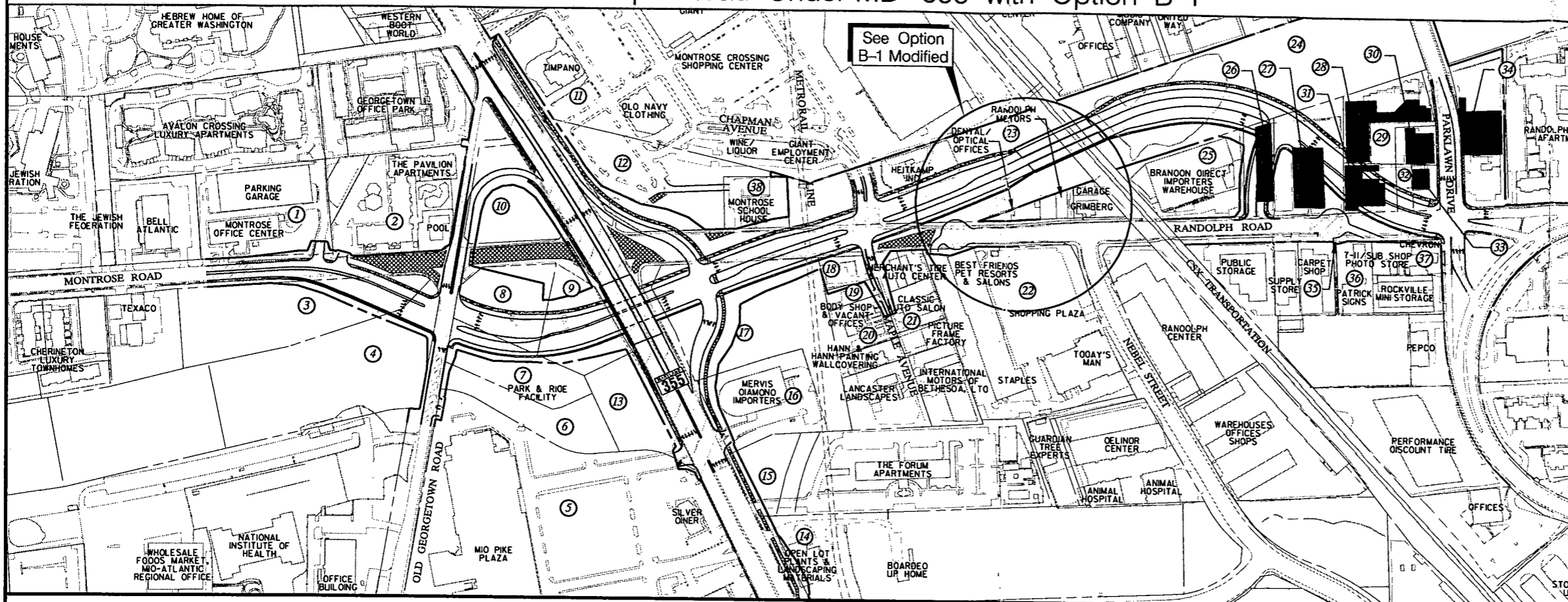
MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE V-1
Preliminary Right-of-Way Aquisition and Commercial/Business Displacements
Sheet 1 of 2

See Figure V-1 Sheet 2 of 2 for all individual Commercial Property Structural Displacements

Alternative 9: Randolph Road Under MD 355 with Option B-1



Right-of-Way Acquisitions Required (Preliminary)					
No.	Property Owner	Existing Land Use	Acreage (ac.)		
			Alt. 2	Alt. 3	Alt. 9
1	Hollywood 95 Ltd. Ptnshp	Commercial	0.10	0.10	0.10
2	Bermil Associates	Residential	0.02	0.02	0.02
3	Wilgus Assoc. Ltd. Ptnshp	Forest	0.78	0.80	0.81
4	Wilgus Assoc. Ltd. Ptnshp	Forest	0.44	0.46	0.44
5	Levens, Janice	Commercial	0.49	0.58	0.07
6	State of Maryland	Park 'N' Ride	0.04	0.04	0.04
7	State of Maryland	Park 'N' Ride	0.61	1.02	0.54
8	State of Maryland	Park 'N' Ride	1.33	1.34	1.62
9	State of Maryland	Park 'N' Ride	1.45	1.34	1.40
10	State of Maryland	Open Space	0.47	0.39	0.90
11	Montrose Crossing Inc.	Commercial	0.24	0.23	0.23
12	State of Maryland	Commercial	0.53	0.29	0.80
13	State of Maryland	Park 'N' Ride	0.74	0.54	0.29
14	Montuori, Warren K.	Open Space	0.06	0.09	0.08
15	State of Maryland	Open Space	0.18	0.19	0.15
16	Marlen Assoc. Ltd. Ptnshp	Commercial	0.31	0.28	0.24
17	State of Maryland	Forest	2.84	1.90	2.41
18	State of Maryland	Light Industrial	0.35	0.34	0.34
19	State of Maryland	Light Industrial	0.09	0.15	0.07
20	Puentes, Esperanza	Light Industrial	0.05	0.05	0.05
21	Puentes, Esperanza	Light Industrial	0.004	0.004	0.004
22	C.D.T. Assoc.	Light Industrial	0.06	0.06	0.06
23	State of Maryland	Forest	5.23	5.23	5.23
24	State of Maryland	Forest	7.43	7.43	7.43
25	Milestone, Elaine	Light Industrial	0.11	0.11	0.11
29	Park, Chul H&H	Light Industrial	0.32	0.32	0.32
32	Fenton Street LLC	Light Industrial	0.19	0.19	0.19
35	Brown, Charles	Light Industrial	0.001	0.001	0.001
36	Brown, Charles	Light Industrial	0.006	0.006	0.006
37	Ibrahim, Naim S.	Light Industrial	0.04	0.04	0.04
38	St. of MD/Peerless Rockville	Institutional	0.10	0.07	0.08

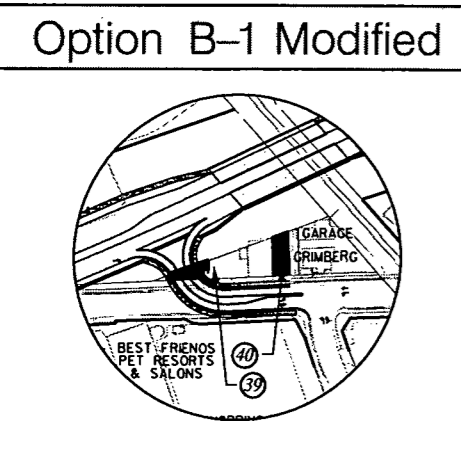
Commercial Property Structural Displacements (Preliminary)					
26	Schultze, Edward	Light Industrial	0.72	0.72	0.72
27	Berk, Maurice	Light Industrial	1.91	1.91	1.91
28	Susa Ptnshp L.P.	Light Industrial	1.18	1.18	1.18
30	Park, Chul H&H	Light Industrial	0.41	0.41	0.41
31	Fenton Street LLC	Light Industrial	0.66	0.66	0.66
33	Maizels, Albert	Light Industrial	0.31	0.31	0.31
34	U-Haul Real Estate Co.	Light Industrial	1.70	1.70	1.70
Total			31.50	30.50	30.97

Commercial Property Structural Displacements (Preliminary)					
39	NPR Partnership	Light Industrial	0.16	0.16	0.16
40	Windfried G. Hambach	Light Industrial	0.22	0.22	0.22
Total			31.88	30.88	31.35

Legend

- New Pavement
- Resurface Pavement
- Sidewalk
- Pavement to be removed
- Commercial property Displacement
- Property Number

Businesses Located within Commercial Property Structural Displacements (Preliminary)	
Commercial Property Structural Displacements	Businesses within Commercial Property Structural Displacements
27 LAPP Brothers Office Complex	27 A-1 Automotive Center
26 Buls Maytag	27 Auto Dent Care Inc.
33 Randolph Beer & Wine Complex	27 Botanical Interiors
30 Rockville Pregnancy Center Complex	27 Capital Communications
28 Self-Storage USA	27 Foreign Car Auto Service
34 U-Haul	27 Heavenly Nails
31 Vacant Building (Kevin's Auto Body & Paint)	26 K.S. Upholstery
	27 LAPP Brothers
	27 Master Auto Service Inc.
	26 Buls Maytag
	26 R&B Steel Fabricators
	33 Randolph Beer and Wine
	30 Rockville Pregnancy Center
	27 SK Cleaners
	27 SS Shoe Repair
	28 Self Storage
	30 Techline Furniture and Cabinetry
	26 Termini Bros., Inc.
	34 U-Haul
	31 Vacant Building (Kevin's Auto Body & Paint)
	27 Viva Flamenco
	30 Washington Apple Pi
	26 Wid Mayer Co.
With Option B1-Modified	With Option B1-Modified
39 Dental/Optical Office Complex	39 Bright Dental Care
40 Randolph Motors	40 Gentle Dental
	39 Montgomery Eye Care
	40 Onnik Dental Lab, Inc.
	40 Randolph Motors



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE V-1
Preliminary Right-of-Way Acquisition and Commercial/Business Displacements
Sheet 2 of 2

**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Alternative 2 (*Table V-1, and Figure V-1*) would also require right-of-way acquisition from the state-owned *Park and Ride* property, located in the southwest corner. This alternative would require 4.20 acres of right-of-way from this property. A significant number of parking spaces would be lost due to this alternative (463 spaces). Some users may be forced to use other nearby *Park and Ride* facilities such as the Twinbrook and White Flint Metrorail Stations, which are approximately 0.75 and 0.25 of a mile away.

The entrance to the *Park and Ride* facility would also be altered. The existing full access entrance opposite the *Mervis Building* would be reconstructed as a right-in/right-out entrance accessible only from the MD 355 southbound ramp. The existing right-in/right-out entrance south of the full access entrance would be closed due to potential hazardous weave conditions, leaving the only viable full access along MD 187 (Old Georgetown Road).

Alternative 3

Alternative 3 would affect the historic *Montrose Schoolhouse* property. This alternative requires 0.07 acre of right-of-way acquisition similar to Alternative 2. (*Table V-1, and Figure V-1*).

Alternative 3 (*Table V-1, and Figure V-1*) would require 4.30 acres of right-of-way acquisition from the *Park and Ride* as Alternative 2. A significant number of parking spaces will be lost due to this alternative (455 spaces). Some users may be forced to use other nearby *Park and Ride* facilities including the Twinbrook and White Flint Metrorail Stations. The traffic pattern and access to this facility would remain the same.

Alternative 9

Alternative 9 also acquires approximately 0.08 acre of acquisition from the *Montrose Schoolhouse*. (*Table V-1, and Figure V-1*).

All three-build alternatives require the re-grading for side slopes associated with the new road. It is anticipated that all three build alternatives would remove the existing sidewalk in front of the school. According to all of the proposed alternatives, plans to implement a replacement sidewalk have been included.

This alternative would require a property acquisition impact of 3.90 acres to the *Park and Ride* facility (*Table V-1, and Figure V-1*). A significant number of parking spaces will be lost due to this alternative (429 spaces). Some users may be forced to use other nearby *Park and Ride* facilities including Twinbrook and White Flint. The entrance to the facility will also be altered. Eastbound and westbound motorists on Montrose/Randolph Roads attempting to access the *Park and Ride* must use the loop ramp in the northwest quadrant of Montrose/Randolph Road and MD 355. Motorists will have to familiarize themselves with a new traffic pattern to gain access to this facility. The only other viable full access entrance is via MD 178 (Old Georgetown Road).

Option B1-Modified

This tie-in option will not require any additional impacts.

2. Disruptions of Neighborhoods and Communities

Each of the alternatives was evaluated to determine their potential disruption to neighborhoods, communities and quality of life. Analyses of community disruptions included determining if an alternative would result in dividing or bypassing a neighborhood. In addition, preserving the quality and character of a neighborhood was examined through assessing the effect on access and traffic from each alternative on the communities.

None of the build alternatives would require right-of-way acquisition from the *Randolph Square Apartments*. The *Randolph Square Apartments Complex* is a residential area along Parklawn Drive, north of Randolph Road. Access to this apartment complex will be maintained to the surrounding road network via Parklawn Drive. The proposed alternatives will not divide or disrupt the existing cohesiveness of this community, thereby maintaining existing access for these residences and surrounding neighborhoods and community areas.

Alternative 1

The No-Build Alternative would not change existing traffic patterns or divide existing communities. However, the No-Build Alternative would not address the projected increase in traffic volumes, which could eventually endanger pedestrian access and adversely affect the community's quality of life.



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Alternative 2 and Alternative 3

Alternative 2 and Alternative 3 (*Table V-1, and Figure V-1*) will not disrupt the cohesion or quality of life of the following multi-residential properties located in the study area:

- *Pavilion Apartments*
- *Forum Apartments*

These alternatives will not impact existing access to these properties. These properties will not be divided, bypassed or denied access with these alternatives. It is anticipated that vehicular mobility to and from these apartment complexes will improve with both alternatives. Crosswalks at traffic signals and other landscaping and streetscaping opportunities will be considered to maintain/improve connectivity between these neighborhoods and adjacent commercial and residential areas. Landscaping and streetscaping opportunities are discussed in *Section V.A.7. The Pavilion Apartment Complex* is situated in the northwest quadrant of the intersection and will be subject to nuisances associated with future traffic levels due to the close proximity of the apartment complex to the proposed project improvements. Alternatives 2 and 3 will require 0.02 acre of right of way acquisition in the southwest corner of *The Pavilion Apartments* in order to adjust the existing entrance.

The grade separation proposed at the MD 355 – Montrose Road/Randolph Road intersection does not allow pedestrian crossings at this location. Signalized intersections at Montrose Road and Old Georgetown Road will provide pedestrian access to the south. A signalized intersection at the entrance to the *Montrose Crossing Shopping Center* will provide pedestrian access to the east. Pedestrian movements to the southeast will require use of bicycle and walkway paths parallel to MD 355. *Thinking Beyond the Pavement* strategies that create a safe and aesthetic pedestrian environment have the opportunity to enhance cohesiveness of these neighborhoods with adjacent commercial and residential areas. (*Thinking Beyond the Pavement* strategies and opportunities are described in V.A.8).

The Forum Apartments, which are located in the southeast portion of the study area will maintain access to MD 355 and will not be divided or bypassed as a result of these alternatives. Similar to the residential properties in adjacent quadrants, the grade separation at MD 355 – Montrose Road/Randolph Road will prevent pedestrian crossing at this location. Crosswalks at the signalized

135
SHA

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

intersection on MD 355 that connects this apartment complex with *Mid Pike Plaza* will provide connectivity between these residential and commercial areas. Additional *Thinking Beyond the Pavement* strategies at the intersection of MD 355 – Montrose Road/Randolph Road offer the opportunity to enhance cohesiveness of neighborhoods with adjacent commercial and residential areas. The proposed extension of Maple Avenue will provide additional access to MD 187 (Old Georgetown Road) and Randolph Road.

Alternative 9

The *Pavilion Apartments* located in the northwest quadrant will not be divided, bypassed or denied automobile access because of the roadway improvement (*Table V-1, and Figure V-1*). The grade separation at the MD 355 - Montrose Road/Randolph Road intersection will not allow for pedestrian crossing at this location, however, signalized intersections at Montrose Road and MD 187 (Old Georgetown Road) will provide pedestrian access to the south. A signalized intersection on MD 355 at the entrance to the *Montrose Crossing Shopping Center* will provide pedestrian access to the east. Pedestrian movements to the southeast will require use of bicycle and walkway paths parallel to MD 355. Because the *Pavilion Apartment Complex* is not set back from the Montrose Road, this residential property will be subject to nuisances associated with future traffic levels. Alternative 9 will require 0.02 acre of right of way acquisition in the southwest corner of *The Pavilion Apartments* in order to adjust the existing entrance.

This alternative will not change or alter access to *The Forum Apartments* property. Access to MD 355 will be maintained and will not be divided or bypassed as a result of this alternative. Similar to the residential properties in adjacent quadrants, the grade separation at the MD 355 – Montrose Road/Randolph Road intersection will prevent pedestrian crossing at this location. Crosswalks at traffic signals and other *Thinking Beyond the Pavement* strategies have the opportunity to enhance cohesiveness of these neighborhoods with adjacent commercial and residential areas. The proposed extension of Maple Avenue will provide additional access to MD 187 (Old Georgetown Road) and Randolph Road.

Option B1-Modified

This tie-in option will not require any further impacts.



136

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

No communities or neighborhoods are present at the Nebel Street/Randolph Road intersection. Because of this, it is anticipated that disruptions to communities will not differ for the Build Alternatives listed below with the Option B1-Modified.

3. Summary of SHA's Equal Opportunity Program/Title VI Statement

It is the policy of the SHA to ensure compliance with the provisions of the Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age religion, physical or mental handicap or sexual orientation in all SHA projects funded in whole or in part by the Federal Highway Administration (FHWA). The SHA will not discriminate in highway planning, design, or construction, the acquisition of right-of-way, or the provision of relocating advisory assistance. This policy has been incorporated into all levels of the highway planning process to ensure that proper consideration may be given to social, economic and environmental effects of all highway projects. Alleged discriminatory actions should be addressed to the Equal Opportunity Section of the Maryland SHA, 707 North Calvert Street, Baltimore, Maryland 21202 for investigation.

4. Environmental Justice

All alternatives considered for this project would avoid impact to communities containing high percentages of low-income or minority populations. Census demographics, field research, correspondence with local planning officials and correspondence with social service organizations were used to identify the presence of any low-income or minority populations within the project study area. Areas of known environmental justice populations are well outside of the proposed alternatives right of way.

5. Effects on Park Lands and Recreational Facilities

Wall Park is located just south of the study area and is the closest park to the study area. The build alternatives will have no impact to traffic patterns or access to this park.

6. Effects on Community Services and Facilities

a. Emergency Services

The MD 355 - Montrose Road/Randolph Road intersection currently functions at an unacceptable LOS "F" with a volume-to-capacity (V/C) Ratio of 1.05 and 1.11 for the AM and PM Peak, respectively. Under the "No Build" scenario, conditions will continue to deteriorate at the LOS "F"

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

with V/C Ratio of 1.35 and 1.39 for AM and PM Peak, respectively, by the year 2020. The number of accidents, which is already significantly higher than the statewide average, will also continue to rise.

All three of the build alternatives are designed to alleviate congestion and address safety by reducing accident potential. It is anticipated that accessibility for emergency services will improve with any of the build alternatives, although delayed or longer response time could result. Coordination with the Montgomery County Fire and Rescue Service and the Montgomery County Department of Police was necessary to determine the effect on emergency services and response time (July 5, 2001). At this time, SHA has not received a response from Montgomery County Fire and Rescue Service. By letter of September 18, 2001, the Montgomery County Department of Police concluded that Alternatives 2 and 9 eliminate the danger involved when emergency vehicles attempt to cross a major intersection by grade separating Montrose Road and MD 355. These alternatives appear to be the most appealing in regards to response time. The Department of Police also stated that Alternative 3 is less attractive because it creates an at-grade intersection with several lanes of traffic for an emergency vehicle to cross. Any possible impacts to emergency services and response time caused by changes in traffic circulation patterns, access and/or road construction related to this project must be investigated.

b. Churches

There are no churches located within the study; however, there are two churches in the immediate surroundings of the study area. Montrose Baptist is located to the east of the MD 355 intersection, on Randolph Road. Faith United Methodist is located to the west of the MD 355 intersection, on Montrose Road. All three build alternatives will improve access to both churches by improving current traffic conditions and LOS.

c. General Services and Facilities

The *Park and Ride* lot will be similarly affected by all of the build alternatives through the acquisition of right-of-way. Alternative 2 will require 4.20 acres of right-of- way, Alternative 3 will require 4.30 acres, and Alternative 9 will require 3.90 acres (*See Table V-1*). The B-1 Modified tie-



in option will have no further impacts on the *Park and Ride*. All alternatives will impact access to the facility (refer to the next section for details describing access impacts).

Although not in our study area, the Post Office, (located at 143 Rollins Avenue) and the Metrorail/Metrobus Stations are located just outside of our study area and serve the residents within the study area. The reduced congestion associated with the build alternatives will provide better access into and through the study area.

Other Community Facilities and Services

Other community facilities and services include three social services located in this study area: the Hebrew Home of Greater Washington, the Jewish Federation of Greater Washington and the Jewish Community Center of Greater Washington. All are located in the same vicinity, to the west of the MD 355 – Montrose Road/Randolph Road intersection, just past the Georgetown Office Park. Alternatives 2, 3, 9 and Option B1-Modified will have no effect on traffic patterns or access to these facilities.

All other community facilities and services are not expected to experience adverse mobility or access impacts with implementation of any of the build alternatives. Mobility throughout the study area is expected to improve (in varying degrees) with the implementation of sidewalks and bikeways with each of the build alternatives. Mobility and access impacts to the business community is discussed in V.B.2.b.

Health Care Facilities

Although there are no hospitals in the study area, there are two health institutes that occupy the far southwest corner of the study area, Kaiser Permanente and The National Health Institute of Alcohol and Alcoholism. All of the build alternatives will have no effect on the traffic patterns or travel access to these facilities. All three-build alternatives would improve access, safety and LOS; therefore, travel time to these facilities should improve.

Libraries

There are no libraries located within the study area or its immediate surroundings, therefore no direct impacts to this resource would occur. All of the build alternatives would improve safety conditions, making access and travel to nearby libraries safer and more efficient.

d. Maintenance of Traffic and Construction Detours

No short-term impacts would occur as a result of Alternative 1 (No-Build).

The remaining alternatives maximize the amount of new construction that takes place off the existing alignment. This minimizes the disruption to existing traffic patterns during much of construction. For example, the proposed bridge over the CSX tracks (as proposed under Tie-In Option B-1) and the bridge approaches can be constructed without disruption to traffic on existing Randolph Road.

To minimize disruption of traffic during construction of other portions of the improvements, temporary roadways will be required for construction of the grade-separated alternatives. It is anticipated that a temporary roadway will be necessary west of and adjacent to existing MD 355 to be used while the grade separation is constructed. Based on an assessment of preliminary construction phasing, it is anticipated that all existing access will be maintained while the temporary roadway is in use. Property impacts due to the temporary roadway will be concentrated in the open space bordered by Old Georgetown Road/Montrose Road/MD 355 and the Mid Pike Plaza/Park and Ride lot.

The use of temporary roadway will have temporary construction impacts to the existing Park and Ride lot beyond those associated with the overall final improvement. As shown in *Table V-1*, Alternative 2 and Alternative 9 will have an additional temporary impact on 0.44 and 0.92 acre of the Park and Ride; respectively. The impact of other construction activity is anticipated to be no greater than the impact of the overall final improvement.

In general, the combination of off-line construction and temporary roadways will permit at least the existing number of lanes to be maintained throughout construction. Some decrease in the overall level of traffic may be expected, due to the increased congestion as a general result of construction activities. Construction impacts to the business community will be discussed in *Section V.B.2.c*.

7. Effects on Visual Quality

Construction of any of the proposed build alternatives will alter the surrounding landscape. Elements have been studied for each of the build alternatives, to promote *Thinking Beyond the Pavement* design and enhance visual quality. These elements include mapping future pedestrian routes, off-road bicycle routes, road crossings and possible pedestrian bridge locations. Also, possible environmental and aesthetic treatments have been suggested (*Figure V-2*).

Pedestrian Routes

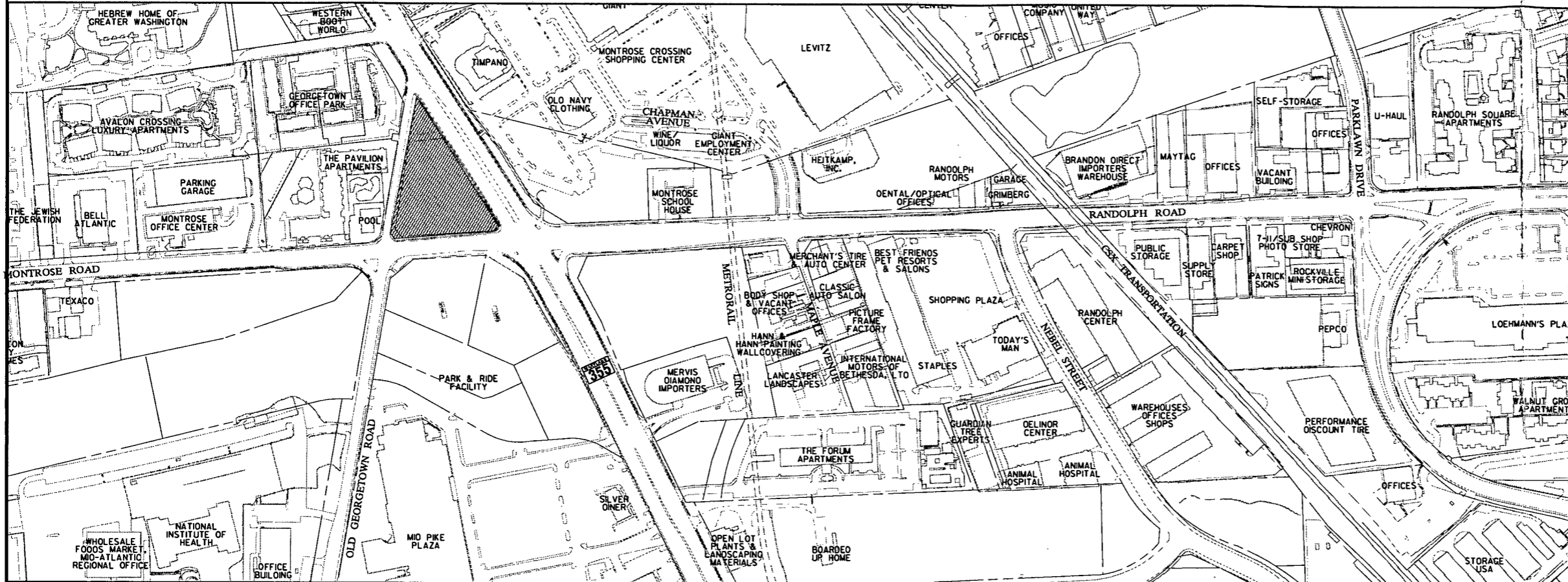
The study area is urbanized; therefore there are continuous safe and accommodating pedestrian paths throughout the project area. Setbacks are desired to help buffer pedestrians from vehicular traffic and to improve aesthetics. These setbacks may also accommodate utilities, lighting, signage and landscaping. Site amenities may be included to enhance the pedestrian environment, including bus shelters, lighting, landscaping, ornamental pavement and other features. Also, pedestrian routes should accommodate the shortest distances or most likely used routes and must be ADA compliant.

MD 355 is a major urban arterial with heavy traffic volumes, which presents difficulties for pedestrians crossing the highway. Preferably, the MD 355 crossings should be located at signalized intersections to enhance pedestrian safety. Directing the crosswalk over medians and traffic islands should be considered if there are more than two lanes of traffic to cross. Intersection islands and medians can accommodate pedestrian refuge spaces at larger intersections to shorten the length of the road crossing and allow pedestrians to focus on crossing traffic moving in one direction at a time. The minimum size of a refuge space should be at least a five feet square to allow for a wheelchair to turn around, but larger refuge spaces should be considered in areas with more pedestrian traffic.

Bicycle Routes

Bicycle accessibility is important in urban areas to encourage alternative modes of transportation and accommodate the area bicyclists. Each of the design build alternatives include wider outside lanes on all the improved roadways and a Class I bicycle and pedestrian path along the east side of MD 355. The bicycle routes are in accordance with the 1992 North Bethesda / Garrett Park Master Plan.

Alternative 1: No-Build



Potential Thinking Beyond the Pavement Elements

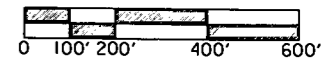
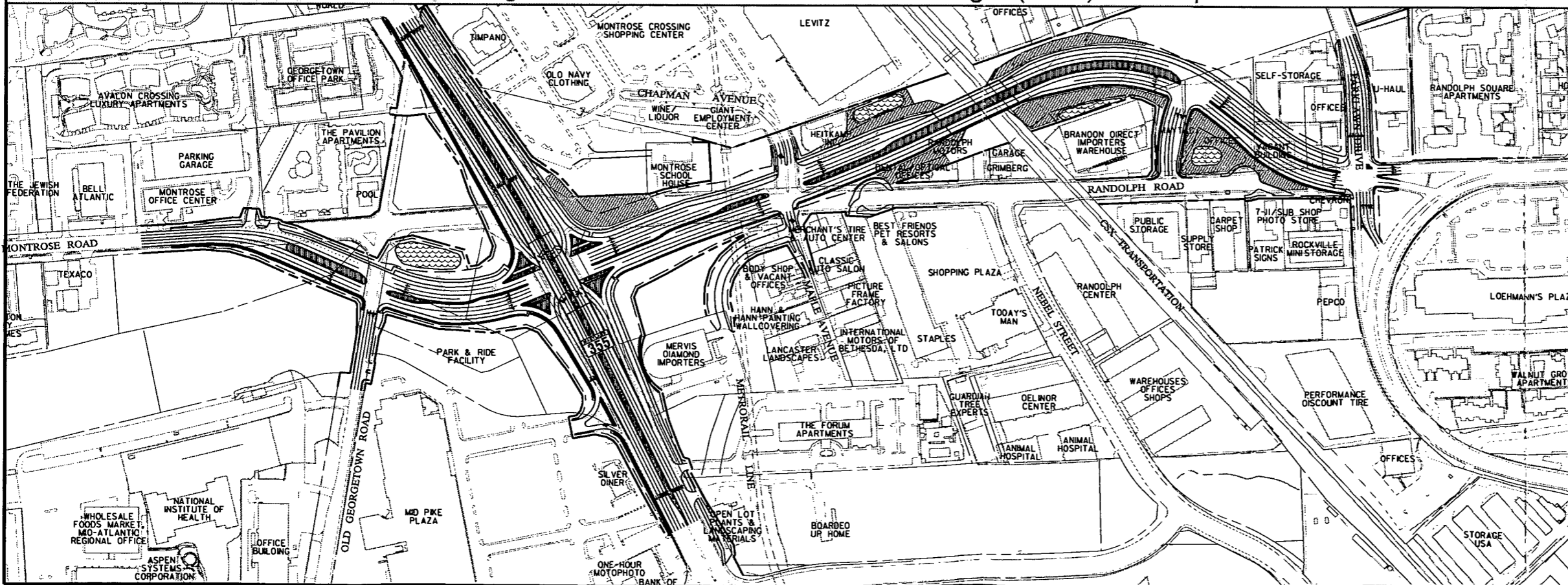
- Sidewalk**
 ADA Compliant
 Street Trees and Landscaping
 Pedestrian Scale / Ornamental Lighting
- Bicycle Path / Sidewalk**
 ADA Compliant
 Street Trees and Landscaping
 Pedestrian Scale / Ornamental Lighting
 Bicycle Racks
- Roadside Landscape Area**
 Vegetative Screening
 Ornamental Landscaping
 Reforestation
 Landscaping is shown in areas inside the Right of Way and Limit of Disturbance
- Median Landscape Area**
 Ornamental Ground Covers and Shrubs
 Street Trees and Flowering Trees
 Decorative Pavement
 Decorative Light Fixtures
- Stormwater Management Area**
 Ornamental Plantings
 Visual Screening
- Retaining Wall**
 Ornamental Facade and Coping Treatments
- Streetscape Areas**
 Thematic, Seamless Design
 Ornamental Enhancements
 Multi-Modal Use
 Infrastructure Improvements

NOTE: Landscape and Streetscape design elements will be further developed during Final Design with community input and in accordance with available funding and maintenance. July 12, 2001

LEGEND

- Proposed Right of Way
- Proposed Limit of Disturbance
- Property Line

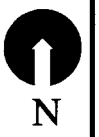
Alternative 2: Single-Point Urban Diamond Interchange (SPUI) with Option B-1



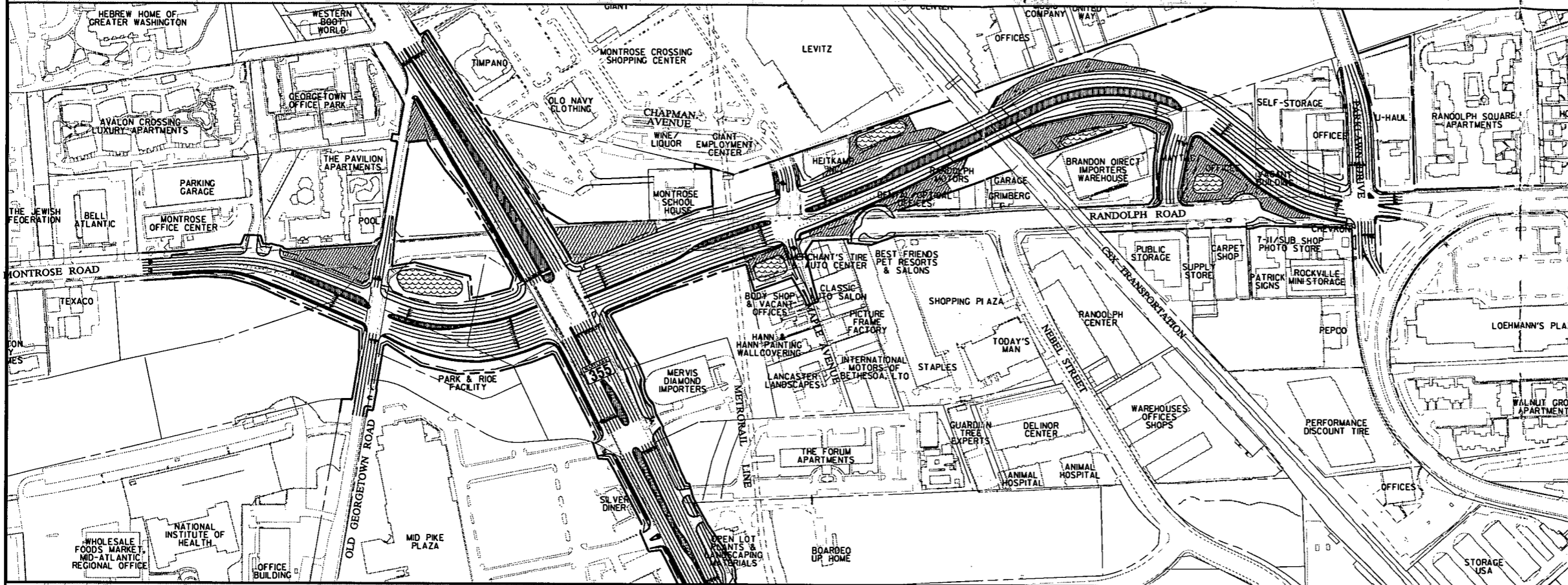
MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
 State Highway Administration

FIGURE V-2
 Thinking Beyond the Pavement



Alternative 3: At-Grade Intersection with Option B-1



Potential Thinking Beyond the Pavement Elements

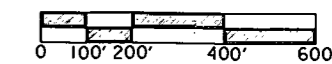
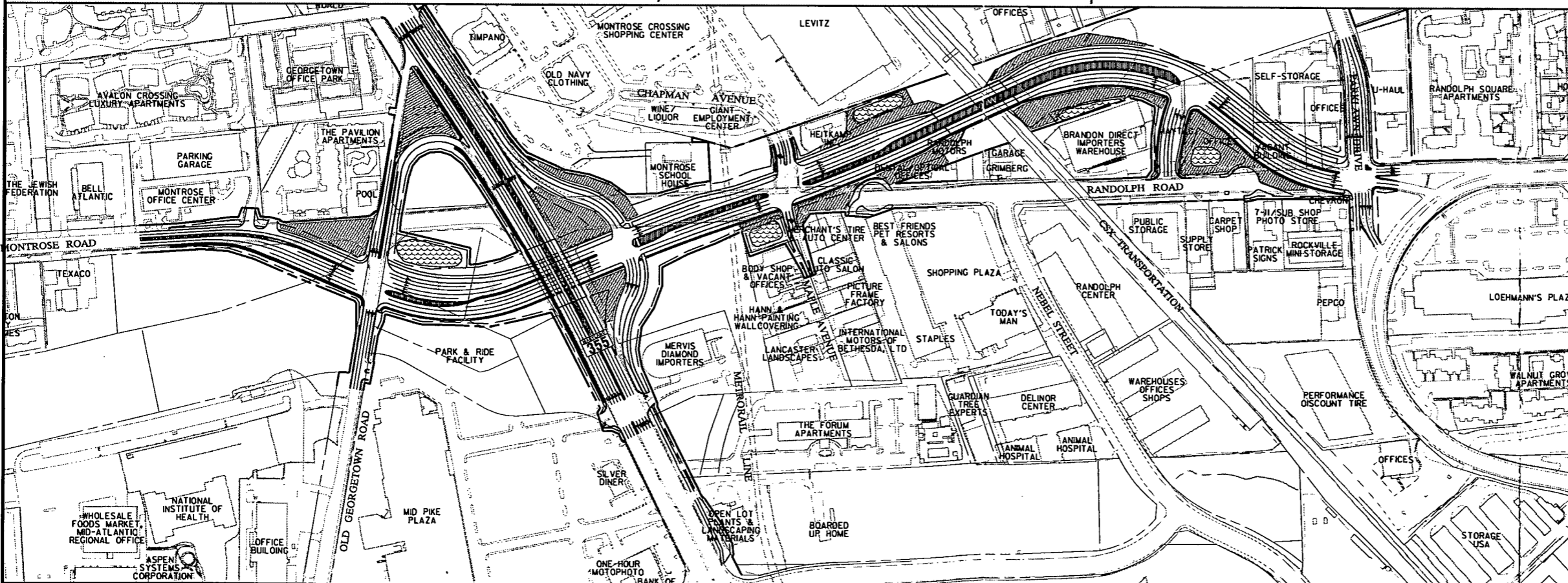
- Sidewalk**
ADA Compliant
Street Trees and Landscaping
Pedestrian Scale / Ornamental Lighting
- Bicycle Path / Sidewalk**
ADA Compliant
Street Trees and Landscaping
Pedestrian Scale / Ornamental Lighting
Bicycle Racks
- Roadside Landscape Area**
Vegetative Screening
Ornamental Landscaping
Reforestation
Landscaping is shown in areas inside the Right of Way and Limit of Disturbance
- Median Landscape Area**
Ornamental Ground Covers and Shrubs
Street Trees and Flowering Trees
Decorative Pavement
Decorative Light Fixtures
- Stormwater Management Area**
Ornamental Plantings
Visual Screening
- Retaining Wall**
Ornamental Facade and Coping Treatments
- Streetscape Areas**
Thematic, Seamless Design
Ornamental Enhancements
Multi-Modal Use
Infrastructure Improvements

NOTE: Landscape and Streetscape design elements will be further developed during Final Design with community input and in accordance with available funding and maintenance. July 12, 2001

LEGEND

- Proposed Right of Way
- Proposed Limit of Disturbance
- Property Line

Alternative 9: Randolph Road Under MD 355 with Option B-1



MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE V-2
Thinking Beyond the Pavement





**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Bicycle racks or storage spaces are desirable to sustain the bicycling community. The surrounding environment should provide safe, accessible and adequate bicycle parking. Bicycle storage areas should also be well lit to promote nighttime safety and visibility.

Landscaping Opportunities

Opportunities for roadside landscaping may be considered with each of the build alternatives. Landscaping consists of general applications within a streetscape, a roadside area, a stormwater management facility or any property related to the highway. There are several approaches that may be taken with the landscaping opportunities, and the individual sites may be best suited for different treatments. Landscaping in areas along the roads, in medians or traffic islands should be attractive, low-maintenance plantings that do not interfere with sight distance or utilities. All landscaping should be designed within the community’s maintenance capabilities. Medians and roadsides with thematic tree plantings can help create an attractive parkway appeal and help with traffic calming. Landscaping and other aesthetic treatments may also be used to emphasize a community focal point, such as the Metro Station, a community gateway or a shopping center.

The proposed new alignment of Montrose Road with the grade-separated alternatives also presents opportunities for landscape reclamation on former roadbed. The roadbed may be replaced with new soil and plant material that may act as reforestation, open space, or landscaped extensions of the adjacent properties, such as the *Pavilion Apartments* and the *Montrose Schoolhouse*.

Streetscape Opportunities

Streetscaping is a cohesive urban design focused around a street and its users. Streetscapes provide amenities to urban roadways that enhance the usability and aesthetics of the road for pedestrians, vehicles and all the road users. Streetscaping emphasizes enhancements for pedestrian and other alternative modes of transportation. In order to promote walking, bicycling and transit use, the streetscape must be made safe, easily accessible and attractive. Providing sidewalks that accommodate the type and the amount of its users can do this. For example, sidewalks should be laid out in accordance with the pedestrian movement, and attractive lighting, landscaping, signing and pavement designs may be used to enhance the pedestrian environment. Additionally, street furniture, bus shelters, and pedestrian oriented businesses add to the appeal of a streetscape and



144

promote its use. Design elements can be added to direct pedestrian movement away from unsafe areas, such as using landscape buffers, fencing or walls to direct pedestrians towards safe road crossings.

A streetscaped roadway also provides a method of connecting areas within a community. A continuous streetscape design provides linkages between site elements, such as a *Park and Ride* lot and a transit station. In this instance, an attractive streetscape may be anchored by these two transportation elements. The intersection of MD 355 and MD 187 (Old Georgetown Road) can be aesthetically emphasized to create central point for the community around the Metro Station and provide a catalyst for pedestrian oriented development around the White Flint public transit station. An additional area where streetscaping may be emphasized is around a *Park and Ride* lot, which could promote people to walk to their destination, such as a shopping center or the Metro Station.

The appurtenances of a highway may also be treated with aesthetic enhancements. Retaining walls, parapets, traffic barriers and bridges can be considered for decorative surfaces, such as brick, stone or formline finish. This will add to the appeal of a streetscape and also help create a thematic design.

B. Economic Impacts

An assessment of impacts to study area businesses was considered in terms of effects to regional business activity, effects on existing businesses within the study area, access changes and traffic patterns changes, potential for new business and effects on tax base and property values. A field inventory was conducted in March 2001 to support the aforementioned economic analyses.

1. Effects on Regional Business Activity

No negative regional economic impacts are expected as a result of the business displacements incurred for each of the build scenarios. The economic impact of the build alternatives on the displaced businesses is localized. The proposed build alternatives do not displace or alter access to any large regional employers or employment centers. It is anticipated that the mobility improvements gained from the build alternatives will have a positive benefit on the region's economic activities.

2. Effects on Existing Businesses

a. Displacements

As stated in the “Summary of the Relocation Assistance Program of the State Highway Administration of Maryland,” all SHA projects utilizing federal funds must comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 and Public Law 105-117 (*Appendix B*). State funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212 of the Real Property Article of the Annotated Code of Maryland.

SHA’s Office of Real Estate administers the Relocation Assistance Program for MDOT. The state and federal laws mentioned previously require that SHA provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. Non-residential occupants such as businesses are included in this program. Businesses may receive reimbursement for the expense of relocation and re-establishing operations at a replacement site on either an actual cost or fixed payment basis (“Summary of Relocation Assistance Program of the State Highway Administration of Maryland,” p. 2, *Appendix B*).

The Summary of the Relocation Assistance Program also explains that a displaced business, under certain provisions, is entitled to receive a payment for actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. In addition, a business may be eligible for a payment up to \$10,000 for the actual reasonable and necessary expenses of reestablishing at the replacement site (“Summary of Relocation Assistance Program of the State Highway Administration of Maryland,” p. 3, *Appendix B*).

Instead of the previously mentioned moving payments, a business may choose to receive a fixed payment equal to the average annual net earnings of the business, which shall not be less than \$1,000 nor more than \$20,000. Detailed information on actual moving expenses, and the actual cost versus fixed payment method is included in *Appendix B*.

The specific names of the local businesses located within and surrounding the study area can be found in **Appendix C**. Each business was assigned to a specific group or cluster to analyze business impacts (**Figure V-3**). The following groups were developed for the analysis:

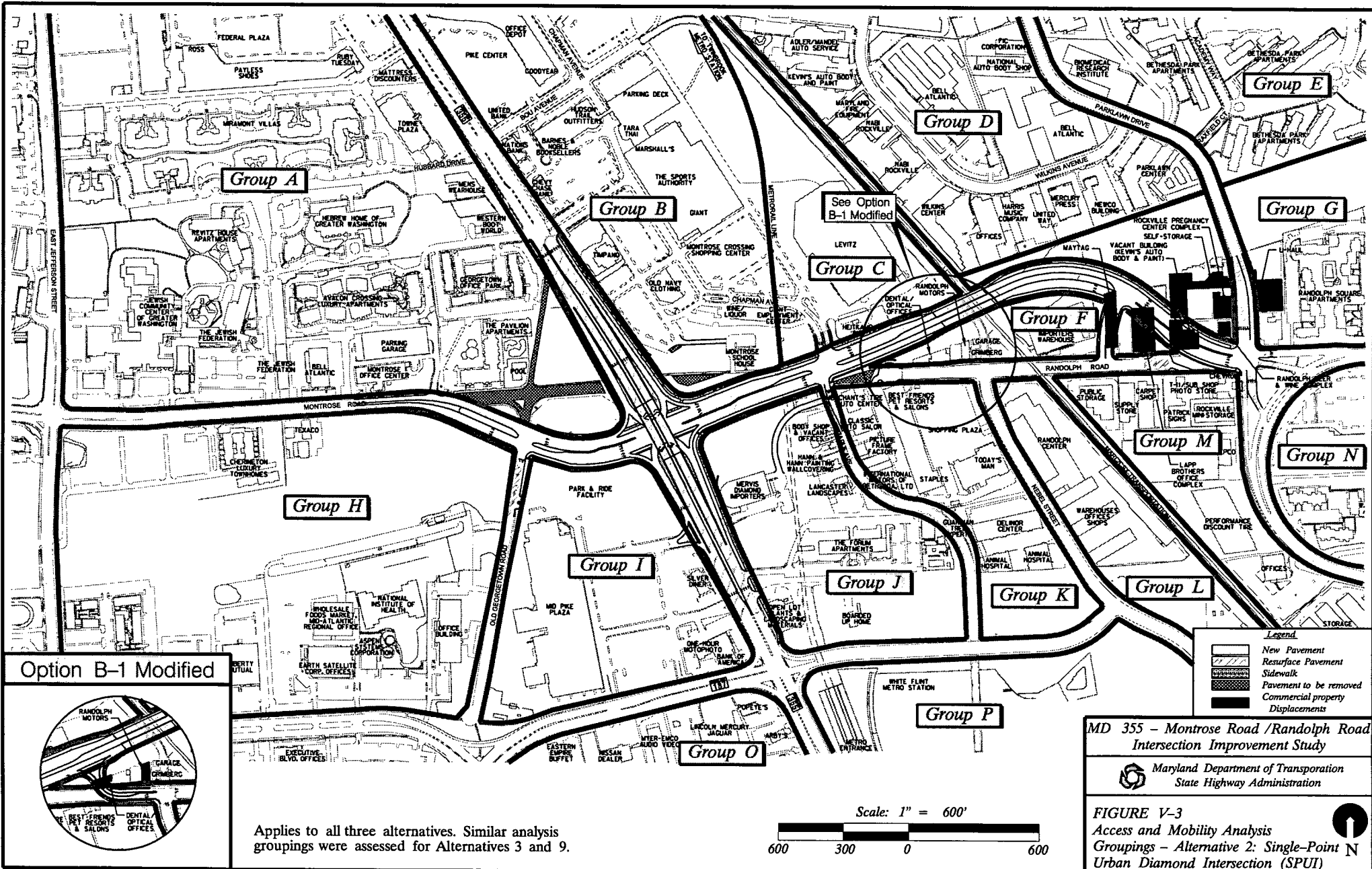
- *Montrose Road/MD 355 Northwest (A)*
- *Montrose Crossing (B)*
- *Levitz Building (C)*
- *General Business Park (D)*
- *Bethesda Park (E)*
- *Randolph Road West (F)*
- *Randolph Road Northeast (G)*
- *National Institute of Heath (H)*
- *Mid Pike Plaza (I)*
- *Mervis Building Businesses (J)*
- *Nebel Street West (K)*
- *Nebel Street East (L)*
- *Randolph Road Southwest (M)*
- *Loehmann's Plaza (N)*
- *Popeye's Plaza (O)*
- *White Flint Metro Station (P)*

Alternative 1

The No-Build alternative would not change the existing access patterns within the study area. The anticipated increase in traffic congestion would eventually hinder access to the local businesses and thereby discourage further economic development, as well as delay the provision of goods and services.

Alternative 2, Alternative 3 and Alternative 9

Alternative 2 and Alternative 3 require a total ROW acquisition of 9.78 and 9.64 acres. Alternative 9 requires a total ROW acquisition of 9.52 acres (**Table V-1, and Figure V-1**). Seven commercial property structural displacements would be required as a result of the three build alternatives,



Option B-1 Modified

Applies to all three alternatives. Similar analysis groupings were assessed for Alternatives 3 and 4.

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE V-3
Access and Mobility Analysis
Groupings - Alternative 2: Single-Point N
Urban Diamond Intersection (SPUI)

L47

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

requiring the displacement of 23 total businesses. Of the seven structural displacements, four of the buildings have multiple business tenants, including the *Lapp Brothers Complex*, the *Randolph Beer and Wine Complex*, the *Rockville Pregnancy Center Complex*, and the *Buls Maytag Complex*. Each of the business tenants within these complexes is listed below. The commercial property structural displacements for all three of the build alternatives include:

- *U-Haul (Group G)*
- *Self-Storage USA (Group F)*
- *LAPP Brothers Office Complex (Group F)*
- *Randolph Beer & Wine Complex (Group F)*
- *Vacant Building (Future Kevin's Auto Body and Paint) (Group F)*
- *Rockville Pregnancy Center Complex (Group F)*
- *Buls Maytag Complex (Group F)*

The *LAPP Brothers Complex* includes the following businesses: *LAPP Brothers*, *Foreign Car Auto Service*, *SS Shoe Repair*, *SK Cleaners*, *Capital Communications*, *Viva Flamenco*, *Auto-dent Inc.*, *Master Auto Service Inc.*, *Botanical Interiors* and *A-1 Automotive Center*. The *Randolph Beer & Wine Complex* includes *Randolph Beer and Wine* and *Heavenly Nails*, whereas, the *Rockville Pregnancy Center Complex* includes the *Rockville Pregnancy Center*, *Techline Furniture & Cabinetry* and *Washington Apple Pi*. The *Buls Maytag Complex* consists of *Buls Maytag*, *K.S. Upholstery*, *R&B Steel Fabricators*, *Termini Bros., Inc.* and *Wid Mayer Co.*

Based on information gathered from the Greater Washington Initiative, a division within the Board of Trade, selected employment estimates from Dun & Brad Street business files and SHA, District 3 - Office of Real Estate, approximately 126 persons are employed at the 23 displaced businesses located within the previously mentioned seven commercial property structural displacements. The Greater Washington Initiative and SHA, District 3 - Office of Real Estate identified the number of persons employed at 17 out of a possible 28 (with Option B1-Modified) displaced businesses and the remaining employment data was determined by estimating a representative employment size for the individual business' line of work.

Alternative 2 - Option B1-Modified and Alternative 3 - Option B1-Modified each require a total ROW acquisition of 10.02 acres. Alternative 9 - Option B1-Modified would require a total ROW acquisition of 9.90 acres (*Table V-1, and Figure V-1*). For each of the build alternatives with Option B1-Modified, two additional commercial property structural displacements would occur, in conjunction with the seven commercial property structural displacements mentioned above. Each of the build alternatives with Option B1-Modified would require a total of nine commercial property structural displacements, requiring the displacement of 28 total businesses.

Each of the build alternatives with Option B1-Modified would displace the *Dental/Optical Office Complex* and the *Randolph Motors Complex*, which are commercial property structural displacements located within **Group F**, along with the same seven commercial property structural displacements discussed for each of the build alternatives without Option B1-Modified (*U-Haul, Self-Storage USA, the LAPP Brothers Office Complex, the Randolph Beer & Wine Complex, Vacant Building (Future Kevin's Auto Body and Paint) , the Rockville Pregnancy Center Complex and the Buls Maytag Complex*), all of which are located within **Groups F and G**. The *Dental/Optical Office Complex* consists of *Bright Dental Care* and *Montgomery Eye Care*. The *Randolph Motors Complex* includes *Randolph Motors, Gentle Dental* and *Onnik Dental Lab, Inc.* Approximately 142 employees, occupying the 28 businesses located within nine commercial property structural displacements, would be impacted by the build alternatives with the Option B1-Modified.

The three build alternatives displace 23 businesses without Option B1-Modified and 28 businesses with Option B1-Modified located within the seven or nine commercial property structural displacements. According to the 1992 North Bethesda Master Plan, land parcels identified for potential redevelopment exist in the vicinity of the study area. Potential opportunities exist for the displaced businesses to resume their commercial activities in close proximity to the MD 355 – Montrose Road/Randolph Road intersection. A database of available commercial property within a five-mile radius of the study area indicated that approximately nine commercial properties are available at the current time, totaling approximately 673,271 lot square feet of unoccupied commercial property (Metropolitan Regional Information Systems, Inc., 9/26/01).

The Rockville Chamber of Commerce (COC) was contacted to verify if any of the potential business displacements were minority-owned businesses. A request was made for the COC to check their database for any minority-owned businesses in the given area. Coordination with the

Rockville COC indicated that, within the potential business displacements, minority-owned businesses include, but are not limited to, the following:

- A-1 Automotive Center
- Auto Dent Care Inc.
- Heavenly Nails
- Master Auto Service Inc.
- Vacant Building (Future Kevin's Auto Body and Paint)
- Randolph Motors

b. Mobility and Access Impacts

Alternative 2, Alternative 3, and Alternative 9 would alter traffic patterns and travel access at *Group F* where *Brandon Direct Importers Warehouse* is located. Existing traffic on Randolph Road between Maple Avenue and Parklawn Drive would be diverted north of its current alignment. The new roadway would not provide direct access to the businesses along this segment of Randolph Road. Access to these businesses would require a turn at the signalized access road approximately 600 feet west of the tie-in at Randolph Road and Parklawn Drive. Businesses depending on pass-by traffic may be affected by the change in traffic pattern.

For each of the alternatives with Option B1-Modified, businesses would benefit from the addition of a slip ramp at the intersection of Nebel street and eastbound Randolph Road. Patrons traveling westbound on Randolph Road would still be required to use the signalized access road approximately 600 feet west of the tie-in at Randolph Road and Parklawn Drive.

Alternative 2 would alter the entrances to the *Group I* businesses in the *Mid Pike Plaza Shopping Center*, located west of MD 355 and south of Montrose Road. The existing full access to *Mid Pike Plaza* opposite the *Mervis Building* would be reduced to right-in/right out, accessible only from the southbound ramp to MD 355. Northbound MD 355 traffic would use the Texas U-turn provided at the SPUI to access the modified *Mid Pike Plaza* entrance. (A Texas U-turn is a free-flow ramp movement provided in advance of the signalized SPUI intersection that allows u-turns to be

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

completed without passing through the signalized intersection.) The existing right in/right out entrance south of the full access entrance would be closed, due to hazardous weave conditions, leaving the only viable full access along MD 187 (Old Georgetown Road).

Access to the businesses in **Group J**, which includes the *Mervis Building*, from MD 355 would be removed under Alternative 2. Entrance to these businesses would be available through Maple Avenue. The level of traffic that would occur on Maple Avenue may increase if this road is extended to MD 187 (Old Georgetown Road), as shown in the Montgomery County Master Plan.

Group K, where *Staples* is located, would be altered by Alternative 2, Alternative 3 and Alternative 9. Existing traffic on Randolph Road between Maple Avenue and Parklawn Drive would be diverted north of its current alignment. The new roadway alignment would not have direct access to Nebel Street and the businesses along this road. Access to the businesses along Nebel Street would require a right turn at a signalized access road approximately 600 feet west of the tie-in at Randolph Road and Parklawn Drive. Future roadway improvements along Maple Avenue may connect businesses along Nebel Street to the new MD 355 alignment. Businesses depending on pass-by traffic may be affected by the new traffic pattern.

For each of the alternatives with Option B1-Modified, businesses would benefit from the addition of a slip ramp at the intersection of Nebel Street and eastbound Randolph Road. Patrons traveling westbound on Randolph Road would still be required to use the signalized access road approximately 600 feet west of the tie-in at Randolph Road and Parklawn Drive.

Group L, containing the *Randolph Center*, would be altered by all three build Alternatives. Existing traffic on Randolph Road would be diverted north of its current alignment. The new roadway would not have direct access to Nebel Street and the businesses along this road. Access to the businesses along Nebel Street would require a right turn at a signalized access road approximately 600 feet west of the tie-in at Randolph Road and Parklawn Drive. Future roadway improvements along Maple Avenue and a signalized intersection at Maple Avenue and Chapman Avenue may also connect businesses along Nebel Street to the new MD 355 alignment.

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

For each of the alternatives with Option B1-Modified, businesses would benefit from the addition of a slip ramp at the intersection of Nebel street and eastbound Randolph Road. Patrons traveling westbound on Randolph Road would still be required to use the signalized access road approximately 600 feet west of the tie-in at Randolph Road and Parklawn Drive.

Alternative 2, Alternative 3 and Alternative 9 would also alter *Group M* where the *7-Eleven* is located. Existing traffic on Randolph Road would be diverted north of its current alignment. The new roadway would not have direct access to the businesses along existing Randolph Road. Access to the businesses in the southwest quadrant of Randolph Road and Parklawn Drive would require a right turn at a signalized access road approximately 600 feet west of the tie-in at Randolph Road and Parklawn Drive. Because of the new traffic pattern, businesses depending on pass-by traffic may be affected by the change in access.

Travel patterns and travel access to all other Groups of the study area would remain the same under Alternative 2, Alternative 3 and Alternative 9. *Figure V-3* shows the access and analysis groupings for Alternative 2. Similar analysis groupings were assessed for Alternatives 3 and 9.

Due to the localized nature of this study area, it is anticipated that access disruptions will be minimal allowing discouraged patrons to navigate to a desired location with ease. Effects to businesses may occur due to the loss in pass-by traffic.

c. Construction Impacts

Most businesses are anticipated to experience some impact during construction. Customers choosing alternate routes to avoid construction and construction-related delay will most likely impact businesses that rely on commuter traffic or drive-by business. Construction times will vary for each alternative (and each phase within each alternative), making specific determination of the duration of impacts difficult to estimate at this phase of study. Evaluation of preliminary phases of construction indicates that access to existing businesses to remain can be maintained during construction. Construction of the grade-separated alternatives can be phased such that all access is maintained in a manner appropriate for the construction condition. For example, the proposed final access to the *Montrose Schoolhouse* will be constructed in the first phase of construction, providing necessary access throughout the remainder of the construction.

d. Potential for New Business

Each of the alternatives are consistent with the *1992 North Bethesda/Garrett Park Master Plan's* goals of creating a future business environment for general commercial buildings (retail and office) and light industrial development. The 1992 Master Plan identified three areas in the study area as vacant or recommended for redevelopment. They include areas zoned light industrial east of the MD 355/Montrose-Randolph Road intersection, the Wilgus Property and *Mid Pike Plaza*. The Master Plan zoning recommendations for these parcels assume a roadway improvement at the MD 355/Montrose-Randolph Road intersection. Since publication of the Master Plan, additional development or development plans have occurred at these sites.

The No-Build Alternative will be less attractive than the build alternatives in accommodating future high-volume business activities such as retail because of increased traffic congestion. According to the Master Plan, the Wilgus property and *Mid Pike Plaza* both have development potential that includes retail. Of these properties, *Mid Pike Plaza* is more susceptible to impacts from higher levels of congestion because of its exclusive designation for commercial development. This property is currently designated as general commercial, which includes all types of retail stores. The Wilgus property has potentially greater flexibility for future business opportunity because of development potential that permits a greater variety of non-residential uses.

All of the build alternatives are consistent with the development opportunities proposed in the 1992 Master Plan for the area east of the project intersection designated light industrial. The designation for the area east of the project intersection was changed from light industrial to low intensity to reduce the intrusion of general office buildings to the area. This was necessary to preserve vital industrial space in this area of the county. The proposed project alternatives would be compatible with the small to medium scale business activities such as research and development, warehousing and storage, light manufacturing and product assembly that are proposed for this group of the study area. Alternative 2 will affect the potential for redevelopment and new business opportunities at *Mid Pike Plaza*. Existing full access to the plaza opposite the *Mervis Building* will be reduced to right-in/right-out, accessible only from the southbound ramp to MD 355. The existing right-in/right-out entrance south of the full access entrance will be closed due to hazardous weave conditions, leaving



the only viable full access along MD 187 (Old Georgetown Road). The loss of access to this property may potentially reduce the attractiveness of this location for the purposes of high customer volume businesses such as retail.

3. Effects on Tax Base and Property Values

Approximately \$150,000 will be lost from the local tax base because of the high number of business displacements caused by the project's action. This amount assumes a tax rate of \$2.76 for 40 percent of each property's assessed real value. The total real estate value without Option B1-Modified is approximately \$13 million; with Option B1-Modified, it's approximately \$13.5 million. The properties being taken will not be available for commercial use for the duration of construction. The properties along Parklawn Drive have potential to be redeveloped upon completion of the project. Additional commercial and industrial property exists along major roadways in close proximity to the project's study area. Despite the effects on tax base and property values, all of the build alternatives are anticipated to promote economic development in accordance with the State's Growth Policy. The mobility benefits associated with the build alternatives will enhance the study area's economic competitiveness. Because of increased mobility and safer access to local businesses, the proposed project is expected to have a positive economic impact on the State of Maryland.

C. Land Use Impacts

Alternative 1

Alternative 1 would not impact existing or future land use for the North Bethesda area, or for the county as a whole. Alternative 1 would not affect development patterns.

Alternatives 2, 3, 9 and Option B1-Modified – Direct Impacts

Alternatives 2, 3 and 9 would each directly impact land use similarly, since the proposed improvements for each alternative follow similar alignments.

Direct land use impacts (for all build alternatives) in the northwestern intersection quadrant would be minor, and would include adding an access ramp, and/or removing existing roadway pavement along existing Montrose Road.



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

Land use impacts in the northeastern intersection quadrant would involve adding access ramps and sidewalks within an area currently consisting of open space land use. Further east in the quadrant, the forested tract of land (east and west of the MARC/CSX transportation rail line) will be converted to transportation land use. Land use impacts in the southeastern intersection quadrant would involve converting the existing forested land use (immediately southeast of the existing intersection) to transportation land use. Depending on the alternative, woodland impacts would range between 10.3-10.7 acres (*see Section V.E.4.a*).

Each of the build alternatives would require displacement of seven commercial property structures without Option B1-Modified and nine commercial property structures with Option B1-Modified, all of which are located in the northeastern intersection quadrant, between the MARC/CSX transportation rail line and Parklawn Drive (refer to *Section V.B.2.a* for a detailed analysis of business displacements). The same 23 or 28 businesses that rent space from the seven or nine commercial property structures would be displaced for each of the build alternatives. These businesses are located within an area currently zoned as light industrial. All the displaced buildings and surrounding land use will be converted to transportation land use (*see Figure IV-7*). The primary land use impacts in the southwestern intersection quadrant involve converting all or part of the existing *Park and Ride* facility to transportation land use. Further information regarding the *Park and Ride* facility can be found in Chapter IV.

Alternatives 2, 3, 9 and Option B1-Modified –Master Plan Consistency

In addition to direct land use impacts associated with construction and right-of-way requirements for any of the build alternatives, other land use considerations were evaluated to determine if any of the alternatives would encourage or inhibit the county’s plans for the future build-out scenario. Coordination with M-NCPPC determined how each of the alternatives will influence the Master Plan build-out scenario. Each of the build alternatives will be consistent with the 1992 North Bethesda/Garrett Park Master Plan’s build-out scenario. The Master Plan defines construction of Montrose Parkway as essential to meeting future capacity needs for east and west vehicular movements. The Master Plan identifies upgrades to the MD 355 and Montrose/Randolph Road intersection and the CSX crossing as necessary to achieving the mobility requirements of a future Montrose Parkway roadway improvement. The No-Build scenario will not be consistent in achieving the future growth defined in the Master Plan.

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

It is anticipated that changes in land use will be consistent with that proposed in the *1992 North Bethesda/Garrett Park Master Plan*. Development that is inconsistent with the goals and expectations of the Master Plan will not occur as a result of the proposed build alternatives. As previously mentioned, it is possible that added traffic congestion associated with the No-Build Alternative will prevent the current land use scenario guided by the Master Plan from reaching its build-out.

Current land use is reflective of the underlying floating and transit development zoning classifications. Because of the flexibility in zoning, land use may change from its current state. However, it is anticipated that none of the build alternatives will result in land use changes or impacts that are inconsistent with the current master plan. Existing and future land use maps can be found in *Figures IV-6 and IV-7*.

The proposed highway improvements will impact some adjacent land uses. The SHA owned right-of-way currently includes several parcels of land adjacent to the highway and additional right-of-way will need to be acquired to build the proposed improvements.

Several environmental opportunities exist for these parcels. This includes area for potential stormwater management facilities, reforestation sites, landscaping for public use or open space. These elements may be combined to create a public gathering space with an attractive stormwater management pond and landscaping. The landscaping must be designed in accordance with available maintenance capabilities.

D. Impacts on Historic and Archeological Sites

The requirements of the National Historic Preservation Act (NHPA) implements 36 CFR 800, which regulates the Advisory Council on Historic Preservation and establishes the procedures for compliance with Section 106 of the NHPA. If historic properties listed in or determined eligible for the National Register of Historic Places (NRHP) are identified (36 CFR 800.4), the agency must assess how its project will affect them. Throughout this assessment, the agency should work with the State Historic Preservation Officer (SHPO) and consider the views of others, such as

*MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study*

representatives of local governments, property owners, members of the public, and the Advisory Council on Historic Preservation (ACHP). The agency’s assessment should use the criteria found in the ACHP’s regulations and guidance (36 CFR 800.5).

According to the current guidance, “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of an historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of an historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.”

In considering the potential effects of the project on the identified resources, the agency may make one of the following three determinations:

- no historic properties affected,
- no historic properties adversely affected, or
- historic properties adversely affected.

The agency has identified one historic property in the area of potential effects (APE) for the project. It has consulted with the SHPO and others—Montgomery Preservation, Inc., Peerless Rockville Historic Preservation, Ltd., Montgomery County Historic Preservation Commission, and City of Rockville Planning Department—to determine the potential effects of the project on the historic Montrose School. All of the alternatives involve changes to the intersection of MD 355 and Randolph Road.

1. Historic Sites

Montrose School - There are three alternatives being considered for the design and configuration of the intersection of MD 355 and Randolph Road. All three alternatives will result in the relocation of Randolph Road and the reconfiguration of the existing intersection. The Montrose School, located on the north side of Randolph Road, is in the APE for all alternatives.

In August 1970, the Montrose School was abandoned by the Montgomery County school system and deeded to the Montgomery County government. SHA acquired the Montrose School and its associated parcel in 1971 from Montgomery County in anticipation of a future transportation use. In 1978 the Montrose School was nominated for listing on the National Register of Historic Places (NRHP) under criterion C of the NRHP. Criterion C states that “the quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of locations, design, setting, materials, workmanship, feeling, and association, and that embody the distinctive characteristics of a type, period, or method of construction that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.” In 1979 the Montrose School building was sold to Peerless Rockville Historic Preservation Ltd. The school was subsequently listed on the NRHP in January 1983. In 1986 Peerless Rockville Historic Preservation Ltd. agreed to lease the property surrounding the school with the provision that if SHA needed the land for transportation purposes, Peerless Rockville would be responsible for moving or razing the school at their expense. The Maryland Historical Trust (MHT) acquired an easement on the building in 1986.

The Montrose School is the only significant historic standing structure in the study area, and it will be similarly affected by all of the build alternatives because they all result in encroachment within the historic boundary of the school. Alternative 2 will require 0.10 acre from within the historic boundary, Alternative 3 will require 0.07 acre and Alternative 9 will require 0.08 acre (*Table V-1*). The area required by each of the alternatives is comprised of grass, bushes and a sidewalk. The B-1 Modified tie-in option will have no further impacts within the historic boundary. All build alternatives also propose a change in access to the school. The existing entrance is on Randolph Road; however the build alternatives will redirect traffic to a proposed rear entrance accessed from

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

Chapman Avenue that leads to a driveway behind the school. The area within the historic boundary that will be affected for the new access is comprised of woodlands. All of the alternatives will permit the continued visibility of the Montrose School from Randolph Road.

The encroachment by the build alternatives on the property surrounding the Montrose School does not require evaluation under Section 4(f) of the US DOT Act of 1966. A provision in Section 4(f) stipulates that if the property was acquired for transportation purposes prior to the determination of its historic significance the property is not eligible for consideration under section 4(f). Because the property was acquired for transportation purposes prior to the determination of its historic significance, the property is not eligible for consideration under section 4(f) of the U.S. Department of Transportation Act of 1966. Impacts associated with the project are being coordinated with the MHT as part of SHA's Section 106 compliance pursuant to the National Historic Preservation Act.

All three build alternatives being considered result in an impact of between 0.07 and 0.10 acre within the Montrose School historic boundary for permanent impacts and 0.03 acre for temporary construction impacts. This area is located along Randolph Road in front of the Montrose School property and on the west side of the property where the new access road is proposed. The Federal Highway Administration (FHWA) and SHA have determined that this minor amount of impact with any of the build alternatives will have no adverse impact on the Montrose School. The SHPO concurred with this determination on October 15, 2001. Please refer to Page VI-73 in ***Chapter VI***, Other Agency Correspondence.

2. Archeological Sites

Identification and evaluation of archeological resources was completed in accordance with the requirements of 36 CFR 800.4 for all alternatives under consideration.

No National Register eligible archeological resources would be impacted by the alternatives as concurred in by the SHPO on October 15, 2001. Please refer to Page VI-73 in ***Chapter VI***, Other Agency Correspondence.

E. Natural Environment

1. Topography and Geology

Alternative 1 (No-Build) would not affect existing topography or geology in the study area.

Alternative 2, Alternative 3 and Option B1- Modified would not substantially affect topography or underlying geologic features in the study area. Some grading will be needed for construction of new roadways. Construction of the bridge over Randolph Road would cause an increase in the amount of fill needed to achieve grade separation. The grade separation at the railroad would result in the increase in the amount of fill to raise the road.

Alternative 9 would involve cutting and/or filling to achieve grade separation at the MD 355 Randolph Road intersection. Construction of ramps would also involve moving earth. As in both of the other alternatives, grade separation at the railroad track would result in the increase in the amount of fill to raise the road.

No unique geologic features or economically important mineral deposits would be affected by any of the build alternatives.

2. Soils

a. Erosion and Sedimentation

Soils would not be affected by Alternative 1.

Construction of any of the build alternatives would affect soils, especially by erosion and subsequent sedimentation during the building phase. Any erosion would primarily be caused by removal of existing vegetation, leading to increased exposure of soils to weather and runoff potential.

Sedimentation may increase slightly as soil becomes disturbed and subsequently erodes. No streams or waterways occur within the proposed construction zone under any of the build alternatives. Several methods would be used together to decrease erosion effects, including structural, vegetative, and operational methods during construction. These control measures may include:

- conducting work during drier seasons (i.e. autumn and early winter).
- seeding, sodding, and stabilizing slopes as soon as possible to minimize the exposed area
- stabilizing ditches at the tops of cuts and at the bottoms of fill slopes before evacuation and formation of embankments
- proper use of sediment traps, silt fences, slope drains, water holding areas and other control measures
- use of diversion dikes, mulches, netting, energy dissipaters, and other physical erosion controls on slopes where vegetation cannot be supported

A grading plan and sediment and erosion control plan will be prepared and implemented in accordance with Maryland Department of the Environment (MDE) regulations. The grading and sediment control plans will minimize the potential for impacts to water quality from erosion and sedimentation.

3. Water Resources

a. Surface Water and Groundwater

Alternative 1 would not result in the construction or modification of any culverts or bridges, nor would it affect water quality.

Several potential locations for stormwater management facilities have also been identified based on a preliminary evaluation of each alternative (*Figure V-2*). The exact size and location of these facilities will be identified in the final storm water management plan, to be developed during the final design phase of the project and submitted to MDE for review and approval.

None of the MD 355 build alternatives or Option B-1 modified would affect aquifer formations or the level of the groundwater table because local aquifers are recharged by precipitation throughout the study area. In general, fluctuations of the groundwater level depend upon precipitation amounts and temperature.

All of the build alternatives have limited potential for groundwater contamination from roadway runoff due to the fact that there are closed drainage systems throughout the study area. Possible pollutants would include engine oil, brake lining, coolant, rubber, and road salt. The impacts are

**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

limited spatially by the natural processes of the soil, so there should be less effect farther from the roadway. To minimize adverse effects from road wash, storm-water best management practices (BMPs) would be strictly followed to comply with MDE standards. Specific measures include adherence to erosion and sediment control procedures, vegetating and stabilizing exposed soil. Other measures may include properly handling hazardous materials during the construction phase.

4. Ecological Effects

a. Terrestrial Wildlife/Habitat

Alternative 1 would not affect existing terrestrial habitat conditions.

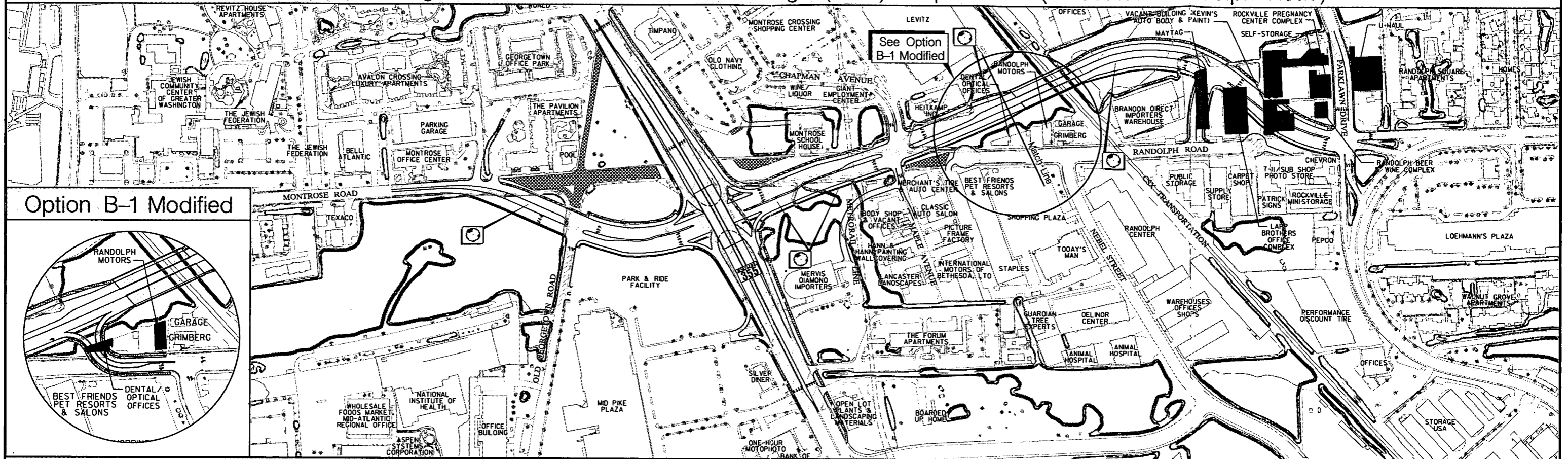
Alternatives 2, 3 and 9 would minimally affect quality of wildlife habitat and vegetation because any proposed construction would occur within dense urban development area with only small wooden stands throughout the study area. Depending on the alternative, between 10.3 – 10.7 acres of woodland habitat would be eliminated. (*Table V-2 and Figure V-4*). The loss of vegetation would decrease the amount of available habitat for local animal populations that may reside in the study area. The loss of vegetation may also encourage these animal populations to relocate to other vegetated areas. Option B-1 modified will not increase woodland impacts for any of the alternatives.

TABLE V-2
Description of Woodland Impacts

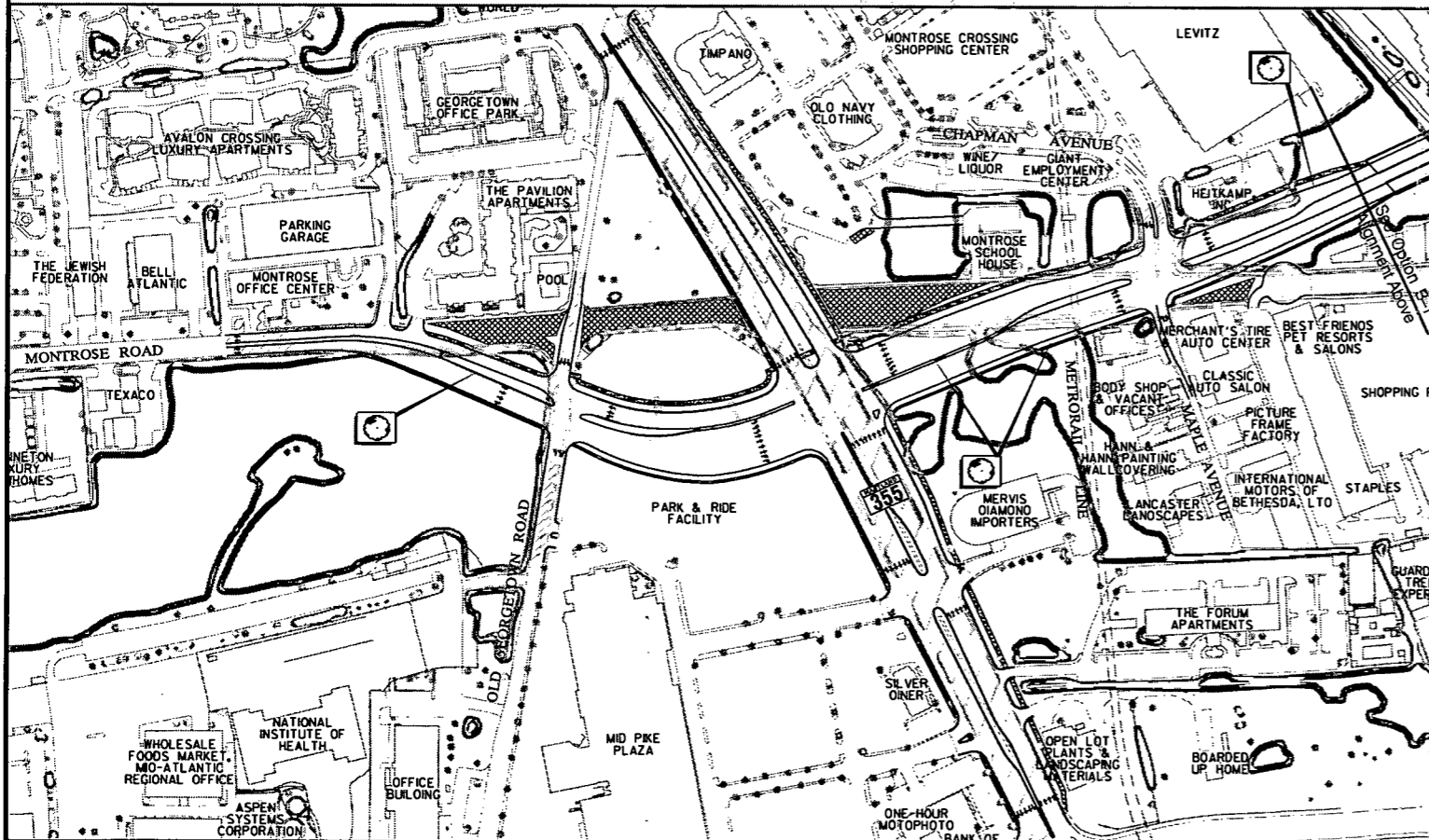
Alternative	Total Woodland Impact
No Build Alternative	0
Alternative 2	10.7
Alternative 3	10.3
Alternative 9	10.7

The Maryland Reforestation Act requires the minimizing of forest clearing, replacement of removed wooded areas, or contributions to a reforestation fund if forested areas are taken. See *Table V-2* for impacted woodland acreage. Any alternatives would comply with the Maryland Reforestation Act. Every effort will be made to minimize the impacts within the project area.

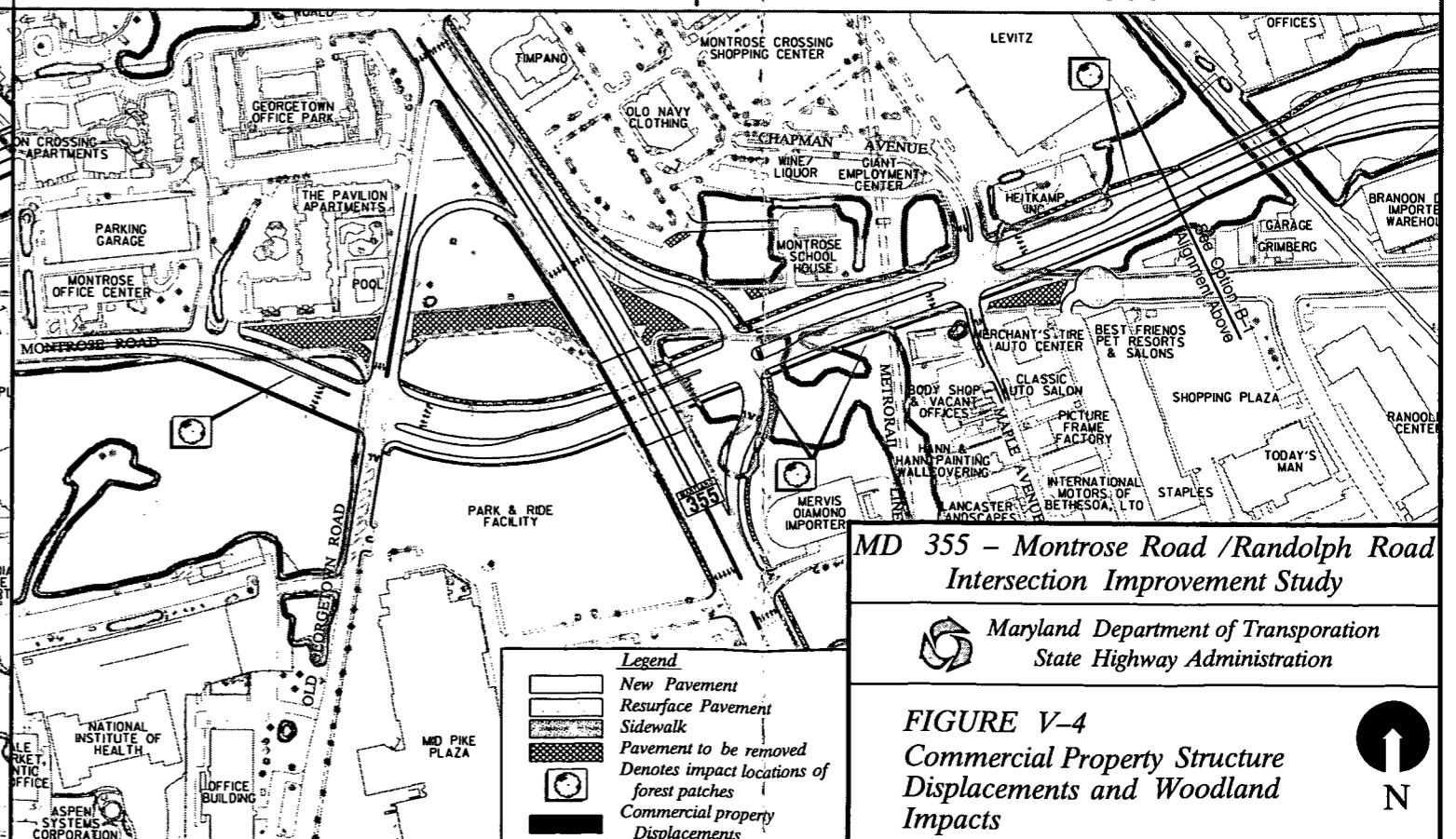
Alternative 2: Single-Point Urban Diamond Interchange (SPUI) – Option B-1 (Relocated Randolph Road)



Alternative 3: At-Grade Intersection



Alternative 9: Randolph Road Under MD 355



MD 355 – Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE V-4
Commercial Property Structure
Displacements and Woodland
Impacts

Legend

- New Pavement
- Resurface Pavement
- Sidewalk
- Pavement to be removed
- Denotes impact locations of forest patches
- Commercial property Displacements



Coordination with DNR and USFWS indicated that no known federal or state rare, endangered, or threatened species were identified within the study area (refer to DNR and USFWS correspondence, in *Chapter VI*), therefore, none will be affected by any alternative.

Alternative 1 would have no effect on terrestrial wildlife. Alternatives 2, 3, 9 and Option B-1 modified, would have minimal effects on wildlife populations within the study area since construction would be located in an urban area. Some squirrels, chipmunks, birds and insects that dwell in trees and open space of the study area would be displaced, possibly resulting in a reduction in populations of those affected species. Edge species that live along the roadways in the project area would be pushed farther into the interior of adjacent wooded areas, open space, and residential/business areas, but new edge habitat should form. The loss of vegetation may also indicate that animal populations could relocate to other vegetated areas.

b. Aquatic Wildlife/Habitat

Alternative 1 would not affect current aquatic wildlife.

Alternatives 2, 3, 9, and Option B-1 modified would only minimally affect aquatic species in the study area. Some road runoff flowing along drainage ditches may carry slightly increased amounts of pollutants from vehicle traffic into streams. However, most road runoff would be filtered by the soil before contacting surface waters. The potential construction would not be adjacent to any streams.

F. Noise Impacts

1. Introduction

Six receptor sites are located within the study area as shown in *Figure IV-11*. The sites are located in three Noise Sensitive Areas (NSAs). Receptors were selected to represent the overall noise environment and to determine locations where noise sensitive land uses may be impacted. All of the alternatives under consideration in this EA would change traffic patterns within the study area, so a noise analysis was conducted to determine whether these changes would cause noise to increase beyond Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) and



Maryland State Highway Administration (SHA) criteria. This section presents information regarding the analytic approach, details regarding impact criteria and SHA policy, and analysis results.

2. Noise Prediction Methodology

A sound barrier analysis was performed following a multi-step, analytical approach to identify noise impacts and evaluate potential mitigation measures. As discussed in *Section IV.F.2, "Existing Noise Conditions,"* this approach includes the collection of field noise measurements, which are used to validate the noise levels predicted by FHWA's Traffic Noise Model Version 1.1 (TNM model). Once model validation is achieved, design-year traffic volumes and speeds are input into the validated model to predict future traffic-related noise levels in the study area. These noise levels are then compared against existing noise levels and FHWA and SHA criteria to determine if any potential impacts could occur in the study area. If, based on the applicable criteria, potential impacts are predicted in the study area, mitigation alternatives, such as sound barriers, are evaluated. If sound barriers are deemed to be the most effective means of mitigation, then a sound barrier feasibility and reasonableness evaluation is performed following SHA policy.

a. Federal Highway Administration Standards/SHA Guidelines

The effects of noise from the proposed roadway improvements are judged in accordance with the FHWA policies as established by 23 Code of Federal Regulations (CFR) Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*. The FHWA NAC shown in *Table V-3* are based on specific land uses and are used in determining the need to study noise attenuation. The study area for this project contains residential, commercial, and community facility (daycare) land uses. Locations that were considered noise-sensitive and, therefore, evaluated in this analysis are included under land use category B. FHWA considers land use areas included under this category to be "impacted" if traffic-related noise is predicted to approach or exceed 67 dBA or if the noise level increases substantially over current levels to reach 57 dBA. The SHA defines "approach" as a noise level of 66 dBA and a "substantial" increase as 10 dBA.



TABLE V-3

Noise Abatement Criteria (NAC)

Activity Category	L _{eq} (1-hour) (dBA)	Description of Activity Category
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 Exterior	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 Exterior	Developed lands, properties, or activities not included in Categories A or B.
D	--	Undeveloped land.
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

approach or exceed 67 dBA or if the noise level increases substantially over current levels to reach 57 dBA. The SHA defines “approach” as a noise level of 66 dBA and a “substantial” increase as 10 dBA.

SHA’s sound barrier policy is applicable to projects funded with Federal and/or State funds. Sound barriers are evaluated in one of two separate categories. The first category (Type I) is for the construction of new highways or for improvements to existing highways that increase their traffic capacity. The second category (Type II) is for existing highways not being expanded. The MD 355/Montrose-Randolph Road improvements are considered a Type I project because the proposed construction would locate roadways in new alignments. A Type I study requires that the resulting noise impacts on existing receptors from the no-build and all build alternatives be evaluated 20 years into the future (the design-year). Future noise levels are predicted for the design-year using the TNM model.

The TNM model was developed by FHWA to assess highway traffic noise levels and mitigation for specific sites. The model uses an experimentally and statistically determined reference sound level for each class of vehicle (i.e., automobiles, medium-duty trucks, heavy-duty trucks, buses, and motorcycles), and it incorporates input from traffic data (i.e., volume, truck percentages, speeds) and site characteristics including topography, buildings, and roadway configuration.

The predicted noise levels are presented for the no-build and three build alternatives both with and without barriers in *Table V-4*. Noise mitigation was only considered for noise-sensitive areas that would be impacted under the proposed build alternatives. The evaluation of sound barrier feasibility and reasonableness is defined by SHA as follows:

Feasibility

Sound barrier feasibility is defined as the engineering and acoustical ability to provide effective noise reduction. Sound barrier feasibility will be based upon the following:

1. If noise levels cannot be reduced by at least 3 decibels at impacted receptors, a noise barrier will not be considered feasible. The noise reduction goal for receptors with the highest noise levels (first row receptors) is 7-10 decibels. If a noise reduction of 7-10 decibels cannot be achieved, the barrier will be considered not to be feasible.
2. If the placement of a sound barrier will restrict pedestrian or vehicular access or would cause a safety problem, such as limiting sight distance or reduction of a vehicle recovery area, the barrier will not be considered feasible.
3. If the construction of a sound barrier will result in significant utility impacts, the barrier will not be considered feasible. Significant utility adjustments can have a major impact on barrier design options and construction costs.
4. If the construction of a sound barrier will have an impact upon existing drainage, it could be considered not to be feasible. Drainage is an important element in the location and design of a sound barrier. The potential for impact to drainage patterns and systems and flooding will be considered in the overall decision on whether construction is feasible and reasonable.

**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

**Table V-4
Noise Analysis Summary**

NSA	Receptor	Date Built ¹	Noise Levels (Leq, 1-hour, dBA)															Barrier Analysis
			Existing 2000	No-build 2020	Baseline	Build 2020			Change Over No-build			Change Over Baseline			Build With Barrier			
						Alt 2	Alt 3	Alt 9	Alt 2	Alt 3	Alt 9	Alt 2	Alt 3	Alt 9	Alt 2	Alt 3	Alt 9	
A	1	1995	53	55	-- ³	57	55	57	2	0	2	-- ³	-- ³	-- ³	-- ⁴	-- ⁴	-- ⁴	No noise mitigation required in NSA A because this location is not impacted under any of the build alternatives.
	2		53	54	-- ³	55	53	56	1	-1	2	-- ³	-- ³	-- ³	-- ⁴	-- ⁴	-- ⁴	
B	3	1984	70 ²	71	-- ³	66	65	67	-5	-6	-4	-- ³	-- ³	-- ³	-- ⁴	-- ⁴	-- ⁴	No noise mitigation warranted because receptors are not at ground level.
	4		66	67	-- ³	65	64	68	-2	-3	1	-- ³	-- ³	-- ³	-- ⁴	-- ⁴	-- ⁴	Effective mitigation not feasible due to presence of privately owned wall at this location.
	5		63	65	65	62	64	67	-3	-1	2	-3	-1	2	-- ⁴	-- ⁴	-- ⁴	No noise mitigation required because this location does not meet SHA reasonableness criteria.
C	6	1909	64	67	-- ⁵	67	64	68	0	-3	1	>3	>3	>3	61	-- ⁴	61	Noise mitigation is warranted at this location, but a barrier is considered unreasonable according to SHA policy because it would not be consistent with the historic setting of the school. A final determination on the feasibility and reasonability of noise barriers for this NSA will be made after SHA has identified the selected alternative and additional design information is available.

¹ Date Built is when the residences or school was constructed.
² Shaded values represent levels that approach or exceed SHA noise impact criteria.
³ A cumulative effects analysis was not performed for this location because a barrier was determined to be unwarranted or infeasible.
⁴ Mitigation is not warranted, not feasible, or not reasonable at this location.
⁵ The Montrose School House was constructed prior to the roadway. Based on the construction date of the Montrose School House, roadway improvements since its construction have most likely produced a cumulative increase in noise levels exceeding 3dBA. Although noise abatement is feasible at this location, it is considered unreasonable due to the historic setting of the school. A final determination on the feasibility and reasonability of noise barriers for this NSA will be made after SHA has identified the selected alternative and additional design information is available.
⁶ Mitigation in the form of wall-type barriers found to be unreasonable due to visual impacts. A final determination on the feasibility and reasonability of noise barriers for this NSA will be made after SHA has identified the selected alternative and additional design information is available.

Reasonableness

Each individual impact area will also be evaluated to determine if construction of a sound barrier is reasonable. Reasonableness will be based upon the following:

1. If 75% of the impacted residents do not approve the proposed sound barrier, the barrier could be considered not to be reasonable.
2. If existing noise levels are expected to increase by 10 decibels or more, but will be less than 57 decibels, a sound barrier will be considered not to be reasonable. If a change over no-build levels of less than 3 decibels would result from a build condition, a sound barrier could be considered not to be reasonable.

Consideration will also be given to the cumulative effects of interim highway improvements made after the original highway construction. If the cumulative increase in design year build noise levels at noise sensitive receptors that existed when prior improvements were made is equal to or greater than 3 decibels, noise abatement could be considered reasonable.

If noise levels equal or exceed 72 decibels at impacted noise sensitive receptors, SHA will consider a sound barrier reasonable for any proposed highway expansion that will increase noise levels provided that other feasibility and reasonableness criteria are met.

3. If the cost of a sound barrier will exceed \$50,000 per benefited residence, the barrier will be considered not to be reasonable. The cost/residence is determined by dividing the cost of a sound barrier by the total number of benefited residences.

All benefited receptors will be included in the cost/residence calculation. Non-residential receptors such as schools, churches, historic areas, etc. could be considered as equivalent residences for cost/residence calculations, based upon 10 equivalent residences for each use.

If the cost of a barrier exceeds the \$50,000 maximum, SHA will fund up to the maximum, if the balance is made available from another source or sources.

SHA will look at both the cost/residence for individual noise sensitive areas and the average cost/residence for the entire project in determining reasonableness. Noise sensitive areas with a cost/residence of less than \$100,000 would be included in the project cost averaging. If the average cost/residence for the project is less than \$50,000, sound barriers will be considered reasonable.

4. If a very tall sound barrier would have to be located close to the impacted receptors, and would have a negative visual impact, construction of the barrier could be considered not to be feasible. The relationship of the location of a sound barrier to the receptors to be protected will be considered in making a reasonableness determination.

5. If the construction of a sound barrier will result in an impact to a Section 4(f) resource, it could be determined not to be reasonable. Section 4(f) resources include publicly owned recreation areas and parks, wildlife areas, conservation areas and historic sites that are either on or considered eligible for the National Register of Historic Places.

Reasonableness will consider the significance of impact and the feasibility of avoidance. A 4(f) document will be prepared as required by federal regulations and consultation and coordination with those responsible for the resource will be carried out and documented.

3. Noise Prediction Results and Impact Assessment

Using the approach discussed in previous sections, it was determined that noise levels in the study area exceed the NAC in some locations. At each of these locations the feasibility and reasonableness of constructing a sound barrier was evaluated and, if deemed appropriate based on FHWA and SHA policies, a detailed barrier analysis was performed.

In order to determine potential impacts and evaluate the need for mitigation in the study area, noise levels were compared to the applicable NAC. *Table V-4* shows forecasted 2020 noise levels at noise-sensitive locations. As shown in *Table V-4*, Receptors 3, 4, 5, and 6 all meet the SHA noise impact criterion of 66 dBA under at least one of the build alternatives. In general, noise levels associated with Alternative 3 (At-grade Intersection) are lower than the other two build alternatives throughout the study area due to reduced speeds resulting from traffic control devices, such as traffic signals, proposed under this alternative.

4. Mitigation Measures

In acoustical analysis, various methods of noise abatement are possible: noise attenuation through a sound barrier placed between the source and the receptor; traffic flow restrictions or controls; and attenuation of noise generated by the vehicles.

Several types of sound barriers, including walls and earth berms, can be used to reduce noise levels at sensitive receptors. An effective sound barrier should, in general, extend in both directions for four times the distance between the receptor and roadway (source) and provide a 7 to 10 dBA reduction in the noise level at receptors with the highest noise levels (first row). Because berms

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

would require a significant amount of additional right-of-way, only wall-type barriers were analyzed in this study. While NSAs were selected where impacts were expected to occur, some NSAs are not impacted according to the NAC under the proposed build alternatives. Mitigation was not investigated at these locations because the 2020 build noise levels would not approach or exceed FHWA impact criteria. Mitigation was also not analyzed in those residential neighborhoods where required access for driveways and sidewalks would make construction of barriers impossible. At these locations, or other locations where mitigation is not feasible or reasonable, investigations will be made during final design to determine if landscaping buffer schemes, or other options that would soften the effects of the proposed improvements, could be utilized in a cost-effective way.

An evaluation of potential noise abatement measures for each NSA in the project study area is described below. A final decision on the installation of abatement measures will be made upon completion of project design and the public involvement process.

Noise Sensitive Area A – Avalon Crossing Luxury Apartments

NSA A consists of five apartment buildings located west of the intersection along Montrose Road, behind the Montrose Office Center and the Bell Atlantic Building. This NSA is represented by Receptors 1 and 2. NSA A would experience build noise levels ranging from 53 to 57 dBA and would not be impacted under any of the build alternatives. The cumulative noise effects of roadway improvements were not investigated because NSA A is not impacted. Investigation of a barrier at this location is not warranted.

Noise Sensitive Area B – Pavilion Apartments

NSA B consists of one apartment building with an outdoor pool, located in the northeastern quadrant of the intersection of Montrose Road and MD 355. This NSA is represented by Receptors 3, 4, and 5. In general, as shown in *Table V-4*, noise levels decrease from the existing and no-build conditions to the build alternatives, because under all of the build alternatives Montrose Road would be moved south, away from the receptors at this location.

Receptor 3 represents four residences on the south side of the building along Montrose Road and would experience noise levels ranging from 65 to 67 dBA under the build alternatives. This location would be impacted under Alternatives 2 and 9. A noise barrier was considered for Receptor

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

3 under Alternatives 2 and 9. However, Receptor 3 represents second floor residences, not ground level residences; therefore, according to FHWA and SHA criteria, mitigation is not warranted and a detailed barrier analysis was not performed. Because mitigation is not warranted, the cumulative effects of traffic noise were not investigated at this location.

Receptor 4 represents the outdoor pool and would experience noise levels ranging from 64 to 68 dBA under the build alternatives. This location would only be impacted under Alternative 9. A noise barrier was considered for Receptor 4 under Alternative 9. However, an existing privately owned wall along the proposed roadway, five to ten feet in height at this location, does not allow adequate spacing for the construction of a barrier in front of the pool. Therefore, the cumulative effects of traffic noise were not investigated and a detailed barrier analysis was not performed.

Receptor 5 represents two residences on the east side of the building along Old Georgetown Road and would experience noise levels ranging from 62 to 67 dBA under the build alternatives. This location would also only be impacted under Alternative 9. A noise barrier was considered for the residences represented by Receptor 5 for Alternative 9.

In the process of considering a noise barrier at this location, the cumulative effect of traffic noise due to roadway improvements was evaluated. The Pavilion Apartments were constructed in 1984 and MD 355 was last improved in 1980 (six lanes were added). Therefore, the Pavilion Apartments post-date the most recent roadway improvements to MD 355 and residences represented by Receptor 5 would not experience any cumulative traffic noise effects. Noise levels at this location do not increase by the minimum required 3 dB between the no-build and proposed build conditions. Consequently, this location does not meet SHA reasonableness criteria and a detailed barrier analysis was not performed.

Noise Sensitive Area C – Montrose Schoolhouse

NSA C consists of the Montrose School House, an historic site listed on the National Register of Historic Places that currently operates as a daycare facility. This NSA is represented by Receptor 6. NSA C would experience build noise levels ranging from 64 to 68 dBA and would be impacted under Alternatives 2 and 9. According to FHWA and SHA impact criteria, investigation of a sound barrier is warranted for NSA C under these two alternatives.

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

In the process of considering a barrier at this location for these two alternatives, the cumulative effect of traffic noise due to roadway improvements was evaluated. Based on the construction date of the *Montrose Schoolhouse* (1909), roadway improvements since its construction have most likely produced a cumulative increase in noise levels exceeding 3 dBA and noise abatement would be considered reasonable at this location.

Barrier analyses were conducted for the schoolhouse under Alternatives 2 and 9. Under both alternatives the dimensions of an effective barrier would be range from 16 to 26 feet high and 598 to 625 feet long. An effective barrier would have to be located immediately adjacent to the historic site to provide adequate noise reduction. The potential barrier would range from \$250,200 for Alternative 9 to \$263,300 for Alternative 2. However, the barrier is considered unreasonable according to SHA policy because it would not be consistent with the historic setting of the school. In addition, Peerless Rockville, the historic preservation group that owns the school, has voiced their concern over the viewshed of and from the site. A final determination on the feasibility and reasonability of noise barriers for these NSAs will be made after SHA has identified the selected alternative and additional design information is available. As discussed above, at locations where mitigation is not feasible or reasonable, investigations will be made during final design to determine if landscaping buffer schemes, or other options that would soften the effects of the proposed improvements, could be utilized in a cost-effective way. These investigations will be conducted by SHA in coordination with the property owners.

5. Construction Noise

Land uses that would be sensitive to vehicular noise would also be sensitive to construction noise. Although highway construction is a short-term phenomenon, it can cause significant noise impacts. Additionally, it is likely that some construction may occur at night to avoid severe traffic impacts. The extent and severity of the noise impact would depend upon the phase of construction and the noise characteristics of the construction equipment in use. Construction would have a direct impact on receptors located close to the construction site and would have an indirect impact on receptors located near roadways whose traffic flow characteristics are altered due to rerouting from the construction site.

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

As with any major construction project, areas around the construction site are likely to experience varied periods and degrees of noise impact. This type of project would probably employ the following pieces of construction equipment that would likely be sources of construction noise:

- Bulldozers and earth movers,
- Graders,
- Front End Loaders,
- Dump and other diesel trucks, and
- Compressors.

Maintenance of construction equipment will be regular and thorough to minimize noise emissions because of inefficiently tuned engines, poorly lubricated moving parts, poor to ineffective muffling/exhaust systems, etc.

G. Air Quality

1. Objectives and Types of Analysis

This analysis will serve as support documentation for the project and has been prepared in accordance with the U.S. Environmental Protection Agency (US EPA), Federal Highway Administration (FHWA), and Maryland State Highway Administration (MD SHA) guidelines. Carbon monoxide (CO) impacts are analyzed as the accepted indicator of vehicle-generated air pollution.

The EPA CAL3QHC dispersion model is used to predict carbon monoxide (CO) concentrations for air quality sensitive receptors for both the build year (2010) and design year (2020). The detailed analyses predict air quality impacts from CO vehicular emissions for both the No-Build Alternative and the Build Alternatives at each receptor location. Modeled 1-hour and 8-hour average CO concentrations are added to background CO concentrations for comparison to the State and National Ambient Air Quality Standards (S/NAAQS).



175

2. Construction Impacts

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration has addressed this possibility by establishing "Standard Specifications for Construction and Materials" which specifies procedures to be followed by contractors involved in site work.

The Maryland Air and Radiation Management Administration was consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations Governing the Control of Air Pollution in the State of Maryland". The Maryland Air and Radiation Management Administration found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.03D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area.

3. Receptor Site Locations

Three (3) air quality receptors were selected to represent air quality sensitive locations within the study area. All receptors were located near intersections. Seventeen (12 total for the Build Alternatives and 5 for the No-Build Alternative) signalized intersections were analyzed. At these intersections, receptors were placed at the edge of right-of-way along roadways where queue lengths form. The CO concentration listed for the intersection is the maximum concentration from the receptors used to analyze the intersection. The locations of the receptors are described in *Table V-5* and *Figure V-5*.

4. Results of the Microscale Analysis

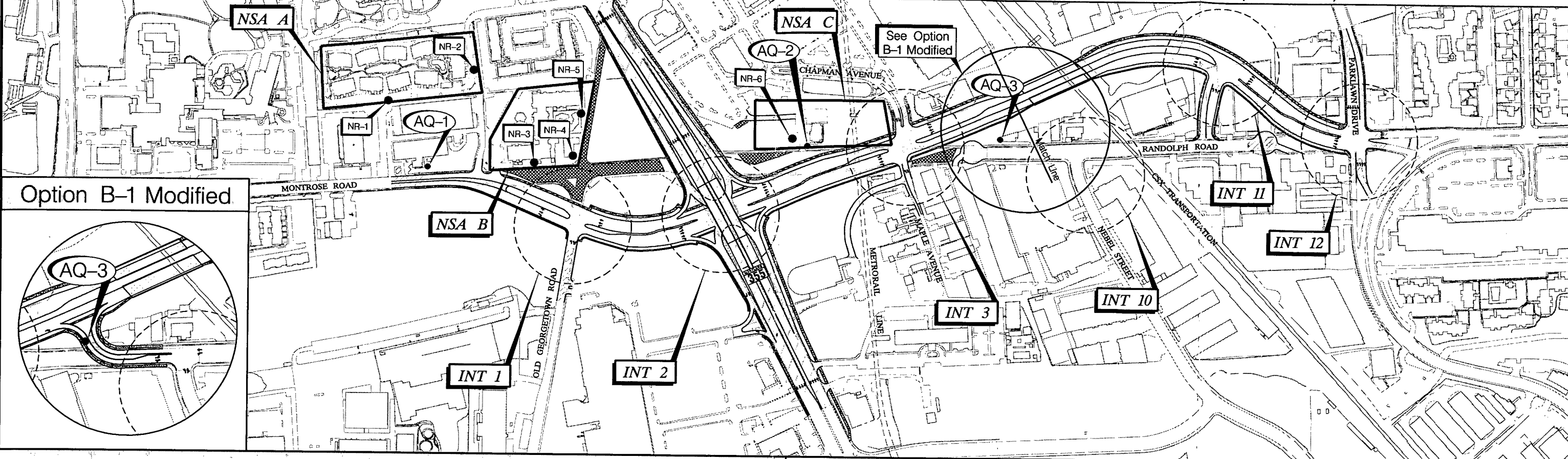
A summary of the CO concentrations is shown in *Tables V-6 and V-7*. The values listed for INT-1 through INT-17 are the highest CO concentration from the matrix receptors around the intersection. The concentrations resulting from the No-build Alternative or the implementation of any Build Alternative are below the State and National Ambient Air Quality Standards (S/NAAQS) for the one-hour analyses. The concentrations resulting from Build Alternatives 2 and 9 are also below the

TABLE V-5

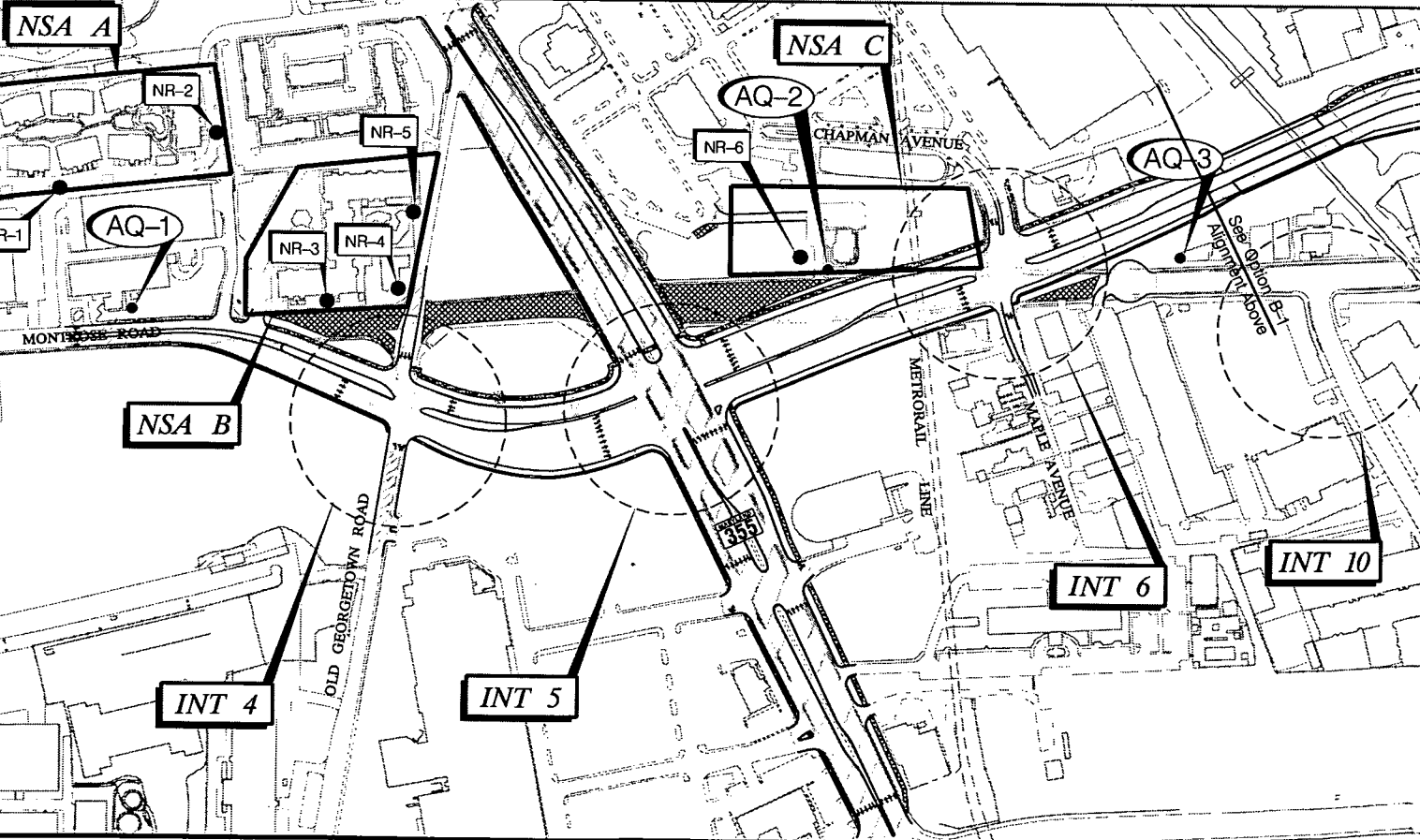
Air Quality Receptor Locations

RECEPTOR	LOCATION	DESCRIPTION
AQ-1	6001 Randolph Road	Montrose Office Center
AQ-2	5721 Randolph Road	Montrose School
AQ-3	5515 Randolph Road	Eye Doctor/Dentist
INT-1	Montrose/Randolph Road @ Old Georgetown Road (Alternative 2 Build Only)	Intersection Analysis - 15 Receptors
INT-2	Montrose/Randolph Road @ MD 355 (Alternative 2 Build Only)	Intersection Analysis - 20 Receptors
INT-3	Montrose/Randolph Road @ Maple Avenue (Alternative 2 Build Only)	Intersection Analysis - 12 Receptors
INT-4	Montrose/Randolph Road @ Old Georgetown Road (Alternative 3 Build Only)	Intersection Analysis - 20 Receptors
INT-5	Montrose/Randolph Road @ MD 355 (Alternative 3 Build Only)	Intersection Analysis - 20 Receptors
INT-6	Montrose/Randolph Road @ Maple Avenue (Alternative 3 Build Only)	Intersection Analysis - 15 Receptors
INT-7	Montrose/Randolph Road @ Old Georgetown Road (Alternative 9 Build Only)	Intersection Analysis - 20 Receptors
INT-8	Montrose/Randolph Road @ MD 355 (Alternative 9 Build Only)	Intersection Analysis - 19 Receptors
INT-9	Montrose/Randolph Road @ Maple Avenue (Alternative 9 Build Only)	Intersection Analysis - 15 Receptors
INT-10	Montrose/Randolph Road @ Nebel Street (Option B1 Build Only)	Intersection Analysis - 15 Receptors
INT-11	Montrose/Randolph Road @ Access Road (Option B1 Build Only)	Intersection Analysis - 13 Receptors
INT-12	Montrose/Randolph Road @ Parklawn Drive (Option B1 Build Only)	Intersection Analysis - 20 Receptors
INT-13	Montrose Road @ Old Georgetown Road (No Build Only)	Intersection Analysis - 20 Receptors
INT-14	Montrose/Randolph Road @ MD 355 (No Build Only)	Intersection Analysis - 20 Receptors
INT-15	Randolph Road @ Maple Avenue (No Build Only)	Intersection Analysis - 18 Receptors
INT-16	Randolph Road @ Nebel Street (No Build Only)	Intersection Analysis - 15 Receptors
INT-17	Randolph Road @ Parklawn Drive (No Build Only)	Intersection Analysis - 20 Receptors

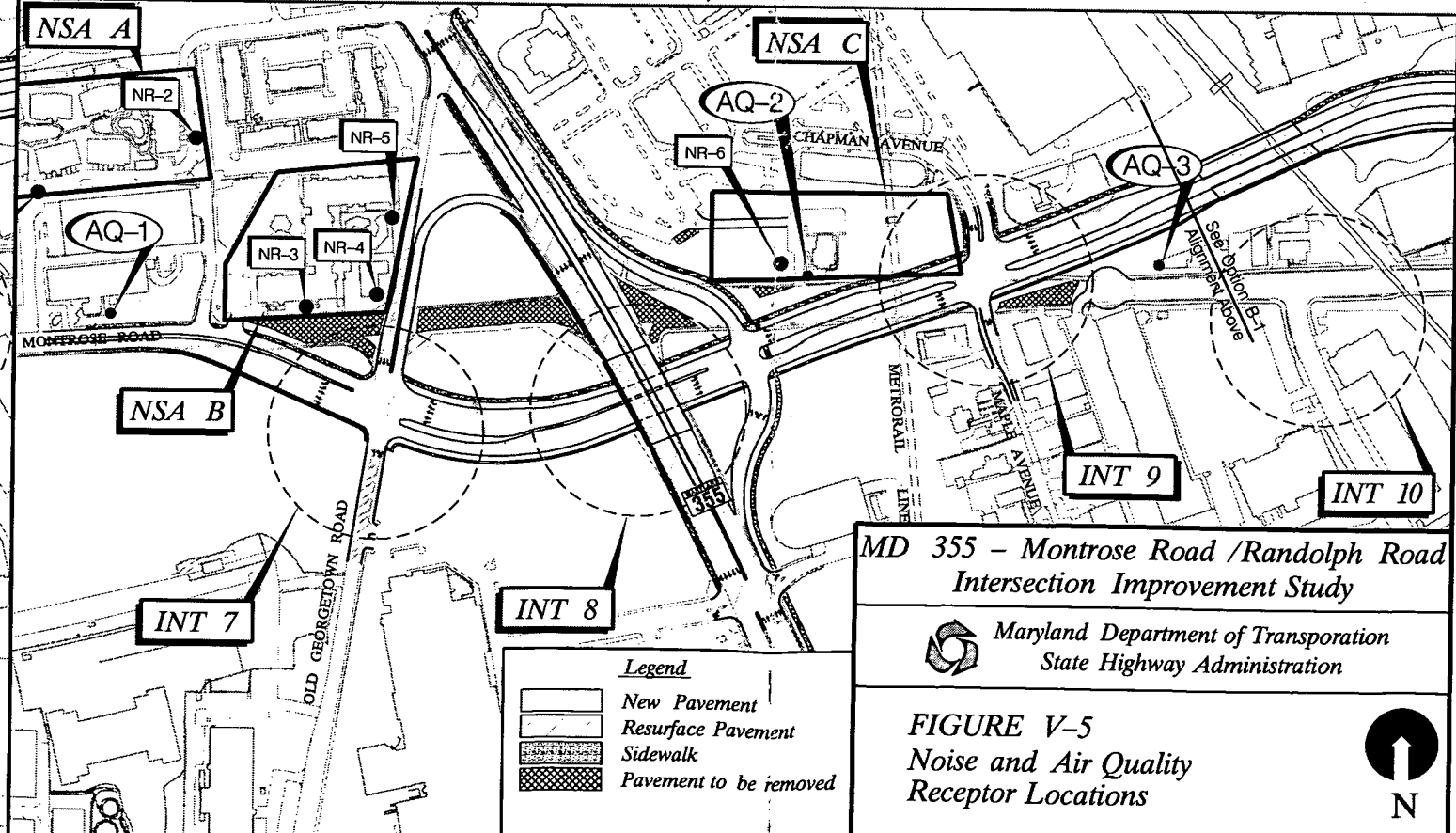
Alternative 2: Single-Point Urban Diamond Interchange (SPUI) – Option B-1 (Relocated Randolph Road)



Alternative 3: At-Grade Intersection



Alternative 9: Randolph Road Under MD 355



Legend

- New Pavement
- Resurface Pavement
- Sidewalk
- Pavement to be removed

MD 355 – Montrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

FIGURE V-5
Noise and Air Quality
Receptor Locations





*MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study*

TABLE V-6

MD 355 – Montrose Road/Randolph Road

CO Concentration (ppm) Year 2010

RECEPTOR	No-Build		Alternative 2		Alternative 3		Alternative 9	
	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR
AQ-1	10.2	5.5	5.5	3.2	6.5	3.8	14.0	3.8
AQ-2	11.5	6.8	7.9	4.6	9.9	5.2	7.1	4.8
AQ-3	14.0	7.1	6.8	3.8	8.8	4.1	5.9	3.5
INT-1	-	-	9.8	5.6	-	-	-	-
INT-2	-	-	10.9	5.5	-	-	-	-
INT-3	-	-	8.6	5.3	-	-	-	-
INT-4	-	-	-	-	11.9	6.9	-	-
INT-5	-	-	-	-	15.0	10.0	-	-
INT-6	-	-	-	-	11.0	5.7	-	-
INT-7	-	-	-	-	-	-	12.2	7.4
INT-8	-	-	-	-	-	-	9.4	6.1
INT-9	-	-	-	-	-	-	7.9	5.3
INT-10	-	-	7.6	4.4	7.6	4.4	7.6	4.4
INT-11	-	-	12.4	5.9	12.4	5.9	12.4	5.9
INT-12	-	-	12.8	8.3	12.8	8.3	12.8	8.3
INT-13	17.9	11.1	-	-	-	-	-	-
INT-14	23.5	11.4	-	-	-	-	-	-
INT-15	15.4	7.9	-	-	-	-	-	-
INT-16	10.1	6.3	-	-	-	-	-	-
INT-17	15.7	9.5	-	-	-	-	-	-

NOTES: 1-hour average CO concentrations include a 2.8-ppm background concentration. Worst case (a.m. or p.m.) shown.

8-hour average concentrations include a 1.8-ppm background concentration.

The S/NAAQS for the 1-hour average is 35.0 ppm.

The S/NAAQS for the 8-hour average is 9.0 ppm.

Violations in the S/NAAQS are shown in bold and italic type.

TABLE V-7

MD 355 – Montrose Road/Randolph Road

CO Concentration (ppm) Year 2020

RECEPTOR	No-Build		Alternative 2		Alternative 3		Alternative 9	
	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR	1-HR	8-HR
AQ-1	12.1	6.5	6.2	3.6	7.0	4.2	14.5	4.3
AQ-2	13.3	7.7	8.4	5.1	11.0	6.3	8.2	5.1
AQ-3	15.8	8.9	7.8	4.2	9.2	4.9	6.9	4.0
INT-1	-	-	12.1	6.3	-	-	-	-
INT-2	-	-	12.2	6.3	-	-	-	-
INT-3	-	-	9.1	5.4	-	-	-	-
INT-4	-	-	-	-	13.1	7.6	-	-
INT-5	-	-	-	-	15.4	10.5	-	-
INT-6	-	-	-	-	12.0	8.0	-	-
INT-7	-	-	-	-	-	-	13.4	8.2
INT-8	-	-	-	-	-	-	10.7	6.6
INT-9	-	-	-	-	-	-	9.4	5.6
INT-10	-	-	8.0	4.7	8.0	4.7	8.0	4.7
INT-11	-	-	12.8	6.4	12.8	6.4	12.8	6.4
INT-12	-	-	13.0	8.8	13.0	8.8	13.0	8.8
INT-13	26.9	13.0	-	-	-	-	-	-
INT-14	28.5	13.1	-	-	-	-	-	-
INT-15	17.6	9.8	-	-	-	-	-	-
INT-16	10.7	6.6	-	-	-	-	-	-
INT-17	16.1	10.1	-	-	-	-	-	-

NOTES: 1-hour average CO concentrations include a 2.8-ppm background concentration. Worst case (a.m. or p.m.) shown.

8-hour average concentrations include a 1.8-ppm background concentration.

The S/NAAQS for the 1-hour average is 35.0 ppm.

The S/NAAQS for the 8-hour average is 9.0 ppm.

Violations in the S/NAAQS are shown in bold and italic type.

State and National Ambient Air Quality Standards (S/NAAQS) for the eight-hour analyses. However, the concentrations are above the S/NAAQS for the No-Build Alternative at INT-13, INT-14, and INT-17 for the eight-hour analysis in 2010, and at INT-13, INT-14, INT-15, and INT-17 for the eight-hour analysis in 2020. The CO concentrations are also above the S/NAAQS for Alternative 3 at INT-5 for the eight-hour analysis in both 2010 and 2020. A relative comparison of the No-Build Alternative versus the Build Alternatives shows that CO concentrations decrease with the construction of any Build Alternative at all receptor locations. This can be attributed to improved level of services at the intersections resulting in shorter queue length and lower CO concentrations.

5. Conformity with Regional Air Quality Planning

The MD 355/Randolph Road-Montrose Road Project is located in Montgomery County, Maryland. This county is not designated as non-attainment for carbon monoxide (CO) or particulate matter (PM₁₀), but is designated as a serious non-attainment area for ozone (O₃). Since the project is located in an ozone non-attainment area, conformity to the State Implementation Plans (SIP's) is determined through a regional air quality analysis performed on the Transportation Improvement Plan (TIP) and transportation plan. This project conforms to the SIP as it originates from a conforming TIP and transportation plan.

6. Analysis Input

a. Traffic Data

The traffic data used for this air quality analysis included average daily traffic volumes (ADTs), design hour volume (DHV), percent daily distributions (diurnal traffic curves), and LOS "C" volumes for both the Build and No-Build Alternatives. Traffic speeds were determined by the Highway Capacity Manual, based on the level of service volume provided by the MD SHA. The maximum speed for roadway segment was limited to the posted speed limit. The existing posted speed limit for Montrose Road and for MD 355 is 40 mph, for Nebel Street and for Parklawn Drive is 30 mph, and for Randolph Road is 35 mph. The speed limit for Old Georgetown Road and for Maple Avenue/Chapman Avenue is 25 mph. The ramp speeds were assumed to be 20 mph, and the access road was assumed to be 30 mph. These data were compiled for each alternative and each year of study.

Five signalized intersections were included in the No-Build Alternative, Montrose Road at Old Georgetown Road, Montrose Road-Randolph Road at MD 355, Randolph Road at Maple Avenue, Randolph Road at Nebel Street, and Randolph Road at Parklawn Drive. The signal timing was assumed to be optimized based on current and future traffic volumes.

b. Vehicular Emissions

Mobile source emission factors were obtained for use in the CO prediction models using the latest version of the (EPA) Mobile Source Emission Factors Model, MOBILE5b, released September 14, 1996. The emission rates of individual vehicles are influenced by factors such as ambient air temperature, engine temperature, operating mode, average speed, and maintenance. The average emission rate for a fleet of vehicles operating on a highway is further influenced by the composition of the fleet, vehicle type, and vehicle age. The Metropolitan Washington Council of Governments (MWCOG) provided assumptions for these factors used in the MD 355/Randolph Road-Montrose Road Mobile5b models.

Vehicle CO emissions rates increase with decreasing ambient temperature. An ambient temperature of 46.5°F was used to determine both one-hour and eight-hour impacts. Engine operating temperature is included in the emission rate calculation as the fraction of vehicles operating in the cold or hot modes. The Federal Test Procedure (FTP) operating mode (20.6% non-catalytic cold start vehicles, 27.3% catalytic hot start vehicles, and 20.6% catalytic cold start vehicles) was used to represent emissions from vehicles for MD 355. Vehicle maintenance is factored into the emissions rate calculation as the rate of compliance with the Maryland Vehicle Emissions Inspection Program (VEIP). The default Mobile5b vehicle miles traveled was assumed. One set of trip length distributions and registration distributions by age was supplied by MWCOG and was used.

Assumptions for the fuel parameters used in Mobile5b were provided by MWCOG. Wintertime reformulated gasoline rules were assumed. MWCOG assumes no additional correction factors for humidity, air conditioner usage, and trailer towing. Refueling emission rates were calculated reflecting the mandatory onboard vapor recovery system.

c. Meteorological Factors

For direct comparison to the S/NAAQS, CO concentrations were estimated for worst-case one-hour and eight-hour periods. The meteorological conditions that would result in the maximum one-hour concentrations are (1) conditions of very light wind speeds (1.0 m/sec) and (2) very stable atmospheric conditions (Stability F). The wind direction that results in the maximum receptor concentration is dependent upon roadway/receptor geometry. In general, for receptors near free

***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

flow links, wind angles nearly parallel to the roadway yield the highest CO concentrations. The highest CO concentration for receptors near signalized intersections can result from wind directions nearly parallel to the roadway, to wind directions nearly perpendicular to the roadway depending on the interaction of moving and idling vehicles.

The worst case 1-hour average analyses conducted for this study were performed using the highest one-hour traffic volumes, Stability Class F, and a 1.0 m/sec. wind speed. Both a.m. and p.m. peaks were analyzed. The maximum one-hour CO impact was obtained for each air quality sensitive receptor by adding the background concentration to the one-hour CO receptor-specific concentration.

To estimate the maximum eight-hour average CO concentration, daily traffic distributions (diurnal curves) were used to breakdown the ADT's into hourly traffic volumes. Hourly time segments were analyzed to determine the receptor-specific CO concentrations. Stability Class D and a 2.0 m/s wind speed was used for the hours before 5 p.m. and Stability Class F and a 1.0 m/s wind speed was used for the hours after 5 p.m. The worst consecutive eight hours were averaged and added to the background CO concentration to obtain the 8-hour average CO concentration.

d. CAL3QHC Analysis

The mathematical model used to estimate future air quality concentrations was the current version of the EPA's CAL3QHC dispersion model, released in June 1993. The CAL3QHC dispersion model is a microcomputer-based modeling methodology developed to predict the level of CO or other inert pollutant concentrations from motor vehicles traveling near roadway intersections. The CAL3QHC model is a consolidation of the CALINE3 line source dispersion model and an algorithm that internally estimates the length of the queues formed by idling vehicles at signalized intersections. Based on the assumption that vehicles at an intersection are either in motion or in an idling state, the program is designed to predict air pollution concentrations by combining the emissions from both moving and idling vehicles. By including emissions from idling vehicles, CAL3QHC represents a more reliable tool than CALINE3 alone for predicting CO concentrations near signalized intersections where idling vehicles interact with moving vehicles in complex configurations. Predictions of free flow traffic volumes using either CALINE3 or CAL3QHC would yield equivalent results.

The CAL3QHC program requires the roadways to be broken down into segments known as links. Links can be either free flow links (for vehicles moving at a constant velocity) or queue links (for idling vehicles). No-Build and the Build Alternates would contain both free-flow and queue links since five-signalized intersections already exist and a total of twelve-signalized intersections are proposed in the various Build Alternates. Each of these can be one of four types based on the roadway geometry (at-grade, fill, bridge, or depressed). All free flow and queue links used in this study are at-grade links. The required inputs for each link are the end points, traffic volume (vehicles/hour), and the emission factor (g/veh* mile for free flow links or g/veh*hour for queue links). Additional inputs for queue links only are the average cycle length (seconds), average red time length (seconds), clearance time lost (seconds), saturation flow rate (vehicles/hour), signal type (pre-timed actuated, or semi-actuated), and arrival rate (worst, below average, average, above average, or best profession). The saturation flow was assumed to be 1,600 vehicles/hour with all signals assumed to be pre-timed, with an average arrival rate, and a clearance lost time of 2.0 seconds.

A free flow link is defined as a straight segment of roadway having a constant width, height, traffic volume and speed, and vehicle emission factor. A change in any of these factors requires a new link to be coded. The width of a free flow link is the roadway width plus 10 feet on each side of the roadway to account for the dispersion of the plume generated by the wake of moving vehicles.

A queue link is defined as a straight segment of roadway with a constant width and emission source strength, on which vehicles are idling during the average red time length. The program calculated the length of the queue based on the traffic volume and the average red time length. The width of a queue link is the roadway width.

CAL3QHC also requires the input of meteorological factors. These factors are averaging time (minutes), surface roughness coefficient (cm), settling velocity (cm/s), deposition velocity (cm/s), wind speed (m/s), and mixing height (m). The values used for these factors were held constant throughout the analysis and are presented in *Table V-8*.

TABLE V-8
Factor Values

VARIABLE	VALUE
Averaging Time	60 minutes
Surface Roughness Coefficient	175 cm (Office)
Settling Velocity	0.0 cm/second
Deposition Velocity	0.0 cm/second
Mixing Height	1,000 meters
Scale Factor	0.3048 meters/foot
Source Height	0.0 feet

CAL3QHC calculates the CO concentration at each receptor for a given wind direction. The wind direction was varied through a full 360 degrees in five-degree increments in this study. The results for all wind directions for each receptor are placed in a matrix, and CAL3QHC determines the wind direction that caused the worst CO concentration at each receptor.

e. Background Levels

In order to calculate the total concentration of CO that occurs at a particular receptor site during worst cast meteorological conditions, the background levels are considered in addition to the levels directly attributable to the facility under consideration.

The background levels used were measured in 1999 at the Virginia Department of Environmental Quality monitoring station on Arlington Boulevard near Seven Corners in Fairfax County, as presented on the EPA AIRS Data Website. Data from this site was used because it most closely represents the suburban, residential, and commercial character of the study site (*Table V-9*).

185
SHA

**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

7. Conclusion

Carbon Monoxide analysis conducted for the project alternatives result in violation of the 8-hour National Ambient Air Quality Standards by the No-Build and Alternative 3 (with and without option B-1 Modified). Year 2020 analysis of the No-Build Alternative resulted in four intersections (INT-13,

TABLE V-9

Background Levels

BACKGROUND CO, PPM*		
Year	1 Hour	8 hour
2010	2.8	1.8
2020	2.8	1.8

* Parts Per Million

Data obtained from EPA's AIRS Data Website

United States Department of the Environment

Office of Air Quality Planning & Standards

Information Transfer & Program Integration Division

Information Transfer Group

Research Triangle Park, NC 27711

<http://www.epa.gov/airsdata>

INT-14, INT-15, and INT-17) exceeding the eight-hour NAAQS concentration for CO. Year 2020 analysis of Alternative 3 resulted in one intersection (INT-5) exceeding the eight-hour NAAQS concentration for CO. INT-5 is the matrix of 20 receptors around the MD 355 – Montrose Road/Randolph Road intersection for Alternative 3. The value reported for INT-5 is the highest CO concentration from any receptor in the matrix. The receptors in the matrix are placed on the sidewalk or on the right-of way line if no sidewalk is present. Modeling the intersection is consistent with the Environmental Protection Agency's "Guidelines for Modeling Carbon Monoxide from Roadway Intersections" published in November 1992. None of the alternatives violated the 1-hour NAAQS CO criteria in either the 2010 or 2020 analysis years. A relative comparison of the No-Build Alternative versus the Build Alternatives shows that CO concentrations decrease with the construction of any Build Alternative at all receptor locations. This can be attributed to improved level of services at the intersections resulting in shorter queue length and lower CO concentrations.

Copies of this air quality analysis will be circulated to the U.S. Environmental Protection Agency (US EPA) and the Maryland Department of the Environment (MDE), Maryland Air and Radiation Management Administration for review and comment.

H. Hazardous Materials

As previously discussed in Chapter II, a total of twenty (20) sites were identified during the ISA investigation. All the identified properties have the potential for the presence of soil and/or groundwater contamination that may require remediation.

Alternatives 2, 3, 9 and Option B1-Modified

The no-build alternative will have no impacts on possible hazardous waste sites. All the build alternatives will impact possible municipal, industrial and residual waste sites similarly. This is because the design of all the build alternatives follows the same alignment east of the existing MD 355 – Montrose Road/Randolph Road intersection (in the vicinity of potential hazardous waste sites). Therefore, impacts to potential hazardous waste sites are the same for all the build alternatives.

Based on the results obtained during the ISA, all the build alternatives would require displacement of 5 potential waste sites. In addition, each of the build alternatives would require property acquisition of 5 potential waste site properties. Further investigation of the identified properties is recommended that should entail a detailed reconnaissance of each affected property, and may include soil and/or groundwater sampling, and a geophysical investigation. Impacted properties having underground storage tanks will require the USTs to be removed in accordance with all applicable local and state regulations.

The scope of the hazardous waste investigation conducted for this project was limited to visual observations made during the site reconnaissance and the review of the background information.

Additional information, which was not readily available at the time of this report, may result in the modification of the information presented herein. The information summarized does not confirm or guarantee the absence of disposed hazardous waste or environmental concerns.

I. Secondary and Cumulative Effects Analysis

Secondary and Cumulative Effects Analysis (SCEA) was performed in compliance with the NEPA and Council on Environmental Quality (CEQ) regulations that require the secondary and cumulative effects of a project be examined (40 CFR 1508.25 (c)). SCEA analysis was completed in conformance with SHA's Secondary and Cumulative Effects Analysis (SCEA) Guidelines (Revised June 2000).

SCEA was divided into three main sections including scoping, analysis and conclusions. Scoping consists of defining the SCEA resources, geographical boundary and timeframe. The analysis section identifies the methodology used to assess the SCEA resources and summarizes the analysis results. The conclusions section summarizes findings from the analyses and incorporates additional variables to present findings on secondary and cumulative effects impacts.

1. Scoping

a. Resources

Preliminary resources to be considered in the SCEA are those resources that will be directly impacted by each of the alternatives retained for detailed study (ARDS). An initial environmental inventory identified resources within the project study area and resources potentially impacted by the project ARDS.

In addition to directly impacted resources, SHA's SCEA Guidelines (June 2000) also require identification of resources potentially impacted by secondary development. Coordination was initiated with the M-NCPPC to determine potential secondary development that could impact additional resources. This coordination indicated that no development is contingent upon the implementation of any of the alternatives retained for detailed study.

Table V-10 is a summary matrix listing the resources to be analyzed in the project SCEA. The resources listed represent those that have the potential to be directly impacted by the project ARDS. *Table V-10* also identifies the proposed sub-boundary (i.e., resource boundary or census tracts) that

will be used in conducting the SCEA for individual resources, the proposed analysis methodology, data sources and agencies that provided the data necessary to conduct the SCEA for the resources analyzed.

b. Boundary

Establishment of the SCEA geographical boundary considered available data for all the sub-boundaries relevant to the project's actions. The establishment of the SCEA geographical boundary is a synthesis of all sub-boundaries considered into one overall SCEA boundary. The sub-boundaries considered in establishing the SCEA geographical boundary are described below.

1. **Alternatives Retained for Detailed Study (ARDS):** The ARDS sub-boundary is composed of the preliminary right-of-way associated with the three build alternatives and is shown on **Figure V-6**. The ARDS sub-boundary is defined by the study area which encompasses all of the Build Alternatives.
2. **Area Of Traffic Influence:** The *Area of Traffic Influence* was developed by the SHA Travel Forecasting Division. Select Link analyses conducted by SHA did not identify substantial changes in the Level of Service (LOS) or ADT as a result of the implementation of any of the project ARDS. The Travel Forecasting Division estimated that the *Area of Traffic Influence* would be localized to mobility benefits experienced in the immediate vicinity of the project study area. Therefore the four (4) transportation analysis zones (TAZ's) adjacent to the project study area were identified as an *Area of traffic Influence sub-boundary (Figure V-7)*. Three of the TAZs making up the *Area of Traffic Influence* sub-boundary are adjacent to the MD 355 at Montrose/Randolph Road intersection. A fourth TAZ extends east of the metrorail line and was included because of its proximity to the project study area.
3. **Subwatersheds:** The natural resources impacted by the ARDS include forested lands. Establishment of the subwatersheds sub-boundary to assess impacts to forested lands utilized Maryland Department of Natural Resources 12 digit subwatershed boundaries. **Figure V-8** shows that the project location is located at the convergence of three (3) subwatersheds. The subwatersheds are part of the Washington Metropolitan watershed. Because existing data aggregated to various watershed units is readily available, impacts to forested lands will be



TABLE V-10

Preliminary SCEA Resources

Resource	Boundary	Proposed Analysis Methodology	Data Sources	Agencies
<i>Forests</i>	Subwatershed	<p><u>Trends analysis, overlays</u></p> <p>Identify areas of highest growth using population and employment demographics for the SCEA geographical boundary. This will determine habitat impact trends from the past to the present timeframe. For anticipated present (near future) and future impacts, overlay future land use mapping (forested areas and open spaces) with proposed future development areas to calculate potential future impacts. State and local forest regulations will be considered when assessing/estimating impacts.</p>	<ul style="list-style-type: none"> • Historic Mapping • North Bethesda/Garret Park Master Plan • Breeding Bird Atlas • EPA Landscape Atlas Maps • Aerial Photography • 1997 Land Use/Land Cover Maps 	<ul style="list-style-type: none"> • MDP • US Fish and Wildlife Service (USFWS) • DNR • Maryland Department of the Environment (MDE) • M-NCPPC • MWCOG • Montgomery County Department of Park and Planning
<i>Historic Resources</i>	Census Tract	<p><u>Trends analysis, overlays</u></p> <p>Obtain information from Maryland Historical Trust regarding National Register and/or Maryland Inventory sites within the SCEA boundary. Past impacts data was not available, therefore past impacts were not assessed.</p>	<ul style="list-style-type: none"> • Maryland Historical Trust (MHT) Correspondence • National Register of Historic Places Database • Maryland Inventory of Historic 	<ul style="list-style-type: none"> • DNR • M-NCPPC

1881



TABLE V-10

Preliminary SCEA Resources

Resource	Boundary	Proposed Analysis Methodology	Data Sources	Agencies
		impacts will be projected by overlaying land use in relation to existing historic/archeological sites. When assessing present and future impacts, consider laws in place protecting these resources.	<ul style="list-style-type: none"> North Bethesda/Garrett Park Master Plan 	

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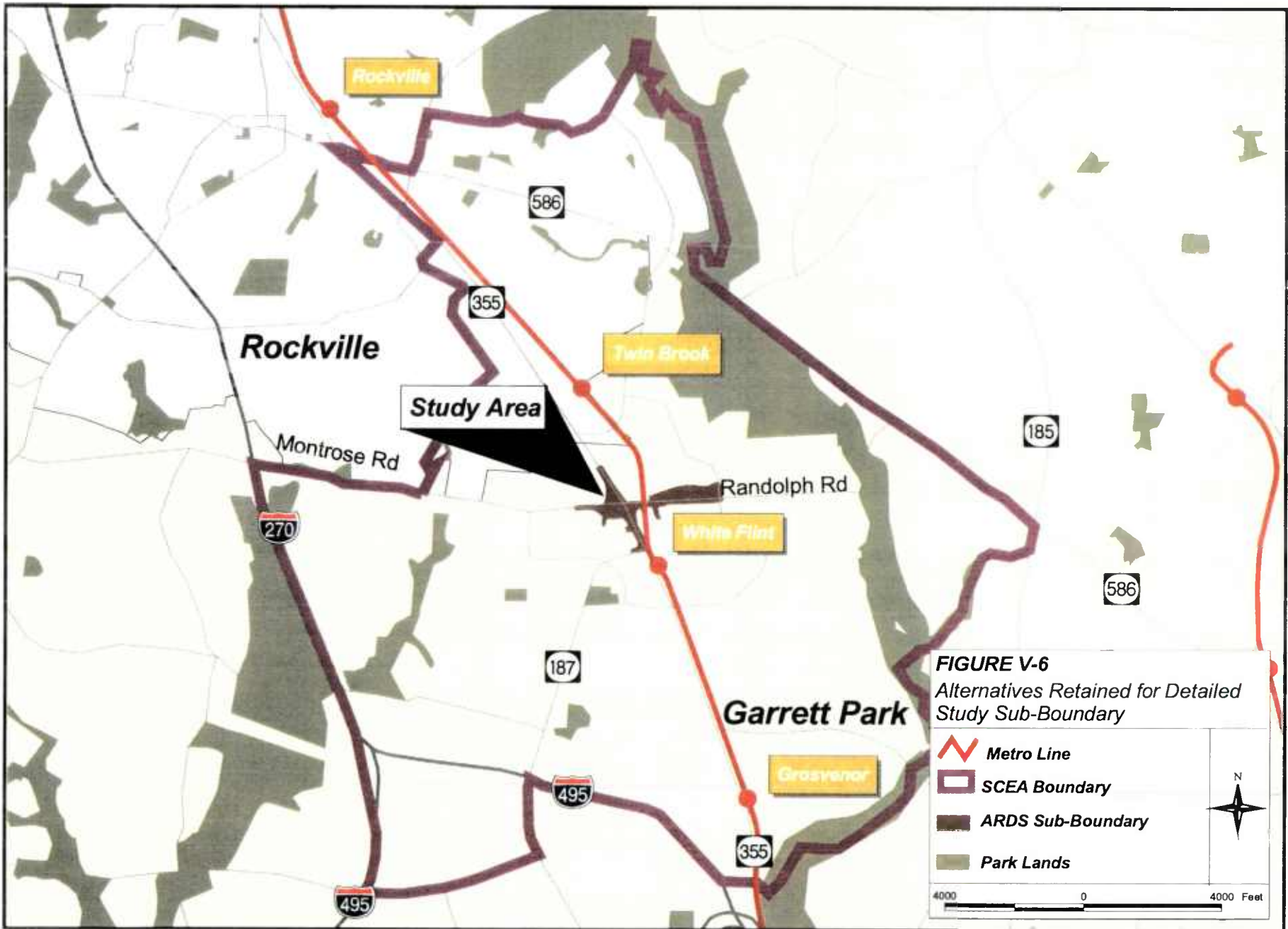






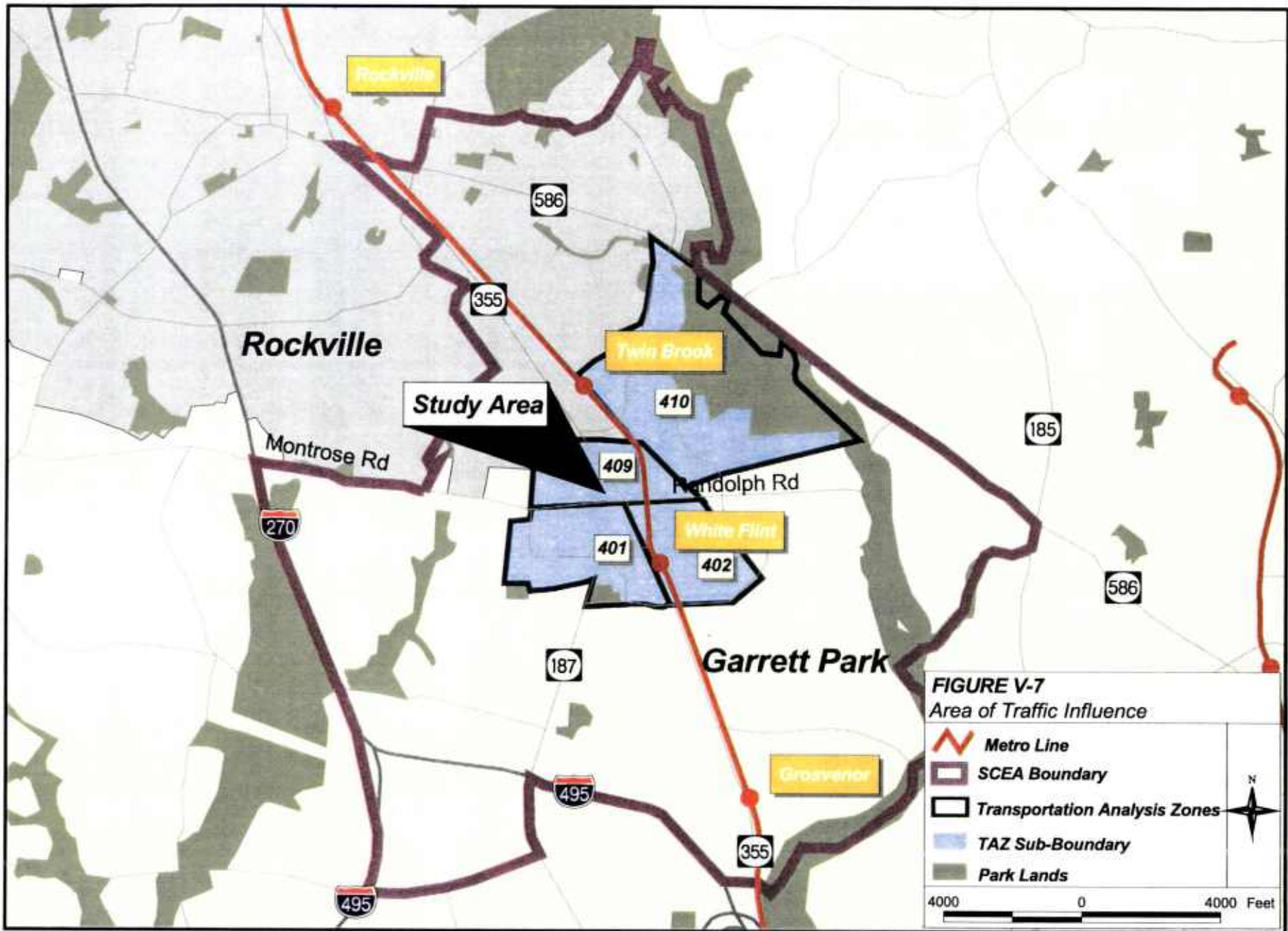
FIGURE V-6
 Alternatives Retained for Detailed
 Study Sub-Boundary

-  Metro Line
-  SCEA Boundary
-  ARDS Sub-Boundary
-  Park Lands

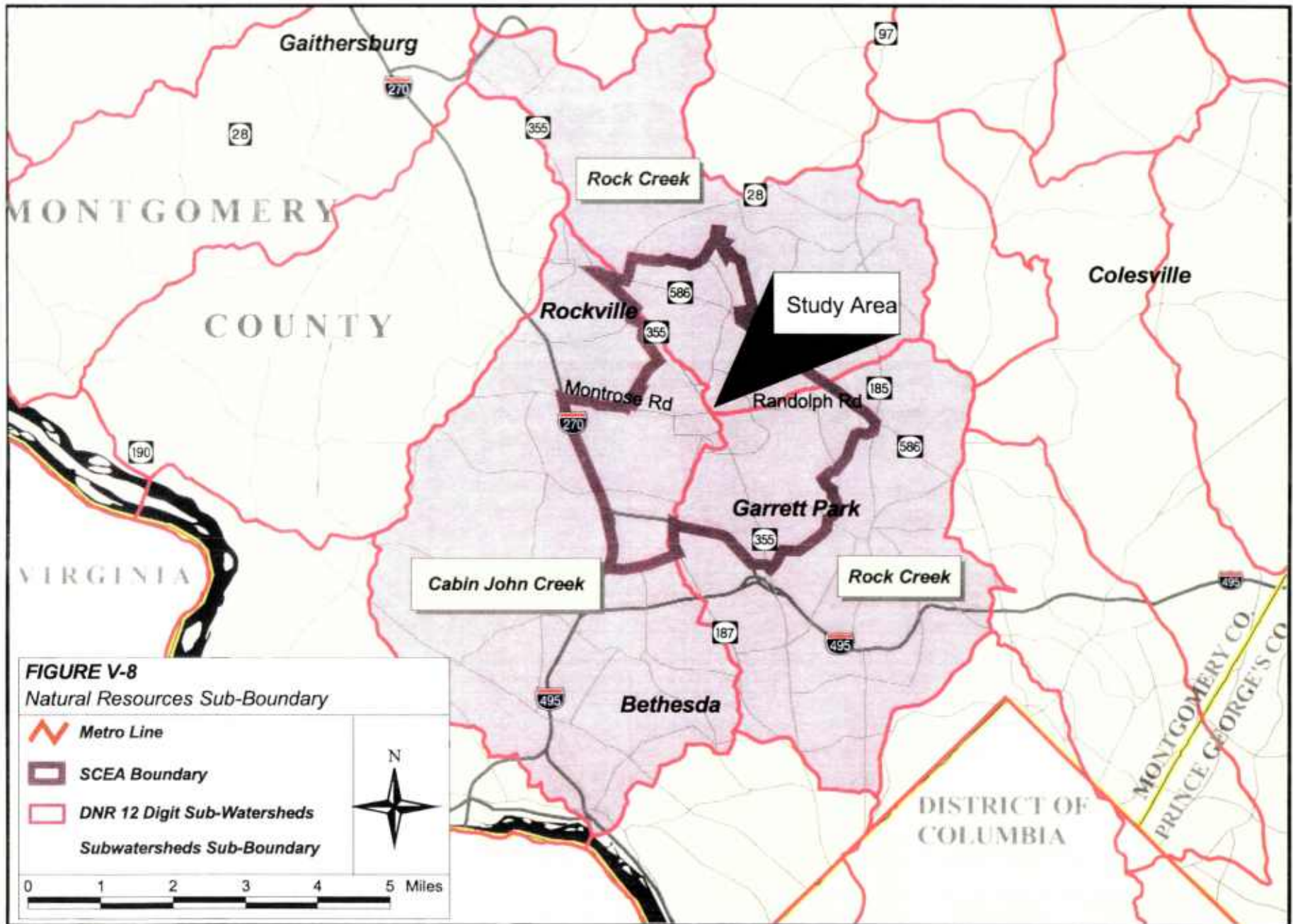


4000 0 4000 Feet

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assessed to the three subwatersheds adjacent to the project study area. Although impacts to resources will utilize information available at the subwatershed level, the outer perimeter of these sub-watersheds is not synthesized into the overall SCEA geographical boundary. Since the project location is situated at the convergence of three subwatersheds, incorporating their entire boundaries into the overall SCEA geographical boundary would overextend the area that is considered prudent for assessing secondary and cumulative impacts.

4. **Census Tracts:** Demographic information contained within census tracts were analyzed to assess the affect of population growth on the SCEA historical and terrestrial land resources. Census tracts were overlaid with the *Area of Traffic Influence* and are shown on *Figure V-9*. A total of 10 census tracts are contained within or are adjacent to the Areas of Traffic Influence. All ten of the census tracts are completely contained within the proposed SCEA geographical boundary.

5. **County Planning Area(s):** As shown on *Figure V-10*, portions of four (4) planning areas fall within the project vicinity including Rockville, Aspen Hill, North Bethesda/Garrett Park and Kensington/Wheaton. The North Bethesda/Garrett Park Planning Area encompasses the majority SCEA Boundary, therefore is used in the development of the SCEA’s land use scenarios.

6. **Sewer and Water Service:** The proposed SCEA geographical boundary falls within the I-270 Corridor as defined in Montgomery County’s “Wedges and Corridors” plan. This area is designated for growth by the county and includes extensive sewer and water service. The North Bethesda-Garrett Park Planning Area, which makes up the majority of the proposed SCEA geographical boundary, is served by the Potomac Water Filtration Plant.

Development of the SCEA Geographical Boundary considered multiple and overlapping factors as cited above. *Figure V-II* shows the synthesis of the *Alternatives Retained for Detailed for Detailed Study, Area of Traffic Influence, Subwatershed and Census Tracts* sub-boundaries into the overall SCEA geographical boundary. Because the *Subwatersheds* extend beyond the proposed SCEA geographical boundary, analysis of forested lands utilize existing data such as watershed trends reports whose information lie beyond the proposed SCEA boundary.

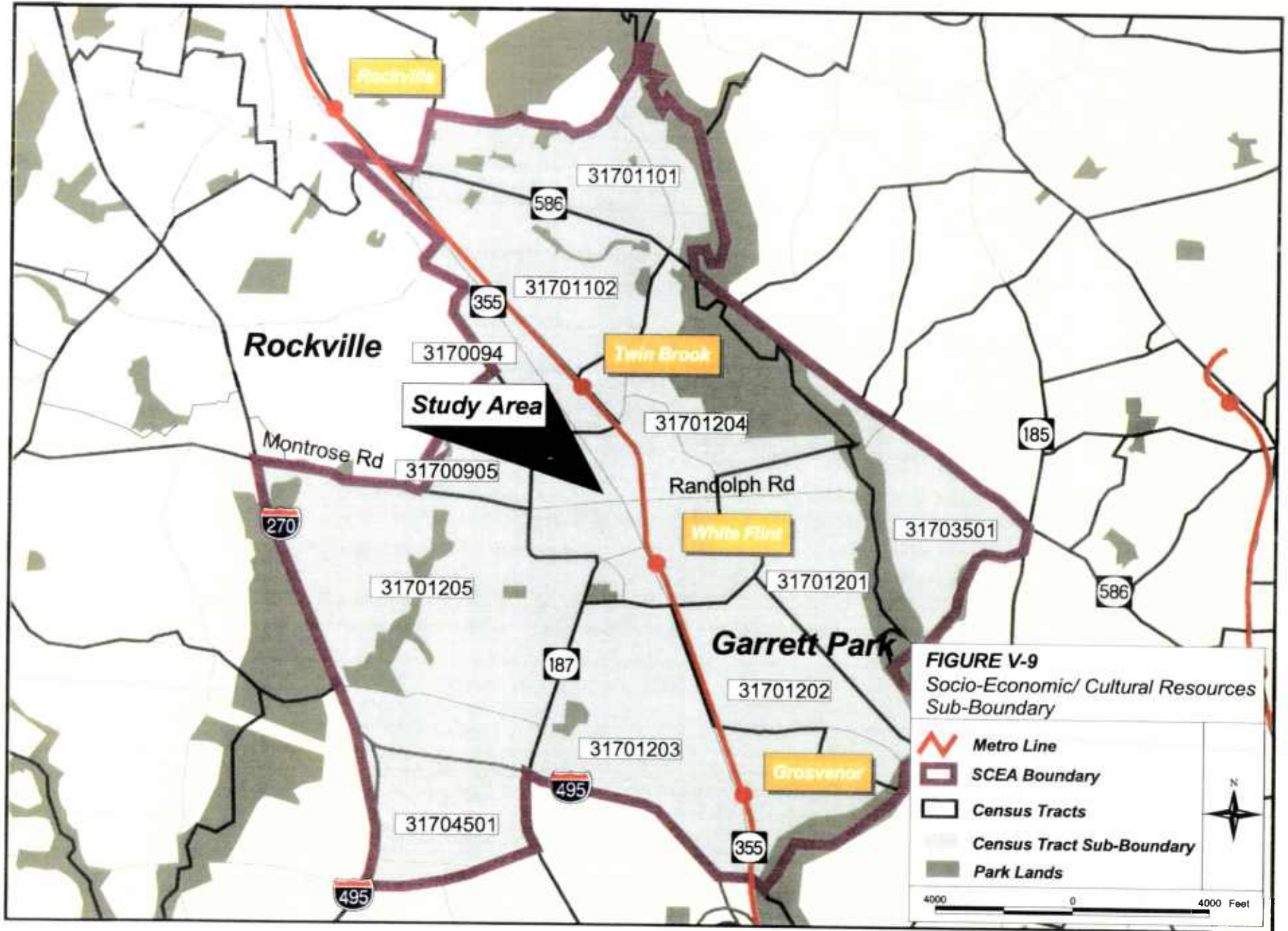
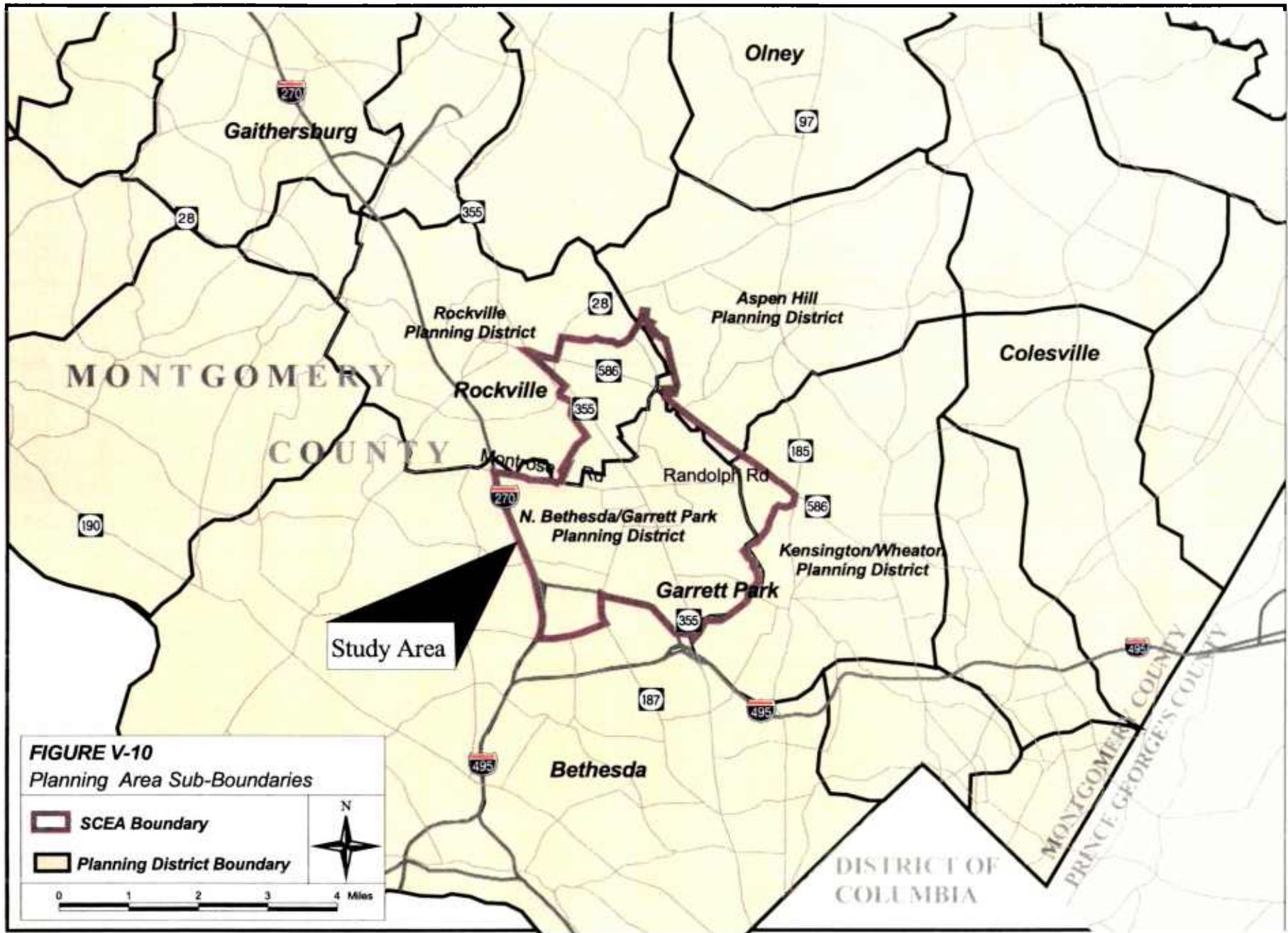


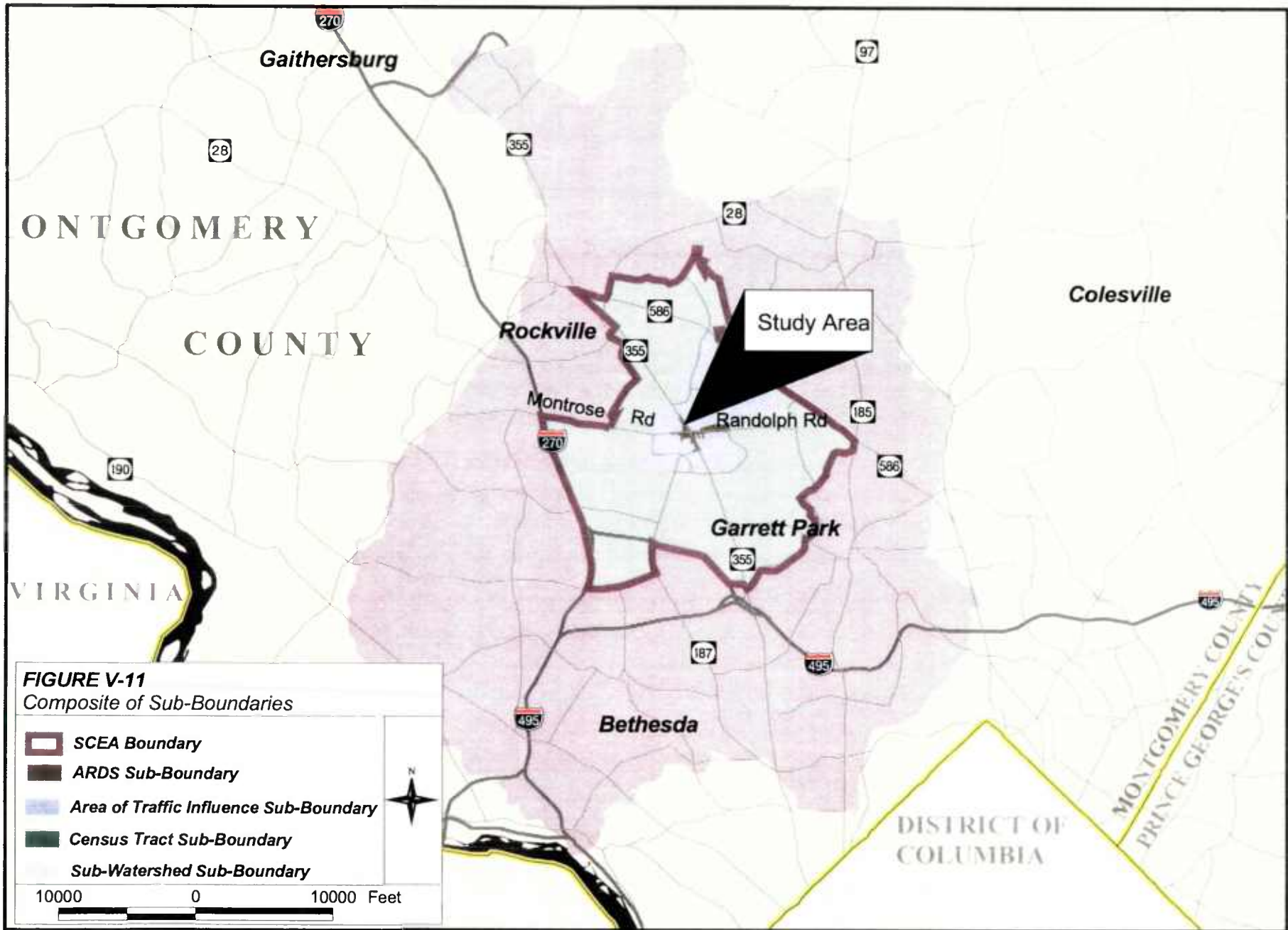
FIGURE V-9
 Socio-Economic/ Cultural Resources
 Sub-Boundary

-  Metro Line
-  SCEA Boundary
-  Census Tracts
-  Census Tract Sub-Boundary
-  Park Lands

4000 0 4000 Feet







c. Time Frame

Past and reasonably foreseeable future SCEA time frames were established in accordance with SHA’s SCEA Guidelines (June 2000). The rationale for the selection of the past and future time frames is described below.

1. Past Time Frame

The type of data collected to determine the past time frame include events in the historic context of the area, which may have influenced population and land use. A variety of events were considered in establishing the past time frame including:

- Opening/Expansions of I-270
- Opening/Expansions of I-495
- 1964 General Plan
- Opening/Expansions of MD 355 (Rockville Pike)
- Opening of the “Red Line” from Washington D.C. to the I-270 corridor cities

Population data was evaluated based on available data beginning in the 1940s. Land use was evaluated from 1961 (beginning with Washington metropolitan “Wedges and Corridors” planning concept) through the 1990s to determine if a single historic event or a series of historic events resulted in substantial changes in population and land use. Historic records of census data and land use maps (from previous Montgomery County Master Plans) were reviewed to identify substantial changes in population and land use. *Figure V-12* shows a timeline from 1806 to 2020 summarizing population growth, planning efforts affecting land use and historic transportation improvements within the proposed SCEA boundary.

1980 was selected as the past time frame. This date marks the lane additions to several roadway segments of MD 355 within Montgomery County, and soon after, the opening of the “Red Line” from Washington D.C. through the I-270 corridor cities and the addition of three Metrorail stations in North Bethesda. As listed in *Table V-11* and illustrated on *Figure V-13*, the selection of 1980 as the past time frame is substantiated by population trends increasing 14 percent in the period from 1980 through 1990. This is compared to the previous decade where population in the same area

TRANSPORTATION, POPULATION AND LAND USE TIMELINE

- Population
 - Land Use Events
 - Transportation Improvements

1806 - Montgomery County's first toll road charter is created for the Rockville Turnpike

1873 - B&O Railroad built through North Bethesda improving farming

1890s - Trolley line extended to City of Rockville, but replaced by bus service in the 1930s

Early 1900s - Rockville Pike is a two-lane road surrounded by large estates, with only the two-room Montrose School at 5721 Randolph Road remaining today.

1940 - County Population is 83,912 (US Census)

1950 - County population is 164,401 (US Census), a 96% increase from 1940

1952 - A master plan of highways was developed and published by the Maryland National Capitol Park and Planning Commission (M-NCPPC). The plan called for construction of the Capital Beltway.

1953 - First section of I-270 in place between Route 109 and US 15 (Now MD 85).

1954-64 - Maryland's portion of the Capital Beltway (I-495) opened.

1956 - I-270 between route 109 and US 15 was made the new US 240 and I-70(S) when the Interstate system arrived in 1956.

1957 - I-270 at Montrose Road Interchange Construction is constructed.

1959 - Construction began on Capital Beltway section between Georgia Avenue and University Blvd.

1960 - County Population is 340,928 (US Census), a 107% increase from 1950.

1960 - US 240, I-270 S, I-270 (I-270 split) Built, Old US 240 became MD 355

1961 - (M-NCPPC) proposes the Washington metropolitan area to be developed "on Wedges and Corridors" I-270 and I-95 were designated two development corridors where urbanization was to be concentrated. The wedges between were to be open space and rural land. (1993 General Plan Refinement by MNCPPC)

1964 - The Montgomery County General Plan is published. The metropolitan region development pattern was to be on "Wedges and Corridors" radiating out of an urban center, similar to the spokes of a wheel. The Corridors were to be medium and high-density urban extensions along major transportation routes, and the Wedges were to be open spaces and low-density and agricultural land uses. One major Corridor is in Montgomery County, which is the I-270 Corridor. It reflects the "Wedges and Corridors" Plan and is the only Washington metropolitan county to adopt the idea. The SCEA study area is designated within the areas called Urban Ring and Corridor. A circumferential network of highways is proposed.

- The Urban Ring (Bethesda, Chevy Chase, Garrett Park, Kensington, Wheaton, Kemp Mill, Four Corners, Silver Spring, Takoma Park, White Oak) was primarily suburban and retail, and this plan called for a denser and more mixed-use, multi-purpose type of development.

- The towns along I-270 (Rockville, Gaithersburg, Germantown, Shady Grove, Clarksburg) are designated the major corridor where development is to occur and each town center is to be a regional activity center with mixed-use and multi-purpose development. Urban centers are to be located 4 miles apart, which allows growth between them. (1993 General Plan Refinement by MNCPPC)

1969 - The Montgomery County General Plan Update is published. It reinforces the "Wedges and Corridors" concept and revised the goals and objectives.

The General Plan recommended the following:

- Growth should be channeled into the corridor cities located along the I-270 corridor and into the existing established down-County activity centers.
- Transportation needs should be met through the development of a rapid rail transit system supported by an extensive network of local bus routes.
- A mixture of housing and employment opportunities should be developed in the County
- New development should be planned to minimize impacts on existing developments.

1970s - State-imposed moratorium on new construction (Growth Policy Study, Vol.2, M-NCPPC, July 1989)

1970 - North Bethesda/Garrett Park Master Plan (MP) was published (North Bethesda/Garrett Park MP, 1992) Proposed rapid transit line (Metro) Planned Residential Development Zone proposed in Timberlawn area Transit Impact Zone is established for three Metro station areas

1970 - County Population is 522,809 (US Census) SCEA Area Population as per Census Tracts 225,794 (US Census) *decrease in population from 1960

1971 - Gaithersburg Vicinity Master Plan is published. It acknowledges that the 1969 Updated General Plan envisions a central employment core in Gaithersburg, but the Corridor City actually has several employment centers throughout the area away from the core. (1993 General Plan Refinement by MNCPPC)

1973 - US 240 was co-signed until the early seventies, but was changed to I-270 in 1973

1978 - North Bethesda Sector Plans amended the 1970 MP reducing the scale of development. (1992 MP)

1980 - County Population is 579,053 (US Census) SCEA Area Population as per Census Tracts 209,059 (US Census)(note: decrease in population from 1970 is realized in the SCEA geographical boundary)

1980 - MD 355, 6 lanes added from Mannakee St. to Shady Grove Road

1980 - MD 355, 4 lanes added from Brooks Avenue to Montgomery Village Ave.

1982 - MD 355, 6 lanes added from Shady Grove to Summit Ave.

1984 - The "Red Line" Opens, (a WMATA Metro line) from DC through the I-270 corridor cities. (Tom Ferer, WMATA, 12 Dec 2000)

(timeline continues on following page)

FIGURE V-12 - Transportation, Population and Land Use Timeline

TRANSPORTATION, POPULATION AND LAND USE TIMELINE

Population

Land Use Events

Transportation Improvements

1985-1990 - The regional Metrorail system operates through three stations in North Bethesda (Twinbrook, White Flint and Grosvenor). The stations constitute gateways for regional traffic and affect North Bethesda growth. Passenger boardings increased steadily to 1990. (North Bethesda/Garrett Park MP, 1992)

1986 - Montgomery County Council creates a Citizen's Commission to make recommendations for the County's future. (1993 General Plan Refinement by MNCPPC)

1987 - Silver Spring Transportation System Management District (TMD) established to encourage the use of alternative transportation options that may be applicable in the North-Bethesda-Rockville Area. (North Bethesda/Garrett Park MP, 1992)

1988 - "Envisioning Our Future" by the Commission on the Future of Montgomery County addressed issues such as sense of community, growth, demographic change and education. (1992 MP)

"Envisioning Our Future" was published by Montgomery County Planning Commission recommending solutions to current problems. It is the final report of the 1986 Citizen's Commission. They noted that the I-270 Corridor Cities were not developing as planned in the 1964 plan. There is a lot of pressure to build suburban, low-density and highway-oriented development instead of urban, high-density, transit-oriented development. It encouraged slower job growth, more residential development near transit stops, and encouraged the efforts to maintain existing open space and the "excellent park system". (1993 General Plan Refinement by MNCPPC)

"General Plan Assessment Study" was published by Montgomery County Commission assessing how well the county would work if it continued on its current plan. It reinforces the wedges and corridors concept as a means to counter-act sprawl. It stated that the development planned is surpassing the capacities of transportation networks. Additional transit lines should be added and commercial development should be slowed. It also requested a growth management plan to be initiated. (1993 General Plan Refinement by MNCPPC)

1988 - 270/Montrose Road Interchange Construction

1988 - MD 355, 4 lanes added from Summit Ave. to Chestnut St.

1989 - The County Planning Department published the "Comprehensive Growth Policy Study" reinforced the "Wedges and Corridors" concept.

1989 - SHA completed I-495 west of I-270 to west of MD 97(eight lane freeway widening/reconstruction).

1990 - Garrett Park population falls to 884 from 1,276 in 1970. (North Bethesda/Garrett Park MP, 1992)
January 1990 household population of North Bethesda was virtually unchanged at 33,450 persons from 1960, but the number of households was 15,000, indicating a steep decline in persons per household.

County Population is 762,875 (US Census) Total population increased 32% from 1980 to 1990.

SCEA Study Area Population as per Census Tract is 219,685 (US Census) increasing 14% since 1980.

1989 - County Planning Board appoints a citizen's advisory committee (CAC) to review and advise on the County's growth management plan (from 1989). The (CAC) recommended creating a General Plan Refinement (1993 General Plan Refinement by MNCPPC)

1990-1991 - Metrorail passenger boardings decline, possibly due to a number of factors, including the current recession and the major widening of I-270 (North Bethesda/Garrett Park MP, 1992).

1991 - The I-270 corridor in Montgomery County has developed rapidly over the last 30 years, and I-270 itself has gone from a 4-lane dual to a 12-lane highway with local and thru carriageways and HOV lanes.

1991 - SHA completed widening and resurfacing of I-495 north of MD 190 to south of C&O Canal Bridge (approximately three miles.)

1992 - North Bethesda/Garrett Park Master Plan published, recommending an increase in Metrorail use, a new MARC railroad station and HOV lanes among other proposed concepts.

1993 - M-NCPPC publishes the "General Plan Refinement". It reinforces the "Wedges and Corridors" concept, but notes that the Urban Ring has developed the way the Corridor was envisioned, and the Corridor is more suburban in nature with opportunities for future urban development. The high-density development has occurred along a narrow and central line at MD 355 and I-270 with the remaining areas within the Corridor developed as low-density land use. The "Refinement" encourages further development to occur in the Corridor within existing growth boundaries. The Urban Ring has become a dense and diverse area as envisioned in 1964. Developments have been clustered near transit stops. This area is now designated for new infrastructure to accommodate new growth and for further development and redevelopment near metro rail stations to stay in keeping with the planning concepts. (1993 General Plan Refinement by MNCPPC)

SHA completed I-95/I-495 reconstruction from U.S. 1 to MD 193.

1996 - MD 355, 4 lanes added from Middlebrook Road to MD 27

1998-99 - Montgomery County ranks #1 in Maryland for population change for counties from 1998-9 and ranks third highest in the nation. (1992 MP)

1998 - MD 355, 6 lanes added from Montgomery Ave. to Middlebrook Road

2000 - The projected population for the year 2000 is 860,000

2010 - The projected population for the year 2010 is 945,000

2020 - The projected population for the year 2020 is 1,000,000

FIGURE V-12 - Transportation, Population and Land Use Timeline

Table V-11

Montgomery County and SCEA Study Area Populations (1970 – 2020)

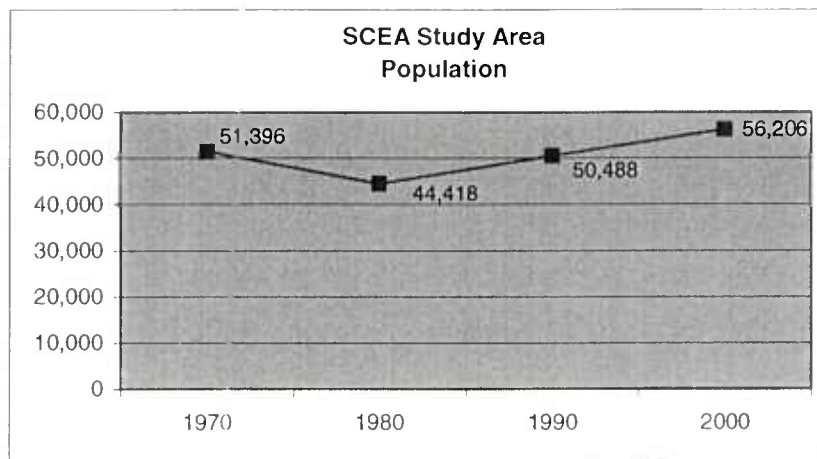
Montgomery County and SCEA Study Area Population						
	1970*	1980*	1990*	2000*	2010**	2020**
SCEA Study Area	51,396	44,418	50,488	56,206	N/A	N/A
Growth Increase	N/A	-14%	14%	11%	N/A	N/A
Entire County	522,809	579,053	762,875	860,000	945,000	1,000,000
Growth Increase	N/A	11%	32%	13%	10%	6%

* As per US Census Bureau Tracts

** As per Montgomery County Planning Commission

Figure V-13

SCEA Study Area Population Change



decreases by 14 percent. The increase in population during the 1980's, as compared to the loss of population in the 1970's substantiates the year 1980 as the past time frame.

2. Future Time Frame

Year 2020 is proposed for the SCEA's reasonably foreseeable future time frame. 2020 is the design year of the project and represents the timeframe in which travel forecasting land use assumptions were conducted for the project. Additional readily available 2025 land use data from the Washington Metropolitan Council of Governments (MWCOC) Round 6.2 land use forecast will be used to support the SCEA analysis in the future timeframe.



2007

2. Analysis

Terrestrial Habitat and Historic Resources were the two resources evaluated as part of the SCEA. Impacts to each of these resources are expected to be the same for Alternatives 2, 3, and 9. Evaluation of the alternatives and correspondence with local M-NCPPC planners revealed that no secondary impacts are expected to occur with any of the proposed alternatives.

a. Land Use Scenarios

1. Past

The past land use scenario established for the SCEA is consistent with the 1980 past SCEA timeframe. Readily available land use data for this time period was limited. To establish a past land use scenario, Montgomery County's, "Wedges and Corridors" plan was used. The "Wedges and Corridors" plan is the portion of Montgomery County's General Plan that guides development. The Montgomery County General Plan was approved by the County Council in 1969 as a modification of the Montgomery County portion of "On Wedges and Corridors: A General Plan for the Development of the Washington Regional District." The General Plan provides broad policy guidance for development patterns and for transportation and environmental issues in Montgomery County. The concept focuses on wedges and corridors, with employment and residential nodes concentrated in corridors served by rail transit and major highways. Although the "Wedges and Corridors Plan" is broad in scope, it is relevant in determining the general pattern of growth since 1980. The "Wedges and Corridor" Plan also provides information to determine if past development is consistent with the designated growth areas defined by the General Plan.

The five land use classifications that make-up the "Wedges and Corridors Plan" include:

- Agricultural Wedge
- I-270 Corridor
- Suburban Communities
- Residential Wedge
- Urban Ring

Figure V-14 shows the extent of the land use categories that guide growth in Montgomery County. The SCEA boundary consists of two types of “Wedges and Corridors” land use categories including the I-270 Corridor and the Urban Ring. Both of these categories contain a mix of residential and commercial land uses.

2. Present

The present land use scenario established for the SCEA is based on Maryland Department of Planning (MDP) land use/land cover maps. The MDP 1997 land use/land cover maps provide land use classifications for the entire SCEA study area. The MDP land use/land cover maps generally classify land uses that are 10 acres and larger in size (MDP, 1997). The land use scenario used for the SCEA was generalized into the major categories of residential, commercial/industrial, agricultural, forest, open water/wetlands and bare land. As shown on *Figure V-15*, the majority of the SCEA study area is developed. Residential and commercial land uses are the dominant classifications within the SCEA geographical boundary. The MDP land use map was updated to reflect development that is planned for the near future (approximately 1-5 years). Near Future development identified in the 1992 North Bethesda/Garrett Park Master Plan was added to the MDP base map. Proposed development, according to the *1992 North Bethesda/Garrett Park Master Plan*, is listed in *Table V-12* and shown on *Figure V-15*. Near future development shows that planned residential and commercial growth within the SCEA study area is consistent with the underlying land use classified by MDP. Field verification of these developments shows that all but one (Tri-Rock) property has been developed since publication of the Master Plan.

3. Future

The future land use scenario was established by overlaying parcels of land identified in the 1992 Master Plan as “vacant or redevelopable” with the present land use scenario map. Each of the land parcels is summarized in *Table V-13* and shown on *Figure V-16*. Zoning changes were recommended by the 1992 North Bethesda/Garrett Park Master Plan to encourage development of these parcels or change the type of development that is currently in place. Overlaying land parcels greater than 10 acres with the present land use map provides an indication of how the future landscape may change from its current condition. Examination of each of the parcels shows that

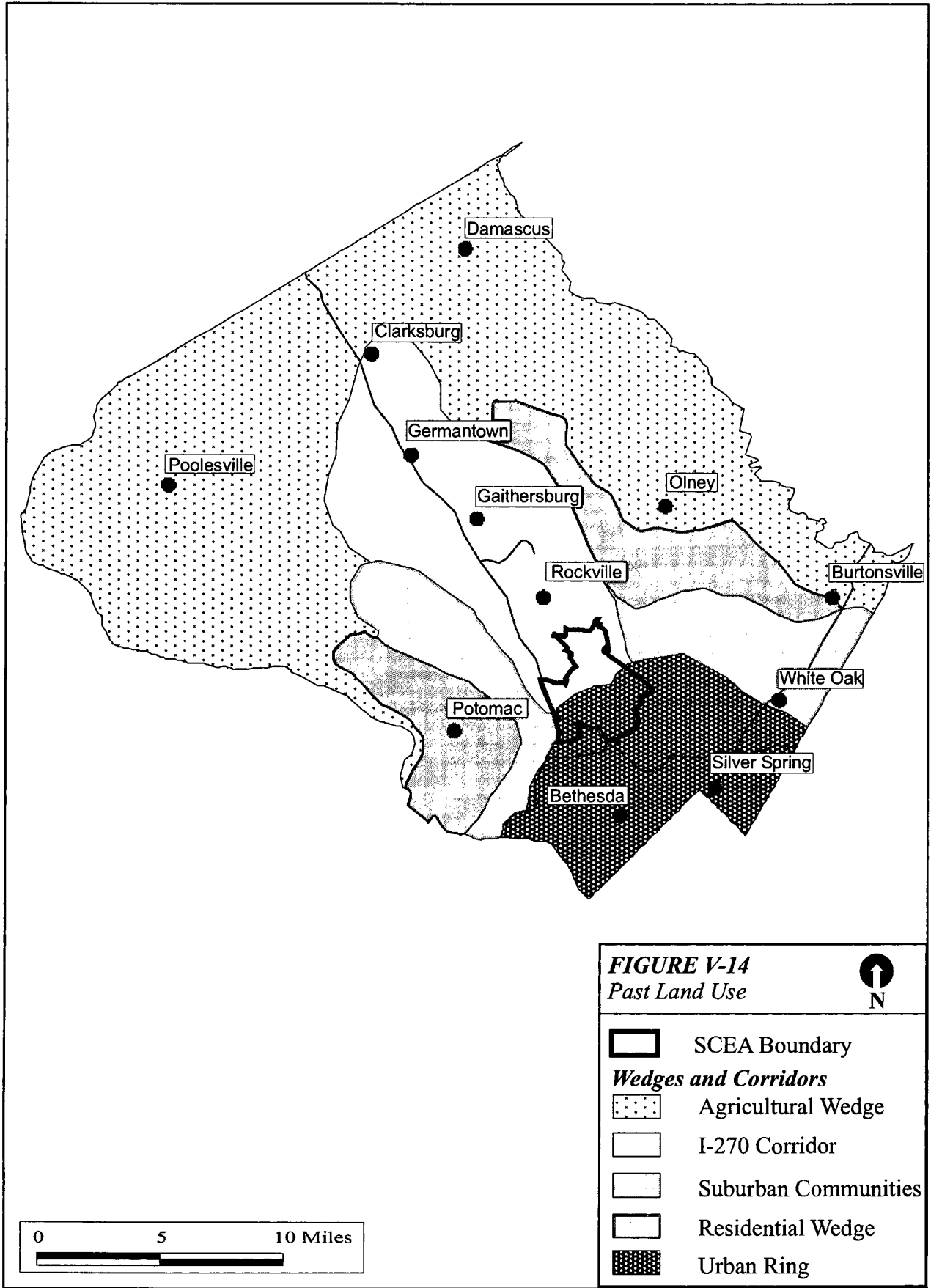









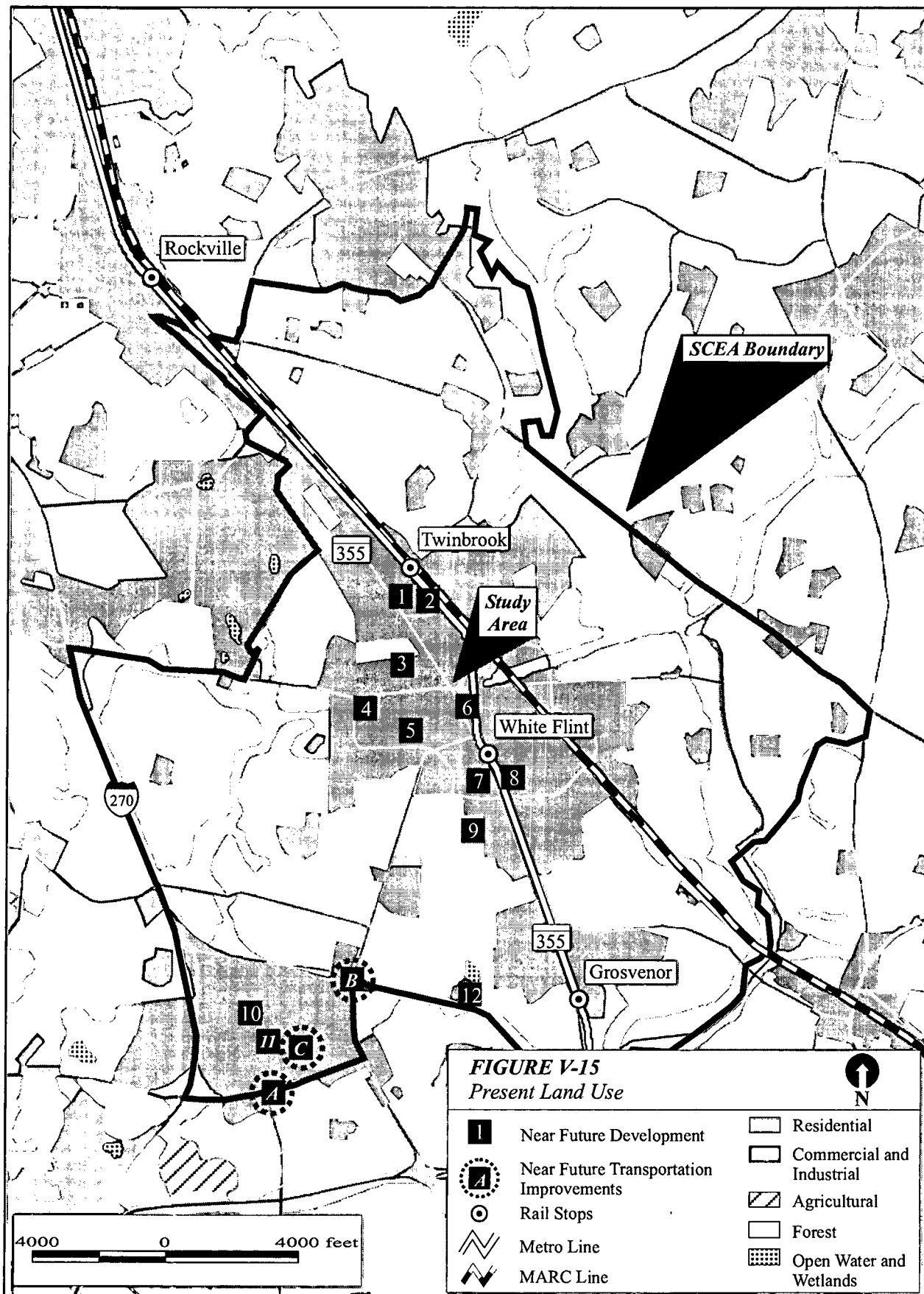
FIGURE V-14
Past Land Use



-  SCEA Boundary
- Wedges and Corridors***
-  Agricultural Wedge
-  I-270 Corridor
-  Suburban Communities
-  Residential Wedge
-  Urban Ring

0 5 10 Miles





206



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

TABLE V-12

Near Future Development

	Development	Size	Description
1	Twinbrook Mall and Towers	212,000 Sq. Ft., 231 Apartments	Mixed-Use Development
2	Chapman Place	320,800 Sq. Ft. Office, 44,200 Sq. Ft. Retail, 355 Apartments	Mixed-Use Development
3	Tri-Rock	275,000 Sq. Ft.	Office Facility, Non-Residential Pipeline
4	Wilgus Tract	161,880 Sq. Ft.	Office Facility
5	Washington Science Center, Parcel E	225,386 Sq. Ft.	Office Facility, Non-Residential Pipeline
6	State Highway Administration	60,000 Sq. Ft.	Office Facility
7	The Wisconsin	755 Condominium Units	Two-Building, High-Rise Condominium
8	Nuclear Regulatory Commission	357,900 Sq. Ft., 200 Apartments	Office Facility, Non-Residential Pipeline
9	Milton	132 Housing Units	Residential, Townhouses
10	IBM	1,384,430 Sq. Ft.	Office Facility, Non-Residential Pipeline
11	Rock Spring Plaza	183,990 Sq. Ft.	Office Facility, Non-Residential Pipeline
12	Marriott	249,000 Sq. Ft.	Hotel, Non-Residential Completion
A	I-270 (West Spur)	N/A	Improve Interchange at Democracy Blvd and Fernwood Road
B	I-270 (East Spur)	N/A	Construct a Diamond Interchange to Connect I-270 and Rockledge Drive
C	I-270/-270 Spur	N/A	Improve the West Section of the I-270 Spur/Democracy Blvd Interchange

Table V-13
Future Land Use Development

	Property	Property Size	Existing Land Use	Existing Zoning	Proposed Zoning Change
1	I-1 Zone Outside Sector Plans	176 Acres	Commercial/Industrial	◆ Light Industrial ◆ General Commercial	◆ Low Intensity-Light Industrial ◆ Limited Commercial, North of Bou Ave
2	Montrose Crossing	39 Acres	Commercial/Industrial	◆ 8 Acres-General Commercial ◆ 32 Acres-Light Industrial	◆ Residential-Mixed Use Development, Regional Center - Commercial Based
3	Armstrong and Mervis	23 Acres	Residential and Forest	◆ 17 Acres-Residential, One-Family to the East and Multiple Family, Medium Density Residential ◆ 6 Acres-Residential, One-Family	◆ Residential One-Family with Transferable Development Rights
4	Wilgus	30 Acres	Commercial/Industrial	◆ 300-Fect -Residential, One-Family with Commercial Office ◆ Central Portion- Office Commercial and General Commercial	◆ 8 Acres-A Base Zone of Residential, One-Family ◆ 2 Acres-Limited Commercial ◆ 10 Acres-A Floating Zone ◆ 4 Acres-Low Density Office
5	Mid Pike Plaza	20 Acres	Commercial/Industrial	◆ General Commercial	◆ General Commercial with a General Commercial Euclidean Zone, for future development, subject to Urban Design Review
6	White Flint Parking Lot	15 Acres	Commercial/Industrial	◆ 12 Acres-General Commercial ◆ 3 Acres-Residential, One-Family	◆ Existing Zoning is Confirmed
7	Georgetown Preparatory School	92.59 Acres	Commercial/Industrial	◆ Single-Family, Residential	◆ Single-Family, Residential is confirmed with a recommended Planned Development Zone
8	Holy Cross	35 Acres	Commercial/Industrial	◆ Residential, One-Family	◆ Existing Zoning is Confirmed
9	Davis-Lux Lane	19 Acres	Commercial/Industrial	◆ Residential, One-Family	◆ 50 percent is recommended for an access ramp from I-270 to Rock Spring Park and the remaining 50 percent will remain the same
10	Lochmann's Plaza	10 Acres	Commercial/Industrial	◆ 8 Acres- Convenience Commercial ◆ 2 Acres- Residential Townhouse	◆ Rezone- Limited Commercial
11	Montgomery Conference Center	325,000 Sq Ft	Commercial/Industrial	◆ General Commercial	◆ Existing Zoning is Confirmed

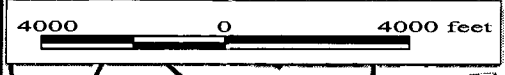
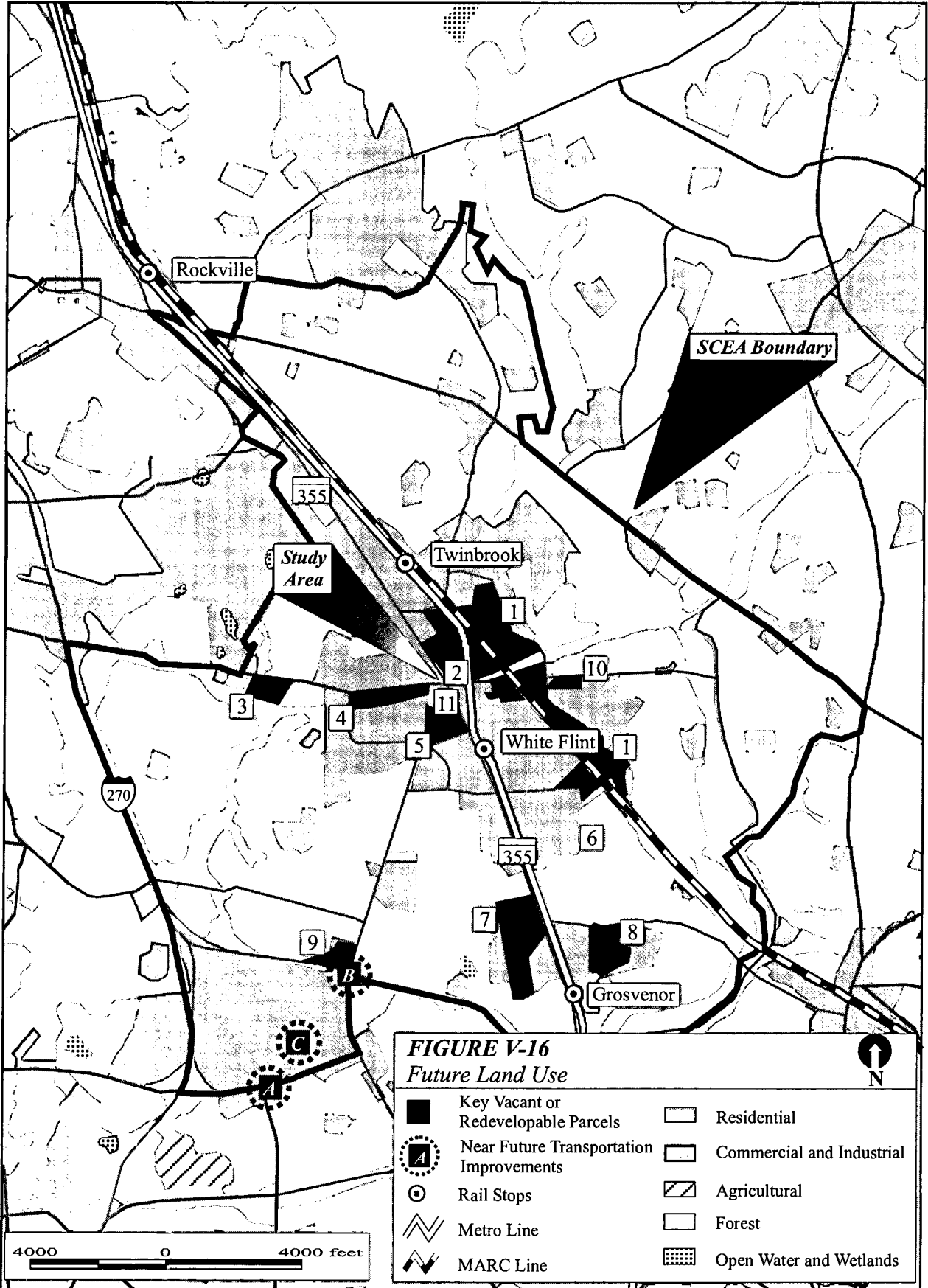


FIGURE V-16
Future Land Use

■ Key Vacant or Redevelopable Parcels
 ⊙ Near Future Transportation Improvements
 ⊙ Rail Stops
 ⚡ Metro Line
 ⚡ MARC Line
 □ Residential
 □ Commercial and Industrial
 ▨ Agricultural
 □ Forest
 ▨ Open Water and Wetlands

**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

recommended zoning changes are consistent with the present-year land use scenario for five of the parcels. Five additional parcels, however, are slated for growth that is not consistent with the underlying present land use scenario. These inconsistencies are shown on **Figure V-16** and include the following:

- **Montrose Crossing**
- **Wilgus**
- **Georgetown Preparatory School**
- **Holy Cross**
- *Davis-Lux Lane*

Generally the future land use in the SCEA geographical boundary for the year 2020 will remain similar to the existing scenario. The parcels described above may alter the appearance of small isolated land areas, but are unlikely to change the overall land use from its current condition. The impact of these changes may be minimal due to the prevalence of mixed-use development in many of these parcels. The most noticeable change to the future landscape will be the intensity of development in the area. The trends analysis (detailed below) will show that the area within the SCEA geographical boundary will continue to develop through the addition of people and jobs.

b. SCEA Resource Effects

The measure of effects to SCEA resources included a combination of trends and overlay analysis. Resources were mapped to conduct overlay analysis and help substantiate trends analysis. Mapping of terrestrial habitat included the extraction of forested land from MDP land use/land cover maps. Mapping of historic resources included plotting all National Register of Historic Places and Maryland Inventory of Historic Properties in the SCEA geographical boundary.

Two different types of overlay analysis were used to assess impacts to each of the two SCEA resources. The first involved overlaying the fastest growing TAZs in terms of household population and employment with the underlying resources. This overlay analysis was performed for both the past and future timeframes. The comparison of these TAZs with the resources identified whether the rate of development was incompatible with the resource being assessed.

The second type of overlay analysis included overlaying past and future transportation, residential and commercial/industrial improvements with the resources. Each of the development projects were considered in terms of their proximity to the SCEA resources.

Trends analysis was conducted by comparing household population and employment population from 1980 to 2000 for the past timeframe and from 2000 to the year 2020 for the future timeframe. This analysis did not explicitly identify any gain/loss of the SCEA resources, rather the trends helped substantiate the effect that growth pressures have on the SCEA resources. In addition, published trends were used to estimate past impacts specific to terrestrial resources. Readily available published trends reports were not available for historic resources.

1. Terrestrial Habitat (Forests)

Available data regarding present forest habitat was obtained from aerial mapping of the SCEA study area. Terrestrial habitat primarily includes forested areas that are present as forested corridors alongside streams, as land preserved for future transitway alignment, and as fragmented patches interspersed with highway, commercial, and residential land uses. Other forms of terrestrial habitat, such as open space, were not found within the SCEA geographical boundary.

a. Past

The SCEA study area drains into the Washington Metropolitan Area watershed and the Rock Creek and Cabin John Creek Subwatersheds. Both of these subwatersheds are contained within the Middle Potomac-Catoctin and Middle Potomac Anacostia-Occoquan River Basins (USGS HU Units). The EPA Landscape Atlas maps (1990 data) indicate that the Middle Potomac-Catoctin River basin and the Middle Potomac Anacostia-Occoquan River basin are both less than 48 percent forested and that greater than 21 percent of this forested area is fragmented. Both river basins have less than 24 percent of forest interior habitat (large tracts of contiguous forest cover). Only less than two percent of both watersheds have suitable interior forest habitat.

Past stresses to forest habitats and corridors include forest fragmentation due to highway, residential and commercial land uses and pesticide applications. As listed on *Table V-14* and shown on *Figure V-17*, the SCEA study area experienced rapid population and employment growth between 1980

Table V-14
Population and Employment Change 1980-2000

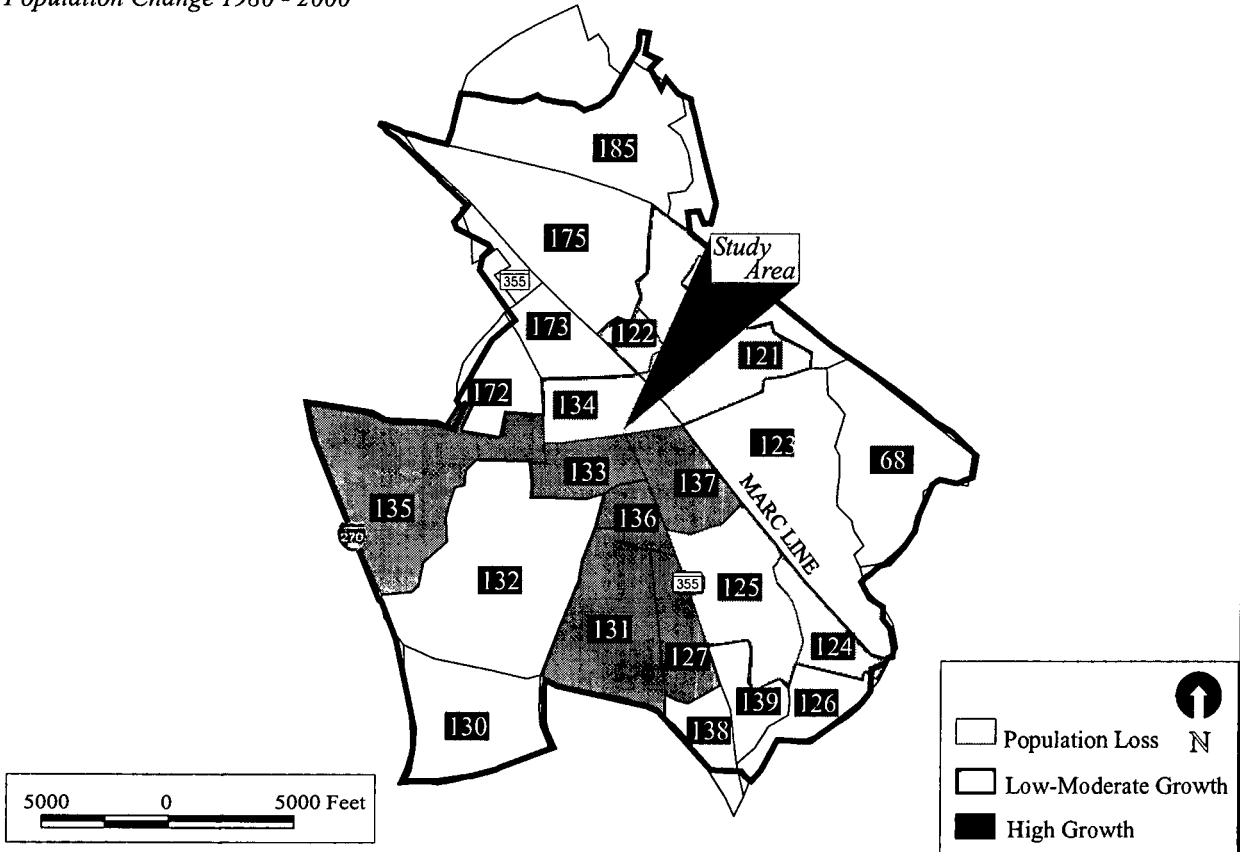
Tranportation Analysis Zone	Note	Jobs		Percent Change	Population		Percent Change
		1980	2000		1980	2000	
68		315	316	0%	3,585	3,566	-1%
123		3,666	5,013	37%	4,436	4,622	4%
130		4,585	23,375	410%	16	3	-81%
132		319	539	69%	3,135	2,585	-18%
134	*	3,286	4,757	45%	2,238	2,411	8%
135	*	408	1,649	304%	1,546	3,704	140%
137	*	2,876	6,250	117%	522	984	89%
138	*	507	156	-69%	4,252	4,159	-2%
175	*	419	1,197	186%	6,165	6,005	-3%
185	*	964	1,354	40%	5,934	5,196	-12%
121, 122	*	13,537	14,407	6%	3,655	4,120	13%
124, 125	*	5,857	4,849	-17%	2,582	3,033	17%
126, 139	*	311	467	50%	2,082	1,731	-17%
131, 127	*	3,752	5,219	39%	360	5804	1512%
133, 136	*	7,040	14,720	109%	3	1739	57867%
172, 173	*	4,030	8,290	106%	6,146	3,851	-37%

and 2000. Population totals for the watersheds encompassed by the SCEA boundary show more than a 10,000 - person increase from 1980-1999. Population for the county increased an average of 15.4 percent since 1980 and the numerical change (>115,000) between 1990 and 2000 is the highest of all counties in Maryland. Subsequent infrastructure associated with this growth was supported by a number of transportation projects and is shown on *Figure V-18*.

The SCEA geographical boundary is highly developed with only smaller corridors of forested land remaining. According to the Breeding Bird Survey (BBS) Project, there are two routes that fall within the SCEA boundary. The Weaton Route is discontinued and has no recorded forest-breeding bird species. The Silver Spring Route shows both increases and decreases in the number and diversity of bird populations that are habitual to this corridor. Past effects to terrestrial habitat include impacts to territory used by breeding birds. Bird species within the SCEA geographical boundary that have decreased their breeding populations in the past 30 years include:

- Blue Jays
- Common Grackle
- Northern Bobwhite

Population Change 1980 - 2000



Employment Change 1980 - 2000

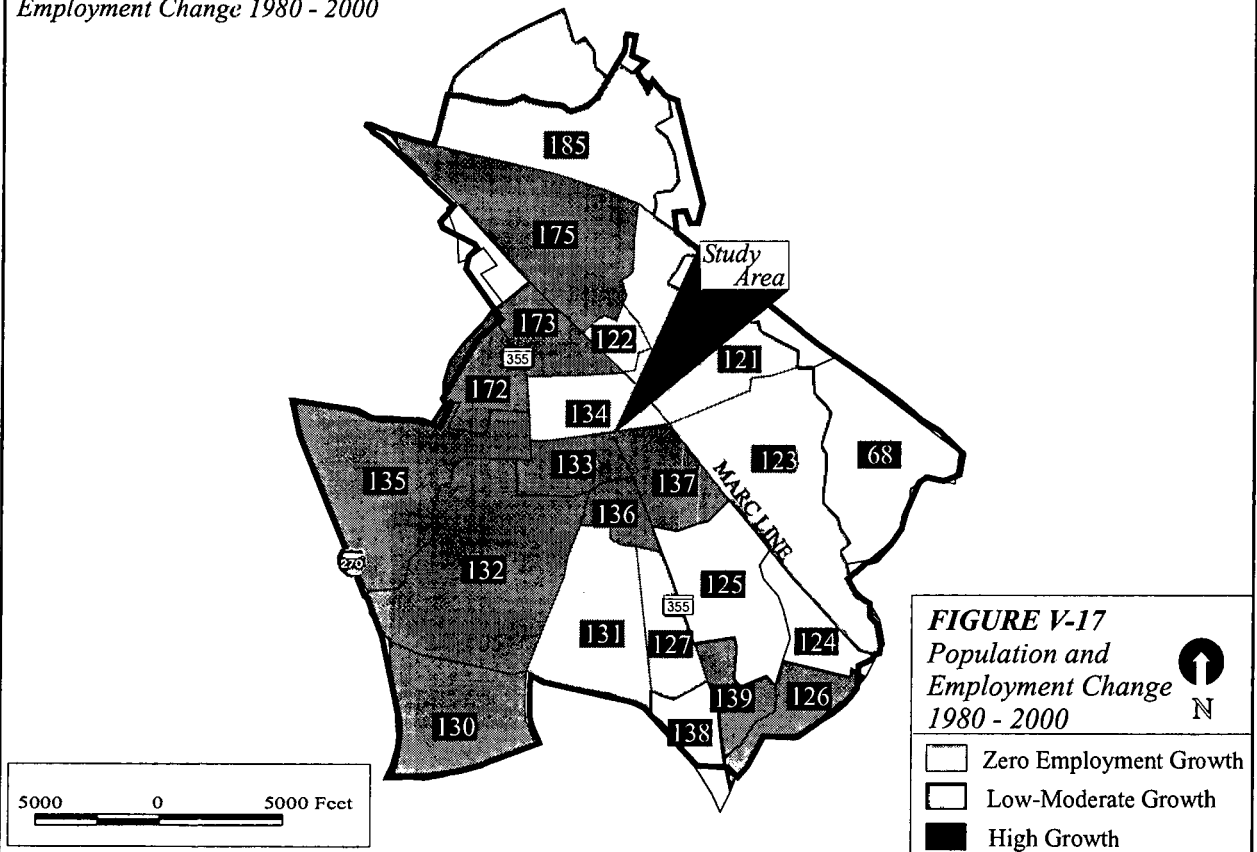
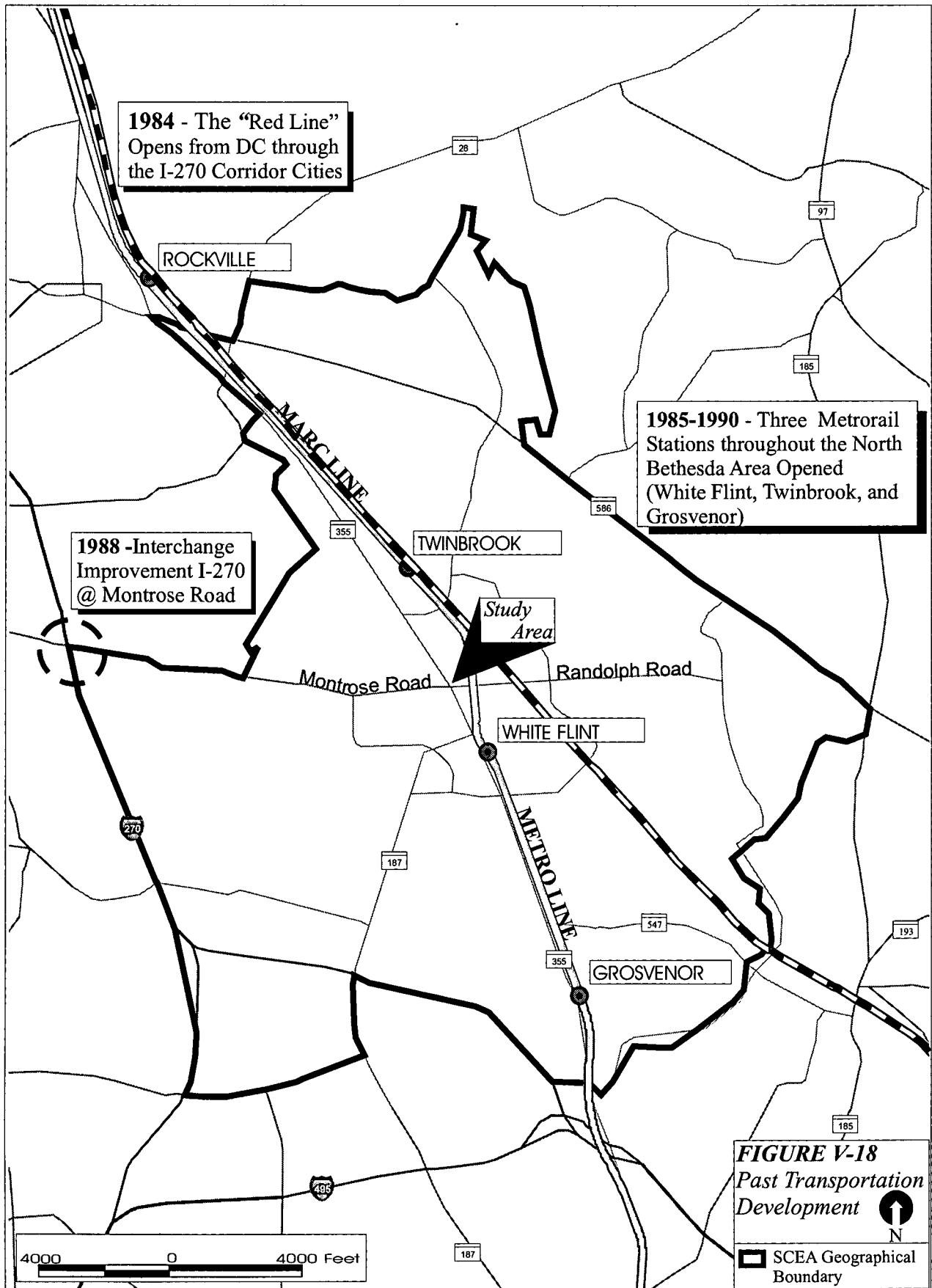


FIGURE V-17
Population and
Employment Change
1980 - 2000



***MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study***

Additional data from the USGS-PWRC (Patuxent Wildlife Research Center) indicates a general negative trend estimate in Maryland between the 1966-1996 BBS period for many species in the Woodland Breeding Species Group. The primary reasons for the general decline in breeding populations of certain species within the SCEA boundary include:

- Forest habitat loss and fragmentation, and wintering habitat loss due to development;
- Loss of food sources (mainly insects) due to pesticide applications;
- Human disturbance;
- Brown-headed Cowbird parasitism

b. Future

Trends analyses shows that development pressures continue to add stress to terrestrial habitat inside of the SCEA geographical boundary. According to Round 6.2 forecasts, future population is expected to increase 20 percent and employment is expected to increase 13 percent between the years 2000 and 2020. This growth is listed on *Table V-15* and illustrated on *Figure V-19*.

Overlay analysis shows that one land parcel (Armstrong and Mervis) identified as vacant or redevelopable occurs in an area containing forested land. This property is located just south of Montrose Parkway and west of MD 355. The location of this parcel is illustrated on *Figure V-16* and summarized on *Table V-13*. The parcel consists of 23 acres of mixed residential and forested land. Future development pressures associated with the Montrose Parkway alignment may occur at this site. The 1992 *Bethesda/Garrett Park Master Plan* identifies the need to preserve as much of the natural wooded land as possible as a way of buffering residential properties from the future Montrose Parkway (*Figure V-20*).

Although overlay analysis identifies only one land area conducive to terrestrial habitat, the added growth planned for the future may continue to put pressure on species utilizing the remaining forested land. To minimize further degradation of terrestrial habitat a number of laws and regulations are applicable to preserving this land in the future timeframe.

**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

They include:

- The Maryland Forest Conservation Act of 1991 (ACM, Natural Resources Article, Sections 5-1601 through 5-1613)
- The Montgomery County – Forest Conservation Law (1992 L.M.C.)
- The Montgomery County Legacy Open Space Program

TABLE V-15

Population and Employment Changes 2000-2020

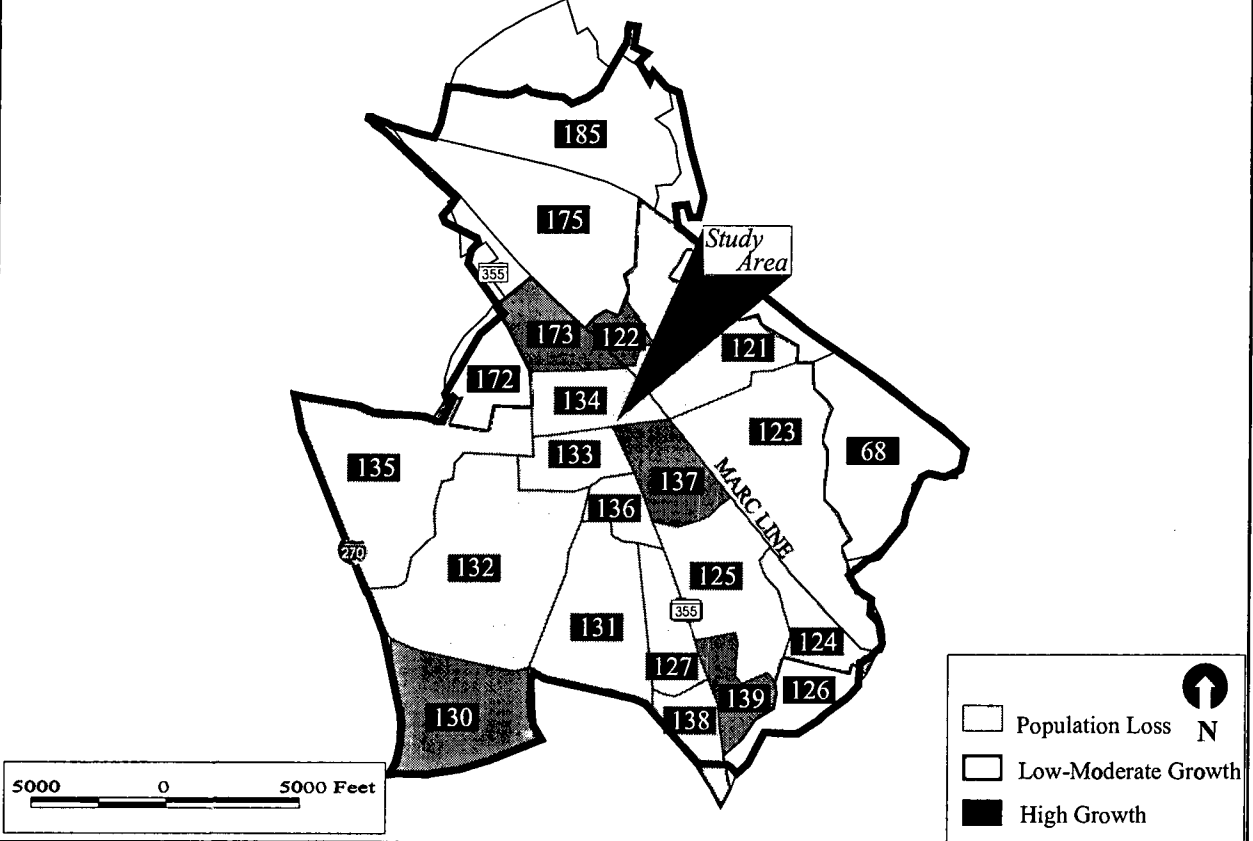
Tranportation Analysis Zone	Jobs		Percent Change	Population		Percent Change
	2,000	2020		2000	2020	
68	316	325	3%	3,566	3,454	-3%
121	3,101	3,395	9%	4,120	4,280	4%
122	11,306	11,974	6%	1	1,832	183100%
123	5,013	5,282	5%	4,622	4,870	5%
124	350	350	0%	960	1,045	9%
125	4,499	4,989	11%	2,073	2,193	6%
126	53	53	0%	1,438	1,438	0%
127	4,833	5,031	4%	395	454	15%
130	23,375	29,151	25%	3	2,288	76167%
131	386	416	8%	5,409	5,585	3%
132	539	539	0%	2,585	2,802	8%
133	13,030	14,514	11%	179	187	4%
134	4,757	5,023	6%	2,411	2,668	11%
135	1,649	1,654	0%	3,704	4,058	10%
136	1,690	2,652	57%	1,560	2,001	28%
137	6,250	6,949	11%	984	3,146	220%
138	156	156	0%	4,159	4,347	5%
139	414	426	3%	293	2,701	822%
172	422	422	0%	3,535	3,517	-1%
173	7,868	8,277	5%	316	546	73%
175	1,197	1,197	0%	6,005	5,852	-3%
185	1,354	1,354	0%	5,196	5,057	-3%

2. Historic Resources

a. Trends/Overlays/Matrices

Evaluation of historic resources utilized data from the National Register of Historic Places, Maryland Inventory of Historic Properties and the Montgomery County Master Plan for Historic Preservation. Overlay was the primary analysis methodology used to assess potential impacts to historic resources.

Population Change 2000 - 2020



Employment Change 2000 - 2020

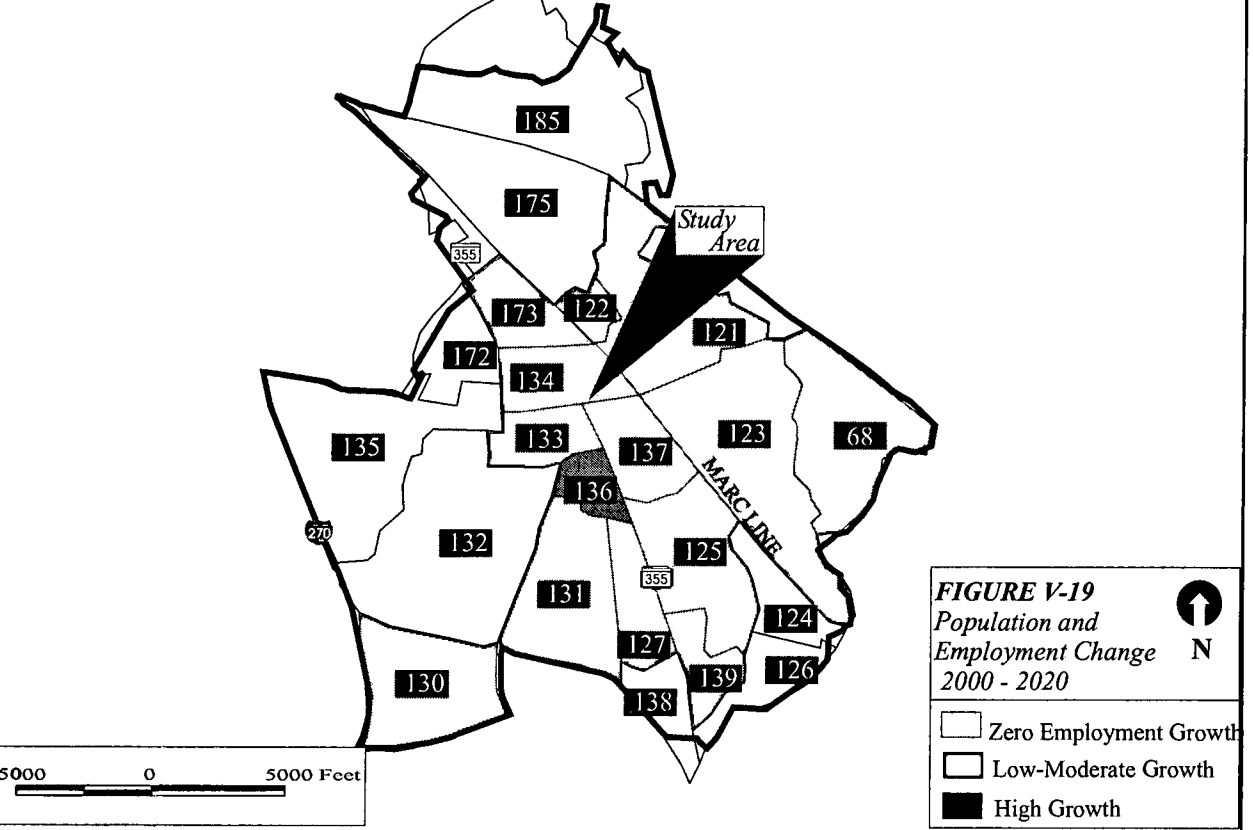


FIGURE V-19
Population and
Employment Change
2000 - 2020

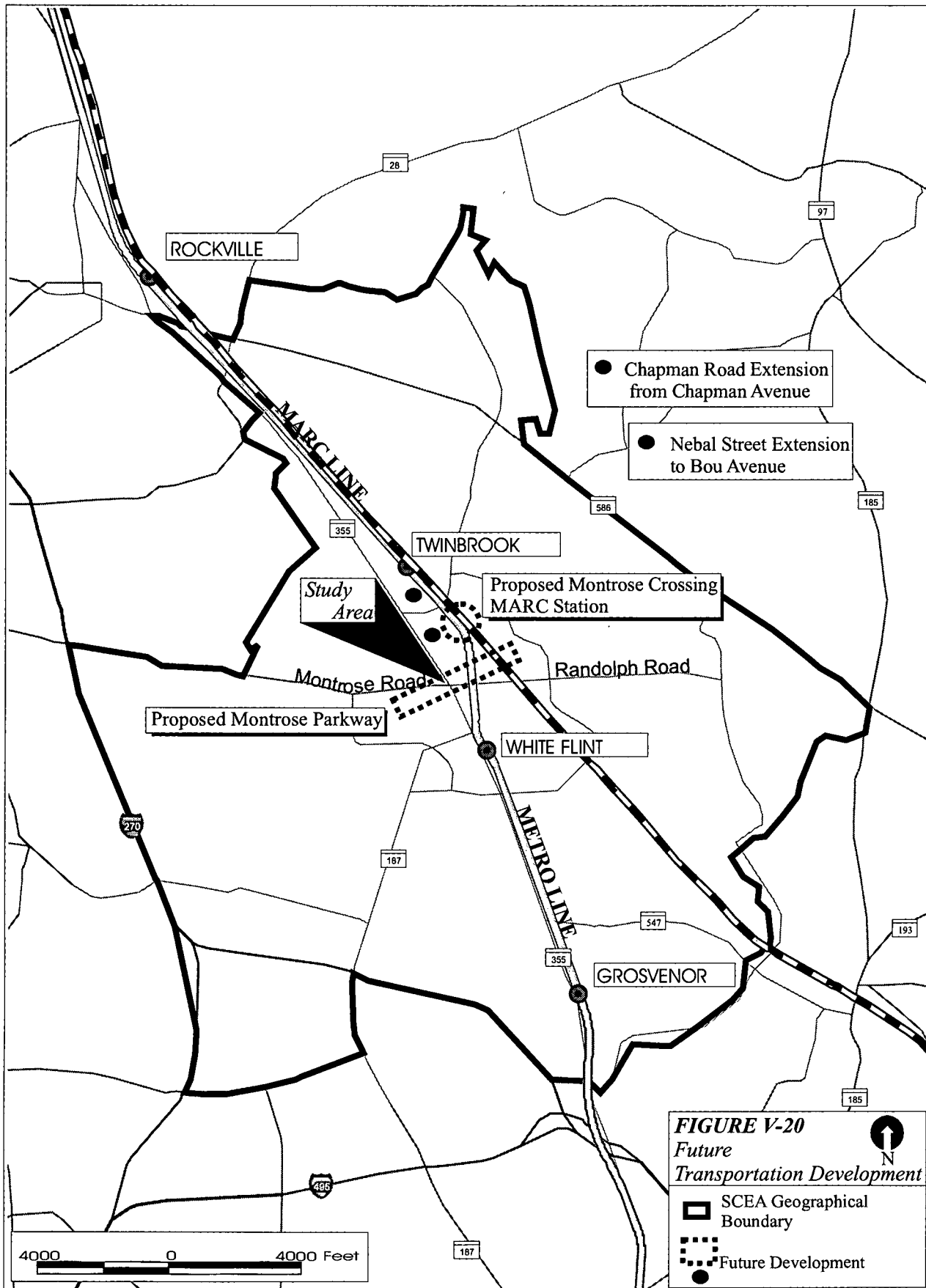





FIGURE V-20
Future Transportation Development

-  SCEA Geographical Boundary
-  Future Development
- 

4000 0 4000 Feet

1. Alternatives 2, 3 and 9

A total of three National Register of Historic Places listings are contained within the SCEA geographical boundary. These properties include:

- Third Edition to Rockville and St. Mary’s Church (NR-506)
- Montrose Schoolhouse (NR-722)
- Garrett Park Historic District (NR-265)

National Register of Historic Places listings are properties identified as significant consistent with Section 106 of the National Historic Preservation Act. In the State of Maryland, this listing is administered by the State Historic Preservation Office. The three properties are shown on *Figure V-21* and listed in *Table V-16*.

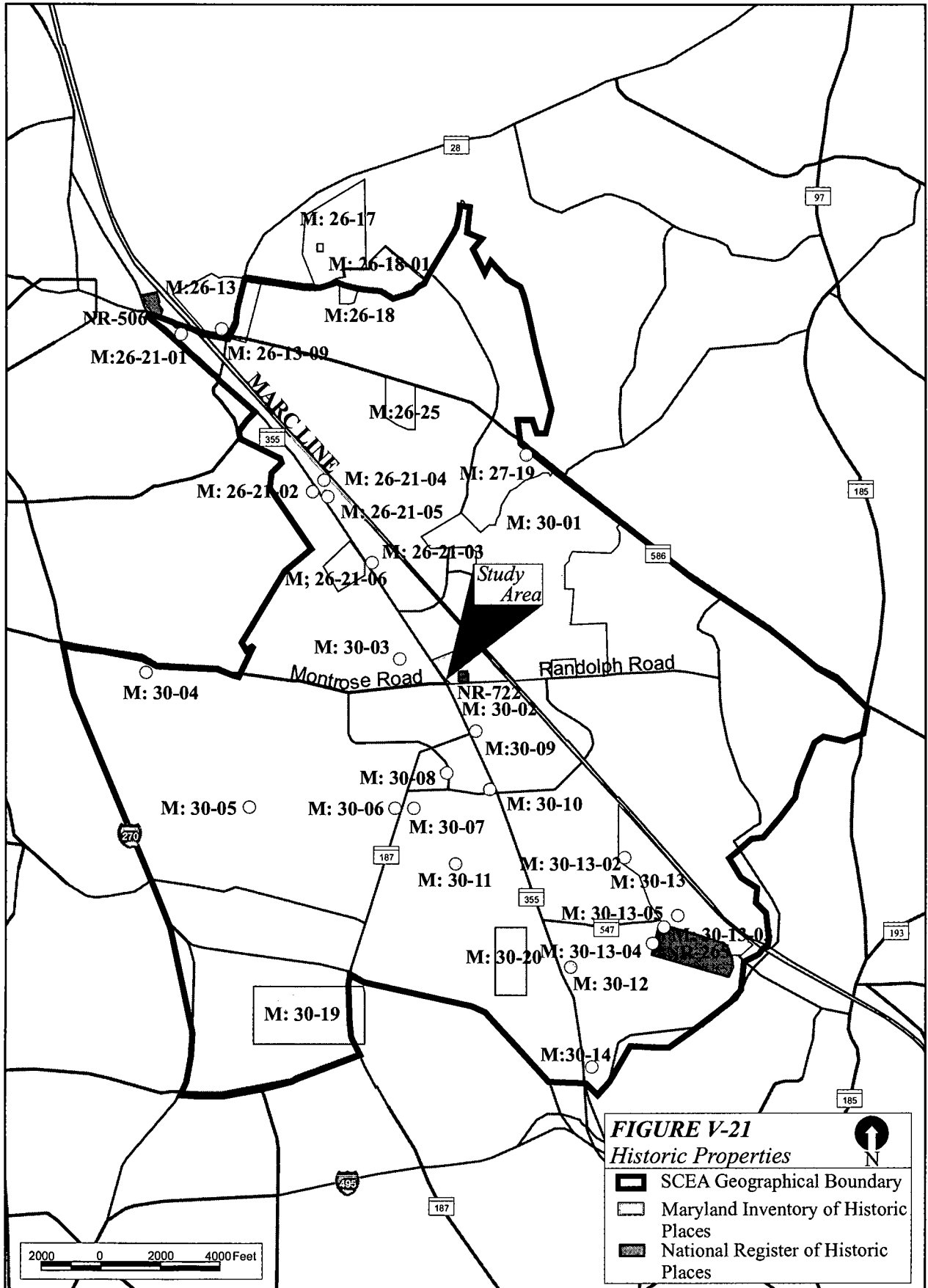
A total of 39 properties (including the three properties listed on the National Register of Historic Places) listed in the Maryland Inventory of Historic Properties are contained within the SCEA geographical boundary. The Maryland Inventory of Historic Properties is a listing of historic structures, monuments, districts and other properties maintained by the Maryland Historical Trust (MHT) Office of Research, Survey and Registration. These three properties are shown on *Figure V-21* and listed in *Table V-16*.

a. Past

Records that show trends in the elimination or protection of historic sites in the past timeframe are not readily available. Because of this, a past to present trends analysis was not conducted for these resources.

b. Future

Future assessment of historic properties included overlaying future development on the locations of existing known historic properties. Overlay analysis determined that the *Montrose Schoolhouse* is the only National Register of Historic Places listing that falls within an area proposed as a key redevelopable parcel. The land on which this property is located, owned by SHA, is in close proximity to the county’s Chapman Road (Extension) project. The *Montrose Schoolhouse*, owned



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**



TABLE V-16

Historic Properties

Historic Property ID Number	Property Name	Street Address
NR-506	Third Edition to Rockville and St. Mary's Church; Entry Date - 11/20/78	
NR-722	Montrose School House; Entry Date - 1/24/83	Randolph Road, Rockville
NR-265	Garrett Park Historic District; Entry Date - 1/31/75	Garrett Park
M: 26-21-02	Tyson Wheeler Funeral Home	1331 Rockville Pike (MD 355), Rockville
M: 30-04	Smokehouse	12012 Old Bridge Road, Rockville
M: 30-05	Holly Oaks	6520 Tilden Lane, Rockville
M: 26-21-01	Simmons Building	706 Rockville Pike (MD 355), Rockville
M: 26-21-04	Sprigg Poole House (Doggett House)	1300 Rockville Pike (MD 355), Rockville
M: 26-21-06	Congressional Airport (Congressional Shopping City)	Rockville Pike (MD 355), Rockville
M: 26-21-05	Dixie Cream Donut Shop (Montgomery Donuts)	1402 Rockville Pike (MD 355), Rockville
M: 26-13-09	Janeta Houses Survey District	808-822 Veirs Mill Road (MD 28), Rockville
M: 26-13	Rt. 28/Baltimore Rd. Area	Rockville
M: 26-17	Glenview Farm Area	603 Edmonston Drive, Twinbrook
M: 30-19	Davis Farm	10500 Old Georgetown Rd. (MD187), Bethesda
M: 30-14	Linden Oak	Beach Drive, Bethesda
M: 30-12	Corby Estate (Strathmore Hall Arts Center)	10801 Rockville Pike (MD 355), Rockville
M: 30-13-05	Chevy House	10912 Montrose Avenue, Garrett Park
M: 30-13-03	Garrett Park Chapel (Garrett Park Town Hall)	10814 Kenilworth Avenue, Garrett Park
M: 30-13-04	Garrett Park School (Garrett Park Day Care Center)	4810 Oxford Street, Garrett Park
M: 30-06	Uncle Tom's Cabin (Riley House)	11420 Old Georgetown Rd (MD187), Rockville
M: 30-07	Luttrell Estate	Nicholson Lane, Rockville
M: 30-08	Wall Estate	5900 Executive Boulevard, Rockville
M: 30-10	Rainbow Motel	11520 Rockville Pike (MD 355), Rockville
M: 30-09	Mantouri Estate	11609 Rockville Pike (MD 355), Rockville
M: 30-02	Montrose Schoolhouse	Randolph Road, Rockville
M: 30-03	Gaegler House (Rammed Earth House)	12190 Rockville Pike (MD 355), Rockville
M: 30-11	Timberlawn (Shriver Estate)	5700 Sugarbush Lane, Rockville
M: 30-13-02	Israel House (Hill-Avery House)	11204 Kenilworth Avenue, Garrett Park
M: 26-21-03	Halpine Store (Radio Shack)	1600 Rockville Pike (MD 355), Rockville
M: 27-19	Original Veirs Mill	Viers Mill Road (MD 586), Rockville
M: 27-18	Baltimore Road Bridge - No. M. 0201 (at Rock Creek)	Baltimore Road, Twinbrook
M: 26-25	Twinbrook Area - Section 1 - Survey District	Rockville
M: 30-01	Wilkins Estate (Parklawn Cemetery)	12800 Veirs Mill Road (MD 186), Rockville
M: 30-01	Wilkins Estate (Parklawn Cemetery)	12800 Veirs Mill Road (MD 186), Rockville
M: 30-13	Garrett Park Historic District	Garrett Park
M: 30-20	Georgetown Preparatory School(OurLady of LourdesChpl)	10900 Rockville Pike (MD 355), Rockville
M: 26-18-01	Rockville Cemetery and Caretaker's House	1350 Baltimore Road, Twinbrook
M: 26-18	Rockville Cemeteries	Baltimore Road, Twinbrook
M: 0	Metropolitan Branch, B&O RR	

by Peerless Rockville Historic Preservation Ltd., is located along Randolph Road east of MD 355, near the Montrose Crossing property. The Third Edition to Rockville and St. Mary's Church and the Garrett Park Historic District are located in areas where future development is not planned.

Overlay of the key vacant and redevelopable parcels with Maryland Inventory of Historic Properties reveals that four properties are located within the areas proposed for future development. These properties include:



**MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study**

- Montrose Schoolhouse (NR-722) and (M: 30-02)
- Wilkens Estate - Parklawn Cemetery (M: 30-01)
- Georgetown Preparatory School -Our Lady of the Lourdes Chapel (M:30-20)
- Metropolitan Branch B&O Rail Road (M: 0)

The *Montrose Schoolhouse*, listed on both the National Register of Historic Places and the Maryland Inventory of Historic Properties, and the additional three sites mentioned above, are individual resources located within areas proposed for planned development. It was assumed, using the overlay analysis methodology, that these are the only sites within the SCEA boundary potentially susceptible to cumulative effects. It should be noted that the *Montrose Schoolhouse's* inclusion on the National Register of Historic Places and inclusion on the Master Plan for Historic Preservation (*1992 North Bethesda/Garrett Park Master Plan*) offers protection to this resource. The MHT has concurred that Alternatives 2, 3 and 9 will have no adverse effect to the *Montrose Schoolhouse* (October 15, 2001).

3. Conclusions

a. Terrestrial Habitat (Forests)

Terrestrial habitat in the past to present time frame has experienced cumulative effects. This resource was subject to development pressures that are not conducive to species, such as migratory birds, which are dependent on forested and open space land. Rapid changes in land use (residential and employment growth) between 1980 and 2000 have contributed to the loss of open space and forest fragmentation inside of the SCEA geographical boundary. Despite the occurrence of cumulative effects to terrestrial habitat, the style of growth that did occur is consistent with the goals set forth by the County Master Plan. The development in the past timeframe occurred in a corridor designated for residential and commercial growth in the 1969 General Plan.

No cumulative effects to terrestrial land are expected to occur in the SCEA geographical boundary for the future time frame. The presence of various environmental and conservation programs/laws will minimize impacts from future development. In addition, natural succession will continue to offset some of the woodland losses, as will afforestation or reforestation mitigation requirements of approved Forest Conservation Plans pursuant to the county's Forest Conservation Program. To

221
SHA

avoid the potential of cumulative effects to terrestrial habitat, future development within the SCEA boundary will have to minimize further forest habitat fragmentation from its current state. The environmental and conservation programs currently in place provide a degree of insurance against future impacts to terrestrial land.

b. Historic Resources

For the present and future timeframes, it is assumed that development pressures associated with rapid population and employment growth may effect existing historic resources or properties that may become classified as historic resources. The following paragraphs discuss county historic preservation tools and coordination regarding the *Montrose Schoolhouse*.

As the *Montrose Schoolhouse* is included in the Montgomery County Master Plan for Historic Preservation, specific guidelines apply. The Master Plan for Historic Preservation and the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to protect and preserve Montgomery County's historic and architectural heritage. When the County Council places an historic resource on the Master Plan for Historic Preservation, the adoption action officially designates the property as an historic site. It is then subject to procedural requirements of the Historic Preservation Ordinance located in the *1992 North Bethesda/Garrett Park Master Plan*.

It was concluded that the *Montrose Schoolhouse* is not expected to suffer cumulative effects, due to the various historic preservation tools existing in Montgomery County. The additional three sites listed in the Maryland Inventory of Historic Properties may, however, be impacted by cumulative effects, due to the Maryland Inventory of Historic Properties involving no regulatory restrictions or controls.



Elected Officials Correspondence

Comments and Coordination*Elected Officials Correspondence*

Correspondence	To:	From:	Reference No.
SHA Focus Group Nomination Request from Elected Officials	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	VI-1
Thanks You Letter for Focus Group Nominations	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	VI-2
Board Member Concurrence	SHA	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	VI-3
Explanation and Coordination of Project Activities	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	VI-4
Thank You Letter	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	VI-5
Staff Recommendations	SHA	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	VI-6
Update to Recommendations	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	VI-7
Implications for the Truck Ban	The Honorable Micheal L. Subin President, Montgomery County Council	SHA	VI-8
Thank You Letter for Appraising SHA	The Honorable Micheal L. Subin President, Montgomery County Council	SHA	VI-9
Update to Project Activities	The Honorable Micheal L. Subin President, Montgomery County Council	SHA	VI-10
SHA Focus Group Nomination Request from Elected Officials	The Honorable Brian E. Frosh, Senate of Maryland	SHA	VI-11

224

Correspondence	To:	From:	Reference No.
Nominations of Focus Group Candidates	SHA	The Honorable Brian E. Frosh, Senate of Maryland	VI-12
Thank You Letter for Focus Group Nominations	The Honorable Brian E. Frosh, Senate of Maryland	SHA	VI-13
Response to the Issue of the Composition of the Focus Group	The Honorable Brian E. Frosh, Senate of Maryland and Delegates Bronrott, Goldwater, and Kopp	SHA	VI-14
SHA Focus Group Nomination Request from Elected Officials	The Honorable Douglas M. Duncan, County Executive	SHA	VI-15
Nominations of Focus Group Candidates	SHA	The Honorable Douglas M. Duncan, County Executive	VI-16
Thank You Letter for Focus Group Nominations	The Honorable Douglas M. Duncan, County Executive	SHA	VI-17
Update to Project Activities	The Honorable Douglas M. Duncan, County Executive	SHA	VI-18
E-mail –Preferred Option	SHA	The Honorable Derick Berlage, Montgomery County Council	VI-19
Thank You Letter for Project Suggestions	The Honorable Derick Berlage, Montgomery County Council	SHA	VI-20
SHA Focus Group Nomination Request from Elected Officials	The Honorable Rose G. Krasnow, Mayor, City of Rockville	SHA	VI-21
Thank You Letter for Focus Group Nominations	The Honorable Rose G. Krasnow, Mayor, City of Rockville	SHA	VI-22
SHA Focus Group Nomination Request from Elected Officials	The Honorable Isiah Leggett, President; Montgomery County Council	SHA	VI-23
Thank You Letter for Focus Group Nominations	The Honorable Isiah Leggett, President; Montgomery County Council	SHA	VI-24
Update to Project Activities	The Honorable Kumar P. Barve	SHA	VI-25
Update to Project Activities	The Honorable Ida G. Ruben, Senate of Maryland	SHA	VI-26
SHA Focus Group Nomination Request from Elected Officials	The Honorable Christopher Van Hollen, Jr., Senate of Maryland	SHA	VI-27

Correspondence	To:	From:	Reference No.
SHA Focus Group Nomination Request from Elected Officials	The Honorable Jennie M. Forhand, Senate of Maryland	SHA	VI-28
Thank You Letter for Briefings on Project	SHA	Montgomery County Council	VI-29
Fighting Montrose Parkway	Governor Paris Glendenning, State House	John H. Ferrell	VI-30
Response to Previous Letter	Mr. John H. Ferrell	David L. Winstead, Secretary	VI-31



**Maryland Department of Transportation
State Highway Administration**

July 6, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable William Hussmann,
Chairman
Montgomery County Planning Board
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Chairman Hussmann: B:11

The State Highway Administration (SHA) is in the process of initiating a Focus Group this Spring/Summer to discuss the intersection improvement project planning study at MD 355 and Montrose Road/Randolph Road. The SHA would appreciate the Planning Board's assistance in nominating up to three candidates for potentially serving on a ten to fifteen member focus group to provide an opportunity for representatives of community, business, and special interest groups to participate in the project development, as well as to share information with the study team. A notice will go out to those persons selected for the focus group establishing an initial meeting within the next one to two months. You will be courtesy copied on this notice in case you or one of your representatives would like to participate in this meeting.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. A map and a fact sheet are enclosed for your reference. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), demand management strategies within the study area, at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The development of this project planning study includes an Alternates Public Workshop this Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-1

The Honorable William Hussmann
Page Two

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free at 1-888-204-4828, or Paul Maloney, the project manager, at 410-545-8516.

Sincerely,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

- cc: Mr. Richard C. Hawthorne, Chief of Transportation, Maryland National Capital Park and Planning Commission
- Mr. Jeffery L. Zyontz, Chief of County Wide Planning, Maryland National Capital Park and Planning Commission

2276



**Maryland Department of Transportation
State Highway Administration**

August 20, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable William Hussmann
Chairman
Montgomery County Planning Board
Maryland-National Capital Park
And Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Chairman Hussmann: Bill

Thank you for nominating three individuals to participate in the MD 355/Randolph Road-Montrose Road Project Planning Study. The State Highway Administration (SHA) considers public involvement to be extremely important in the development of reasonable alternatives that address transportation problems on our roadways.

Within the next week, my staff will be in contact with the nominated individuals and will schedule the first Focus Group meeting to discuss the background, purpose and need, project planning process, and goals that the Study Team believes may improve the safety and operation of the referenced intersection. We hope that by involving the public through Focus Group representation, the development of this project will incorporate concerns of individuals local to the area.

The SHA will make every effort to meet the schedule that has been developed. To this end, we look forward to close coordination with the Montgomery County Council staff. A courtesy copy of the Focus Group meeting announcements will be sent to you.

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free, within Maryland, at 1-888-204-4828, or Paul F. Maloney, the project manager, at 410-545-8516.

Very truly yours,

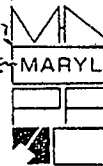
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717, Bellmore, MD 21203-0717
Street Address: 707 North Calvert Street - Bellmore, Maryland 21202

VI-2



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

Montgomery County Planning Board
Office of the Chairman

August 7, 2000

Neil Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore Maryland, 21203-0717

Dear Mr. Pedersen:

Thank you for your July 20 briefing to the Planning Board regarding the Maryland Route 355/Montrose Road/Randolph Road intersection study. The Board concurred with the staff recommendations regarding immediate policy guidance as contained in the four statements below.

1. Regarding Master Plan consistency and intent:
 - a. Each of the three alternatives described by staff in their July 13 packet, "M-NCPPC #2", "M-NCPPC #3", and "Partial Diamond" are consistent with the 1992 North Bethesda/Garrett Park Master Plan.
 - b. The "M-NCPPC #3" alternative best meets the intent of the 1992 North Bethesda/Garrett Park Master Plan.
 - c. The "M-NCPPC #3" and "M-NCPPC #2" alternatives should be retained for detailed study. The "Partial Diamond" alternative should not be retained for detailed study, based on the flaws described both by staff and SHA.

2. Coordination of this SHA project with the other transportation projects and plans in North Bethesda must be continued. In particular, the relationship between this project and the other Master Plan recommendations not yet in the region's Constrained Long Range Plan, particularly the eastern portion of the Montrose Parkway, Chapman Avenue extended, and more aggressive transportation demand management, should be explicitly considered in evaluating the pros and cons during detailed study.

VI-3

227

Mr. Neil Pedersen
August 7, 2000
Page Two

3. The desired level of traffic service should be measured relative to other adjacent intersections along Rockville Pike, not against an absolute standard. The improvements to the intersection of Rockville Pike and Montrose/Randolph Roads need only provide enough capacity so that the junction is not an operational bottleneck.
4. Consistency with the Master Plan is extremely important. However, all promising alternatives should be reviewed equally during detailed design to select a design which best meets the transportation needs of North Bethesda. Should the selected alternative require a Master Plan amendment, the detailed design process will thereby document the rationale for the amendment.

As you mentioned in your presentation to us, the range of both transportation needs and potential solutions in the Montrose Crossing area are among the most complex in Montgomery County. We appreciate your efforts on this important project and look forward to continued coordination with you and your staff.

Sincerely,

William H. Hussmann
Chairman

WHH:DH:kcw

ltr to pedersen re briefing of 7-20 on MD 355-Montrose-Randolph.wpd

*Neil J. Pedersen, Director
State Highway Administration
Office of Planning and Preliminary Engineering
707 N. Calvert Street - 7MS C-411
Baltimore, Maryland 21202
410-545-0411/fax: 410-209-0414*

*John Clark, Director
Montgomery County Department
of Public Works and Transportation
Office of Project Development
101 Monroe Street, 10th Floor
Rockville, Maryland 20850
240-777-7200/fax: 240-777-7178*

April 25, 2000

Mr. William H. Hussmann
Chairman
Montgomery County Planning Board
Maryland-National Capital Park
And Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Mr. Hussmann:

Thank you for your recent letter regarding Montgomery County's Montrose Parkway study and the State Highway Administration's (SHA) MD 355/Montrose Road/Randolph Road interchange study. It appears that you have been misinformed regarding coordination between our two agencies and our respective studies. Extensive coordination has been occurring at all levels in our respective agencies and will continue to occur in the future. We have also been coordinating with your staff regarding both studies, so your letter came as a surprise to both of us.

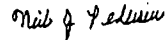
SHA is developing alternatives for the MD 355/Montrose Road/Randolph Road interchange that are designed so they can tie into either Montrose Parkway or existing Montrose Road. This is being done to ensure "independent utility" of the interchange project under the National Environmental Policy Act (NEPA) requirements. Otherwise, all of Montrose Parkway would need to be included in SHA's NEPA study. It is also being done because the approval and timing of funding for Montrose Parkway by the County Council is uncertain at this time. The designs are being developed so if it necessary to initially construct the interchange to tie into Montrose Road, it can be tied into Montrose Parkway relatively easily and inexpensively in the future. Likewise, alternatives that follow the Montrose Parkway alignment east of MD 355 will be designed so they can initially tie into Randolph Road and can be relatively easily extended east along the Montrose Parkway alignment to Veirs Mill Road if Montgomery County chooses to make such an extension in the future. We recognize the provisions of the Master Plan for the area. NEPA requires that we analyze all "reasonable" alternatives, including alternatives not contained in the Master Plan. Alternatives for both, Montrose Parkway and the MD 355 interchange will be very expensive, so it is essential that we evaluate means to achieve the objectives of both projects in as cost-effective a manner as possible.

228


Mr. William H. Hussmann
Page Two

You can be assured that SHA and the Montgomery County Department of Public Works and Transportation will continue to work closely together to ensure that our project development activities are closely coordinated. If you have any further questions or would like us to brief the Planning Board on how our projects tie into each other, please let us know.

Very truly yours,



Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering


Jean Clark, Director
Office of Project Development

Maryland Department of Transportation
State Highway Administration

Parker F. Williams
Administrator

August 28, 2000

Mr. William H. Hussmann
Chairman
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910-3760

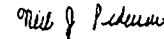
Dear Chairman Hussmann: B:11

Thank you for your letter regarding the MD 355/Montrose Road- Randolph Road Intersection Improvement Study. The State Highway Administration (SHA) was pleased to provide a briefing to the board regarding the MD 355 Intersection Improvement Project. We agree with the points raised in your letter and are currently working with your staff to select the alternatives that will be carried forward into detailed study.

As our studies progress, we will continue to consider designs that meet our project's purpose and need. The SHA will continue to work with Montgomery County Planning Board staff, the Montgomery County Department of Public Works and Transportation staff, and City of Rockville staff to ensure our efforts are well coordinated. We will also continue to work closely with the Federal Highway Administration (FHWA) to follow National Environmental Policy Act (NEPA) requirements to ensure the project remains eligible for federal funding.

Thank you again for your letter. Please feel free to contact me or the project manager, Mr. Paul Maloney, with any questions or concerns you may have. Paul can be reached at 410-545-8516, toll-free in Maryland at 1-800-548-5026, or pmaloney@sha.md.state.us.

Very truly yours,



Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

cc: Mr. Dan Hardy, P.E., Master Plan Coordinator, Maryland-National Capital Park and Planning Commission
Mr. Paul F. Maloney, P.E., Project Planning Division, State Highway Administration

My telephone number is 410-545-8211 or 898-204-4828

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258, Statewide Toll Free

Mailing Address: P.O. Box 717, Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





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

Montgomery County Planning Board
 Office of the Chairman

December 28, 2000

Mr. Neil J. Pedersen
 Deputy Administrator for Planning
 and Preliminary Engineering
 State Highway Administration
 Maryland Department of Transportation
 707 North Calvert Street
 Baltimore, MD 21203-0717

Dear Mr. Pedersen:

Thank you for your briefing of December 14 to the Planning Board regarding the MD 355-Montrose Road/Randolph Road Intersection project planning study. The Board concurred with the staff recommendation:

Do not carry forward the "M-NCPPC #2" and "M-NCPPC #3" alternatives as Alternatives Retained for Detailed Study (ARDS). At the July 20, 2000 project briefing, the Planning Board recommended that these two alternatives be retained for detailed study. SHA has subsequently documented that other alternatives proposed for ARDS are superior to the "M-NCPPC #2" and "M-NCPPC #3" alternatives. The Planning Board recommendation that these two alternatives be retained as ARDS should therefore be changed.

We remain interested in future responses to the remaining recommendations developed as a result of the July 20 briefing. These recommendations include coordination with other transportation projects and programs providing a systemic approach to addressing transportation needs in the project vicinity.

As we have discussed, the complexity of transportation needs in the Montrose Crossing area of North Bethesda requires extraordinary interagency coordination in project planning, design, and implementation. We appreciate your responsiveness to our concerns to date and your continuing deliberative and sensitive approach to addressing those transportation needs. We look forward to reviewing the findings developed during detailed study.

Sincerely,



William H. Hussmann
 Chairman

WHH:DKH:cmd

cc: Albert Genetti

Mr to pedersen re 12-14 briefing

VI-6



**Maryland Department of Transportation
 State Highway Administration**

January 22, 2001

Parris M. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

Mr. William H. Hussmann
 Chairman
 Montgomery County Planning Board
 Maryland - National Capital Park
 and Planning Commission
 8787 Georgia Avenue
 Silver Spring MD 20910-3760

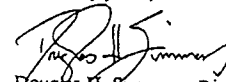
Dear Chairman Hussman:

Thank you for your recent letter confirming the Planning Board's concurrence with the alternatives the State Highway Administration (SHA) believes should be retained for detailed studies for the Montrose Road/Randolph Road intersection. The decisions to study Alternative 2, the Single Point Urban Diamond Interchange, Alternative 3, the At-Grade option, and The Randolph Under MD 355 alternative in greater detail, and to drop those alternatives known as Maryland National Capital Park and Planning Commission (M-NCPPC) - 2 and 3 from further consideration, were made by a multidisciplinary team including members of M-NCPPC and Montgomery County Department of Public Works and Transportation (MCDPW&T) staff. While this study has posed some complex issues to address, its success thus far is due in large part to the combined efforts of our agencies and to our shared desire to address those issues in a responsible manner.

The SHA will continue to work closely with M-NCPPC and MCDPW&T as this project moves forward and we will be happy to continue providing updates to the Planning Board as we reach milestone points in the study. We anticipate reaching our next major milestone, a Location Design Public Hearing, in the Fall or Winter of this year.

Thank you again for your letter. Please feel free to contact me or the project manager, Paul Maloney, with any questions or concerns you may have. Paul can be reached at 410-545-8516, toll free within Maryland at 1-800-548-5026 or via email at pmaloney@sha.state.md.us.

Very truly yours,



Douglas H. Simmons, Director
 Office of Planning and
 Preliminary Engineering

cc: Mr. Albert Genetti, Director of Montgomery County DPW&T
 Mr. Paul Maloney, Project Manager, State Highway Administration
 Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering
 My telephone number is _____

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VI-7

230



Maryland Department of Transportation
The Secretary's Office

Parris N. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverley K. Swalm-Staley
Deputy Secretary

February 17, 2000

The Honorable Michael L. Subin
President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear President Subin:

It has come to the attention of the Maryland Department of Transportation that the Montgomery County Council is considering the possibility of banning trucks from the proposed Montrose Parkway. We urge caution before you decide to do so, because such a truck ban may have implications for the proposed interchange of MD 355 with Montrose and Randolph Roads.

Based on priorities established by the Montgomery County Executive, Council, and delegation to the General Assembly, the State Highway Administration (SHA) is performing project planning studies for an interchange at MD 355 and Montrose and Randolph Roads. The SHA is working with a focus group of stakeholders identified by elected officials from the area. Working with the focus group, we have attempted to develop a series of alternatives that would serve projected traffic needs in the area. Based on traffic forecasts which take into account planned development in the area, we have concluded that only alternatives which would have a grade-separated interchange with no at-grade intersection at MD 355 and Montrose and Randolph Roads would operate satisfactorily in the design year. An alternate public meeting was scheduled for Monday, January 31 but, because of the snow, was rescheduled for 6-8:30 p.m., February 9, at the Earl B. Woods Middle School.

A particularly complex issue in the development of alternatives has been how to tie a grade-separated interchange into both the proposed Montrose Parkway and existing Montrose Road just west of the interchange. The area available to do so is quite limited, and the traffic volumes that must be accommodated are quite large. We have had a great deal of difficulty in developing intersection designs that are not projected to operate over capacity. If trucks were limited to using only existing Montrose Road, truck-turning movements in the intersections just west of the interchange will be increased, and the capacity of these intersections will be negatively impacted.

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1414 TTY For the Deaf: (410) 865-1342
Post Office Box 8755, Baltimore/Washington International Airport, Maryland 21240-0755

VI-8

The Honorable Michael L. Subin
Page Two

As a result, it would appear unwise to make a decision at this time that could potentially have a serious impact on our ability to develop a acceptable interchange design. If such a decision were made now, it might result in a more costly or more impactful interchange design. Such a decision could also minimize our ability to solve the very problem that the Council and other elected officials asked us to address by studying an interchange in the first place.

It would be our pleasure to discuss this further with you or your staff. If you have any questions, please feel free to contact me or Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, SHA at 410-545-0411 or 1-888-204-4828.

Sincerely,

John D. Porcari
Secretary

- cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration

231



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 11, 2000

The Honorable Michael L. Subin, President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Council President Subin:

Thank you for your recent letter apprising the State Highway Administration (SHA) of the recent actions taken by the Council. We understand the amendments that have been adopted to the North Bethesda-Garrett Park Master Plan.

The SHA will continue to coordinate with Montgomery County as we near the selection of alternates that should be retained for detailed study and as we later identify a preferred alternate, following the project's Location Design Public Hearing. We welcome County input through the months of study ahead, and we continue to be mindful of the requirements associated with the National Environmental Policy Act (NEPA) and independent utility.

The SHA is committed to studying alternatives that meet the project purpose and need and recently began traffic analysis of alternatives recommended by Maryland-National Capital Park and Planning Commission staff. These alternatives were conceived with the Master Plan intention in mind and observe the connectivity cited in the Plan. We expect to discuss our findings with County representatives and to focus our resources on alternatives that offer good potential in meeting the State's needs while remaining adaptable to the County's future plans. It will be in the best interests of both the State and County to coordinate efforts closely as our studies continue.

My telephone number is 410-545-0400 or 1-800-206-0770.

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VI-9

The Honorable Michael L. Subin
Page Two

Thank you again for keeping SHA apprised of the recent actions taken by the Council and for sharing your thoughts on the State and County projects. If you have additional concerns or questions, please feel free to contact me or Mr. Neil J. Pedersen, our Director of Planning and Preliminary Engineering. You may also call Mr. Paul Maloney, our Project Manager, at 410-545-8516 or 1-800-548-5026.

Sincerely,

Elizabeth L. Horan, Deputy
Parker F. Williams
Administrator

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

237

DATE

The Honorable Michael L. Subin
President
Montgomery County Council
100 Maryland Avenue
Rockville, MD 20850

Dear Council President Subin:

Thank you for your recent letter apprising the State Highway Administration (SHA) of the recent actions taken by the Council. We understand the amendments that have been adopted to the North Bethesda- Garrett Park Master Plan.

As SHA continues its study of the MD 355 intersection with Montrose and Randolph Roads, we must continue to assume that heavy trucks will also be able to use whatever improvement is arrived at, as a result of our study. We understand that this is not entirely congruent with the recently adopted amendment which allows for the use of the planned Montrose Parkway by automobiles and light trucks only. SHA will continue its study with this assumption because these trucks are currently able to use the three roadways mentioned, under current conditions, and it appears that two separate crossings of MD 355 may create an unsafe condition regarding traffic operations. Therefore, we feel it is imperative that we plan for the potential of one crossing that can be adapted to connect to the County planned Montrose Parkway, when it is prudent for Montgomery County to do so.

SHA will continue to coordinate with Montgomery County as we near the selection of alternates that should be retained for detailed study and as we later identify a preferred alternate, following the project's Location Design Public Hearing. We will welcome County input through the months of study ahead, and continue to remain mindful of the requirements we must follow as we observe the National Environmental Policy Act (NEPA) and maintain independent utility.

SHA is committed to studying alternatives that meet the project purpose and need and has recently begun traffic analysis of alternatives recommended by the Maryland National Capital Park and Planning Commission. These alternatives were conceived with the Master Plan intention in mind and observe the connectivity discussed in the Plan. We plan to discuss our findings with County representatives and to focus our resources on alternatives that offer good potential in meeting the state's needs and remaining adaptable to the County's future plans. It will be in the best interests of both the state and County to continue to coordinate closely, as our studies continue.

Page Two

Thank you again for keeping SHA apprised of the recent actions taken by the Council and for sharing your thoughts on the state and County projects. If you have additional concerns or questions you would like to discuss, please feel free to contact me or Paul Maloney, the Project Manager. Paul can be reached at (410) 545-8516 or toll free within Maryland at 800-548-5026.

Sincerely,

Cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Mr. Paul F. Maloney, P.E., Project Manager, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

22
23
24



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 27, 2000

The Honorable Michael L. Subin
Chairman
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Chairman Subin:

The State Highway Administration (SHA) has completed initial project planning studies for the proposed improvements to MD 355 at Montrose Road/Randolph Road. Proposed alternatives include Alternative 1 (No-Build), Alternative 2 (Single Point Urban Diamond Interchange), Alternative 3 (At-Grade Signalized Intersection) and the Randolph Road Under MD 355 Alternative.

During the initial planning stage, alternatives were developed; ongoing coordination with the MD 355 Focus Group was undertaken, and an environmental inventory of the area was completed. The environmental inventory identified natural and socioeconomic resources which were considered during the development of the alternatives. Also, SHA has had ongoing coordination with the MD 355 Focus Group to obtain input regarding the proposed alternatives.

An Alternates Public Workshop was held on February 9 at the Earl B. Woods Middle School to present the findings of the conceptual engineering and the preliminary natural and socioeconomic studies. A copy of the brochure from the meeting is enclosed.

An environmental document will be prepared, describing each alternative and its potential impacts. The document will be circulated and made available to the public prior to the location/design public hearing, which is tentatively scheduled for Spring 2001. In accordance with Section 8-612 of the Annotated Code of the General Public Laws of Maryland, we request the Montgomery County Council's concurrence to proceed to Stage II of the Project Planning process for the MD 355 at Montrose Road/Randolph Road project.

My telephone number is 410-545-0400 or 1-800-206-0770

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1-800-735-2258 Statewide Toll Free

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VI-10

The Honorable Michael L. Subin
Page Two

If you have any questions or comments, please feel free to contact me or Mr. Neil Pedersen, our Deputy Administrator for Planning and Engineering. Mr. Pedersen can be reached at 410-545-0411, 1-888-204-4828, or npedersen@sha.state.md.us.

Sincerely,

Parker F. Williams
Administrator

Enclosure

cc: Mr. Neil J. Pedersen, Deputy Administrator, State Highway Administration
The Honorable John D. Porcari, Secretary, Maryland Department of Transportation

234



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

December 21, 1998

The Honorable Brian E. Frosh
Senate of Maryland
Suite 800
7475 Wisconsin Avenue
Bethesda MD 20814

Dear Senator Frosh: *Brian*

Thank you for your participation in early discussions on the State's intersection improvement study for MD 355 (Rockville Pike) at Montrose Road/Randolph Road. This letter is a follow up to those discussions.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. A map and fact sheet are enclosed for your reference. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), demand management strategies within the study area, at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The State Highway Administration (SHA) anticipates initiating a Focus Group this Spring, which would meet periodically to discuss project related issues. As discussed at the December 10 meeting, SHA would appreciate your assistance in nominating four interested individuals to participate in this Focus Group.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-11

The Honorable Brian E. Frosh
Page Two

Thank you again for your early involvement in this project planning study. I look forward to hearing from you later this Winter. If you have any questions, please feel free to contact me at 410-545-0411 or 1-888-204-0138.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

- cc: The Honorable Gilbert J. Glenn, Maryland House of Delegates
- The Honorable Marilyn Goldwater, Maryland House of Delegates
- The Honorable Nancy K. Kopp, Maryland House of Delegates
- Dr. Glenn Orlin, Deputy Staff Director, Montgomery County Council
- Mr. Bob Merryman, Acting Director, Montgomery County Department of Public Works and Transportation
- Mr. Charles K. Watkins, District Engineer, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration

235

BRIAN E. FROSH
MONTGOMERY COUNTY
18TH LEGISLATIVE DISTRICT
COMMITTEE ON ECONOMIC AND
ENVIRONMENTAL AFFAIRS
CHAIRMAN
SUBCOMMITTEE ON ENVIRONMENT



SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1201

TOLL FREE
(301) 958-3124 (WASHINGTON AREA)
(410) 841-3124
HOME OFFICE:
1319 GRANTHAM AVENUE
CHEVY CHASE, MARYLAND 20815-5528
DAY (301) 558-2111
EVE (301) 552-9255

March 4, 1999

Neil J. Pedersen, Director
Office of Planning and Preliminary
Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203

Dear Neil:

I want to follow up on the letter you sent me last December asking for the names of candidates to serve on a focus group to consider alternatives for dealing with congestion in the vicinity of Rockville Pike and Montrose Road.

Here are the names of four people who would be worth contacting:

David H. Brown
5809 Nicholson Lane, #1116
Rockville, MD 20852
(301) 984-0840

Ann M. Bryan
6024 Rossmore Drive
Bethesda, MD 20814
(301) 530-9567

Linda Pellish
11916 Renwood Lane
Rockville, MD 20852
(301) 468-1880

Michael H. Stein
9918 Edwards Avenue
Bethesda, MD 20814
(301) 564-0324

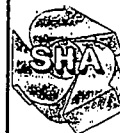
I hope this is useful. Please let me know if I can be of any further assistance.

Sincerely,

Brian E. Frosh

Printed On Recycled Paper

VI-12



Maryland Department of Transportation
State Highway Administration

March 23, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Brian E. Frosh
Senate of Maryland
202 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Frosh: *Brian*

Thank you for responding to my inquiry for focus group members on the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. As you know the study area for this project is highly urbanized and consists of varied interests. Therefore, this focus group should provide an opportunity for community and business representatives to participate in the project development, as well as share information with the study team. A notice should go out to the interested persons identified by you and your colleagues, establishing an initial meeting for later this spring. You will be courtesy copied on this notice in case you or one of your representatives would like to participate in this meeting.

Thank you again. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free at 1-888-204-4828.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

cc: Ms. Michelle D. Hoffman, Project Manager, State Highway Administration
Mr. Charlie Watkins, District Engineer, State Highway Administration
Mr. Parker Williams, Administrator, State Highway Administration

My telephone number is _____

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VI-13

236



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 20, 2000

The Honorable Brian E. Frosh
Senate of Maryland
202 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

The Honorable William A. Bronrott
Maryland House of Delegates
221 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

The Honorable Marilyn Goldwater
Maryland House of Delegates
221 Lowe House Office Building
6 Governor Bladen Boulevard

The Honorable Nancy K. Kopp
Maryland House of Delegates
221 Lowe House Office Building
6 Governor Bladen Boulevard
Annapolis MD 21401-1991

Dear Senator Frosh and Delegates Bronrott, Goldwater, and Kopp:

Thank you for your letter to Mr. Paul Maloney, of our Office of Planning and Preliminary Engineering (OPPE), regarding the State Highway Administration's (SHA) MD 355-Montrose Road/Randolph Road project. You had conveyed to Mr. Maloney the concerns of your constituent, Mr. Elliot Applestein, whose input we appreciate.

First, please accept my apologies for the delay in getting this response to you. I have enclosed a copy of a letter, from Mr. Maloney, which responds to the issue of the composition of the Focus Group. Mr. Maloney's initial response was sent via email on November 17.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-14

The Honorable Brian E. Frosh
The Honorable William A. Bronrott
The Honorable Marilyn Goldwater
The Honorable Nancy K. Kopp
Page Two

After receiving Mr. Applestein's initial email, OPPE staff asked Mr. Ken Reid to explain, to the Focus Group, his role as a paid lobbyist for the organization Endgridlock.org (formerly Citizens for Traffic Solutions). Mr. Reid did so and expressed that, in participating in the MD 355/Montrose Road-Randolph Road Study Focus Group, he had been and was acting exclusively as a representative of the organization Montgomerians Opposed to Vehicle Entanglement (MOVE). At a very recent Focus Group Meeting, Mr. Reid explained that he is no longer a paid lobbyist for the group. No member of the Focus Group has challenged that assertion, and OPPE staff members feel that they have no reason to doubt Mr. Reid's explanation.

Thank you again for your letter. If you have any questions, please feel free to contact me or Mr. Neil J. Pedersen, our Director of Planning and Preliminary Engineering, who can be reached at 410-545-0411 or 1-800-548-5026.

Sincerely,

Parker F. Williams
Administrator

Enclosure

cc: Paul F. Maloney, P.E., Project Manager, State Highway Administration
Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

237

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

June 1, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Douglas M. Duncan
County Executive
101 Monroe Street
2nd Floor
Rockville MD 20850

Dear County Executive Duncan: *Doug*

The State Highway Administration (SHA) is in the process of initiating a Focus Group this Spring/Summer to discuss the intersection improvement project planning study at MD 355 and Montrose Road/Randolph Road. The SHA would appreciate your assistance in nominating up to three candidates for potentially serving on a ten to fifteen member focus group to provide an opportunity for representatives of community, business, and special interest groups to participate in the project development, as well as to share information with the study team. A notice will go out to those persons selected for the focus group establishing an initial meeting within the next one to two months. You will be courtesy copied on this notice in case you or one of your representatives would like to participate in this meeting.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. A map and a fact sheet are enclosed for your reference. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), demand management strategies within the study area, at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The development of this project planning study includes an Alternates Public Workshop this Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendatinn of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-15

The Honorable Douglas M. Duncan
Page Two

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free at 1-888-204-4828, or Paul Maloney, the project manager, at 410-545-8516.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

- cc: Mr. Albert Gennetti, Director of the Montgomery County Department of Public Works and Transportation
- Mr. John Clark, Planning Director of the Montgomery County Department of Public Works and Transportation
- Mr. Parker F. Williams, Administrator, State Highway Administration

238



OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Douglas M. Duncan
County Executive

July 29, 1999

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
Post Office Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pedersen:

Thank you for your letter informing me of the study of Rockville Pike (MD 355) at Randolph Road/Montrose Road and the adjacent at-grade railroad crossing of Randolph Road with the CSXT/MARC lines. This study is vital in order to identify safety improvements and congestion relief projects which can be implemented in a timely manner at this location, at which there have been two recent tragedies. I appreciate being offered the opportunity to nominate four candidates for service on the project Focus Group, and am pleased to recommend the individuals named on the enclosure. All four persons would bring a wealth of community information with them to share with the Focus Group, and all four could offer valuable insight to the study team concerning project development.

Given the pressing needs for safety and operational improvements at this location, I request that SHA make every effort to accomplish this project within the time frame outlined in your letter. The recommendation of a selected alternative for Location and Design approvals by the fall of 2001 is needed, and I trust SHA will devote the resources necessary to meet that target. Along this line, please inform the Public Works and Transportation staff of any assistance you need from Montgomery County on this project.

I will appreciate receiving a courtesy copy of the Focus Group meeting announcement mentioned in your letter. Please keep Al Genetti, Jr., Public Works and Transportation Director, informed of the group's establishment and progress. We look forward to the completion of this urgently needed project.

Sincerely,

Douglas M. Duncan
County Executive

DMD/jmc

Enclosure

MD 355/Montrose Road/Randolph Road Focus Group
Montgomery County Executive Recommended Candidates

Mr. Steve Osereoff, President
GFS Realty, Incorporated
Property Management and Shopping Center Development
Post Office Box 1804 D-671
Washington, District of Columbia 20013

Mr. Kenneth Reid, Editor
Washington Information Source Company
6506 Old Stage Road, Suite 100
Rockville, Maryland 20847

Mr. Richard A. Zierdt, Treasurer
Randolph Civic Association
4707 Coachway Drive
North Bethesda, Maryland 20852

Mrs. Emily Mintz
6712 Sulky Lane
Rockville, Maryland 20852

239

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 12, 1999

The Honorable Douglas M. Duncan
County Executive
101 Monroe Street
2nd Floor
Rockville MD 20850

Dear County Executive Duncan:

Thank you for nominating four individuals to participate on the MD 355/Randolph Road-Montrose Road Project Planning Study. The State Highway Administration (SHA) considers public involvement to be extremely important in the development of reasonable alternatives that address transportation problems on our roadways.

Within the next week, my staff will be in contact with the nominated individuals and will schedule the first Focus Group meeting to discuss the preliminary alternatives that the Study Team believes may improve the safety and operations of the referenced intersection. We hope that by involving the public through Focus Group representation, the development of this project will incorporate concerns of individuals local to the area.

The SHA will make every effort to meet the schedule that has been developed. To this end, we look forward to close coordination with the Montgomery County Department of Public Works & Transportation staff, Maryland-National Capital Park and Planning Commission staff, and City of Rockville staff.

A courtesy copy of the Focus Group meeting announcements will be sent to you and we will be happy to coordinate with Mr. AJ Gennetti, Jr., Director of Public Works and Transportation, with regard to Focus Group progress.

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free, within Maryland, at 1-888-204-4828, or Paul F. Maloney, the project manager, at 410-545-8516.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-17



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 27, 2000

The Honorable Douglas M. Duncan
Montgomery County Executive
101 Monroe Street, 2nd Floor
Rockville MD 20850

Dear County Executive Duncan:

The State Highway Administration (SHA) has completed initial project planning studies for the proposed improvements to MD 355 at Montrose Road/Randolph Road. Proposed alternatives include Alternative 1 (No-Build), Alternative 2 (Single Point Urban Diamond Interchange), Alternative 3 (At-Grade Signalized Intersection) and the Randolph Road Under MD 355 Alternative.

During the initial planning stage, alternatives were developed, ongoing coordination with the MD 355 Focus Group was undertaken, and an environmental inventory of the area was completed. The environmental inventory identified natural and socioeconomic resources which were considered during the development of the alternatives. Also, SHA has had ongoing coordination with the MD 355 Focus Group to obtain input regarding the proposed alternatives.

An Alternates Public Workshop was held on February 9 at the Earl B. Woods Middle School to present the findings of the conceptual engineering and the preliminary natural and socioeconomic studies. A copy of the brochure from the meeting is enclosed.

An environmental document will be prepared, describing each alternative and its potential impacts. The document will be circulated and made available to the public prior to the location/design public hearing, which is tentatively scheduled for Spring 2001. In accordance with Section 8-612 of the Annotated Code of the General Public Laws of Maryland, we request your concurrence to proceed to Stage II of the Project Planning process for the MD 355 at Montrose Road/Randolph Road project.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

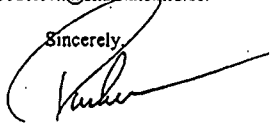
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-18

940

The Honorable Douglas M. Duncan
Page Two

If you have any questions or comments, please feel free to contact me or Mr. Neil Pedersen, our Deputy Administrator for Planning and Engineering. Mr. Pedersen can be reached at 410-545-0411, 1-888-204-4828 or npedersen@sha.state.md.us.

Sincerely,

Parker F. Williams
Administrator

Enclosure
cc: Mr. Neil J. Pedersen, Deputy Administrator, State Highway Administration
The Honorable John D. Porcari, Secretary, Maryland Department of Transportation

From: COUNCILMEMBER BERLAGE OFFICE <BERLAGE@CO.MO.MD.US>
To: MDSHAHQ.SHADGN(NPedersen)
Date: Mon, Apr 24, 2000 5:42 PM
Subject: Montrose Road/355 Intersection Project

- Received from COUNCIL.BERLAOFF 240-777-7967 00-04-24 16.42
-> npedersen@sha.state.md.us

Neil -

I would like to add my voice to those who have been asking you to study an option that has Montrose Road crossing over 355. I do not know whether this will be the option the Council prefers in the end, but there is enough interest that it should be thoroughly studied. Thank you for your consideration.

Derick Berlage, Member
Montgomery County Council

170



**Maryland Department of Transportation
State Highway Administration**

May 4, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Derick Berlage
Montgomery County Council
Executive Office Building
101 Monroe Street
Rockville MD 20850

Dear Councilman-Berlage:

Thank you for your recent email regarding the State Highway Administration's (SHA) MD 355/Montrose Road-Randolph Road Intersection Improvement Study. SHA appreciates receiving input on all its projects.

Your request for SHA to study an alternative that includes Montrose Road passing over MD 355 is currently being studied. Similar input was received from members of the Study's Focus Group as well as members of the public who attended the Alternates Public Workshop in February.

Once traffic analyses for this and other alternatives have been completed and discussed, our study team, which includes representatives from the Montgomery County Department of Public Works and Transportation, Maryland-National Capital Park and Planning Commission, and the City of Rockville, will determine which alternatives should be studied in greater detail. The selection of the alternates to be studied in detail will be based on how well the alternatives being considered meet the purpose and need for the state's initiative and the potential impacts that would be created, if constructed. Part of the criteria that will be used to identify alternatives for further study will be the potential for adaptability to the county's Montrose Parkway project.

Thank you again for your recent email regarding SHA's MD 355/Montrose Road-Randolph Road Intersection Improvement Study. If you have any additional concerns or questions you would like to discuss, please feel free to contact me or Paul Maloney, the Project Manager. Paul can be reached at 410-545-8516 or toll free within Maryland at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Mr. Paul F. Maloney, P.E., Project Manager, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-333-0414/1-888-204-4828

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-20



**Maryland Department of Transportation
State Highway Administration**

June 1, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Rose G. Krasnow
Mayor
City of Rockville
111 Maryland Avenue
Rockville MD 20850-2364

Dear Mayor Krasnow: *Ross*

The State Highway Administration (SHA) is in the process of initiating a Focus Group this Spring/Summer to discuss the intersection improvement project planning study at MD 355 and Montrose Road/Randolph Road. The SHA would appreciate the Council members' assistance in nominating up to three candidates potentially serving on a ten to fifteen member focus group to provide an opportunity for representatives of community, business, and special interest groups to participate in the project development, as well as to share information with the study team. A notice will go out to those persons selected for the focus group establishing an initial meeting within the next one to two months. You will be courtesy copied on this notice in case you or one of your representatives would like to participate in this meeting.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. A map and a fact sheet are enclosed for your reference. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), demand management strategies within the study area, at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The development of this project planning study includes an Alternates Public Workshop this Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-21

242



Honorable Rose G. Krasnow
Page Two

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free at 1-888-204-4828, or Paul Maloney, the project manager, at 410-545-8516.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

cc: Ms. Kathy Mitchell, Director, City of Rockville



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 20, 1999

The Honorable Rose G. Krasnow
Mayor
111 Maryland Avenue
Rockville MD 20850-2364

Dear Mayor Krasnow: *Rose*

Thank you for nominating three individuals to participate in the MD 355/Randolph Road-Montrose Road Project Planning Study. The State Highway Administration (SHA) considers public involvement to be extremely important in the development of reasonable alternatives that address transportation problems on our roadways.

Within the next week, my staff will be in contact with the nominated individuals and will schedule the first Focus Group meeting to discuss the background, purpose and need, project planning process, and goals that the Study Team believes may improve the safety and operation of the referenced intersection. We hope that by involving the public through Focus Group representation, the development of this project will incorporate concerns of individuals local to the area.

The SHA will make every effort to meet the schedule that has been developed. To this end, we look forward to close coordination with the City of Rockville staff. A courtesy copy of the Focus Group meeting announcements will be sent to you.

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free, within Maryland, at 1-888-204-4828, or Paul F. Maloney, the project manager, at 410-545-8516.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

cc: Ms. Kathy Mitchell, Director, City of Rockville
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

243



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

June 1, 1999

The Honorable Isiah Leggett
President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Council President Leggett: *1/ke*

The State Highway Administration (SHA) is in the process of initiating a Focus Group this Spring/Summer to discuss the intersection improvement project planning study at MD 355 and Montrose Road/Randolph Road. The SHA would appreciate the Council members' assistance in nominating up to three candidates for potentially serving on a ten to fifteen member focus group to provide an opportunity for representatives of community, business, and special interest groups to participate in the project development, as well as to share information with the study team. A notice will go out to those persons selected for the focus group establishing an initial meeting within the next one to two months. You will be courtesy copied on this notice in case you or one of your representatives would like to participate in this meeting.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. A map and a fact sheet are enclosed for your reference. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), demand management strategies within the study area, at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The development of this project planning study includes an Alternates Public Workshop this Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-23

Honorable Isiah Leggett
/o

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free at 1-888-204-4828, or Paul Maloney, the project manager, at 410-545-8516.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

cc: Dr. Glenn Orlin, Deputy Staff Director, Montgomery County Council

the



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 20, 1999

The Honorable Isiah Leggett
President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Council President Leggett:

Thank you for nominating two individuals to participate in the MD 355/Randolph Road-Montrose Road Project Planning Study. The State Highway Administration (SHA) considers public involvement to be extremely important in the development of reasonable alternatives that address transportation problems on our roadways.

Within the next week, my staff will be in contact with the nominated individuals and will schedule the first Focus Group meeting to discuss the background, purpose and need, project planning process, and goals that the Study Team believes may improve the safety and operation of the referenced intersection. We hope that by involving the public through Focus Group representation, the development of this project will incorporate concerns of individuals local to the area.

The SHA will make every effort to meet the schedule that has been developed. To this end, we look forward to close coordination with the Montgomery County Council staff. A courtesy copy of the Focus Group meeting announcements will be sent to you.

Thank you for your cooperation. If I can be of any further assistance, please feel free to call me at 410-545-0411 or toll free, within Maryland, at 1-888-204-4828, or Paul F. Maloney, the project manager, at 410-545-8516.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

cc: Dr. Glenn Orlin, Deputy Staff Director, Montgomery County Council
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street, Baltimore, Maryland 21202

VI-24



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 27, 2000

The Honorable Kumar P. Barve
Maryland House of Delegates
7 Belinder Road
Gaithersburg MD 20878-5249

Dear Delegate Barve:

The State Highway Administration (SHA) has completed initial project planning studies for the proposed improvements to MD 355 at Montrose Road/Randolph Road. Proposed alternatives include Alternative 1 (No-Build), Alternative 2 (Single Point Urban Diamond Interchange), Alternative 3 (At-Grade Signalized Intersection) and the Randolph Road Under MD 355 Alternative.

During the initial planning stage, alternatives were developed, ongoing coordination with the MD 355 Focus Group was undertaken, and an environmental inventory of the area was completed. The environmental inventory identified natural and socioeconomic resources which were considered during the development of the alternatives. Also, SHA has had ongoing coordination with the MD 355 Focus Group to obtain input regarding the proposed alternatives.

An Alternates Public Workshop was held on February 9 at the Earl B. Woods Middle School to present the findings of the conceptual engineering and the preliminary natural and socioeconomic studies. A copy of the brochure from the meeting is enclosed.

An environmental document will be prepared, describing each alternative and its potential impacts. The document will be circulated and made available to the public prior to the location/design public hearing, which is tentatively scheduled for Spring 2001. In accordance with Section 8-612 of the Annotated Code of the General Public Laws of Maryland, we request the Montgomery County House Delegation's concurrence to proceed to Stage II of the Project Planning process for the MD 355 at Montrose Road/Randolph Road project.

My telephone number is 410-545-0400 or 1-800-206-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

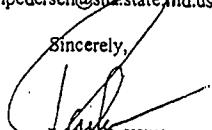
Mailing Address: P.O. Box 717, Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street, Baltimore, Maryland 21202

VI-25

245
SHA

The Honorable Kumar P. Barve
Page Two

If you have any questions or comments, please feel free to contact me or Mr. Neil J. Pedersen, our Deputy Administrator for Planning and Engineering. Mr. Pedersen can be reached at 410-545-0411, 1-888-204-4828, or npedersen@sha.state.md.us.

Sincerely,

Parker F. Williams
Administrator

Enclosure
cc: Mr. Neil J. Pedersen, Deputy Administrator, State Highway Administration
Mr. John D. Porcari, Secretary, Maryland Department of Transportation



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 27, 2000

The Honorable Ida G. Ruben
Senate of Maryland
100 James Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Ruben:

The State Highway Administration (SHA) has completed initial project planning studies for the proposed improvements to MD 355 at Montrose Road/Randolph Road. Proposed alternatives include Alternative 1 (No-Build), Alternative 2 (Single Point Urban Diamond Interchange), Alternative 3 (At-Grade Signalized Intersection) and the Randolph Road Under MD 355 Alternative.

During the initial planning stage, alternatives were developed, ongoing coordination with the MD 355 Focus Group was undertaken, and an environmental inventory of the area was completed. The environmental inventory identified natural and socioeconomic resources which were considered during the development of the alternatives. Also, SHA has had ongoing coordination with the MD 355 Focus Group to obtain input regarding the proposed alternatives.

An Alternates Public Workshop was held on February 9 at the Earl B. Woods Middle School to present the findings of the conceptual engineering and the preliminary natural and socioeconomic studies. A copy of the brochure from the meeting is enclosed.

An environmental document will be prepared, describing each alternative and its potential impacts. The document will be circulated and made available to the public prior to the location/design public hearing, which is tentatively scheduled for Spring 2001. In accordance with Section 8-612 of the Annotated Code of the General Public Laws of Maryland, we request the Montgomery County Senate Delegation's concurrence to proceed to Stage II of the Project Planning process for the MD 355 at Montrose Road/Randolph Road project.

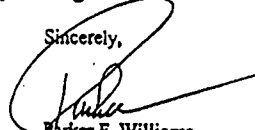
My telephone number is 410-545-0400 or 1-800-206-0770
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Handwritten initials

The Honorable Ida G. Ruben
Page Two

If you have any questions or comments, please feel free to contact me or Mr. Neil Pedersen, our Deputy Administrator for Planning and Engineering. Mr. Pedersen can be reached at 410-545-0411, 1-888-204-4828, or npedersen@sha.state.md.us.

Sincerely,



Parker F. Williams
Administrator

Enclosure

cc: Mr. Neil J. Pedersen, Deputy Administrator, State Highway Administration
The Honorable John D. Porcari, Secretary, Maryland Department of Transportation



Maryland Department of Transportation
State Highway Administration

Parris N. Glavin
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

December 21, 1998

The Honorable Christopher Van Hollen, Jr.
Senate of Maryland
304 Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Van Hollen: *Chris*

This letter is in response to the newly initiated State Highway Administration (SHA) project planning study to investigate intersection improvements for MD 355 (Rockville Pike) at Montrose Road/Randolph Road. In addition, this letter requests your assistance in initiating a Focus Group for this study.

Both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. A map and fact sheet are enclosed for your reference. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), demand management strategies within the study area, at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The State Highway Administration anticipates initiating a Focus Group this Spring, which would meet periodically to discuss project related issues. SHA would appreciate your assistance in nominating three interested individuals to participate in this Focus Group.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Sixweek Toll Free


Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

247

The Honorable Christopher Van Hollen, Jr.
Page Two

Thank you for your early involvement in this project planning study. I look forward to hearing from you later this Winter. If you have any questions, please feel free to contact me at 410-545-0411 or toll free 1-888-204-0138.

Very truly yours,



Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

- cc: The Honorable Leon G. Billings, Maryland House of Delegates
- The Honorable Sharon Grosfeld, Maryland House of Delegates
- The Honorable John Adams Hurson, Maryland House of Delegates
- Dr. Glenn Orlin, Deputy Staff Director, Montgomery County Council
- Mr. Bob Merryman, Acting Director, Montgomery County Department of Public Works and Transportation
- Mr. Charles K. Watkins, District Engineer, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

December 21, 1998

The Honorable Jennie M. Forehand
Senate of Maryland
214 Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Forehand: *Jennie*

Thank you for your participation in early discussions on the State's intersection improvement study for MD 355 (Rockville Pike) at Montrose Road/Randolph Road. This letter is a follow up to those discussions.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. A map and fact sheet are enclosed for your reference. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), demand management strategies within the study area, at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The State Highway Administration (SHA) anticipates initiating a Focus Group this Spring, which would meet periodically to discuss project related issues. As discussed at the December 10 meeting, SHA would appreciate your assistance in nominating four interested individuals to participate in this Focus Group.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

shg

The Honorable Jennie M. Forehand
Page Two

Thank you again for your early involvement in this project planning study. I look forward to hearing from you later this Winter. If you have any questions, please feel free to contact me at 410-545-0411 or 1-888-204-0138.

Very truly yours,

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

- cc: The Honorable Kumar P. Barve, Maryland House of Delegates
- The Honorable Michael R. Gordon, Maryland House of Delegates
- The Honorable Cheryl C. Kagan, Maryland House of Delegates
- Dr. Glenn Orlin, Deputy Staff Director, Montgomery County Council
- Mr. Bob Merryman, Acting Director, Montgomery County Department of Public Works and Transportation
- Mr. Charles K. Watkins, District Engineer, State Highway Administration
- Mr. Parker F. Williams, Administrator, State Highway Administration



MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

OFFICE OF THE COUNCIL PRESIDENT

April 20, 2000

Parker Williams, Administrator
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Williams:

We want to take this opportunity to apprise you of the County Council's recent discussion of the State Highway Administration's MD 355/Montrose Road/Randolph Road Project Planning Study and the County's Montrose Parkway project. We very much appreciated having Neil Pedersen, Paul Moloney and other SHA staff and consultants provide us with a thorough briefing last month on options currently being evaluated in your study.

First of all, let us note that the Council has formally confirmed the status of Montrose Parkway in our County's master plan. We adopted an amendment to the master plan that would allow for Montrose Road to be widened to six lanes (from its current four lanes) from I-270 to the western terminus of the planned Montrose Parkway, east of Tildenwood Lane. This is consistent with 'Option 20,' the Montrose Parkway alternative recommended by the County Department of Public Works and Transportation (DPWT). The amendment also would allow automobiles and light trucks (four-wheeled commercial vehicles) to use the parkway over its entire length.

Secondly, we have tentatively approved funds in our FY 2001-2006 Capital Improvements Program to allow DPWT to conduct preliminary engineering for the Montrose Parkway project on the schedule recommended by County Executive Duncan. (We will officially approve the CIP in late May.) Our understanding is that this schedule roughly parallels your project planning study. When both are completed in FY 2002 we will make a decision about funding construction of Montrose Parkway, and we intend to recommend to you a preferred alternative for the MD 355/Montrose Road/Randolph Road interchange and the CSX Railroad grade separation.

There are many issues to resolve to attain a workable concept for the interchange and grade separation, such as how to preserve good access to Mid Pike Plaza and the office building at 11921 Rockville Pike. No doubt it will be expensive; your staff has noted that some of the concepts have preliminary cost estimates in the \$70 million range. While more expensive than most prior interchange projects, it may not cost more than new interchange concepts at some other locations. For example, we understand that at least one concept under study for the MD 355/MD 28/Middle Lane interchange has a preliminary cost estimate in the \$100 million range.

STELLA B. WERNER COUNCIL OFFICE BUILDING, 100 MARYLAND AVENUE, ROCKVILLE, MARYLAND 20850
240/777-7900 TTY 240/777-7914 FAX 240/777-7989
WWW.CO.MD.US/COUNCIL

249

John H. Farrell
 11738 Devilwood Drive
 Rockville, MD 20854
 October 12, 1998

Governor Parris Glendinning
 State House
 Annapolis, MD 21401

Dear Governor Glendinning:

We have supported you in this family and probably will continue to do so. However, your recent support of the Montrose Rd interchange is straining the relationship greatly.

My Church is fighting the Montrose Rd Parkway project desperately. It is NOT a traffic relief proposal. It is very much a highway lobby, real estate lobby and business lobby subsidy to drive a Minnie Inter County Connector along the Montrose Road / Randolph Rd corridor using the Old Outer Beltway corridor now partly abandoned.

Your promotion of the Montrose Rd interchange is but one step in an incremental approach to doing this. On the front burner is Montrose Rd development. On the back burner is Randolph Rd development, and the Rockville Pike/ Montrose Rd interchange. Following this will be a new interchange at I-270 and extension of the corridor development as far East as it can be promoted. You are being deceived that this is for traffic improvement. It is NOT. It is deliberate promotion of very heavy duty traffic through residential neighborhoods under false colors. It benefits the lobbies at the expense of residential communities and several churches. It is a tragic waste of money and will not solve traffic problems on these roads. The \$250,000 JHK & Associates study in 1996, funded by the State DOT, established this.

We vigorously reject the sustained drive by the DOT, the MNCPPC, and the Montgomery County Dept of Public Works to ram through a high traffic, high speed parkway through this corridor over the objections of the communities involved.

The last road widening of Montrose Rd was supposed to relieve traffic along this route. Instead it increased it. Another one will do nothing but the same.

Please be aware there are eight (8) roads from the I-270 corridor through Rockville to the Rockville Pike. There is no shortage of access to Route 355 and beyond.

I urge you to disagree with your Department of Transportation and get them on the path of protecting communities instead of running roughshod over them.

I hope you beat Sauerberry, but I damn well don't like what you are proposing in our community.

Sincerely,

John H. Farrell
 John H. Farrell

2

250



Maryland Department of Transportation
The Secretary's Office

Patte N. Glendening
Governor
David L. Winstead
Secretary
John D. Porcari
Deputy Secretary

October 21, 1998

Mr. John H. Farrell
11738 Devilwood Drive
Rockville MD 20854

Dear Mr. Farrell:

Thank you for your recent letter to Governor Glendening regarding traffic-related transportation improvements at the intersection of MD 355 (Rockville Pike) and Montrose Road. The Governor asked me to respond to you on his behalf.

The State Highway Administration (SHA) recently completed a Congestion Relief Study for both Montgomery and Prince George's counties that identified the MD 355/Montrose Road intersection as in need of safety and capacity improvements. After further evaluation of the congestion and safety needs of the existing MD 355 intersection with Montrose/Randolph Roads, SHA will identify potential solutions. Alternates to be considered will include a "no-build alternate" as well as several others that would alleviate congestion and increase safety at this intersection. The intent of this evaluation is not to resurrect or duplicate the Intercounty Connector Study, an Outer Beltway Study or a Montrose Parkway Study.

Thank you again for your letter. The Governor appreciates hearing from you, and on his behalf, I also thank you for the interest which prompted you to write. I trust you will offer your insight and knowledge to the SHA as they work to address needs at this intersection. Your name will be added to the project mailing list, and you will be notified of further activities on the project. If you need additional information, please contact Mr. Neil J. Pedersen, SHA's Planning Director, at 410-545-0411 or 1-888-204-4828.

Sincerely,

David L. Winstead
Secretary

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-865-1000
Toll Free Number 1-888-713-1614 FAX for the Dept: 410-865-1342
Post Office Box 8733, Baltimore/Washington International Airport, Maryland 21240-0733

VI-31

251



Public Involvement Correspondence

Comments and Coordination		
<i>Public Involvement Correspondence</i>		
Public Comment to SHA	From:	Comment
Public Correspondence	Dr. Mark I. Fow	Concerned for potential relocation due to roadway improvements.
Public Correspondence	Mr. Gerardo Kaplan	Questioned if intersection was identified for Development and Evaluation (D&E).
Public Correspondence	Mr. Mugeh Afshar-Tous	Concerned about Mother's property within the study area.
Public Correspondence	Dr. and Mrs. Peter Sherer	Requested to be added to the project mailing list.
Public Correspondence	Mr. Carl Henn	Concerned for potential environmental impacts and offered additional alternatives for improvements.
Public Correspondence	Mr. Marvin Kahn	Requested to be added to the project mailing list.
Public Correspondence	Ms. Esther Silverman	Requested to be added to the project mailing list.
Public Correspondence	Mr. Jay K. Beam	Commented on the feasibility study conducted by Montgomery County, as well as several development plans that are in the study area.
Public Correspondence	Ms. Barbara Sollner-Webb	Requested to be added to the project mailing list.
Public Correspondence	Ms. Emily Mintz	Commented on the feasibility study of Montrose Parkway and the coordination between SHA and MCDPW&T.
Public Correspondence	Ms. Patricia Milihram	Commented on several development plans that are in the study area.
Public Correspondence	Mr. Jim Sylvester	Commented on existing traffic signal improvements.
Public Correspondence	Mr. David Cohen	Commented on Montrose Parkway feasibility study.
Public Correspondence	Mr. Stephen L. Oseroff	Requested to be added to the project mailing list.
Public Correspondence	Mr. Paul D. Lane	Suggested the installation of pre-fabricated four lane roads with divided overpasses over MD 355.
Public Correspondence	Ms. Joan P. David	Concerned about citizen involvement.
Public Correspondence	Mr. Eliot Applestien	Concerned about the composition of the MD 355 Focus Group.
Public Correspondence	Mr. Anthony G. LaBarbera	Commented on the alternates displayed at the Alternates Public Workshop, as well expressing opposition to improvements.
Public Correspondence	M'S. Blanchard	Questioned the current status of the project as well as traffic forecasting.
Public Correspondence	Ms. Heidi L. Hayes, M.A.	Concerned about properties that will be affected by intersection improvements.

Public Correspondence	Ms. Dee Jebb	Concerned about properties that will be affected by intersection improvements.	
Public Correspondence	Ms. Myrna B. Teck, PhD.	Commented on Montrose Parkway feasibility study.	
Public Correspondence	Mr. Harry W. Lerch	Questioned the future Home Depot site as well as affects to that property from intersection improvements.	
Public Involvement Correspondence	To:	From:	Reference No.
Focus Group Correspondence			
Summary of Public Involvement			VI-32
Public Correspondence			
Response to Public Correspondence	Dr. Mark I. Fow	SHA	VI-33
Response to Public Correspondence	Mr. Gerardo Kaplan	SHA	VI-34
Response to Public Correspondence	Mr. Mugeh Afshar-Tous	SHA	VI-35
Response to Public Correspondence	Dr. and Mrs. Peter Sherer	SHA	VI-36
Response to Public Correspondence	Mr. Carl Henn	SHA	VI-37
Response to Public Correspondence	Mr. Marvin Kahn	SHA	VI-38
Response to Public Correspondence	Ms. Esther Silverman	SHA	VI-39
Response to Public Correspondence	Mr. Jay K. Beam	SHA	VI-40
Response to Public Correspondence	Ms. Barbara Sollner-Webb	SHA	VI-41
Response to Public Correspondence	Ms. Emily Mintz	SHA	VI-42
Response to Public Correspondence	Ms. Patricia Milihram	SHA	VI-43
Response to Public Correspondence	Mr. Jim Sylvester	SHA	VI-44
Response to Public Correspondence	Mr. David Cohen	SHA	VI-45
Response to Public Correspondence	Mr. Stephen L. Oseroff	SHA	VI-46
Response to Public Correspondence	Mr. Paul D. Lane	SHA	VI-47
Response to Public Correspondence	Ms. Joan P. David	SHA	VI-48
Response to Public Correspondence	Mr. Eliot Applestien	SHA	VI-49
Response to Public Correspondence	Mr. Anthony G. LaBarbera	SHA	VI-50
Response to Public Correspondence	M'S. Blanchard	SHA	VI-51
Response to Public Correspondence	Ms. Heidi L. Hayes, M.A.	SHA	VI-52
Response to Public Correspondence	Ms. Dee Jebb	SHA	VI-53
Response to Public Correspondence	Mr. Harry W. Lerch	SHA	VI-54
Response to Public Correspondence	Ms. Myrna B. Teck, PhD.	SHA	VI-55
Alternates Public Workshop			
Comments Received from the MD 355 Alternates Public Workshop			VI-56

Summary of Public Involvement

Public involvement is an integral part of the project development process. The comments, design suggestions and information concerning the project area are key in the on-going process of alternatives development and selection. A series of public Focus Group meetings have been held along with an Alternates Public Workshop to facilitate community input into the project planning process. These meetings have included maps, videos, slide presentations, displays and brochures to disseminate information about the project to both the general public and to public officials. Meetings have also been held with members from transportation and environmental resource agencies to share information about the project and to discuss and record issues and concerns. In addition, Maryland State Highway Administration's (SHA) WebPage contains a project fact sheet that provides information on this particular planning project. The fact sheet summarizes the project's purpose and provides contact information.

Agency concurrence on the project Purpose and Need was obtained in February – March 1999. Purpose and Need concurrence was the only formal concurrence point for this project before it was dropped from the Streamlined Environmental and Regulatory Process due to minimal environmental impacts. Although formal concurrence points beyond the Purpose and Need will not be requested, SHA will continue to update the agencies on the status of the project.

The SHA, in coordination with the M-NCPPC, MCDPW&T and elected officials, formed a Project Focus Group comprised of local residents, community leaders, business leaders, transportation leaders, Montrose School House representatives, Peerless Rockville representatives, elected officials, and County representatives. The following is a brief profile of Focus Group attendees:

- **Emily Miatz**, representing Montrose Parkway Alternatives Coalition (MPAC), Tilden Woods, Torner Architects

- **Stanley A. Klein**, representing Montrose Civic Association, Rockville Traffic & Transportation Commission, and Chairman of the Montrose Task Force
- **Richard Zierdt**, representing Randolph Civic Association and the North Bethesda Congress
- **Ken Reid**, representing North Bethesda, Small Business and Chairman of MOVE
- **Stephen Z. Kaufman**, Land Use Lawyer, representing building industry (Self)
- **John F. Hall, Jr.**, representing City of Rockville, Traffic & Transportation Commission, NASA Lawyer
- **John F. Wing**, representing Western Montgomery County Citizens Advisory Committee
- **Richard Resnick**, representing North Farm Citizens Association, Rockville Traffic & Transportation Commission and MPAC
- **Eileen McGuckian**, representing Peerless Rockville and Walnut Wood Resident
- **Steve Oseroff**, representing GSS Realty, Inc.
- **Carl Morgan**, representing Montgomery County Council, Councilmember Krahnke's Office
- **David Freishtat**, representing Bethesda and Chevy Chase Chamber of Commerce
- **Matthew Shore**, representing North Bethesda Congress
- **Leon Forman**, President of the Forum Community Association
- **Chris Weber**, Federal Realty Investment Trust, and Mid Pike Plaza

The Focus Group has met on the following dates and is currently on-going:

- **September 8, 1999** – Established the fundamentals of the Focus Group meetings, discussed background information of the project and addressed general questions and comments presented by the focus group attendees.
- **October 13, 1999** – Identified Focus Group issues/concerns to consider in developing project alternatives, reviewed conceptual alternatives and provided an overview of State Highway Administration's (SHA) "Thinking Beyond the Pavement" design considerations.
- **November 17, 1999** – Reviewed MARC Master Plans for projected freight traffic in

study area, examined photographs of similar intersection/interchange types, reported on funding status and reviewed conceptual alternatives.

- **December 15, 1999** – Reviewed engineering studies for Randolph Road, bridging the CSX railroad tracks, and addressed conceptual alternatives presented at the November 17th meeting.
- **January 19, 2000** – Discussed the project in regards to the Master Plan and preparation for the Alternates Public Workshop scheduled for January 31, 2000.
- **February 23, 2000** – Discussion of the Public Workshop comments
- **September 6, 2000** – Presented results of traffic and conceptual engineering studies based on alternative suggestions provided by: the Focus Group, MNCPPC, and the City of Rockville.
- **November 15, 2000** – Officially announced the Alternatives Retained for Detailed Study (ARDS) and revisited “Thinking Beyond the Pavement” issues.
- **July 12, 2001** – Discussed the Alternatives Retained for Detailed Study (ARDS) specifications, “Thinking Beyond the Pavement” and environmental concerns.

The Focus Group has assisted in the development of intersection improvements and addressed local traffic circulation, access and aesthetic concerns. Other issues that were addressed by the Focus Group include: transit options, pedestrian/bicycle trails, landscaping, CSX Railroad track crossings, and property/business owner issues. Transit improvements that were within the project scope included replacing Park and Ride spaces and local transit connectivity. Mass Transit plans were also investigated to determine if they fall within the project study area. Pedestrian/bicycle trails would extend the existing bikeway south and would tie into the existing Wood Lane bike path. It was also proposed to continue south to connect into the existing rail in Bethesda. The Focus Group agreed that trees would be important in the aesthetic plan for the project. A mixture of materials and vegetation could provide a buffer between streets and sidewalks. The design team investigated the CSX railroad crossings with the options of raising the CSX line above Randolph Road as well as below it. Affects to businesses within the study area were investigated and alternates which allowed full access to the businesses were studied in further detail. The Focus Group’s goal was to assure that alternatives

were developed with a local perspective and to assure that the project team was aware of key community issues. Comments and suggestions received from the Focus Group have been continually evaluated and incorporated into the preliminary concepts, where possible. The Focus Group recommended the Randolph Road Under MD 355 concept to SHA, which was developed subsequent to the Alternates Public Workshop, and included in the Alternatives Retained for Detailed Study.

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study



Maryland Department of Transportation
State Highway Administration

Pamir N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

December 16, 1998

Dr. Mark I. Fow
E-Mail: mfow@erols.com

Dear Dr. Fow:

Thank you for your E-mail regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

Any intersection or interchange improvements that would affect your property, would be evaluated for potential relocation. At that point, you would have several rights and options under these conditions. I would like to send you a copy of "Your Land and Your Highways" and a copy of "Relocation Assistance - Your Rights and Your Benefits" to review for future reference, if needed. Please E-mail me your address so you can receive these two pamphlets and also be placed on the mailing list for this study.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-33

Dr. Mark I. Fow
Page 2

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8547 or toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Michelle D. Hoffmann*
Michelle D. Hoffmann
Project Manager
Project Planning Division

cc: Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. James L. Wynn, Assistant Division Chief, State Highway Administration
Mr. Jason Groth, Environmental Manager, State Highway Administration

259



**Maryland Department of Transportation
State Highway Administration**

December 18, 1998

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Mr. Gerardo Kaplan
11801 Rockville Pike #1604
Rockville MD 20852
E-Mail: <gzkaplan@netkonnnect.net>

Dear Mr. Kaplan:

Thank you for your e-mail regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

This intersection was identified for Development and Evaluation (D&E) as part of the Maryland Department of Transportation's Consolidated Transportation Program (CTP) in 1985. However, it was removed from the program in 1990 due to lack of consensus on the type of improvement needed for this intersection. The intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road is included in the D&E Program of the Draft 1999-2004 CTP as a breakout project from the Congestion Relief Study (CRS).

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

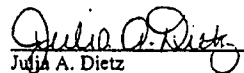
VI-34

Mr. Gerardo Kaplan
Page 2

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8517 or Ms. Michelle D. Hoffman, the Project Manager, at 410-545-8547. We can also be reached toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Julia A. Dietz
Project Engineer
Project Planning Division

cc: Mr. Jason Groth, Environmental Manager, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. James L. Wynn, Assistant Division Chief, State Highway Administration

2600



**Maryland Department of Transportation
State Highway Administration**

December 18, 1998

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

M' Mugeh Afshar-Tous
6714 Montrose Road
Rockville MD 20852
E-Mail: <AfsharTousM@nswccd.navy.mil>

Dear M' Afshar-Tous:

Thank you for your e-mail regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. Your name and your mother's name have been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade-separated interchange improvements, both of which will be looked at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway.

The western limit of the State Highway Administration's (SHA's) study is at Evelyn Drive. Your mother's property is located to the west of this limit; therefore, the SHA's project would not impact this property. However, I cannot assure you that Montgomery County's Montrose Parkway project will not impact her property. It would be in her best interest to contact Montgomery County. The Montgomery County representative on our team is Mr. John DiGiovanni from the Montgomery County Department of Public Works and Transportation, who can be reached at 301-217-2148.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-35

M' Mugeh Afshar-Tous
Page 2

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8517, or the Project Manager, Ms. Michelle D. Hoffman, at 410-545-8547. We can both be reached toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By: Julia A. Dietz
Julia A. Dietz
Project Engineer
Project Planning Division

cc: Mr. John DiGiovanni, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)
Mr. Jason Groth, Environmental Manager, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. James L. Wynn, Assistant Division Chief, State Highway Administration

261



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

December 29, 1998

Dr. and Mrs. Peter Sherer
1004 Farm Haven Drive
Rockville MD 20852

Dear Dr. and Mrs. Sherer:

Thank you for your letter to Ms. Michelle Hoffman regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. I am writing to you on her behalf. Your names as you have requested have been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Road Parkway.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for Fall of 2000. The conclusion of this study is anticipated by Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-36

Dr. and Mrs. Peter Sherer
Page 2

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manger, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Peter Keke
Project Engineer
Project Planning Division

- cc: Mr. John DiGiovanni, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)
- Mr. Jason Groth, Environmental Manager, State Highway Administration
- Mr. Charlie K. Watkins, District Engineer, State Highway Administration
- Mr. James L. Wynn, Assistant Division Chief, State Highway Administration

262



**Maryland Department of Transportation
State Highway Administration**

December 31, 1998

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

Mr. Carl Henn
193 Hardy Place
Rockville MD 20852
E-Mail: <CHENN@mercury.niaid.nih.gov>

Dear Mr. Henn:

Thank you for your e-mail and letter regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road.

Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway. The State Highway Administration (SHA) will coordinate closely with local governments and agencies to ensure consistency with the local and master plans. Citizen input is encouraged so that the study team addresses all possible alternates.

As part of the project planning study, environmental studies will be conducted to evaluate social, economic, cultural and natural environmental resources in the study area. Once alternates are developed, the study team will measure the environmental impacts associated with each alternate.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-37

Mr. Carl Henn
Page 2

Your suggestions were well noted and will be considered as the study progresses. All modes of transportation are considered when evaluating alternates for transportation improvement studies. Bicycle and pedestrian issues will be coordinated closely with SHA's Bicycle/Pedestrian Coordinator, Mr. Harvey Muller.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8517 or Ms. Michelle D. Hoffman, the Project Manager, at 410-545-8547. We can also be reached toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Julia A. Dietz
Project Engineer
Project Planning Division

cc: Mr. Jason Groth, Environmental Manager, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. James L. Wynn, Assistant Division Chief, State Highway Administration

263



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 5, 1999

Mr. Marvin Kahn
6905 Old Stage Road
Rockville MD 20852
E-Mail: <Mavenk@aol.com>

Dear Mr. Kahn:

Thank you for your e-mail to Ms. Michelle Hoffman regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. I am writing to you on her behalf. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Road Parkway.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-38

Mr. Marvin Kahn
Page Two

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Peter Keke
Project Engineer
Project Planning Division

264



Maryland Department of Transportation
State Highway Administration

January 5, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Esther Silverman
5901 Montrose Road
Apartment S507
Rockville MD 20852

Dear Ms. Silverman:

Thank you for your interest in the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road and for providing some suggestions and comments. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings regarding the study improvement at this intersection.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements, both of which we will look at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Road Parkway.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for Fall of 2000. The conclusion of this study is anticipated by Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephona number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Stetwide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Merylend 21202

VI-39

Ms. Ester Silverman
Page Two

Thank you again for your interest and information. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Peter Keke
Project Engineer
Project Planning Division

265



**Maryland Department of Transportation
State Highway Administration**

January 8, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Jay K. Beam
Ms. Jane Beam
7006 Tilden Lane
Rockville MD 20852
E-Mail: <jane.beam@mci2000.com>

Dear Mr. Beam:

Thank you for your e-mail to Michelle Hoffinan regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. I am writing to you on her behalf. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway.

The State Highway Administration works in close coordination with a multi-jurisdiction project team including the Montgomery County Department of Public Works and Transportation. As you mentioned, Montgomery County is conducting a feasibility study for the Montrose Parkway, which has been on the master plan for numerous years and would include a freeway south of Montrose Road in the vicinity of Tildenwood Lane connecting from Montrose Road east of Rockville Pike. The state study will look at options that would connect into this possible Montrose Parkway. The project team is aware, as you noted, of several development plans in the area, which will need to be considered as part of the traffic and engineering studies. You have addressed several issues that should be raised with Montgomery County, therefore, a copy of your e-mail will be sent to Mr. John DiGiovanni of the Montgomery County Department of Public Works and Transportation and Mr. Etemadi Shahriar of the Maryland National Capital Park and Planning Commission. They both can be reached at 301-217-2148 and 301-495-2168, respectively.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-40



**Maryland Department of Transportation
State Highway Administration**

January 8, 1999

Parris N. Glender, Jr.
Governor
John D. Porcari
Secretary
Parker F. Willis, Jr.
Administrator

Ms. Barbara Sollner-Webb
17200 Melbourne Drive
Laurel MD 20707
E-Mail: <bsw@bs.jhmi.edu>

Dear Ms. Sollner-Webb:

Thank you for your interest regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway. The project team will, as you suggest, look at several Transportation Demand Management (TDM) strategies, especially since this is an intersection improvement study.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-41

Handwritten signature/initials

Ms. Barbara Sollner-Webb
Page 2

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Peter Keke
Project Engineer
Project Planning Division

cc: Mr. John DiGiovanni, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 8, 1999

Ms. Emily Mintz
6712 Sulky Lane
North Bethesda, MD 20852
E-Mail: <mintz@erols.com>

Dear Ms. Mintz:

Thank you for your E-Mail to Michelle Hoffman regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. I am writing to you on her behalf. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway.

The State Highway Administration works in close coordination with a multi-jurisdiction project team, including the Montgomery County Department of Public Works and Transportation. Montgomery County is conducting a feasibility study for the Montrose Parkway, which has been on the master plan for numerous years and would include a freeway south of Montrose Road in the vicinity of Tildenwood Lane connecting from Montrose Road east of Rockville Pike. The state study will look at options that would connect into this possible Montrose Parkway. Mr. John DiGiovanni, the representative on the project team from the Montgomery County Department of Public Works and Transportation, can be reached at (301) 217-2148. In addition, the project team will, as you suggest, look at several Transportation Demand Management (TDM) strategies.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

267

Ms. Emily Mintz
Page 2

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

Thank you again for your interest and for expressing your concerns. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Peter Keke
Project Engineer
Project Planning Division

cc: Mr. John DiGiovanni, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 8, 1999

Ms. Patricia Milihram
12108 Portree Drive
Rockville MD 20852

Dear Ms. Milihram:

Thank you for your letter regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway.

The project team is aware, as you noted, of several development plans in the area, which will need to be considered as part of the traffic and engineering studies. You have addressed several issues that should be raised with Montgomery County, therefore, a copy of your e-mail will be sent to Mr. John DiGiovanni of the Montgomery County Department of Public Works and Transportation and Mr. Etemadi Shahriar of the Maryland National Capital Park and Planning Commission. They both can be reached at 301-217-2148 and 301-495-2168, respectively.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

2/10/99

s Patricia Milihrum
Page 2

Thank you again for your interest and for expressing your concerns. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Peter Keke
Project Engineer
Project Planning Division

cc: Mr. John DiGiovanni, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)
Mr. Etemadi Shahriar, Transportation Planner, Maryland National Capital Park and Planning Commission (w/incoming)



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 13, 1999

Mr. Jim Sylvester
6015 Montrose Road
Rockville MD 20852
E-Mail: <james.e.sylvester@bellatlantic.com>

Dear Mr. Sylvester:

Thank you for your interest regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway.

As you suggest, the project team will review the existing traffic signals within the project area of this intersection improvement study. The signal at MD 355 and Montrose Road/Randolph Road has recently been improved, changing it from a split phase for the east/west movements to an exclusive permissive left for Montrose Road/Randolph Road. In addition, it is important to note that all of the intersections in Montgomery County are interconnected and maintained by the County at their Traffic Operation Center (TOC). Since both Montrose Road and Executive Boulevard are local County roads, it is likely that their intersection is timed to work well within the system. However, I will send a copy of your E-mail to Mr. Bill Corder of the Montgomery County Traffic Operation Center. He can be reached at 301-217-2190.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-44

269

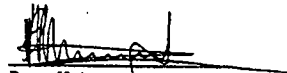
Mr. Jim Sylvestre
Page 2

Thank you again for your interest and thoughtful suggestion. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Peter Keke
Project Engineer
Project Planning Division

- cc: Mr. Bill Corder, Senior Engineering Technician, Montgomery County Traffic Operation Center (w/incoming)
- Mr. John DiGiovanni, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)
- Mr. Mike Kenny, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 13, 1999

Mr. David Cohen
5200 Crossfield Court #13
Rockville MD 20852

Dear Mr. Cohen:

Thank you for your E-Mail regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. As you requested, your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway.

The project team is aware, as you noted, of the Montgomery County Master Planned Montrose Parkway. The Montrose Parkway is a locally planned new roadway parallel to both Montrose Road and Randolph Road, which would ultimately extend from I-270 to Veirs Mill Road. While the Montrose Parkway is not part of this intersection improvement study, Montgomery County is conducting a feasibility study of the Montrose Parkway from east of Tildenwood Road on Montrose Road to Maple Road on Randolph Road. Mr. John DiGiovanni from the Montgomery County Department of Public Works and Transportation is the transportation planner managing the Montrose Parkway feasibility study. He can be reached at 301-217-2148.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717.
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

278

Mr. David Cohen
Page Two

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8547 or toll free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By: Michelle D. Hoffman
Michelle D. Hoffman
Project Manager
Project Planning Division

cc: Mr. John DiGiovanni, Transportation Planner, Montgomery County Department of Public Works and Transportation (w/incoming)



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 13, 1999

Mr. Stephen L. Oseroff
Vice President
GFS Realty, Inc.
Giant
Dept. 671
P O Box 1804
Washington DC 20013

Dear Mr. Oseroff:

Thank you for your interest in the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. As requested, both your name and that of Mr. Edward Y. Papazian have been added to the project mailing list. You will both receive future mailings and will be informed of upcoming meetings regarding this intersection improvement study.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway.

The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-46
271

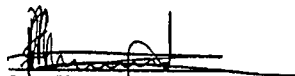
Mr. Stephen L. Oseroff
Page Two

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8518, or the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Peter Keke
Project Engineer
Project Planning Division

cc: Mr. Edward Y. Papazian, Vice President, Barton-Aschman Associates, Inc.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 28, 1999

Mr. Paul D. Lane
11801 Rockville Pike
Rockville MD 20852
E-Mail: <pdlane@acm.org>

Dear Mr. Lane:

Thank you for your interest regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. Your name has been added to the project mailing list so that you may receive future mailings and be informed of upcoming meetings.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways and potentially, the Montgomery County and City of Rockville proposed Montrose Parkway.

Thank you for suggesting the installation of a pre-fabricated (instant) four lane road with divided overpasses at MD 355 (Rockville Pike) and Montrose Road/Randolph Road, and at the MARC/CSX Transportation railroad crossing on Randolph Road. The idea is more of a construction phase alternate for grade separation roadways. As mentioned earlier, we are just beginning to look at alternates, several of which will not be grade separated. However, we will keep this suggestion under consideration as this study progresses.

We anticipate presenting improvement concepts at an Alternates Public Workshop, currently scheduled for Summer/Fall (1999), followed by a Public Hearing tentatively scheduled for fall of 2000. The conclusion of this study is anticipated by fall of 2001, with the recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 707 • Baltimore, MD 21202
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-47

272

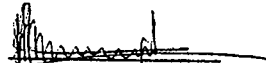
Mr. Paul D. Lane
Page 2

Thank you again for your interest and thoughtful suggestion. If you should have any questions, please feel free to contact the Project Manager, Ms. Michelle Hoffman, at 410-545-8547 or 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Peter Keke
Project Engineer
Project Planning Division



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 17, 1999

Ms. Joan P. David
11801 Rockville Pike
Apartment #1012
Rockville MD 20852

Dear Ms. David:

Thank you for your comments regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. We appreciate receiving your comments on both you and your mother's behalf.

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternative (do nothing), at-grade intersection improvements and grade-separated interchange improvements, both of which will be looked at connecting into the existing roadways and the Montgomery County and City of Rockville proposed Montrose Parkway. This project planning study is not investigating the implementation of the locally proposed Montrose Parkway; although, the State Highway Administration (SHA) will coordinate closely with Montgomery County and the City of Rockville efforts on this endeavor.

Citizen involvement is encouraged throughout the project planning study to ensure that all possible alternates have been investigated to address traffic and safety issues associated with the intersection at MD 355 and Montrose Road/Randolph Road. In addition to letters and comments from the community, the SHA anticipates periodically distributing newsletters and brochures to citizens on the mailing list regarding the status of the project. The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals based on continuous public and agency input.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Bellmore, MD 21203-0717
Street Address: 707 North Calvert Street • Bellmore, Maryland 21202

Ms. Joan P. David
Page 2

Thank you again for your interest. If you should have any questions, please feel free to contact me at 410-545-8517, or the Project Manager, Ms. Michelle D. Hoffman, at 410-545-8547. We can both be reached toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.,
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Michelle D. Hoffman*
Julia A. Dietz
Project Engineer
Project Planning Division

cc: Mr. Jason Groth, Environmental Manager, State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration
Mr. James L. Wynn, Assistant Division Chief, State Highway Administration



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 9, 2000

Mr. Eliot Applestein
6807 Breezewood Terrace
North Bethesda MD 20852

Dear Mr. Applestein:

Thank you for your email regarding the composition of the MD 355/Montrose Road-Randolph Road Focus Group. The State Highway Administration (SHA) encourages public input on all its projects.

It should be noted that the selection process was heavily dependant on the input of several local elected officials including members of the delegation to the General Assembly, the Montgomery County Council, the County Executive, and the City of Rockville. These officials aided the State Highway Administration (SHA) by recommending people whom they thought would inform SHA of local perspectives and initiatives that should be considered as improvement alternatives are developed.

The individuals who were asked to take part on the Focus Group bring with them a diversity of knowledge and experience that will be helpful to this initiative. They live in close proximity to the area being studied, are familiar with the transportation problems in the study area and are associated with groups of individuals or entities that would be affected by changes to the transportation system. Our efforts have been intended to utilize a relatively small number of individuals who would represent a larger number of interests that would also provide a fair cross-section of the community. At our first meeting, SHA asked the attendees if our membership would be better balanced if other people were asked to participate. SHA also asked what interests were missing from the discussions. Several names were discussed and SHA solicited participation of additional individuals based on the input we received.

Mr. Reid has explained that he is currently being paid to lobby for mass transit and new roads. He has also explained that he is participating on our Focus Group as a representative of Montgomerians Opposed to Vehicle Entanglement (MOVE) and not the Citizens for Traffic Solutions. His areas of interest however are areas that we did expect to have representation for, and would have had representation for, if Mr. Reid did not agree to participate as a Focus Group member. I think that throughout this process, SHA will be subjected to a certain amount of criticism and although we wish to proceed in a manner which is fair to all parties affected by the decisions that will be made, there will be ample opportunity for any member of the public to comment on this study. SHA will be as responsive as possible to members of the public, regardless of their position.

My telephone number is _____

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

274

Mr. Eliot Applestein
Page Two

Thank you again for your email regarding the composition of the MD 355/Montrose Road-Randolph Road Focus Group. If you should have any further concerns, please do not hesitate to contact me at 410-545-8516 or toll free, within Maryland, at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Paul F. Maloney*
Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: Ms. Heather Amick, Environmental Manager (w/incoming)



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 29, 2000

Mr. Anthony G. LaBarbera, President
Guardian Realty Management, Inc.
702 Russell Avenue
Suite 400
Gaithersburg MD 20877

Dear Mr. LaBarbera:

Thank you for your recent letter regarding the State Highway Administration's (SHA) MD 355/Montrose Road-Randolph Road Intersection Improvement Study. We appreciate receiving your comments relating to the alternatives displayed at our February 9, 2000 Alternates Public Workshop and acknowledge your opposition to improvements that result in bridging MD 355 (Rockville Pike) over Montrose and Randolph Roads.

The alternatives that were presented on February 9th were preliminary in nature, and our intention was to present them to the public to get feedback to guide the further development of the project. During the upcoming months, the Study Team, with the aid of public input generated from the workshop, will determine what alternatives will be studied in further detail. Our team will investigate the impacts associated with bridging Rockville Pike over Montrose and Randolph Roads and will likely analyze alternatives that were not developed prior to the Alternates Workshop. SHA is aware that the traffic on Rockville Pike is extremely heavy and any improvements made at the intersection will need to be done in a way to minimize the inconvenience to motorists. SHA is also aware that improvements will likely affect the access to some of the surrounding businesses. We will work closely with those who are affected regarding access plans and ways to minimize disruption to the extent possible.

Thank you again for your interest in the MD 355/Montrose Road-Randolph Road Intersection Improvement Study. If you have any concerns or questions regarding this project or the process that is being followed, please feel free to contact me or Mr. Paul Maloney the Project Manager. Paul can be reached at 410-545-8516 or toll free within Maryland at 1-800-548-5026.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Mr. Paul F. Maloney, P.E., Project Manager, State Highway Administration

My telephone number is 410-545-0411/1-888-704-4878

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275



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 14, 2000

M' S. Blanchard
4403 Mahan Road
Silver Spring MD 20906

Dear M' Blanchard:

Thank you for your letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement though out the study of this project.

The North Bethesda area has not reached its planned build out condition and therefore the traffic volume is projected to increase in the future even with no highway improvements. SHA is investigating alternatives that will address current traffic as well as, the future traffic volumes the roadways at this location will be required to accommodate.

At this time, SHA is beginning the Project Planning, Stage II process. We are developing more detailed engineering and environmental analyses for some of the proposed alternates that were shown at the Alternates Public Workshop held on February 9, 2000, and will investigate alternate ideas that were developed subsequent to the Workshop. Your comments will be taken into consideration as we move into our Stage II process.

Also, your name has been added to the MD 355 - Montrose Road/ Randolph Road project mailing list so that you will receive any updates of the project in the near future.

Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the project manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Paul F. Maloney*
Paul F. Maloney, P.E.
Project Manager
Project Planning Division

My telephone number is _____

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VI-51

M' S. Blanchard
Page Two

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmeletta Harris, Project Engineer, State Highway Administration

276



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 30, 2000

Dr. Lester Zuckerman, M.D.
One Montrose Metro
11921 Rockville Pike
Rockville MD 20852

Dear Dr. Zuckerman:

Thank you for your recent letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement through out this project.

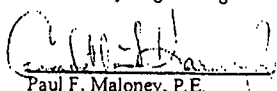
At this time, SHA is currently beginning Stage II of Project Planning. We are developing detailed engineering and environmental analyses for some of the proposed alternates that were shown at the Alternates Public Workshop held on February 9, 2000. The SHA does understand and is sensitive to the access concerns of citizens and business owners. The SHA will investigate in detail, issues relating to access to properties that will be affected by our alternates.

Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the Project Manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: File
Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmen Harris, Project Engineer, State Highway Administration

My telephone number is _____

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**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
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John D. Porcari
Secretary
Parker F. Williams
Administrator

March 30, 2000

Ms. Heidi L. Hayes, M.A.
One Montrose Metro
11921 Rockville Pike
Rockville MD 20852

Dear Ms. Hayes:

Thank you for your recent letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement through out this project.

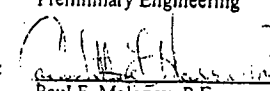
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Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the Project Manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: File
Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmen Harris, Project Engineer, State Highway Administration

My telephone number is _____

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277



Maryland Department of Transportation
State Highway Administration

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John D. Porcari
Secretary
Parker F. Williams
Administrator

March 30, 2000

Dr. Marc Loev, M.D.
One Montrose Metro
11921 Rockville Pike
Rockville MD 20852

Dear Dr. Loev:

Thank you for your recent letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement through out this project.

At this time, SHA is currently beginning Stage II of Project Planning. We are developing detailed engineering and environmental analyses for some of the proposed alternates that were shown at the Alternates Public Workshop held on February 9, 2000. The SHA does understand and is sensitive to the access concerns of citizens and business owners. The SHA will investigate in detail, issues relating to access to properties that will be affected by our alternates.

Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the Project Manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmen Harris, Project Engineer, State Highway Administration

My telephone number is _____

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Maryland Department of Transportation
State Highway Administration

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Secretary
Parker F. Williams
Administrator

March 30, 2000

Dr. P. Bobby Dey, M.D.
One Montrose Metro
11921 Rockville Pike
Rockville MD 20852

Dear Dr. Dey:

Thank you for your recent letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement through out this project.

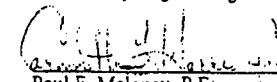
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Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the Project Manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: File
Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmen Harris, Project Engineer, State Highway Administration

My telephone number is _____

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278



Maryland Department of Transportation
State Highway Administration

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Secretary
Parker F. Williams
Administrator

March 30, 2000

Ms. Dee Jebb, Office Manager
Westinghouse Electric Co.
11921 Rockville Pike, #107
Rockville MD 208523

Dear Ms. Jebb:

Thank you for your recent interest in the State Highway Administration's (SHA) MD 355/Montrose Road-Randolph Road Intersection Improvement Study. SHA encourages public participation on all its projects.

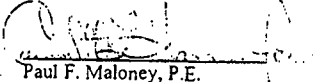
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Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the Project Manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmeletta T. Harris, Project Engineer, State Highway Administration

My telephone number is _____

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VI-53



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 30, 2000

Mr. Donald R. Hoffman, President
Excel Services Corporation
11921 Rockville Pike
Rockville MD 20852

Dear Mr. Hoffman:

Thank you for your recent letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement through out this project.

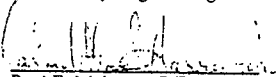
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Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the Project Manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: File
Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmen Harris, Project Engineer, State Highway Administration

My telephone number is _____

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279



Maryland Department of Transportation
State Highway Administration

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Parker F. Williams
Administrator

March 30, 2000

Ms. Stacey S. Taylor
Shulman, Rogers, Gandal, Pordy & Ecker, P.A.
11921 Rockville Pike
Rockville MD 20852

Dear Ms. Taylor:

Thank you for your recent letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement through out this project.

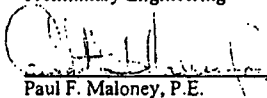
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Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the project manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmen Harris, Project Engineer, State Highway Administration

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Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 30, 2000

Dr. Martin L. Okun
11921 Rockville Pike
Rockville MD 20852

Dear Dr. Okun:

Thank you for your recent letter regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages citizens' involvement through out this project.

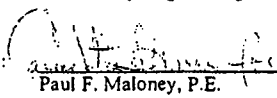
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Thank you again for your letter regarding the MD 355-Montrose Road/Randolph Road Intersection Improvement Project. If you should have any further questions regarding the study, please feel free to contact Paul F. Maloney, the project manager. Paul can be reached at 410-545-8516 or via email at pmaloney@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration
Ms. Carmen Harris, Project Engineer, State Highway Administration

My telephone number is _____

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280



**Maryland Department of Transportation
State Highway Administration**

March 30, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Harry W. Lerch
Suite 380
3 Bethesda Metro Center
Bethesda MD 20814

Dear Mr. Lerch:

Thank you for your letter regarding the Home Depot Rockville Site Plan Approval near the intersection of MD 355 (Rockville Pike) and Randolph Road/ Montrose Road. The State Highway Administration (SHA) appreciates you informing us of the Home Depot Rockville status.

The future Home Depot site is to be located at the corner of Bou Avenue and the future Nebel Street Extended, which is outside of the study area for MD 355/Randolph Road/Montrose Road improvement. There should be no significant impacts with the exception of altered travel patterns. The SHA is in Stage II of the project planning process. During the Stage II process, detailed engineering is completed and impacts to socio-economic and natural resources will be identified. An environmental document summarizing the results of the study will be on display prior to the Location/Design Public Hearing. A Location/Design Public Hearing is tentatively scheduled for the Fall of 2001.

Thank you again for your letter. I appreciate you informing the SHA of the progress of the Home Depot site plan approval. If you need any further assistance, please do not hesitate to contact Mr. Douglas H. Simmons, SHA's Director of Planning and Preliminary Engineering, at 410-545-0412 or, Ms. Carmeletta T. Harris, Project Engineer, at 410-545-8522, 1-800-548-5026 or, by email, at charris@sha.state.md.us. Either will be happy to assist you.

Sincerely,

Parker F. Williams
Administrator

cc: Ms. Carmeletta T. Harris, Project Engineer-Project Planning Division,
State Highway Administration
Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering,
State Highway Administration

My telephone number is ~~410-545-0400~~ or ~~1-800-206-0770~~

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VI-54



**Maryland Department of Transportation
State Highway Administration**

May, 19, 2000

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Myrna B. Teck, PhD.
5323 Randolph Road, Apt. # 4
Rockville MD 20852-2129

Dear Ms. Teck:

Thank you for your letter addressing the safety issues surrounding the at-grade crossing of the CSX Railroad and Randolph Road. The State Highway Administration (SHA) encourages public input on all its projects.

SHA is performing studies in the area surrounding MD 355 - Montrose Road and Randolph Road intersection. Currently, this intersection is operating poorly and is not projected to improve without some type of improvement to the area's roadway network. Concurrently, Montgomery County planners are performing studies in the vicinity of this intersection and are proposing the construction of an improvement known as the Montrose Parkway. I wish to clarify that SHA is not managing the Parkway study as your letter indicated, rather Montgomery County is. The SHA study includes the investigation of measures to improve the MD 355/Montrose Road-Randolph Road intersection as well as identifying ways to separate the grade of the current at-grade CSX Railroad-Randolph Road crossing.

The State and County are performing studies at similar locations, with similar timeframes. Given that the County is studying Proposed Montrose Parkway from I-270 eastward to Old Old Georgetown Road and from Parklawn Drive eastward to Veirs Mill Road, with SHA's study between the segments mentioned, some confusion has resulted. The State and County have worked closely over the past months because of the close proximity the separate initiatives and will continue to do so.

Thank you again for your letter addressing the safety issues surrounding the at-grade crossing of the CSX Railroad and Randolph Road. If you have any future questions or concerns regarding SHA's MD 355/Montrose Road-Randolph Road Study, including the Randolph Road crossing of the CSX Railroad, please feel free to contact me. I can be reached at 410-545-8516 or toll free within Maryland, at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Design

By:

Paul F. Maloney, P.E.
Project Manager
Project Planning Division

cc: Ms. Donna Buscemi, Environmental Manager, State Highway Administration

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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281

Written Comments Received Following the MD 355 Alternates Public Workshop

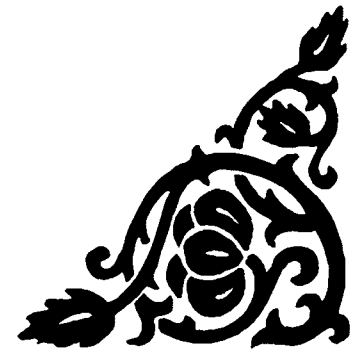
Subject	Comments
<i>Design</i>	<ul style="list-style-type: none"> • Favor the following: <ul style="list-style-type: none"> - Montrose Parkway from I-270 to Veirs Mill Road. - 355/Montrose Intersection – Grade Separation Alternative 2-Option A - Montrose Parkway overpass across CSX tracks, with Randolph Road dead-end at tracks. • No consideration has been given to a TDM alternate. • No information has been presented regarding construction traffic delays. • Preferable to construct Montrose Parkway in such a way that it crosses <u>over</u> Rockville Pike. • Route 355 should be left alone. • Like Alternative 3 for Montrose Parkway and Rt. 355. Like option B-1 for the Randolph Road Tie In. • If it must occur, like the B-1 option for the Randolph Road tie-in. • None of the alternatives are acceptable. • Should explore below grade underpass with local lanes on ground level such as at Dupont Circle in DC. This is much more aesthetic, and accomplishes the goal. • The CSX railroad tracks should go below Randolph Road. • Would like to see Rockville Pike <u>below</u> grade with Frontage roads. Otherwise, the Pike will be crowded with cheap stores willing to own property at an overpass. It has taken years for The Pike to attract reasonably good businesses – don't ruin it now! • What can be done to widen the current intersection to ease flow of traffic, safety and pedestrian access at these spots? • Can't critique the alternate plans, but doing nothing (alt 1) is unacceptable. • The approach you should be planning is building a double-decker MD 355 to double the present road capacity. Nothing less will adequately address long-term congestion problems. • Don't understand why the study doesn't include East Jefferson as well. If this major intersection is improved, why do we need more roadway? • If no grade separation, there will be more lanes and it is more dangerous for pedestrians. • Vote for NO OVERPASS. • Option B1, How does the Fire Department get to the closed road (Randolph)?
<i>Traffic</i>	<ul style="list-style-type: none"> • Level is not above average, would recommend strongly against the project. • Still very concerned that proposed road will result in problems when traffic continues onto existing roads. • Also, please time traffic lights better.

Written Comments Received Following the MD 355 Alternates Public Workshop
(Continued)

<i>Trucks</i>	<ul style="list-style-type: none"> • The area to the East of the intersection contains significant businesses that involve large trucks in addition to the traffic on MD 355. • In looking over the alternative proposals that you have prepared to share with the public through the Workshop discussions that you have planned, there is no mention of trucks. • Has the project team addressed the issue of accommodating trucks at this intersection in conjunction with the Montrose Parkway proposal? • If an alternative is used with Montrose Parkway, trucks need to stay on Montrose/Randolph Rds.
<i>Randolph Road/CSX Grade Crossing</i>	<ul style="list-style-type: none"> • Favor any type of flyover for CSX tracks. • Want to see the grade crossing at RR eliminated. • Since trucks need to be on Randolph, the bridge crossing the railroad tracks needs to be on Randolph Road.
<i>Transit</i>	<ul style="list-style-type: none"> • Should consider at least one or two transit solutions. • Please help consider better transit options. • SHA staff assumed construction would occur. "No-Build" not an option. Improve mass transit instead.
<i>The Environment</i>	<ul style="list-style-type: none"> • There are no environmental groups represented on the focus group. In fact, the group is loaded with pavement advocates. • No environmental criterion has been established. • Save and protect the Montrose School. • The Montrose School historic site needs to be protected from encroachment and limited access and/or overpass structures. • A multi-lane freeway in the heart of this area is aesthetically and economically unfortunate. This will devastate the Mid-Pike Plaza and the Montrose Crossing Shopping center. Montrose Crossing was just coming into its own as an upscale center. Plans like the proposed will insure that this area will remain a place catering to mattress shops and discount carpet stores. • All the projects proposed are huge and I fear, by the time it gets built (whenever "it" is) the "center of gravity" will be elsewhere. • An elevated Rockville Pike will have a devastating effect on the areas sense of community. Please keep it at grade.
<i>Pedestrian/Bicycle Access</i>	<ul style="list-style-type: none"> • At least project acknowledges that some consideration needs to be given to pedestrian access. • The displays did not show adequate crossings of MD 355/Randolph Roads. Lots of money and time is being used for improvements. Need to spend more time/energy on pedestrian and bicycle facilities. • The future North Bethesda Trail was not shown. How will it be impacted? • Both the grade separation at Rockville Pike/Montrose Road and building Montrose Parkway are strictly for the commuters. They will make this area less livable for residents. It will be easier for commuters to get where they are going, but more difficult for area residents. • Under whatever alternative is adopted, I favor giving as much attention as possible to good bike routes. • Concerned about bicycling access/safety when riding on MD 355 if it is elevated. If bike peds on parallel MD 355 trail, how can they go straight north or south at grade separation? Old Randolph Road can be made into a bike/ped trail.

Written Comments Received Following the MD 355 Alternates Public Workshop
(Continued)

Subject	Comments
<i>Comments Regarding Montrose Parkway</i>	<ul style="list-style-type: none">• Are you in a conspiracy with Montgomery County officials who are pushing for the Montrose Parkway but who do not want the public to know the full implications of this issue until after the fact?• Support the Montrose Parkway• Trucks should be permitted on Montrose Parkway• Please build the Montrose Parkway and a grade-separated Rockville Pike so the traffic congestion and pollution from idling cars is reduced. This will permit senior citizens to cross Montrose Road and Rockville Pike. Current lights do not permit them to cross the Pike.• Do not support options that include construction of the Montrose Pkwy. Fully support intersection improvements - above grade or at grade.• Construction on Montrose Pkwy would be somewhat problematic while it was being built, however, it is well worth the temporary inconvenience to reduce the East/West congestion that currently exists on Montrose/Randolph Roads.• Very against Montrose Parkway, does not solve traffic problems.



NEPA/404 Coordination - Purpose and Need

Comments and Coordination			
<i>NEPA/404 Coordination – Purpose and Need</i>			
Correspondence	To:	From:	Reference No.
Comments on the Purpose and Need	SHA	MD Office of Planning	VI-57
Response to Comments	MD Office of Planning	SHA	VI-58
Concurrence for the Purpose and Need	Maryland Historical Trust	SHA	VI-59
Concurrence for the Purpose and Need	Federal Highway Administration	SHA	VI-60
Concurrence for the Purpose and Need	U.S. Environmental Protection Agency	SHA	VI-61
Concurrence for the Purpose and Need	U.S. Fish and Wildlife Service	SHA	VI-62
Comments on the Purpose and Need	SHA	MD Office of Planning	VI-63
Comments on the Purpose and Need	SHA	U.S. Army Corps of Engineers	VI-64
Response to Comments	U.S. Army Corps of Engineers	SHA	VI-65
Concurrence for the Purpose and Need	SHA	Environmental Review Unit, Maryland Department of Natural Resources	VI-66

MEMO

To: Michelle Hoffman
Project Manager, SHA

From: Christine Wells CW
MD Office of Planning

Date: January 4, 1999

Re: Draft Purpose & Need Statement, MD 355 at Montrose Rd/Randolph Rd and
MARC/CSX Transportation Railroad Crossing (December 1998)

Following are OP's initial comments on the draft Purpose & Need Statement for the referenced project.

Introduction

The explanation of the congestion relief study and the TSG should be moved to the Introduction rather than later in the background. The introduction should also include some explanation of the short range/long range nature of the intersections identified for improvement.

Purpose

We suggest some clarification about the safety intent of the project. Is it vehicular safety or pedestrian safety that is the primary purpose of the project? The safety basis should be stated explicitly. We are also not clear about the purpose to "consider the planned MARC Montrose Crossing Station..." What does this mean in terms of purpose? Is the purpose to improve vehicular, bicycle and pedestrian access to the planned station?

Need

The project is located within a County certified Priority Funding Area (PFA). The study of transportation facility improvements to support development in a PFA is consistent with the intent of the Maryland Economic Growth, Resource Protection, and Planning Act of 1992.

Based on the information presented in the Statement, it appears that SHA is studying a roadway improvement in addition to the Montgomery County's proposed Montrose Parkway. Is Montrose Parkway considered as part of a no-build condition for the design year of 2020? If so, it is not clear how the County's proposed parkway would improve traffic conditions in the study area, and therefore whether there is a need for an additional roadway improvement in the area.

VI-57

Inter-modal Connectivity

The Statement should discuss how the existing MARC/CSX train operations at-grade crossing on Randolph Road affect the area's traffic flow and safety since improving traffic and safety conditions is a major purpose of the project. How will the traffic flow be affected by the grade separation of the proposed Montrose Parkway and the MARC/CSX tracks? Inclusion of the train schedule does not adequately address the relationship between the MARC and freight service and the road now, or in the future.

Other Comments

- re: Land Use (p.2) According to the 1992 North Bethesda-Garrett Park Master Plan, the proposed future transit way alignment is preserved paralleling along the proposed Montrose Parkway from I-270 to Veirs Mill Road. It is not being preserved along Montrose and Randolph Roads as indicated in the statement.
- The inclusion of maps is helpful. However, it is important to provide a scale for each map. It would be more helpful if the existing and proposed land use maps were to the same scale. We recommend that you include a map showing the proposed Montrose Parkway and other roads referenced in the draft Purpose and Need statement.

Please call me or Bihui Xu if you have questions on these comments.

247



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 26, 1999

Ms. Christine Wells
Maryland Office of Planning
Comprehensive Planning
301 West Preston Street
Baltimore MD 21202-2303

Dear Ms. Wells:

Thank you for your response to the draft Purpose and Need Statement on the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. The Project Team has reviewed your questions and have the following responses. An updated Purpose and Need Statement addressing your concerns, will be distributed both at the January Interagency Review Meeting and subsequent to the meeting for official concurrence on the Purpose and Need Statement.

Introduction

Thank you for pointing out that another sentence or two relative to the Congestion Relief Study (CRS) and its relation to this study and the immediate transportation needs versus the long term needs. These sentences have been added, but remain in the background section, where the related studies are discussed. The Introduction section discusses more the location of the project area and project limits.

Purpose

The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Safety is the key issue for both vehicles and pedestrians in attempting to navigate this congested intersection. Pedestrians are prevalent in this area accessing transit and businesses/shopping centers and need to be considered. References to the planned MTA Montrose Crossing MARC Station has been removed from the purpose statement due to the confusion. However, the reason it had been mentioned was to stress some of the accessibility concerns related to this congested intersection.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-58

Ms. Christine Wells
Page 2

Need

Thank you for the clarification on the location of this project within a County certified Priority Funding Area (PFA), which would subsequently make any transportation improvement identified as part of this study consistent with the Maryland Economic Growth, Resource Protection Act of 1992 and Smart Growth Act of 1997. Montgomery County is currently conducting a feasibility study for the locally planned Montrose Parkway, which is considered a longer term transportation improvement in the Master Plan area. While not part of this study, SHA project planning study is planning to evaluate options with the Montrose Parkway implemented by the design year of 2020, as well as options with no Montrose Parkway in the design year of 2020. Additional traffic will be evaluated throughout this study to determine immediate and longer term congestion relief needs.

Intermodal Connectivity

Thank you for your suggestion to add traffic flow related information at the MARC/CSX Transportation railroad at-grade crossing at Randolph Road. A few sentences have been added to this discussion. However, the effect of grade separation, a potential alternate, on Randolph Road, will be evaluated further in this study.

Other - Land Use

The Purpose and Need Statement will be clarified to refer to the Montrose Parkway right-of-way, not the Montrose Road right-of-way, for a future transitway alignment. We will try to, as accurately as we can, make the two land use maps, the same scale. In addition, two maps have been added to the Appendix of the Purpose and Need Statement, which show some additional roadway crossings in the study area and show additional planned development in the direct vicinity of the intersection of MD 355 (Rockville Pike) and Montrose Road/Randolph Road.

838

Ms. Christine Wells
Page 3

Thank you again for your comments. If you have any further questions, please feel free to call Michelle Hoffman, the project manager, at 410-545-8547, or Jason Groth, the Environmental Manager at 410-545-8567. Both can be reached toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By: Michelle Hoffman
Michelle D. Hoffman
Project Manager
Project Planning Division

- cc: File (with incoming)
- Ms. Jamie Stark Environmental Protection Agency
- Mr. Vance Hobbs, US Army Corps Of Engineers
- Mr. John Nichols, National Marine Fisheries Service
- Ms. Elizabeth Cole, Maryland Historical Trust
- Mr. Ray Dintaman, Maryland Department of Natural Resources
- Mr. Elder Ghigiarelli, Maryland Department of the Environment
- Mr. Mark Gradecak, Maryland Office of Planning, Regional Planner
- Mr. Jason Groth, State Highway Administration
- Ms. Gay Olsen, State Highway Administration
- Ms. Pam Stephenson, Federal Highway Administration
- Ms. Cynthia Wilkerson, National Park Service
- Mr. Robert Zepp, US Fish and Wildlife Services
- Mr. Glen Smith, State Highway Administration
- Mr. Joseph Kresslein, State Highway Administration
- Mr. Neil Pedersen, State Highway Administration
- Mr. Douglass Simmons, State Highway Administration
- Ms. Cynthia Simpson, State Highway Administration
- Ms. Mona Sutton, State Highway Administration
- Mr. Harvey Muller, State Highway Administration
- Mr. James Wynn, State Highway Administration



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 1, 1999

Re: Project No. MO830A11
MD 355 at Montrose Road/
Randolph Road
Montgomery County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Consistent with the combined NEPA/404 process, the Maryland State Highway Administration requests your comments on the Purpose and Need Statement for improvements at MD 355 and Montrose Road/Randolph Road intersection. The Purpose and Need for the project was presented at the January 20 Interagency Review meeting and is documented in the attached summary.

Please provide us with your comments by March 1. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. Should you have any questions, please call Mr. Joseph Kresslein at 410-545-8550.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Address: 707 North Calvert Street • Baltimore, Maryland 21202

889

Mr. J. Rodney Little
MD 355 at Montrose Road/Randolph Road
Page Two

LHE:JRG:sc
Attachment

cc: Mr. Louis H. Ege, Jr.
Mr. Jason Groth
Ms. Michelle Hoffman
Mr. Joseph R. Kresslein
Ms. Gay Olsen
Ms. Cathy Rice
Ms. Cynthia Simpson
Ms. Pamela Stephenson
Mr. James Wynn

The Maryland Historical Trust (MHT) provided a verbal "no comment" dated April 22, 1999.

290



Maryland Department of Transportation
State Highway Administration

February 1, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Re: Project No. MO830A11
MD 355 at Montrose Road/
Randolph Road
Montgomery County, Maryland

Mr. Nelson J. Castellanos
Division Administrator
Federal Highway Administration
The Rotunda - Suite 220
711 West 40th Street
Baltimore MD 21211

Attention: Ms. Pamela Stephenson


Dear Mr. Castellanos:

Consistent with the combined NEPA/404 process, the Maryland State Highway Administration requests your concurrence on the signature line below, indicating your agreement with the Purpose and Need Statement for the intersection improvements at MD 355 and Montrose Road/Randolph Road. The Purpose and Need for the project was presented at the January 20 Interagency Review meeting and is documented in the attached summary.

Please provide us with your concurrence by March 1. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. Should you have any questions, please call Mr. Joseph Kresslein at 410-545-8550.

Sincerely,

Parker F. Williams
Administrator

by: 
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

My telephone number is (888) 204-4828

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202


VI-60

Mr. Nelson J. Castellanos
MD 355 at Montrose Road/Randolph Road
Page Two

Purpose and Need Statement

Please check one:

- Concur (without comments)
- Concur (comments attached)
- Do not concur (comments attached)


Federal Highway Administration

2-24-99
Date

Attachment

- cc: Mr. Louis H. Ege, Jr.
- Mr. Jason Groth
- Ms. Michelle Hoffman
- Mr. Joseph R. Kresslein
- Ms. Gay Olsen
- Ms. Cathy Rice
- Ms. Cynthia Simpson
- Ms. Pamela Stephenson
- Mr. James Wynn

102



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 1, 1999

Re: Project No. MO830A11
MD 355 at Montrose Road/
Randolph Road
Montgomery County, Maryland

Mr. Bill Hoffman
U.S. Environmental Protection Agency
Region III - Environmental Services Division
Office of Environmental Programs
Mail Stop - 3ES30
1650 Arch Street Street
Philadelphia PA 19103-2029

ATTN: Ms. Jaime Stark

Dear Mr. Hoffman:

Consistent with the combined NEPA/404 process, the Maryland State Highway Administration requests your concurrence on the signature line below, indicating your agreement with the Purpose and Need Statement for the intersection improvements at MD 355 and Montrose Road/Randolph Road. The Purpose and Need for the project was presented at the January 20 Interagency Review meeting and is documented in the attached summary.

Please provide us with your concurrence by March 1. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. Should you have any questions, please call Mr. Joseph Kresslein at 410-545-8550.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

VI-61

Mr. Bill Hoffman
MD 355 at Montrose Road/Randolph Road
Page Two

Purpose and Need Statement

Please check one:

- Concur (without comments)
- Concur (comments attached)
- Do not concur (comments attached)

Environmental Protection Agency

2/18/99
Date

LHE:JRG:sc
Attachment

cc: Mr. Louis H. Ege, Jr.
Mr. Jason Groth
Ms. Michelle Hoffman
Mr. Joseph R. Kresslein
Ms. Gay Olsen
Ms. Cathy Rice
Ms. Cynthia Simpson
Ms. Pamela Stephenson
Mr. James Wynn

292



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 1, 1999

Re: Project No. MO830A11
MD 355 at Montrose Road/
Randolph Road
Montgomery County, Maryland

Mr. Robert Zepp
U.S. Department of the Interior
Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401

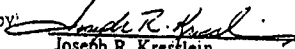
Dear Mr. Zepp:

Consistent with the combined NEPA/404 process, the Maryland State Highway Administration requests your concurrence on the signature line below, indicating your agreement with the Purpose and Need Statement for the intersection improvements at MD 355 and Montrose Road/Randolph Road. The Purpose and Need for the project was presented at the January 20 Interagency Review meeting and is documented in the attached summary.

Please provide us with your concurrence by March 1. Your response should be addressed to the attention of Ms. Gay Olsen in the Project Planning Division. Should you have any questions, please call Mr. Joseph Kresslein at 410-545-8550.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by 
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-62

OPTIONAL FORM NO. 10 (7-97)

FAX TRANSMITTAL

of pages = 1

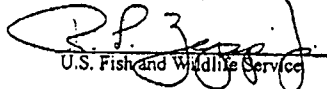
To: <u>Jason Groth</u>	From: <u>Bob Zepp</u>
Dept./Agency	Phone #
Fax #	Fax #
NSM 7540-01-317-7000 FORM 101 GENERAL SERVICES ADMINISTRATION	

Mr. Robert Zepp
MD 355 at Montrose Rd./Randolph Rd.
Page Two

Purpose and Need Statement

Please check one:

- No Action
Concur (without comments)
 Concur (comments attached)
 Do not concur (comments attached)


U.S. Fish and Wildlife Service

8-10-99
Date

LHE:JRG:sc
Attachment

cc: Mr. Louis H. Ege, Jr.
Mr. Jason Groth
→ Ms. Michelle Hoffman
Mr. Joseph R. Kresslein
Ms. Gay Olsen
Ms. Cathy Rice
Ms. Cynthia Simpson
Ms. Pamela Stephenson
Mr. James Wynn



MARYLAND Office of Planning

Harry M. Glendening
Governor

Ronald M. Kretzner
Director

February 23, 1999

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning & Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Attention: Ms. Gay Olsen

Dear Mr. Ege:

We have reviewed the information provided in the Purpose and Need Statement for the MD355 at Montrose Road/Randolph Road and MARC/CSX Railroad Crossing Project. We found that the OP's initial comments on the draft Purpose & Need Statement dated December 16, 1999 have been mostly addressed to our satisfaction.

Overall, discussions in this Statement are thorough. The needs for the project are adequately defined through discussions on traffic operations, safety, and other modes of transportation. We note that accommodating pedestrian and bicycle traffic in the study area is indicated as one of the project needs. In order to fully address such a need, the purpose statement should be revised to reflect provision of adequate pedestrian and bicycle access to existing and planned activity centers.

Should you have any questions regarding our comments, please contact me at 410-767-4551.

Sincerely,

Christine Wells
Principal Planner

cc: George K. Frick Jr., FHWA
Keith Harris, COE
Attention: Vance Hobbs

Local Planning Assistance: 410-767-4550 Fax: 410-767-4480
301 West Preston Street - Baltimore, Maryland 21201-2305

VI-63

John Forren, EPA
Bob Pennington, USFWS
Timothy Goodger, NMFS
Attention: John Nichols
Jeffrey Knoedler, NPS
Ray Dintaman, DNR
Elder Ghigiarelli, MDE
J. Rodney Little, MHT
Harvey Muller, Bicycle & Pedestrian Coordinator, SHA

hbc



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

REPLY TO
ATTENTION OF

MAR 01 1999

Operations Division

Ms. Gay Olsen, Project Planning Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Olsen:

This is in response to your letter dated February 1, 1999, and corresponding revisions dated February 25, 1999, requesting concurrence with the Purpose and Need, for MD Rte. 355, in Montgomery County. Based upon the information provided, we concur, but request that the following comments be addressed:

- a. The Need section should include a comment regarding the MARC/CSX Transportation railroad crossing on Randolph Road, since this crossing is included in your Purpose statement.
- b. The Goal statement in the Conclusion section should also address the railroad crossing.

If you have any questions concerning this matter, please call Mr. Richard E. Bulavinetz of this office at (410) 962-5685.

Sincerely,

Richard K. Spencer
Acting Chief, Special Projects Section

VI-64

Mr. Keith Harris
MD 355 at Montrose Rd./Randolph Rd.
Page Two

Purpose and Need Statement

Please check one:

- Concur (without comments)
- Concur (comments attached)
- Do not concur (comments attached)

U.S. Army Corps of Engineers

2 Mar 1999
Date

LHE:JRG:sc
Attachment

cc: Mr. Louis H. Ege, Jr.
Mr. Jason Groth
Ms. Michelle Hoffman
Mr. Joseph R. Kresslein
Ms. Gay Olsen
Ms. Cathy Rice
Ms. Cynthia Simpson
Ms. Pamela Stephenson
Mr. James Wynn

295



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 9, 1999

Mr. Richard Spencer
US Army Corps of Engineers
Baltimore District
CENAB-OP-RX
PO Box 1715
Baltimore MD 21203-1715

Attention: Mr. Richard Bulavinetz

Dear Mr. Spencer:

Thank you for your response to the draft Purpose and Need Statement on the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/Randolph Road. The Project Team has reviewed your comments and has made the following changes (in bold and italics) to the Need and Conclusion sections of the Purpose and Need. In addition, an updated version of the text from the Purpose and Need Statement addressing your concerns, as well as other agency concerns, has been enclosed. All changes are shown in bold and italics.

Need

As noted by the Montgomery County Council and the County Executive and as discussed below, there are three specific needs to be addressed by this study. First, this intersection is currently experiencing severe congestion, which will continue to worsen and fail with stop-and-go conditions in the design year of 2020. Second, the intersection of MD 355 and Montrose Road/Randolph Road experiences accident rates higher than the statewide average for similar roadways, especially for rear end and angle accidents. This condition is expected to worsen as congestion increases. Third, any improvements to this intersection will need to facilitate vehicular, pedestrian and bicycle access to existing and planned development and transit stations. Please refer to a map and several pictures within the study area in the Appendix. *These three need statements are true not only for the intersection of MD 355 (Rockville Pike) and Montrose Road/Randolph Road, but also at the MARC/CSX Transportation railroad crossing with Randolph Road.*

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-65

Mr. Richard Spencer
Page 2

Conclusion

This project planning study will examine safety and service improvements to reduce congestion at this crucial intersection, as well as at the critical crossing of the MARC/CSX Transportation railroad and Randolph Road. Potential improvements should also promote transit use by, emphasizing intermodal access to existing and proposed transit and transit stations. The goal of this transportation intersection improvement is to reduce congestion on both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, in the vicinity of their intersection, *as well as at the MARC/CSX Transportation railroad crossing of Randolph Road*, thereby alleviating traffic operation issues and safety concerns.

Thank you again for your comments. If you have any further questions, please feel free to call Michelle Hoffman, the project manager, at 410-545-8547, or Jason Groth, the Environmental Manager at 410-545-8567. Both can be reached toll-free in Maryland at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Michelle D. Hoffman*
Michelle D. Hoffman
Project Manager
Project Planning Division

Enclosure

- cc: File (with incoming and enclosure)
- Ms. Jamie Stark, Environmental Protection Agency (with enclosure)
- Mr. John Nichols, National Marine Fisheries Service (with enclosure)
- Ms. Elizabeth Cole, Maryland Historical Trust (with enclosure)
- Mr. Ray Dintaman, Maryland Department of Natural Resources (with enclosure)
- Mr. Elder Ghigiarelli, Maryland Department of the Environment (with enclosure)
- Mr. Mark Gradecak, Maryland Office of Planning, Regional Planner (with enclosure)
- Mr. Jason Groth, State Highway Administration (with enclosure)
- Ms. Gay Olsen, State Highway Administration (with enclosure)
- Ms. Pam Stephenson, Federal Highway Administration
- Ms. Christine Wells, Maryland Office of Planning (with enclosure)
- Ms. Cynthia Wilkerson, National Park Service (with enclosure)
- Mr. Robert Zepp, US Fish and Wildlife Services (with enclosure)
- Mr. Glen Smith, State Highway Administration (with enclosure)
- Mr. Joseph Kresslein, State Highway Administration (with enclosure)

962



Parris N. Oltendening
Governor

Maryland Department of Natural Resources

ENVIRONMENTAL REVIEW

Tawes State Office Building
Annapolis, Maryland 21401

John R. Griffin
Secretary

Carolyn D. Davis
Deputy Secretary

March 18, 1999

Gay Olsen
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Olsen:

This letter is in reply to Joseph Kresslein's letter of request, dated February 1, 1999, for Maryland Department of Natural Resources comments on the Purpose and Need Statement for improvements at MD 355 and Montrose Road/Randolph Road intersection, Project No. MO830A11, Montgomery County.

The Department participated in discussions of this project at the Interagency Meeting. We have no comments on the Purpose and Need Statement at this time. We will continue to participate in the interagency review process, and advocate optimized protection of natural resources in the planning of this project.

If you have any questions concerning these comments, you may contact Greg Golden of my staff at (410) 260-8334.

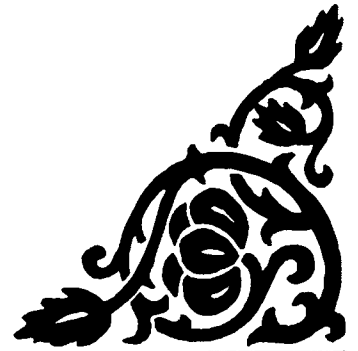
Sincerely,

Ray C. Dintaman, Jr., Director
Environmental Review Unit

Telephone: _____
DNR TTY for the Deaf: (410) 974-3685

VI-66

297



Other Agency Correspondence

Comments and Coordination

Other Agency Correspondence

Correspondence	To:	From:	Reference No.
Request pertaining to Threatened or Endangered Species within the Study Area	U.S. Fish and Wildlife Service	SHA	VI-67
Response to Previous	SHA	U.S. Fish and Wildlife Service	VI-68
National Register Listing/Eligibility Request Concurrence	SHA	Peerless Rockville	VI-69
National Register Listing/Eligibility Requests	Maryland Historical Trust	SHA	VI-70
Request to Previous	Maryland Historical Trust	SHA	VI-71
Comments on the ARDS	SHA	Maryland Department of Housing and Community Development	VI-72
Comments on the ARDS, MHT Concurrence	Maryland Historical Trust	SHA	VI-73
Request Regarding Public School and Publicly Owned Recreational Facilities in the Area	Montgomery County Public Schools	SHA	VI-74
Response to Previous	SHA	Montgomery County Public Schools	VI-75
Request pertaining to Anadromous Finfish or Other Species that may occur in the Study Area.	Maryland Department of Natural Resources, Environmental Review	SHA	VI-76
Response to Previous	SHA	Maryland Department of Natural Resources, Environmental Review	VI-77
Request pertaining to State Threatened or Endangered Species and Unique Habitat that may be in the Study Area	Wildlife and Heritage Division, Department of Natural Resources	SHA	VI-78
Response to Previous	SHA	Wildlife and Heritage Division, Department of Natural Resources	VI-79
Request pertaining to Publicly Owned Parks or Recreational Facilities in the Study Area.	Department of Parks and Recreation, M-NCPPC	SHA	VI-80
Commission Staff Comments	SHA	Department of Parks and Recreation, M-NCPPC	VI-81
Reorganized Alternates	Department of Parks and Recreation, M-NCPPC	SHA	VI-82

Correspondence	To:	From:	Reference No.
Comments on the ARDS	Montgomery County Planning Board	Department of Parks and Recreation, M-NCPPC	VI-83
Comments on Park Land and Recreational Facilities	Department of Parks and Recreation, M-NCPPC	SHA	VI-84
Comments on Park Land and Recreational Facilities	SHA	M-NCPPC	VI-85
Response to Correspondence pertaining to the Wilgus East Property	Montgomery County Department of Public Works and Transportation, and The Transportation Division; M-NCPPC	SHA	VI-86
Interagency Meeting and Field Review	U.S. Army Corps of Engineers	SHA	VI-87
Request for Information Regarding Affects of Study Alternatives on Response Times for Emergency Services.	Montgomery County Fire and Rescue Service	SHA	VI-88
Request for Information Regarding Affects of Study Alternatives on Response Times for Emergency Services.	Montgomery County Department of Police	SHA	VI-89
Response to Correspondence pertaining to the Affects of ARDS on Emergency Services	SHA	Montgomery County Department of Police	VI-90
Request for Comments on Air Quality Analysis for Study Area.	Environmental Protection Agency, Office of Environmental Programs	SHA	VI-91
Request for Comments on Air Quality Analysis for Study Area.	Maryland Department of the Environment, Air and Radiation Management Administration	SHA	VI-92



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 20, 1999

Project No. MO830A21
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Montgomery County, Maryland

Mr. Raymond Li
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401

Dear Mr. Li:

The State Highway Administration (SHA), in conjunction with Baltimore County, has initiated Project Planning studies for the intersection improvements at MD 355 and Montrose Road/Randolph Road in southwestem Montgomery County. The purpose of this project is to relieve congestion and improve safety in the area. SHA will investigate construction of a grade-separated interchange at this intersection. Our study area extends from Twinbrook Parkway to MD 187 (Old Georgetown Road) on MD 355 and from Jefferson Street to Parklawn Drive along Montrose Road/Randolph Road.

We request any information concerning federally listed threatened or endangered plant or animal species that may occur in the study area.

If you have any questions or need additional information regarding this project, please contact Mr. Jason Groth, Environmental Manager for this project. Jason can be reached at 410-545-8567.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

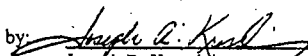
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-67

Mr. Raymond Li
MD 355 at Montrose Road
/Randolph Road
Page 2

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by 
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

LHE:JRG:sc
Enclosure

cc: Mr. Bruce M. Grey
Mr. Jason Groth
Ms. Susie Jacobs

102



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401



January 29, 1999

FILE COPY

Mr. Parker F. Williams
Administrator
State Highway Administration
707 N. Calvert St.
Baltimore, MD 21203-0717

ATTN: Mr. Mark D. Duvall

RE: Project No. MO830A21; MD 355 from
MD 187 to Twinbrook Parkway &
Montrose/Randolph Road from Jefferson
Street to Parklawn Drive; Montgomery
County, MD

Dear Mr. Williams:

This responds to your January 20, 1999, request for information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further Section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8570.

VI-68

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Andy Moser at (410) 573-4537.

Sincerely,

Robert J. Pennington
Assistant Field Supervisor
Div. of Habitat Evaluation and Protection

200



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Peerless Rockville
P.O. Box 4262
Rockville, MD 20849-4262

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Fax: 301.762.0961
Email: peerless@millkern.com
Web page: http://millkern.com/peerless

December 2, 1999

Attention: Bruce M. Grey
Deputy Division Chief
Project Planning Division

Ms. Cynthia D. Simpson
Deputy Director, Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P. O. Box 717
Baltimore, MD 21203-0717

Re: Project No. MO830A21
MD Route 355

Dear Ms. Simpson and Mr. Grey:

Peerless Rockville, a nonprofit organization dedicated to preserving Rockville's history, owns the Montrose School building at 5721 Randolph Road in Rockville. Listed in the National Register of Historic Places, Montrose is the only country schoolhouse remaining in the Rockville area. It was built in 1909 to serve the now-vanished communities of Montrose and Randolph, and its historic and architectural significance is recognized at local, state, and national levels. Peerless purchased the Schoolhouse in 1979 and leases the land on which it sits from the State Highway Administration.

In the past two decades, Peerless Rockville has nurtured the two-room school from a leaking, abandoned derelict to a restored source of community pride which pays its fair share of property taxes. Our rescue of Montrose was accomplished by a creative blending of nonprofit, governmental, civic, and private efforts. The National Register listing, designation on the Montgomery County Master Plan for Historic Preservation, and conveyance of an easement to the Maryland Historical Trust continue to protect the public interest in this privately-owned property. Citizens of the State of Maryland, former Montrose students and teachers, and others interested in history regularly take the opportunity to view the past in a building with a present use that is economically viable. We invite you to join us on Saturday morning, December 11, as we host a reunion of former Montrose School students who will dedicate a plaque to teachers 1909-1966 and receive copies of *Montrose School: The First Ninety Years* by Eleanor L. Cunningham.

Peerless Rockville concurs with the determination generated by the Maryland State Highway Administration for this project. Montrose School is indeed in the National Register of

VI-69

- continued -

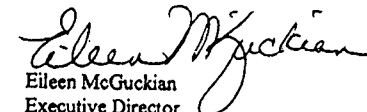
Ms. Cynthia D. Simpson and Mr. Bruce M. Grey, SHA Page Two December 2, 1999

Historic Places, and the archeological potential of the Rockville Pike-Randolph-Montrose intersection is considerable. We are, however, surprised to see the "grade-separated interchange" language in the project description, as you note in the same paragraph that "No alternative has been selected for these improvements."

There is no question that, whichever configurations are chosen for the road improvements, current and anticipated traffic patterns will negatively affect the Montrose School. Solutions are available to allow Montrose School to survive in its historic setting. Peerless Rockville urges the State Highway Administration to keep this special historic place in mind when considering roadway alternates or engineering and environmental studies to evaluate impact.

Thank you for considering these concerns.

Sincerely,


Eileen McGuckian
Executive Director
Peerless Rockville
Historic Preservation, Ltd.

cc: J. Rodney Little, SHPO
Gwen Wright, HPC

303

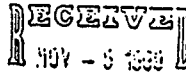


**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 3, 1999

RE: Project No. MO 830A21
MD 355 from Old Georgetown Road to
Twinbrook Parkway and
Montrose/Randolph Road from Parklawn
Drive to Jefferson Street.
Montgomery County, MD
USGS Kensington Quad



Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

The Maryland State Highway Administration (SHA) is proposing improvements at the intersection of MD 355 (Rockville Pike) and Montrose and Randolph Roads. This will be a grade-separated interchange to improve traffic operations and safety for vehicles and pedestrians. Right-of-way will be required for this project. No alternative has been selected for these improvements.

Funding

Federal funds are anticipated for this project.

Area of Potential Effect

The area of potential effect (APE) for this project consists of a broad corridor along MD 355 from approximately Twinbrook Parkway to Old Georgetown Road and along Montrose and Randolph Roads from approximately Jefferson Street to Parklawn Drive as indicated on the attached SHA-GIS quadrangle map for Kensington.

Identification Methods and Results

Both architecture and archeology were investigated for the proposed project.

Architecture:

SHA architectural historian Heather Confer consulted the 1983 Intercounty Connector Draft Environmental Impact Statement, the Montgomery and Prince Georges

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

VI-701

Mr. J. Rodney Little
Project No. MO830A21
Page Three

undeveloped areas are present in the northwest and southeast quadrants of the MD 355/Montrose Road intersection. The National Register listed Montrose Schoolhouse (M: 30-2) is located within the northeast quadrant of the MD 355/Montrose Road intersection and may require Phase I archeological investigations if the property cannot be avoided. Several other structures are depicted on historic maps in or adjacent to the APE between 1865 and 1923. A store and post office structure attributed to F. Henley is shown in the undisturbed northwest quadrant in 1879. Structures attributed to S.S. Parker and W. Dove are shown in the undeveloped southeast quad in 1865. Given the presence of historic map indicated structures locations and the National Register listed Montrose Schoolhouse within undisturbed areas in or adjacent to the APE, the project area is considered to have high archeological potential and Phase I identifications investigations are recommended after alternates are developed.

Review Request

Please consult the attached mapping and eligibility table and review the determination generated by the Maryland State Highway Administration for this project. We request your concurrence by December 6 that the Montrose School is the only National Register listed or eligible standing structure in the MD 355 Montrose/Randolph Road Intersection study area. Archeological eligibility will be reassessed and coordinated when alternates have been identified and selected. By carbon copy we invite the Montgomery County Historic Preservation Commission, Montgomery Preservation Inc., The City of Rockville, and Peerless Rockville to provide comments and consult in the review process for this state funded project. If no response is received by December 6, we will assume that these offices decline to participate. Please call Ms. Heather Confer at 410-545-8560 with questions regarding standing structures for this project. Concerns regarding archeology should be directed to Ms. Mary Barse at 410-545-2833.

Very truly your,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by:
Bruce M. Grey
Deputy Division Chief
Project Planning Division

304



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 13, 2001

Re: Project No. MO830A11
MD 355 (Rockville Pike) at
Montrose/Randolph Roads
Montgomery County, MD
USGS Kensington 7.5" Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of our finding that there will be no historic properties affected by the proposed project. The project involves the reconfiguration of the intersection of MD 355 (Rockville Pike) and Montrose/Randolph Road. The Maryland State Highway Administration (SHA) consulted with the MHT regarding the definition of the Area of Potential Effects (APE) and the identification of historic properties within the APE in a letter dated November 3, 1999 (Attachment I). The MHT concurred on December 6, 1999, with SHA's definition of the APE and the finding that only one historic architectural resource – the Montrose School (M: 30-2) – is present in the APE.

In addition to a No-Build Alternative, three Alternatives have been retained for detailed studies. One of SHA's project goals is to develop alternatives that do not preclude future construction of Montgomery County Master Plan transportation improvements within the study area including the Montrose Parkway. The SHA has developed the Alternatives so that each could be connected to the planned parkway. Below are descriptions of the alternatives retained for detailed study (ARDS); each are illustrated in plans attached (Attachment II).

Alternative 1 (No-Build) – The No-Build Alternative would not provide any significant improvements to the intersection. Minor improvements would occur as part of normal maintenance and safety operations. These improvements would not measurably affect roadway capacity or reduce the accident rate.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-71

Mr. J. Rodney Little
MD 355 (Rockville Pike) at Montrose/Randolph Roads
Page Three

Architecture: SHA Architectural Historian Katy Harris consulted previous project documentation and consultation, and visited the project area on December 4, 2000.

In SHA's letter of November 3, 1999, we found that only one historic architectural resource is located in the project APE: the Montrose School (M: 30-2). The Montrose School was listed on the National Register of Historic Places in 1983. The property was purchased by SHA and the house alone was conveyed to Peerless Rockville with a preservation easement conveyed to MHT in 1986. In the addendum to the agreement between SHA and Peerless Rockville the following condition was made:

"It is understood that said Montrose School will have to be moved by the Peerless Rockville Historic Preservation, Ltd. in the event that the land upon which it sits is required for any transportation purpose. In such case the State Highway Administration shall provide the owner of the building two years notice of such requirement, and owner of building shall move the building to a site of its selection at its sole expense".

Based on this legal condition and the building's architectural significance, it is clear that the school building is essentially a National Register "object" without any land area or setting contributing to its significance. Further, large-scale shopping buildings, parking lots, and dense traffic on multi-lane roadways currently characterize the setting of the building. It is noisy and completely unlike the buildings historic period setting.

The project ARDS all involve changes to the intersection of MD 355 and Randolph Road. The Montrose School is located on the north side of Randolph Road approximately 0.1 mile east of MD 355 (Attachment II). All of the ARDS will change the views from the school to the east, south, and west. However, these changes will not impact the resource's significant characteristics, since its setting is already so severely compromised that it does not contribute to the resource.

Of the four ARDS, only one – Alternative 3B1 – will bring the traffic of Montrose Road closer to the building. This alternative will require approximately 2600 square feet of right-of-way off the front of the 75,000 square foot lot (approximately 3.5% of the total land area). This alternative will not result in the need to move the building as provisioned for in the SHA-Peerless Rockville agreement. In fact, because the property is essentially a National Register "object," it will not impact the resource's significant characteristics, since this land area does not contribute to the resource.

Because none of the ARDS will impact the resource's significant characteristics, and because the Montrose School is the only historic architectural resource in the APE, we find that none of the ARDS will impact historic architectural resources (Attachment III).

205

Mr. J. Rodney Little
 Project No. MO830A21
 Page Four

CONCURRENCE:


 State Historic Preservation Officer

12/6/99
 Date

Attachments:

- I. Mapping
- II. Eligibility Table

BMG:HMC:lc

- cc: Ms. Heather Amick
 Ms. Heather Confer
 Ms. Judy Christensen, Montgomery Preservation Inc. (w/attachments)
 Ms. Judy Christensen, City of Rockville Planning Department (w/attachments)
 Mr. Bruce M. Grey
 Dr. Charles Hall (w/attachments)
 Mr. Paul Maloney
 Ms. Eileen McGuckian, Peerless Rockville (w/attachments)
 Ms. Gwen Wright, Montgomery County Historic Preservation Commission (w/attachments)

Attachment III

Effect Table

MD 355 (Rockville Pike) @ Montrose/Randolph Roads

March 1, 2001

Resource	Type	Alternative #1		Alternative #2B1		Alternative #3B1		Randolph Under Alternative		Remarks
		Impact	SHPO Concur	Impact	SHPO Concur	Impact	SHPO Concur	Impact	SHPO Concur	
Montrose School (M. 30-2)	S	None		None		None		None		
Effect										NPA

Codes:

Resource Types: S (Structure), A (Archaeological Site), HD (Historic District), NHL (National Historic Landmark)
 Impact: None, No Adverse, Adverse
 Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)
 Bold rows indicate review action requested

306

Mr. J. Rodney Little
MD 355 (Rockville Pike) @ Montrose/Randolph Roads
Page Five

assume that these offices decline to participate. Please call Ms. Katry Harris at her Virginia Beach office at 757-463-8770 with questions regarding architectural resources. Mary Barse may be reached at 410-545-2883 with concerns regarding archeology.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division

CONCURRENCE:

State Historic Preservation Office

Date

BMG:MFB:LC

- Attachments: I) November 3, 1999 SHA Coordination Letter to MHT
- II) Maps with Alternatives Illustrated and Comparison Table
- III) Effect Table
- IV) SHA-GIS Cultural Resources Map

- cc: Ms. Mary Barse
- Ms. Donna Buscemi, (w/Attachments)
- Ms. Lix Buxton (w/Attachments)
- Ms. Judy Christensen, Montgomery Preservation, Inc., (w/Attachments)
- Dr. Charles Hall (w/Attachments)
- Ms. Katry Harris
- Ms. Eileen S. McGuckian, Peerless Rockville Historic Preservation, Ltd.(w/Attachments)
- Ms. Cynthia D. Simpson
- Mr. Donald H. Sparklin
- Ms. Gwen Marcus Wright, Montgomery County Historic Preservation Commission (w/Attachments)



Maryland
Department of
Housing and
Community
Development

Division of Historical and
Cultural Programs

100 Community Place
Crownsville, Maryland 21032

410-514-7600
1-800-756-0119
Fax: 410-987-4071

Maryland Relay for the Deaf:
1-800-735-2258

<http://www.dhcd.state.md.us>

Farris N. Glendering
Governor

Raymond A. Skinner
Secretary

Marge Wolf
Deputy Secretary



April 13, 2001

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. MO830A11
MD 355 (Rockville Pike) at Montrose/Randolph Roads, Rockville
Montgomery County, Maryland (Section 106 Review - FHWA)

Dear Mr. Grey:

Thank you for your 13 March 2001 letter which the Maryland Historical Trust received on 16 March 2001 regarding the four alternates retained for detailed study (ARDS) for the above-referenced project. Trust staff have reviewed these proposals and below are our comments.

Archeology: Once the alternates have been developed, please keep the Trust apprised regarding the Phase I archeological investigations.

Architecture: The Trust concurred with SHA in 1999 that the Montrose School is the only historic property within the APE for the project. As SHA's letter notes, the property has been listed in the National Register of Historic Places since 24 January 1983. At the time of the listing, SHA objected to the inclusion of the one-acre parcel as the property's National Register boundary because it planned to widen Montrose Road. However, the objection was addressed through the agreement between SHA and Peerless Rockville to move the building should SHA require the land. While we understand that SHA acquired the land with the intention of widening the road, that does not change the fact that the school has been on the site for almost 100 years. At the time of the listing, the National Register boundary was set at the one-acre parcel surrounding the school because that was all that remained of the original setting.

Despite the ownership of the land, it is our opinion that the acre of land is the school's setting. SHA's argument that the building is an object without a setting is unacceptable.

Handwritten initials and mark

Mr. Bruce M. Grey
 April 13, 2001
 Page 2

National Register Bulletin No. 15. How to Apply the National Register Criteria for Evaluation, states that an object

is used to distinguish from buildings and structures those constructions that are primarily artistic in nature or are relatively small in scale and simply constructed. Although it may be, by nature or design, movable, an object is associated with a specific setting or environment.¹

In our opinion, the Montrose Schoolhouse, while relatively simple in construction, is more than an object. It is indeed a building as defined by the National Register of Historic Places. Furthermore, the Schoolhouse is associated with the parcel that surrounds it, and has been since its construction in 1909.

Finally, SHA's reliance on the agreement with Peerless Rockville to move the building should the agency require the land for the road widening does not address the present project. SHA does not need the entire parcel for any of the ARDS under consideration. Rather, if Alternate 3B1 is chosen, it will take 2600 square feet of property from the front of the school.

Effect Determination: SHA requested that the Trust concur with its determination of "no historic properties affected" by the proposed project. The Trust is unable to do so for all the ARDS now being studied. We are able to concur that the following alternates will have no impact on historic properties:

- Alternate 1 (No Build)
- Alternate 2B1 (Single-Point Urban Diamond Interchange)
 Randolph Road under MD 355

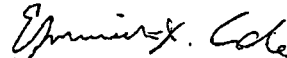
However, with regard to Alternate 3B1 (At-Grade Signalized Intersection), it is the Trust's opinion that the alteration to the historic property's National Register boundary may have no adverse impacts to the Montrose Schoolhouse. We make this determination because Montrose/Randolph Road has been widened in the past, and this alteration does not impact the building itself. Once SHA and FHWA have decided which alternate to build, please provide us with that decision and we will be able to provide final comments about the project's effects on historic properties. If Alternate 3B1 is chosen, SHA will need to provide better plans for the project for the Trust's review.

¹ National Register Bulletin No. 15, page 5 (U.S. Department of the Interior, National Park Service, Interagency Resources Division, 1991)

Mr. Bruce M. Grey
 April 13, 2001
 Page 3

Thank you for providing us this opportunity to comment. Should you have any questions regarding the review of the project, please contact Ms. Anne Bruder (for structures) at 410-514-7636 or me (for archeology) at 410-514-7631.

Sincerely,


 Elizabeth J. Cole
 Administrator
 Project Review and Compliance

EJC/AEB
 200100873

cc: Mr. Donald Sparklin, SHA
 Dr. Charles Hall, SHA
 Ms. Elizabeth Buxted, SHA
 Ms. Judy Christensen, Rockville Historic District Commission
 Ms. Eileen McGuckian, Peerless Rockville

2001
 4/13



Maryland Department of Transportation
State Highway Administration

August 24, 2001

Re: Project No. MO830A11
MD 355 (Rockville Pike) @ Montrose/Randolph
Roads
Montgomery County, MD
USGS Kensington 7.5" Quadrangle

Parris N. Giendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of our finding that there will be no adverse effect on the National Register listed Montrose School (NR-722), the only historic property within the Area of Potential Effects (APE) for the above referenced project. The project involves the reconfiguration of the intersection of MD 355 (Rockville Pike) and Montrose/Randolph Road. The Maryland State Highway Administration (SHA) consulted with the MHT regarding the definition of the APE and the identification of historic properties within the APE in letters dated November 3, 1999, and March 13, 2001 (Attachment I). The MHT concurred on December 6, 1999, with SHA's definition of the APE and the finding that only one historic architectural resource, the Montrose School (M: 30-2), located on a one acre parcel, is located in the APE (this latter point was clarified in your letter of April 13, 2001).

Following your letter of April 13, 2001 (Attachment I), we have defined the Alternates Retained for Detailed Study (ARDS) and have developed options under each alternative to minimize and avoid impacts to the Montrose School historic property. In addition to a No-Build Alternative, three Alternatives have been retained for detailed study. One of SHA's project goals is to develop alternatives that do not preclude future construction of Montgomery County Master Plan transportation improvements within the study area including the Montrose Parkway. SHA has developed the Alternatives so that each could be connected to the planned parkway. The project alternatives are discussed below and plans are included for your review as Attachment II.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-73

Mr. J. Rodney Little
MD 355 (Rockville Pike) @ Montrose/Randolph Road
Page Two

Alternate 1 (No-Build)

Current Design:

The No-Build Alternative would involve continued use of the existing Montrose Road-Randolph Road and MD 355 highway alignment. The Montrose School access would continue to use the existing access point on Randolph Road.

Alternate 2 (Single Point Urban Interchange)

Current Design:

A single point urban diamond interchange would be constructed at the MD 355/Montrose Road-Randolph Road intersection, centered approximately 250 feet south of the existing intersection. The MD 355 roadway would remain near its existing elevation, and Montrose Road-Randolph Road would be lowered. Mainline grades of approximately three percent (3%) are necessary for adequate clearance. One-way right-side slip ramps would be provided in each interchange quadrant and all left turns would be confined to a single at-grade signalized intersection beneath the MD 355 overpass. Two left-turn lanes would be provided for each of the four left-turning movements at the intersection and single lane spurs to the main ramp roadway will be provided for right-turning traffic merging and diverging from Montrose Road-Randolph Road. The Montrose School access would be relocated to come from the Montrose Crossing Shopping Center parking lot, located due west of the School.

Avoidance Option:

The Alternate 2 Avoidance Option would use the same configuration and alignment as the Current Design, but would shift the hiker-biker trail away from Relocated Randolph Road in order to gain grade while maintaining a minimum 16 foot separation between the roadway and the hiker-biker trail, and utilize two retaining walls with average heights of 9.2 and 8.0 feet along the north side of Relocated Randolph Road in close proximity to the Montrose School.

(Note: A Minimization Option was investigated for Alternate 2, but it was determined to be ineffective since the minor impacts to the Montrose School from Relocated Randolph Road could be eliminated for approximately the same cost as the Avoidance Option.)

Alternate 3 (At-Grade Signalized Intersection)

Current Design:

A signalized at-grade crossing would be constructed at the MD 355/Montrose Road-Randolph Road intersection, centered approximately 250 feet south of the existing intersection. Widening would be required to accommodate the proposed intersection lane configuration. Northbound MD 355 would have three left-turn lanes, four through lanes, and one right-turn lane. Southbound MD 355 would have five

309

Mr. J. Rodney Little
 MD 355 (Rockville Pike) @ Montrose/Randolphs Road
 Page Three

through lanes and no turn lanes; all turns would be made from Old Georgetown Road. Eastbound Montrose Road would have three left-turn lanes, four through lanes, and two right-turn lanes. Westbound Randolph Road would have three left-turn lanes, three through lanes, and one right-turn lane. The Montrose School access would be relocated to come from the Montrose Crossing Shopping Center parking lot, located due west of the school.

Minimization Option:

The Alternate 3 Minimization Option would use the same configuration and alignment as the Alternate 3 Current Design, but the buffer between the hiker biker trail and the edge of road would be reduced from 16 feet to 6 feet and a 4 foot high retaining wall would be placed one foot behind the hiker-biker trail along the north side of Relocated Randolph Road in front of the Montrose School.

Avoidance Option:

The Alternate 3 Avoidance Option would use the same configuration as the Current Design, but the alignment of Relocated Randolph Road would be shifted to the south about 24 feet and a 4 foot high retaining wall would be placed one foot behind the hiker-biker trail along the north side of Relocated Randolph Road in front of the Montrose School.

Alternate 9 (Randolph Road Under MD 355)

Current Design:

A grade separation would be constructed that lowers Montrose Road-Randolph Road under MD 355, centered approximately 250 feet south of the existing intersection. Mainline grades of approximately two to three percent (2-3%) would be required on Montrose Road-Randolph Road to provide adequate clearance at the overpass. One-way slip ramps would be constructed in the quadrants east of MD 355, providing a direct connection to and from northbound MD 355, and the existing Old Georgetown Road alignment would provide access to and from southbound MD 355. A loop ramp would be constructed in the northwest quadrant of the intersection to provide access to southbound MD 355. The Montrose School access would be relocated to come from the Montrose Crossing Shopping Center parking lot, located due west of the school.

Mr. J. Rodney Little
 MD 355 (Rockville Pike) @ Montrose/Randolphs Road
 Page Four

Avoidance Option:

The Alternate 9 Avoidance Option would use the same configuration and alignment as the Current Design, but the hiker-biker trail would be shifted away from Relocated Randolph Road in order to gain grade while maintaining a minimum 16 foot separation between the roadway and the hiker-biker trail, and two retaining walls with average heights of 7.3 and 8.0 feet would be utilized along the north side of Relocated Randolph Road in close proximity to the Montrose School.

(Note: A Minimization Option was investigated for Alternate 2, but it was determined to be ineffective since the minor impacts to the Montrose School from Relocated Randolph Road could be eliminated for approximately the same cost as the Avoidance Option.)

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In SHA's letter of November 3, 1999, we stated that the area of potential effects (APE) for this project consists of a broad corridor along MD 355 from approximately Twinbrook Parkway to Old Georgetown Road and along Montrose/Randolph Road from approximately Jefferson Street to Parklawn Drive. We defined the APE as such so to include the area into which elements could be introduced that would have the potential to affect characteristics qualifying resources for inclusion in the National Register. The nature of the area has been considered in regard to the nature of the work within its context, relating to the terrain, the topography, and the extent of viewsheds. The APE and inventoried cultural resources are illustrated on Attachment III.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed project.

Architecture: SHA Architectural Historian Liz Buxton consulted previous project documentation and visited the project area in June 2001.

Only one historic architectural resource is located in the project APE: the Montrose School (N-722), which includes one acre of land surrounding the structure within its historic boundary. The Montrose School was listed on the National Register of Historic Places in 1983. The property was purchased by SHA and the house alone was conveyed to Peerless Rockville with a preservation easement conveyed to MHT in 1986. Large-scale shopping buildings, parking lots, and dense traffic on multi-lane roadways currently characterize the setting of the property. The surrounding environment is noisy and completely unlike the property's historic period setting.

310

Mr. J. Rodney Little
MD 355 (Rockville Pike) @ Montrose/Randolphs Road
Page Five

The project ARDS all involve changes to the intersection of MD 355 and Randolph Road. The Montrose School is located on the north side of Randolph Road approximately 0.1 mile east of MD 355 (Attachment II). All of the ARDS will change the views from the school to the east, south and north. Condition photographs are included as Attachment IV. An assessment of impacts under each alternative is presented below:

Alternative 2 (Single-Point Urban Interchange)

Under the current design of Alternate 2, 0.10 acre within the historic boundary of the Montrose School would be permanently impacted and 0.03 acre would be temporarily impacted for construction of a relocated driveway access. The Avoidance Option involves shifting the hiker-biker trail away from the relocated Randolph Road near the school in order to gain grade while maintaining a minimum 16-foot separation between the roadway and hiker-Biker trail and utilizing two retaining walls. Retaining wall 1 would have an average height of 9.2 feet and would measure 300 feet in length. Retaining wall 2 would have an average height of 8 feet and would measure 375 feet. This option would not permanently impact the historic boundary of Montrose School; however, 0.03 acre would be temporarily impacted for construction of a relocated driveway access. Additionally, the retaining wall would not be highly visible from the historic property since the proposed roadway would be below grade.

Alternative 3 (At-Grade Signalized Intersection)

Approximately 0.07 acre within the historic boundary of the Montrose School would be permanently impacted under the current design of Alternative 3 and 0.03 acre would be temporarily impacted for construction of a relocated driveway access. The Minimization Option involves reducing the impact to the Montrose School historic boundary to 0.01 acre by constructing a retaining wall 145 feet long and 2.5 feet high and reducing the buffer between the hiker-biker trail and edge of Road from 16 feet to 6 feet and placing a retaining wall at the new hinge point. The retaining wall would not be highly visible from the school since the proposed roadway would be below grade. The Avoidance Option would require no permanent impacts to the historic boundary of the Montrose School; however, it would increase impacts within the existing park and ride lot, reduce vehicle storage between Montrose/Randolph Road and Mid Pike Plaza intersections along MD 355, and provide a less desirable connection to the Montrose Parkway.

Alternate 9 (Randolph Road under MD 355)

Under the current design of Alternate 9, approximately 0.08 acre within the historic boundary of the Montrose School would be permanently impacted and 0.03 acre would be temporarily impacted for construction of a relocated driveway access. The Minimization Option would incur only a 0.01 acre impact by placing a retaining wall 230 feet long and 15.5 feet high

Mr. J. Rodney Little
MD 355 (Rockville Pike) @ Montrose/Randolphs Road
Page Six

at the current design hinge. The Avoidance Option under Alternate 9 uses the same retaining wall concept but would eliminate impacts by reducing the buffer between the planned hiker biker trail and edge of roadway. However, 0.03 acre of the Montrose School property would be temporarily impacted for construction of the relocated driveway access.

Archeology: SHA archeologist Mary Barse assessed the archeological potential of the project area in our letter of November 3, 1999. In that letter, we concluded that "the project area is considered to have archeological potential and Phase I Identification investigations are recommended after alternates are developed" (page 3). Since that time we have been able to more precisely define the APE for archeology based on project plans for ARDS, and have revised our original assessment of archeological sensitivity. The APE is defined by the worst case limits of direct construction impact anticipated under all current build alternatives (Attachment III).

Mary Barse consulted available historic maps, the SHA-GIS inventories, previous archeological survey information, and conducted several field visits in May and June 2001. There are no previously recorded archeological sites in or near the APE, which has been included in several prior archeological surveys (Gardner 1976; Curry 1983; Epperson 1980; Wester et al. 1981) with negative results. In addition, the area where the current alternatives join the proposed Montrose Parkway was included in an archeological assessment by Comer (2000), also with negative results. The June 2001 field visit conducted by Mary Barse verified that commercial and industrial development, as well as prior transportation improvements have extensively disturbed the APE.

The one-acre parcel which constitutes the setting for the National Register listed Montrose School property (NR-722) has also been subject to prior disturbance. The northern (rear) and westward sides of the building contain asphalt parking lots and all four sides directly abutting the structure have been landscaped. A fenced play yard with recreational equipment has been constructed on the eastern portion of the lot. The wooded tract intervening between the Mid Pike Plaza and the western limits of the Montrose School property, where driveway access is planned, has also been disturbed by as indicated by the truncated condition of the ground surface and remnants of asphalt paving.

Schoolhouses of the early 20th century often served as the center of community activities in hamlets and small towns. In addition to regular schooling, the buildings may have also been used for Sunday school classes and church meetings, elections, town meetings, and places for dances and box suppers. Typical schools of the late 19th and early 20th centuries had no indoor plumbing and few had water wells on the property. Privies would have been sited at the rear of the building, as would barns or shelters to house horses. Typical furniture would have consisted of a heating stove (wood or coal), and later, coal fueled furnaces, a blackboard, and student and

Mr. J. Rodney Little
 MD 355 (Rockville Pike) @ Montrose/Randolphs Road
 Page Seven

teacher desks. Most of the daily activities took place within the building, although students did play and take lunch outdoors when weather permitted.

Consequently, the material remains expected in the context of an early 20th century school house that would be expected to leave recognizable signatures in the archeological record would be related to the structure and related outbuildings, including barns and privies, and rarely, wells, or refuse disposal areas sited away from the public facades of the building. The material culture remains related to play and social activities outside the structure are expected to be ephemeral at best, consisting primarily of personal items, children's toys and school equipment. The most sensitive area of the property for significant archeological resources would be in the rear areas of the property which is now paved and will be avoided by all of the alternatives retained for detailed study. Therefore, areas of the APE associated with the Montrose School property have a low potential for significant archeological resources.

Determination of Effect

Architecture: SHA architecture historian, Liz Buxton, visited the site in June 2001 for the purpose of assessing the current conditions and the potential of the Montrose School to be affected by this proposed project. As previously discussed, the Montrose School is the only historic structure within the APE and is located on a one-acre parcel which is the National Register boundary. The intersection of Randolph Road and MD 355 is characterized by heavy modern commercial development. Montrose Road is a four-lane highway with sidewalks on the west side.

We have determined that the relocation of the road and the introduction of a hiker-biker trail and retaining walls (in the Avoidance Options) would not adversely affect the Montrose School site as they would not be highly visible from the school (See line of sight drawing, Attachment V). The right of way required in Alternates 2, 3 and 9 (current design) are so minor that they will unlikely have an adverse effect on the Montrose school site. The school is already isolated on its one-acre site and we have determined that the proposed changes will not further alter the setting or characteristics that qualify the Montrose School for the National Register of Historic Places. Therefore, after carefully evaluating the ARDS, we have determined that there will not be an adverse effect on the Montrose School property.

Archeology: Given the degree of previous negative survey coverage and modern disturbance, the APE has low potential for significant archeological resources and no further work is recommended for the reconfiguration of the MD 355 (Rockville Pike) intersection with Montrose/Randolph Road. Thus, the project will have no impact on any significant archeological resources.

Mr. J. Rodney Little
 MD 355 (Rockville Pike) @ Montrose/Randolphs Road
 Page Eight

Review Request

Please examine the attached maps, plans, and effects table (Attachment VI). We request your concurrence by September 26 that the project requires no further archeological investigations and that there would be no adverse effect on the Montrose School by the reconfiguration of the intersection of MD 355 (Rockville Pike) and Montrose/Randolph Road and subsequent relocation of the driveway access.

The construction of a relocated driveway access to the School would temporarily impact approximately 0.03 acre of the historic site. Given that these improvements would occur by temporary occupancy only, the requirements of Section 4(f) would not apply in this instance based on your agreement with the following criteria as the officials with jurisdiction. The new driveway access will be landscaped to create a pleasing entrance to the School. Therefore, we also request your concurrence that the temporary construction impact associated with the proposed Montrose School driveway access relocation meets the following conditions:

- the duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- there will be no change in ownership of the land;
- the scope of the work will be minor, i.e., both the nature and the magnitude of the changes to the section 4(f) resource are minimal;
- there are no anticipated permanent adverse physical impacts; and
- the land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

By carbon copy, we invite the Montgomery County Historic Preservation Commission, Peerless Rockville Historic Preservation, Ltd, and Montgomery Preservation, Inc., to provide comments and participate in the Section 106 process. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust.) If no response is received by September 26, we will assume that these offices decline to participate. Please call Ms. Liz Buxton at (410) 545-8698 with questions regarding standing structures for this project. Ms. Mary Barse may be reached at (410) 545-2883 with concerns regarding archeology.

3/2

Mr. J. Rodney Litt
MD 355 (Rockville Pike) @ Montrose/Randolphs Road
Page Nine

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: Donald Sparklin
for Bruce M. Grey
Deputy Division Chief
Project Planning Division

CONCURRENCE:

Yvonne J. Cole
State Historic Preservation Office

10/15/2001
Date

BMG: MFB:LB:lc

- Attachments: I) Prior Coordination Letters
 II) Project Plans/Chart
 III) SHA Kensington Quad with Inventoried Resources and APE Indicated
 IV) Condition Photographs
 V) Line of Sight Drawings
 VI) Effect Table

- cc: Ms. Heather Amick (w/Attachments)
 Ms. Mary Barse
 Ms. Liz Buxton (w/Attachments)
 Dr. Charles Hall (w/Attachments)
 Ms. Carmen Harris
 Ms. Maria Hoey (w/Attachments)
 Mr. Joseph Kresslein
 Ms. Eileen S. McGuckian (w/Attachments)
 Mr. Donald H. Sparklin
 Ms. Gwen Marcus Wright (w/Attachments)



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 2, 1999

Re: Project No. MO830A21
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Montgomery County, Maryland

Dr. Paul Vance
Superintendent
Montgomery County Public Schools
850 Hungerford Drive
Rockville MD 20850

Dear Dr. Vance:

The State Highway Administration (SHA) has initiated Project Planning activities for intersection improvements at MD 355 and Montrose Road/Randolph Road in Montgomery County. The purpose of this project is to relieve congestion and improve safety in the area. Our study area extends from Twinbrook Parkway to MD 187 (Old Georgetown Road) on MD 355 and from Jefferson Street to Parklawn Drive along Montrose Road/Randolph Road. We have developed a study area (see attached map) in which we will explore any feasible alternatives to improve traffic operations and safety along this stretch of roadway. Review of our mapping has indicated no public schools within the study area.

We are requesting your assistance in determining if any existing or proposed public schools and associated publicly owned recreational facilities are located within the study area. Please provide us with the following information concerning any existing or proposed schools identified as a result of your review:

- Mapping and/or CADD files showing the school boundaries (existing and proposed) and outdoor recreation facilities (e.g., ball field, tennis court, track, etc.);
- Types of outdoor recreational facilities (existing and proposed) within the school property;
- Frequency of public use of these facilities;

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

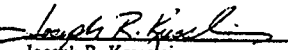
Dr. Paul Vance
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Page Two

- Your determination whether these facilities serve a "significant" function in providing for the overall recreational needs of the communities in the park area? The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Thank you for your attention to this request. Should you have any questions or need additional information, please feel free to contact Ms. Heather Amick at 410-545-8528.

Very truly yours,

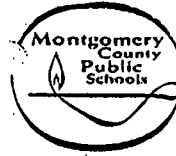
Cynthia Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: 
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

JRK:HBA:lc

Enclosure

cc: Ms. Heather Amick (w/enclosure)
Ms. Carmen Harris
Mr. Joseph Kresslein
Mr. Paul Maloney



850 Hungerford Drive • Rockville, Maryland • 20850-1747
www.mps.edu 279-3626

January 12, 2000

Ms. Cynthia Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Simpson:

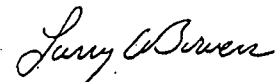
This is in response to your December 2, 1999, request for information on existing public schools located within a study area (Montrose Center - Project No. MO830A21) near the intersection of Montrose and Randolph roads.

There is one former school site located in the study area, identified as the Montrose Center, located at 12301 Academy Way in Rockville. As shown on the enclosed site plan, the site is improved with a building, parking facilities, and athletic fields, the latter of which provide recreation and open space to a community that is surrounded with multi-family housing. For this reason, I would rate the recreational facilities as significant, based on the definition in your letter.

The athletic facilities are currently being permitted and maintained by the Maryland-National Capital Park and Planning Commission. For additional information on the frequency of use and type of recreational facilities of the Montrose Center, please contact Ms. Denise Bourne, park permit supervisor. Ms. Bourne may be reached at 301-495-2493.

Thank you for the opportunity to comment. Should you need additional information, please contact Mr. Richard G. Hawes, director of the Department of Facilities Management, at 301-279-3425.

Sincerely,



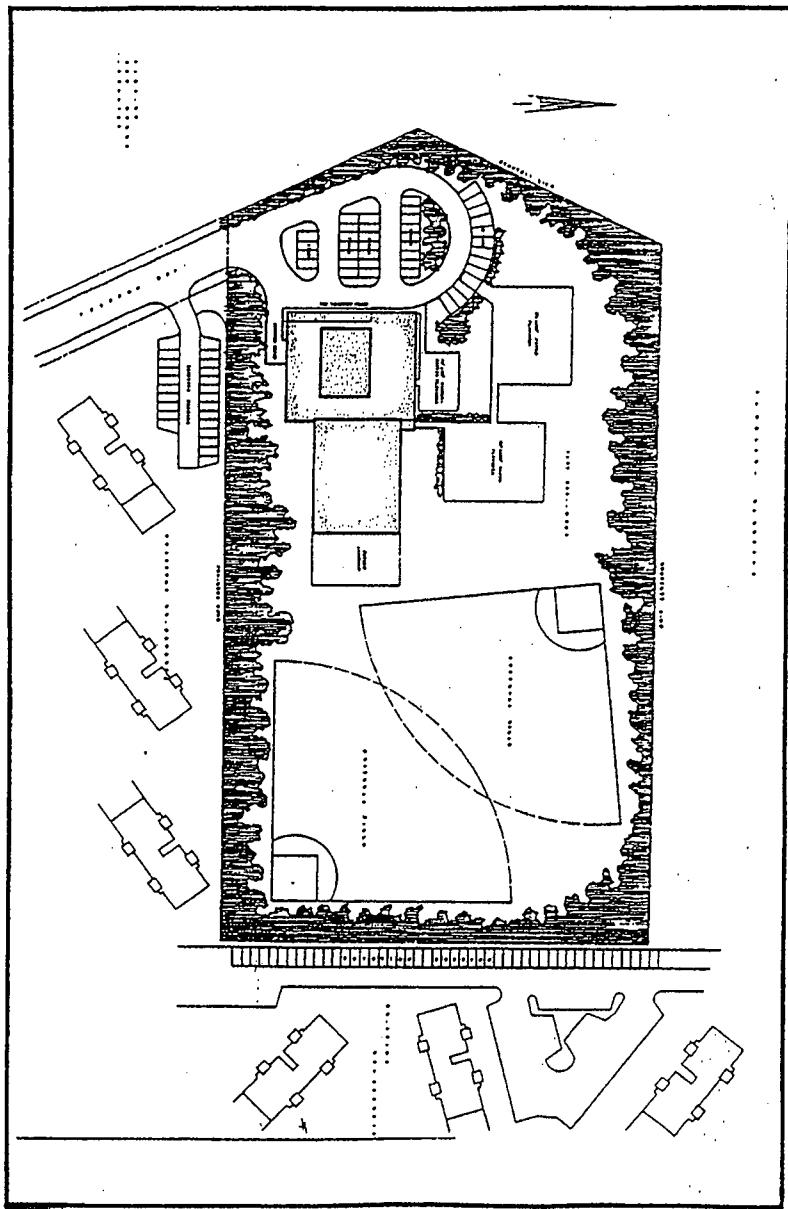
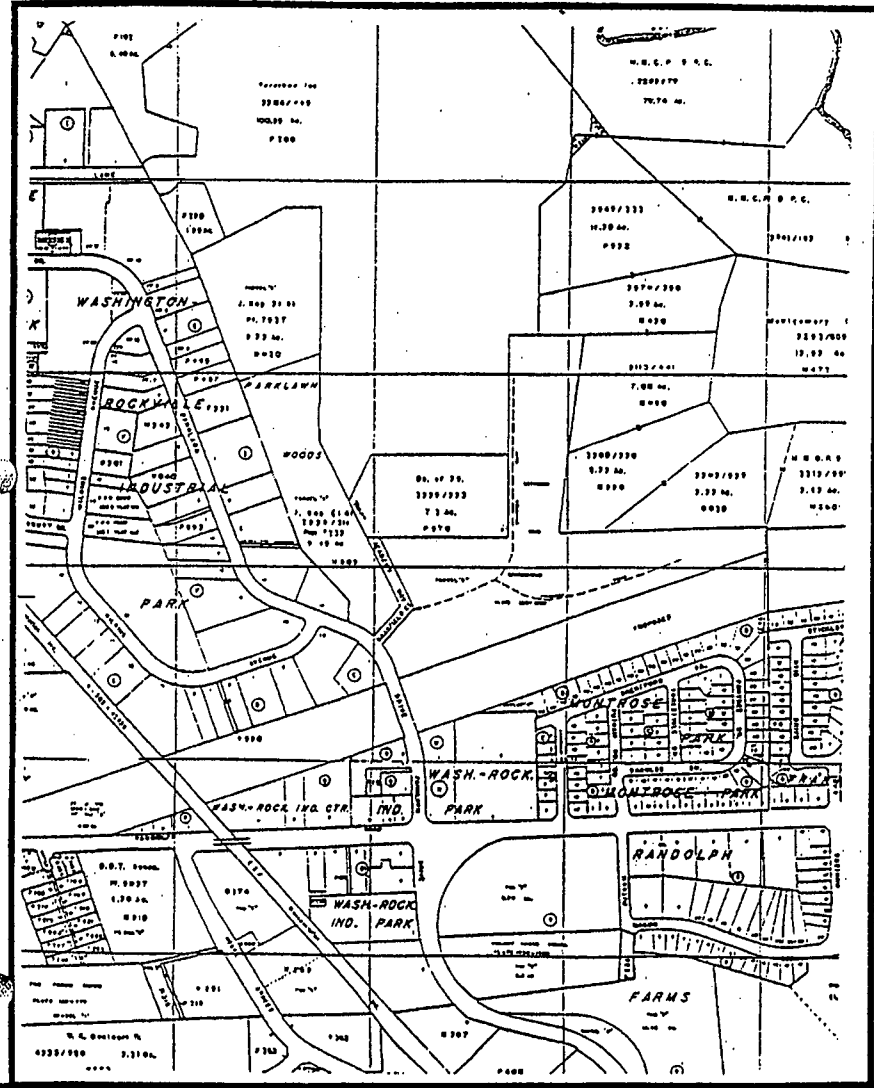
Larry A. Bowers
Chief Operating Officer

LAB:mnw
Enclosures
Copy to:

Dr. Weast Ms. Bourne
Mr. Hawes Mr. Lavorgna
Mr. Straw Ms. Turpin

VI-75
314

FORMER MONTROSE ELEMENTARY SCHOOL
12301 ACADEMY WAY
ROCKVILLE, MD 20852



MONTROSE CENTER
12301 ACADEMY WAY
ROCKVILLE, MARYLAND 20852



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 20, 1999

Project No. MO830A21
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Montgomery County, Maryland

Mr. Ray Dintaman
Maryland Department of Natural Resources
Environmental Review
Tawes State Office Building, B-3
580 Taylor Avenue
Annapolis MD 21401

Dear Mr. Dintaman:

The State Highway Administration (SHA), in conjunction with Baltimore County, has initiated Project Planning studies for the intersection improvements at MD 355 and Montrose Road/Randolph Road in southwestern Montgomery County. The purpose of this project is to relieve congestion and improve safety in the area. SHA is investigating construction of a grade-separated interchange at this intersection. Our study area extends from Twinbrook Parkway to MD 187 (Old Georgetown Road) on MD 355 and from Jefferson Street to Parklawn Drive along Montrose Road/Randolph Road.

We request any information concerning the presence of anadromous finfish or other fish species that may occur in the study area.

If you have any questions or need additional information regarding this project, please contact Mr. Jason Groth, Environmental Manager for this project. Jason can be reached at 410-545-8567.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-76

Mr. Ray Dintaman
MD 355 at Montrose Road
/Randolph Road
Page 2

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

LHE:JRG:sc
Enclosure

cc: Mr. Bruce M. Grey
Mr. Jason Groth
Ms. Susie Jacobs

316



Parris N. Glendening
Governor

Maryland Department of Natural Resources

ENVIRONMENTAL REVIEW

Tawes State Office Building
Annapolis, Maryland 21401
February 4, 1999

John R. Griffin
Secretary

Carolyn D. Davis
Deputy Secretary

Joseph R. Kresslein
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated January 20, 1999, for information on the presence of finfish species in the vicinity of the Maryland Department of Transportation's Project No: MO830A21; MD 355 from MD 187 to Twinbrook Parkway & Montrose/Randolph Road from Jefferson Street to Parklawn Drive in Montgomery County.

From the information sent with your request, it appears that the subject site drains toward the Cabin John Creek drainage. Cabin John Creek and tributaries (Washington Metropolitan Area) are Use I-P streams (Water Contact Recreation, Protection of Aquatic Life, and Public Water Supply). Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

Anadromous fish species are not present in the Cabin John Creek drainage area due to natural barriers located downstream. However, it is expected that the perennial reaches of streams in this area support resident populations of several fish species typically found in the region. Table A2-4 (attached) lists fish species documented by our Maryland Biological Stream Survey project in the Potomac Washington Metro Basin. Many of these species (except trout) could potentially be found near your project site. These species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources.

If you have any questions concerning these comments, you may contact me at (410) 260-8331.

Sincerely,

Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD
Attachment

Telephone: _____
DNR TTY for the Deaf: (410) 974-3683

VI-77

Appendix A

Table A2-4. Fish species found in 1994 MBSS project sampling vs supplemental sampling, Potomac Washington Metro Basin

Fish Species	MBSS Study	Supplemental Sampling
AMERICAN EEL	X	X
BANDED KILLIFISH	X	X
BLACK CRAPPIE		X
BLACKNOSE DACE	X	X
BLUEGILL	X	X
BLUESPOTTED SUNFISH		X
BLUNTNOSE MINNOW	X	X
BROWN BULLHEAD	X	X
BROWN TROUT		X
CENTRAL STONEROLLER	X	X
CHAIN PICKEREL	X	X
CHANNEL CATFISH		X
COMMON CARP		X
COMMON SHINER	X	X
CREEK CHUB	X	X
CREEK CHUBSUCKER	X	X
CUTLIPS MINNOW	X	X
EASTERN MUDMINNOW	X	X
EASTERN SILVERY MINNOW	X	X
FALLFISH	X	X
FANTAIL DARTER	X	X
FATHEAD MINNOW	X	X
GIZZARD SHAD	X	X
GOLDEN REDHORSE	X	
GOLDEN SHINER	X	
GOLDFISH	X	X
GREEN SUNFISH	X	X
GREENSIDE DARTER	X	X
LAMPREY	X	X
LARGEMOUTH BASS	X	X
LEPOMIS HYBRID	X	X
LONGEAR SUNFISH		X
LONGNOSE DACE	X	X
MOSQUITOFISH	X	X
MOTTLED SCULPIN	X	X
NORTHERN HOGSUCKER	X	X
NOTROPIS SP.		X
POTOMAC SCULPIN	X	X
PUMPKINSEED	X	X

A-39

317



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 20, 1999

Project No. MO830A21
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Montgomery County, Maryland

Mr. Mike Slattery, Associate Director
Wildlife and Heritage Division
Department of Natural Resources
Tawes State Office Building, E-1
Annapolis MD 21401

Dear Mr. Slattery:

The State Highway Administration (SHA), in conjunction with Baltimore County, has initiated Project Planning studies for the intersection improvements at MD 355 and Montrose Road/Randolph Road in southwestern Montgomery County. The purpose of this project is to relieve congestion and improve safety in the area. SHA will investigate construction of a grade-separated interchange at this intersection. Our study area extends from Twinbrook Parkway to MD 187 (Old Georgetown Road) on MD 355 and from Jefferson Street to Parklawn Drive along Montrose Road/Randolph Road.

We request any information concerning state threatened or endangered species and unique habitat that may in the study.

If you have any questions or need additional information regarding this project, please contact Mr. Jason Groth, Environmental Manager for this project. Jason can be reached at 410-545-8567.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-78

Mr. Mike Slattery
MD 355 at Montrose Road
/Randolph Road
Page 2

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by:
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

LHE:JRG:sc
Enclosure

cc: Mr. Bruce M. Grey
Mr. Jason Groth
Ms. Susie Jacobs

318



Parris N. Glendening
Governor

Maryland Department of Natural Resources
Forest, Wildlife and Heritage Service
Tawes State Office Building
Annapolis, Maryland 21401

John R. Griffin
Secretary

Carolyn D. Davis
Deputy Secretary

February 23, 1999

Mr. Louis H. Ege, Jr.
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. MO830A21, MD 355 from MD 187 to Twinbrook Parkway & Montrose/Randolph Road from Jefferson Street to Parklawn Drive, Montgomery County

Dear Mr. Ege:

The Wildlife and Heritage Division has no records for Federal or State rare, threatened or endangered plants or animals within this project site. This statement should not be interpreted as meaning that no rare, threatened or endangered species are present. Such species could be present but have not been documented because an adequate survey has not been conducted or because survey results have not been reported to us.

However, the forested area on or adjacent to the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of this habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Avoid placement of new roads or related construction in the forest interior. If forest loss or disturbance is absolutely unavoidable, restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), and avoid road placement in areas of high quality FIDS habitat (e.g., old-growth forest). Maximize the amount of remaining contiguous forested habitat.

Telephone: (410) 260-8540
DNR TTY for the Deaf: 410-974-3683

VI-79

2. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.
3. Maintain forest habitat as close as possible to the road, and maintain canopy closure where possible.
4. Maintain grass height at least 10" during the breeding season (May-August).

If you should have any further questions regarding conservation of these species, please contact David Brinker, Central Regional Ecologist for the Wildlife and Heritage Division, at (410) 744-8939 or at: 1200 Frederick Road, Catonsville, MD 21228.

Sincerely,
Michael E. Slattery
MSR
Michael E. Slattery,
Director,
Wildlife & Heritage Division

ER# 99.0112.mo

319



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 2, 1999

Re: Project No. MO830A21
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Montgomery County, Maryland

Mr. Terry Brooks Jr., Chief
Park Planning and Development Division
Department of Parks and Recreation
Maryland-National Capital Park and
Planning Commission
9500 Brunett Avenue
Silver Spring MD 20901

Dear Mr. Brooks:

The State Highway Administration (SHA) has initiated Project Planning activities for intersection improvements at MD 355 and Montrose Road/Randolph Road in Montgomery County. The purpose of this project is to relieve congestion and improve safety in the area. Our study area extends from Twinbrook Parkway to MD 187 (Old Georgetown Road) on MD 355 and from Jefferson Street to Parklawn Drive along Montrose Road/Randolph Road. We have developed a study area (see attached map) in which we will explore any feasible alternatives to improve traffic operations and safety along this stretch of roadway. Review of our mapping has identified no publicly owned parks or recreational facilities within the study area.

We are requesting your assistance in determining if any existing or proposed publicly owned parks or recreational facilities available for public use are located within the study area. Please provide us with the following information concerning any existing or proposed publicly owned parks or recreational facilities identified as a result of your review:

- The name of the official with jurisdiction over the parks;
- Mapping showing the park boundaries;
- Funding sources: Were Program Open Space and/or Land and Water Conservation (Section 6(f) funds used to acquire or develop these parks?
- Types of facilities within the parks;

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-80)

Mr. Terry Brooks
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Page Two

- Frequency with which the public uses these facilities;
- Park Master Plans;
- Your determination whether the parks serve a "significant" function in providing for the overall recreational needs of communities in the park area? The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Thank you for your attention to this request. If you have any questions or need additional information regarding this request, please contact Ms. Heather Amick, the Environmental Manager for the project. Heather can be reached at (410) 545-8526.

Very truly yours,

Cynthia Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by:
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

CDS:HBA:lc

Enclosure

cc: Ms. Heather Amick (w/enclosure)
Ms. Carmen Harris
Mr. Joseph Kresslein
Mr. Paul Maloney

320

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

May 4, 1999

Mr. Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21203-0717

Attention: Ms. Michelle D. Hoffman

RE: MD 355 @ Montrose Road/Randolph
Road and MARC/CSX Transportation
Railroad Crossing NEPA Study

Dear Mr. Ege:

This letter summarizes Commission staff comments on the alternative concepts for the referenced study presented at the April 8 Project Team Meeting. During the past three weeks we have discussed conceptual alternative organization and presentation with staff from the State Highway Administration (SHA) and the Montgomery County Department of Public Works and Transportation. We understand that, based on these discussions, SHA will reorganize and revise the 20 alternatives presented on April 8 to reflect approximately six basic alternatives with options that incorporate portions of the Montrose Parkway. We appreciate SHA's staff responsiveness to our comments on this complex planning and engineering project.

Staff recommends that the study incorporate the following five guidelines:

1. All study alternatives should address improvements at both the MD 355 intersection and the MARC/CSX crossing in order to be responsive to the study Purpose and Need.
2. All study alternatives should reflect the Master Plan of Montrose Parkway in some form. Staff understands that some study alternatives, such as a grade separation of the CSX tracks on existing Randolph Road, may be able to adequately address the study Purpose and Need without utilizing Montrose Parkway right-of-way west of Old Georgetown Road or east of Maple/Chapman Avenue. Such alternatives, however, should ensure that the future Montrose Parkway remains feasible and demonstrate how the Montrose Parkway would ultimately be incorporated.

VI-81

3. Study alternatives which incorporate portions of the Montrose Parkway right-of-way should include the Master Plan Class I bikeway.
4. All study alternatives should demonstrate how the other Master Plan roadways in the study area -- Chapman Avenue Extended and Nebel Street Extended -- would be incorporated. The Master Plan specifies that both roadways be extended across Randolph Road and the Montrose Parkway to provide an alternative to Rockville Pike for local travel between the Montrose Crossing and White Flint activity centers. The Master Plan does not provide guidance regarding the provision of turning movements at the Nebel Street Extended and Chapman Avenue Extended intersections with either Randolph Road or Montrose Parkway. Rather, the decision to provide at-grade intersections, grade-separated interchanges, or grade separations without access should reflect engineering judgment.
5. Study alternatives which provide a grade-separated crossing of the MARC/CSX railroad on new alignment should consider the relative merits of either maintaining or closing the existing Randolph Road at-grade crossing.

We look forward to continuing to work with SHA on this important and challenging project. Please contact me if you have any questions.

Sincerely,

Daniel K. Hardy, P.E.
Master Plan Coordinator
Transportation Planning

DKH:cmd

cc: Richard C. Hawthorne
Shahriar Etemadi
John Carter
Margaret Kaii-Ziegler
John DiGiovanni
Bob Simpson

321



**Maryland Department of Transportation
State Highway Administration**

June 22, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Daniel K. Hardy, P.E.
Master Plan Coordinator
Transportation Planning
Montgomery County Department
of Park and Planning
The Maryland-National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910-3760

RE: MD 355 @ Montrose Road/ Randolph Road Project Planning Study

Dear Mr. Hardy:

Thank you for your letter regarding the intersection improvement study at MD 355 (Rockville Pike) and Montrose Road/ Randolph Road. Based on the discussions between the State Highway Administration (SHA), the Montgomery County Department of Public Works and Transportation and your agency, as well as entire Project Team for this study, SHA has reorganized and revised the 20 alternates presented to the project team on April 8, 1999 to reflect eight alternates with up to four options per alternate.

SHA has revised the alternates to accommodate several potential transportation conditions and connections at this location, as requested by several Montgomery County staff. All study alternates address improvements at both the MD 355 (Rockville Pike) intersection with Montrose Road/Randolph Road and the MARC/CSX crossing of Randolph Road as the study Purpose and Need dictates. The intersection improvements, as well as the MARC/CSX crossing improvements appear in all options of all eight alternates.

All alternates ensure that the locally proposed Montrose Parkway is not precluded and would remain feasible. Several options demonstrate how the Montrose Parkway could ultimately be incorporated into these intersection improvements. All study alternates reflect the Master Plan Alignment of the Montrose Parkway as outlined in the locally preferred alternate 20, and in two of the four options per alternate as shown below:

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-82

Mr. Daniel K. Hardy
Page Two

- Option A consists of the various intersection improvements at MD 355 and Montrose Road/Randolph Road as well as a structure crossing over the MARC/CSX along the existing Randolph Road alignment. Intersection alignments are designed to be as accommodating of the Proposed Montrose Parkway alignment as design would allow.
- Options B-1 and B-2 consist of intersection improvements at MD 355 and Montrose Road/Randolph Road, as well as a structure crossing over the MARC/CSX along a new alignment from Maple Road/Chappman Road to the east. The new alignment would tie back into the existing roadway at either Parklawn Drive north of Randolph Road (B-1) or at the intersection of Parklawn Drive and Randolph Road (B-2).
- Option C consists of intersection improvements at MD 355 and Montrose Road/Randolph Road, as well as a structure crossing over the MARC/CSX along the existing Randolph Road alignment. West of the MD 355 intersection at Montrose Road/Randolph Road would connect west over to Old Georgetown Road in the vicinity of the locally proposed Montrose Parkway.
- Option D consists of intersection improvements at MD 355 and Montrose Road/ Randolph Road, as well as a structure crossing over the MARC/CSX along a new alignment from Maple Road/Chapman Road to the east. The new alignment would tie back into the existing roadway at Parklawn Drive north of Randolph Road (D-2 would also be possible as per B-2) west of the MD 355 intersection at Montgomery Road/Randolph Road. The road would connect west over to Old Georgetown Road in the vicinity of the locally proposed Montrose Parkway alignment (as in Options B-1/B-2) of the intersection.

Enclosed please find a chart outlining the various alternates that would be associated with the aforementioned options as well as 400 scale preliminary alternate sheets. In addition, please note that study alternates that would incorporate portions of the locally proposed Montrose Parkway right-of-way would also include the Master Plan Class I bikeway.

All study alternates demonstrate how the other Master Plan roadways in the study area, Chapman Avenue Extended and Nebel Street Extended, would not be excluded. The Chapman Avenue Extension is preliminarily designed as an at grade (potentially signalized) crossing at Randolph Road in Options A, B, C, and D. The Nebel Street Extension is preliminarily designed as a widened structure crossing with Randolph Road over Nebel Street and the MAC/CSX railroad tracks in Options A, as well as a structure crossing with the MARC/CSX railroad tracks under the new alignment in Options B and D.

322

Mr. Daniel K. Hardy
Page Three

The options that provide a grade-separated crossing of the MARC/CSX railroad on new alignment, Options B, and D, would cul-de-sac Randolph Road east of the Chapman Avenue Extension and west of Parklawn Drive. With this design, Randolph Road could maintain an at-grade crossing of the MARC/CSX for local traffic with access only via Nebel Street. Please note that the volume of traffic will be greatly reduced since this cul-de-saced portion of Randolph Road would serve exclusively for local businesses.

The project has recently been reassigned to a new Project Manager, Paul Maloney and if you need any further assistance, please feel free to call Paul at 410-545-8516 or at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and Preliminary Engineering

By: Paul F. Maloney
Paul Maloney
Project Manager
Project Planning Division

Enclosures

cc: Mr. Jason Groth, PPD, (w/incoming)
Mr. Glen Smith Regional and Intermodal Planning Division (w/incoming)

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
Item No. 8
12-14-00

December 7, 2000

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeffrey Zyontz, Chief, County-wide Planning Division
Richard C. Hawthorne, Chief, Transportation Planning *RCH*
John Carter, Chief, Community-Based Planning Division *JAC*

FROM: Daniel K. Hardy, Transportation Supervisor (301-495-4530) *DKH*
Transportation Planning

PROJECT: MD 355/Montrose Road/Randolph Road Intersection Improvement Study (MO830A11)

COMMUNITY-BASED PLANNING TEAM AREAS: I-270 Corridor

RECOMMENDATION: Approval to transmit the following to the Maryland State Highway Administration (SHA).

Do not carry forward the "M-NCPPC #2" and "M-NCPPC #3" alternatives as Alternatives Retained for Detailed Study (ARDS). At the July 20, 2000 project briefing, the Planning Board recommended that these two alternatives be retained for detailed study. SHA has subsequently documented that other alternatives proposed for ARDS are superior to the "M-NCPPC #2" and "M-NCPPC #3" alternatives. The Planning Board recommendation that these two alternatives be retained as ARDS should therefore be changed.

PURPOSE OF BRIEFING

On July 20, 2000, SHA briefed the Planning Board on the MD 355-Montrose/Randolph Road Intersection Improvement Study status, prior to selecting Alternatives Retained for Detailed Study (ARDS). The Planning Board recommended that two alternatives, "M-NCPPC #2" and "M-NCPPC #3", be carried forward into ARDS because they best represented the intent of the Master Plan and a finding that other alternatives were clearly superior had not been documented. At that time, SHA indicated that there were three primary measures by which the "M-NCPPC #2" and "M-NCPPC #3" alternatives were significantly inferior to other alternatives; intersection level of service, capital cost, and reducing at-grade rail crossing conflicts.

323

RELATED MASTER PLAN ISSUES

This section describes the effect of dropping the M-NCPPC #2 and M-NCPPC #3 alternatives from the Alternatives Retained for Detailed Study (ARDS) regarding following issues:

- Staging ceiling capacity
- Master Plan roadway network

Staging Ceiling Capacity

The consolidation of the Montrose Parkway and Randolph Road into a single east-west facility between "old" Old Georgetown Road and Parklawn Drive is not expected to have an adverse effect on staging ceiling capacity in North Bethesda, for two reasons.

First, the SHA analyses performed to date indicate that the ARDS "single crossing" alternatives provide superior intersection levels of service than the Master Plan "two crossing" alternatives. This is akin to finding that the ARDS alternatives increase roadway capacity. Second, the extent of roadway link capacity removed in the vicinity of MD 355 is commensurate with the amount of roadway link capacity added by widening Montrose Road from four to six lanes in the Approved Amendment to the Master Plan of Highways - Montrose Parkway (adopted by Council resolution March 14, 2000, and referred to below as the "Montrose Parkway" Master Plan Amendment).

Master Plan Roadway Network

The Montrose Parkway Master Plan Amendment anticipated that the SHA may find that it is not preferable to implement the "two crossing" alternative described in the 1994 Mater Plan. Therefore, while the ARDS alternatives do include localized changes to the network of business district and arterial roadways, staff recommends that further Master Plan amendments are not needed for the sake of master plan consistency. The proposed ARDS alternatives do not change the function of the local roadway network, as long as the following elements are retained in each alternative:

- preserve options to connect directly to the Montrose Parkway to the west of "old" Old Georgetown Road and to the east of Parklawn Drive
- preserve the ability for Nebel Street and Chapman Avenue to be constructed as continuous roadways both north and south of the study area
- provide all turning movements to and from Randolph Road from either Chapman Avenue or Nebel Street

DH:kcw
Attachments

324

Exhibit 1. Comparison of Alternatives

Alternative	Poorest V/C Ratio MD 355/Montrose Intersection/Ramps	Estimated Capital Cost (millions)		Average Daily Traffic Crossing CSX rail at grade
		Option B1	Option B2	
No-Build	1.44	\$0	\$0	50,200
SHA Proposed Alternatives Retained for Detailed Study	At-grade (Alt. 3) Single-point (Alt. 2) Randolph under	\$60	\$29	14,100
		\$85	\$54	
Planning Board Request for Alternatives Retained for Detailed Study	M-NCPPC #2 M-NCPPC #3	1.13	N/A	\$48
		1.13	N/A	\$55

Values listed in bold indicate failure to meet SHA objective.

Exhibit 3 - Alternative 3

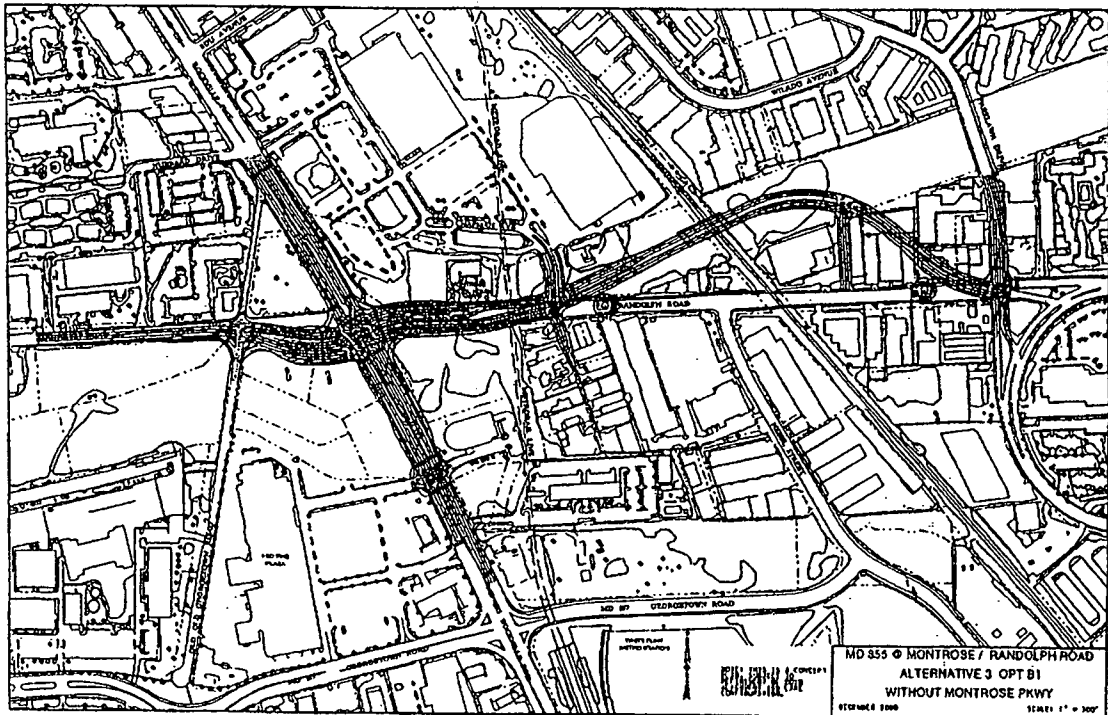
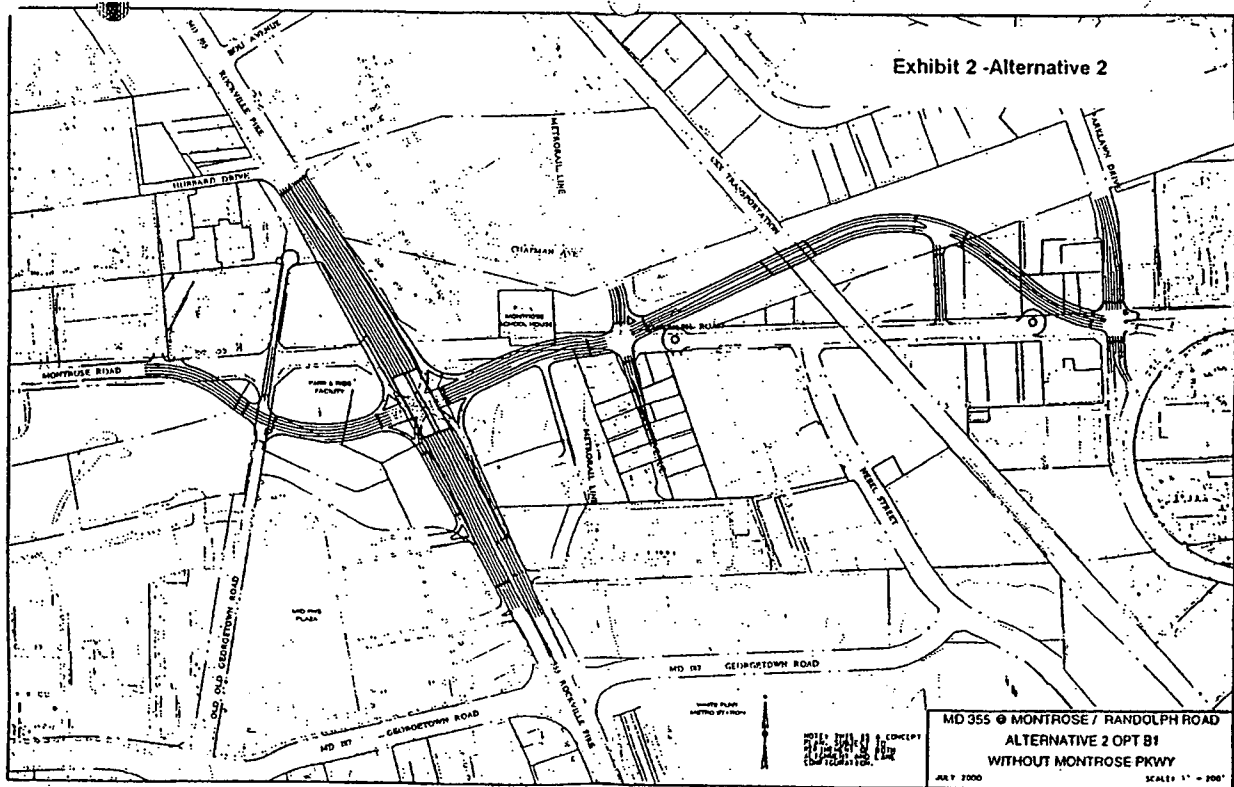


Exhibit 2 - Alternative 2



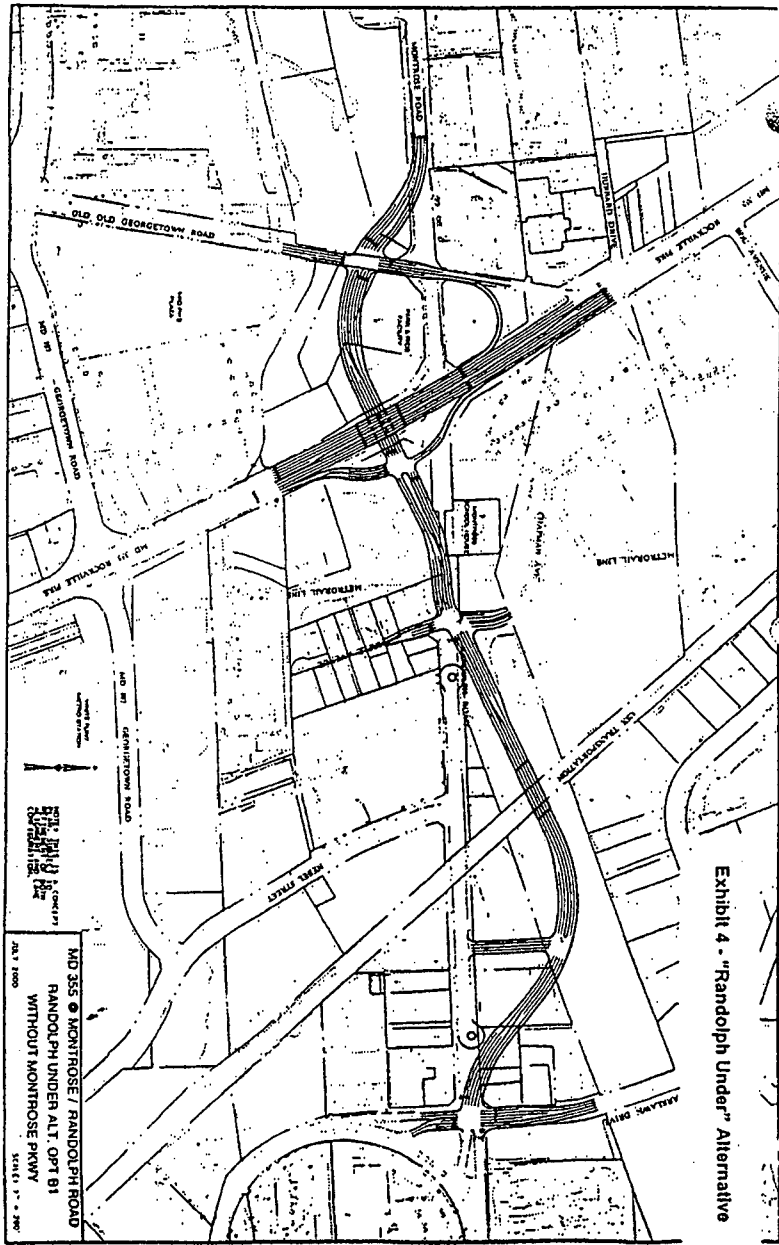


Exhibit 4 - "Randolph Under" Alternative



Exhibit 5

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 6767 Georgia Avenue • Silver Spring, Maryland 20910-3760
 (301) 495-4605

Montgomery County Planning Board
 Office of the Chairman

August 7, 2000

Neil Pedersen, Director
 Office of Planning and Preliminary Engineering
 Maryland State Highway Administration
 P.O. Box 717
 Baltimore Maryland, 21203-0717

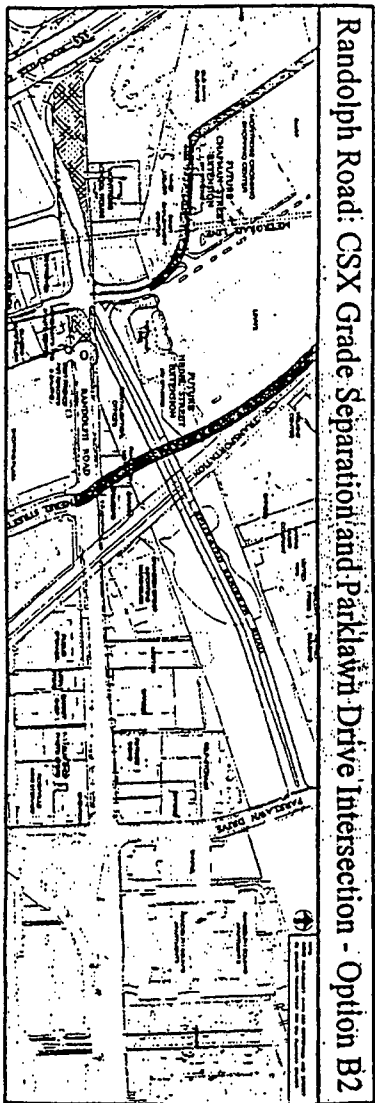
Dear Mr. Pedersen:

Thank you for your July 20 briefing to the Planning Board regarding the Maryland Route 355/Montrose Road/Randolph Road intersection study. The Board concurred with the staff recommendations regarding immediate policy guidance as contained in the four statements below.

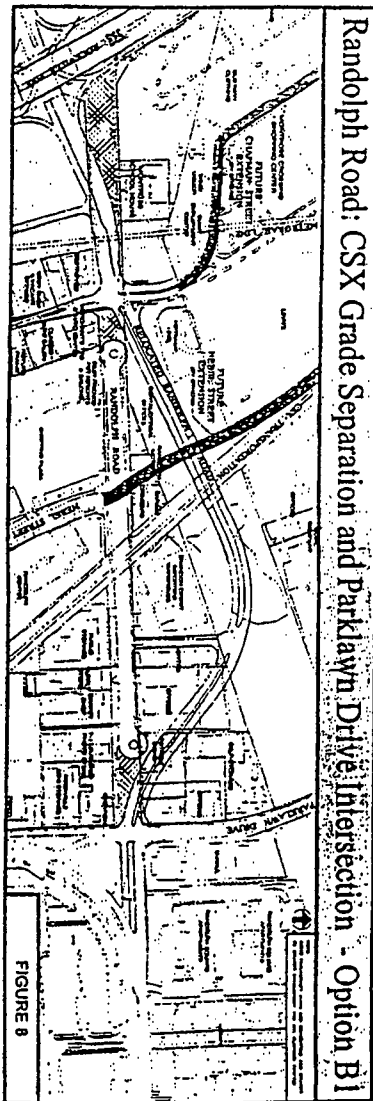
1. Regarding Master Plan consistency and intent:
 - a. Each of the three alternatives described by staff in their July 13 packet, "M-NCPPC #2", "M-NCPPC #3", and "Partial Diamond" are consistent with the 1992 North Bethesda/Garrett Park Master Plan.
 - b. The "M-NCPPC #3" alternative best meets the intent of the 1992 North Bethesda/Garrett Park Master Plan.
 - c. The "M-NCPPC #3" and "M-NCPPC #2" alternatives should be retained for detailed study. The "Partial Diamond" alternative should not be retained for detailed study, based on the flaws described both by staff and SHA.

2. Coordination of this SHA project with the other transportation projects and plans in North Bethesda must be continued. In particular, the relationship between this project and the other Master Plan recommendations not yet in the region's Constrained Long Range Plan, particularly the eastern portion of the Montrose Parkway, Chapman Avenue extended, and more aggressive transportation demand management, should be explicitly considered in evaluating the pros and cons during detailed study.

326



Randolph Road: CSX Grade Separation and Parklawn Drive Intersection - Option B2



Randolph Road: CSX Grade Separation and Parklawn Drive Intersection - Option B1

Exhibit 6

FIGURE 8

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
October 18, 2000

Project No. MO830B11
MD 355/Montrose-Randolph Road Intersection Improvement Study in
Montgomery County
Status: Alternates Retained for Detailed Study (ARDS) (Non-Concurrence Process)
Presentation Goal: Agency Comments on ARDS
Project Manager: Paul Maloney x8516
Environmental Manager: Donna Buscemi x8563

Presentation Summary

SHA (Paul Maloney) stated that the project was not in the streamlined process because of minimal environmental impacts and, therefore, no formal concurrence points are necessary. The purpose and need for the project is based on congestion at the intersection, safety issues, and bicycle and pedestrian access. The project is located in a highly developed area.

The range of alternatives studied included various at-grade improvements. Alternative 3B1 showed the best potential of at-grade intersection improvements and therefore it will be retained.

The Maryland National Capital Park and Planning Commission recommended other alternatives. These alternatives focused mostly on County needs and not those identified by SHA in the Purpose and Need study. Therefore, these alternatives will not be retained.

Alternative 2B1 - Urban Diamond will be retained. With this alternative, MD 355 is raised 10 to 12 feet and Randolph Road is depressed 10 to 12 feet. Movements would occur on Randolph Road and MD 355 would be the through movement. This alternative could provide improvements up to LOS C over the existing LOS E.

The Randolph Road under MD 355 will also be retained for detailed study. For this project, the Montrose Parkway (a future county project) is depressed. Planning studies have been completed for I-270 to Viers Mill Road and I-270 to Montrose Road. SHA is coordinating with the County but the project does not have independent utility. This alternative could provide improvements to LOS C.

SHA (Donna Buscemi) reviewed the environmental impacts of the alternatives. Land use in the area is a mix of medium to high density commercial, light industrial and office use. High density residential land use occurs at the intersection with lower density land use at

327

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
October 18, 2000

the eastern and western fringe. The project is located within the PFA. There are five commercial displacements. There are 36 to 50 properties affected of which most are commercial.

Approximately 13.3 to 17.0 acres of right-of-way will be needed.

Approximately 2.6 to 5.6 acres of woodlands will be affected.

The Initial Site Assessment found 20 properties with potential for soil and water contamination.

Montrose School is listed on the National Register and is located in the project area. There is high potential for archeological sites so Phase I studies will be conducted.

Issues Discussed/Comments.

COE (Paul Wettlaufer) suggested a different location for the loop ramp from Randolph Road to MD 355. SHA (Paul Maloney) noted that the alternate location had already been considered.

COE (Paul Wettlaufer) commented that the project seems to have an adverse impact on businesses even though they have not been displaced. SHA (Paul Maloney) responded that destination businesses will not be affected but drive-by business would be adversely affected. SHA is coordinating with Montgomery County regarding this issue.

MOP (Bihui Xu) asked if the project would be sent to MOP for growth management consistency. SHA (Gay Olsen) responded that it would be sent separately. SHA is currently coordinating with the County regarding locations of planned hiker/biker trails so that connections will be possible.

FHWA (Caryn Brookman) asked if the Park and Ride lot was state or county owned. SHA responded that it is state owned and leased.

FHWA (Dan Johnson) asked about the impact on the Montrose School. SHA responded that the ARDS would be evaluated and that the building could be moved.

FHWA (Pete Kleskovic) asked about the significance of the CSX grade separation in purpose and need statement. SHA responded that the frequency of train stops stops traffic along Randolph Road.

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
January 19, 2000

BMC (Barry Bergman) had no comments.

MDE (Andrew Der) had no comments.

MHT (Beth Cole) had no comments.

FHWA (Denise Winslow) noted that area highway engineers might have additional comments.

COE (Paul Wettlaufer) requested an alternate discussion with the City of Rockville. SHA (Cathy Romero) noted that Rockville has a concept plan but no detailed plan yet.

SHA (Cathy Romero) noted that she would like to schedule an interagency field review meeting and would be doing that via e-mail

Project No. MO830A11
MD 355 Montrose/Randolph Road in
Montgomery County
Status: Workshop Alternates & request concurrence on non-merged process
Presentation Goal: Agency comments on Alternates and non-merged concurrence
Project Manager: Paul Maloney x8516
Environmental Manager: Heather Amick x8526

Presentation Summary

SHA (Carmen Harris) requested that the project be removed from the merged process. She noted that the purpose of the project is to improve safety and traffic operations for vehicles using the MD 355 Montrose Road/Randolph Road intersection and at the existing at-grade MARC/CSX Transportation Railroad crossing on Randolph Road. An additional goal of the project is to provide for pedestrian and bicycle access to existing and planned activity centers and transit stations. She pointed out that SHA has been coordinating with a Focus Group since September 1999 and most of their concerns have been with aesthetic issues that will be carried forward into the next stage of project planning. The project area is comprised of residential as well as business use.

328

Maryland Department of Transportation
 State Highway Administration
 Interagency Review Meeting
 Meeting Summary
 January 19, 2000

McCormick, Taylor (Dana Knight) presented the Alternatives currently under consideration. Alternatives 2 and 3 consider the construction of the proposed Montrose Parkway (Option A). Additionally, Alternatives 2, 2A, 3, 3A, and 3C consider optional Randolph Road alignments between Maple Avenue and Parklawn Drive (Options B1-B3)

- *Alternative 1 (No Build)*
 No significant improvements proposed to the MD 355 at Montrose Road/Randolph intersection.
- *Alternative 2 (Single-Point Urban Diamond) Interchange Without Montrose Parkway*
 A grade separation of MD 355 over Montrose Road/Randolph Road proposed. A one-way diagonal-type ramp is provided in each quadrant. Turning movements are confined to a single at-grade signalized intersection beneath the MD 355 structure.
- *Alternative 2, Option A (Interchange With Montrose Parkway)*
- *Alternative 3 (At-Grade Signalized Intersection) Without Montrose Parkway*
 An at-grade intersection would be maintained with appropriate turning lanes provided on each leg of the intersection
- *Alternative 3, Option A (Intersection With Montrose Parkway)*
- *Alternative 3, Option C (One-Way Pair System With Montrose Parkway)*
 Using Montrose Road and Randolph Road as a one-way pair system with the proposed Montrose Parkway, between (Old) Old Georgetown Road and Chapman Avenue is proposed.

He pointed out that they are coordinating with the project Focus Group to develop "Thinking Beyond the Pavement" for presentation to FHWA.

SHA (Heather Amick) summarized the environmental impacts. The study area is dominated by dense, urban development with no wetlands, streams, or 100-year floodplains. Coordination with the USFWS and the DNR indicates that no federal or state listed threatened or endangered species are known to exist in the project area. The project is entirely within the Montgomery County Certified Priority Funding Area. SHA, in consultation with MHT, has identified the Montrose School, which is listed on the National Register of Historic Places, as the only historic site within the study area. There are up to 13 commercial displacements depending on the alternative. Due to the minimal environmental impacts, SHA is recommending removing this project from the merged process.

Maryland Department of Transportation
 State Highway Administration
 Interagency Review Meeting
 Meeting Summary
 January 19, 2000

Issues Discussed/Comments

DNR (Greg Golden) requested clarification of the Improved Randolph Road Tie-In, Options B-2 and B-3 at Park Lawn Drive.

COE (Paul Wettlaufer) commented on the Improved Randolph Road Tie-In, Options B-2 and B-3. He was concerned that they won't work well with the Montrose Parkway. SHA (Jim Wynn) pointed out that the project hasn't been presented to the public yet. COE (Paul Wettlaufer) noted that he was concerned that the County had not come forward with a proposal to quantify impacts for the Montrose Parkway project. He pointed out that they might need permits, maybe even an Environmental Assessment (EA). He was concerned about the timeframe and he has mentioned it to the County. He asked SHA to encourage the County to coordinate with COE. SHA (Jim Wynn) noted that they are trying to separate this project from the County's Montrose Parkway project. However, he pointed out that they will not build without a clearer picture of the County schedule but, at this point, the project is not funded past project planning.

COE (Paul Wettlaufer) has given verbal concurrence to remove this project from the merged process if FHWA agrees that there is no segmentation issue.

FHWA (Denise Winslow) will get back to SHA regarding removing this project from the merged process.

MOP (Bihui Xu) had no comments.

BMC (Barry Bergman) had no comments.

MDE (Andrew Der) had no comments.

MHT (Beth Cole) had no comments.

SHA (Carmen Harris) noted that they would keep the agencies informed even if the project is pulled from the merged process.

329



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

December 2, 1999

Re: Project No. MO830A21
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Montgomery County, Maryland

Mr. Donald K. Cochran, Director
Montgomery County
Department of Parks and Recreation
6600 Kenilworth Avenue
Riverdale, MD 20737

Dear Mr. Cochran:

The State Highway Administration (SHA) has initiated Project Planning activities for intersection improvements at MD 355 and Montrose Road/Randolph Road in Montgomery County. The purpose of this project is to relieve congestion and improve safety in the area. Our study area extends from Twinbrook Parkway to MD 187 (Old Georgetown Road) on MD 355 and from Jefferson Street to Parklawn Drive along Montrose Road/Randolph Road. We have developed a study area (see attached map) in which we will explore any feasible alternatives to improve traffic operations and safety along this stretch of roadway. Review of our mapping has indicated no publicly owned parks or recreational facilities within the study area.

We are requesting your assistance in determining if any existing or proposed publicly owned parks or recreational facilities available for public use are located within the study area. Please provide us with the following information concerning any existing or proposed publicly owned parks or recreational facilities identified as a result of your review:

- The name of the official with jurisdiction over the parks;
- Mapping showing the park boundaries;
- Funding sources: Were Program Open Space and/or Land and Water Conservation (Section 6(f) funds used to acquire or develop these parks?
- Types of facilities within the parks;
- Frequency with which the public uses these facilities;

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-84

Mr. Donald K. Cochran
MD 355 from MD 187 to Twinbrook
Parkway & Montrose/Randolph Road
from Jefferson Street to Parklawn Drive
Page Two

- Park Master Plans;
- Your determination whether the parks serve a "significant" function in providing for the overall recreational needs of communities in the park area? The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Thank you for your attention to this request. Should you have any questions or need additional information, please feel free to contact Ms. Heather Amick at 410-545-8528.

Very truly yours,

Cynthia Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: *Joseph R. Kresslein*
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

JRK:HBA:lc

Enclosure

cc: Ms. Heather Amick (w/enclosure)
Ms. Carmen Harris
Mr. Joseph Kresslein
Mr. Paul Maloney

330

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

9500 Brunett Avenue
Silver Spring, Maryland 20901

January 3, 2000

Mr. Joseph R. Kresslein
Assistant Division Chief
Project Planning Division
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

Re: Project No. MO830A21

Dear Mr. Kresslein:

This is to confirm that for the purposes of the SHA, MD 355 and Montrose Road/Randolph Road intersection improvement project, no park land or recreational facilities owned by M-NCPPC lie within the study area.

Additionally, no park land is proposed for acquisition in the study area. The 1992 approved and adopted North Bethesda Garrett Park Master Plan, does recommend acquisition of property for park purposes located immediately adjacent to the study area. The property occupies the south quadrant of the intersection of Old Georgetown Road and Executive Boulevard. Specifically, the Master Plan recommends on Page 227 as follows: "Extend the existing Wall Local Park at Old Georgetown Road and Executive Boulevard through parkland dedication to include the parcel to the north currently used as an automobile dealership parking lot." At the present time, no negotiations are in progress for dedication of this land.

Call Bill Gries or Rick D'Arionzo at 301-495-2535 if you need further information.

Sincerely,

Terry H. Brooks
Division Chief
Park Development Division

VI-85



Maryland Department of Transportation
State Highway Administration

March 23, 1999

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. John Clark
Director
Office of Project Development
Montgomery County Department
of Public Works and Transportation
Executive Office Building
101 Monroe Street, 10th Floor
Rockville MD 20850-2540

Mr. Richard C. Hawthorne
Chief
Transportation Planning Division
The Maryland-National Capital Park
and Planning Commission
Montgomery County
8787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Messrs. Clark and Hawthorne:

This letter is in response to recent correspondence and staff meetings on the Wilgus East Property located along Montrose Road east of MD 355 (Rockville Pike). As you know, the Maryland State Highway Administration (SHA) has recently initiated a project planning study for the intersection of MD 355 (Rockville Pike) and Montrose Road/Randolph Road. The study area is bordered on the east by Parklawn Drive, on the west by East Jefferson Street, on the north by Twinbrook Parkway, and on the south by MD 187 (Old Georgetown Road).

As you know, both MD 355 (Rockville Pike) and Montrose Road/Randolph Road, which are critical north/south and east/west roads in Montgomery County, respectively, are experiencing severe congestion, particularly in the vicinity of where these two important roadways intersect. The purpose of this project is to improve safety and traffic operations for vehicles and pedestrians using MD 355 and Montrose Road/Randolph Road, particularly at the MD 355 intersection of Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Some alternates that will be investigated throughout this study include the no-build alternate (do nothing), at-grade intersection improvements and grade separated interchange improvements. The build alternates will look at connecting into the existing roadways (Montrose Road/Randolph Road) and, potentially, the locally proposed Montrose Parkway.

My telephone number is (410) 545-0411

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 712 • Baltimore, MD 21203-0712
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-86

321

Mr. John Clark
 Mr. Richard C. Hawthorne
 Page 2

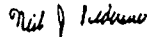
The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location and Design approvals. A schedule is outlined below:

- | | |
|-----------------------------|---------------------|
| • Develop Purpose and Need | Fall/Winter, 1998 |
| • Alternates Development | Winter/Spring, 1999 |
| • Alternates Public Meeting | Summer/Fall, 1999 |
| • Public Hearing | Fall, 2000 |
| • Selected Alternate | Spring, 2001 |
| • Location/Design Approvals | Summer/Fall, 2001 |

It appears that the proposed Wilgus East Property may be needed under several grade separated alternates to tie into existing Montrose Road. Therefore, we request that necessary measures be taken to preserve this right-of-way, including, if necessary, placing this property in reservation for an additional two to three years. This will be best for all interested parties in order to better understand the transportation needs and preserve all options for this intersection improvement study, as well as any possible future connections to the locally proposed Montrose Parkway project. Failure to do so could preclude the State's ability to tie back into existing Montrose Road; thus eliminating this important congestion relief related intersection improvement.

Thank you for your consideration. If I can be of any further assistance, please feel free to call me or Michelle Hoffman, the project manager, at 410-545-8547 or toll-free at 1-800-548-5026.

Very truly yours,



Neil J. Pedersen, Director
 Office of Planning and
 Preliminary Engineering

- cc: Mr. Joe Davis, Maryland-National Capital Park and Planning Commission
 Mr. John DiGiovanni, Montgomery County Department of Public Works and Transportation
 Mr. Shahriar Etamadi, Maryland-National Capital Park and Planning Commission
 Mr. Louis H. Ege, Jr., State Highway Administration
 Ms. Michelle D. Hoffman, State Highway Administration



Maryland Department of Transportation
 State Highway Administration

Farris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

May 28, 1999

RE: Project No. MO830A11
 MD 355 at Montrose Road/
 Randolph Road
 Montgomery County, Maryland
 and
 Project No. MO839A11
 I-270 at Watkins Mill Road
 Extended
 Montgomery County, Maryland

Mr. Richard Spencer
 U.S. Army Corps of Engineers
 CENAB-OP-RX
 P.O. Box 1715
 Baltimore MD 21201

Attention: Mr. Vance Hobbs

Dear Mr. Spencer:

An interagency meeting and field review will be held on June 11 to provide a project overview of the above referenced projects. Participants will meet in the larger 9th floor conference room of the Montgomery County Executive Office Building (EOB), located at 101 Monroe Street in Rockville, Maryland (see attached directional map). Attendees should plan on meeting in the conference room from 10:00 a.m. to 11:15 a.m. to scope preliminary alternates and discuss the preliminary Secondary and Cumulative Effects Analysis for the MD 355 project.

Participants in the I-270 at Watkins Mill Road Extended project will meet in the same conference room at 11:15 a.m. for a brief tour of the project area. SHA will provide a 15-passenger van from the EOB to the project area to minimize the use of additional vehicles. The field visit will be followed by a 1:00 p.m. meeting to discuss the attached draft Purpose and Need Statement and to develop a one to two page summary. At the conclusion of the meeting we will request future dates from you to schedule the next I-270 at Watkins Mill Extended project meeting to scope preliminary alternates.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2258 Statewide Toll Free

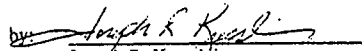
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-87

332

Mr. Richard Spencer
 U.S Army Corps of Engineers
 CENAB-OP-RX
 Page 2

Please review the attached materials prior to the meeting and be prepared to discuss the scope of analyses recommended for either project. If you have any questions regarding the I-270 at Watkins Mill Road Extended project, please call either Ms. Michelle Hoffman, the project manager, at 410-545-8547, or Ms. Anne Elrays, the environmental manager, at 410-545-8562. If you have any questions regarding the MD 355 at Montrose Road/Randolph Road project, please call either Mr. Paul Maloney, the project manager, at 410-545-8516 or Mr. Jason Groth, the environmental manager, at 410-545-8567. Michelle, Paul, Jason, and Anne can all be reached toll-free at 800-548-5026.


 Joseph R. Kresslein
 Assistant Division Chief
 Project Planning Division

Enclosure
 LHE:JRG:AE

- cc: Mr. Richard Bulavinetz, COE
 Ms. Elizabeth Cole, MHT
 Mr. Andrew Der, MDE
 Mr. John DiGiovanni, MCDPWT
 Mr. Ray Dintaman, DNR
 Mr. Steve Elinsky, COE
 Ms. Anne Elrays, SHA
 Mr. Elder Ghigiarelli, MDE
 Mr. Greg Golden, DNR
 Mr. Jason Groth, SHA
 Mr. John Howard, NPS
 Mr. Jeff Knoedler, NPS
 Mr. Rodney Little, MHT
 Mr. John Nichols, NMF
 Ms. Denise Rigney, EPA
 Mr. Robert Simpson, MCDP&T
 Ms. Jamie Stark, EPA
 Ms. Bihui Xu, MOP
 Mr. Robert Zepp, FWS



Maryland Department of Transportation
 State Highway Administration

July 5, 2001

Parris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

Mr. Gordon A. Aoyagi
 Fire Administrator
 Montgomery County Fire & Rescue Service
 101 Monroe St., 12th Floor
 Rockville, MD 20850

Dear Mr. Aoyagi:

The Maryland State Highway Administration (SHA) is currently conducting a study to improve safety and traffic operations for vehicles using the MD 355 at Montrose Road/Randolph Road intersection and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road, while providing provisions for adequate pedestrian and bicycle access to existing and planned activity centers.

There are three specific needs to be addressed by this study as noted by the Montgomery County Council and the County Executive. First, this intersection is currently experiencing severe congestion, which will continue to worsen and fail with stop-and-go conditions in the design year of 2020. Second, the MD 355 at Montrose Road/Randolph Road intersection experiences accident rates higher than the statewide average for similar roadways, especially for rear end and angle accidents. This condition is expected to worsen as congestion increases. Third, any improvements to this intersection will need to facilitate vehicular, pedestrian and bicycle access to existing and planned development and transit stations.

A number of transportation improvements are being considered in the MD 355 at Montrose Road/Randolph Road Intersection Improvement Study. Preliminary alternatives were designed to alleviate congestion and address safety by reducing the number of accidents. In addition to the No-Build Alternative (Alternative 1), the following build alternatives have been selected for detailed study (see attached figures).

Alternative 2: Single Point Urban Interchange

Alternative 2 proposes a single point urban diamond interchange at the MD 355 at Montrose Road/Randolph Road intersection. The grade separation for the interchange will result from lowering Montrose Road/Randolph Road under MD 355. Mainline grades of approximately three percent will be required on Montrose Road/Randolph Road to provide adequate clearance at the overpass.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
 1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
 Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-88

22
 22

Mr. Gordon A. Aoyagi
 July 2, 2001
 Page Two

The proposed overpass is located to the south of the existing at-grade intersection to minimize construction impacts and take advantage of right-of-way already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Roads will be shifted to the south beginning west of Old Georgetown Road, continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection. The configuration of the portion of Randolph Road east of Chapman Avenue (including the CSX track crossing) is discussed under the following Tie-In Options section.

One-way right-side slip ramps will be provided in each interchange quadrant. All left turning movements would be confined to a single at-grade signalized intersection beneath the MD 355 structure. Two left turn lanes would be provided for each of the four left turning movements at the intersection. Single lane spurs to the main ramp roadway will be provided for right turning traffic merging and diverging from Montrose Road/Randolph Road.

In general, three through lanes will be maintained on MD 355 and two through lanes on Montrose Road/Randolph Road.

Due to the proposed grade modifications and because all turning movements will use the single point interchange, the Old Georgetown Road connection between southbound MD 355 and Montrose Road will be removed. A signal is proposed for the intersection of Montrose Road and remaining southern portion of Old Georgetown Road, with turning lanes on Montrose Road.

The existing full access from MD 355 to the Mid Pike Plaza will be reduced to right-in/right-out operation, accessible only from the ramp to southbound MD 355. The existing right-in/right-out entrance south of the existing full access entrance will be closed due to the weave condition created by the ramp. Under Alternative 2, the only viable full access to Mid Pike Plaza will be along MD 187.

As a result of the slip ramp proposed for the southeast interchange quadrant, the existing access from MD 355 to the Mervis Building will be closed. A new driveway will be created providing access to the building from Chapman Avenue.

Access to other properties in the vicinity of the interchange, including the Montrose Crossing Shopping Center, will remain the same. Access changes are described in the discussion of the Tie-In Options.

Alternative 3: At Grade Signalized Intersection

Alternative 3 would maintain a signalized at-grade crossing at the MD 355 at Montrose/Randolph Road intersection. The proposed intersection will be relocated to the south of the existing at-grade intersection similar to Alternative 2, to minimize construction impacts and take advantage of right-of-way already acquired south of Montrose Road/Randolph Road.

Mr. Gordon A. Aoyagi
 July 2, 2001
 Page Three

As a result, Montrose Road/Randolph Road will be shifted to the south beginning west of Old Georgetown Road, continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection. The configuration of the portion of Randolph Road east of Chapman Avenue (including the CSX track crossing) is discussed under the Tie-In Options section.

Widening will be required to accommodate the proposed intersection lane configuration at the MD 355-Montrose Road/Randolph Road intersection, described as follows:

- *Northbound MD 355*: three left turn lanes, four through lanes, and one right turn lane.
- *Southbound MD 355*: five through lanes (No turns will be permitted from southbound MD 355 at the intersection with Montrose/Randolph Road.) All turns will be made from Old Georgetown Road in a manner similar to existing operations.
- *Eastbound Montrose Road*: three left turn lanes, four through lanes and two right turn lanes.
- *Westbound Randolph Road*: three left turn lanes, three through lanes and one right turn lane.

Access to properties in the vicinity of the interchange, including the Mid Pike Plaza, the Mervis Building and the Montrose Crossing Shopping Center, will remain the same. Access changes are described in the discussion of the Tie-In Options.

Alternative 9: Randolph Road Under MD 355

The Randolph Road Under MD 355 Alternative proposes grade separation that lowers Montrose Road/Randolph Road under MD 355. Mainline grades of approximately two to three percent will be required on Montrose Road/Randolph Road to provide adequate clearance at the overpass.

Similar to Alternatives 2 and 3, the proposed overpass is located to the south of the existing at-grade intersection to minimize construction impacts and take advantage of right-of-way already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Road will be shifted to the south beginning west of Old Georgetown Road, continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection. The configuration of the portion of Randolph Road east of Chapman Avenue (including the CSX track crossing) is discussed under the Tie-In Options section.

In general, three through lanes will be maintained on MD 355 and two through lanes on Montrose Road/Randolph Road.

One-way slip ramps will be constructed in the quadrants east of MD 355, providing a direct connection to and from northbound MD 355. A loop ramp will be constructed in the northwest quadrant of the intersection to provide access to southbound MD 355. Existing Old Georgetown Road will provide access from southbound MD 355.

334

Mr. Gordon A. Aoyagi
 July 2, 2001
 Page Four

Access to properties in the vicinity of the interchange, including the Mid Pike Plaza, the Mervis Building and the Montrose Crossing Shopping Center, will remain the same. Access changes are described in the discussion of the Tie-In Options.

Tie-In Options

Option B-1

Each of the three build alternatives proposes to relocate Randolph Road to the Montrose Parkway right-of-way, from Chapman Avenue to a point east of the CSX railroad tracks, and tie-in at the existing Randolph Road/Parklawn Drive intersection. The relocated section of Randolph Road will have two through lanes in each direction, including the CSX crossing. The CSX crossing will be designed to accommodate the future extension of Nebel Street. This tie-in option has been incorporated into the overall design of Alternatives 2, 3, and 9, and is shown in the attached figures.

Access to existing land uses would be provided by maintaining existing Randolph Road from east of Chapman Avenue to west of Parklawn Drive. A service road will be constructed between the separated portion of existing Randolph Road and the relocated portion of Randolph Road approximately 600 feet west of the Randolph Road/Parklawn Drive intersection. Single turning lanes will be provided from Relocated Randolph Road to the service road.

Option B-1 Modified

Option B-1 Modified is being considered in detailed study to provide additional access to properties located south of Relocated Randolph Road. A connection is proposed from the Relocated Randolph Road/Chapman Avenue intersection to eastbound Randolph Road. This connection would form the eastbound approach to the four-leg intersection at the Randolph Road/Nebel Street intersection. The westbound departure from the intersection would form a loop ramp connecting to eastbound Relocated Randolph Road. An acceleration lane would be provided across the bridge over the CSX track. The connector roadway east of the CSX tracks between Randolph Road and Relocated Randolph Road would remain as proposed under Option B-1.

The purpose of this letter is to request your input regarding the effects of our study alternatives on response times for emergency services. All possible impacts that may result from this project, including any effects to emergency services and response time caused by changes in traffic circulation patterns, access and/or road construction in this area must be investigated. These impacts may be positive, such as improved response times following the road improvements, or negative, such as delayed or longer response times.

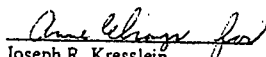
Mr. Gordon A. Aoyagi
 July 2, 2001
 Page Five

Your written response is requested by August 1. Should you have any questions or concerns please feel free to call Ms. Carmeletta Harris, the Project Manager, at 410-545-8522 or Ms. Heather Amick, the Environmental Manager, at 410-545-8526. Both Carmen and Heather can be reached toll free at 1-800-548-5026. Thank you for your cooperation.

Very truly yours,

Cynthia D. Simpson
 Deputy Director
 Office of Planning and
 Preliminary Engineering

by:


 Joseph R. Kresslein
 Assistant Division Chief
 Project Planning Division

Enclosure

- cc: Ms. Heather Amick (w/attachments)
- Mr. Bruce M. Grey
- Ms. Carmeletta Harris
- Mr. Joseph Kresslein
- Ms. Cynthia D. Simpson

335



**Maryland Department of Transportation
State Highway Administration**

July 5, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Charles A. Moose, Chief
Montgomery County Department of Police
2350 Research Boulevard
Rockville, MD 20850

Dear Chief Moose:

The Maryland State Highway Administration (SHA) is currently conducting a study to improve safety and traffic operations for vehicles using the MD 355 at Montrose Road/Randolph Road intersection and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road, while providing provisions for adequate pedestrian and bicycle access to existing and planned activity centers.

There are three specific needs to be addressed by this study as noted by the Montgomery County Council and the County Executive. First, this intersection is currently experiencing severe congestion, which will continue to worsen and fail with stop-and-go conditions in the design year of 2020. Second, the MD 355 at Montrose Road/Randolph Road intersection experiences accident rates higher than the statewide average for similar roadways, especially for rear end and angle accidents. This condition is expected to worsen as congestion increases. Third, any improvements to this intersection will need to facilitate vehicular, pedestrian and bicycle access to existing and planned development and transit stations.

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The proposed overpass is located to the south of the existing at-grade intersection to minimize construction impacts and take advantage of right-of-way already acquired south of Montrose

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-89

Mr. Charles A. Moose
July 2, 2001
Page Two

Road/Randolph Road. As a result, Montrose Road/Randolph Roads will be shifted to the south beginning west of Old Georgetown Road, continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection. The configuration of the portion of Randolph Road east of Chapman Avenue (including the CSX track crossing) is discussed under the following Tie-In Options section.

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336

Mr. Charles A. Moose
July 2, 2001
Page Three

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Mr. Charles A. Moose
July 2, 2001
Page Four

Tie-In Options

Option B-1

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The purpose of this letter is to request your input regarding the effects of our study alternatives on response times for emergency services. All possible impacts that may result from this project, including any effects to emergency services and response time caused by changes in traffic circulation patterns, access and/or road construction in this area must be investigated. These impacts may be positive, such as improved response times following the road improvements, or negative, such as delayed or longer response times.

Your written response is requested by August 1. Should you have any questions or concerns please feel free to call Ms. Carmelita Harris, the Project Manager, at 410-545-8522 or Ms. Heather Amick, the Environmental Manager, at 410-545-8526. Both Carmen and Heather can be reached toll free at 1-800-548-5026. Thank you for your cooperation.


337

Mr. Charles A. Moose
July 2, 2001
Page Five

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by:


Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure

- cc: Ms. Heather Amick (w/attachments)
- Mr. Bruce M. Grey
- Ms. Carmeletta Harris
- Mr. Joseph Kresslein
- Ms. Cynthia D. Simpson



DEPARTMENT OF POLICE

Douglas M. Duncan
County Executive

Charles A. Moose, Ph.D.
Chief of Police

September 18, 2001

Cynthia D. Simpson, Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Ms. Simpson:

I am responding to your letter dated July 5, 2001, alerting us to transportation improvements proposed for the MD 355 at the Montrose Road/Randolph Road Intersection. After reviewing your correspondence, the effect of anticipated alternatives on this roadway to police response times is as follows:

Alternative 1: No-Build Alternative

This roadway is beyond capacity at this time. Any emergency response to the area is already hampered by traffic flow during rush hours. Failure to build will increase this unsafe situation.

Alternative 2: Single Point Urban Interchange

Of all the alternatives, this appears the most appealing in regard to response times. It would completely separate Montrose Road from MD 355, thereby eliminating the danger involved when emergency vehicles attempt to cross a major intersection.

Office of the Chief of Police

2350 Research Boulevard • Rockville, Maryland 20850-3294 • 240/773-5000, TDD 301/762-7619

VI-90

338

September 14, 2001
Page Two

Alternative 3: At Grade Signalized Intersection

This alternative is less attractive than Alternative 2 because it creates a major intersection at grade with many lanes of traffic for an emergency vehicle to cross.

Alternative 9: Randolph Road Under MD 355

This alternative is acceptable for the same reasons as stated in Alternative 2.

We appreciate any efforts the State Highway Administration may make in regard to improving vehicular, pedestrian and bicycle access at this intersection. It appears your agency has done a thorough review and made several viable proposals to modify and improve existing and projected conditions at this location.

Our Department is committed to traffic safety, and at such time as you begin work, we will coordinate safety and other traffic related measures with your agency.

Once again, thank you for the opportunity to comment on these concerns. Should you need any further assistance, please do not hesitate to contact Kathi M. Rhodes, 1st District Commander, at 301-279-1591.

Sincerely,
Charles A. Moose

Charles A. Moose, Ph.D.
Chief of Police

CAM/DGW/ses



**Maryland Department of Transportation
State Highway Administration**

August 8, 2001

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

RE: Project No. MO830A11
MD 355/Montrose Road
Montgomery County

Project No. AA629B21
MD 174/I-97
Bridge Replacement and Interchange Improvements
Anne Arundel County

Ms. Denise Rigney
Office of Environmental Programs
Environmental Protection Agency
Region III - Environmental Services Division
Mail Stop - 3ES30
1650 Arch Street
Philadelphia PA 19103-2029

Dear Ms. Rigney:

Enclosed for your review and comment is a copy of the Air Quality Analysis for the MD 355/Montrose Road and MD 174/I-97 projects. Your comments are requested by September 14, 2001.

Please respond to:

Donald H. Sparklin
Assistant Division Chief
Project Planning Division
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore MD 21202
Attn: Mr. Gary Green

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

329

Ms. Denise Rigney
MD 355/Montrose Road and MD 174/I-97
Page Two

by: Donald H. Sparklin
Donald H. Sparklin
Assistant Division Chief
Project Planning Division

Enclosures (2)

cc: Ms. Heather Amick, SHA-PPD
Mr. Van Funk, SHA-PPD
Mr. Gary Green, SHA-PPD
Ms. Denise Winslow, FHWA



Maryland Department of Transportation
State Highway Administration

August 8, 2001

RE: Project No. MO830A11
MD 355/Montrose Road
Montgomery County

Project No. AA629B21
MD 174/I-97
Bridge Replacement and Interchange Improvements
Anne Arundel County

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Diane Franks
Air and Radiation Management Administration
Maryland Department of the Environment
2500 Broening Highway
Baltimore MD 21224

Dear Ms. Franks:

Enclosed for your review and comment is a copy of the Air Quality Analysis for the MD 355/Montrose Road and MD 174/I-97 projects. Your comments are requested by September 14, 2001.

Please respond to:

Donald H. Sparklin
Assistant Division Chief
Project Planning Division
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore MD 21202
Attn: Mr. Gary Green

Very truly yours,

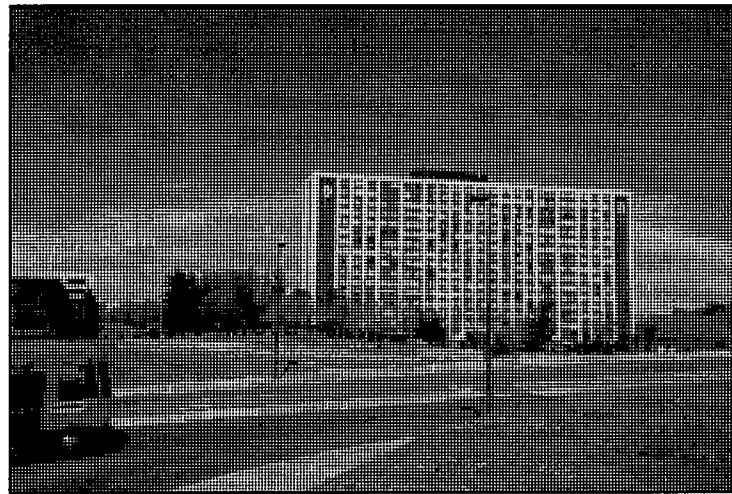
Cynthia D. Simpson
Deputy Director
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340



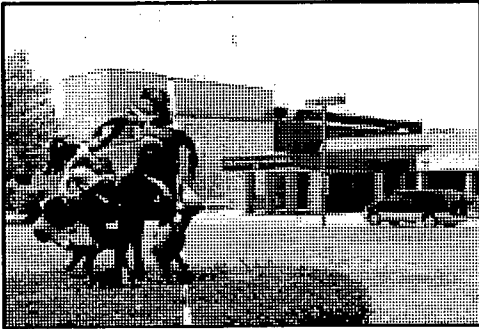
The Forum Apartments



Pavilion Apartments



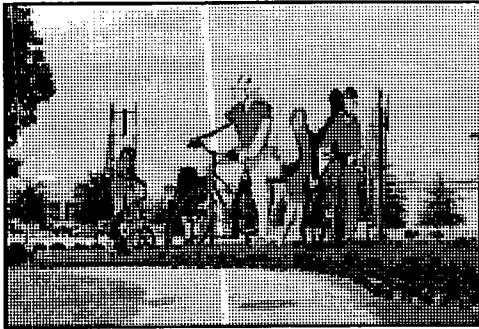
Randolph Square Apartments



Jewish Community Center



Jewish Federation



Bike Path



Montrose School House



Park & Ride

SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE
STATE HIGHWAY ADMINISTRATION OF MARYLAND

All State Highway Administration projects utilizing Federal funds must comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 USC 4601), as amended by Title IV of the Surface Transportation & Uniform Relocation Assistance Act of 1987 (P.L.100-17) and Public Law 105-117. State funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212 of the Real Property Article of the Annotated Code of Maryland.

The State Highway Administration's Office of Real Estate administers the Relocation Assistance Program for the Maryland Department of Transportation.

The aforementioned Federal and State laws require that the State Highway Administration provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. There are two categories of residential occupants: 180-day owner-occupants, and 90-day tenants and short-term owner-occupants. Non-residential occupants may be businesses, farms or non-profit organizations.

A displaced person that has owned and occupied a subject dwelling for at least 180 days prior to the initiation of negotiations for the property may receive a replacement housing payment of up to \$22,500. The replacement housing payment is composed of three parts: a purchase price differential; an increased mortgage interest differential; and reimbursement for incidental settlement expenses.

The purchase price differential is the difference between the value paid by the State Highway Administration for the existing dwelling and the cost to the displaced owner of a comparable replacement dwelling, as determined by the State's replacement housing study.

The increased mortgage interest differential is a payment made to the owner at the time of settlement on the replacement dwelling to negate the effects of less favorable financing in the new situation. The payment is calculated by use of the "buy-down" mortgage method.

Reimbursable incidental expenses are necessary and reasonable incidental costs that are incurred by the displaced person in purchasing a replacement dwelling, excluding prepaid expenses such as real estate taxes and insurance. The maximum reimbursable amount for these incidental expenses is based upon the cost of the comparable selected in the replacement housing study.

A displaced person who has leased and occupied a subject dwelling for at least 90 days prior to the initiation of negotiations for the property may receive a replacement rental housing payment of up to \$5,250. The replacement rental housing payment is the difference between the monthly cost of housing for the subject dwelling, plus utilities, and the monthly cost of housing for a comparable replacement rental unit, plus utilities, over a period of 42 months. Owner-

occupants of from 90-179 days prior to the initiation of negotiations for the subject dwelling are eligible for the same replacement rental housing payments as tenants.

As an alternative to renting, a displaced tenant occupant may elect to apply the rental replacement housing eligibility amount toward the down payment needed to purchase a replacement dwelling.

The comparable properties used in calculating any replacement housing payment eligibility must comply with all local standards for decent, safe and sanitary (DS&S) housing, and be within the financial means of the displaced person.

If affordable, comparable, DS&S replacement housing cannot be provided within the statutory maximums of \$22,500 for 180-day owner occupants or \$5,250 for 90-day tenants or short term owners, the maximums may be exceeded on a case by case basis. This may only be done after the completion and approval of a detailed study that documents the housing problem, explores the available replacement options and selects the most feasible and cost-effective alternative for implementation.

In addition, eligible displaced residential occupants may be reimbursed for the expense of moving personal property up to a maximum distance of fifty (50) miles, using either an actual cost or fixed schedule method.

Actual cost moves are based upon the lower of at least two commercial moving estimates, and must be documented with receipted bills or invoices. Other incidental moving expenses, such as utility reconnection charges, may also be paid in the same manner.

As an alternative method, the fixed schedule move offers a lump sum, all-inclusive payment based upon the number of rooms to be moved. Other incidental costs are not separately reimbursable with this method.

Non-residential displaced persons such as businesses, farms or non-profit organizations may also receive reimbursement for the expense of relocating and re-establishing operations at a replacement site on either an actual cost or fixed payment basis.

Under the actual cost method, a non-residential displaced person may receive reimbursement for necessary and reasonable expenses for moving its personal property, the loss of tangible personal property that is not moved, the cost of searching for a replacement site, and a re-establishment allowance of up to \$10,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or

equipment, wages paid to persons who participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses.

If the business elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be of the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to \$10,000 for the actual reasonable and necessary expenses of reestablishing at the replacement site. Generally, reestablishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location and other fees paid to reestablish. Receipted bills and other evidence of these expenses are required for payment. The total maximum reestablishment payment eligibility is \$10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than \$1,000 nor more than \$20,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage; the business is not part of a commercial enterprise having more than three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expenses payment, the average annual net earnings of the business is to be one-half of the net earnings, before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the

period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to \$1,000 and re-establishment expenses up to \$10,000 or a fixed payment "in lieu of" actual moving expenses of \$1,000 to \$20,000. The State may determine that a displaced farm may be paid a minimum of \$1,000 to a maximum of \$20,000 based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an "in lieu of" actual moving cost payment, in the amount of \$1,000 to \$20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the brochure entitled "Relocation Assistance: Your Rights and Benefits", that will be distributed at the public hearing for this project and be given to all displaced persons.

Federal and state laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced person.

PUBLIC LAW 105-117

On November 21, 1997, President William J. Clinton signed Public Law 105-117, amending the Uniform Relocation Assistance and Real Property Acquisition Policies Act, also known as the Uniform Act. The law became effective on the same day that it was signed.

Public Law 105-117 provides that a person who is an alien and is not lawfully present in the United States shall not be eligible for relocation payments or other assistance under the Uniform Act. It also directed all State displacing agencies that utilize Federal funds in their projects to implement procedures for compliance with the 1997 amendments, in order to safeguard that funding.

To this end, displaced persons will be asked to certify

to their Citizenship or alien status prior to receiving payments or other benefits under the relocation assistance program.

Group	Properties in the Vicinity	Street Address	Business Type
A	Annie Sez	Rockville Pike	Apparel and Accessory Stores
	Bunn Designer	Rockville Pike	Miscellaneous Retail
	Champion Billiards	Rockville Pike	Amusement and Recreation Facilities
	Comp USA	Rockville Pike	Business Services
	Credit Union	Rockville Pike	Paper and Allied Services
	Dollar Express	Rockville Pike	General Merchandise Stores
	Funco Land	Rockville Pike	Amusement and Recreational Facilities
	GNC	Rockville Pike	Miscellaneous Retail
	Lane Bryant	Rockville Pike	Apparel and Accessory Stores
	Montrose Animal Hospital	Rockville Pike	Veterinary Services
	Next Day Blinds	Rockville Pike	Home Furniture, Furnishings and Equipment Stores
	Oriental Décor	Rockville Pike	Home Furniture, Furnishings and Equipment Stores
	Pancake House	Rockville Pike	Eating and Drinking Places
	Payless Shoe Source	Rockville Pike	Apparel and Accessory Stores
	Pearl Arts and Crafts	Rockville Pike	Miscellaneous Retail
	Penn Camera	Rockville Pike	Miscellaneous Retail
	Ross	Rockville Pike	General Merchandise Stores
	Ruby Tuesday	Rockville Pike	Eating and Drinking Places
	Sally Beauty Supply	Rockville Pike	Miscellaneous Retail
	Sprint	Rockville Pike	Business Services
	The Hebrew Home of Greater Washington	Montrose Road	Individual and Family Social Services
	The Jewish Community Center of Greater Washington	Montrose Road	Individual and Family Social Services
	The Jewish Federation	Montrose Road	Individual and Family Social Services
	The Men's Warehouse	Rockville Pike	Apparel and Accessory Stores
	This End Up	Rockville Pike	Home Furniture, Furnishings and Equipment Stores
T.J. Maxx	Rockville Pike	Apparel and Accessory Stores	
Trader Joe's	Rockville Pike	Food Stores	
B	Bagel City	Rockville Pike	Eating and Drinking Places
	Bank of America	Rockville Pike	Depository Institutions
	Barnes and Noble	Rockville Pike	Miscellaneous Retail
	Bellini Juvenile Designer Furniture	Rockville Pike	Home Furniture, Furnishings and Equipment Stores
	Chevy Chase Bank	Rockville Pike	Depository Institutions
	Crest Cleaners	Chapman Avenue	Personal Services
	David's Hair Design	Rockville Pike	Personal Services
	Eyeland Optical	Chapman Avenue	Health Services
	Giant	Rockville Pike	Food Stores
	Goodyear	Rockville Pike	Automotive Repair, Services and Parking
	Hallmark	Rockville Pike	Miscellaneous Retail
	Hudson Trail Outfitters	Rockville Pike	Apparel and Accessory Stores
	Kemper Carpets and Rugs	Rockville Pike	Home Furniture, Furnishings and Equipment Stores
	Marshall's	Rockville Pike	General Merchandise Stores
	Mattress Warehouse	Rockville Pike	General Merchandise Stores
	Mikasa Home Store	Rockville Pike	Home Furniture, Furnishings and Equipment Stores
	Montrose School House	Randolph Road	Educational Services
	Office Depot	Rockville Pike	General Merchandise Stores
	Old Navy Clothing	Rockville Pike	Apparel and Accessory Stores
	Plus Sizes/Plus Savings	Rockville Pike	Apparel and Accessory Stores
	Richey Walking Center	Rockville Pike	Apparel and Accessory Stores
	Salon Vogue & Day Spa	Rockville Pike	Personal Services
	Starbuck's Coffee	Rockville Pike	Eating and Drinking Places
	T.G.I Friday's	Rockville Pike	Eating and Drinking Places
	Tara Thai	Rockville Pike	Eating and Drinking Places
	The Cosmetic Center	Rockville Pike	Miscellaneous Retail
	The Sports Authority	Rockville Pike	Miscellaneous Retail
	Timpani	Rockville Pike	Eating and Drinking Places
	Tony Lin's Restaurant	Rockville Pike	Eating and Drinking Places
	United Bank	Bou Avenue	Depository Institutions
Wine and Liquors	Rockville Pike	Miscellaneous Retail	

Group	Properties in the Vicinity	Street Address	Business Type
C	Heilkamp, Inc	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	Levitz	Rockville Pike	General Merchandise Stores
D	Bell Atlantic	Montrose Road	Communications
	Harris Music Company	Wilkins Avenue	Home Furniture, Furnishings and Equipment Stores
	Maryland Fire Equipment	Wilkins Avenue	Miscellaneous Retail
	NABI Rockville	Wilkins Avenue	Personal Services
	United Way	Wilkins Avenue	Social Services
F	A-1 Automotive Center	Randolph Road	Automotive Repair, Services and Parking
	Auto Dent Care Inc.	Randolph Road	Automotive Repair, Services and Parking
	Bolanical Interiors	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	Brandon Direct Importers Warehouse	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	Bright Dental Care	Randolph Road	Health Services
	Capital Communications	Randolph Road	Engineering, Accounting, Research Management, and Related
	Foreign Car Auto Service	Randolph Road	Automotive Repair, Services and Parking
	Gentle Dental	Randolph Road	Health Services
	Grimberg Engineers	Randolph Road	Engineering, Accounting, Research Management, and Related
	Heavenly Nails	Randolph Road	Personal Services
	LAPP Brothers	Randolph Road	Automotive Repair, Services and Parking
	Masler Auto Service Inc.	Randolph Road	Automotive Repair, Services and Parking
	Buls Maytag	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	K&S Upholstry	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	Montgomery Eye Care	Randolph Road	Health Services
	Onnik Dental Lab, Inc.	Randolph Road	Health Services
	Vacant Building (Coming Soon...Kevin's Auto Body & Paint)	Randolph Road	Automotive Repair, Services and Parking
	Randolph Beer and Wine	Randolph Road	Miscellaneous Retail
	Randolph Motors	Randolph Road	Automotive Repair, Services and Parking
	R&B Steel Fabricators	Randolph Road	Automotive Repair, Services and Parking
	Rockville Pregnancy Center	Randolph Road	Health Services
	Self Storage	Parklawn Drive	Non-classifiable Establishment
	SK Cleaners	Randolph Road	Personal Services
	S&S Shoe Repair	Randolph Road	Personal Services
	Techline Furniture and Cabinetry	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	Termini Bros. Inc.	Randolph Road	Home Furniture, Furnishings and Equipment Stores
Washington Apple Pi	Parklawn Drive	Social Services	
Wid Mayer Company	Randolph Road	Home Furniture, Furnishings and Equipment Stores	
Viva Flamenco	Randolph Road	Amusement and Recreational Facilities	
G	U-Haul	Parklawn Drive	Automotive Repair, Services and Parking
H	Aspen System Corporation	Executive Boulevard	Business Services
	Earth Satellite Technologies	Old Georgetown Road	Engineering, Accounting, Research Management, and Related Services
	Fresh Fields	Executive Boulevard	Wholesale Trade - non durable goods
	Kaiser Permanente	Executive Boulevard	Insurance Carriers
	Liberty Mutual	Executive Boulevard	Depository Institutions
	National Institute of Health	Executive Boulevard	Administration of Human Resource Programs
I	Texaco	Montrose Road	Automotive Dealers and Gasoline Service Stores
	Bally Total Fitness	Old Georgetown Road	Amusement and Recreational Facilities
	Bank of America	Rockville Pike	Depository Institutions
	CVS	Old Georgetown Road	Miscellaneous Retail
	Dryclean Pro	Old Georgetown Road	Personal Services
	Filene's Basement	Old Georgetown Road	General Merchandise Stores
	Hour Eyes	Old Georgetown Road	Health Services
	I Can't Believe It's Yogurt	Old Georgetown Road	Eating and drinking places
	Kids-R-Us	Old Georgetown Road	Apparel and Accessory Stores
	Linen's N' Things	Old Georgetown Road	Home Furniture, Furnishings and Equipment Stores
	Montgomery Donut	Old Georgetown Road	Eating and drinking places
	One-Hour Motophoto	Rockville Pike	Business Services
	The Silver Diner	Rockville Pike	Eating and drinking places
	Toys-R-Us	Old Georgetown Road	Apparel and Accessory Stores
Vitamin Superstore	Old Georgetown Road	Miscellaneous Retail	
J	The Body Shop	Randolph Road	General Merchandise Stores
	Classic Auto Salon	Randolph Road	Automotive Repair, Services and Parking
	Hann and Hann Painting and Wallcovering	Randolph Road	Building Materials, Hardware, Garden Supply, And Mobile Home Dealers
	International Motors of Bethesda	Randolph Road	Automotive Dealers and Gasoline Service Stores
	Lancaster Landscapes	Randolph Road	Agricultural Services
	Merchants Tire and Auto Center	Randolph Road	Automotive Repair, Services and Parking
	Mervis Diamond Importers	Rockville Pike	Miscellaneous Retail
	Picture Frame Gallery	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	Roy's Pottery	Rockville Pike	Agricultural Services

Group	Properties in the Vicinity	Street Address	Business Type
K	Asaudur's Market	Nebel Street	Miscellaneous Retail
	Alphagraphics	Nebel Street	Engineering, Accounting, Research Management, and Related Services
	Animal Hospital	Nebel Street	Veterinary Services
	Best Friends Pet Resort and Salon	Randolph Road	Veterinary Services
	Ceslies Pool Supply	Nebel Street	Miscellaneous Retail
	Dent Wizard	Nebel Street	Automotive Repair Services and Parking
	Furniture America	Nebel Street	Home Furniture, Furnishings and Equipment Stores
	Guardian Tree Experts	Nebel Street	Agricultural Services
	Interior Wall	Nebel Street	Home Furniture, Furnishings and Equipment Stores
	Salon Gabor	Nebel Street	Personal Services
	Signs by Tomarrow	Nebel Street	Business Services
	Staples and Shopping Center	Randolph Road	Miscellaneous Retail
	Today's Man	Nebel Street	Apparel and Accessory Stores
L	Be My Guest, Inc.	Nebel Street	Personal Services
	Brother Sew and Vac	Nebel Street	Miscellaneous Retail
	East West Nail Supply	Nebel Street	Personal Services
	J&B Restaurant Supplies	Nebel Street	Miscellaneous Retail
	Kitchen Techniques	Nebel Street	Home Furniture, Furnishings and Equipment Stores
	L&L Bakeries	Nebel Street	Eating and drinking places
	Master Graphics	Nebel Street	Engineering, Accounting, Research Management, and Related Services
	Nicole's Furniture Laminate Showcase	Nebel Street	Home Furniture, Furnishings and Equipment Stores
	Washington Times Warehouse	Nebel Street	Paper and Allied Services
	The Art Warehouse	Nebel Street	Miscellaneous Retail
	Warehouse Office Supplies	Nebel Street	Miscellaneous Retail
M	7-11/ Subshop/ Photostore	Randolph Road	Eating and drinking places
	Carpet Shop	Randolph Road	Home Furniture, Furnishings and Equipment Stores
	Chevron	Randolph Road	Automotive Dealers and Gasoline Service Stores
	Pepco	Parklawn Drive	Electric Gas and Stationary Services
	Performance Discount Tire	Parklawn Drive	Automotive Repair, Services and Parking
	Public Storage	Randolph Road	Miscellaneous Service
	Rockville Mini Storage	Parklawn Drive	Miscellaneous Service
	Storage USA	Parklawn Drive	Miscellaneous Service
	Supply Store	Randolph Road	Miscellaneous Retail
O	Arby's	Rockville Pike	Eating and drinking places
	Blinds to Go	Rockville Pike	Home Furnishings and Equipment Store
	C&C Framing	Rockville Pike	Business Services
	Calico Corners	Rockville Pike	Miscellaneous Retail
	Eastern Empire Buffet	Old Georgetown Road	Eating and Drinking places
	Lincoln-Mercury-Jaguar Dealership	Old Georgetown Road	Automotive Dealers and Gasoline Service Stores
	Manhattan Bagel	Rockville Pike	Eating and drinking places
	Myer - Emco Audio Video	Old Georgetown Road	Home Furnishings and Equipment Store
	Nissan Dealership	Old Georgetown Road	Automotive Dealers and Gasoline Service Stores
	Popeye	Rockville Pike	Eating and drinking places
Vegetable Garden	Rockville Pike	Eating and Drinking Places	

***Potential business displacements are shaded.

FEASIBILITY EVALUATION FOR SOUND BARRIERS		
Policy Feasibility Criteria	Alternative 2	Alternative 9
	Receiver	Receiver
	6	6
1. Noise levels could be reduced by 7 dB or more at impacted receptors.	No	Yes
2. Placement of barrier would restrict pedestrian or vehicular access.	No	No
3. Construction of a barrier would cause safety or maintenance problems.	No	No
4. Sound barrier could be constructed given topography, drainage, utilities, etc.	UNKNOWN AT THIS TIME	
5. Sound barrier would have significant adverse impact on a Section 4(f) resource.	UNKNOWN AT THIS TIME	
6. There are non-highway noise sources that would reduce barrier effectiveness.	No	No

REASONABLENESS EVALUATION FOR SOUND BARRIERS		
Policy Reasonableness Criteria	Alternative 2	Alternative 9
	Receiver	Receiver
	6	6
1. Majority of impacted receptors would receive a 7 dB or greater noise reduction.	No	Yes
2. 75% or more of impacted and benefited residents approve of the proposed noise abatement.	UNKNOWN AT THIS TIME	
3. Noise levels could increase by 3 dB or more between no-build and build conditions.	No	No
4. The cumulative effects of highway improvements in the design year build noise levels at receptors that existed when prior improvements were made is equal to or greater than 3 dBA.	Yes	Yes
5. Noise levels equal or exceed 72 dBA at impacted receptors.	No	No
6. Placement of barriers would have significant negative visual impact at impacted receptors.	Yes	Yes
7. The cost of noise abatement would be equal to or less than \$50,000 per benefited residence.	Yes	Yes
8. There could be special circumstance (i.e., historical/ cultural significance) at this site.	UNKNOWN AT THIS TIME	

APPENDIX E. REFERENCES

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