



Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Acting Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

April 7, 2003

Project No.: MO830All
MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study
Montgomery County, Maryland

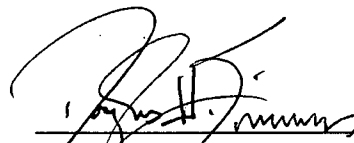
FINDING OF NO SIGNIFICANT IMPACT

Enclosed for your information and files is the Finding of No Significant Impact (FONSI) for the MD 355 – Montrose Road/Randolph Road Intersection Improvement study. This document has been prepared in accordance with the CEQ Regulations and 23 CFR 771.

The Selected Alternate is Alternate 9, with Option 4-B1 Shifted South and Option B1 Modified, consisting of the construction of a grade separation at Montrose Road/Randolph Road and the relocation of Randolph Road to the Montrose Parkway right-of-way. The grade separation at Montrose Road/Randolph Road and the relocation of Randolph Road are necessary 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. An additional goal for the project is to facilitate vehicular, pedestrian and bicycle access to existing and planned development and transit stations.

Distribution of the FONSI is made on behalf of the Federal Highway Administration in accordance with 23 CFR 771.

Sincerely,



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

410-545-7412

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

MD 355 – Montrose Road/Randolph Road
Page Two

Attachment

- cc: Ms. Heather Amick, Environmental Analyst, Project Planning Division, State Highway Administration
- Ms. Carmeletta Harris, Project Manager, Project Planning Division, State Highway Administration
- Mr. Joseph Kresslein, Assistant Division Chief, Project Planning Division, State Highway Administration
- Mr. Neil J. Pedersen, Acting Administrator, State Highway Administration
- Ms. Cynthia D. Simpson, Deputy Director, Office of Planning and Preliminary Engineering, State Highway Administration
- Mr. Charlie Watkins, District Engineer, State Highway Administration

**NEPA ENVIRONMENTAL DOCUMENTS
Distribution List**

A. Federal Agencies

Mr. Davis P. Doss
State Conservationist
Natural Resources Conservation Service
U.S. Department of Agriculture
339 Busch's Frontage Road, Suite 301
Annapolis MD 21401

Ms. Denise Rigney
NEPA Program Manager (3ES30)
Office of Environmental Programs
U.S. Environmental Protection Agency
1650 Arch Street
Philadelphia PA 19103-2029
Attention: Ms. Barbara Rudnick

Mr. Bill Schultz
U.S. Department of the Interior
Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401

Mr. Eugene Keller
National Capital Planning Commission
401 Ninth Street NW
Suite 500 North
Washington D.C. 20576

Regional Administrator
Federal Transit Administration
Region III
Suite 500
1760 Market Street
Philadelphia PA 19103-4124

4

Mr. Steve Grimm
Federal Railroad Administration
Office of Economic Analysis
Mailstop #15 (RRP-32)
1120 Vermont Avenue, N.W.
Washington D.C. 20590

B. State Agencies

Ms. Linda Janey, Chief
State Clearinghouse
Maryland Office of Planning
301 West Preston Street, Room 1101
Baltimore MD 21201

State Clearinghouse Distribution
Local Governments
Maryland Department of Planning
Department of Natural Resources
Department of Budget and Fiscal Planning
Department of General Services
Department of Housing and
Community Development
Department of Education
Department of Health and Mental Hygiene
Interagency Committee for School Construction
Maryland Historical Trust
Department of Public Safety and
Correctional Service

Mr. Ray Dintaman, Director
Environmental Review Unit
Maryland Department of Natural Resources
Tawes State Office Building, B-3
Annapolis MD 21401

Mr. Elder Ghigiarelli
Maryland Department of the Environment
Wetlands and Waterways Program
1800 Washington Blvd., Suite 430
Baltimore, MD 21230-1708

3

5

Depository Libraries for Maryland Publications

Ms. Lynda Davis, Director
Maryland Department of Legislative Services Library
90 State Circle
Annapolis MD 21401

Ms. Christine Alvey
Maryland State Archives
350 Rowe Boulevard
Annapolis MD 21401

Ms. Ruth Hodgson
Maryland State Law Library
Courts of Appeal Building
361 Rowe Boulevard
Annapolis, MD 21401

Mr. Jeff Korman
State Library Resource Center
Enoch Pratt Free Library
Maryland Department
400 Cathedral Street
Baltimore MD 21201

Ms. Ann Hudak
Maryland Department
McKeldin Library
University of Maryland
College Park MD 20742

Mr. Richard Yarnall
Library of Congress
Government Documents Sections
101 Independence Avenue, SE
Washington DC 20540-4172

C. Maryland Department of Transportation

Mr. Henry Kay
Director of Planning
Maryland Transit Administration
6 St. Paul Street
Baltimore MD 21202

6

D. Others

Maryland State Law Library
Upper Level Court of Appeal Building
361 Rowe Boulevard
Annapolis MD 21401

Mr. Michael Clifford
WASHCOG
777 N. Capitol Street, NE
Suite 300
Washington DC 2007-4226

E. County/Local Agencies

Ms. Trudye Morgan Johnson, Executive Director
Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Mr. Charles R. Loehr, Director
Montgomery County Department of Planning
8787 Georgia Avenue
Silver Spring MD 20910

Mr. Charles A. Moose, Chief
Montgomery County Department of Police
2350 Research Boulevard
Rockville MD 20850

Mr. Gordon Aoyagi, Fire Administrator
Montgomery County Division of Fire and Rescue Services
101 Monroe Street
Rockville MD 20850

Mr. Albert J. Genetti, Director
Montgomery County Department of Public Works and Transportation
101 Monroe Street
Rockville MD 20850

7

Ms. Ellen Scavia, Chief
Division of Environmental Policy
and Compliance
Department of Environmental Protection
101 Monroe Street
Rockville, MD 20850

Montgomery County Citizens
Bicycle Commission
4000 Wexford Drive
Kensington, MD 20895

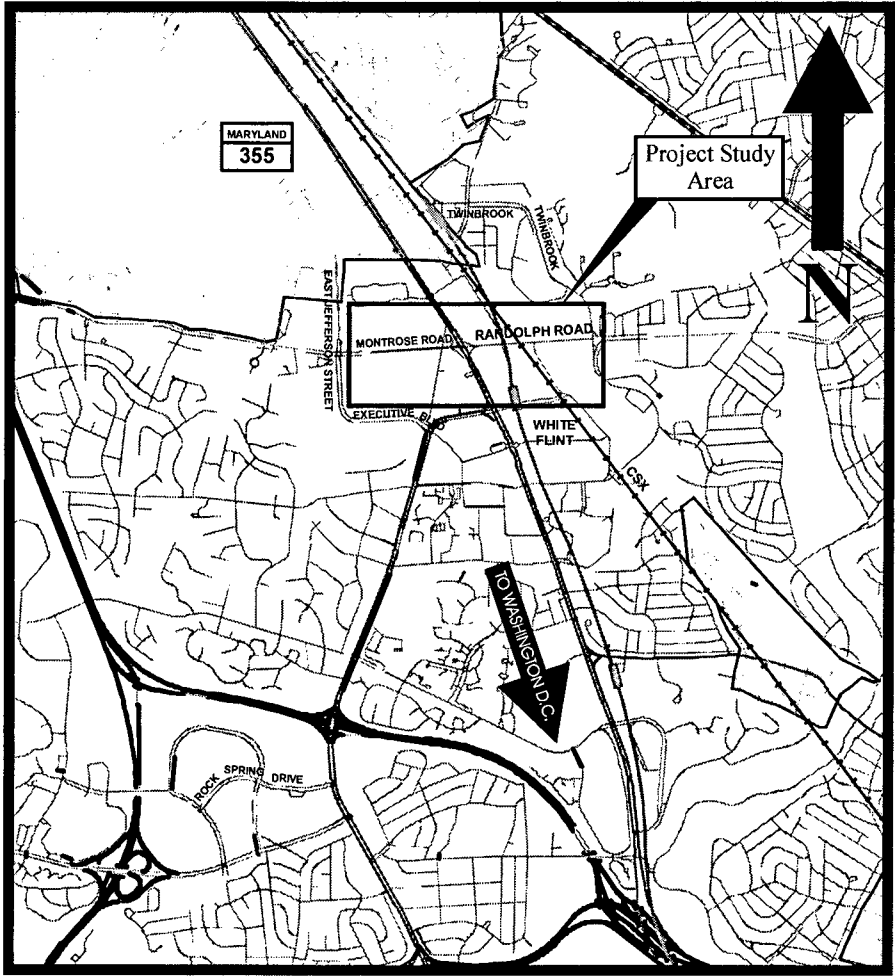
Mr. John Talberth
Director of Conservation
Forest Conservation Council
P.O. Box 22488
Santa Fe, New Mexico 87502

FINDING OF NO SIGNIFICANT IMPACT

MD 355 - Montrose Road/Randolph Road
Intersection Improvement Study

Montgomery County, Maryland

Project No. MO830A11



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

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

March, 2003

**FEDERAL HIGHWAY ADMINISTRATION
MARYLAND DIVISION**

**MD 355 – MONTROSE ROAD/RANDOLPH ROAD
INTERSECTION IMPROVEMENT STUDY**

FINDING OF NO SIGNIFICANT IMPACT

**U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

and

**STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION**

The FHWA has determined that Build Alternative 9 with Option 4-B1 Shifted South and Option B1 Modified, consisting of the construction of a grade separation at Montrose Road/Randolph Road and the relocation of Randolph Road to the Montrose Parkway right-of-way, will have no significant impact upon the environment. The Selected Action is located in a serious ozone non-attainment area, but is not in a non-attainment area for carbon monoxide. The Selected Action conforms to the State Implementation Plan as it originates from a conforming Transportation Improvement Program and transportation plan. This FONSI has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope and contents of the Environmental Assessment and attached documentation.



Division Administrator

2/11/03

Date



TABLE OF CONTENTS

	<u>Page No.</u>
I. RECORD OF DECISION.....	1
II. ENVIRONMENTAL IMPACT/COST COMPARISON OF ALTERNATIVES	10
A. Summary of Environmental Impacts.....	10
B. Cost Comparison of Alternatives	11
III. SUMMARY OF ACTIONS AND RECOMMENDATIONS	13
A. Project Location	13
B. Purpose and Need.....	13
1. Traffic Conditions.....	16
2. Levels of Service.....	17
3. Accident Data and Safety Conditions.....	17
C. Project History.....	24
D. Master Plan Consistency and County Support	25
E. Alternatives Considered	26
1. Preliminary Alternatives	26
2. Congestion Management Study	26
a. TSM/TDM.....	27
b. Growth Management Strategies	28
c. Transit Improvements.....	28
d. Highway Capacity Improvements.....	29
e. Intelligent Transportation System Strategies.....	29
f. Summary	29
3. Alternatives Retained for Detailed Study (and Presented at Public Hearing).....	29
a. Alternative 1 - No-Build.....	29
b. Alternative 2 - SPUI.....	30
c. Alternative 3 - At-Grade.....	33
d. Alternative 9 - Randolph Road Under MD 355	34
4. The Selected Alternative	35
a. Alternative 9 With Option 4- B1 Shifted South and Option B1 Modified	35
1. Option 1 – B1 Shifted North.....	40
2. Option 33 – Roundabout at Chapman/Maple Avenue.....	41
3. Option 51 – One Way Pair at Parklawn Drive.....	41
4. Team Recommended Alternative – Option 4 – B1 Shifted South.....	42
b. Montrose School Design Modifications	43
1. Relocation of Entrance Drive.....	46
2. Relocation of Sidewalk/Bike Path	46
3. Retaining Wall.....	46
4. Landscaping	47
c. Summary of Selected Alternative with Selected Design Modifications	47
F. Environmental Consequences of SHA’s Selected Alternative 9: With Option 4- B-1 Shifted South and Option B-1 Modified	48
1. Social Impacts.....	50
a. Displacements/Property Impacts.....	50
b. Disruptions of Neighborhoods and Communities	50
c. Environmental Justice Inventory	51
d. Summary of the SHA’s Equal Opportunity Program/Title VI Statement.....	52
e. Relocation Assistance Program.....	53



11

- f. Effects on Parks and Recreational Facilities 53
- g. Effects on Community Facilities and Services 53
 - 1. Park and Ride Lot 53
 - 2. Montrose School 54
- h. Maintenance of Traffic (MOT) and Construction Detours 54
- i. Effects on Visual Quality 57
 - 1. Pedestrian Routes 57
 - 2. Bicycle Routes 60
 - 3. Landscaping Opportunities 61
 - 4. Streetscape Opportunities 61
- 2. Economic Impacts 62
 - a. Effects on Regional Business Activity 62
 - b. Effects on Existing Businesses 62
 - 1. Displacements 62
 - 2. Mobility and Access 64
 - 3. Construction Impacts 65
 - 4. Potential for New Business 65
- 3. Land Use Impacts/Smart Growth 66
- 4. Cultural Resources 67
 - a. Historic Sites 67
 - b. Archaeological Sites 69
- 5. Natural Environment/Ecological Conditions 69
 - a. Topography and Geology 69
 - b. Soils 69
 - 1. Erosion and Sedimentation 69
 - c. Water Resources 70
 - 1. Surface Water and Groundwater 70
 - d. Ecological Effects 70
 - 1. Terrestrial Wildlife/Habitat 70
 - 2. Endangered and Threatened Species 72
 - 3. Aquatic Wildlife/Habitat 72
- 6. Noise Quality 72
- 7. Air Quality 75
 - a. Objectives and Types of Analysis 75
 - b. Construction Impacts 75
 - c. Receptor Site Locations 76
 - d. Results of the Microscale Analysis 77
 - e. Conformity with Regional Air Quality Planning 77
 - f. Analysis Input 78
- 8. Hazardous Materials 83
- G. Secondary and Cumulative Effects Analysis 84
 - 1. Scoping 84
 - a. Resources 84
 - b. Boundary 84
 - c. Time Frame 88
 - 1. Past Time Frame 88
 - 2. Future Time Frame 89
 - 2. Analysis 89
 - a. Land Use Scenarios 89
 - 1. Past 89
 - 2. Present 89
 - 3. Future 91



- b. SCEA Resource Effects..... 95
 - 1. Terrestrial Habitat (Forests)..... 95
 - a. Past 95
 - b. Future 96
 - 2. Historic Resources 102
 - a. Trends/Overlay/Matrices..... 102
 - 1. Past..... 103
 - 2. Future..... 103
 - 3. Conclusions..... 104
 - a. Terrestrial Habitat (Forests) 106
 - b. Historic Resources..... 106

IV. SUMMARY OF PUBLIC INVOLVEMENT..... 107

- A. Introduction 107
- B. Focus Group 107
- C. Alternates Public Workshop..... 110
- D. Montrose School Impact Coordination Meeting 110
- E. Park and Ride Mitigation Meeting 111
- F. Location/Design Public Hearing 112
- G. Location/Design Public Hearing Comments 112
 - 1. Public Hearing Testimony 114
 - 2. Summary of Written Comments and Comments Received at the Location/
Design Public Hearing
 - 3. Individual Written Comments from the Public Hearing and SHA Response
Letters

V. CORRESPONDENCE

- A. Elected Official Correspondence
- B. Public Involvement Correspondence
- C. NEPA/404 Coordination Purpose & Need
- D. Other Agency Correspondence

Appendix A: Value Engineering (VE) Study Options

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

Appendix C: Business Inventory



13

LIST OF TABLES

Table 1 Summary of Environmental Impacts12

Table 2 MD 355 (North) Traffic Safety Analysis.....19

Table 3 MD 355 (South) Traffic Safety Analysis.....20

Table 4 Montrose Road Traffic Safety Analysis.....21

Table 5 Randolph Road Traffic Safety Analysis22

Table 6 Racial and Ethnic Make-up of the Study Area Population52

Table 7 Existing Park and Ride Facility and Potential Mitigation Site Locations.....56

Table 8 Predicted 1-Hour and 8-Hour CO Concentrations in 2010 and 202077

Table 9 Posted Speed Limits.....78

Table 10 Factor Values82

Table 11 Background Levels82

Table 12 Preliminary SCEA Resources.....85

Table 13 Montgomery County and SCEA Study Area Population (1970-2020).....88

Table 14 Near Future Development.....93

Table 15 Future Land Use Development.....93

Table 16 Population and Employment Change 1980-200096

Table 17 Population and Employment Change 2000-202099

Table 18 Historic Properties104



14

LIST OF FIGURES

Figure 1 Regional Area Map.....14

Figure 2 Project Study Area.....15

Figure 3 Alternatives Retained for Detailed Study31

Figure 4 Selected Alternative - Alternative 9 With Option 4 - B1 Shifted South and
Option B1 Modified.....37

Figure 5 Typical Sections.....38

Figure 6 Proposed Montrose School Mitigation44

Figure 7 Montrose School Line of Sight Drawings45

Figure 8 Selected Alternative - Alternative 9 With Option 4 - B1 Shifted South and
Option B1 Modified Environmental Consequences49

Figure 9 Potential Replacement Park and Ride Spaces.....55

Figure 10 Thinking Beyond the Pavement / Typical Streetscape Cross Sections.....58

Figure 11 Noise and Air Quality Receptor Locations73

Figure 12 Secondary and Cumulative Effects Geographical Sub-Boundaries.....87

Figure 13 SCEA Study Area Population Change.....88

Figure 14 Past Land Use90

Figure 15 Present Land Use92

Figure 16 Future Land Use.....94

Figure 17 Population and Employment Change 1980 - 200097

Figure 18 Past Transportation Development.....98

Figure 19 Population and Employment Change 2000 - 2020100

Figure 20 Future Transportation Development101

Figure 21 Historic Properties105



I. RECORD OF DECISION



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

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

FROM: Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

DATE: June 24, 2002

SUBJECT: Project Number MO 830A11
MD 355 Montrose Road/Randolph Road Intersection Improvement Study
Montgomery County

Selection of Alternate for Design – Administrator’s Review

On Monday, June 24, 2002, a meeting was held at the State Highway Administration (SHA) headquarter building, to present the team’s Recommended Alternative for the proposed MD 355 Montrose Road/Randolph Road Intersection Improvement Study to the SHA Administrator.

The following members were in attendance:

Mr. Parker F. Williams	SHA, Administrator	(410) 545-0400
Mr. Neil J. Pedersen	SHA, Deputy Administrator	(410) 545-0411
Mr. Douglas H. Simmons	SHA, Director, OPPE	(410) 545-0412
Ms. Cynthia D. Simpson	SHA, Project Planning Division	(410) 545-8500
Mr. Jim Wynn	SHA, Project Planning Division	(410) 545-8520
Mr. Joe Harrison	SHA, Project Planning Division	(410) 545-8506
Mr. Joe Finkle	SHA, Project Planning Division	(410) 545-5580
Mr. Joe Kresslein	SHA, Project Planning Division	(410) 545-8550
Ms. Carmeletta T. Harris	SHA, Project Planning Division	(410) 545-8522
Mr. Ruel Manuel	SHA, Project Planning Division	(410) 545-8544
Ms. Jamaica Kennon	SHA, Project Planning Division	(410) 545-8512

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



MD 355 Selected Alternate Minutes
Page Two

Ms. Heather Amick	SHA, Project Planning Division	(410) 545-8526
Ms. Mona Sutton	SHA, Travel Forecasting, PPD	(410) 545-5643
Mr. Glen Smith	SHA, RIPD	(410) 545-5675
Mr. Terrance Hancock	SHA, RIPD	(410) 545-5675
Mr. Ken Briggs	SHA, OHD	(410) 545-8761
Mr. Eric Marabello	SHA, OHD	(410) 545-8770
Ms. Kelly Nash	SHA, Office of Bridge Design	(410) 545-8074
Mr. Douglas Mills	SHA, District 3 R/W	(301) 513-7470
Mr. Max Azizi	FHWA	(410) 962-4342
Mr. Matt Storck	STV for District 3	(410) 944-9112
Mr. Bob Simpson	Montgomery County DPW&T	(240) 777-7193
Mr. Shahriar Etemadi	M-NCPPC	(301) 495-2168
Mr. Ronald Rye	Wilson T. Ballard Company	(410) 363-0150
Mr. John Webster	Wilson T. Ballard Company	(410) 363-0150
Ms. Allysha Nelson	McCormick Taylor & Associates	(410) 662-7400

Overview

Ms. Carmeletta Harris introduced the project and provided a brief discussion relating to the project's status. The alternates retained for Stage II Study were presented to the general public at a Location/Design Public Hearing held at the Richard Montgomery High School in Rockville, Montgomery County on December 3, 2001. The Alternates presented at the Public Hearing were as follows:

- Alternate 1: No-Build
- Alternate 2: Single-Point Urban Diamond Interchange
- Alternate 3: At-Grade Intersection with Option B1
- Alternate 9: Randolph Road under MD 355 with Option B1 and Option B1 Modified

Alternate 1 – No-Build:

The No-Build Alternate would not provide any significant improvements to the MD 355-Montrose Road/Randolph Road intersection since no highway construction would occur. Any improvements would occur as part of normal maintenance and safety operations. Alternate 1 would not provide additional roadway capacity, nor would it address the existing safety concerns.

Alternate 2 – Single Point Urban Diamond Interchange:

This alternate separates traffic movement by carrying through traffic on MD 355 over the Montrose Road/Randolph Road intersection on a bridge.

With this alternate, there will be a single signalized intersection beneath the bridge where the ramps coming off and going to MD 355 and through traffic for Montrose/Randolph Roads converge. Old Old Georgetown Road north of Montrose Road will be closed resulting in a "T" intersection. The cost for this alternate is \$93 million dollars. An advantage of Alternate 2 is that it provides a cleaner connection with the proposed Montrose Parkway (west) because of the 3-way intersection.

MD 355 Selected Alternate Minutes
Page Three

The disadvantages of this alternate are that it eliminates full access to Mid-Pike Plaza on MD 355; eliminates access to the Mervis Building along MD 355 (access will be provided on relocated Randolph Road); requires large retaining walls; and create a weave condition between the ramp to southbound MD 355 and the right turn to MD 187 (Old Georgetown Road).

Alternate 3 – At-Grade Signalized Intersection:

Alternate 3 would be similar to the existing signalized intersection. Road widening would be included to provide additional through and/or turning lanes on each intersection approach. Slip ramps located east of the intersection with Chapman Avenue would tie into the existing Randolph Road intersection with Nebel Street. The cost for this alternate is \$76 million dollars.

The advantage of Alternate 3 is that it creates no change in access along MD 355 and it is the least costly of any build alternate.

The disadvantages of Alternate 3 are that it has a greater impact to the park & ride facility, it is the least pedestrian friendly (due to the number of lanes pedestrians would have to cross), it provides the worst (E/F) LOS improvement, and it has the highest vehicle queuing for the projected 2020 traffic.

Alternate 9 – Randolph Road Under:

Alternate 9 was developed as a result of Focus Group comments. With this alternate, through traffic on MD 355 would travel over Randolph Road on a bridge. Slip ramps located east of the intersection with Chapman Avenue would tie into the existing Randolph Road intersection with Nebel Street. Southbound MD 355 would connect with Montrose and Randolph Roads via Old Old Georgetown Road. This alternate cost \$ 84 million dollars.

****Note:** Based on additional cost and comments received from highway design and an increase in the contingencies applied to each category, Alternate 9 will increase to \$101 million dollars. Alternate 2 and Alternate 3 would increase as well via a more detailed analysis from highway design and an increase in the contingencies applied to each category.

The advantages Alternate 9-Randolph Road Under are that it includes no change in access along MD 355, it has the least impact to the park & ride facility of all build alternates, and it is the most pedestrian-friendly of all the alternatives. The proposed intersections have the least crossing distance across the roadway at major intersections and also offer medians to create a pedestrian refuge space.

The disadvantage of Alternate 9-Randolph Road Under is that the ramp to southbound MD 355 from Montrose/Randolph Road is directionally counter-intuitive. The ramp's geometry initially heads north before turning south and merging to southbound MD 355.



Option B1:

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. This option can be applied to all of the build alternates.

Option B1 Modified:

Option B-1 Modified provides additional access to properties located south of Relocated Randolph Road with a connection from the 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 tracks. The connector roadway east of the CSX tracks between Randolph Road and Relocated Randolph Road would remain as proposed under Option B-1.

Option B1 Modified has the potential to reduce traffic over the CSX railroad crossing, due to the close proximity to the proposed bridge over CSX, the ramp associated with this option yield a 9 percent grade and a sharp degree of curvature.

Value Engineering:

Alternate 9: Randolph Road under MD 355 with Option B1 and Option B1 Modified was the team's recommended alternate at the Director's Review Meeting held on February 20, 2002. The Director concurred with the recommendation, however due to the high cost of the project a suggestion was made to perform Value Engineering (VE).

VE activities were held the week of April 22, 2002 to April 26, 2002. The purpose of the VE study is twofold; reduce the overall cost and enhance the value of the project. VE activities brainstormed over 60 possible options; four VE options were selected and studied in detailed. Mr. John Webster reviewed the four VE options. The options are as follows:

Option 1 – B1 Shifted North:

Option 1 - B1 Shifted North is similar to the current design (Alternate 9 with Option B1 and Option B1 Modified). The reversing curves are shifted to the north and east and Parklawn Drive is realigned to the east in order to save more properties along existing Randolph Road. Right-of-Way savings is approximately \$13 million dollars.

Option 1-B1 Shifted North requires Relocated Randolph Road be extended to connect directly with the Eastern Montrose Parkway either at-grade or grade separated. Adding the Montgomery County eastern Montrose Parkway project connection to Relocated Randolph Road creates a sharp dogleg in order to avoid any additional property takes. The eastern Montrose Parkway project would also require significant roadway reconstruction and maintenance of traffic issues.

This option was dropped due to the impacts to the apartment community just east of the U-Haul property. The impact requires the relocation of the apartment access.

Option 4 – B1 Shifted South:

Option 4 - B1 shifted south is similar to the current design (Alternate 9 with Option B1 and Option B1 Modified). The reversing curves are shifted to the south and west and Parklawn Drive is realigned to the east in order to save more properties along the west side of Parklawn Drive. Option 4 - B1 Shifted South Option would have almost the same connection into Eastern Montrose Parkway as the current design with little reconstruction or maintenance of traffic.

This option decreases the right-of-way cost by approximately \$16.9 million dollars, and does not present a drastic change from the previous team recommended alternate (Alternate 9 with Option B1 and Option B1 Modified).

Option 33 – Roundabout at Chapman/Maple Avenue:

Option 33 – Roundabout at Chapman/Maple Avenue places an elongated roundabout, similar to the Towson roundabout, at Chapman / Maple Avenue and has slip ramps on either side of Relocated Randolph Road connecting Nebel Street to the roundabout.

This option was dropped due to the unacceptable Level of Service (LOS) in both the AM and PM peak periods and there are not enough gaps for the side road traffic to enter the roundabout, thus resulting in long delays. The heavy volume of traffic from the northbound MD 355 ramp to eastbound Relocated Randolph Road causes queuing at the roundabout. There are two properties that will be impacted under this design. The Option requires an additional cost of \$163,923 dollars.

Option 51 – One Way Pair at Parklawn Drive:

Option 51 - One Way Pair has westbound Relocated Randolph Road aligned along the Montrose Parkway corridor from Parklawn Drive to the CSX crossing. Eastbound Relocated Randolph Road diverges from westbound just east of the CSX tracks and connects into existing Randolph Road just west of Parklawn Drive.

The segment of existing Parklawn Drive between existing Randolph Road and westbound Relocated Randolph Road would be one way heading north. Southbound Parklawn Drive would proceed on westbound Relocated Randolph Road for a short distance before connecting into eastbound Relocated Randolph Road through a ramp, creating a one way pair with traffic signals at the following locations: existing Randolph Road at Parklawn Drive, existing Parklawn Drive at westbound Relocated Randolph Road, and southbound Relocated Parklawn Drive at eastbound Relocated Randolph Road.

The One Way Pair Option could work with Montgomery County's Eastern Montrose Parkway, but would require that the Montgomery County's Eastern Montrose Parkway be at-grade with Parklawn Drive, and that Parklawn Drive be widened to handle the additional lanes needed, which may impact the businesses along Parklawn Drive. Due to the Montgomery County's Eastern Montrose Parkway, the intersection at existing Randolph Road and Parklawn Drive will worsen, as more



MD 355 Selected Alternate Minutes
Page Six

vehicles will make a left from eastbound Randolph Road to northbound Parklawn Drive to access the Montgomery County Eastern Montrose Parkway. The Montgomery County Eastern Montrose Parkway connection would require moderate reconstruction and maintenance of traffic. The design speed for this roadway is 30 mph. The cost saving for this option is approximately \$25 million dollars.

The One Way Pair Option was dropped due to several issues. Some of the movements to access businesses are circuitous. This option may raise NEPA segmentation issues. Queuing on westbound Relocated Randolph Road in the AM and eastbound PM could extend over 1000 feet. The westbound lanes that cross over the CSX bridge would need to be widened from 2 to 3 lanes.

From the signalized intersection at Relocated Randolph Road and Parklawn Drive to the signalized intersection of Braxfield Court and Parklawn Drive is a distance of 350 feet; in addition, another signalized intersection exist 350 feet beyond the second signalized intersection at Wilkens Avenue and Parklawn Drive. The county prefers the distance between signalized intersections be at least 600 feet apart.

Thinking Beyond the Pavement:

Ms. Allysha Nelson presented “Thinking Beyond the Pavement” concepts as well as identified Park and Ride mitigation sites for the recommended alternate. She stated that the pedestrian and bicycle The One Way Pair Option could work with Montgomery County’s Eastern Montrose Parkway, but would require that the Montgomery County’s Eastern Montrose Parkway be at-grade with Parklawn Drive, and that Parklawn Drive be widened to handle the additional lanes needed, which may impact the businesses along Parklawn Drive. Due to the Montgomery County’s Eastern Montrose Parkway, the intersection at existing Randolph Road and Parklawn Drive will worsen, as more vehicles will make a left from eastbound Randolph Road to northbound safety for Option 4 - B1 Shifted South is similar to Alternate 9 with Option B1 and Option B1 Modified. Sidewalks and bikeways will be provided to coincide with the proposed Montgomery County Montrose Parkway cross-section (bikeways on the north side and sidewalk on the south side of the roadway).

It is recommended that some sidewalks be omitted in some segments of the project to divert pedestrians from unsafe crossing conditions. A sidewalk is not recommended along eastbound Relocated Randolph Road between Maple Avenue and the Nebel Street connector due to pedestrian conflict points (at unsignalized access points). It is also recommended that the sidewalk along southbound MD 355 have additional pedestrian safety measures added at the crossing of the ramp from Montrose Road to MD 355 south bound. Safety measures can include a raised crosswalk and pedestrian scale stop signs. Additionally, the area in front of the Montrose School has maximum ADA compliant slopes which requires ADA ramps with landings and handrails.

MD 355 Selected Alternate Minutes
Page Seven

Ms. Nelson reviewed the impacts at the existing park and ride and possible mitigation measures to provide additional parking. There are three potential locations for a new park and ride lot; however, none of which are large enough to accommodate approximately 350 impacted spaces. The three locations are all on state owned property and are located in close proximity to the existing park and ride area. The three locations include the remaining parking lot area at the Mid Pike Plaza that is on state property, the triangular space between existing Montrose Road and the proposed access ramp to southbound MD 355 and the parking lot area on state property that is part of the Montrose Crossing Shopping Center. It is recommended to use the Mid Pike Plaza parking area in conjunction with either the Montrose Crossing Shopping Center or with a new parking lot developed in the triangular space. Agreements will need to be discussed with the current tenants of the site and with Montgomery County.

Ms. Nelson reviewed the landscape improvements to the Montrose School, which included a terraced retaining wall and moving the sidewalk closer to the school to provide better access.

Team Recommendations

Ms. Carmeletta Harris presented the recommended Alternate to the Administrator. These included proceeding with Alternate 9 Randolph Road under MD 355 with Option 4 B1 shifted south and Option B1 Modified.

Discussion

Questions and answers ensued with several statements resulting. Mr. Doug Simmons indicated that the project has support from the Montgomery County Council and T&E committee.

The Administrator questioned what is the initial project cost prior to the VE study; Mr. John Webster and Ms. Carmeletta Harris indicated that Alternate 9 with Option B1 and B1 Modified cost over \$101M. Mr. Doug Simmons noted to the Administrator that the right-of-way cost exceeds construction cost for this project. The right-of-way is among the list of factors for the VE study along with consideration for possibly closing the CSX crossing.

The Administrator asked the county staff the cost of the proposed Montgomery County Montrose Parkway. Mr. Bob Simpson of Montgomery County Department of Public Works and Transportation (MC DPW&T) stated that the proposed 1.25 mile long Montrose Parkway (West) cost approximately \$60 M. The Administrator followed up and questioned the county which project has more priority (Montgomery County Montrose Parkway or MD 355 Intersection Improvement). Mr. Bob Simpson indicated the Montrose Parkway is their priority over the MD 355 Intersection project. He also noted that the county had envisioned the projects would be closely coordinated in construction to limit traffic disturbance and possibly save SHA reconstruction cost of the western tie-in. Mr. John Webster concurred and added that there is a cost saving of approximately \$4 M

355 Selected Alternate Minutes
Page Eight

from right-of-way and construction if Montrose Parkway is in place before construction of MD 355 project begins. Bob Simpson added that the proposed Montrose Parkway is funded up to East MD Jefferson Street, the County will construct the last segment to Old Old Georgetown to tie into the MD 355 – Montrose Road/Randolph Road project once SHA has funded it's project for construction.

Mr. Doug Simmons asked Mr. Webster to indicate what will be left in the State maintenance system once the project is completed. Mr. John Webster noted that virtually the entire relocated

Randolph Road would be transferred to the County with the exception of the access ramps at the intersection of MD 355, which will remain in SHA's ownership.

The Administrator queried what are the Elected Official views concerning the MD 355 Montrose Road/Randolph Road project; Mr. Neil Pedersen stated that all elected officials are in favor of the proposed improvement.

The Administrator queried where on the county's priority is MD 355 Intersection Improvement. Mr. Bob Simpson noted that in terms of secondary roadway improvements, MD 355 is second to the MD 29 improvements.

Mr. Doug Simmons mentioned that a staging of the project was also studied due to the high cost of the project. Ms. Carmeletta Harris provided the cost estimate for the two stages of the project. Stage 1 is from Montrose Road to Chapman Avenue, and Stage 2 is from Chapman Avenue to Parklawn Drive. The overall cost for Stage 1 is approximately \$41 M, and for Stage 2 is approximately \$64 M. These cost estimates does not account any of the VE option. The Administrator inquired if the project is divided in stages which stage is a priority to the county; Bob Simpson noted that it is a close call between the two stages, however, Stage 1 is preferred before Stage 2. He also noted that if the project is built in stages, the county would ask the state to maintain ownership of relocated Randolph Road until the entire proposed alternate is completed.

The Administrator queried whether there are any community impacts since the alignment has change as a result of the VE. Mr. Neil Pedersen noted that there are no community impacts, mostly commercial takes. The Administrator asked what commercial properties were saved as a result of the VE study. Mr. John Webster noted that a Storage Building company, an office building, a nail salon, liquor store and the Brandon Importers warehouse are all saved as a result of the VE. The Administrator questioned whether there is a possibility of reselling acquired properties. Mr. John Webster noted that the Alignment basically bisects the land and is not a good option.

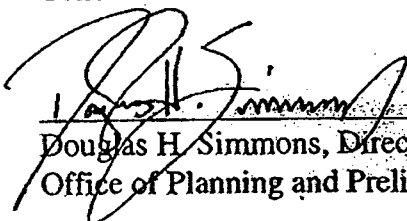
MD 355 Selected Alternate Minutes
Page Nine

Team Recommendation

The Final Team Recommendation for the project includes: **Alternate 9 Randolph Road under MD 355 with Option B1 shifted to the south and Option B1 Modified.** The Administrator concurs with the team recommendation.

I concur that the above accurately represents decisions made by the Administrator at the June 24, 2002 Alternative Recommendation Meeting. Alternate 9 with Option 4 – B1 shifted south and Option B1 Modified was presented and selected for the MD 355 Montrose Road/Randolph Road Intersection Improvement Study.

Concurrence:



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

7/17/02
Date

cc: Attendees
Project Team

II. ENVIRONMENTAL IMPACT/COST COMPARISON OF ALTERNATIVES

A. Summary of Environmental Impacts

A summary of environmental impacts is shown in *Table 1*. The alternatives summarized (Alternatives 1, 2, 3 and 9) are those carried forward by SHA and presented in detail at the December 3, 2001 Location/Design Public Hearing. The No-Build Alternative was analyzed to provide a baseline condition. The last column in the table presents the impacts and costs for the Selected Alternative (Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified). It should be noted that the impacts and costs presented reflect design modifications made subsequent to the Public Hearing to address public comments, and as a result of a Value Engineering (VE) Study. The Selected Alternative avoids and/or minimizes environmental impacts wherever possible. It is similar to Alternative 9 (Randolph Road under MD 355 with Option B1 Modified), as presented at the December 2001 Public Hearing. The primary difference in the design between the Selected Alternative and what was presented at the Public Hearing are those design modifications associated with Option 4 – B1 Shifted South. The Selected Alternative shifts the reversing curves along Relocated Randolph Road to the south and west. In addition, Parklawn Drive is realigned to the east. These design modifications avoid displacing three buildings comprising six businesses that would have been impacted by Alternative 9 as presented at the Public Hearing. The Selected Alternative also decreases the right-of-way cost by approximately \$17 million dollars.

As result of the Selected Alternative design modifications, permanent impacts to the National Register of Historic Places (NRHP) listed Montrose School are now avoided. The Selected Alternative would temporarily impact 0.03 acre for fine grading in the southeast corner of the property and the addition of a new driveway in the northwest corner of the property.

The Selected Alternative would not impact any wetlands, streams or 100-year floodplains. Nine acres of woodlands would be impacted by the Selected Alternative.

Air and noise impacts for the Selected Alternative will be similar to those for Alternative 9 (Randolph Road Under MD 355 with Option B1 Modified), as presented at the Public Hearing. Implementation of the Selected Alternative would not result in a violation of the 1-hour or 8-hour State and National Ambient Air Quality Standards (S/NAAQS) for carbon monoxide (CO) in the analysis years 2010 or 2020. The projected 2020 design-year noise levels indicate that the Federal



Highway Administration (FHWA) Noise Abatement Criterion (67dBA) is approached (66dBA) or exceeded at two of the three Noise Sensitive Areas (NSAs) associated with the Selected Alternative.

The Selected Alternative has the least amount of impacts to the park and ride facility and is the most pedestrian friendly when compared to the build alternatives presented at the Public Hearing. The proposed intersections have the least roadway crossing distance at major intersections and also offer medians to create a pedestrian refuge space. Sidewalks and bikeways would be provided to coincide with the proposed Montgomery County Montrose Parkway cross-section. Bikeways would be located on the north side of the roadway and a sidewalk would be located on the south side of the roadway.

B. Cost Comparison of Alternatives

The total costs for the build alternatives considered for this project ranged from approximately \$89 million to \$115 million. Alternative 2 with Option B1 Modified had the highest cost, while Alternative 3 At-Grade had the lowest. The Selected Alternative, Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified, had a total cost of approximately \$89 million. The costs for each of the alternatives considered are shown in *Table 1*.



Table 1
Summary of Environmental 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.	Selected Alternative Option 4 - B1 Shifted South w/ Option B1 Mod.
SOCIO-ECONOMIC									
Right-of-Way Requirements									
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	7.52
Undeveloped	Acre	0	17.43	17.43	16.49	16.49	17.45	17.45	17.82
Montrose School ¹	Acre	0	0.10	0.10	0.07	0.07	0.08	0.08	0
Temp. Construction Impact within Montrose School Historic Boundary ²	Acre	0	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Park and Ride Lot	Acre	0	4.20	4.20	4.30	4.30	3.90	3.90	3.89
Shopping Center Lot (Montrose Crossing)	Acre	0	0.06	0.06	0.06	0.06	0.06	0.06	0.06
TOTAL		0	31.59	31.97	30.58	30.96	31.03	31.41	29.31
DISPLACEMENTS									
Residential Displacements	No.	0	0	0	0	0	0	0	0
Commercial Property Structural Displacements ³	No.	0	7	9	7	9	7	9	6
Business Displacements ⁴	No.	0	23	28	23	28	23	28	22
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	9.34	9.34	8.69	8.69	8.99	8.99	9.00
CULTURAL RESOURCES									
NR/NRE Historic Sites Impacted	No.	0	1	1	1	1	1	1	0
Archeological Sites Impacted	No.	0	0	0	0	0	0	0	0
NOISE SENSITIVE AREAS (NSA) IMPACTED ⁵	No.	2	2	2	0	0	2	2	2
AIR QUALITY IMPACTS	No.	4 (8 hr, 2020)	0	0	1 (8 hr, 2020)	1 (8 hr, 2020)	0	0	0
		0 (1 hr, 2020)			0 (1 hr, 2020)	0 (1 hr, 2020)			
ESTIMATED COSTS⁶									
ROW	Mill\$	0	55.9	57.1	50.4	51.6	50.4	51.6	35.1
Project Planning	Mill\$	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Engineering Costs	Mill\$	0	7.2	7.4	4.8	5.0	6.3	6.5	6.8
Construction Costs	Mill\$	0	48.1	49.5	32.1	33.5	42.0	43.4	45.5
Total Costs	Mill\$	0	112.7	115.5	88.8	91.6	100.2	103.0	88.9

¹ Encroachment within Montrose School Historic Boundary

² Excluded from total ROW requirement summation

³ Number of Buildings Displaced

⁴ Number of Businesses Displaced

⁵ Noise abatement measures not considered reasonable and feasible at any impacted NSA

⁶ Estimated costs have been updated to reflect SHA's Revised Cost Estimate Guidelines

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

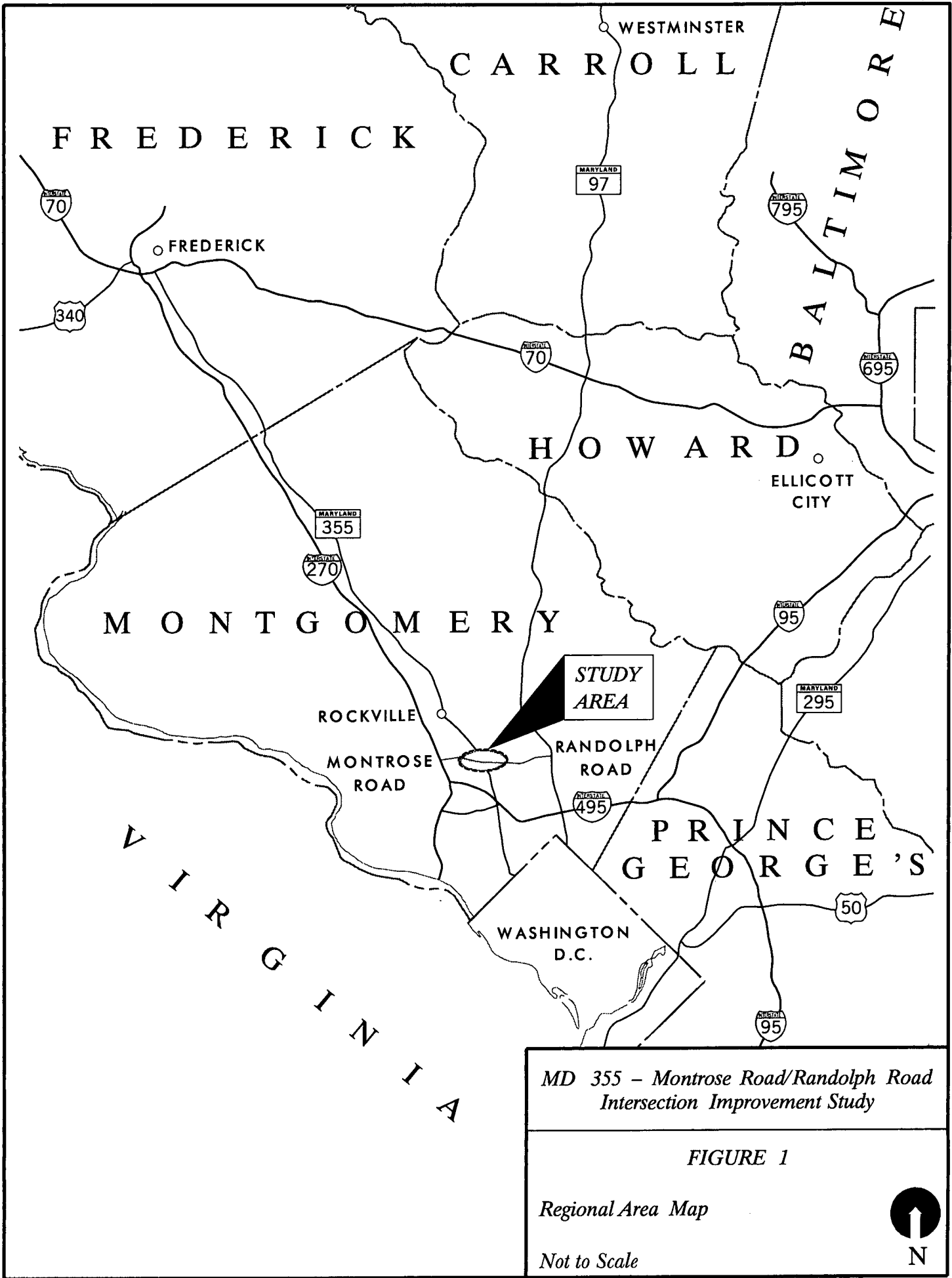
A. Project Location

The MD 355 – Montrose Road/Randolph Road Intersection Improvement Study is located in Montgomery County, Maryland (*Figure 1*). The study area encompasses one half mile surrounding the intersection of Montrose Road/Randolph Road and MD 355 (Rockville Pike) just north of White Flint and includes an at-grade MARC/CSX Transportation railroad crossing on Randolph Road. Portions of both Montgomery County and the City of Rockville are included in the study area, 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 2*). MD 355 is a primary facility for north-south travel in Montgomery County and is typically a six to seven-lane divided highway, including a median and left-turn bays. Montrose Road and Randolph Road are both four-lane undivided roadways with continuous left-turn lanes.

B. Purpose and Need

Montrose Road, Randolph Road and MD 355 are each functionally classified as Other Principal Arterial highways on the Federal Highway Classification System. The intersection is within a designated Priority Funding Area (PFA) and is also within the North Bethesda Transportation Management District. The designation of MD 355 as Other Principal Arterial 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.

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. It is expected that this intersection will continue to worsen and eventually fail due to the stop-and-go conditions by the design year of 2020. This intersection experiences accident rates



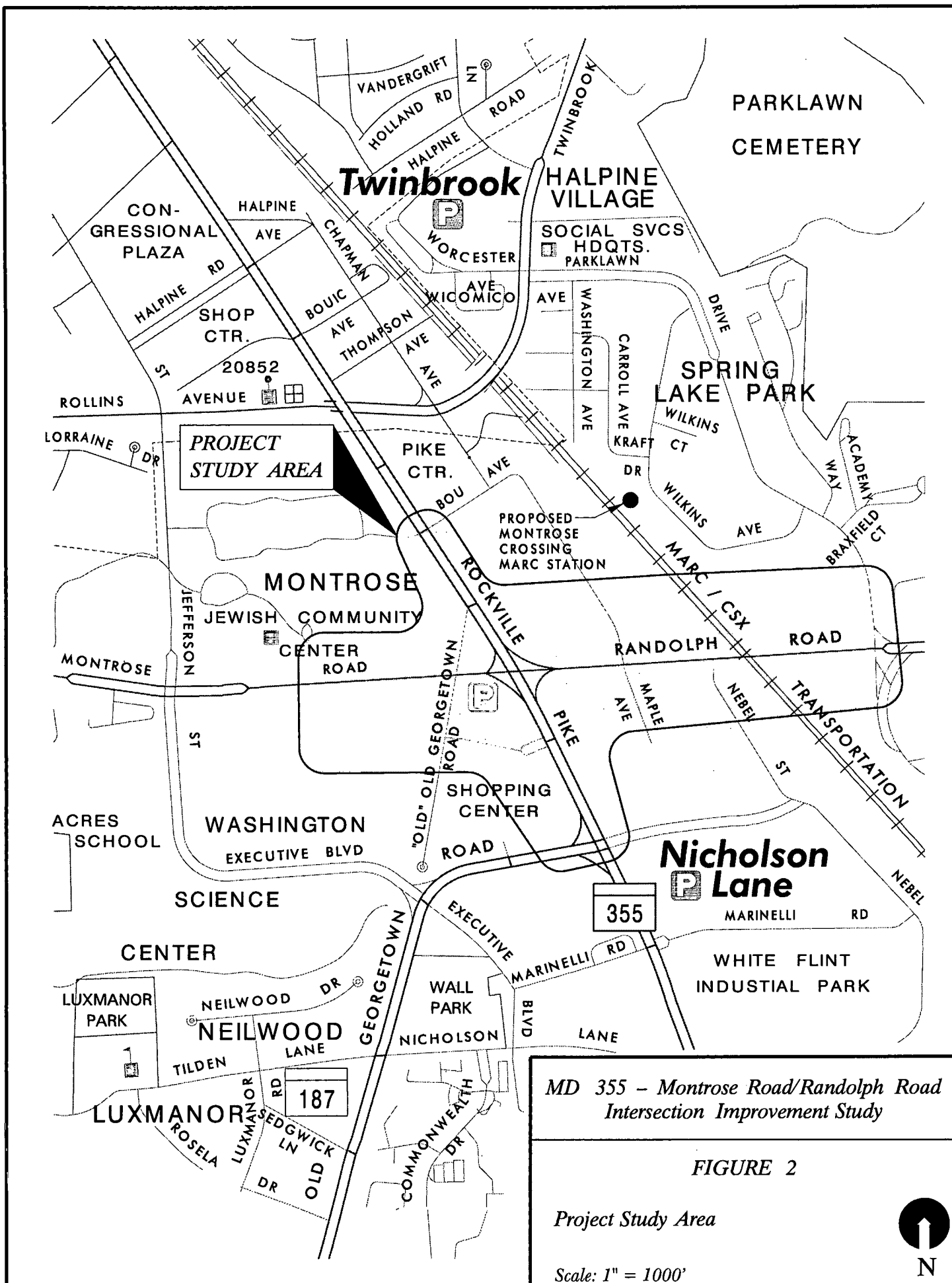
*MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study*

FIGURE 1

Regional Area Map

Not to Scale





MD 355 - Montrose Road/Randolph Road
Intersection Improvement Study

FIGURE 2

Project Study Area

Scale: 1" = 1000'

30



higher than the statewide average for similar roadways, especially for rear end and angle accidents. The purpose of the MD 355 - Montrose Road/Randolph Road intersection study is to evaluate 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. Transportation improvements have been identified by SHA and by the Montgomery County Council and the County Executive to address traffic and safety concerns at the MD 355 - Montrose Road/Randolph Road intersection. The No-Build and three build alternatives, which represent a combination of strategies that optimize their ability to meet the purpose and need of the study area, were retained for detailed study. In addition to improving traffic and safety, an additional goal for the project is to facilitate vehicular, pedestrian and bicycle access to existing and planned development and transit stations. These three needs are true not only for the MD 355-Montrose Road/Randolph Road intersection, but also at the MARC/CSX Transportation railroad crossing with Randolph Road.

1. Traffic Conditions

Existing and Future ADT's

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. This 19 percent increase in traffic volume will contribute greatly to congestion along MD 355 without improvements. 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, a 14 percent increase. 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, a 15 percent increase.

Existing Conditions

The existing typical 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 Road and Randolph Road are each four-lane undivided roadways with continuous left-turn lanes.



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 lot, the MARC/CSX rail line and the White Flint Metro Station.

The character of suburban office-commercial centers and corridors has compelled many workers to become dependent on their automobiles for travel to work. There is also a lack of affordable housing in the vicinity of jobs. These factors, combined with a reduction in new road construction and meager levels of suburban transit services, have caused unprecedented levels of congestion. As a result of the urbanized nature of the study area, future land use is anticipated to strongly resemble that of the existing land use.

2. Levels of Service

The MD 355 - Montrose Road/Randolph Road intersection currently operates at an unacceptable LOS "F" with volume to capacity (V/C) ratios of 1.05 and 1.11 for the AM and PM peak, respectively. Based on the approved future land use, it can be seen that congestion will increase by the 2020 design year under a no-build scenario to a LOS "F" with V/C ratios of 1.35 and 1.39 for the AM and PM peak, respectively.

The at-grade MARC/CSX Transportation railroad crossing on Randolph Road serves seven freight trains and 17 passenger trains per day. During the peak periods, trains cross Randolph Road, traffic is interrupted every ten to 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 presents an obstacle not only for vehicles, but also for pedestrians attempting to reach shops or transit/bus stations.

3. Accident Data and Safety Conditions

MD 355

The number of accidents along MD 355 (from 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 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).
- 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 2*.

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 total accident rate for this section 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 3*.

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.

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).
- angle accidents (293.6 acc/mvm on Montrose Road, 53.2 acc/mvm statewide).

Table 2
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

Summaries of the traffic safety analysis for Montrose Road are shown in *Table 4*.

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



Table 3
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.

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 5*.

Table 4
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

The Selected Alternative (Alternative 9 with Option 4 – B1 Shifted South and Option B1 Modified) would best meet the project purpose and need by providing the following improvements that address traffic and safety:

- Through traffic on MD 355 would travel over Randolph Road on a bridge. This grade separation would improve the flow of traffic over the existing at-grade intersection conditions.



Table 5
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 RATE ¹
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	201.5 ²	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	33.6 ²	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

- Relocated Randolph Road is proposed as a new grade-separated crossing over the existing MARC/CSX Transportation tracks. This would improve the flow of traffic over existing at-grade conditions.
- Montrose and Randolph Roads would be depressed below existing grades and realigned. The realignment would help provide a better connection to the proposed Montgomery County Western Montrose Parkway.

Intermodal Connectivity

The study area is served by multiple surface transportation modes. The highway and street network is planned for expansion. 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 - Montrose Road/Randolph Road intersection, 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 (DPW&T) 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. This planning study encompasses the study area for the MD 355 - Montrose Road/Randolph Road Intersection Improvement Study.

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 would not preclude future construction of this Montgomery County project.

Currently, a 653-space park and ride lot occupies ROW in the southwest quadrant of the intersection. SHA purchased this ROW 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.

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 Maryland 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 Montrose Parkway. An additional Class II bikeway (a bike lane on a road designated by striped pavement or a barrier) is also planned along existing Randolph Road from east of the MD 355 intersection 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 bikeways. 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.

C. Project History

Transportation planning for the MD 355 - Montrose Road/Randolph road Intersection Improvement Study began in 1998. In September 1999, SHA developed a Project Focus Group comprised of local residents, community leaders, business leaders, transportation leaders, Montrose School House representatives, elected officials and county representatives. The purpose of the Focus Group was to help guide the development of project alternatives. 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.

Conceptual alternatives were developed for review and refinement by the project Focus Group. In addition, three alternatives were developed by Maryland-National Capital Park and Planning Commission (M-NCPPC) workshops. A total of four tie-in options were also developed. On February 9, 2000, one no-build and three intersection improvement alternatives (with associated options) were presented at the Alternates Public Workshop.

Following the Alternates Public Workshop, SHA, in coordination with the Federal Highway Administration (FHWA), reviewed both citizen and agency comments to determine which alternatives should be carried forward for detailed study. SHA determined that Alternatives 1, 2, 3 and 9 would be the selected Alternatives Retained for Detailed Study (ARDS). These alternatives were developed, evaluated and presented in an Environmental Assessment (EA) circulated in November 2001. These alternatives were also presented at the December 2001 Location/Design Public Hearing.

Alternative 9 has been refined since the December 2001 Location/Design Public Hearing (and as presented in the EA) based on public comments received at that meeting. Alternative 9 has also undergone a Value Engineering study since the EA.

D. 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. PFAs are existing communities and other locally-designated areas as determined by local jurisdictions in accordance with the Smart Growth and Neighborhood Conservation Act (“Smart Growth”) guidelines. This Act is intended to limit sprawl and direct state funding for growth-related projects toward county-designated PFAs.

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). SHA’s



40

improvements at the MD 355 – Montrose Road/Randolph Road intersection are consistent with the zoning presented in the 1992 North Bethesda – Garrett Park Master Plan, and SHA’s improvements are supported by the County.

E. Alternatives Considered

1. Preliminary Alternatives

Ten conceptual alternatives were initially presented to the Focus Group for review and refinement. An additional three alternatives were developed at the request of M-NCPPC, as well as a total of four tie-in options. Based on comments received from the Focus Group, four of these alternatives were presented at the initial Alternates Public Workshop that was held February 2000. The four alternatives presented at this workshop included the No-Build Alternative (Alternative 1), the Single-Point Urban Diamond (SPUI) Interchange (Alternative 2), the At-Grade Signalized Intersection (Alternative 3) and Randolph Road Under MD 355 (Alternative 9). Alternative 2 (Single Point Urban Diamond Interchange) received the most public support based upon comments received at the Alternates Public Workshop.

2. Congestion Management Study

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 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); the Metropolitan Washington Council of Governments (MWCOG); 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. Some of these strategies included:

a. 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.



42

b. 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.

c. Transit Improvements

As part of the I-270/US15 Multi-Modal Study, transit service is being planned on the Corridor Cities Transitway (CCT) from Shady Grove Metrorail Station to the Communications Satellite Corporation (COMSAT). In addition, the following transit improvements are recommended:

- Preserve the ROW for an extension of the CCT from COMSAT to Frederick City.
- Enhance express bus service from the CCT 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 various communities in Montgomery County, including Rockville, Gaithersburg, Germantown, and Clarksburg. These evaluations have included investigating various northern termini (Metropolitan Grove, Germantown, COMSAT or 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 ROW preservation.

d. Highway Capacity Improvements

The following were identified as I-270/US 15 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).

e. Intelligent Transportation System (ITS) Strategies

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

f. 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 that no single strategy would meet the projected travel demand within the corridor.

3. Alternatives Retained for Detailed Study (and Presented at the Public Hearing)

Based on comments received during and following the Alternates Public Workshop as well as from the Project Focus Group, alternatives were revised, evaluated and presented in an Environmental Assessment (EA). The EA was circulated in November 2001 and Alternatives 1, 2, 3 and 9 were presented at the December 3, 2001 Location/Design Public Hearing. In addition, two tie-in options (Option B1 and Option B1 Modified) were also retained for detailed study. Option B1 and Option B1 Modified were also presented at the Public Hearing and in the EA.

a. Alternative 1 - No-Build

Alternative 1 (*Figure 3*) 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.



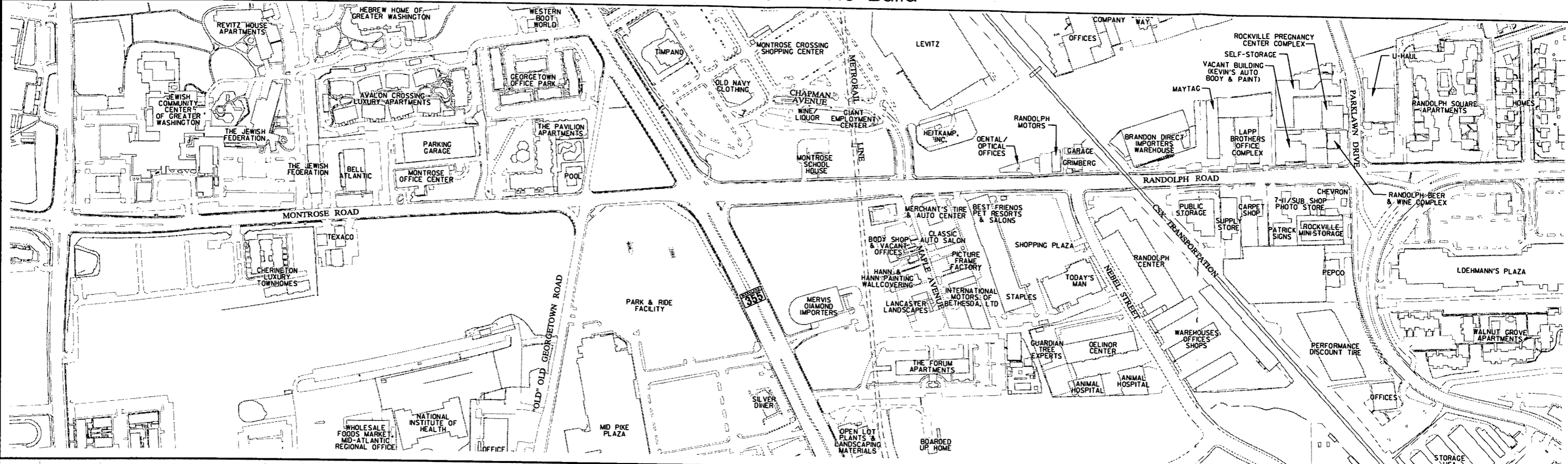
The No-Build Alternative was not selected because it would not provide additional roadway capacity, nor would it address the existing safety concerns.

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

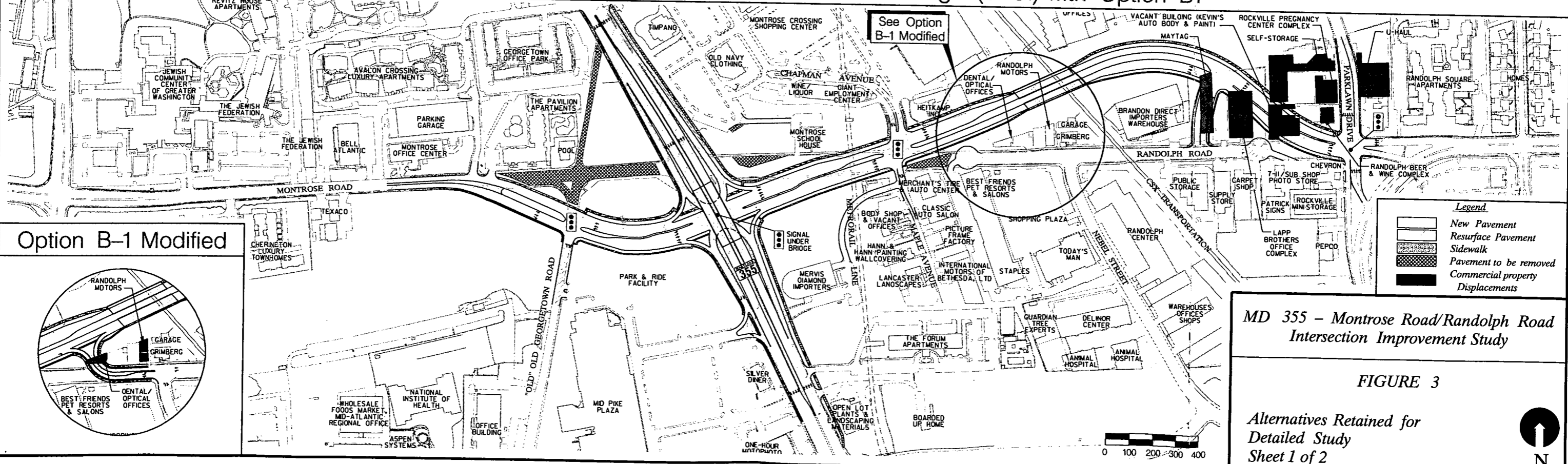
Alternative 2 consists of a Single Point Urban Diamond Interchange at the MD 355 - Montrose Road/Randolph Road intersection (*Figure 3*). The grade separation for the interchange would result from lowering Montrose Road/Randolph Road under MD 355. Mainline grades of approximately three percent would be required on Montrose Road/Randolph Road to provide adequate clearance at the overpass.

The proposed overpass would be located to the south of the existing at-grade intersection to minimize construction impacts and take advantage of ROW already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Road would be shifted to the south beginning west of “Old” 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 MARC/CSX Transportation track crossing) is discussed under Randolph Road Tie-In Options on pages 34 and 35 of this document. One-way right-side slip ramps would 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 would be provided for right turning traffic merging and diverging from Montrose Road/Randolph Road. In general, three through lanes would be maintained on MD 355 and two through lanes on Montrose Road/Randolph Road in each direction. Due to the proposed grade modifications and because all turning movements would use the single point interchange, the “Old” Old Georgetown Road connection between southbound MD 355 and Montrose Road would be removed. A signal is proposed for the intersection of Montrose Road and remaining southern portion “Old” Old Georgetown Road, with turning lanes on Montrose Road. Although Alternative 2 would provide a cleaner connection with the proposed Montrose Parkway (west), this alternative was not selected as the Selected Alternative for the following reasons:

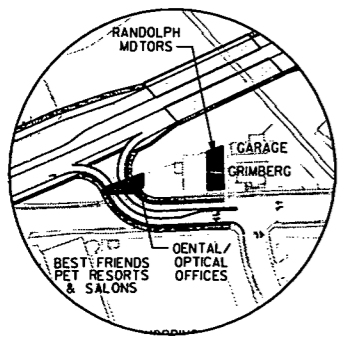
Alternative 1 - No-Build



Alternative 2 - Single-Point Urban Diamond Interchange (SPUI) with Option B1



Option B-1 Modified

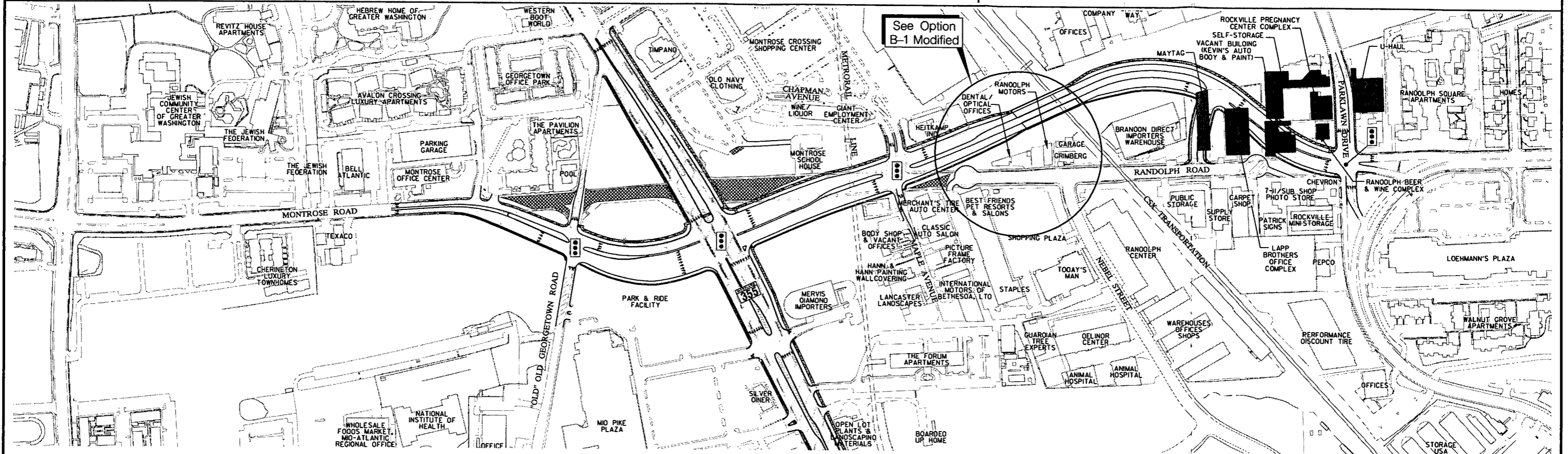


MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

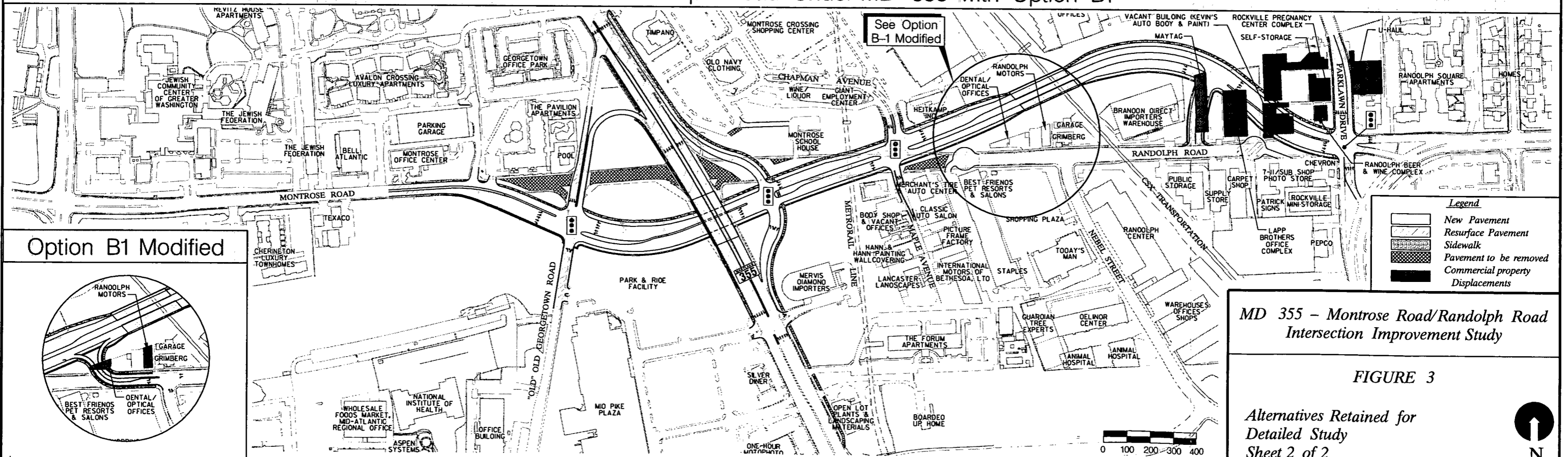
FIGURE 3

Alternatives Retained for Detailed Study Sheet 1 of 2

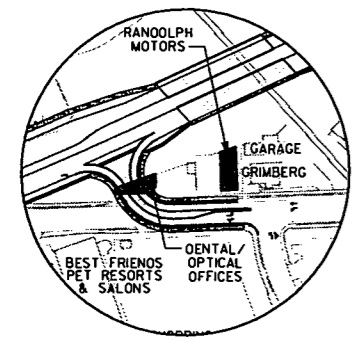
Alternative 3 – At-Grade Intersection with Option B1



Alternative 9 – Randolph Road Under MD 355 with Option B1



Option B1 Modified





- Full access to Mid-Pike Plaza on MD 355 would be eliminated.
- Access to the Mervis Building along MD 355 would be eliminated (access would be provided on relocated Randolph Road).
- Large retaining walls would be required.
- A weave condition between the ramp to southbound MD 355 and the right turn to MD 187 (Old Georgetown Road) would be created.
- Cost (\$112.7 million).

c. Alternative 3 - At-Grade Signalized Intersection

Alternative 3 (*Figure 3*) would maintain a signalized at-grade crossing at the MD 355 - Montrose Road/Randolph Road intersection. The proposed intersection would be relocated to the south of the existing at-grade intersection to minimize construction impacts and take advantage of ROW already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Road would be shifted to the south beginning west of “Old” Old Georgetown Road and continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection.

Widening would 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 would be permitted from southbound MD 355 at the intersection with Montrose Road/Randolph Road; all turns would be made from “Old” 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 was not selected as the Selected Alternative for a number of reasons:

- Greater impact to the park and ride facility located along MD 355.
- Least pedestrian friendly alternative due to the number of lanes pedestrians would have to cross.
- Provides the worst LOS improvement (E/F), and it has the highest vehicle queuing for the projected 2020 traffic.



d. Alternative 9 - Randolph Road Under MD 355

The Randolph Road Under MD 355 Alternative consists of a grade separation that would depress Montrose Road/Randolph Road under MD 355 (*Figure 3*). Mainline grades of approximately two to three percent would be required on Montrose Road/Randolph Road to provide adequate clearance at the overpass.

The proposed overpass would be located to the south of the existing at-grade intersection to minimize construction impacts and take advantage of ROW already acquired south of Montrose Road/Randolph Road. As a result, Montrose Road/Randolph Road would be shifted to the south beginning west of “Old” Old Georgetown Road, continuing east through the proposed interchange to the Randolph Road/Chapman Avenue intersection. In general, three through lanes would be maintained on MD 355 and two through lanes on Montrose Road/Randolph Road in each direction.

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

Alternative 9 - Randolph Road under MD 355 (with Option B1 and Option B1 Modified) was SHA’s recommended alternative. Alternative 9 would best meet the project purpose and need of improving safety and traffic operations, while also providing provisions for adequate pedestrian and bicycle access to existing and planned activity centers. Two tie-in options were studied as part of Alternative 9. These two tie-in options that were studied with this alternative (and the other build alternatives presented at the Public Hearing) include Option B1 and Option B1 Modified:

Option B1 – Option B1 would relocate Randolph Road to the Montrose Parkway right-of-way, from Chapman Avenue to a point east of the MARC/CSX railroad tracks, and tie in at the existing Randolph Road/Parklawn Drive intersection (*Figure 3*). The relocated section of Randolph Road would have two through lanes in each direction, including the MARC/CSX crossing. The MARC/CSX crossing would be designed to accommodate the future extension of Nebel Street.



Option B1 Modified – Option B1 Modified (*Figure 3*) is very similar to Option B1. This option would provide additional access to properties located south of Relocated Randolph Road. This tie-in option was developed following the Alternates Public Workshop held in February 2000. 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 MARC/CSX tracks. The connector roadway east of the MARC/CSX tracks between Randolph Road and Relocated Randolph Road would remain as proposed under Option B1.

The Option B1 Modified tie-in was recommended as part of the Selected Alternative because it functions similar to Option B1, but also provides additional access to properties located south of Relocated Randolph Road.

A Value Engineering (VE) study was performed for Alternative 9 to identify opportunities for lowering project costs and enhancing the value of the project. The VE activities brainstormed over 60 possible options. Four VE options were selected for further study. These four VE options will be described in the following section.

4. The Selected Alternative

a. Alternative 9 With Option 4- B1 Shifted South and Option B1 Modified

On July 17, 2002, the SHA project team recommended Alternate 9 with Option 4-B1 Shifted South and Option B1 Modified as the Selected Alternative for the MD 355 Montrose Road/Randolph Road Intersection Improvement Study (*Figure 4*). Typical Sections can be found on *Figure 5*. Alternate 9 With Option 4-B1 Shifted South and Option B-1 Modified has the following advantages over other alternatives considered:

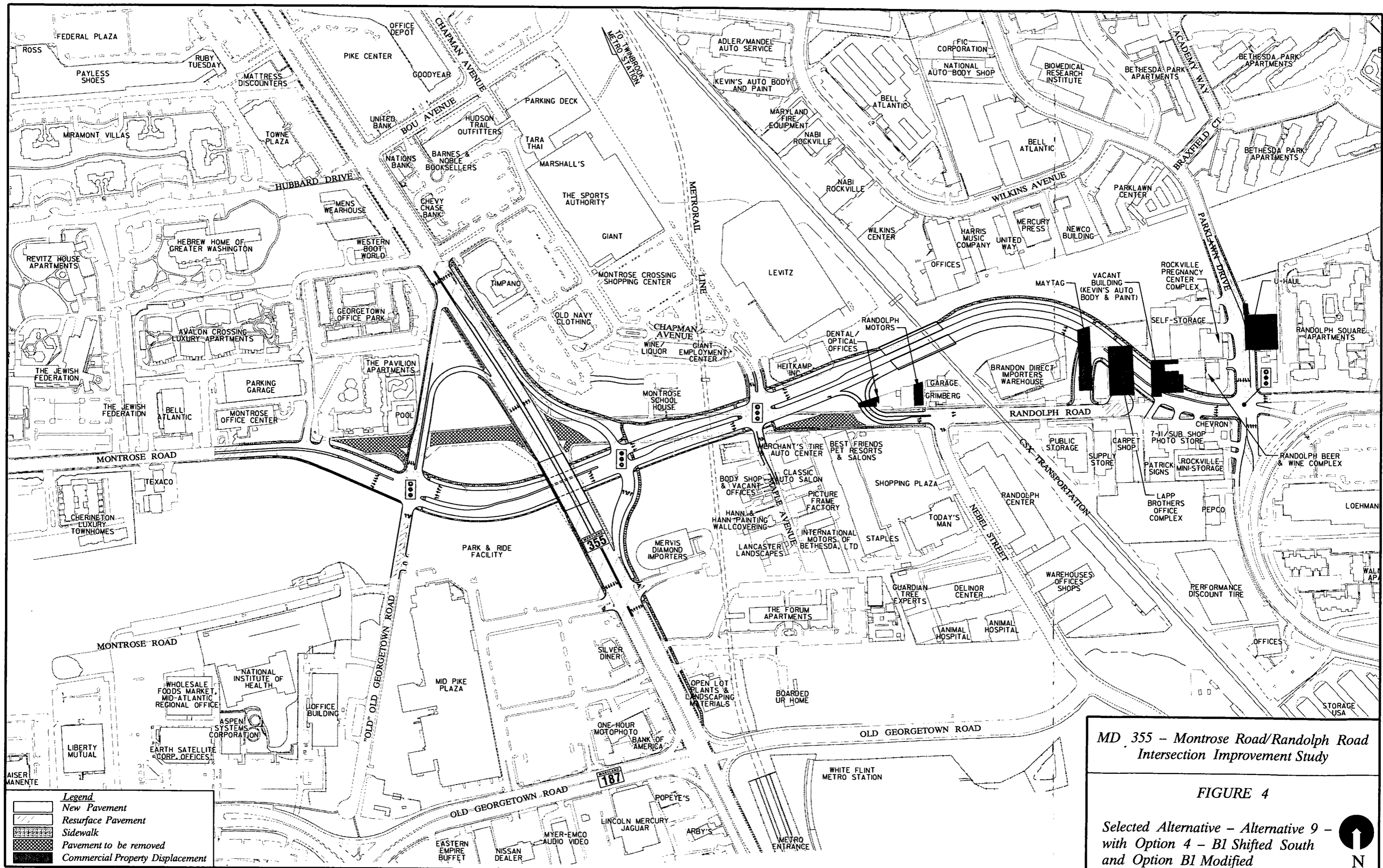
- There would be no change in access along MD 355.
- It would have the least amount of impacts to the park and ride facility of all the build alternatives.

- Option B1 has the potential to reduce traffic over the MARC/CSX railroad crossing.
- Option 4-B1 Shifted South decreases the ROW cost by approximately \$17 million dollars.

The total estimated cost for this alternative is \$88.9 million. This cost can be further broken down into ROW (\$35.1 million), project planning (\$1.5 million), engineering (\$6.8 million) and construction costs (\$45.5 million).

The Selected Alternative is similar to Alternative 9 as presented at the Public Hearing, but design modifications/refinements were incorporated to minimize impacts and reduce project costs. The concept of Alternative 9 was developed as a result of Focus Group comments. It was refined following the December 2001 Location/Design Public Hearing based on comments received at the Public Hearing, comments received from the project Focus Group and additional engineering studies. The majority of the written comments received following the Public Hearing involved issues such as traffic conditions, access lanes, raising existing Randolph Road over the MARC/CSX crossing at its current location, sidewalks/pedestrian access and mass transit. Topics discussed at a Focus Group Meeting held subsequent to the Public Hearing included business relocations and park and ride impacts. At this final Focus Group Meeting, the Focus Group concurred on the Selected Alternative. The Focus Group also emphasized avoidance and minimization of impacts throughout final design (refer to *Chapter IV* for a Summary of Public Involvement).

Two additional issues identified subsequent to the Public Hearing included minimizing impacts to the Montrose School and park and ride mitigation. These issues were discussed at various coordination meetings with Peerless Rockville Historic Preservation, Ltd., North Bethesda Transportation Center and the Montgomery County DPW&T (refer to *Chapter IV* for a Summary of Public Involvement).



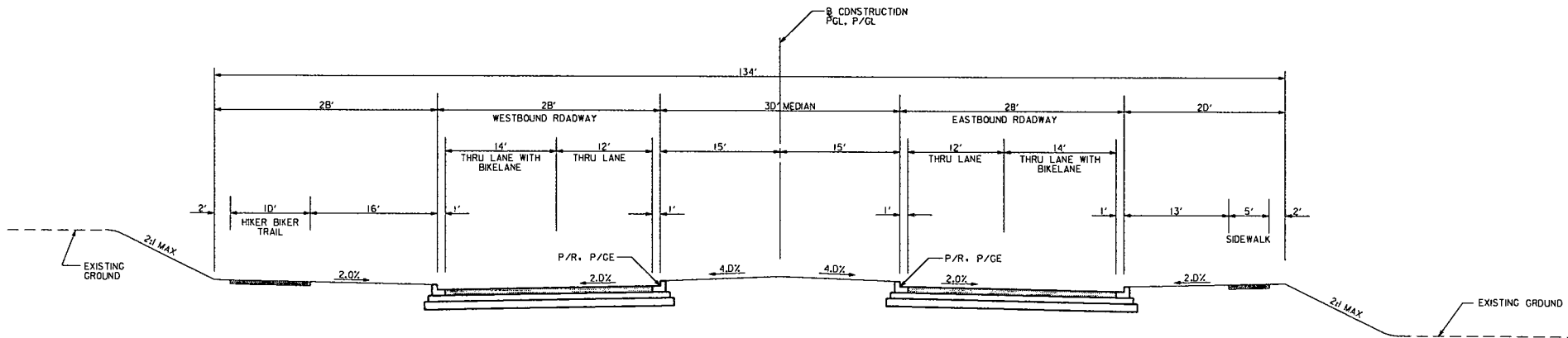
- Legend**
- New Pavement
 - Resurface Pavement
 - Sidewalk
 - Pavement to be removed
 - Commercial Property Displacement

MD 355 - Montrose Road/Randolph Road
Intersection Improvement Study

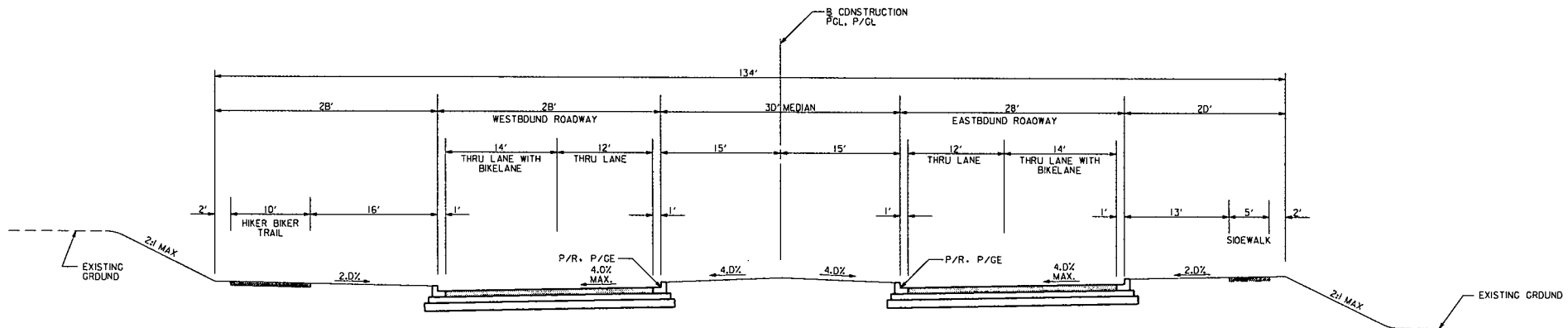
FIGURE 4

Selected Alternative - Alternative 9 -
with Option 4 - B1 Shifted South
and Option B1 Modified





TYPICAL NORMAL SECTION
RELOCATED RANDOLPH ROAD



TYPICAL SUPERELEVATION SECTION
RELOCATED RANDOLPH ROAD

MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study

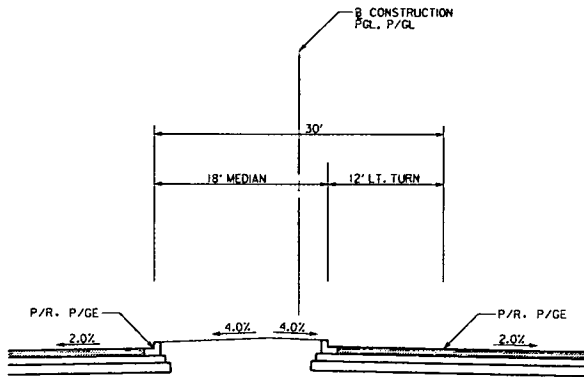
FIGURE 5

Typical Sections

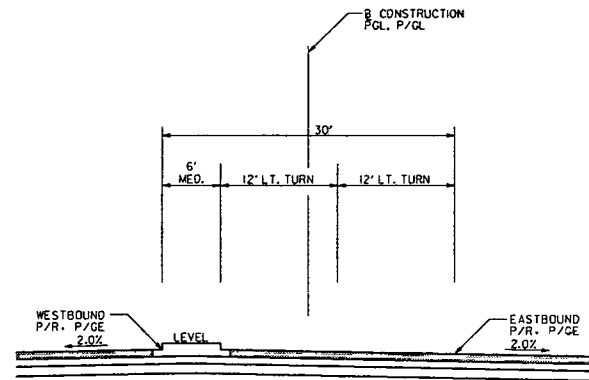
Sheet 1 of 2



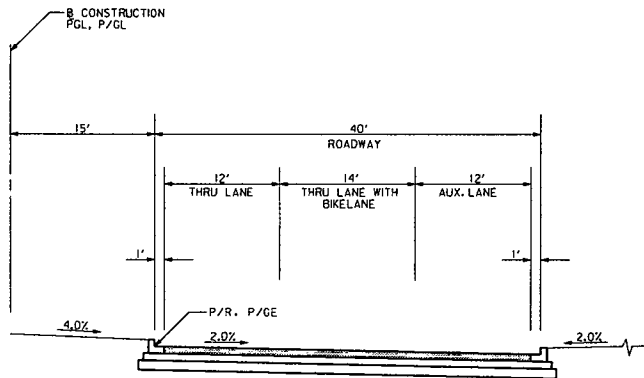
52



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 5

Typical Sections

Sheet 2 of 2



53

The following supplemental engineering studies were undertaken by SHA to address the issues above:

- Value Engineering – Option 1 - B1 Shifted North.
- Value Engineering – Option 33 - Roundabout at Chapman/Maple Avenue.
- Value Engineering – Option 51 - One Way Pair at Parklawn Drive.
- Value Engineering – Option 4 - B1 Shifted South.
- Montrose School Design Modifications.

A Value Engineering Study was conducted in April 2002. The goal of the study was to reduce costs and impacts associated with SHA’s recommended alternative. The Value Engineering team initially developed over 60 options to reduce costs and impacts. Of the 60 initial options, 12 options were selected for conceptual engineering and fatal flaw review. Four options were then selected for further studies at the end of the Value Engineering Studies. These four options and the Montrose School engineering design studies are described below:

1. Option 1 – B1 Shifted North

Option 1 – B1 Shifted North is similar to Alternate 9 with Option B1 and Option B1 Modified, except that the alignment of Relocated Randolph Road is shifted in a northerly direction to minimize ROW impacts to business properties along the west side of Parklawn Drive (*Appendix A*). Pedestrian and bicycle safety is similar to the previous Option B1 with the exception of an additional conflict point created by the free right movement from southbound Parklawn Drive to westbound Relocated Randolph Road.

This option was dropped due to the impacts to the Randolph Square Apartments just east of the U-Haul property. Relocation of the apartment access would be necessary. The intersection of Parklawn Drive at Relocated Randolph Road would have to be moved in a northeasterly direction from its current location. There would also be a severely skewed intersection at Relocated Randolph Road and Parklawn Drive.

2. Option 33 – Roundabout at Chapman/Maple Avenue

Option 33 consists of a Roundabout at Chapman/Maple Avenue. The roundabout has 10 road spurs including movements onto and off of Maple Avenue, Chapman Avenue, Nebel Street, existing Randolph Road and Relocated Randolph Road. This option was developed to replace the Option B1 Modified slip ramp design.

Option 33 was dropped due to the unacceptable Level of Service (LOS) in both the AM and PM peak periods. In addition, sufficient gaps for the side road traffic to enter the roundabout are not provided, thus resulting in long delays and excessive queues. The heavy volume of traffic using the northbound MD 355 ramp to eastbound Relocated Randolph Road would cause queuing at the roundabout and two additional properties would be impacted under this option.

3. Option 51 – One Way Pair at Parklawn Drive

Option 51 would align Relocated Randolph Road from Parklawn Drive to the proposed MARC/CSX bridge. Eastbound Relocated Randolph Road would diverge from westbound Relocated Randolph Road just east of the MARC/CSX tracks and connect into existing Randolph Road west of Parklawn Drive. Parklawn Drive to westbound Relocated Randolph Road would be one-way northbound. Southbound Parklawn Drive would proceed on westbound Relocated Randolph Road before connecting into eastbound Relocated Randolph Road through a ramp that would require a traffic signal. The design speed for this roadway is 30 mph.

Pedestrian and bicycle access would have to be maintained throughout the corridor by incorporating additional sidewalks and crosswalks. Crosswalks located at merge areas (Relocated Randolph Road eastbound and westbound and Relocated Randolph Road at Parklawn) would require signals to be incorporated into the traffic signal timing. If signal timing was not adequate to move pedestrian traffic, large refuge areas would be incorporated at the crosswalks in merging areas. Additional bikeways along Parklawn Drive to the east (next to the U-Haul) would be required to complete bicycle connectivity. This connection would provide a bikeway from eastbound Relocated Randolph Road to existing Randolph Road east of the Parklawn Drive intersection.

The One Way Pair Option was dropped for the following reasons:

- Some of the movements to access businesses are circuitous.
- This option may result in a NEPA segmentation issue. NEPA outlines that projects cannot be “segmented” to avoid reviewing cumulative effects by dividing larger projects into smaller components of that project. The concern with this alternative was that the westbound Relocated Randolph Road leg would have been along the Montrose Parkway corridor and would “T” into Parklawn Drive with a severe dogleg to get back to existing westbound Randolph Road. There was a concern that this alternative would have appeared to segment this project from the Montrose Parkway, thus resulting in a NEPA violation.
- This option would require two signalized intersections (Braxfield Court/Parklawn Drive and Wilkens Avenue/Parklawn Drive) to be approximately 350 feet apart. Montgomery County prefers the distance between signalized intersections be at least 600 feet.
- Another signalized intersection exists 350 feet beyond the second signalized intersection at Wilkens Avenue and Parklawn Drive.
- Queues on westbound Relocated Randolph Road during the AM peak period and eastbound during the PM peak period could extend over 1000 feet. The westbound lanes that cross over the MARC/CSX bridge would need to be widened from 2 to 3 lanes.
- The proposed Montgomery County Montrose Parkway Project would require an at-grade intersection tie-in with Option 51 at Parklawn Drive. This would impact businesses and decrease the LOS at Randolph Road and the Parklawn Drive intersection.

4. Team Recommended Alternative - Option 4 – B1 Shifted South

Option 4 – B1 Shifted South is similar to Alternative 9 with Option B1 and Option B1 Modified. Relocated Randolph Road is slightly realigned with a shift to the south and west from the previous Option B1 alignment. The shift is designed in order to avoid several property impacts. The realignment creates an S-curve starting at the east end of the bridge over the MARC/CSX tracks. The design speed has been reduced to 40 mph in order to create smaller turning radii that allow for the shift in alignment. Parklawn Drive is also realigned to the east in order to save more properties along the west side of Parklawn Drive. Additionally, several properties that had access to the cul-de-sac on the east end of existing Randolph Road subsequently have improved access directly to Relocated Randolph Road (*Appendix A*).



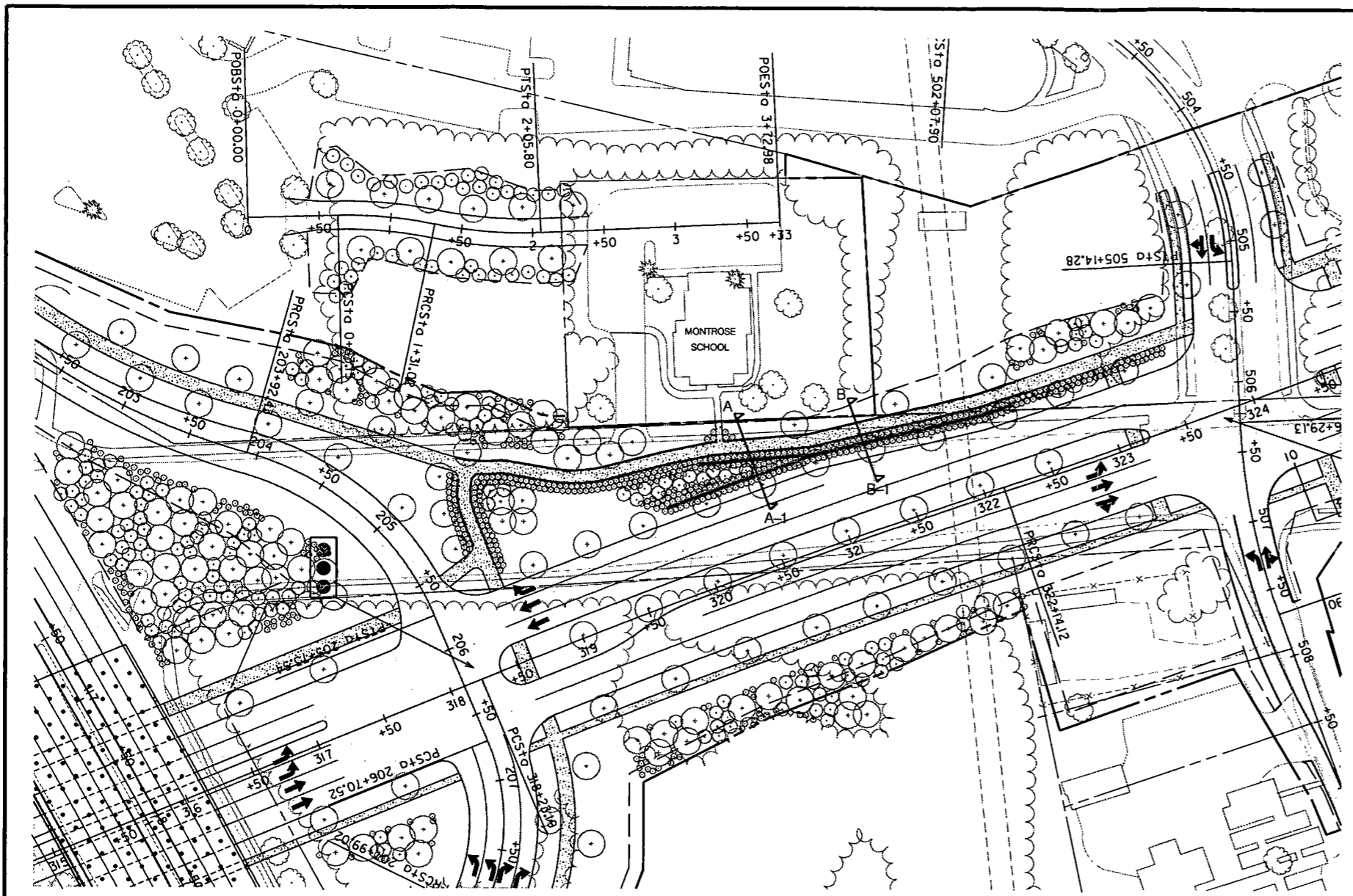
The Option 4-B1 Shifted South would create a 4-leg intersection at the proposed T-intersection with Relocated Randolph Road and the Nebel Street Connector without a significant amount of reconstruction or maintenance of traffic.

This option decreases the ROW cost by approximately \$17 million dollars and does not present a drastic design change from the previous team recommended alternative (Alternative 9 with Option B1 and Option B1 Modified).

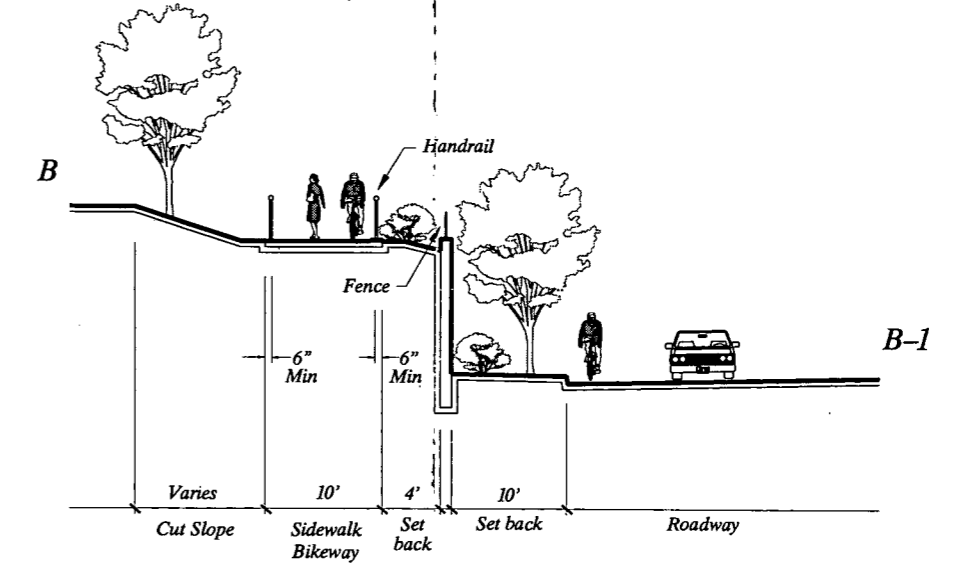
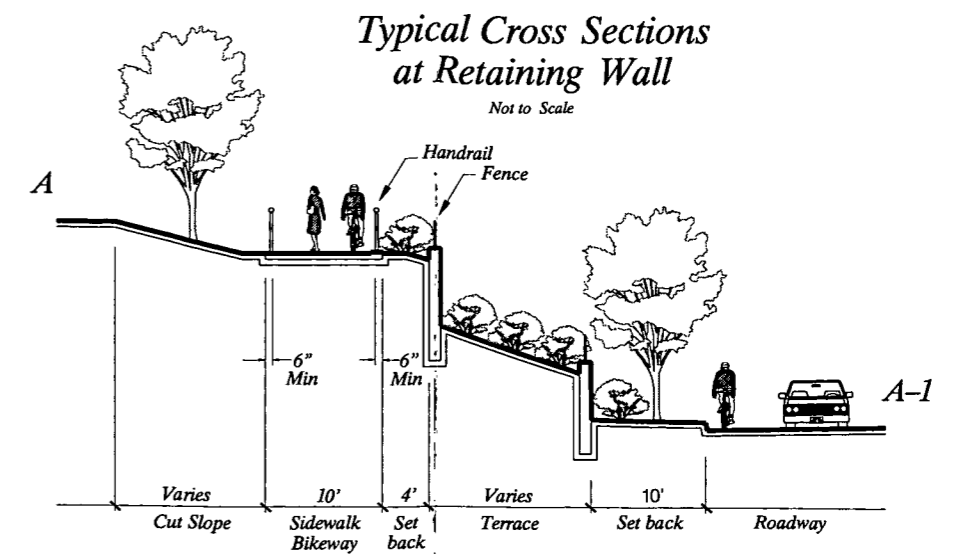
b. Montrose School Design Modifications

In addition to the four VE options studied, SHA also conducted engineering studies in the vicinity of the Montrose School to address comments received at the Public Hearing and meetings held with Peerless Rockville Historic Preservation, Ltd. (Peerless Rockville) subsequent to the Public Hearing. The Montrose School, located on the north side of Randolph Road, is listed on the National Register of Historic Places (NRHP) and is owned by Peerless Rockville. The Montrose School is currently operating as a nursery school and kindergarten. The property on which the school is located is owned by SHA and is leased by Peerless Rockville. The Maryland Historical Trust (MHT) acquired an easement on the building in 1986. The historic boundary includes the Montrose School House and a one-acre square around the school structure.

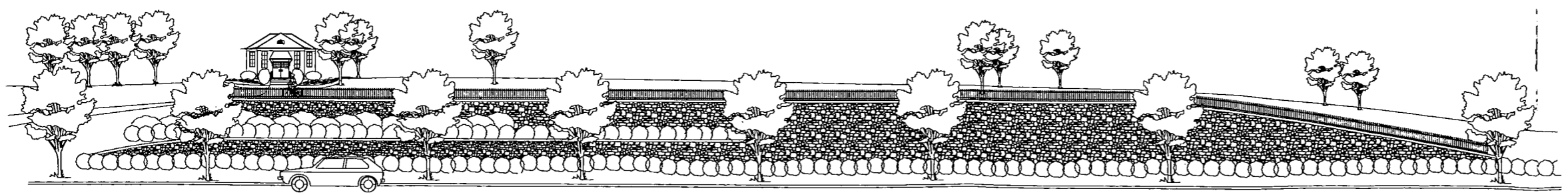
SHA has been working closely with Peerless Rockville and a Focus Group comprised of community members to develop enhancements as mitigation for temporary impacts within the historic boundary (please refer to *Section III.F.4.a. Historic Sites* for more detail). Property enhancements will be defined as the final design is developed and as detailed below. The construction activities related to the school property include the relocation of the entrance driveway, relocation of the sidewalk, addition of retaining walls and landscaping. Reforestation would also occur in the vicinity of the school property to mitigate for loss of woodlands and help recreate a forested setting for the Montrose School. See *Figure 6* and *Figure 7* for depictions of the proposed impacts and mitigation. The following describes the design modifications in the vicinity of the Montrose School since the Public Hearing:



Alternative 9 – Randolph Road Under MD 355 with Option B1 Modified
 Montrose School Mitigation



- Legend**
- Sidewalk
 - Shade Tree
 - Shrubs / Hedge
 - Fence
 - Hand Rail
 - Retaining Wall



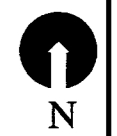
Note:
 Detailed wall facade and landscape design will be determined in final design.

Elevation View of Retaining Wall
 Not to Scale

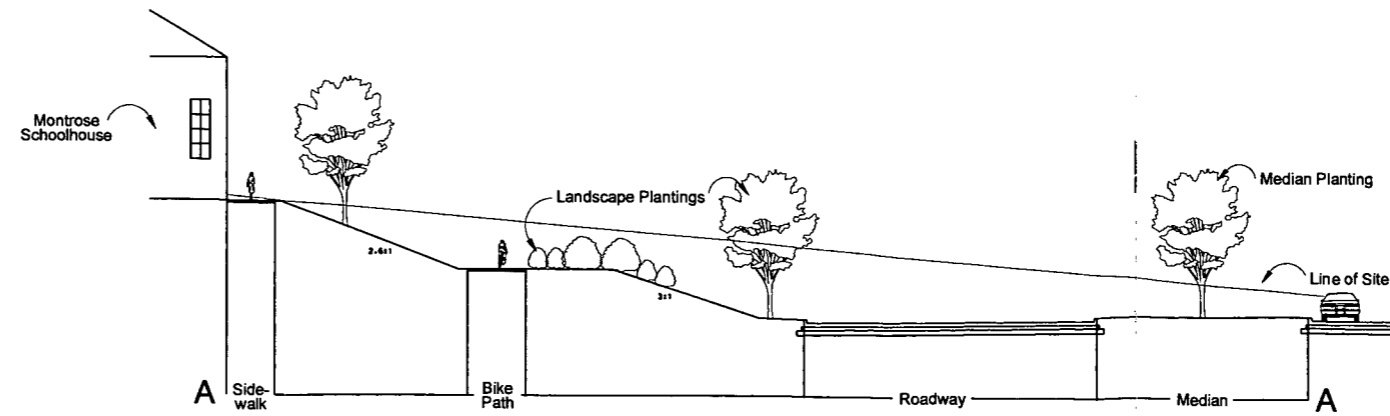
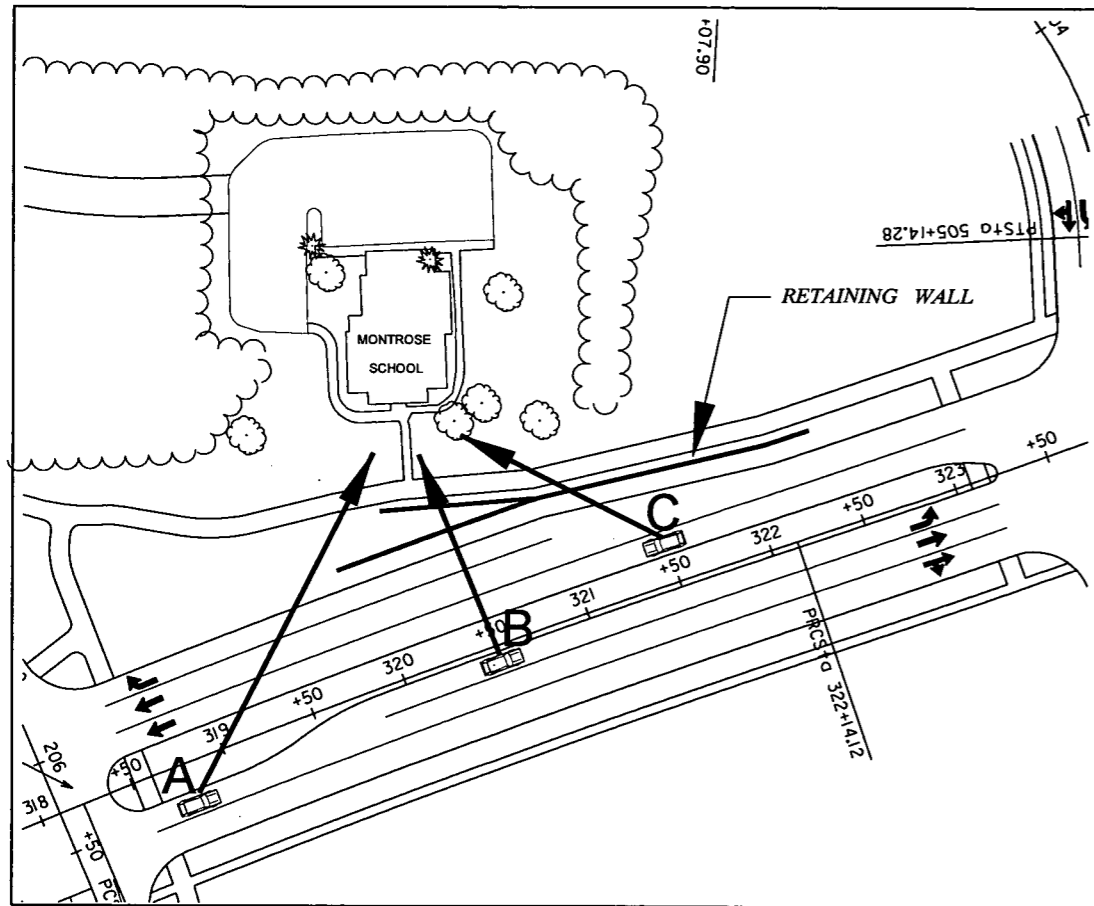
MD 355 – Montrose Road/Randolph Road
 Intersection Improvement Study

FIGURE 6

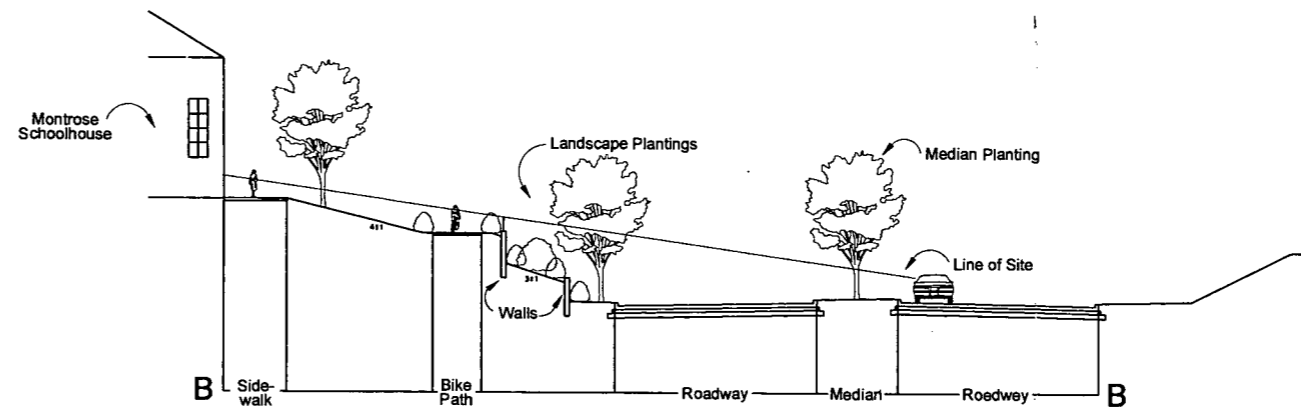
Proposed Montrose School
 Mitigation



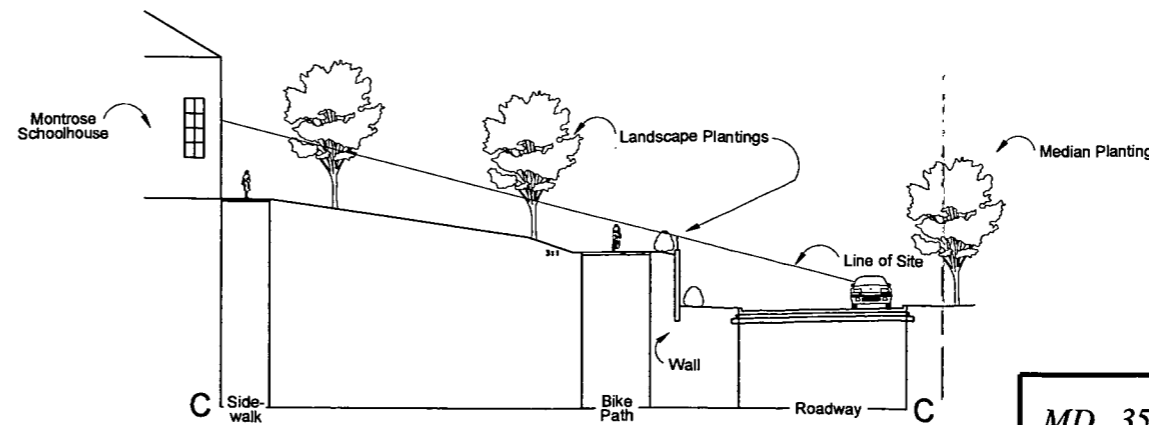
PLAN VIEW



Section A
View from Station 318+75 Heading East



Section B
View from Station 320+50 Heading East



Section C
View from Station 321+50
Heading West

Not to Scale

MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study

FIGURE 7

Montrose School
Line of Site Drawings





1. Relocation of Entrance Drive

The entrance drive to the Montrose School must be relocated due to significant changes in proposed grades at the existing drive location. The proposed drive would enter to the rear of the school from a driveway that provides access onto Chapman Avenue. The relocation of the drive would require that 0.29 acres of forest be removed adjacent to the school property. Shade trees, flowering trees and/or other plantings would be proposed along the new entrance.

A portion of the existing drive would be removed and replaced with turf since that portion of the drive would no longer provide access to Randolph Road. The removal of this portion of the driveway would provide approximately 0.03 acres of additional lawn area for the Montrose School property.

2. Relocation of Sidewalk/Bikeway

The sidewalk/bikeway along Randolph Road would be relocated to accommodate the proposed grades of the new roadway. The previous design in Alternative 9 with Option B-1 Modified located the sidewalk at the bottom of a large retaining wall, which would have resulted in no pedestrian access to the school from the sidewalk along Randolph Road. As a result of issues raised by Peerless Rockville and the Focus Group, the sidewalk location was reconsidered. The final location, as proposed under the Selected Alternative, connects the public sidewalk to the Montrose School sidewalk at the top of the retaining wall rather than the bottom. The sidewalk alignment meanders slightly in order to tie into the existing Montrose School pedestrian access, as well as avoid tree impacts and meet Americans with Disability Act (ADA) standards. A significant change in grade along the sidewalk alignment would require that maximum ADA grades of 12:1 be used. Handrails and landings would be installed as necessary to make the sidewalk ADA compliant. ADA standards in lieu of American Association of State Highway and Transportation Officials (AASHTO) sidewalk standards are necessary because the path does not follow the roadway alignment in this area. The sidewalk would also serve as a bikeway along relocated Randolph Road and in compliance with the planned Montrose Parkway typical section that would tie into this area.

3. Retaining Wall

A retaining wall is proposed between the Montrose School and Randolph Road in order to minimize grading impacts on the Montrose School property and preserve existing landscaping. The wall splits on its western end to become two tiers. A terrace is created between the two tiers, which

would help maintain the school's visibility from the road and provide additional landscape opportunities. See *Figure 7* for a depiction of the school's visibility. Handrails and a safety fence are required in order to comply with ADA regulations. *Figure 6* also shows a plan view, elevation view and typical sections of the retaining wall.

The retaining wall façade will be developed during the project's final design stage. SHA will coordinate with Peerless Rockville and the Focus Group to select an architectural finish that is context-sensitive. The selected finish may also be used on other project elements such as the bridge and any other highway structures related to the project in order to establish a thematic aesthetic appeal.

Other comments received through coordination with Peerless Rockville and the Focus Group have resulted in the inclusion of a decorative fence at the top of the wall. A fence is necessary for safety purposes and the final design of the fence would resemble wrought-iron pickets, in keeping with the details of the Montrose School.

4. Landscaping

Landscape planting is proposed along the major routes in the project area, along the relocated entrance driveway to the Montrose School, along the proposed sidewalk/bikeway and along the proposed retaining walls. Plantings include street trees, shade trees, flowering trees, evergreen trees, hedges, individual shrubs and groundcovers. Additionally, reforestation would be installed in applicable areas along existing forest edges or in large open tracts. The new forest community would help recreate a woodland setting for the school property. Also, the existing shade trees along the front property line of the school would be preserved in order to maintain the visual integrity of the Montrose School. All proposed landscaping will be designed with continued coordination with Peerless Rockville as well as in accordance with available maintenance standards.

c. Summary of Selected Alternative with Selected Design Modifications

Based on the supplemental studies undertaken by SHA to address public concerns, the Selected Alternative has been refined to include the following design modifications:

- Value Engineering Option 4 – B1 Shifted South has been selected for incorporation into the Selected Alternative. This option involves the realignment of Relocated Randolph Road to the south and west from the previous Option B1 alignments as presented at the Public

Hearing and in the EA. This option minimizes property impacts and reduces project costs by approximately \$17 million.

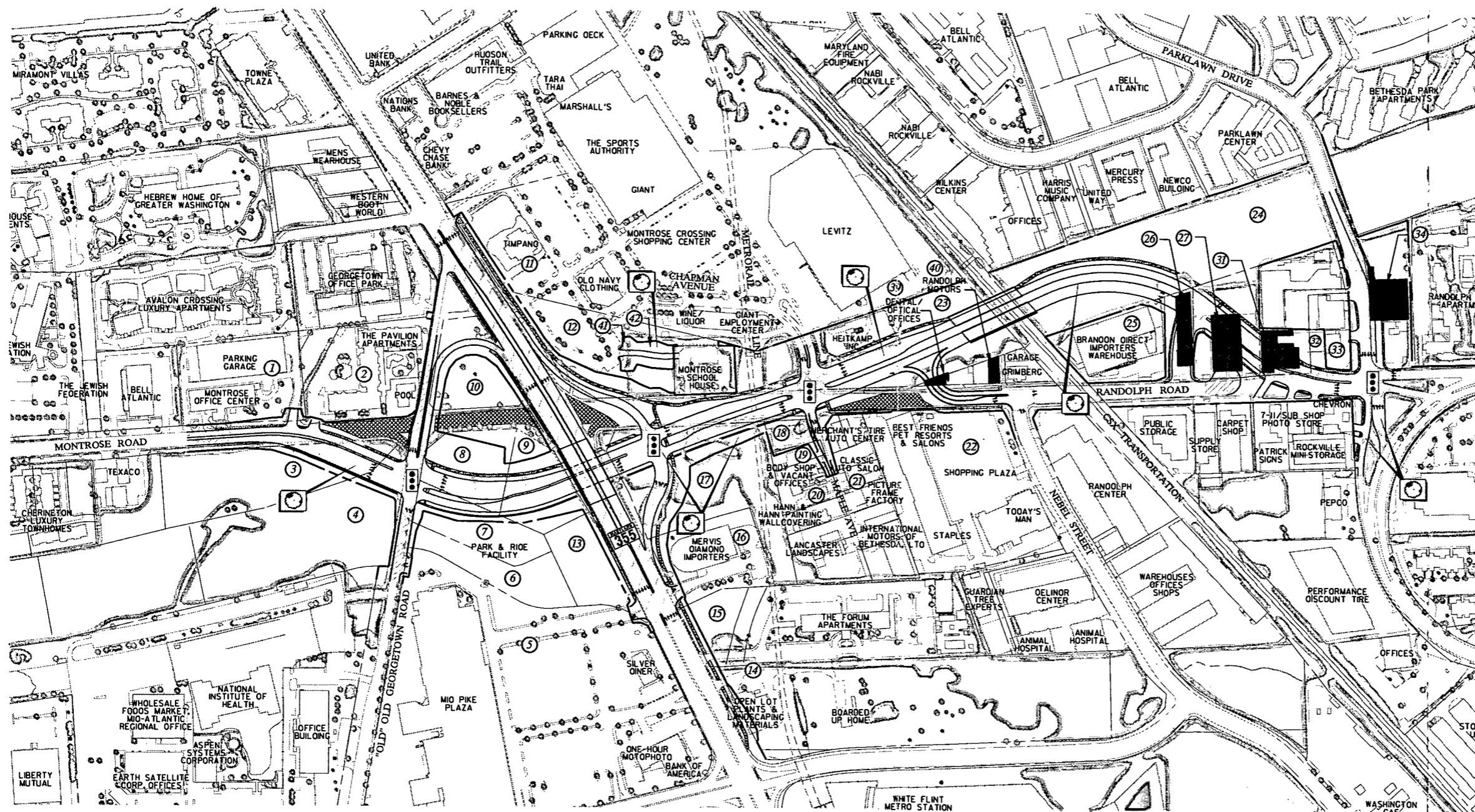
- Proposed access to the Montrose School has been relocated to the rear of the school from a driveway that provides access onto Chapman Avenue.
- The sidewalk/bikeway location in the vicinity of the Montrose School is proposed for relocation. The Selected Alternative was modified from Alternative 9 as presented at the Public Hearing and in the EA to now connect the public sidewalk/bikeway to the Montrose School sidewalk at the top of the retaining wall rather than the bottom.
- A retaining wall between the Montrose School and Randolph Road is now proposed as part of the Selected Alternative.
- Landscape planting along the major routes, along the relocated entrance driveway to the Montrose School, along the proposed sidewalk/bikeway and along the proposed retaining wall is now proposed as part of the Selected Alternative.

The decision to move forward with these selected options and design modifications is based on design feasibility, cost and public input.

F. Environmental Consequences of the Selected Alternative 9 - With Option 4 - B1 Shifted South and Option B1 Modified

Environmental impacts that would result from the Selected Alternative are shown on *Figure 8* and are summarized below. Refer to *Table 1* for a summary of all environmental impacts as compared to the other alternatives presented at the Public Hearing. This table shows that impacts that would result from the Selected Alternative are similar to the impacts for Alternative 9 (Randolph Road Under MD 355 with Option B1 Modified), as presented in the EA and at the Public Hearing. The Selected Alternative minimizes business displacements, right-of-way acquisitions and forest impacts, as compared to Alternative 9 as presented at the Hearing. This alternative also avoids permanent impacts within the Montrose School historic boundary.

Alternative 9 – with Option 4 – B1 Shifted South and Option B1 Modified



Right-of-Way Requirements			
No.	Property Owner	Existing Land Use	Acres (ac.)
			Alt. 9
1	Hollywood 95 Ltd. Ptnshp	Commercial	0.10
2	Bermil Associates	Residential	0.02
3	Wilgus Assoc. Ltd. Ptnshp	Forest	0.81
4	Wilgus Assoc. Ltd. Ptnshp	Forest	0.45
5	Leven, Janice	Commercial	0.07
6	State of Maryland	Park 'N' Ride	0.04
7	State of Maryland	Park 'N' Ride	0.54
8	State of Maryland	Park 'N' Ride	1.62
9	State of Maryland	Park 'N' Ride	1.40
10	State of Maryland	Open Space	0.90
11	Montrose Crossing Inc.	Commercial	0.23
12	State of Maryland	Commercial	0.74
13	State of Maryland	Park 'N' Ride	0.29
14	Montuori, Warren K.	Open Space	0.08
15	State of Maryland	Open Space	0.15
16	Marlen Assoc. Ltd. Ptnshp	Commercial	0.24
17	State of Maryland	Forest	2.41
18	State of Maryland	Light Industrial	0.34
19	State of Maryland	Light Industrial	0.07
20	Puentes, Esperanza	Light Industrial	0.05
21	Puentes, Esperanza	Light Industrial	0.004
22	C.D.T. Assoc.	Light Industrial	0.05
23	State of Maryland	Forest	5.23
24	State of Maryland	Forest	7.43
25	Milestone, Elaine	Light Industrial	0.05
32	Fenton Street LLC	Light Industrial	0.19
33	Maizels, Albert	Light Industrial	0.02
41	State of Maryland	Shopping Ctr Lot	0.06
42	State of Maryland	Forest	0.36

Commercial Property Structural Displacements / Right-of-Way Requirements			
26	Schulze, Edward	Light Industrial	0.72
27	Berk, Maurice	Light Industrial	1.91
31	Fenton Street LLC	Light Industrial	0.66
34	U-Haul Real Estate Co.	Light Industrial	1.70
39	NPR Partnership	Light Industrial	0.16
40	Windfried G. Hambach	Light Industrial	0.22
Total			29.31

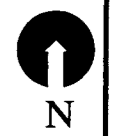
Business Displacements			
Commercial Property Structural Displacements		Businesses Displaced	
26	Owner: Edward Schultze (Buls Maytag Complex)	26	Buls Maytag
27	Owner: Maurice Berk (LAPP Brothers Office Complex)	26	K.S. Upholstery
31	Owner: Fenton Street LLC (Vacant Building - Future Kevin's Auto Body & Paint)	26	R&B Steel Fabricators
34	Owner: U-Haul Real Estate Co. (U-Haul)	26	Termini Bros., Inc.
39	Owner: NPR Partnership (Dental/Optical Office Complex)	26	Wid Mayer Co.
40	Owner: Windfried G. Hambach (Randolph Motors Complex)	27	A-1 Automotive Center
		27	Auto Dent Care Inc.
		27	Botanical Interiors
		27	Capital Communications
		27	Foreign Car Auto Service
		27	LAPP Brothers
		27	Master Auto Service Inc.
		27	SK Cleaners
		27	SS Shoe Repair
		27	Viva Flamenco
		31	Vacant Building (Kevin's Auto Body & Paint)
		34	U-Haul
		39	Bright Dental Care
		39	Montgomery Eye Care
		40	Gentle Dental
		40	Onnik Dental Lab, Inc.
		40	Randolph Motors

Legend

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

MD 355 – Montrose Road/Randolph Road Intersection Improvement Study

FIGURE 8
Selected Alternative 9 – with Option 4 – B1 Shifted South and Option B1 Modified Environmental Consequences





1. Social Impacts

a. Displacements/Property Impacts

The Selected Alternative would not displace any residential properties or community facilities. It would require 0.02 acre of residential ROW acquisition in the southwest corner of the Pavilion Apartments in order to adjust the existing entrance. This alternative would also impact 3.89 acres of the park and ride lot. The Selected Alternative would require 0.03 acres of temporary impact within the Montrose School historic boundary for fine grading in the southeast corner and the addition of a new driveway in the northwest corner of the property. The Selected Alternative would also require the acquisition of 7.52 acres of commercial ROW properties, 17.82 acres of ROW from undeveloped properties and 0.06 acre of ROW from the Montrose Crossing Shopping Center lot. Total ROW requirements with the Selected Alternative would be approximately 29.31 acres.

b. Disruptions of Neighborhoods and Communities

No neighborhoods or non-vehicular patterns are expected to be divided by the Selected Alternative. However, there would be a grade separation at the existing MD 355 - Montrose Road/Randolph Road intersection. A sidewalk is proposed along the southbound side of the MD 355 bridge. A signalized intersection on MD 355 at the entrance to the Montrose Crossing Shopping Center would provide pedestrian access to the east. Pedestrian movements to the southeast would require use of bicycle and walkway paths parallel to MD 355. The Selected Alternative would require the acquisition of 0.02 acre of ROW in the southwest corner of the Pavilion Apartments in order to adjust the existing entrance.

The Selected Alternative would not require ROW acquisition from the Randolph Square Apartments. The Randolph Square Apartments Complex is a residential area along Randolph Road. Access to this apartment complex would be maintained to the surrounding road network via Randolph Road. The Selected Alternative would not divide or disrupt the existing cohesiveness of this community, thereby maintaining existing access for these residences and surrounding neighborhoods and community areas.

This alternative would not change or alter access to the Forum Apartments property. Access to MD 355 would be maintained and would 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 would maintain and improve pedestrian access. All pedestrian routes would be accommodated and additional sidewalks/bikeways would be added in the project area.

Thinking Beyond the Pavement strategies provide an opportunity to enhance cohesiveness of these neighborhoods with adjacent commercial and residential areas. For more detailed information about pedestrian access and *Thinking Beyond the Pavement* strategies, see *Section III.E* of this document.

c. 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.

In compliance with federal guidelines on environmental justice, SHA inventoried groups of low-income or minority populations that live within geographic proximity to the Selected Alternative. Initial identification of low-income and minority populations was based on existing census demographics. Additional efforts to identify environmental justice communities included community inventories, coordination with local planning officials and coordination with community representatives. Community inventories are defined as windshield surveys of the study area to assist in defining locations/boundaries of communities.

Low-Income Population - The poverty guidelines issued by the Department of Health and Human Services (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).

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. *Table 6* identifies the racial and ethnic make-up of the study area census tract population. The percentage of persons of Hispanic Origin is nearly double that of Montgomery County.

Table 6
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 Intersection 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.

The Selected Alternative would avoid impacting communities having high percentages of low-income or minority populations. Areas of known environmental justice populations are well outside of the Selected Alternative’s proposed right-of-way, and are therefore not disproportionately affected.

d. Summary of SHA’s Equal Opportunity Program/Title VI Statement

It is the policy of 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 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.

e. Relocation Assistance Program

Relocation of any individuals, families or businesses displaced by this project would be accomplished in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987 (*Appendix B*) and could be affected in a timely and humane fashion. In the event comparable replacement housing is not available for displaced persons or available replacement housing is beyond their financial means, replacement “housing as a last resort” will be utilized to accomplish the rehousing. An investigation into the characteristics of the individuals affected by the proposed roadway improvements resulted in a finding that there would not be a disproportionate impact to low-income or minority populations.

f. Effects on Parks and Recreational Facilities

The Selected Alternative would not impact any park or recreational facilities.

g. Effects on Community Facilities and Services

The Selected Alternative would not displace any schools, healthcare facilities, emergency services, libraries or places of worship. There would, however, be a minor temporary impact to the Montrose School, which currently operates as a nursery school and kindergarten. The Selected Alternative would likely alleviate congestion and address safety by reducing accident potential. It is anticipated that accessibility for emergency services would improve with the Selected Alternative, although delayed or longer response time could result during construction of the alternative.

1. Park and Ride Lot

The Selected Alternative would require impacting 3.89 acres of the park and ride lot located in the southwest intersection quadrant of the study area (*Figure 9*). Approximately 350 parking spaces would be lost. The entrance to the lot would also be altered. Eastbound and westbound motorists on Montrose/Randolph Roads attempting to access the park and ride would use the loop ramp in the northwest quadrant of Montrose/Randolph Road and MD 355. Motorists would 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 187 (Old Georgetown Road).

SHA is currently researching available land within the study area that may be used for a replacement park and ride lot. *Figure 9* shows potential replacement sites for the park and ride lot to mitigate for the impacts. *Table 7* lists possible sites that are being considered by the SHA for the park and ride lot compensation sites.

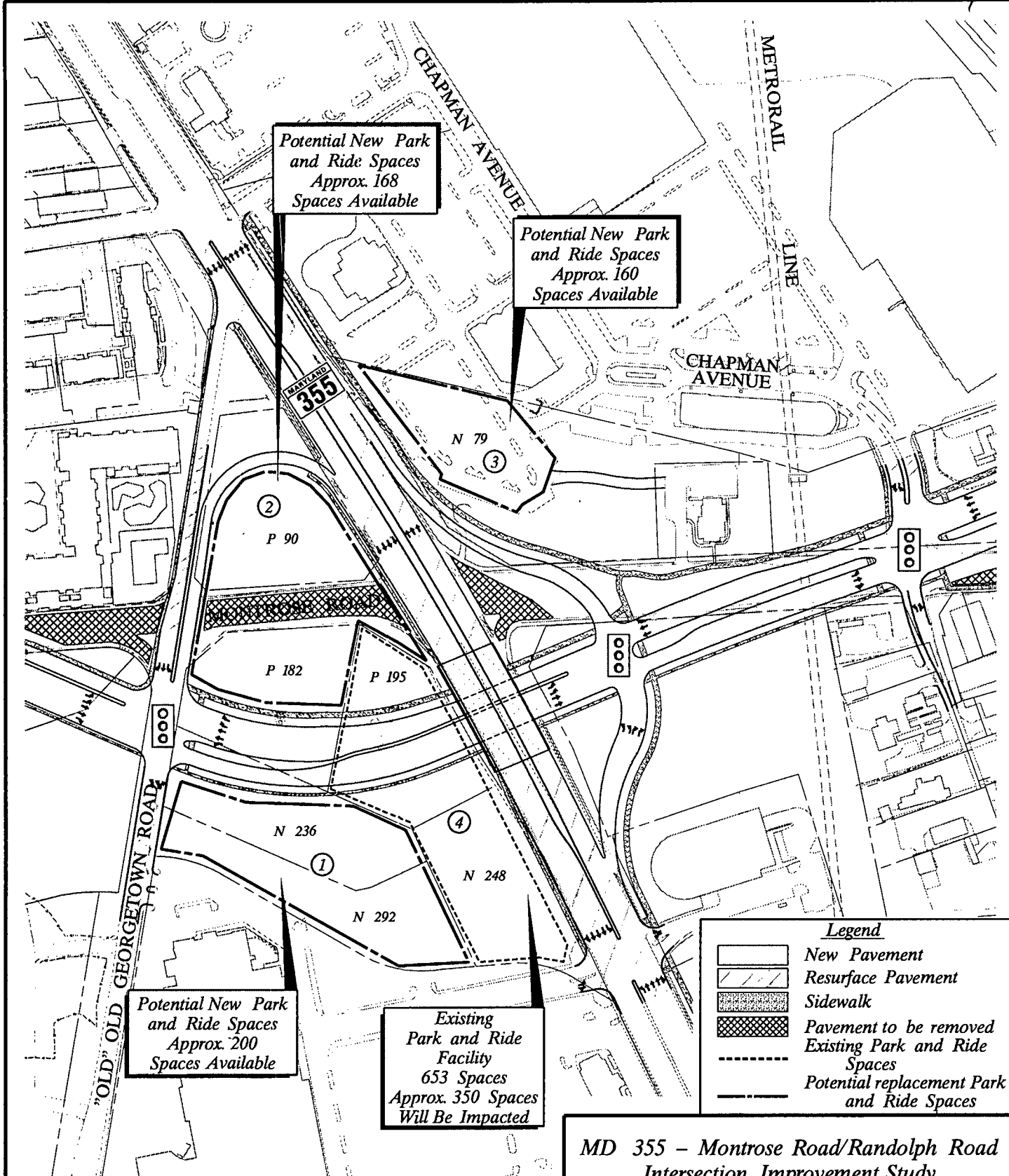
2. Montrose School

The Selected Alternative would require 0.03 acre of temporary impact within the Montrose School historic boundary for fine grading in the southeast corner and the addition of a new driveway in the northwest corner (refer to *Figure 6*). Please refer to *Section III.F.4.a. Historic Sites* for more detail.

h. Maintenance of Traffic (MOT) and Construction Detours

The Selected Alternative would maximize the amount of new construction that takes place off the existing alignment. This would minimize the disruption to existing traffic patterns during much of the construction phase. For example, the proposed bridge over the MARC/CSX tracks, the bridge approaches and the business access roads can be constructed without disruption to traffic on existing Randolph Road.

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



Legend

- New Pavement
- Resurface Pavement
- Sidewalk
- Pavement to be removed
- Existing Park and Ride Spaces
- Potential replacement Park and Ride Spaces

MD 355 – Montrose Road/Randolph Road Intersection Improvement Study

- STATE OF MARYLAND OWNED PROPERTIES**
- | | |
|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| ① Potential Park and Ride Parcel "C" N 236
Potential Park and Ride Parcel "D" N 292 | ③ Potential Park and Ride PT Parcel "A" N 79 |
| ② Existing Park and Ride Facility Parcel P 182
Potential Park and Ride Facility Parcel P 90 | ④ Existing Park and Ride Facility Parcel "B" N 195
Existing Park and Ride Facility Parcel "E" N 248 |

FIGURE 9

Potential Replacement Park and Ride Spaces

Table 7
Existing Park and Ride Facility and Potential Mitigation Site Locations

Site Location Number	Parcel(s)	Site Description	Additional Parking Spaces Created	Comments
1	N236	The parking area adjacent to the Mid Pike Plaza Shopping Center located south of the MD 355 intersection is owned by SHA and is currently being leased by the county for an existing park and ride lot.	An additional 200 spaces may be made available by expanding the park and ride lot beyond its current boundaries.	Buses would still be able to facilitate the needs of patrons riding along MD 355.
	N292			
2	P182	The triangular area between "Old" Old Georgetown Road, MD 355 and Montrose Road is currently open space.	If developed, this lot would be able to accommodate about 168 (including 4 handicap) parking spaces.	The access would be right in and right out onto Montrose Road and full access onto "Old" Old Georgetown Road. Buses would have to enter the lot to pick up patrons due to stopping restrictions along MD 355 in this area.
	P090			
3	N79	The parking lot near Old Navy in the Montrose Crossing Shopping Center.	Approximately 160 spaces can be accommodated at this potential site.	The parking lot is currently leased by the shopping center. The lease was initiated in 1995 with an initial term of one year and month-to-month lease thereafter. Access to the parking lot would be via Montrose Crossing Shopping Property.
4	P195	Existing Park and Ride Facility	N/A	The existing park and ride facility contains 635 spaces and approximately 350 would be impacted.
	N248			

The use of a temporary roadway would have temporary construction impacts to the existing park and ride lot beyond those associated with the overall final improvement. The Selected Alternative would have an additional temporary impact of 0.92 acre of the park and ride lot. 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 would permit at least the existing number of lanes to be maintained throughout construction. Some decrease in the overall level of service may be expected due to the increased congestion as a general result of construction activities.



i. Effects on Visual Quality

Construction of the Selected Alternative would alter the surrounding landscape. Elements have been studied to promote context-sensitivity, or *Thinking Beyond the Pavement* design, and enhance visual quality. These elements include pedestrian routes, bicycle routes, road crossings, landscaping and streetscaping (*Figure 10*).

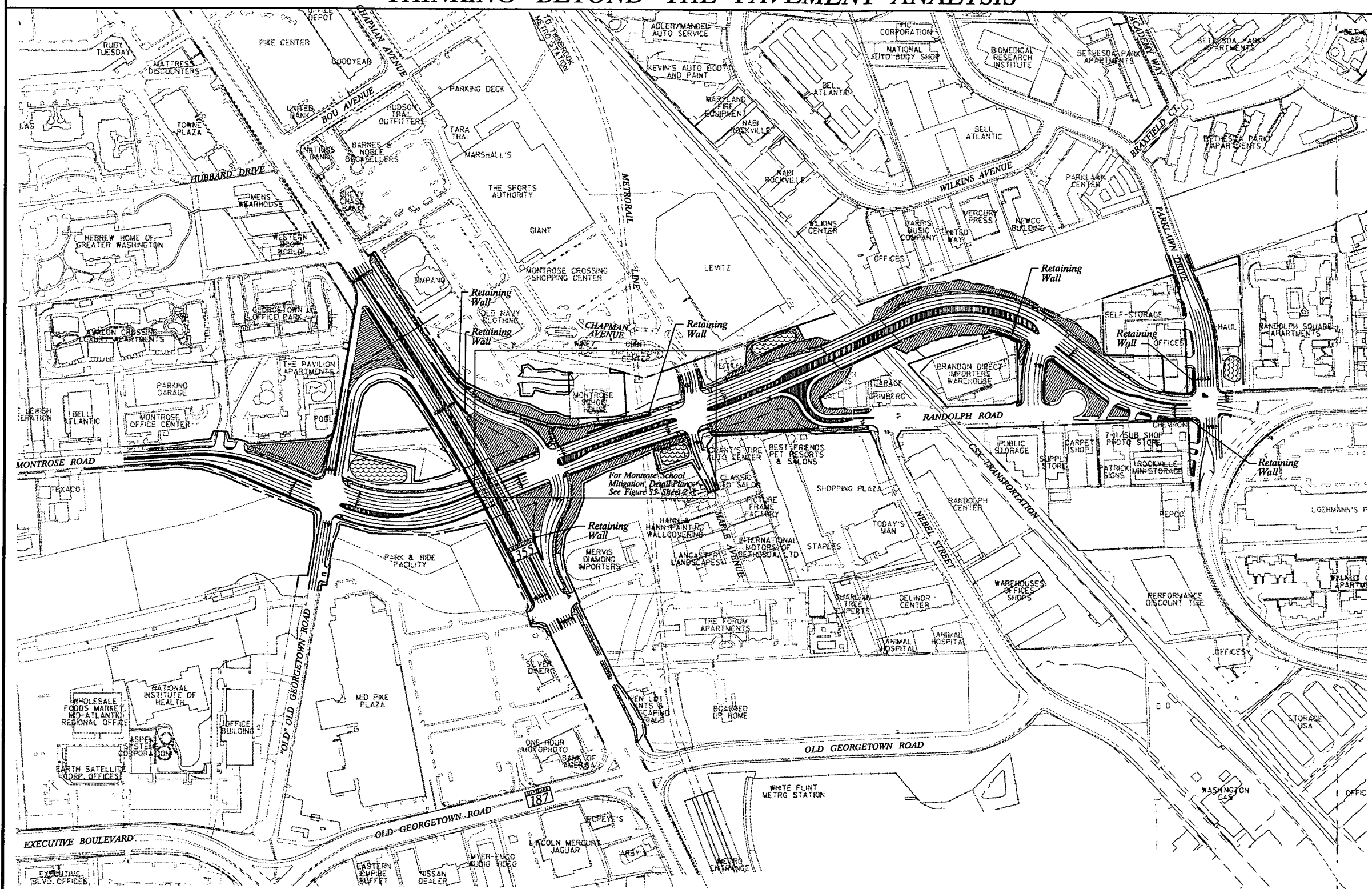
1. Pedestrian Routes

The study area is urbanized. Therefore, there should be continuous safe and accommodating pedestrian paths throughout the project area. The Selected Alternative maintains and improves pedestrian access. Sidewalk/bikeways would follow both the MD 355 alignment on the east side and the Montrose Road and Randolph Road alignment on the north side. The sidewalks/bikeways intersect near the Montrose School at the on ramp from Randolph Road to MD 355 northbound in the northeast quadrant of the intersection. The intersection of the MD 355 northbound on and off ramps with Randolph Road has lower traffic volumes and fewer consecutive lanes to cross than the existing MD 355/Randolph Road intersection. Therefore, the new intersection allows for easier crossing opportunities for pedestrians and bicyclists. Additionally, all access roads in the study area would include sidewalks to accommodate pedestrian traffic. MD 355 southbound, “Old” Old Georgetown Road, Relocated Randolph Road and the Nebel Street Connector would introduce new sidewalks where there is currently no pedestrian access. See *Figure 10* for a complete map of pedestrian routes in the study area. The road network in the study area has heavy traffic volumes and currently does not provide optimally accommodating crosswalks. The project area crossings should be located at signalized intersections to promote pedestrian safety and visibility. The Selected Alternative’s proposed crossings are all at signalized intersections with one exception. A crossing at the ramp from “Old” Old Georgetown Road to MD 355 southbound is not signalized. Additional safety considerations will be made in this area during the final design stage. These considerations may include providing a raised crosswalk, pavement markings and signage for both pedestrians and motorists.

The proposed sidewalk at the Option B1 Modified ramps has been realigned in order to avoid unsignalized crossings that had been proposed with the previous Alternative 9, as presented at the Public Hearing. The proposed sidewalk follows the existing Randolph Road alignment in lieu of the Relocated Randolph Road alignment on the south side. The sidewalk realignment creates a safer

Alternative 9 - with Option 4 - B1 Shifted South and Option B1 Modified

THINKING BEYOND THE PAVEMENT ANALYSIS



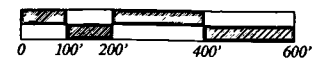
Potential Thinking Beyond the Pavement Elements

- Sidewalk**
ADA Compliant
Street Trees and Landscaping
- Sidewalk / Bikeway**
ADA Compliant
Street Trees and Landscaping
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
- 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.

LEGEND

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



Note: The bicycle path/sidewalk runs along the north side (WB) of Montrose Road and Randolph Road Relocated and along the east side (NB) of MD 355 (Rockville Pike).

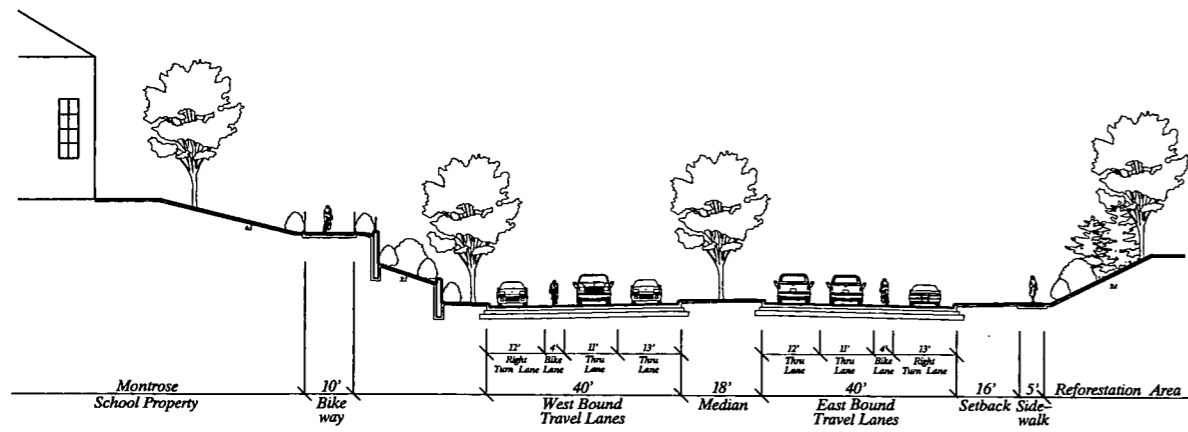
MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

FIGURE 10

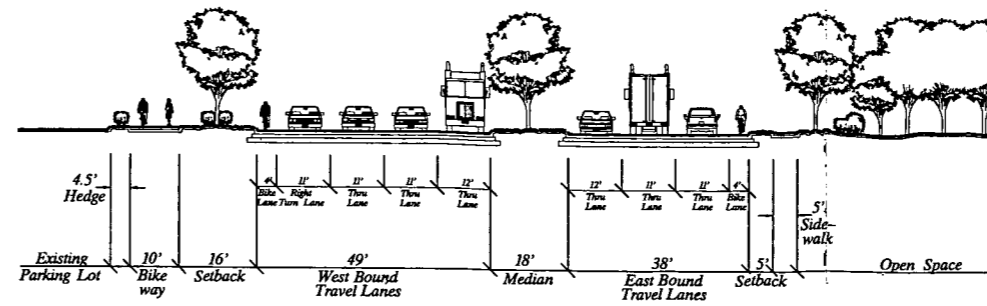
Thinking Beyond the Pavement

Sheet 1 of 2

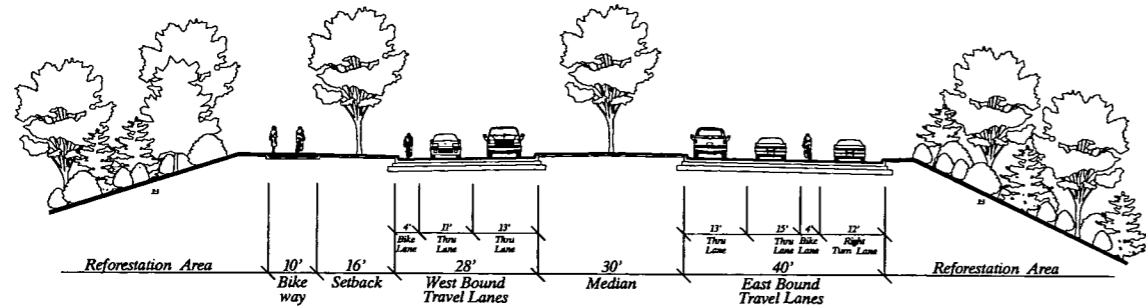




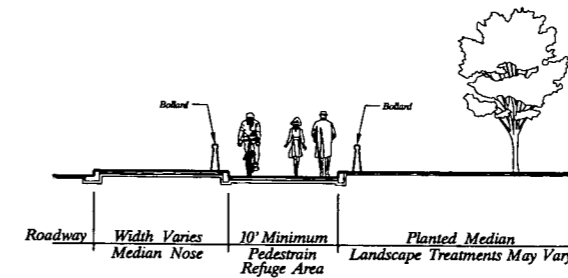
Typical Cross Section
Relocated Randolph Road
in Front of
Montrose School House



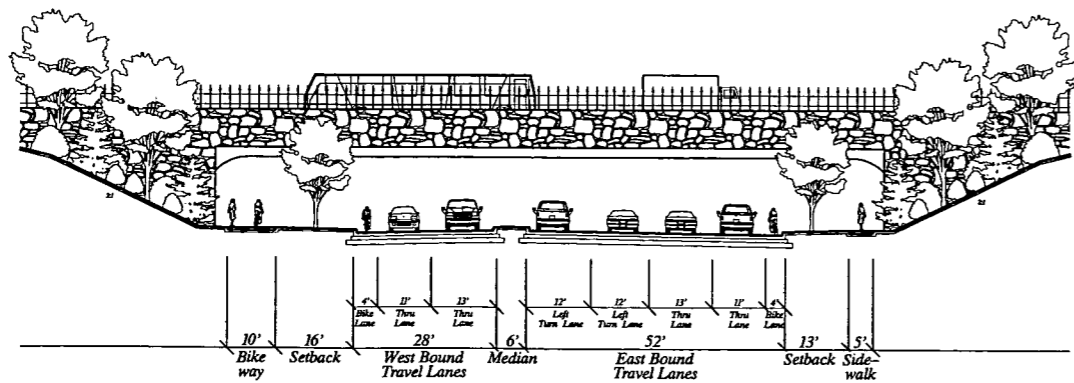
Typical Cross Section
Relocated Randolph Road
approaching Montrose Road Overpass



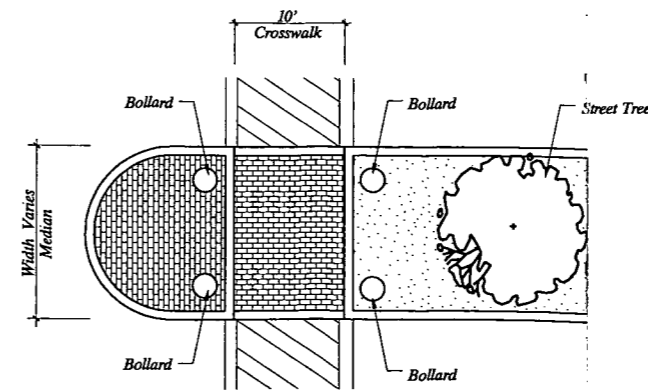
Typical Cross Section
Relocated Randolph Road
between MARC/CSX Tracks Bridge
and Nebel Street Connector



Typical Section
of Pedestrian Refuge Space in Median



Typical Cross Section
at Montrose Road Eastbound
approaching MD 355 Bridge



Typical Plan of
Pedestrian Refuge Space in Median

Note:
Detailed design for streetscape elements, landscaping and
architectural finishes will be designed in final design.
Not to Scale

MD 355 – Montrose Road/Randolph Road
Intersection Improvement Study

FIGURE 10

Typical Streetscape
Cross Sections
Sheet 2 of 2



pedestrian atmosphere by avoiding the unsignalized crossing at the slip ramps while also maintaining better pedestrian access along existing Randolph Road. Relocated Randolph Road pedestrian and bicycle traffic is accommodated by a sidewalk/bikeway along the north side.

The proposed sidewalk/bikeway has also been realigned near the Montrose School in response to comments received from the Focus Group. The sidewalk/bikeway along Randolph Road as shown at the Public Hearing followed the alignment of the roadway. A retaining wall has been added in front of the Montrose School, which would have prevented pedestrian access to the school if the sidewalk/bikeway alignment had not changed. The sidewalk/bikeway alignment, as proposed, meanders slightly in order to tie into the existing Montrose School pedestrian access, as well as to avoid tree impacts and meet ADA standards. A significant change in grade along the sidewalk/bikeway alignment would require that maximum ADA grades of 12:1 be used. Handrails and landings would be installed as necessary to make the sidewalk/bikeway ADA compliant. ADA standards in lieu of AASHTO sidewalk standards are necessary because the path does not follow the road alignment in this area.

Directing the crosswalk over traffic islands and medians has been considered throughout the study area. The 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.

Setbacks are provided to help buffer pedestrians from vehicular traffic and to improve aesthetics. These setbacks may also accommodate utilities, lighting, signage, snow storage and landscaping. Site amenities would be included to enhance the pedestrian environment such as bus shelters, lighting, landscaping or ornamental pavement.

2. Bicycle Routes

Bicycle accessibility is important in urban areas to encourage alternative modes of transportation and accommodate the area bicyclists. The Selected Alternative includes wider outside lanes on all the improved roadways and a Class I sidewalk/bikeway along the east side of MD 355. Bike lanes



arc also provided along Relocated Montrose and Randolph Roads in accordance with the proposed Montgomery County Montrose Parkway typical section. The bicycle routes are in accordance with the *1992 North Bethesda / Garrett Park Master Plan*.

3. Landscaping Opportunities

Opportunities for roadside landscaping will be considered with the Selected Alternative. 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. Individual sites may be best suited for different treatments. Landscaping in areas along the roads, in medians or on traffic islands would be attractive, low-maintenance plantings that do not interfere with sight distance or utilities. Medians and roadsides with thematic tree plantings can help create an attractive parkway appeal and help with traffic calming. Reforestation can be used in areas that are adjacent to existing forest communities or in large tracts. All landscaping and aesthetic treatments would be designed with the community's input and within available maintenance capabilities.

The Selected Alternative also presents opportunities for landscape reclamation on former roadbed. The roadbed may be replaced with new top 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 School.

4. 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 its users. They emphasize 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 activity can promote multi-modal use. 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 promote its use.

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 would add to the appeal of the streetscape and also help create a thematic design. The finish can match existing architectural features to help create a context-sensitive aesthetic.

An attractive and thematic streetscape design also helps to promote neighborhood unity. Cohesive aesthetics in a highly visible area help denote community boundaries and establish a visual theme for the community to identify with. The new roadway construction offers opportunities to develop a unique and attractive streetscape design. Design details will be developed during the final design stage with community and stakeholder input.

2. 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.

a. Effects on Regional Business Activity

No negative regional economic impacts are expected as a result of the business displacements incurred for the Selected Alternative. The economic impact of the Selected Alternative on the displaced businesses is localized (refer to **Figure 8**). The Selected Alternative does not displace or alter access to any large regional employers or employment centers. It is anticipated that the mobility improvements gained from the Selected Alternative would benefit the region's economic activities.

b. Effects on Existing Businesses

1. Displacements

Construction of the Selected Alternative would require a total ROW acquisition of 7.52 acres of commercial land (refer to **Figure 8**). Six commercial structures, containing 22 total businesses, would be displaced. All business relocations will comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 as amended by Title VI of the

Surface Transportation & Uniform Relocation Assistance Act of 1987 and Public Law 105-117 (*Appendix B*). The commercial property structural displacements for the Selected Alternative include:

- U-Haul.
- LAPP Brothers Office Complex.
- Vacant Building (Future Kevin's Auto Body and Paint).
- Buls Maytag Complex.
- Randolph Motors Building.
- Dental/Optical Offices.

Of the six structural displacements, four of the buildings have multiple business tenants, including the Lapp Brothers Complex, the Dental/Optical Offices, Randolph Motors and the Buls Maytag Complex. 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 Dental/Optical Office consists of Bright Dental and Montgomery Eye Care. The Buls Maytag Complex consists of Buls Maytag, K.S. Upholstery, R&B Steel Fabricators, Termini Bros., Inc. and Wid Mayer Co. The Randolph Motors Building consists of Randolph Motors, Gentle Dental and Onnik Dental Lab, Inc. (A complete inventory of businesses within and surrounding the study area can be found in *Appendix C*.)

Three commercial property displacements were avoided as result of the Value Engineering Study and Option 4 - B1 Shifted South. These properties include Self Storage USA, the Rockville Pregnancy Center Complex and the Randolph Beer and Wine Complex. Six businesses occupy these buildings, including Self-Storage USA, Randolph Beer and Wine, Heavenly Nails, Rockville Pregnancy Center, Techline Furniture & Cabinetry and Washington Apple Pi. These properties would not be displaced with the Selected Alternative due to the southern shift of Relocated Randolph Road.

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's District 3 - Office of Real Estate, approximately 81 persons are employed at the 22 displaced businesses

located within the previously mentioned six commercial property structural displacements. The Greater Washington Initiative and SHA's District 3 - Office of Real Estate identified the number of persons employed at 13 out of a possible 22 displaced businesses and the remaining employment data was determined by estimating a representative employment size for the individual business' line of work.

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 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.
- Master Auto Service Inc.
- Vacant Building (Future Kevin's Auto Body and Paint).
- Randolph Motors

2. Mobility and Access

The Selected Alternative, Alternative 9 with Option 4- B1 Shifted South and Option B1 Modified, would alter traffic patterns and business access along Randolph Road. Under this Alternative, Randolph Road would be relocated north of its current alignment between Maple Avenue and Parklawn Drive. The new roadway would not provide direct access to the businesses along this segment of Randolph Road. Patrons traveling westbound on Randolph Road would be required to use the signalized access road approximately 600 feet west of the Randolph Road tie-in at Parklawn

Drive. Eastbound traffic would have the option of using the signalized intersection or a slip ramp to/from eastbound Randolph Road located approximately 300 feet east of the Randolph Road/Maple Avenue intersection. Businesses depending on pass-by traffic may be affected by these changes to traffic patterns.

Future roadway improvements along Maple Avenue and a signalized intersection at Maple Avenue and Chapman Avenue may also connect businesses along Nebel Street to MD 355.

Access to all other portions of the study area would remain the same under the Selected Alternative. Due to the localized nature of this study area, it is anticipated that access disruptions will be minimal, allowing patrons to navigate to a desired location with relative ease. Negative effects to businesses may occur due to the loss of pass-by traffic.

3. Construction Impacts

Most businesses are anticipated to experience some impact during construction. Customers choosing alternate routes to avoid construction and construction-related delay would most likely impact businesses that rely on commuter or pass-by traffic. Evaluation of preliminary phases of construction indicates that access to existing remaining businesses can be maintained during construction. Construction of the Selected Alternative 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 School will be constructed in the first phase of construction, providing necessary access throughout the remainder of the construction.

4. Potential for New Business

The Selected Alternative is consistent with the 1992 North Bethesda/Garrett Park Master Plan 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 sites 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 the publication of the Master Plan, additional development or development plans have occurred at these sites.



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 that 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, such as convenience, commercial and office uses.

The Selected Alternative is consistent with the development opportunities proposed in the 1992 Master Plan for the sites east of the project intersection designated light industrial. The designation 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 Selected Alternative would be compatible with the small to medium scale business activities, such as research and development, warehousing and storage, light manufacturing and product assembly, which are proposed.

3. Land Use Impacts/Smart Growth

Direct land use impacts in the northwestern intersection quadrant would be minor. Impacts would include adding an access ramp to “Old” Old Georgetown Road from MD 355 southbound and adding sidewalks. A stormwater management facility and new park and ride lot may be added in the northwestern intersection quadrant in an existing open space area. Additionally, existing roadway pavement would be removed along existing Montrose Road and along the northernmost portions of the existing park and ride lot.

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 open space land (east and west of the MARC/CSX tracks) would 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. The majority of forest impacts are to the east of the intersection. However, approximately 1.04



acres of forest would be impacted west of “Old” Old Georgetown Road. A total of nine acres of forested land would be impacted with the Selected Alternative.

The primary land use impacts in the southwestern intersection quadrant involve converting part of the existing park and ride facility to transportation land use. Approximately 350 spaces of the park and ride would be displaced. Refer to *Section III.F.1.e* for additional information on potential park and ride mitigation.

The Selected Alternative would result in the displacement of three fewer commercial property structures and six fewer businesses than the previous Alternative 9 with Option B1 Modified. These businesses are located within an area currently zoned as light industrial. All the displaced buildings and surrounding land use would be converted to transportation land use for either roadway or roadway appurtenances including sidewalks, bikeways, stormwater management, reforestation or landscaping.

Statewide Smart Growth initiatives formally took effect on October 1, 1998. The intent of Maryland’s Smart Growth Act of 1997 is to direct state funding for growth-related projects to areas designated by local jurisdictions as PFAs. PFAs are existing communities and other locally designated areas as determined by local jurisdictions in accordance with Smart Growth guidelines. The entire study area falls within the PFA. Therefore, this project is consistent with Smart Growth.

4. Cultural Resources

a. Historic Sites

The Montrose School

The Montrose School, located on the north side of Randolph Road just east of MD 355, is listed on the National Register of Historic Places (NRHP) and is owned by Peerless Rockville Historic Preservation Ltd. The Montrose School is currently operating as a private daycare facility. The property on which the school is located is owned by the SHA and is leased by Peerless Rockville Historic Preservation Ltd. with the provision that if SHA needed the land for transportation purposes, Peerless Rockville would be responsible for moving or razing the building at its expense. MHT acquired an easement on the building in 1986. The historic boundary includes the Montrose School and a one-acre square around the school structure.

The proposed impacts to the Montrose School property include 0.03 acres for temporary construction impacts and a relocation of the entrance drive (refer to *Figure 6*). The entrance drive would be relocated because significant grade changes and a retaining wall at the current location would make it inaccessible from Randolph Road. The temporary impacts would result from fine grading activities to the proposed sidewalk and to the existing path that leads to the main entrance of the school, fine grading in the southeast corner of the property and the addition of a new driveway in the northwest corner of the property. The historic Montrose School structure and most of the existing landscaping would not be impacted by the proposed activities; however, the relocation of the driveway would require that 0.29 acre of forest be removed adjacent to the school property. Alternative 9, as presented at the Public Hearing, showed 0.03 acres of temporary construction impacts.

SHA has been working closely with Peerless Rockville and the Focus Group made up of community members to develop enhancements as mitigation for these impacts. Property enhancements would be refined as the final design is developed and as detailed below. The construction activities related to the school property include the relocation of the entrance driveway, relocation of the sidewalk, addition of a retaining wall and landscaping. Reforestation would also occur in the vicinity of the school property to mitigate for loss of woodlands and help recreate a forested setting for the Montrose School. Refer to *Section III.E.4.b Figure 6* (Proposed Montrose School Mitigation) and *Figure 7* (Montrose School Line of Sight Drawings) that detail the design modifications in the vicinity of the Montrose School that have been incorporated into the Selected Alternative.

The property surrounding the Montrose School does not require evaluation under Section 4(f) of the USDOT Act of 1966. A provision of 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). This is the case for the Montrose School. SHA has coordinated with MHT as part of SHA's Section 106 compliance pursuant to the National Historic Preservation Act. SHA has determined that the Selected Alternative will have no adverse effect on the Montrose School. The State Historic Preservation Officer (SHPO) concurred with this determination on January 7, 2003. Please refer to *Chapter V* Other Agency Correspondence.

b. Archeological Sites

No National Register eligible archeological resources would be impacted by the Selected Alternative as concurred on by the SHPO (January 7, 2003). Please refer to *Chapter V* Other Agency Correspondence.

5. Natural Environment/Ecological Conditions

a. Topography and Geology

The Selected Alternative would involve cutting and/or filling to achieve grade separation at the MD 355 - Montrose Road/Randolph Road intersection. Construction of ramps would also involve moving earth. The grade separation at the railroad track would result in an increase in the amount of fill needed to raise the road.

No unique geologic features or economically important mineral deposits would be affected by the Selected Alternative.

b. Soils

1. Erosion and Sedimentation

Construction of the Selected Alternative would affect soils, especially by erosion and subsequent sedimentation during the construction 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 the soil becomes disturbed and subsequently erodes. No streams or waterways are present within the proposed construction zone. Several control 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.

c. Water Resources

1. Surface Water and Groundwater

Several potential locations for stormwater management facilities have been identified based on a preliminary evaluation of the Selected Alternative, Alternative 9 With Option 4- B1 Shifted South and Option B1 Modified (refer to *Figure 10*). The exact size and location of these facilities would be identified in the final stormwater management plan to be developed during the final design phase of the project and submitted to MDE for review and approval.

The Selected Alternative would not 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.

The Selected Alternative has 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 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 and vegetating and stabilizing exposed soil. Other measures may include proper handling of hazardous materials during the construction phase.

d. Ecological Effects

1. Terrestrial Wildlife/Habitat

The Selected Alternative would minimally affect quality of wildlife habitat and vegetation because any proposed construction would occur within dense urban development area with only small woodland stands throughout the study area. Based on a more refined limit of disturbance (LOD)

subsequent to the Environmental Assessment (EA) and the Relocated Randolph Road alignment shift to the south, woodland impacts for the Selected Alternative have been minimized to nine acres (refer to *Table 1* and *Figure 8*). 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.

The Maryland Reforestation Act requires the minimization of forest clearing, replacement of removed wooded areas or contributions to a reforestation fund if forested areas are taken. See *Figure 8* for impacted woodland acreage. The Selected Alternative would comply with the Maryland Reforestation Act. Every effort will be made to minimize the impacts within the project area.

Per Natural Resources Article 5-103, "Reforestation Law," adopted 1989, amended 1990 and 1991, all highway construction projects utilizing \$1 or more of State funding must mitigate for forest impacts greater than one acre. Replacement is required on an acre-for-acre (1:1) basis and must be accomplished on public land. SHA will adhere to the following prioritized list when selecting reforestation sites.

- Reforestation within the project right-of-way or on SHA property adjacent to the construction site.
- Reforestation on any public land within the County and subwatershed where impacts are anticipated.
- Reforestation to occur in the County or subwatershed in the state in which the construction activity is located.

The following criterion will apply to all planting sites per the options listed above:

- Open forested planting sites should be at least one-half acre in size and 50 feet wide.
- Sites adjoining other forest land should be at least one-quarter acre in size and one planting row wide.
- Free-standing strip plantings should be at least 50 feet wide and one-half acre in total size.
- Site must not be in forested condition before planting.
- Site must remain in forested condition for the foreseeable future.

The Selected Alternative would have minimal effects on wildlife populations within the study area because construction would be located in an urban area. Some squirrels, chipmunks, birds and insects that dwell in trees and open space in 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.

2. Endangered and Threatened Species

Coordination with the United States Fish and Wildlife Service (USFWS) and the Maryland Department of Natural Resources (DNR) indicated that no known federal or state rare, threatened or endangered species were identified within the study area. Therefore, none would be affected by the Selected Alternative.

3. Aquatic Wildlife/Habitat

The Selected Alternative 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 and vegetation before contacting surface waters. The potential construction would not be adjacent to any streams.

6. Noise Quality

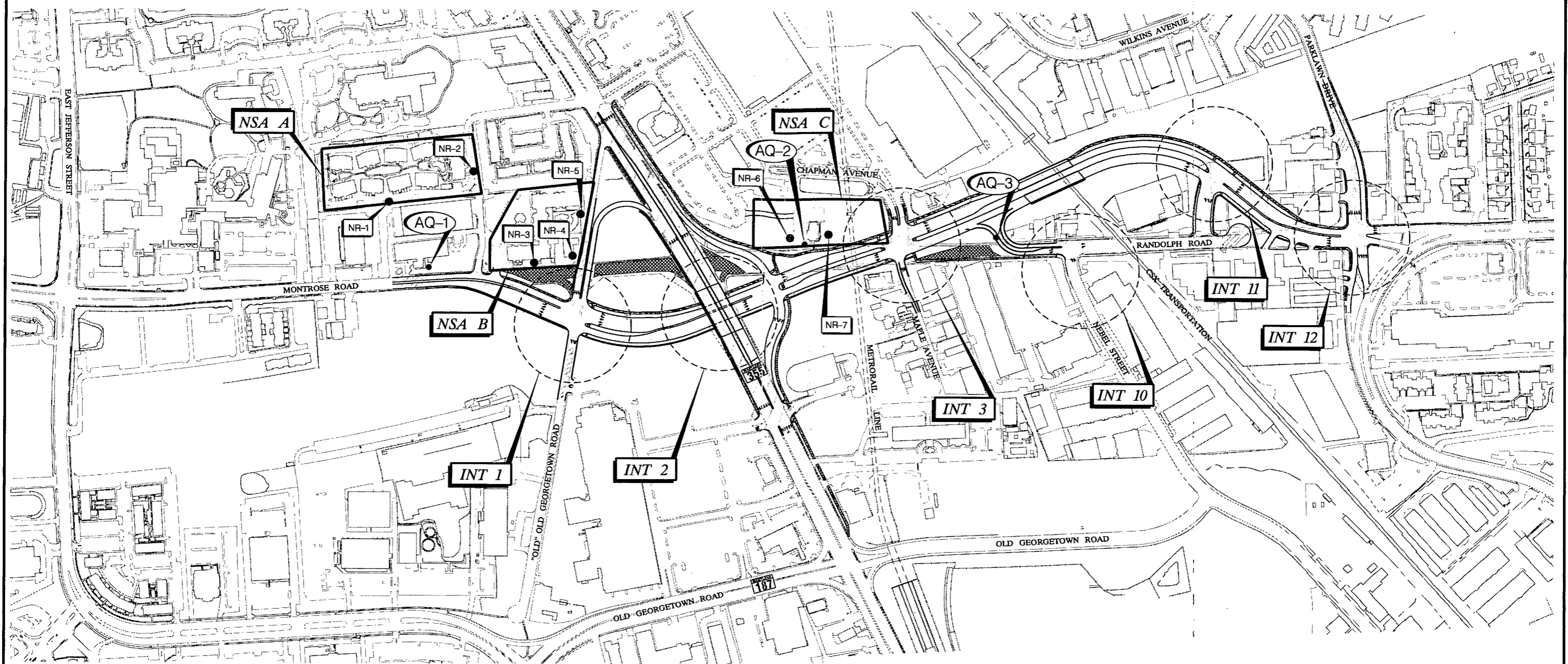
Three Noise Sensitive Areas (NSAs), represented by seven receptor modeling locations, were identified for this project. The locations of these NSAs and receptor locations are shown on *Figure 11*. The projected 2020 design-year noise levels indicate that the FHWA Noise Abatement Criterion (67 dBA) is approached (66 dBA) or exceeded at two of the three NSAs associated with the Selected Build Alternative.

The following summarizes noise abatement evaluation for each NSA:

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 56 to 57 dBA and

Alternative 9 - with Option 4 - B1 Shifted South and Option B1 Modified



MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

FIGURE II

Noise and Air Quality Receptor Locations



Legend

NR-5	Noise Receptor	New Pavement
NSA B	Noise Sensitive Area	Resurface Pavement
AQ-1	Air Quality	Sidewalk
INT 1	Air Quality Intersection	Pavement to be removed

would not be impacted under the Selected Alternative. 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 northwestern quadrant of the intersection of Montrose Road and "Old" Old Georgetown Road. This NSA is represented by Receptors 3, 4 and 5.

Receptor 3 represents the four residences on the south side of the apartment building that face Montrose Road. It would experience a noise level of 67 dBA under the Selected Alternative. A noise barrier was considered for Receptor 3, but because this receptor represents second floor residences and not ground level residences, mitigation is not warranted (according to FHWA and SHA criteria). A detailed barrier analysis was not performed. The entrance ramp to the building parking garage and a number of commercial/retail properties occupy the ground floor of the south side of the Pavilion Apartment property. Because mitigation is not warranted, the cumulative effects of traffic noise were not investigated at this location.

Receptor 4 represents the outdoor pool at the Pavilion Apartments. It would experience a noise level of 68 dBA under the Selected Alternative. A noise barrier was considered for Receptor 4. However, an existing privately owned wall along the proposed roadway, five to ten feet in height at this location, does not allow adequate space for the construction of a barrier. 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 apartment building that face "Old" Old Georgetown Road. This receptor was analyzed for consideration of a noise wall under two criteria. First, the cumulative effects of traffic noise due to roadway improvements were 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 from the proposed improvement. Second, the noise levels were analyzed. This receptor would experience a noise level of 67 dBA under the Selected Alternative. Noise levels at



this location do not increase by the minimum required 3 dBA between the no-build and the Selected Alternative. Consequently, this location does not meet SHA reasonableness criteria and a detailed barrier analysis was not performed.

NSA C consists of the Montrose School, a registered historic site that currently operates as a daycare facility. This NSA is represented by Receptors 6 and 7. NSA C would experience noise levels ranging from 65 to 66 dBA. As shown in *Figure 11*, Receptor 6 is located on the west side of the Montrose School and Receptor 7 is located east of the Montrose School in the existing outdoor playground. The playground, the only outdoor use area in NSA C, experiences a noise level of 65 dBA under the Selected Alternative. Therefore, this location is not impacted according to SHA and FHWA guidelines. An investigation of a barrier was not warranted.

Noise Impact Mitigation

In summary, noise abatement was determined to be unwarranted at the Avalon Crossing Luxury Apartments (NSA A) and the Montrose School (NSA C), and not feasible in the Pavilion Apartments (NSA B) under the Selected Alternative.

7. Air Quality

a. 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 (EPA), FHWA, and 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 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 Selected Alternative 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).

b. 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.

SHA 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.

c. Receptor Site Locations

Three air quality receptors were selected to represent air quality sensitive locations within the study area. In addition, five signalized intersections were analyzed for the No-Build Alternative and four signalized intersections were analyzed for the Selected Alternative. The locations of these air quality receptor sites and the signalized intersections analyzed are shown on *Figure 11*. At these intersections, receptors were placed at the edge of ROW 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 following are the sites chosen for the air quality receptors:

- AQ-1 – Montrose Office Center, 6001 Randolph Road.
- AQ-2 – Montrose School, 5721 Randolph Road.
- AQ-3 – Eye Doctor/Dentist Office, 5515 Randolph Road (No-Build Alternative only).

The intersection location analyzed include:

- INT-1 – Montrose Road / "Old" Old Georgetown Road.
- INT-2 – Montrose Road / Randolph Road / MD 355.
- INT-3 – Randolph Road / Maple Avenue.
- INT-10 – Randolph Road / Nebel Street.
- INT-11 – Randolph Road / Access Road.
- INT-12 – Randolph Road / Parklawn Drive.



d. Results of the Microscale Analysis

A summary of the CO concentrations is shown in *Table 8*. The concentrations resulting from the No-build Alternative or the implementation of the Selected Alternative are below the S/NAAQS for the one-hour analyses. The concentrations resulting from Selected Alternative are also below the S/NAAQS for the eight-hour analyses. However, the concentrations are above the S/NAAQS for the No-Build Alternative at INT-1, INT-2 and INT-12 for the eight-hour analysis in 2010, and at

Table 8
Predicted 1-Hour and 8-Hour CO Concentrations in 2010 and 2020

Receptor	2010				2020			
	No-Build		Selected Alternative		No-Build		Selected Alternative	
	1 Hour	8 Hour	1 Hour	8 Hour	1 Hour	8 Hour	1 Hour	8 Hour
AQ-1	10.2	5.5	7.2	3.7	12.1	6.5	7.5	4.3
AQ-2	11.5	6.8	7.0	4.6	13.3	7.7	7.3	4.8
AQ-3	14.0	7.1	-	-	15.8	8.9	-	-
INT-1	17.9	11.1	12.0	7.3	26.9	13.0	12.9	8.1
INT-2	23.5	11.4	10.0	6.2	28.5	13.1	10.2	6.9
INT-3	15.4	7.9	7.7	5.0	17.6	9.8	8.2	5.1
INT-10	10.1	6.3	7.9	5.9	10.7	6.6	8.4	5.9
INT-11	-	-	10.4	6.0	-	-	11.7	6.4
INT-12	15.7	9.5	11.1	7.6	16.1	10.1	12.2	7.7

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 of the S/NAAQS are shown in bold.

INT-1, INT-2, INT-3 and INT-12 for the eight-hour analysis in 2020. A relative comparison of the No-Build Alternative versus the Selected Alternative shows that CO concentrations decrease with the construction of the Selected Alternative at all receptor locations. This can be attributed to improved levels of service at the intersections resulting in shorter queue length and lower CO concentrations.

e. Conformity with Regional Air Quality Planning

The MD 355 - Montrose Road/Randolph Road Intersection Improvement Study is located in Montgomery County, Maryland. This county is not designated as a non-attainment area for 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 (SIPs) 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.

f. Analysis Input

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 Selected and No-Build Alternatives. Traffic speeds were determined by the Highway Capacity Manual, based on the level of service volume provided by SHA. The maximum speed for roadway segments was limited to the posted speed limit. 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. The existing posted speed limits for each roadway segment are listed in *Table 9*.

Table 9
Posted Speed Limits

Roadway	Posted Speed Limit
Montrose Road	40 mph
MD 355	40 mph
Nebel Street	30 mph
Parklawn Drive	30 mph
Randolph Road	35 mph
"Old" Old Georgetown Road	25 mph
Maple Avenue/Chapman Avenue	25 mph

Five signalized intersections were included in the No-Build Alternative, Montrose Road at “Old” 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.

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



93

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. MWCOG provided assumptions for these factors used in the MD 355 - Montrose Road/Randolph Road Intersection Improvement Study 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 used in this model.

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.

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 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 ADTs 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.

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). The No-Build Alternative and the Selected Alternative would contain both free-flow and queue links since five-signalized intersections already exist and a total of four signalized intersections are proposed in the Selected Alternative. 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 10*.

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.

Table 10
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

Background Levels

In order to calculate the total concentration of CO that occurs at a particular receptor site during worst-case 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 11*).

Table 11
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>*

Conclusion

All air quality modeling is consistent with the EPA's "Guidelines for Modeling Carbon Monoxide from Roadway Intersections" published in November 1992. The CO analysis conducted for the MD 355 - Montrose Road/Randolph Road Intersection Improvement Study resulted in violation of



the 8-hour National Ambient Air Quality Standards with the No-Build Alternative and Alternative 3 (with and without option B1 Modified). Year 2020 analysis of the No-Build Alternative resulted in four intersections exceeding the eight-hour S/NAAQS concentration for CO. These intersections include the following:

- Montrose Road/"Old" Old Georgetown Road.
- MD 355 - Montrose Road/Randolph Road.
- Randolph Road/Maple Avenue.
- Randolph Road/Parklawn Drive.

The Selected Alternative does not violate the 1-hour or 8-hour S/NAAQS CO criteria in either the 2010 or 2020 analysis years. Construction of the Selected Alternative would decrease CO concentrations at all receptor locations. This can be attributed to improved levels of service at the intersections, resulting in shorter queue lengths and consequently lower CO concentrations.

Copies of this air quality analysis were circulated in August 2001 to EPA and MDE, Maryland Air and Radiation Management Administration for review and comment. For more detailed information regarding the air quality analysis, please reference *MD 355 Montrose Road-Randolph Road from West of Old Georgetown Road to East of Parklawn Drive Air Quality Analysis*.

8. Hazardous Materials

The scope of the hazardous waste investigation conducted for this project to date was limited to visual observations made during the site reconnaissance and the review of background information such as state and federal regulatory database 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.

A total of twenty sites were identified during the Initial Site Assessment (ISA) investigation. All the identified properties have the potential for soil and/or groundwater contamination that could require cleanup, disposal and potential remediation. The Selected Alternative would displace five sites and potentially impact three other sites identified during the ISA.

A Preliminary Site Investigation (PSI) is currently being conducted by SHA on eight sites within the project area and is expected to be complete in March 2003. Surface, sub surface and possibly groundwater samples will be collected from each of the sites. All samples will be analyzed for a list of probable contaminants. A detailed report of the PSI will be completed after the field sampling and laboratory analysis. Impacted properties having underground storage tanks will require them to be removed in accordance with all applicable local and state regulations.

G. Secondary and Cumulative Effects Analysis

A 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 to be examined (40 CFR 1508.25 (c)).

1. Scoping

a. Resources

Table 12 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 Selected Alternative. *Table 12* also identifies the sub-boundary (i.e., resource boundary or census tracts) used in conducting the SCEA for individual resources, the analysis methodology, data sources and agencies that provided the data necessary to conduct the SCEA for the resources analyzed.

b. Boundary

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 listed below and can be found on *Figure 12*:

- ARDS
- Area Of Traffic Influence
- Subwatersheds
- Census Tracts
- County Planning Area(s)
- Sewer and Water Service

Figure 12 also shows the synthesis of the Alternatives Retained for Detailed Study, Area of Traffic Influence, Subwatershed and Census Tracts sub-boundaries in 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.

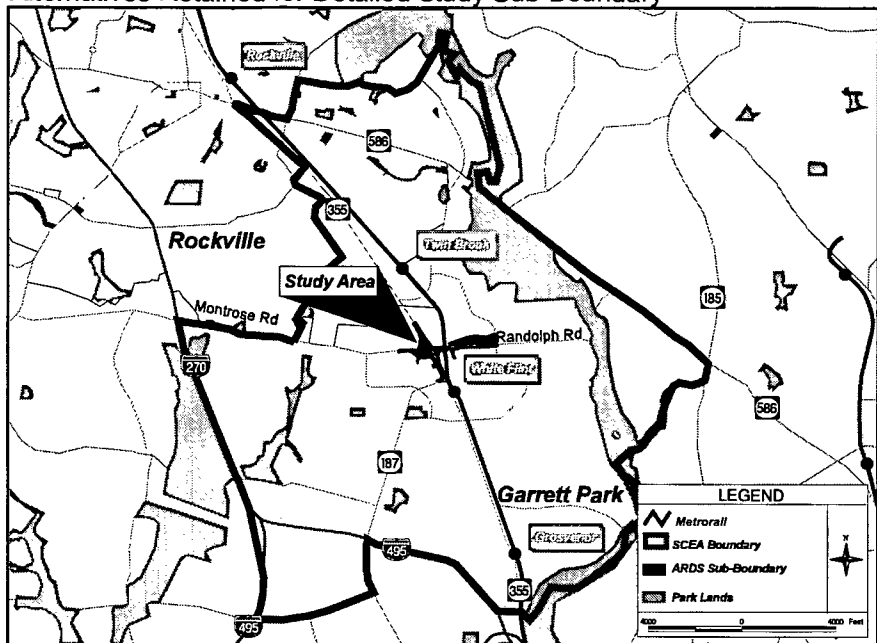


Table 12
Preliminary SCEA Resources

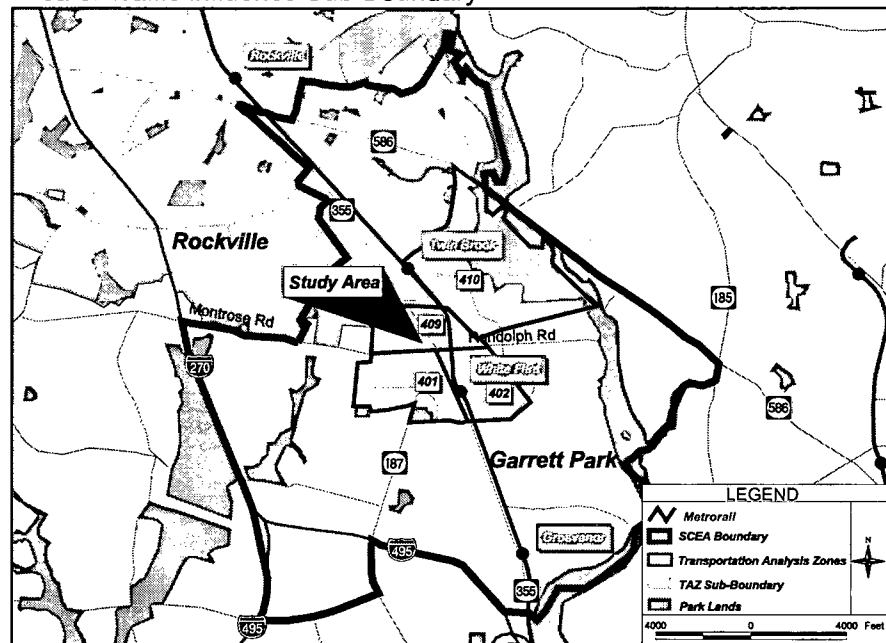
Resource	Boundary	Proposed Analysis Methodology	Data Sources	Agencies
Forests	Subwatershed	Trends analysis, overlays Identify areas of highest growth using population and employment demographics for the SCEA geographical boundary. This will determine habitat impact trends from the past to the present time frame. 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.	<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 • USFWS • DNR • MDE • M-NCPPC • MWCOG • Montgomery County Department of Park and Planning
Historic Resources	Census Tract	Trends analysis, overlays 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. Present, including near future, and future 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"> • MHT Correspondence • National Register of Historic Places Database • Maryland Inventory of Historic Properties Database • North Bethesda/Garrett Park Master Plan 	<ul style="list-style-type: none"> • DNR • M-NCPPC

66

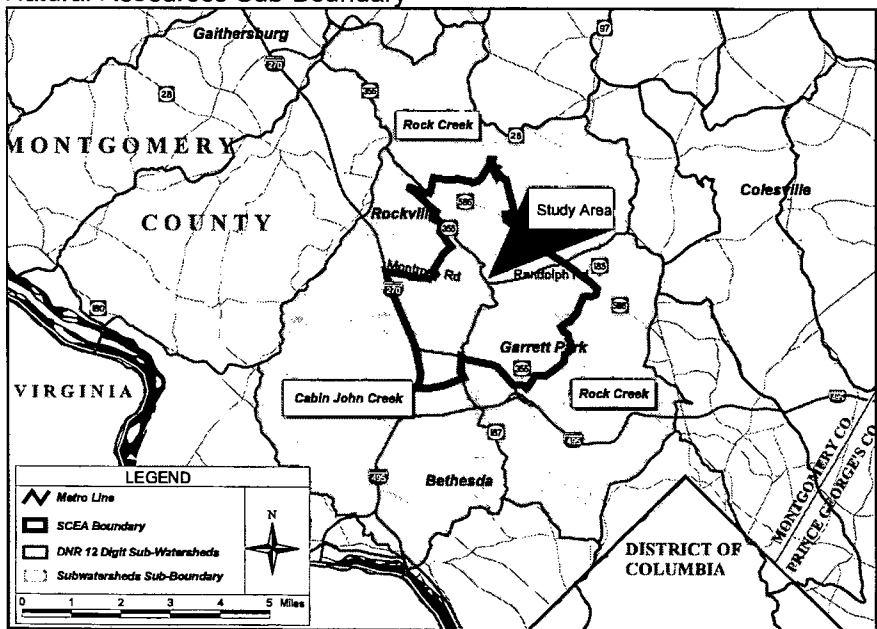
Alternatives Retained for Detailed Study Sub-Boundary



Area of Traffic Influence Sub-Boundary



Natural Resources Sub-Boundary



Socio-Economic/Cultural Resources Sub-Boundary

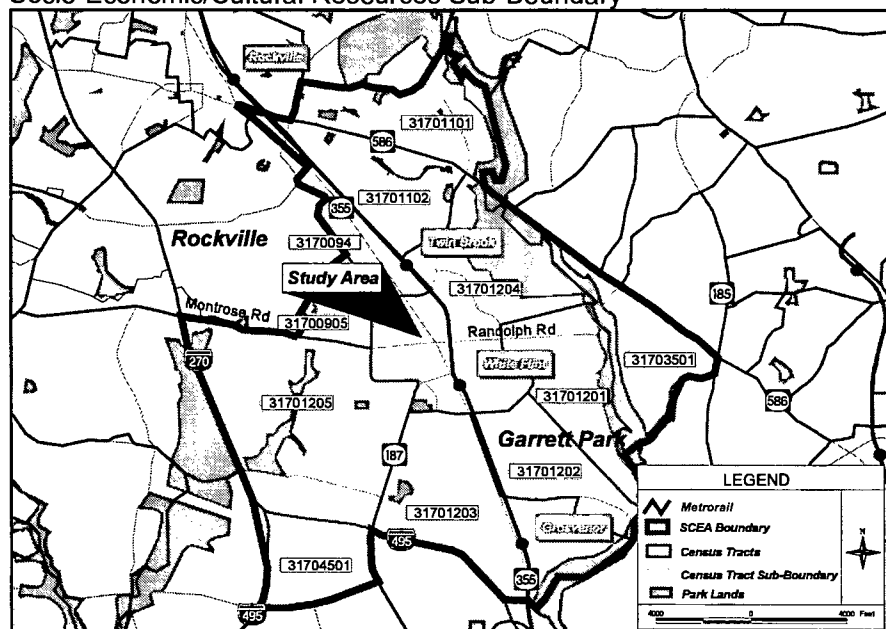
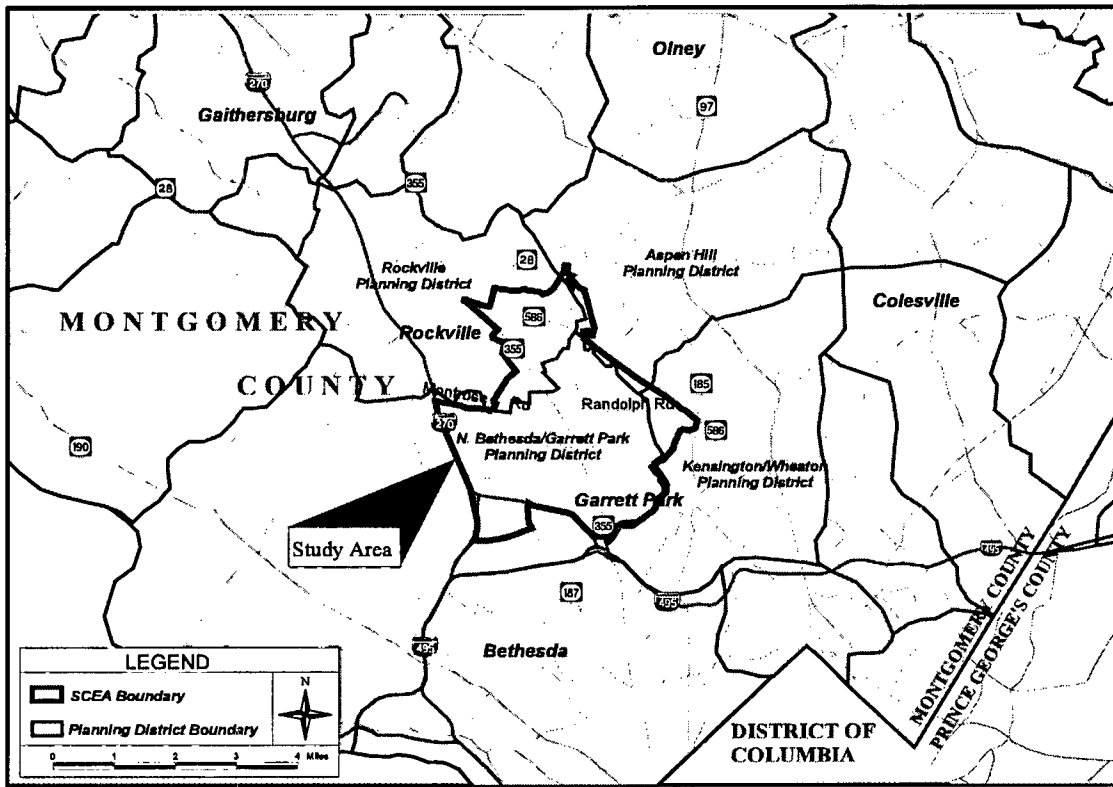


Figure 12
Secondary and Cumulative Effects Geographical Sub-Boundaries

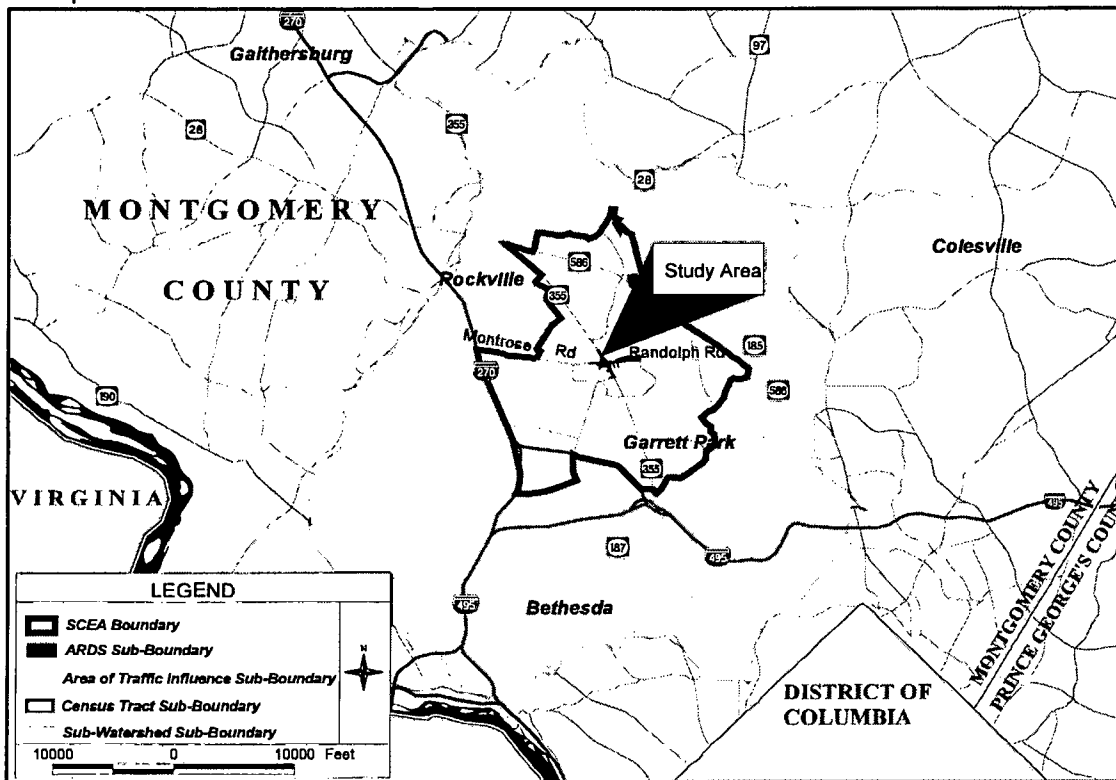
102

Figure 12
Secondary and Cumulative Effects Geographical Sub-Boundaries (cont.)

Planning Area Sub-Boundary



Composite of Sub-Boundaries



c. Time Frame

1. Past Time Frame

The year 1980 was selected as the past time frame for the SCEA. 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. to Shady Grove and the addition of three Metrorail stations in North Bethesda. As listed in *Table 13* and illustrated on *Figure 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. During the previous decade population decreased by 14 percent.

Table 13
Montgomery County and SCEA Study Area Populations (1970 – 2020)

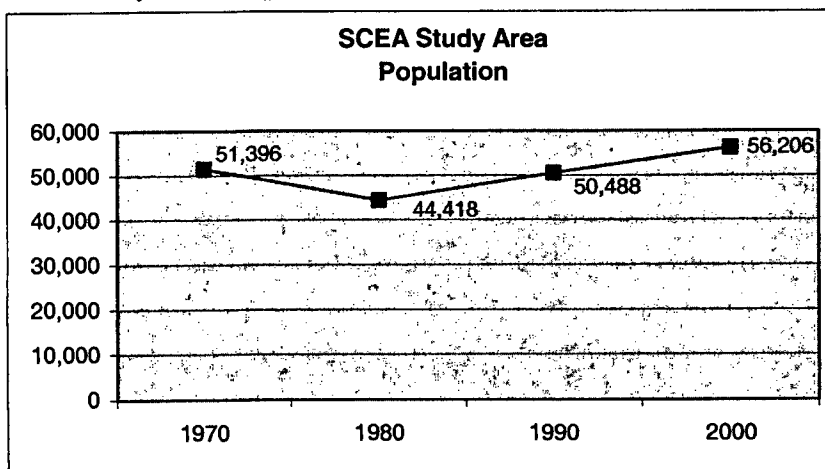
Montgomery County and SCEA Study Area Population						
	1970*	1980*	1990*	2000*	2010**	2020**
SCEA Study Area	51,396	44,418	50,488	56,206	N/A	N/A
Growth Increase	N/A	-14%	14%	11%	N/A	N/A
Entire County	522,809	579,053	762,875	860,000	945,000	1,000,000
Growth Increase	N/A	11%	32%	13%	10%	6%

* From US Census Bureau Tracts

** From Montgomery County Planning Commission

Figure 13

SCEA Study Area Population Change



2. Future Time Frame

Year 2020 was chosen for the SCEA’s reasonably foreseeable future time frame. This is the design year of the project and represents the time frame in which travel forecasting land use assumptions were conducted for the project. Additional readily available 2025 land use data from MWCOG Round 6.2 land use forecast was used to support the SCEA analysis in the future time frame.

2. Analysis

Terrestrial Habitat and Historic Resources were the two resources evaluated as part of the SCEA. With the Selected Alternative, Alternative 9 with Option 4- B1 Shifted South and Option B1 Modified, 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 time frame. 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.

Figure 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 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

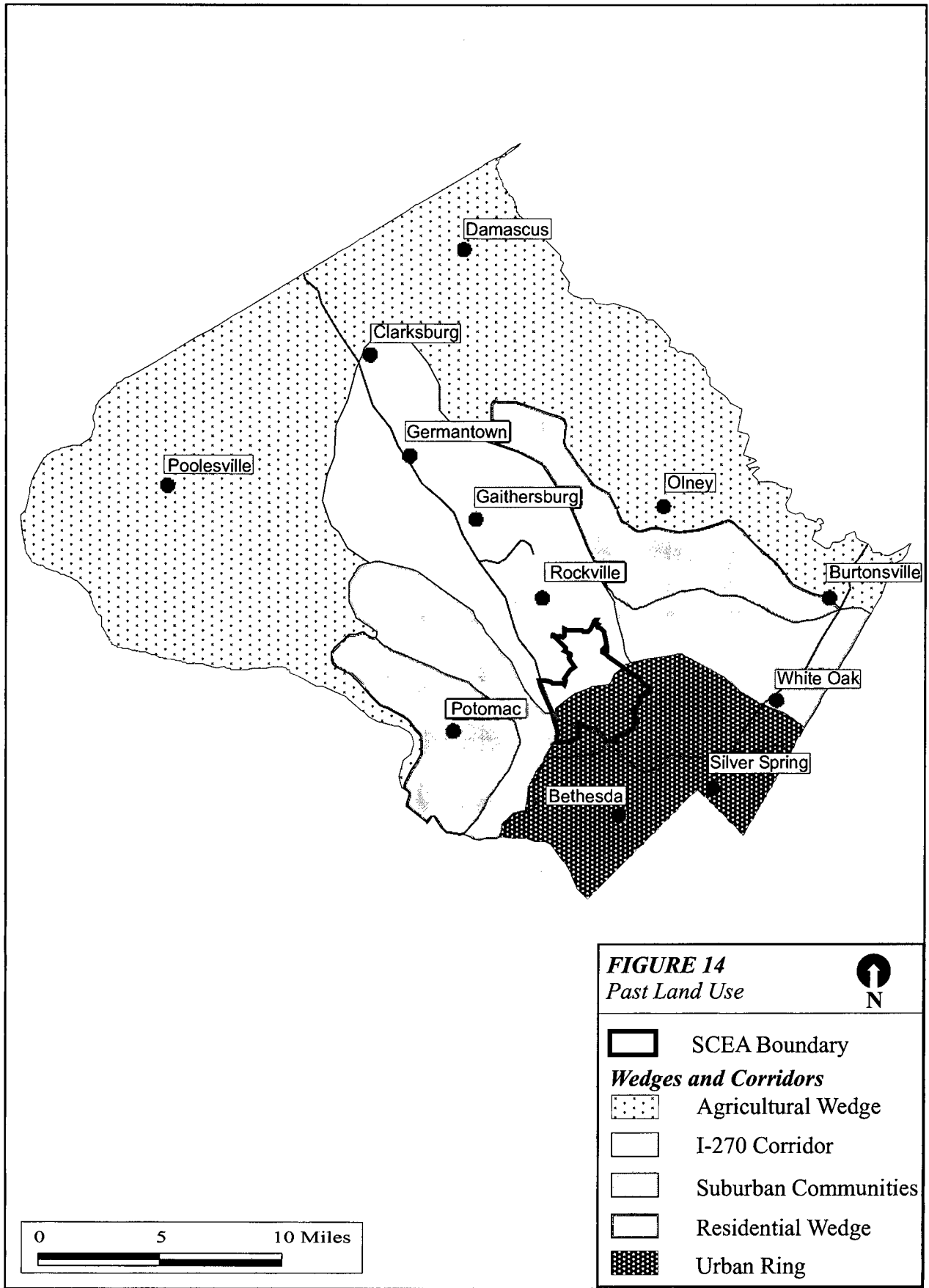


FIGURE 14
Past Land Use

Legend:

- SCEA Boundary
- Wedges and Corridors*
- Agricultural Wedge
- I-270 Corridor
- Suburban Communities
- Residential Wedge
- Urban Ring

0 5 10 Miles

SCEA was generalized into the major categories of residential, commercial/industrial, agricultural, forest, open water/wetlands and bare land. As shown on *Figure 15*, the majority of the SCEA study area is developed. Residential and commercial land uses are the dominant classifications within the SCEA 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 14* and shown on *Figure 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 15* and shown on *Figure 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 ten 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 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 15* and include the following:

- Montrose Crossing.
- Wilgus.
- Georgetown Preparatory School.
- Holy Cross.
- Davis-Lux Lane.

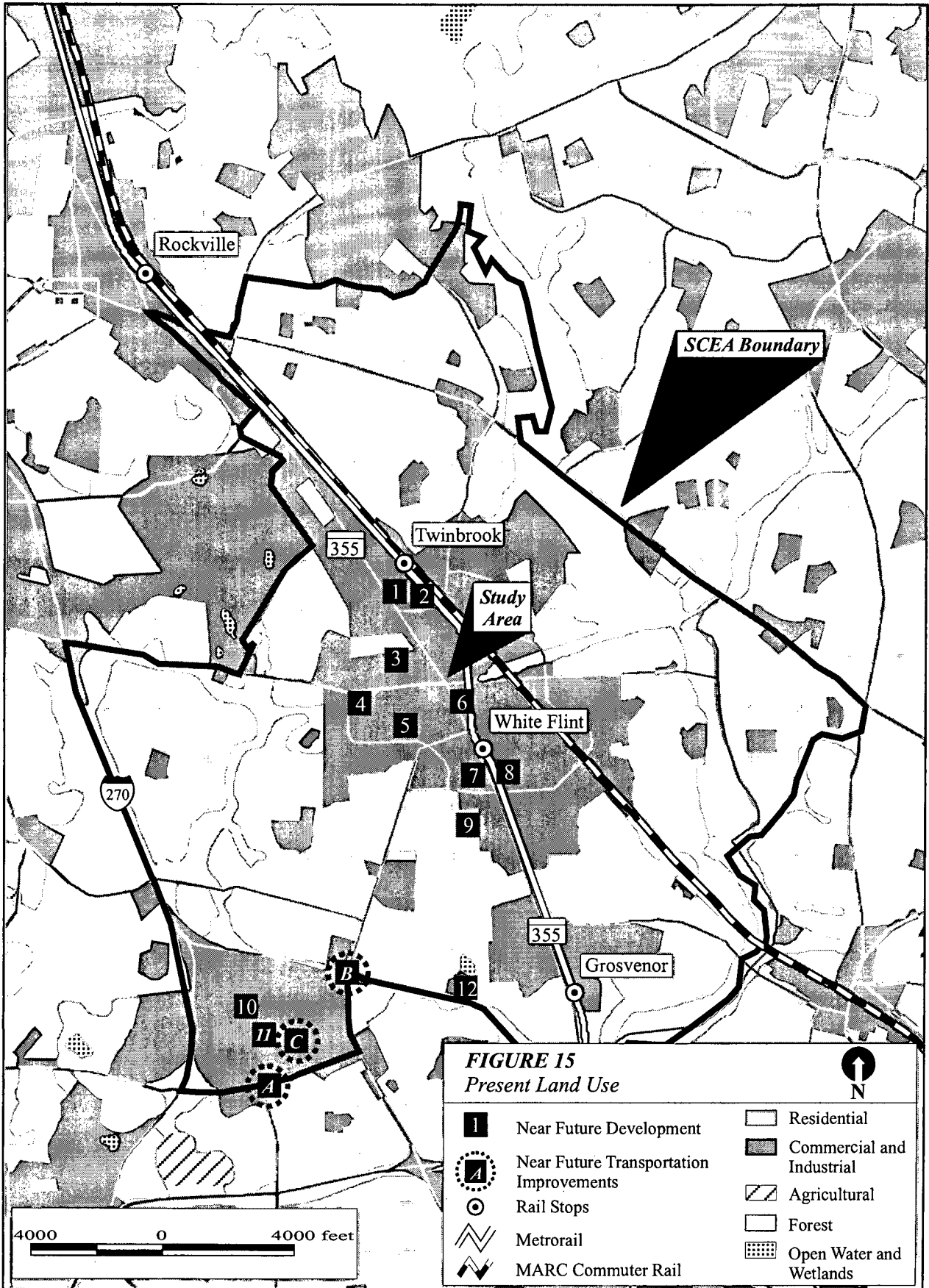


Table 14

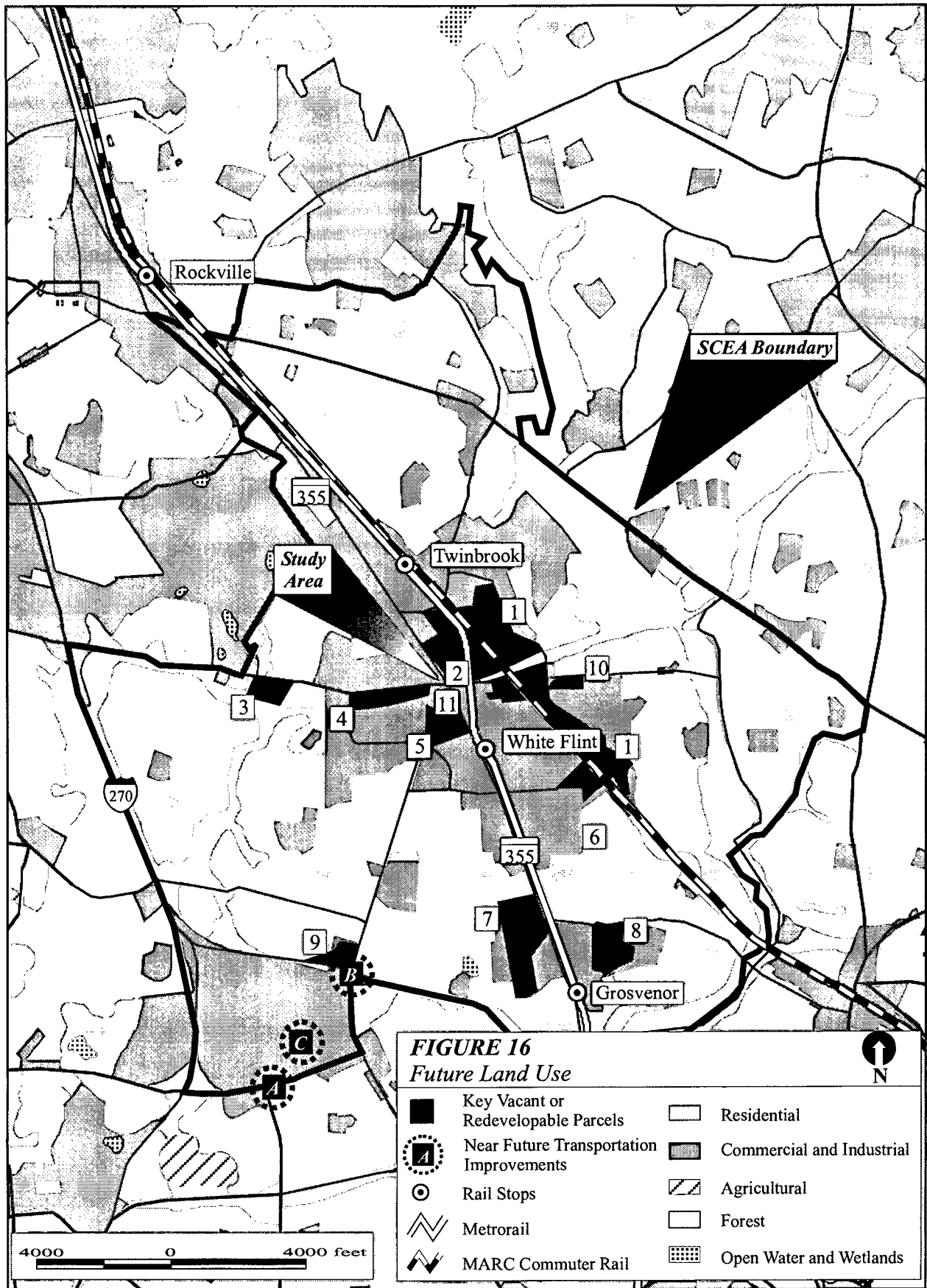
Near Future Development

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 "Y"	N/A	Improve Interchange at Democracy Blvd and Fernwood Road
B	I-270	N/A	Construct a Diamond Interchange to Connect I-270 and Rockledge Drive
C	I-270 "Y"	N/A	Improve the I-270 "Y"/Democracy Blvd Interchange

Table 15

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-Foot -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	Loehmann'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



Generally the future land use in the SCEA geographical boundary for the year 2020 would 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 would be the intensity of development in the area. The trends analysis (detailed below) shows that the area within the SCEA geographical boundary will continue to develop through the addition of people and jobs.

b. SCEA Resource Effects

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 is 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 both of these basins are 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). 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 shown on *Figure 17* and listed on *Table 16*, the SCEA study area experienced rapid population and employment growth between 1980 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 18*.



Table 16

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%

Data from the USGS-PWRC (Patuxent Wildlife Research Center) indicates a general negative trend estimate in Maryland between the 1966-1996 Breeding Bird Survey (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:

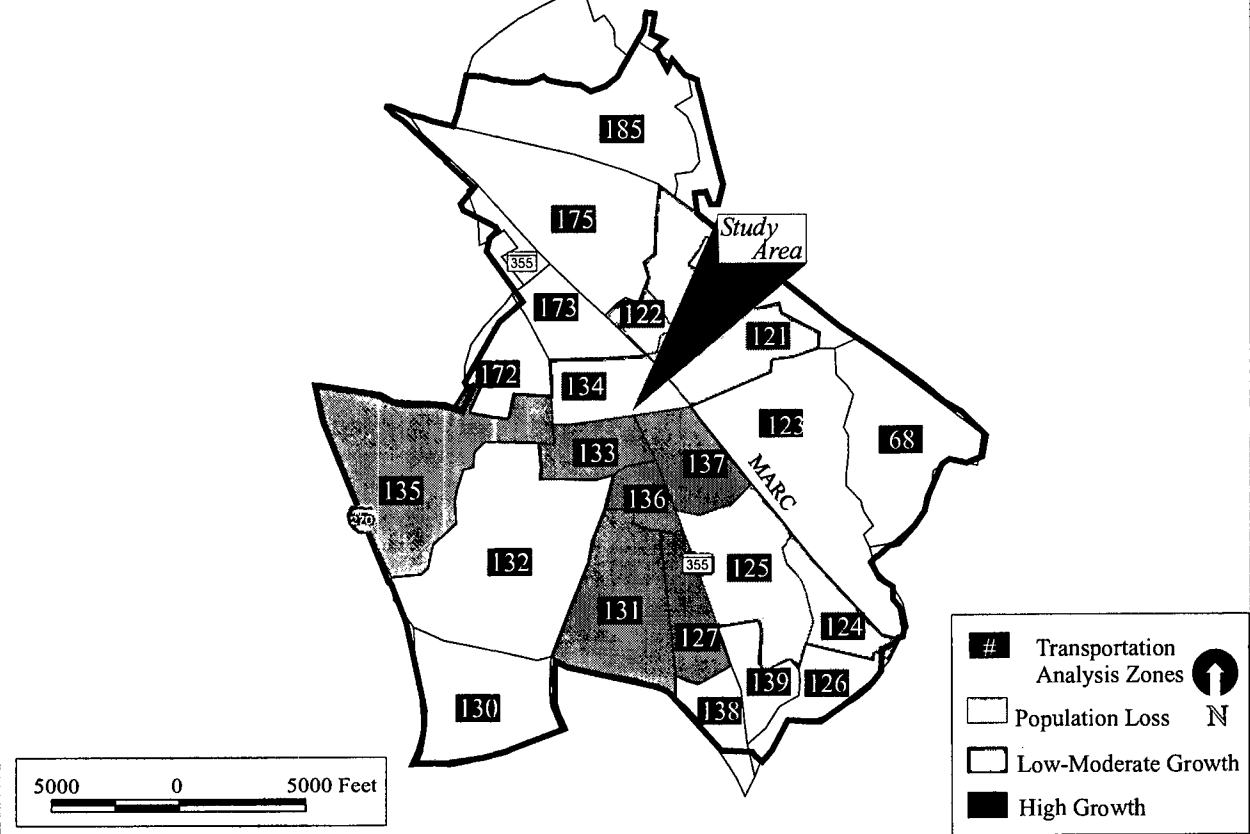
- Forest habitat loss and fragmentation, and wintering habitat loss due to development.
- Loss of food sources (mainly insects) due to pesticide applications.
- Human disturbance.
- Brown-headed Cowbird parasitism.

b. Future

Trends analyses shows that development pressures continue to add stress to terrestrial habitat inside of the SCEA geographical boundary. According to MWCOG Round 6.2 forecasts, future population is expected to increase 20 percent and employment is expected to increase thirteen percent between the years 2000 and 2020. This growth is illustrated on *Figure 19* and listed on *Table 17*.

///

Population Change 1980 - 2000



Employment Change 1980 - 2000

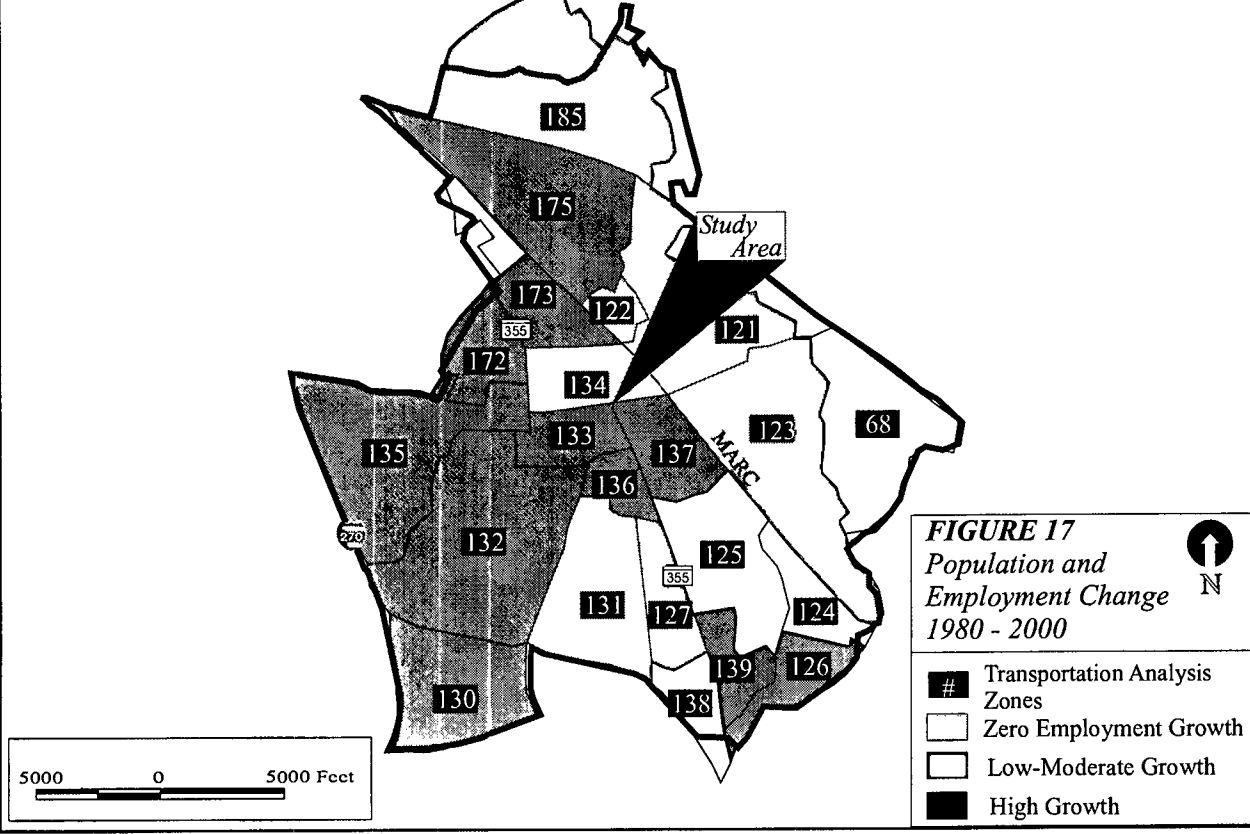


FIGURE 17
Population and
Employment Change
1980 - 2000

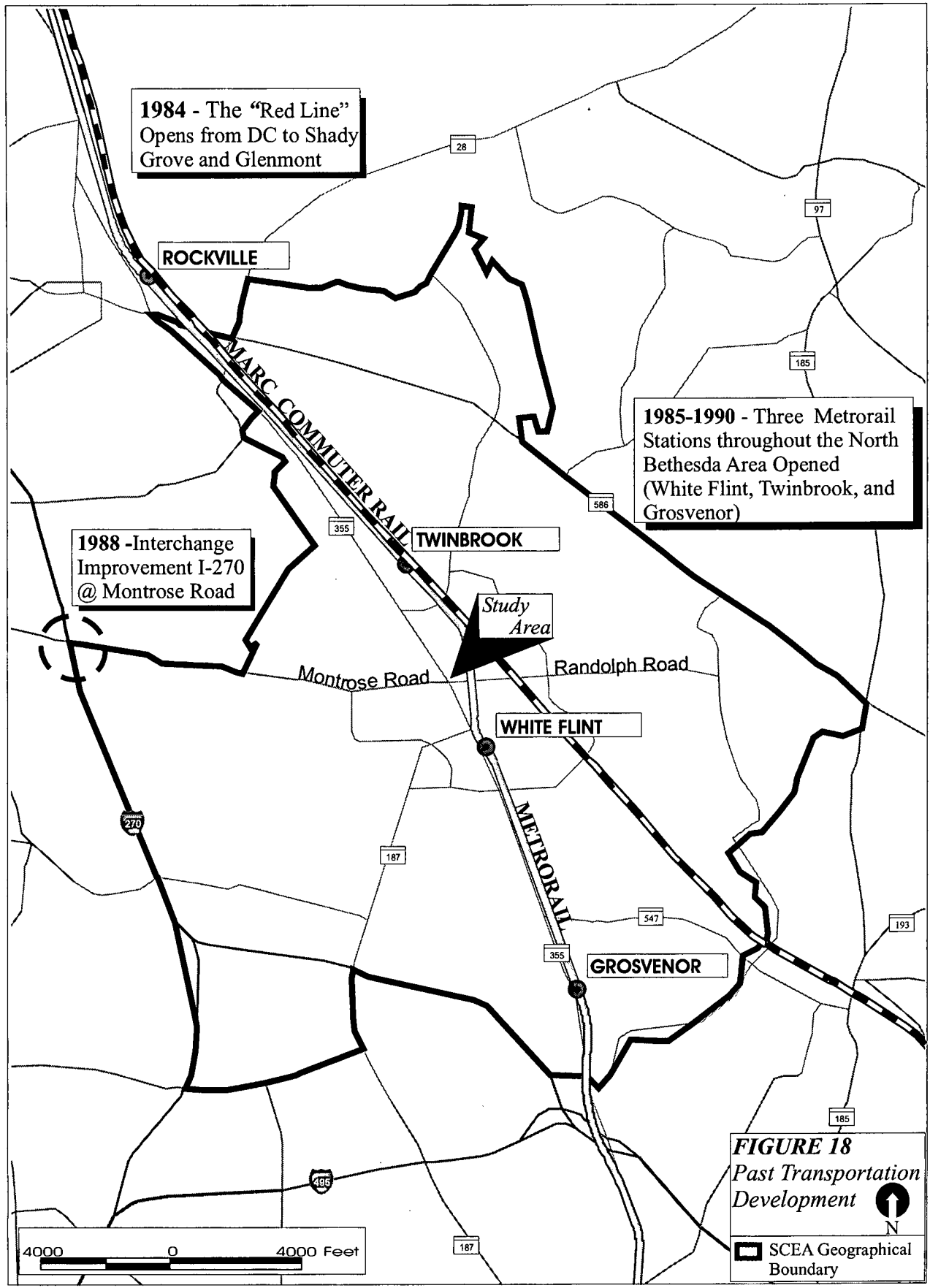


Table 17

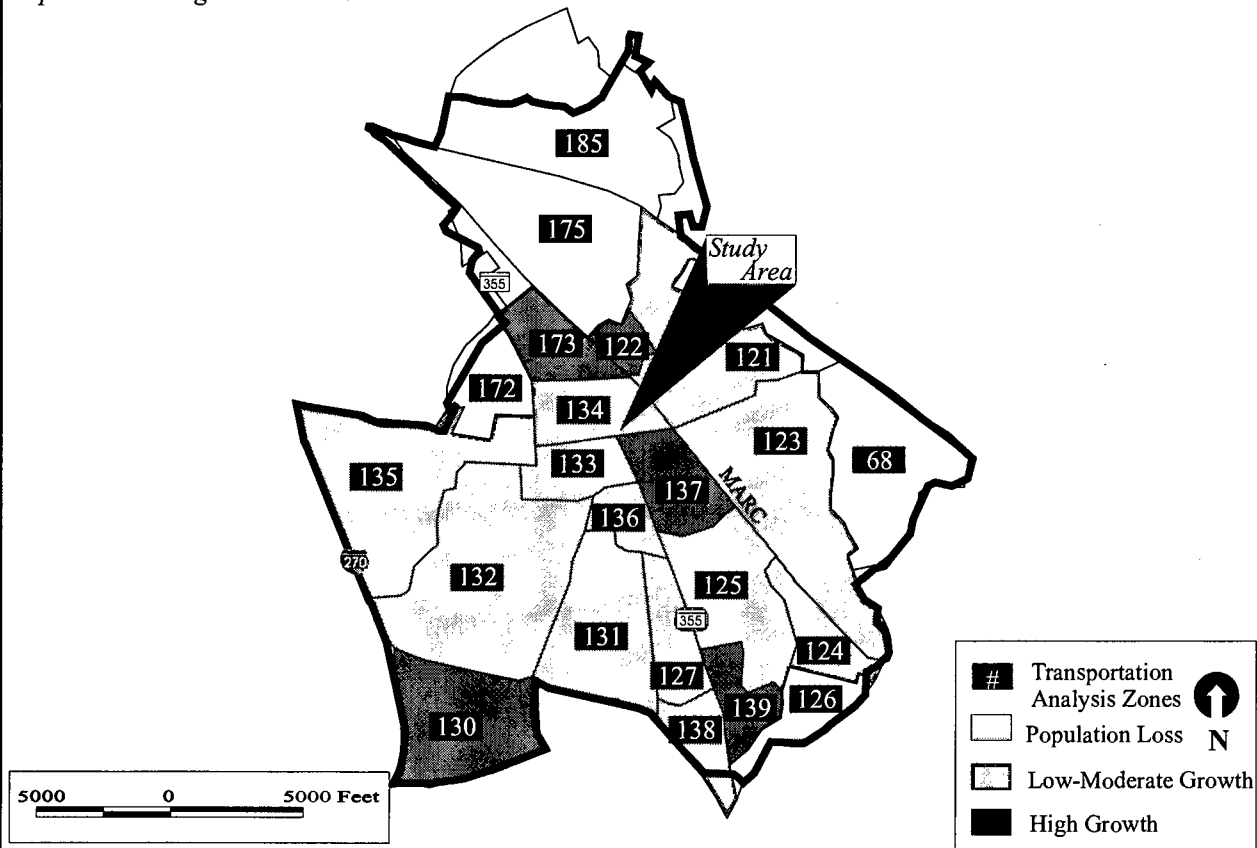
Population and Employment Change 2000-2020

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%

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 Road and west of MD 355. The location of this parcel is illustrated on *Figure 20* and summarized in *Table 15*. The parcel consists of 23 acres of mixed residential and forested land.

Future development pressures associated with the proposed 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 20*).

Population Change 2000 - 2020



Employment Change 2000 - 2020

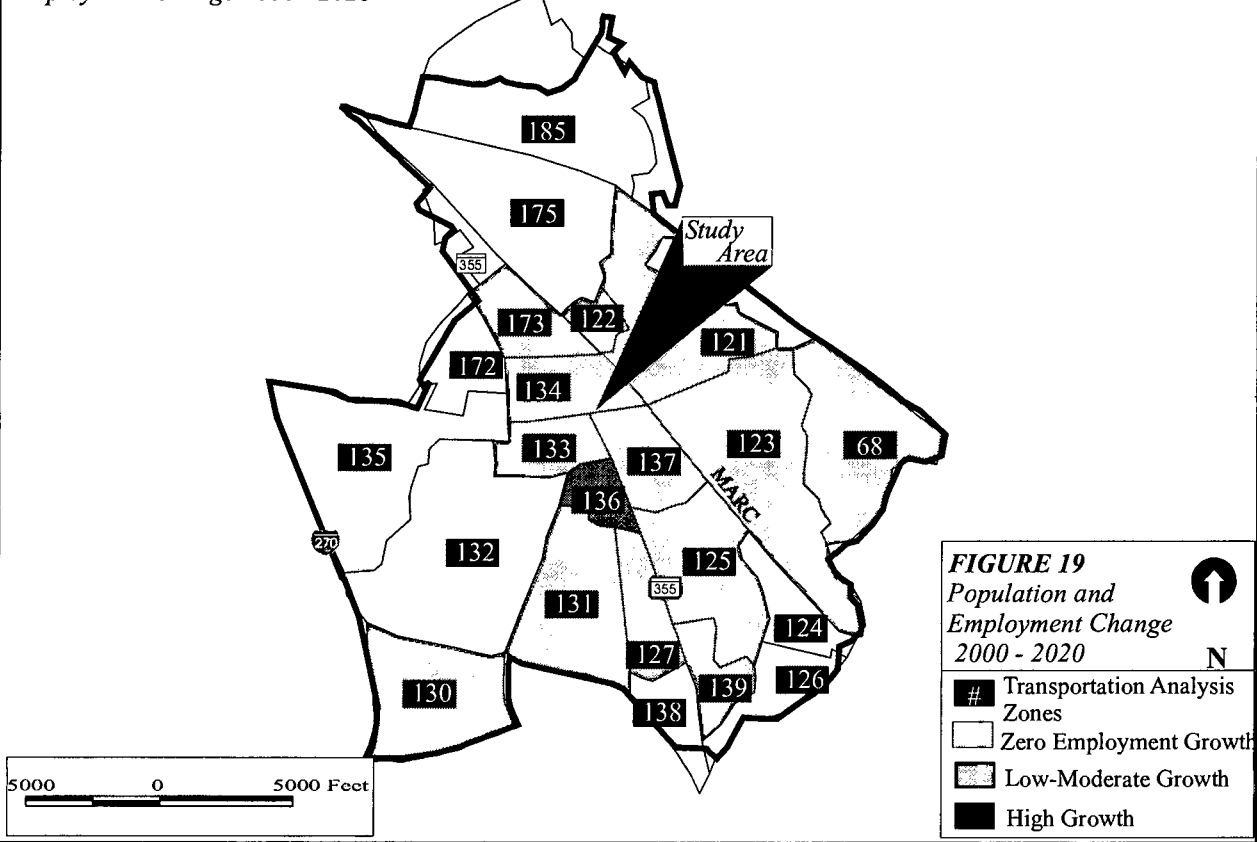


FIGURE 19
Population and
Employment Change
2000 - 2020

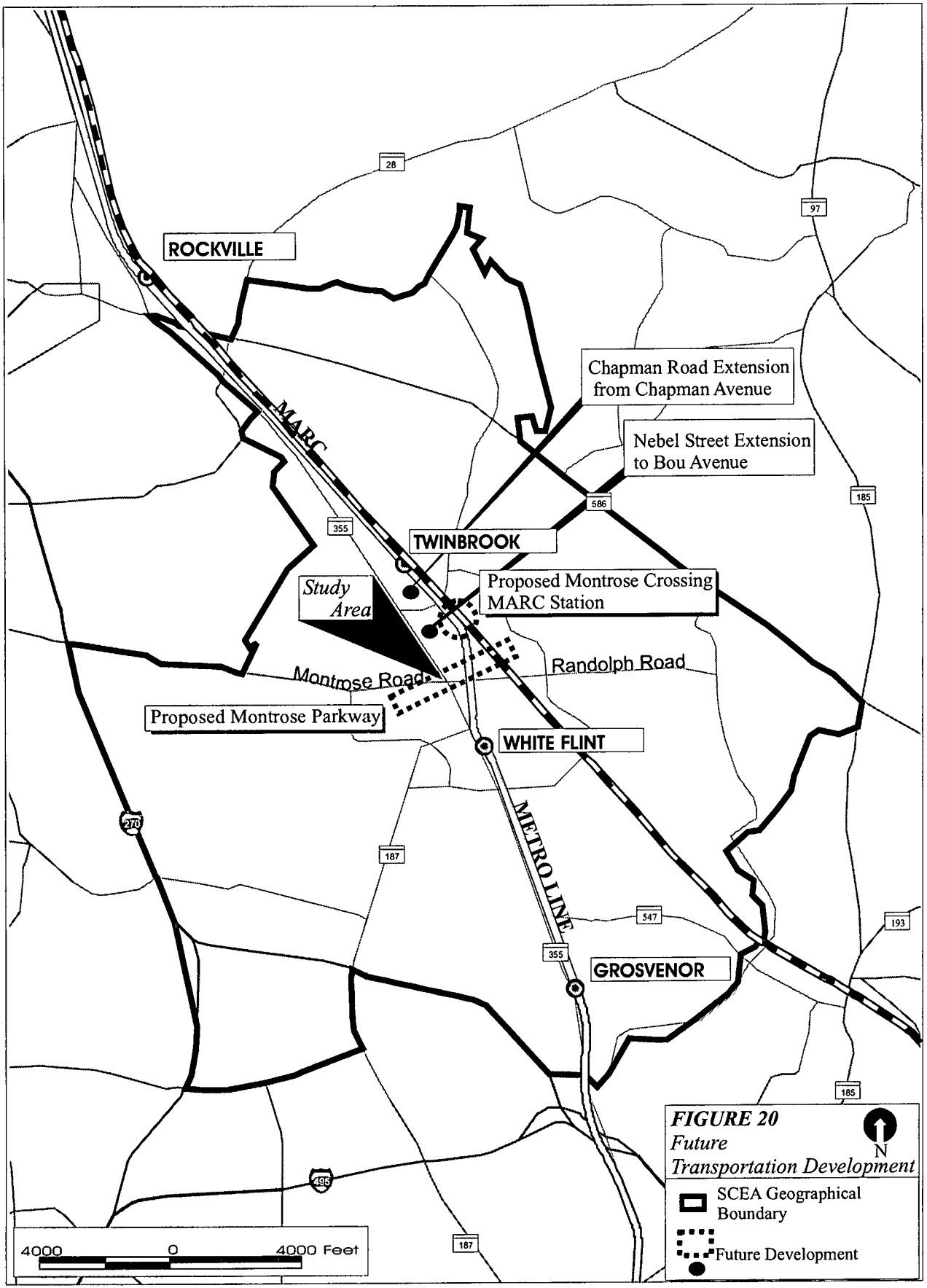




FIGURE 20
Future Transportation Development

-  SCEA Geographical Boundary
-  Future Development

4000 0 4000 Feet

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 time frame. They include:

- The MD Reforestation Law (Natural Resources Article 5-103).
- The Montgomery County – Forest Conservation Law (1992 L.M.C.).
- The Montgomery County Legacy Open Space Program.

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.

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 School (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.

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 39 properties are shown on *Figure 21* and listed in *Table 18*.

1. Past

Records that show trends in the elimination or protection of historic sites in the past time frame are not readily available. Because of this, a past to present trends analysis was not conducted for these resources.

2. Future

Future assessment of historic properties included overlaying future development on the locations of existing known historic properties. Overlay analysis determined that the Montrose School 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 School, owned by Peerless Rockville Historic Preservation Ltd., is located along Randolph Road east of MD 355, near the Montrose Crossing property.

The Montrose School is also listed on the Maryland Inventory of Historic Properties. Overlay analysis indicated that three additional properties listed on the Maryland Inventory of Historic Properties are located within the areas proposed for future development. These properties include:

- 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).

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 School'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. MHT has concurred that the Selected Alternative would have no adverse effect to the Montrose School (January 7, 2003).

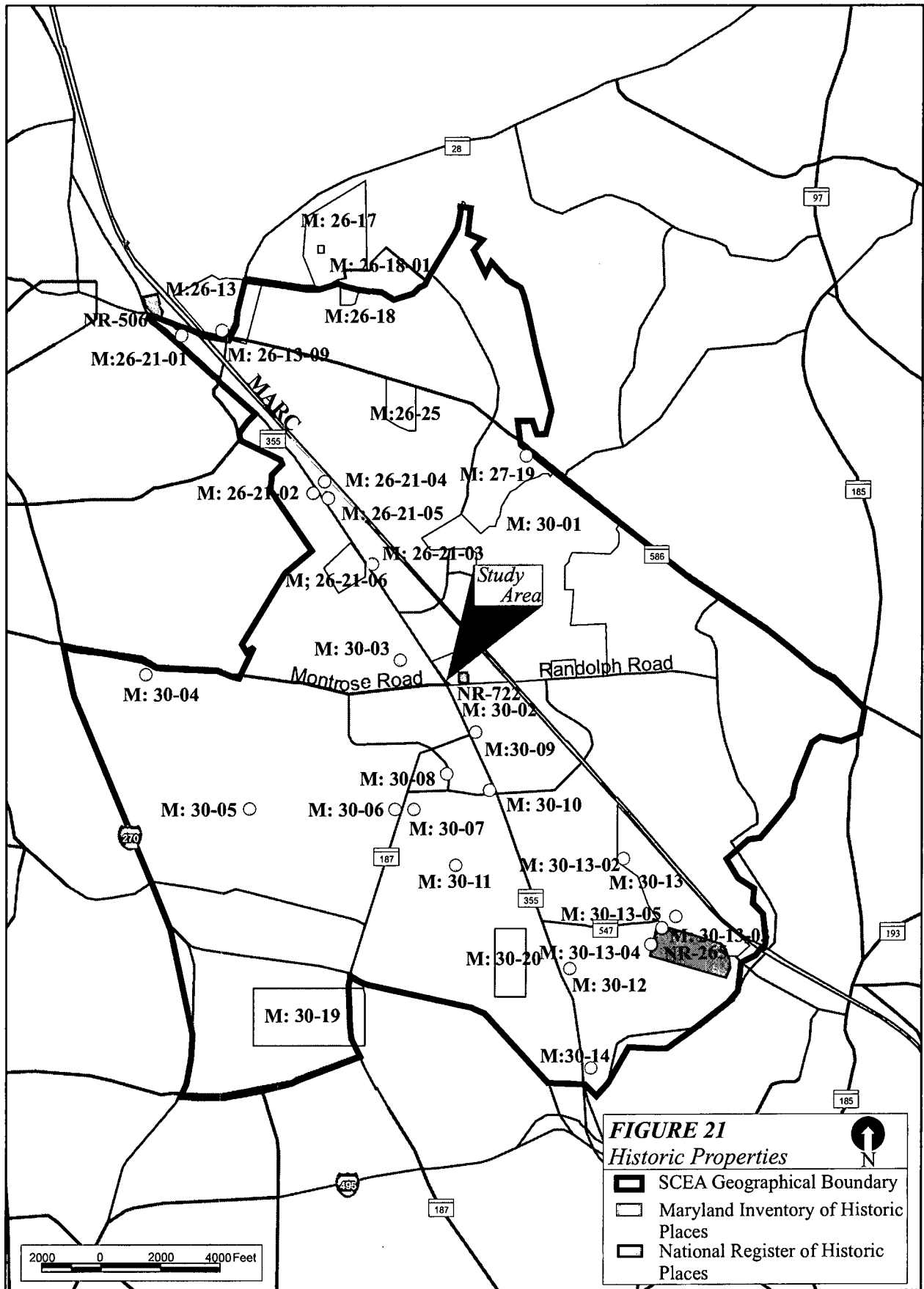
Table 18

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	

3. Conclusions

Preliminary resources to be considered in the SCEA are those resources that would be directly impacted by each of the ARDS. An initial environmental inventory identified resources within the project 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. Therefore, no secondary effects would result from the Selected Alternative (please refer to *Chapter V* Other Agency Correspondence, Page V-23d).

a. Terrestrial Habitat (Forests)

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 would minimize impacts from future development. In addition, natural succession would continue to offset some of the woodland losses, as would reforestation mitigation requirements of approved Forest Conservation Plans pursuant to the county's Forest Conservation Program.

The Selected Alternative would result in nine acres of woodland impacts.

b. Historic Resources

It was concluded that the Montrose School 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 because the Maryland Inventory of Historic Properties involves no regulatory restrictions or controls.

The Selected Alternative would result in 0.03 acre of temporary construction impact to the Montrose School.



121

IV. SUMMARY OF PUBLIC INVOLVEMENT

This section summarizes the public involvement that has occurred throughout the planning stages of this project.

A. Introduction

A series of public Focus Group meetings have been held along with an Alternates Public Workshop (February 9, 2000) and a Location/Design Public Hearing (December 3, 2001). These meetings/workshops/hearing were held to obtain community input throughout 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 public officials. Meetings have also been held with members from transportation and environmental resource agencies to share information about the project and to discuss issues and concerns. In addition, SHA's 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 were not required, SHA has continued to update the agencies on the status of the project.

B. Focus Group

SHA, in coordination with the M-NCPPC, DPW&T and elected officials, formed a Project Focus Group comprised of local residents, community leaders, business leaders, transportation leaders, the Montrose School representatives, Peerless Rockville representatives, elected officials and County representatives. Refer to Page VI-32 of the *Environmental Assessment (EA), MD 355 – Montrose Road/Randolph Road Intersection Improvement Study (November 2001)*, for a list of Focus Group Members and representation.

122



MD 355 – Montrose Road/Randolph Road Intersection Improvement Study

The following includes Focus Group Meeting dates and topics discussed:

- **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 SHA's "Thinking Beyond the Pavement" design considerations.
- **November 17, 1999** – Reviewed MARC Master Plans for projected freight traffic in the 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 MARC/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 ARDS and revisited "Thinking Beyond the Pavement" issues.
- **July 12, 2001** – Discussed the ARDS specifications, "Thinking Beyond the Pavement" and environmental concerns.
- **July 17, 2002** – Presented the team's preferred alternative as a result of the VE study, Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified. VE options are discussed in Section III.E.2.e of this document. "Thinking Beyond the Pavement" concepts for the preferred alternative were also discussed. Park and ride impacts were reviewed and possible mitigation measures were provided, along with landscape improvements to the Montrose School.

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, MARC/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 trail 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 MARC/CSX railroad crossings with the options of raising the MARC/CSX line above Randolph Road as well as below it. Affects to businesses within the study area were investigated and alternatives 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 were 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. Refer to Table III-1 on Page III-3 of the *EA, MD 355 – Montrose Road/Randolph Road Intersection Improvement Study (November 2001)*, for a summary of written comments received from Focus Group members following discussion of the various alternatives discussed at a Focus Group Meeting on November 15, 2000.

One Focus Group meeting has occurred since the December 2001 Location/Design Public Hearing and distribution of the November 2001 EA. During this meeting on July 17, 2002, the project team recommended Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified (refer to Public Involvement Correspondence, Page V-1b for minutes from the July 17, 2002 Focus Group

124



meeting). The Focus Group concurs with the Selected Alternative. Other topics discussed at this Focus Group meeting included business relocations and parking. The Focus Group also emphasized avoidance and minimization of impacts throughout final design.

C. 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 alternatives. One no-build and three intersection improvement alternatives (with options) were presented to the public. Not all of the previously mentioned preliminary alternatives were presented at the public workshop due to various reasons, including operational concerns, ROW impacts, maintenance of traffic issues and/or insufficiency in meeting the study objectives. The build alternatives included a SPUI and 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 could be connected to both the planned parkway and the existing roadway network.

The summary of comments from the Alternates Public Workshop can be found in a table on Page VI-56 of the *EA, MD 355 – Montrose Road/Randolph Road Intersection Improvement Study (November 2001)*. These comments included topics such as alternatives design, traffic conditions, truck traffic, Randolph Road/MARC/CSX crossing, transit, environmental features, pedestrian/bicycle access and the proposed Montrose Parkway.

D. Montrose School Impact Coordination Meeting

Meetings were held on March 14, 2002 and April 15, 2002 to discuss impacts within the Montrose School historic boundary that will result from construction of the Selected Alternative. SHA staff met with representatives of Peerless Rockville Preservation, Ltd. to discuss ways to minimize or mitigate for those impacts. Items discussed at the meeting included investigation of a terraced wall concept, presentation of a stepped retaining wall option that lessens the visual and physical impact to the school property, facades for the walls and fences and noise analysis results. (Refer to Section III.F.5.a. for a discussion of proposed mitigation for Montrose School.) Peerless Rockville Preservation, Ltd. provided input on the following:

- Protection of trees in the southwest quadrant of the historic boundary,
- Preserving the public enjoyment of the exterior of the school and visibility from the roadway,
- Coordinating the façade used for the retaining wall with the proposed bridge over Montrose/Randolph Roads,
- Access to the property (proposed school access through the Montrose Crossing Shopping Center),
- Noise concerns affecting the use of the school property; and
- Preference for stepped retaining wall.

E. Park and Ride Mitigation Meeting

On July 25, 2002, SHA staff met with representatives of the North Bethesda Transportation Center and the Montgomery County DPW&T to discuss the existing Park and Ride lot and possible mitigation options. The purpose of this meeting was to discuss mitigation for the loss of 350 parking spaces from the Park and Ride lot located in the southwest intersection quadrant. The Selected Alternative has the least amount of impacts to the Park and Ride facility of all the build alternatives under consideration. SHA discussed potential mitigation sites in the vicinity of the study area that may be available for a replacement Park and Ride lot. Minutes from this meeting are located in Public Involvement Correspondence, Page V-3b (August 8, 2002). The four areas that SHA identified as potential mitigation sites include:

- The parking area adjacent to the Mid Pike Plaza Shopping Center,
- The triangular area between "Old" Old Georgetown Road, MD 355 and Montrose Road,
- The parking lot near Old Navy in the Montrose Crossing Shopping Center, and
- The proposed Montgomery Eastern Montrose Parkway right-of-way located east of the MARC/CSX train tracks.

All of the above sites are currently being considered, and no decisions have been made as to which site will be used for a replacement Park and Ride lot (refer to Section III.F.1.e and **Figure 13** for further detail on the proposed Park and Ride mitigation). Based on input from North Bethesda Transportation Center and the Montgomery County DPW&T, SHA will further review the Park and Ride mitigation strategies before a decision is made.

F. Location/Design Public Hearing

A Location/Design Public Hearing for this project was held on December 3, 2001. Eighty-two people attended. Refer to the Summary of Public Hearing Speakers/Comments in *Section IV.G.1* for public and private testimony comments received during and following the Public Hearing. The following organizations and communities were represented through public and private testimony at the Location/Design Public Hearing:

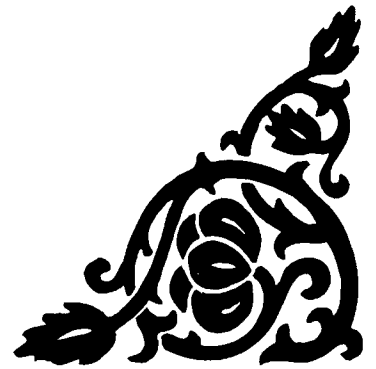
- Peerless Rockville Historic Preservation, Ltd.
- Montrose Civic Association
- Montrose Parkway Alternatives Coalition
- Randolph Civic Association
- North Bethesda
- Montgomery Square Community Association
- Montgomerians Opposed to Vehicle Entanglement (MOVE)
- Potomac Citizens for Better Potomac Roads
- White Flint
- Citizens Association for Luck's Manor
- Charrington Association
- Silver Spring
- City of Rockville
- Conservation Chair of the Montgomery Group of the Sierra Club
- Walnut Woods
- Old Farm Wetlands
- Action Committee for Transit

G. Location/Design Public Hearing Comments

A summary of the testimony provided at the December 3, 2001 Location/Design Public Hearing and the responses subsequently developed by the SHA is provided in *Section IV.G.1*. The majority of the written comments received involved miscellaneous comments such as traffic conditions, access lanes, Randolph Road over CSX, sidewalks/pedestrians and mass transit. Alternate 1 (No-Build Alternative) received the most public support (refer to *Section IV.G.2* for the Summary of Individual Written Comments following the Public Hearing). Written comments and SHA response letters can be found in *Section IV.G.3* of this document.

MD 355 – Montrose Road/Randolph Road Intersection Improvement Study

The purpose of the hearing was to present the results of the engineering and environmental studies and to receive public comments on the project. Ten people spoke at the hearing, and four people provided private testimony. A complete transcript of the Public Hearing is available for review at the Project Planning Division Office, State Highway Administration, 707 North Calvert Street, Baltimore, Maryland 21202.



IV.G.1
PUBLIC HEARING
TESTIMONY

IV.G.1 Public Hearing Testimony

1. *Speaker:* Eileen McGuckion, Peerless Rockville Historic Preservation Ltd.

Comment: "...but if SHA should sell off the extra land [behind the Montrose School] that it has back there, Peerless needs assurance of right of acceptable access in perpetuity." "We request that you look into noise abatement and mitigation strategies around and inside the building." "We're concerned that safe, long-term public access to the building be improved or not decreased." "We're concerned that the school retain the landscaping, woods, and other softeners around it, with any future owners of the surrounding properties honoring that. We're concerned that the vital wooded area to the west of the schoolhouse be retained. We're concerned that there be access from the hiker/biker trail and for handicap users to the schoolhouse. We're concerned that the original 1-acre square be retained as an integral parcel for historic value and for usability. We're concerned that if the property is to be declared surplus by SHA, that Peerless Rockville will have the opportunity to purchase it."

SHA Response: Selected Alternative 9 with Option B4 - B1 Shifted South and Option B1 Modified is the Selected Alternative. SHA has met with Peerless Rockville subsequent to the Public Hearing to address the issues raised by Peerless Rockville. SHA has been working with Peerless Rockville regarding access to the property, the retaining wall, landscaping and other concerns raised.

With this alternative, access to the Montrose School was relocated to the northwestern portion of the property. The relocated access was necessary due to design constraints of grades at the existing drive location.



At the request of Peerless Rockville Historic Preservation, SHA conducted additional noise studies. Initially, SHA evaluated noise mitigation for the Montrose School in the form of noise walls. This analysis revealed that, although a wall would be effective in reducing noise levels, it would also eliminate the viewshed of the historic property from the roadway. In discussions with Peerless Rockville, it was determined that maintaining the viewshed was a vital issue in developing a mitigation strategy. Subsequently, SHA developed a landscaping design that would include a retaining wall that would provide some mitigation while maintaining the viewshed to the property. SHA evaluated the effectiveness of this design in reducing noise levels and found that the design would provide a 2 to 3 decibel reduction in noise levels on the Montrose School property. This reduction would drop exterior noise levels below the FHWA impact noise level (66 dBA) at the playground located immediately east of the Montrose School. Additionally, at the request of Peerless Rockville, SHA evaluated the effectiveness of the existing structure in reducing interior noise levels. The results of this analysis revealed that the existing structure provides approximately 18 to 19 decibels of noise reduction to interior noise levels. A newly constructed structure with modern sound proofing would provide approximately 20 decibels of noise reduction. Based on this comparison, the existing structure is providing approximately the same noise reduction as a new structure, and therefore, additional mitigation would be ineffective.

Public access to the school will be maintained with the Selected Alternative. Public access to the school is maintained by connecting the public sidewalk to the Montrose School sidewalk at the top of the retaining wall rather than the bottom. The sidewalk alignment is slightly meandering in order to tie into the existing Montrose School pedestrian access, avoid tree impacts and meet American with Disability Act (ADA) requirements.

The existing shade trees along the front of the Montrose School property boundary will be preserved in order to maintain the visual integrity of the Montrose School. Landscaping is proposed along the relocated access driveway to the school and along the proposed retaining wall. In addition, reforestation will be installed in applicable areas along the existing forest edges or in large open tracts.

The historic boundary includes the Montrose School House and a one-acre square around the school structure. SHA coordinated with the Maryland Historical Trust (MHT), who determined that the one-acre parcel surrounding the school is part of the historic property.

A right-of-way representative from SHA will coordinate with the Rockville Peerless regarding the purchase of the land.

2. *Speaker:* Emily Mintz, Montrose Parkway Alternatives Coalition

Comment: "There are two fundamental questions to this massive project. Does it have independent utility for traffic flow, and is it worth the cost?"

SHA Response: SHA has determined that this project has independent utility as the purpose of the project is to improve safety and traffic operations for those vehicles using the MD 355 intersection at Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. In addition, this project will provide adequate pedestrian and bicycle access to the existing and planned activity center.

This project was studied by the SHA as part of the Congestion Relief Study (CRS). The MD 355 - Montrose Road/Randolph Road intersection requires improvements within the proposed limits, and the existing at-grade crossing must also be addressed at the same time. The existing and projected LOS, V/C ratios and accident analysis exhibit the need to improve this intersection.

The Selected Alternative will not preclude other associated County projects, including the Chapman Avenue Extended - Between Bou Avenue and Randolph Road, Nebel Street Extended and the Montrose Parkway.

Due to the high cost associated with Alternative 9, as presented at the Public Hearing, SHA conducted additional Value Engineering (VE) studies to lower project costs. These studies reduced project costs from \$75.8 million to \$59.6 million. Right-of-way costs for the Selected Alternative were decreased by approximately \$16.9 million without a drastic design change from the previous alternative.

3. *Speaker:* Ken Reed, MOVE (Montmerians Opposed to Vehicle Entanglement)

Comment: "We support construction of the full Montrose Parkway as envisioned by the 1992 North Bethesda/Garrett Park Master Plan, and as such we wholeheartedly endorse the SHA Project to grade separate Montrose Road or the Parkway, Rockville Pike and the CSX tracks. We are endorsing Alternative 9 with Option B1 modified." "We also feel like there should be sufficient fencing over and along the tracks." "We concur with IMPAC that the Park & Ride lot must be moved. Get it off Rockville Pike." "There should be some movement to open up Old Georgetown Road and this could possibly help in the design of this project a little bit better, maybe getting some traffic off of Rockville Pike, so we do have a true Town Center."

SHA Response: It is noted that the County-proposed Montrose Parkway is supported, and the Selected Alternative will not preclude construction of the Parkway. SHA has selected Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified. This alternative is similar to Alternative 9 as presented at the Public Hearing, with slight design modifications that reduce overall project costs.

Fencing over and along the CSX tracks will be reviewed as part of the Thinking Beyond the Pavement concepts as the project moves into the final design phase.

The existing Park and Ride lot will be impacted by the Selected Alternative. SHA is currently researching available land within the study area that may be pursued for replacement park and ride. Refer to Chapter III.F.1 for potential replacement sites for Park and Ride.

4. *Speaker:* David Brown, resident

Comment: “I don’t see a tie in with the proposed Montrose Parkway, which leads me to ask, are you going to build this without the proposed Montrose Parkway?”

SHA Response: The Selected Alternative does not preclude future tie-in of the Montrose Parkway. The purpose of this project is to improve safety and traffic operations for those vehicles using the MD 355 intersection at Montrose Road/Randolph Road and the at-grade MARC/CSX Transportation railroad crossing on Randolph Road. In addition, this project will provide adequate pedestrian and bicycle access to the existing and planned activity center. The Selected Alternative was designed to be built with or without the proposed Montrose Parkway.

5. *Speaker:* Alan Freeman, Charrington Association

Comment: “As an initial matter we believe that SHA’s decision making process must recognize the increasing residential character of the neighborhood around the Montrose/Randolph intersection.” “...we could support Alternative 9 because it is the most conducive to achieving our neighborhood vision.”

SHA Response: SHA recognizes the residential character of the neighborhood around the Montrose/Randolph Road intersection. SHA conducted a socio-economic analyses, which inventoried all residential neighborhoods and commercial

properties within the study area. SHA has noted your comment that Alternative 9 would be most conducive to your neighborhood vision. SHA is pleased to report that Alternative 9 has been selected as the Selected Alternative.

6. *Speaker:* Karen Cookerpeal, resident

Comment: "I want something that is pedestrian friendly..." "We need to have places for buses to stop." "The Park & Ride at Mid-Pike, we want that moved to 270 for a very simple reason. It takes a lot of traffic off Montrose." "What's going to happen to all the businesses in that area [Randolph Rd]?" "My preference is a road that goes with the railroad tracks going over Randolph."

SHA Response: One of the main purposes of this project is to provide adequate pedestrian and bicycle access to the existing and planned activity center. SHA has incorporated pedestrian-friendly components into the Selected Alternative, which incorporates sidewalk and bike paths to achieve the goal of improving pedestrian and bicycle access.

Some of the existing Park and Ride lot at Mid Pike will be impacted by the Selected Alternative. SHA is currently researching available land within the study area that may be used for replacement park and ride. Refer to Chapter III.F.1 for potential replacement sites for Park and Ride.

SHA has noted that you prefer a road that goes with the railroad tracks going over Randolph Road. The Selected Alternative is Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified, and the proposed road will go under Randolph Road.

SHA is aware that there are some bus stops located in the study area. However, the Montgomery County Ride-On service no longer provide bus service on Montrose Road at "Old" Old Georgetown Road, on Randolph Road at Parklawn Drive, on



Rockville Pike at The Forum, on Rockville Pike at Mid Pike plaza and on Rockville Pike at Randolph Road. Although the current design does not provide enough shoulder (15 foot outside lane) to allow buses to stop without impeding traffic, it may be feasible to design bus turnouts at certain bus stops. According to the American Association of State Highway and Transportation Officials (AASHTO), a bus needs at least 10 feet and preferably 12 feet of turnout width to be separated from through traffic. During final design, SHA will coordinate with the appropriate bus services to determine where the relocated bus stops will be located, and whether a bus turnout would be prudent at that location.

7. *Speaker:* Carl Hen, resident

Comment: "...[the alternative you should be looking at], is instead of just a No-Build look at an aggressive travel demand management alternative."

SHA Response: Travel demand management (TDM) strategies were considered as part of this project. SHA determined that no single Congestion Management System (CMS) strategy, including TDM strategies, would meet the projected travel demand. Please refer to the Environmental Assessment prepared for this project (November 2001) for more detail.

8. *Speaker:* Laura Novack, resident

Comment: "The Build Alternatives currently being proposed are overkill. The build Alternative will lead to an increase in congestion on neighboring intersections and on intersecting streets because they are designed to facilitate use by single occupancy vehicles."

SHA Response: Travel demand management (TDM) strategies were considered as part of this project. SHA determined that no single Congestion Management System (CMS) strategy, including TDM strategies, would meet the projected travel demand. Please refer to the Environmental Assessment prepared for this project (November 2001) for more detail.



136

The Build Alternative is not expected to contribute to an increase in congestion on neighboring intersections or on intersecting streets. The improvements proposed for the MD 355/Montrose Rd/Randolph Rd intersection are designed to accommodate the forecast traffic volumes. Since the improvements are relatively localized (i.e., they do not significantly impact regional travel), the travel forecasts do not indicate that additional trips will be attracted to the intersection as a result of the Selected Alternative.

9. *Speaker:* Ben Ross, President – Action Committee for Transit

Comment: “ [I ask you to look at] is something instead of a bridge with ramps that will blight this area, I think you should look at the possibility of a Dupont Circle style underpass that will facilitate people crossing the street.” “You need to have some sort of bus priority lane built into the intersection of Randolph and Parklawn, especially of it becomes the traffic choke point.

SHA Response: SHA determined that traffic circles would result in a failing Level of Service (LOS) and therefore would not address the purpose and need of this project. The Dupont Circle is located to the northwest of the White House in Washington D.C. It is a large circle (diameter about 500') with an underpass for the Connecticut Avenue through movement. During the alternatives analysis stage of the study, several alternates utilizing circles were looked at including grade-separated circles. The grade-separated circles were dropped due to: poor levels of service, possible business access impacts, and significant maintenance of traffic (MOT) and utility costs for lowering MD 355. The Selected Alternative provides a much improved level of service, provides full business access, and allows pedestrians to travel under MD 355 and avoid hazardous crossing situations.

SHA is aware that there are some bus stops within the study area. The Montgomery County Ride-On service has stops: on Montrose Road at "Old" Old Georgetown Road, on Randolph Road at Parklawn Drive, on Rockville Pike at The Forum, on Rockville Pike at Mid Pike plaza and on Rockville Pike at Randolph

Road. Although the current design does not provide enough shoulder (15 foot outside lane) to allow buses to stop without impeding traffic, it may be feasible to design bus turnouts at certain bus stops. According to the American Association of State Highway and Transportation Officials (AASHTO), a bus needs at least 10 feet and preferably 12 feet of turnout width to be separated from through traffic. During final design, SHA will coordinate with the appropriate bus services to determine where the relocated bus stops will be located, and whether a bus turnout would be prudent at that location.

10. *Speaker:* Alberto Puentes, Business Owner

Comment: "...my question is, is it worse to jeopardize local businesses and other people in our community to accommodate other people from other communities trafficking from let's say Silver Spring to 270, back and forward, and we misplacing that the main jams, congestion is caused by the rail track on Randolph Road which is dangerous and also there's a lot of traffic delayed due to some trains extensively long."

SHA Response: A portion of the Selected Alternative from Chapman Avenue to Parklawn Drive will be extended over the CSX tracks, thus reducing the congestion that currently exists. The purpose of this project is to examine safety and service improvements to reduce congestion at the MD 355 - Montrose Road/Randolph Road intersection as well as at the crossing of the MARC/CSX railroad crossing, thereby alleviating traffic operation issues and safety concerns. Chapter III provides a detailed description regarding the project Purpose and Need, and accident data.



Private Testimony

1. *Speaker:* Ben Klempner, resident

Comment: Mr. Klempner lives near the railroad tracks and is disturbed by the noise. He would like to see something done to eliminate the noise from train traffic between 8 a.m. and 8 p.m.

SHA Response: Issues regarding rail noise should be addressed by the Washington Metropolitan Area Transit Authority (WMATA), the operators of the Washington Metro.

2. *Speaker:* Jim Fary, Chair, The Conservative Chair of the Montgomery Group of the Sierra Club on behalf of the Old Farm Wetlands

Comment: Mr. Fary feels that the wetland area is vital and would like to see a 250-foot bridge built to help protect the wetlands.

SHA Response: No wetlands have been identified within the study area. The Alternative 9: with Option 4- B1 Shifted South and Option B1 Modified would not impact any wetlands.

3. *Speaker:* Anne Ambler, commuter

Comment: Ms. Ambler would like to see use of the current paved roads and sacrificing trees. She also supports making driving and automobiles less appealing and the option of transit more appealing to current motorists.

SHA Response: Much of the study area is currently paved. Based on a more refined limit of disturbance (LOD) subsequent to the EA and the Relocated Randolph Road alignment shift to the south, woodland impacts for the Selected Alternative have been minimized to nine acres. Within the study area, there are no existing large

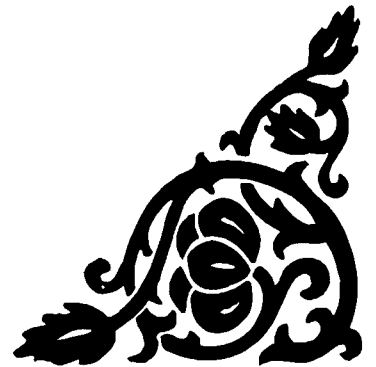
forest stands, but rather fragmented patches of woodlands. SHA will comply with Natural Resources Article 5-103, "Reforestation Law," and will be required to mitigate on an acre-for-acre basis for forest impacts.

In addition to improving traffic and safety, an additional goal of the project is to facilitate vehicular, pedestrian and bicycle access to existing and planned development and transit stations so as to support and encourage transit use. This alone; however, will not meet the purpose and need for the project.

4. *Speaker:* Michelle Sullivan, resident

Comment: Ms. Sullivan is in full support of the project and particularly supports Option 9. She is also in favor of the bridge being built over the railroad tracks

SHA Response: SHA is pleased to report that the SHA-Selected Alternative is Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified. With this alternative, the bridge is proposed over the railroad tracks.



IV.G.2

SUMMARY OF WRITTEN COMMENTS AND COMMENTS RECEIVED AT THE LOCATION/ DESIGN PUBLIC HEARING

IV.G.2

**Summary of Written Comments and
Comments Received at the Location/Design Public Hearing
MD 355 - Montrose Road/Randolph Road
Intersection Improvement Project**

Comments supporting a particular alternative or project in general:

- Alternative 1 – No-Build Alternate 11
- Alternative 2 – Single Point Urban Diamond Interchange 5
- Alternative 3 – At-Grade Intersection Improvement 1
- Alternative 9 – Randolph Road Under MD 355 7
- B-1 Modified 2
- Miscellaneous Comments 17

*Some comment cards contained more than one suggestion (for and/or against)

*Four people raised concerns regarding a need for sidewalks/bike paths/lanes improvements

Alternative comments:

- *Alternative 1 – No-Build Alternate*
 - ⇒ It is absolutely insane to build any additional roads conceived as improvements. You are funneling more traffic into Route 355, which already is the longest parking lot in the area.
 - ⇒ As currently proposed, the build alternatives are overkill, which will result in needless destruction of green space.
 - ⇒ We oppose the No-Build Alternative and the alternative that merely uses the existing intersection and does nothing to eliminate the extremely dangerous at-grade railroad crossing.
 - ⇒ ...As a resident who travels through the Montrose/Randolph intersection more frequently perhaps than anybody else, the congestion there isn't bad enough to justify the considerable cost of a new interchange.
- *Alternative 2 – Single Point Urban Diamond Interchange*
 - ⇒ Build Option B-1 Alternate 2 now...Don't wait!
 - ⇒ With traffic increasing over the years, an underpass + overpass are the best alternatives. If this is not done, traffic on 355 + Montrose/Randolph will never move properly.

⇒ Favor Alternative 2 over Alternative 9 because of its capability to travel south from either Montrose crossing via Randolph/Montrose or Montrose Road coming east from I-270.

• *Alternative 3*

⇒ Alternative 3 has the best line of sight and hiker/biker access, but because of the extreme road width, traffic comes closest to the school. Widening the road on the south side, and softening the area between the school and traffic would help this.

• *Alternative 9*

⇒ We urge your support for construction of the Montrose Road/355/CSX track project. While this project is not in Potomac, Potomac-area residents depend heavily on using Montrose Road, Falls Road and Tuckerman lane to get to Rockville Pike (MD 355). We support either alternative that separates Route 355 from Montrose Parkway: Alternative 9 or 2.

⇒ Alternative 9 can possibly work if the SHA focuses on the pedestrian crossings, continuous sidewalks and bike path and works with Mid-Pike plaza...

⇒ Alternative 9 is less expensive and less involved than the Single Point Urban Diamond. Alternative 9 also facilitates Smart Growth Better. It doesn't cut off access to Mid-Pike Plaza, which is possibly going to be redeveloped....

• *B-1 Modified*

⇒ We support an option to create off ramps from the new Nebel Street extended to the new interchange. This will cut the amount of traffic over the CSX tracks.

Other general comments/suggestions/concerns:

Comments concerning alternatives in general

- Build the proposed bridge along the intersection of Montrose Rd. and Rockville Pike, on the existing Randolph Road. The tremendous cost of otherwise diverting traffic will take needed funds away from education and other community needs. In addition, it will inconvenience drivers with multiple S-curves.
- If any building is to be done, it should be limited to a grade separated crossing at the railroad crossing on the currently existing Randolph Road. In no event should the straight Randolph Road be contorted as proposed in the build alternatives, as the negative environmental impact would be severe and unnecessary.
- All alternatives show Randolph Road relocated to a wooded strip creating an S-curve in both horizontal and vertical planes. It's dangerous and unnecessary.

- We simply do not understand the need to replace the current straight ahead alignment with one that is twisting and convoluted. In our view that does little more than create new safety hazards and destroy approximately ten acres of perfectly good trees.
- While eliminating at-grade railroad crossings is a goal, sacrificing traffic capacity by half and ruining a viable commercial strip is not a commensurate advantage.

Comments concerning Randolph Road over CSX

- There should be no roads in the state of Maryland where cars drive on top of railroad tracks. Cars on railroad tracks are a dangerous, traffic clogging, obsolete road design.

Comments concerning sidewalks/pedestrians

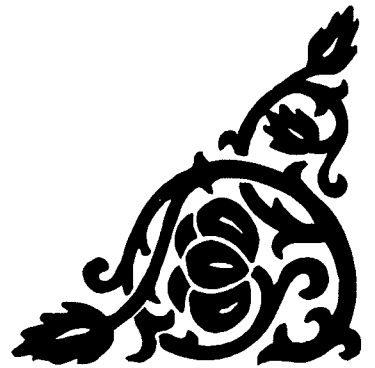
- Please balance interest of pedestrians and residents against those of automobile drivers. All plans except the no build are for car flows.

Comments concerning mass transit

- Please add some plans for mass transit.
- Construct a bridge over CSX in such a way that one or two tracks can be added to the rail line. This way capacity can be added to the CSX metropolitan branch. The additional capacity would allow additional MARC trains.
- An aggressive transit oriented plan approach such as that proposed by the County around or near metro stops should be taken to address the traffic flow at the MD 355 - Montrose Road/Randolph Road intersection.
- Allow enough space on MD 355 to allow the Montrose Fringe Parking lot as a terminal for express buses. You could relocate the parking lot to I-270, but it should stay in the area.
- The design of Randolph Road should be consistent with bus capacity improvements, including bus shelters, queue jumper lanes and signal prioritization. Randolph Road will have bus priority improvements similar to those planned for Veirs Mill Road.

Miscellaneous Comments

- Your traffic problem is more a north/south problem than it is an east/west problem, so I think you're applying the wrong remedy to correct the problem.
- Our neighborhood supports any efforts such as the proposed Montrose 355 Intersection Improvement that can effectively reduce traffic congestion. Our neighborhood is particularly threatened with cut through traffic attempting to avoid the seriously congested intersection at Montrose Road and East Jefferson Street.
- Old Old Georgetown Road is a road that leads to nowhere. If that road could reconnect as it once did to MD 187, we might be able to avoid a lot of traffic at the intersection at Montrose and Rockville Pike.
- Add some ease of access lanes onto N-S Rockville Pike.



IV.G.3

INDIVIDUAL WRITTEN COMMENTS FROM THE PUBLIC HEARING AND SHA RESPONSE LETTERS



**Maryland Department of Transportation
State Highway Administration**

January 4, 2002

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

M' S. Shechtel
7230 Wapello Road
Rockville MD 20855

Dear S. Shechtel:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting proposed alternate 2 Option B-1 have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletha T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletha Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, 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

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

MO830A11
LOCATION/DESIGN PUBLIC HEARING
MD 355 (MONTROSE ROAD)
MONTROSE ROAD/RANDOLPH ROAD INTERSECTION

MONDAY, DECEMBER 3, 2001; 5:30 P.M. - 9:00 P.M.
(Snow Date: January 7, 2002)
RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852

PLEASE NAME S Shechtel DATE 12/2/01
ADDRESS 7230 WAPELLO RD
PRINT CITY Rockville STATE MD ZIP 20855

/We wish to comment or inquire about the following aspects of this project:

Build Option B1
alt 2
now if wait

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

January 4, 2002

Parris N. Glendonig
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Louise Lovell
2 Climbing Rose Court
Rockville MD 20850

Dear Ms. Lovell:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments regarding transit and pedestrian access.

As part of this project, the SHA is incorporating ideas for Thinking Beyond the Pavement such as sidewalks, landscape amenities and bicycle or pedestrian facilities wherever possible to preserve and enhance the community's character. In addition, the location and design of mass transit facilities will be developed consistent with Montgomery County's mass transit system.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, 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

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

MO830A11
LOCATION/DESIGN PUBLIC HEARING
MD 355 (MONTROSE ROAD)
MONTROSE ROAD/RANDOLPH ROAD INTERSECTION

MONDAY, DECEMBER 3, 2001; 5:30 P.M. - 9:00 P.M.
(Snow Date: January 7, 2002)
RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852

PLEASE NAME LOUISE LOVELL DATE Dec 3, 2001
ADDRESS 2 CLIMBING ROSE CT
PRINT CITY ROCKVILLE STATE MD ZIP 20850

I/We wish to comment or inquire about the following aspects of this project:

I work at White Flint and am a commuter through the intersection -

- ① Please look at what downtown Dc does to solve their traffic problem with flow and commercial.
- ② Please balance interests of pedestrians and residents against those of automobile drivers. All plans except "No Build" are for car flows.
- ③ Please add some plan for mass transit. Consider local access road use, access. Consider Metro & Ride-On bus support. These will need pedestrian support.
- ④ Please consider community - building and growth. Plan looks like a bedroom

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List

Community for D.C.

dh



Maryland Department of Transportation
State Highway Administration

January 4, 2002

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. Thomas Fuchs
13015 Crookston Lane #203
Rockville MD 20851

Dear Mr. Fuchs:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments.

As part of this project, the SHA is incorporating ideas for Thinking Beyond the Pavement such as sidewalks, landscape amenities and bicycle or pedestrian facilities wherever possible to preserve and enhance the community's character. In addition, the location and design of mass transit facilities will be developed consistent with Montgomery County's mass transit system. After an Alternate is selected we will work with the CSX railroad to determine the structure size to address this future growth.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the Location/Design Public Hearing.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletha T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____

Melissa Kosenak
Project Engineer
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

Mr. Thomas Fuchs
Page Two

cc: Ms. Carmeletha Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, State Highway Administration

147

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO830A11
LOCATION/DESIGN PUBLIC HEARING
MD 355 (MONTROSE ROAD)
MONTROSE ROAD/RANDOLPH ROAD INTERSECTION

MONDAY, DECEMBER 3, 2001: 5:30 P.M. - 9:00 P.M.
(Snow Date: January 7, 2002)
RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852

PLEASE PRINT NAME Thomas Fuchs DATE Dec. 3, 2001
ADDRESS 13015 Crookston Lane #203
CITY Rockville STATE MD ZIP 20851

I/We wish to comment or inquire about the following aspects of this project:

- 1) Please construct the bridge over CSX in such a way that one or two tracks/s can be added to the rail line. This way capacity can be added to the CSX Metropolitan Branch. The additional capacity ~~can~~ would allow additional MARC trains. (Note: Governor Glendening's Long-range transit plan does include more MARC trains.)
- 2) Allow enough space on MD 355 to allow the Montrose Fringe Parking Lot as a terminal for express buses. (You could relocate the parking lot to I-270, but it should stay in the area.)
- 3) The design of Randolph Road should be consistent with bus capacity improvements, including bus shelters, queue jumper lanes and signal prioritization. Randolph Road will have bus priority improvements similar to those planned for Veirs Mill Road.

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
- * Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 7, 2002

Ms. Laura A. Novack
11703 Hitching Post Lane
North Bethesda MD 20852

Dear Ms. Novack:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 1, the No-Build Alternate have been noted.

Early in the project planning process, the possibility of raising existing Randolph Road over the CSX Crossing at its current location was investigated. This option was not carried forward for several reasons. If existing Randolph Road was raised over the CSX Crossing on its current alignment, as opposed to Option B-1, access to several businesses would be eliminated due to the difference in elevation of the road and the businesses. In addition, in order to construct such a crossing, the current road would need to be completely closed or relocated during construction. If the road were relocated during construction, it would likely be relocated along the current Option B-1 alignment, therefore necessitating the disruption of the forested area along the Montgomery County proposed Montrose Parkway right-of-way. Currently, all of the proposed alternates are located along the Montgomery County's proposed Montrose Parkway right-of-way in order to allow the State project and the County project to tie into each other if both projects are constructed.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

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

8/1

Ms. Laura A. Novack
Page Two

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, State Highway Administration

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MD 355 MONTROSE ROAD/RANDOLPH ROAD
PROJECT NO. MO830A11

LOCATION/DESIGN PUBLIC HEARING
MONDAY, DECEMBER 3, 2001
5:30 P.M.

RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852-1147

PLEASE NAME Laura A. Novack DATE 12/3/01
ADDRESS 11703 Hitching Post Lane
PRINT CITY No. Bethesda STATE MD ZIP 20852

I/We wish to comment or inquire about the following aspects of this project:

Please see the written copy of my testimony.

As currently proposed, the build alternatives are overkill, which will result in the needless destruction of green space.

If any building is to be done, it should be limited to a grade-separated crossing at the railroad crossing on the currently existing Randolph Road. In no event should the straight Randolph Road be converted as proposed in the build alternatives, as the negative environmental impact would be severe and unnecessary.

The cost is unacceptable. The money should go to the schools!

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 7, 2002

Ms. Anne Ambler
12505 Kuhl Road
Silver Spring MD 20902

Dear Ms. Ambler:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting transit use have been noted.

Early in the project planning process, the possibility of raising existing Randolph Road over the CSX Crossing at its current location was investigated. This option was not carried forward for several reasons. If existing Randolph Road was raised over the CSX Crossing on its current alignment, as opposed to Option B-1, access to several businesses would be eliminated due to the difference in elevation of the road and the businesses. In addition, in order to construct such a crossing, the current road would need to be completely closed or relocated during construction. If the road were relocated during construction, it would likely be relocated along the current Option B-1 alignment, therefore necessitating the disruption of the forested area along the Montgomery County proposed Montrose Parkway right-of-way. Currently, all of the proposed alternates are located along the Montgomery County's proposed Montrose Parkway right-of-way in order to allow the State project and the County project to tie into each other if both projects are constructed.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

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

Ms. Anne Ambler
Page Two

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, State Highway Administration

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

MO830A11
LOCATION/DESIGN PUBLIC HEARING
MD 355 (MONTROSE ROAD)
MONTROSE ROAD/RANDOLPH ROAD INTERSECTION

MONDAY, DECEMBER 3, 2001; 5:30 P.M. - 9:00 P.M.
(Snow Date: January 7, 2002)
RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852

PLEASE PRINT NAME Anne Ambler DATE 12/3/01
ADDRESS 12505 Kuhl Rd
CITY Silver Spring STATE MD ZIP 20902

We wish to comment or inquire about the following aspects of this project:

Why are none of the alternatives on the current Randolph Rd/Montrose Rd and Rockville, Pike right-of-way? Why do they all divert from what is already paved and pave what is currently forested? The drawings all show roadways with no lanes or trees, lined with trees with trees in the median. This delightful effort could be approached on the current roadbed by a concentrated effort to change the incentives. Make transit the transport of choice by making it fast, cheap, and easy to use. Make using a car harder with longer through road restrictions, parking fees, and refusing to sacrifice everything for additional road surface. Planners have consistently underestimated the willingness of people to use transit when the mode at the new Green Line stations. Planners do love their cars but all over the country are successfully moving trips to transit (mostly new family, 2 cars, 2nd car city, son Diego, & many more).

- Please add my/our name(s) to the Mailing List.
 Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2002

Ms. Ruth H. Meyer
1707 Wilmart Street
Rockville MD 20852

Dear Ms. Meyer:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 2 have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charis@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, 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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MD 355 MONTROSE ROAD/RANDOLPH ROAD
PROJECT NO. MO830A11

LOCATION/DESIGN PUBLIC HEARING
MONDAY, DECEMBER 3, 2001
5:30 P.M.

RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852-1147

PLEASE PRINT NAME _____ DATE 11/28/01
ADDRESS _____
CITY _____ STATE _____ ZIP 20852 4140



Paul H. Meyer
1707 Wilbur St
Rockville MD 20852

I wish to comment or inquire about the following aspects of this project:

I merely wish to comment. In my opinion the only viable option is Alternate 2 - Single Point Urban Demand Interchange.
With traffic increasing over the years an underpass + overpass are the best alternatives.
IF this is not done traffic on 355 + Montrose/Randolph will never move properly.

I have no comment on B-1 or B-1 modified. The sooner something can be done to alleviate congestion (with the Convention Center to be built off 355) the better!

Paul H. Meyer

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) from the Mailing List.
- * Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2002

Ms. Christine Flinthal
5509 Northfield Road
Bethesda MD 20817

Dear Ms. Flinthal:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments concerning the project and the public meeting.

As part of this project, the SHA is incorporating ideas for Thinking Beyond the Pavement such as sidewalks, landscape amenities and bicycle or pedestrian facilities wherever possible to preserve and enhance the community's character. Details, such as what types of sidewalk and curb treatments will be used will be determined once an alternate is selected for final design.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
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

Ms. Christine Flinthal
Page Two

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, State Highway Administration

From: Christine Flinthal
5509 Nathaniel Pl
Bethesda MD 20814



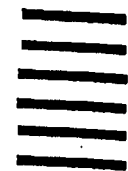
FIRST CLASS
Permit No. 17
Baltimore, MD

BUSINESS REPLY MAIL

No Postage Necessary if Mailed in the United States. Postage will be paid by:



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717



FOLD

FOLD

I would like to see sturdier curbs
at high use intersections - granite, although
more expensive is sturdier & less maintenance.
In Bethesda, we experienced many broken
curbs at intersections from heavy &
careless vehicles. It took almost a
year to get the curbs repaired. I would like
to see high-use intersections get granite
curbs as in District of Columbia and in downtown
Rockville. The money saved from not using
brick & other expensive should go to granite curbs.
On another matter: Grantville on route 40 in
western MD is getting busier w/ people. It's a real sidewalk for

retail restaurant



We'd Like Your Feedback

To help us improve our public involvement program, we would appreciate your comments on tonight's meeting.

We need a macadam path/sidewalk on Redland Rd. east of Manocaster. More more people go to History Farm Pa.

Overall, was the meeting useful and informative?	1	2	3	4
Was the staff courteous, knowledgeable and professional?	1	2	3	4
Were the displays & maps easily understood and informative?	1	2	3	4
Did the slide show/video provide a useful overview of the project and process? (if applicable)	1	2	3	4
(if applicable) Did the "visualization" techniques make the proposed alternatives easier to understand? Examples: artistic sketches, computer-generated renderings, 3-D models, mated video, etc.	1	2	3	4
Was the meeting held in a convenient location?	1	2	3	4
Was the building and parking appropriate for the meeting?	1	2	3	4

Poor

Excell

good temp. sign for turn into bldg.
 Do you have any additional suggestions to improve our public meetings? If you have comments about the study, please use the form in the project brochure.
 The "Three Streets are Made for Travel" ... Park's "etc."
 is difficult to read: too glossy (difficult to read for people in main problems in unperf light) or low contrast print. Too much color background for print. Stick to high contrast, easier to read serif fonts.
 on road concerns: avoid slick sidewalks at all cost - on road embelishment, such as slippery when wet + high maintenance in late months to get a repair

We need your long pedestrian/bike access on Memorial Blvd on Chassepelle Rd



Maryland Department of Transportation State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2002

Mr. James Katz
6002 Stonehenge Place
N. Bethesda MD 20852

Dear Mr. Katz:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments.

Early in the project planning process, the possibility of raising existing Randolph Road over the CSX Crossing at its current location was investigated. This option was not carried further for many reasons. If existing Randolph Road was raised over the CSX Crossing on its current alignment, as opposed to Option B-1, access to several additional businesses would be eliminated due to the difference in elevation of the road versus the businesses. In addition, in order to construct such a crossing, the current road would need to be completely closed or relocated during construction. If the road were relocated during construction, it would likely be relocated along the current Option B-1 alignment, therefore necessitating the disruption of the forested area along the Montgomery County proposed Montrose Parkway right-of-way. Currently, all of the proposed alternates are located along the Montgomery County's proposed Montrose Parkway right-of-way in order to allow the State project and the County project to tie into each other if both projects are constructed.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

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

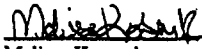
Mr. James Katz
Page Two

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:


Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, State Highway Administration

From: "James Katz"
To: <charris@sha.state.md.us>
Date: 12/4/01 4:24PM
Subject: Rockville Pike end Motrose Rd. Intersection

I live close to the Rockville Pike and Motrose Rd. Intersection.

I wish to urge the State Highway Administration to build the proposed bridge along the intersection of Montrose Rd. and Rockville Pike, on the existing Randolph Rd.

The tremendous cost of otherwise diverting traffic will take needed funds away from education and other community needs. In addition, it will inconvenience drivers with multiple S-curves.

Sincerely,

J. Katz
8002 Stonehenge Place
N. Bethesda, Md
20852



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 22, 2002

Mr. James W. Clarke, Vice President
Washington Regional Network for Livable Communities
1916 Dundee Road
Rockville MD 20850

Dear Mr. Clarke:

Thank you for your comments regarding the MD 35 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments concerning the Environmental Assessment (EA) have been noted. We hope that the following provides you information regarding questions asked in your letter.

"In reviewing the EA for this project we found no mention of what this project would do for the proposed MARC Station. No mention of potential impact of this proposal on the proposed MARC station is a serious omission on the part of SHA."

A MARC station at Montrose Crossing is identified in both MTA's 1994 MARC Master Plan and the 1992 North Bethesda Garrett Park Master Plan. Although the MARC station at Montrose Crossing has been identified in these Master Plans, it is not currently funded for planning in MDOT's 6-Year Plan. Further coordination with Maryland Transit Administration (MTA) representatives has identified that funding is not expected in the foreseeable future. Although the project is not funded, the Maryland State Highway Administration (SHA) has coordinated project alternatives with representatives of both the MTA and the Washington-Metropolitan Area Transit Authority (WMATA) in addition to representatives of the Montgomery County Department of Public Works & Transportation (DPW&T) and the Maryland-National Capital Park and Planning Commission (M-NCPPC) to assure that project alternatives would not preclude future construction of local and state transportation plans.

"On pages III-32 & III-33 the TDM strategies to be encouraged/initiated are identified. We see no mention of Commuter Choice, the tax credit employers may take for giving employees the transit benefit authorized under TEA 21, and no companion credit authorized by the Maryland General Assembly. Maryland took the lead in offering commuter choice with the enactment of this legislation. SHA's failure to include this as a TDM in the EA, especially in this heavily congested section of Rockville Pike (MD 355), is another serious omission on the part of SHA."

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

Mr. James W. Clarke
Page Two

Regional transportation modeling for the project was completed by the Metropolitan Washington Council of Governments (MWCOG). As you are probably aware, MWCOG continuously updates the inputs used in the regional model, one of which is mode choice. MWCOG takes great care to closely track trends in commuter patterns and, to the extent possible, account for these trends in the modeling process.

The TDM strategies listed on page III-33 of the EA reflect general strategies currently in place or anticipated to be in place in the future. The employer tax credit component of Commuter Choice you reference in your letter would provide opportunities for employees to utilize the strategies listed by providing financial incentive for both employees and employers. The anticipated impacts of the program are taken into consideration in the forecasts.

"While the North Bethesda Transportation Management District (TMD) exists in the area covered by this study a TMD, we find no mention in this study of the need to insure that this TMD is adequately funded. We also find no mention in this EA of the need to insure that the mode split proposed for the North Bethesda TMD is being met before construction is started on the final choice."

Although the project falls within the North Bethesda Transportation Management District, the transportation initiatives included in this plan alone would not address congestion and safety issues at the intersection. It is SHA's desire that the initiatives within the TMD in concert with the proposed improvements at the intersection contribute to the safe and efficient flow of the traveling public and goods and services in the study area.

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 2020 design year. The intersection experiences accident rates higher than the statewide average for similar roadways, especially for rear end and angle accidents.

SHA's improvements at this intersection are necessary to address both the existing and future capacity needs and safety issues associated with the CSX transportation railroad crossing.

"In reviewing the Measures of Effectiveness and accompanying maps, we found it difficult to tell if there is adequate pedestrian access from the residential complexes in this area to the numerous commercial and retail establishments in the study area. This area is part of one of the largest retail complexes in the state of Maryland and everything must be done in the Montrose Crossing area to insure that neighborhood residents have safe and adequate non-automotive access to the numerous retail and commercial establishments that are with easy walking distance of their homes."

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

156

Mr. James W. Clarke
Page Three

In developing each of the alternates presented in the EA, consideration was given to pedestrian access patterns. In fact, some options were rejected, in part, because pedestrian access to the retail and commercial establishments would be degraded. Several sections of the EA provide details on the effects of the various alternates on pedestrian access.

There are three residential areas where pedestrian access has been maintained or provided: including the Randolph Square Apartments, the Pavilion Apartments and the Forum Apartments. Section V.A.2. of the EA addresses the disruption of these neighborhoods and communities resulting from each alternate.

The *Thinking Beyond the Pavement* maps (Figure V-2, Sheets 1 and 2) provide an illustration of the proposed pedestrian accommodations for each alternate, including sidewalks and bicycle paths. Crosswalks at traffic signals and other *Thinking Beyond the Pavement* strategies have the opportunity to enhance cohesiveness of the neighborhoods with adjacent commercial and residential areas. Mobility throughout the study area is expected to improve (in varying degrees) with the implementation of sidewalks and bikeways with each of the build alternates.

Since September 1999, a Focus Group, comprised of local residents, community leaders, business leaders, transportation leaders, Montrose School 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.

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. 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's goal was to assure that alternates were developed with a local perspective and to assure that the project team was aware of key community issues. The Focus Group has discussed "Thinking Beyond the Pavement" issues at several meetings and is currently on-going.

Mr. James W. Clarke
Page Four

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Ms. Carmeletta T. Harris, the Project Manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Melissa Kosenak
Project Engineer
Project Planning Division

Enclosure

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, State Highway Administration

**WASHINGTON REGIONAL NETWORK
FOR LIVABLE COMMUNITIES**

1218 DUNDY ROAD, ROCKVILLE, MD, 20850
PHONE: 301-340-8994 FAX: 301-340-7905
EMAIL: JAMES.W.CLARKE@AOL.COM
WEB: WWW.WASHINGTONREGION.NET

December 6, 2001

Ms. Carmelella T. Harris
Project Manager
Project Planning Division
Mail stop C-301
State Highway Administration
P.O. Box 717
Baltimore, MD 21230-0717

Dear Ms. Harris:

We are submitting the following comments on SHA's Environmental Assessment (EA) for the Montrose Road/Randolph Road Intersection Improvement Study, project number M0830A11. The Washington Regional Network for Livable Communities (WRN) advocates transportation investments, land use patterns and community designs that enhance existing communities and the environment of the National Capital Region.

There has long been in local master plans for this area a proposal to locate a MARC rail station at Montrose Crossing. In reviewing the EA for this project we found no mention of what this project would do for the proposed MARC station. No mention of potential impact of this proposal on the proposed MARC station is a serious omission on the part of SHA.

Commuter rail would provide another transportation option and help reduce automobile traffic in this heavily congested area. Every effort should be taken to insure that pedestrian, bicycle and bus access to the proposed MARC station is in no way impeded once this project is completed.

On pages III-32 & III-33 the TDM strategies to be encouraged/initiated are identified. We see no mention of Commuter Choice, the tax credit employers may take for giving employees the transit benefit authorized under TEA 21, and the companion credit authorized by the Maryland General Assembly. Maryland took the lead in offering commuter choice with the enactment of this legislation. SHA's failure to include this as a TDM in the EA, especially in this heavily congested section of Rockville Pike (MD 355), is another serious omission on the part of SHA.

While the North Bethesda TMD exists in the area covered by this study a Transportation Management District (TMD), we find no mention in this study of the need to insure that this TMD is adequately funded. We also find no mention in this EA of the need to insure that the mode split proposed for the North Bethesda TMD is being met before construction is started on the final choice.

One of the weaknesses of the North Bethesda TMD is that the portion of the City of Rockville in the study area is not included in this TMD. Before this project proceeds, we request that the area of the City of Rockville in the study area be included in the North Bethesda TMD.

In reviewing the Measures of Effectiveness and accompanying maps, we found it difficult to tell if there is adequate pedestrian access from the residential complexes in this area to the numerous commercial and retail establishments in the study area. This area is part of one of the largest retail complexes in the state of Maryland and everything must be done in the Montrose Crossing area to insure that neighborhood residents have safe and adequate non-automotive access to the numerous retail and commercial establishments that are with easy walking distance of their homes.

Thank you for the opportunity to comment on this issue.

Sincerely,

James W. Clarke
Vice-President, WRN
Phone: 301-340-8994



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2002

Mr. Martin Schwartzberg
11808 Dawville Drive
Rockville MD 20852

Dear Mr. Schwartzberg:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments relative to the rail crossing. As you requested, your name has been added to the project mailing list.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeleita T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Heather Amick, Environmental Manager, State Highway Administration
Ms. Carmeleita Harris, Project Manager, 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

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

MO830AJ1
LOCATION/DESIGN PUBLIC HEARING
MD 355 (MONTROSE ROAD)
MONTROSE ROAD/RANDOLPH ROAD INTERSECTION

MONDAY, DECEMBER 3, 2001; 5:30 P.M. - 9:00 P.M.
(Snow Date: January 7, 2002)
RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852

PLEASE PRINT
NAME MARTIN SCHWARTZBERG DATE 12/13/01
ADDRESS 11808 Dawville Dr
CITY Rockville STATE MD ZIP 20852

I/We wish to comment or inquire about the following aspects of this project:

IF This intersection was pivotal to creation of truly viable East-west connector taking which would relieve (495) Tie-up I say spend the \$'s to make it work. Since it cannot accomplish this since there is no clear shot to even (95) I would recommend spending only modest \$'s to relieve the rail crossing Tie up, however infrequently and add some amount of access lanes onto N-S Rockville Pike.

Regrettably if the proposed County "Montrose Pkwy" happens it will crowd Rockville Pike even more. Other Cities such as Detroit have created rings of beltways and lateral access to them. The best it seems we'll do in our already fully developed corridor N-S/E-W is one day get the ICC to at least alternate E-W traffic up county. Thank you.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendonin,
Governor
John D. Porcari,
Secretary
Parker F. Williams,
Administrator

January 10, 2002

Mr. & Mrs. Sirico
5007 Randolph Road
N. Bethesda MD 20852

Dear Mr. and Mrs. Sirico:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 9 have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to, the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, State Highway Administration

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

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

MD 355 MONTROSE ROAD/RANDOLPH ROAD
PROJECT NO. MO830A11

LOCATION/DESIGN PUBLIC HEARING
MONDAY, DECEMBER 3, 2001
5:30 P.M.

RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852-1147

PLEASE NAME SUSAN & NICK SIRICO DATE 12/8/01
ADDRESS 5007 RANDOLPH RD.
PRINT CITY N. BETHESDA STATE MD ZIP 20852

We wish to comment or inquire about the following aspects of this project: THE
NEW MONTROSE PARKWAY SHOULD RUN OVER OR
UNDER ROCKVILLE PIKE INTERSECTION. (GRADE SEPARA-
TION IS NECESSARY TO KEEP TRAFFIC FLOWING.) THE
OLD SECTION OF RANDOLPH RD. SHOULD BE
DEAD-ENDED ON BOTH SIDES OF THE CSX RAIL-
ROAD TRACKS. THERE SHOULD BE NO ROADS
IN THE STATE OF MARYLAND WHERE CARS
DRIVE ON TOP OF RAILROAD TRACKS. "CARS
ON RR TRACKS" IS A DANGEROUS, TRAFFIC-CLOGGING,
OBSOLETE ROAD DESIGN THAT IS BEING ELIMIN-
ATED THROUGH OUT THE COUNTRY. TO ALLOW
IT TO CONTINUE WOULD BE A FATAL FLAW
OF ANY PLAN.
WE BELIEVE THAT ALL BUSINESSSES AFFECTED BY
THIS PROJECT CAN RELOCATE ELSEWHERE. CHANGES HAVE
BEEN ON THE MASTER PLAN SINCE THE EARLY 1970S AND
THEY SHOULD BE WELL-PREPARED FOR THE PROJECT.
 Please add my/our name(s) to the Mailing List. THE BEST OF THE ALTER-
NATES IS # 9.
 Please delete my/our name(s) from the Mailing List.
* Persons who have received a copy of this brochure through the mail are already on
the current Mailing List

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

160



Maryland Department of Transportation
State Highway Administration

Parris N. Glendon
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2002

Mr. Mario Sguigna
11350 Empire Lane
Rockville MD 20852

Dear Mr. Sguigna:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments supporting the no-build alternate. As per your request, your name has been added to the project mailing list.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Heather Amick, Environmental Manager, State Highway Administration
Ms. Carmeletta Harris, Project Manager, State Highway Administration

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MD 355 MONTROSE ROAD/RANDOLPH ROAD
PROJECT NO. MO830A11

LOCATION/DESIGN PUBLIC HEARING
MONDAY, DECEMBER 3, 2001
5:30 P.M.

RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852-1147

PLEASE PRINT NAME MARIO SGUIGNA DATE 12/14/01
ADDRESS 11350 EMPIRE LANE
CITY ROCKVILLE STATE MD ZIP 20852

We wish to comment or inquire about the following aspects of this project:

IT IS ABSOLUTELY INSANE TO BUILD
ANY ADDITIONAL ROADS CONCEIVED
AS IMPROVEMENTS. YOU ARE FUNNELLING
MORE TRAFFIC INTO ROUTE 355 WHICH ALREADY
IS THE LONGEST PARKING LOT IN THE
AREA. IF YOU BUILD ANY MORE ROADS
HOWEVER FANCY THEIR NAMES MAY BE
YOU WILL CREATE A MONUMENTAL SPAGHETTI
JUNCTION IN THE WHOLE AREA.
BUILD NO MORE ROAD AND FIND A
WAY OF DECONGESTING ~~THE~~ ROCKVILLE PIKE.
BY ALTERNATE INVESTIGATES FOR THE ALTERNATE
SUBOPTIMAL AREA TO SPREAD THROUGH A
WIDER AREA. THIN OUT THE PIKE'S PURPOSE

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List



Maryland Department of Transportation
State Highway Administration

Parris N. Glendon
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 10, 2002

Ms. Natalie Goldberg
11111 Jolly Way
Kensington MD 20895

Dear Ms. Goldberg:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 2 have been noted. As you requested, your name has been added to the project mailing list.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-5026 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Heather Amick, Environmental Manager, State Highway Administration
Ms. Carmeletta Harris, Project Manager, 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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MO830A11
LOCATION/DESIGN PUBLIC HEARING
MD 355 (MONTROSE ROAD)
MONTROSE ROAD/RANDOLPH ROAD INTERSECTION

MONDAY, DECEMBER 3, 2001; 5:30 P.M. - 9:00 P.M.

(Snow Date: January 7, 2002)

RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852

PLEASE NAME Natalie Goldberg DATE 12/13/01
ADDRESS 11111 Jolly Way
PRINT CITY Kensington STATE MD ZIP 20895

I/we wish to comment or inquire about the following aspects of this project:

I strongly support Alternative 2 and Option A-1 and believe there is an immediate need for action. I favor Alternative 2 over Alternative 1 because of its capability to travel south from either Montrose Crossing via Randolph/Montrose or Montrose Rd coming east from I-270. I live just off (east of) Rd 355 north of Stratmore Ave. My only access to Montrose/Randolph is via Rockville Pike so the parallel route will not cause the same south Alternative 1 would require either Montrose Crossing at far end or the highway would create additional traffic at that intersection.

I also support the idea of Montgomery County relocation that would allow state funding of Montrose Crossing to West Hill. Planning the two projects together would do most cost effectively.

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

162



**Maryland Department of Transportation
State Highway Administration**

Farris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 16, 2002

Mr. Jerry Garson
8308 Raymond Lane
Potomac MD 20854

Dear Mr. Garson,

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 2 and Alternate 9 including Option B-1 Modified have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletha T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletha Harris, Project Manager, State Highway Administration
Ms. Heather Amick, Environmental Manager, 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

**Citizens for
Better Potomac Roads**

8308 Raymond Lane, Potomac, MD 20854
301 765-8470

Testimony of Jerry Garson, co-chair, Citizens for Better Potomac Roads
to Maryland Department of Transportation State Highway Administration
Public Hearing on MD Route 355 & Montrose Road /Randolph Road
December 3, 2001

Good evening. My name is Jerry Garson. I co-chair with Warren Buhler of Potomac Citizens for Better Potomac Roads.

We formed this group to fight for better roads and transportation improvements in Potomac, North Potomac and the rest of the Potomac planning region. Potomac has over 80,000 residents of which over 95% must use automobiles to get around, due to the lack of rail or bus transit in most of the region and the spread-out nature of the region.

Roads in Potomac and the surrounding region are substandard now and will get worse given projections for 17,000 more residents and 7,424 new jobs over the next 20 years scheduled to be added in Potomac according to the draft Potomac Master Plan. Despite the appearance of a few activists in Potomac who want to maintain the status quo with all roads being two lanes plus a recommendation against new bridges over the Potomac, the reality is that most residents of Potomac would overwhelmingly like to see real solutions to the growing traffic mess, which is confounded by Montgomery County's unwillingness to provide necessary road capacity for current use and the additional population and jobs.

An example is the Poll conducted by Connie Morella in her spring 2001 newsletter which asked Do you support a new Potomac River crossing 67% said Yes and only 33% said No.

We are here tonight to urge your support for construction of the Montrose Road/355/CSX track project. While this project is not in Potomac, Potomac-area residents depend heavily on using Montrose Road, Falls Road and Tuckerman Lane to get to Rockville Pike (MD 355). The Pike is a major shopping and jobs destination for Potomac residents. Hence, our group supports construction of the Montrose Parkway, and the improvements that the State Highway Administration is proposing at the 355/CSX interchange.

We urge that this project be expedited as much as possible to relieve the daily daytime, evening and Saturday congestion on Montrose Road and the Rockville Pike (Route 355).

We support either alternative that separates Route 355 from Montrose Parkway Alternative 9 or 2. We oppose the "no build" alternative and the alternative that merely widens the existing intersection.

We support an option to create off ramps from the new Nebel Street extended to the new interchange. This will cut the amount of traffic on the CSX tracks.

We support tying in the project to Parklawn and Montrose Parkway Phase II which will save tens of millions of dollars in land acquisition.

Please do not give the County Council an excuse to NOT fund Montrose Parkway. Please ensure that the design of the Montrose Road/355/CSX tracks interchange stays on schedule.

Thank you for your time. I would be very happy to answer questions.

163



Maryland Department of Transportation
State Highway Administration

Paris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 16, 2002

Mr. Gerald Israel
11801 Rockville Pike
Apt. 404
Rockville MD 20852

Dear Mr. Israel:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments.

The aerial photography that was shown at the Location/Design Public Hearing on December 3, 2001 did not show ongoing construction, however the projected future traffic volumes in the project area are determined based on the zoned land uses. Therefore, the additional traffic that will be generated by current development has been accounted for in the alternates. The project mapping will be updated to show the current construction.

The Maple Avenue extension is a Montgomery County project. The extension is shown on State mapping for visual purposes only. Any questions concerning this project and the impacts related to it can be answered by the Montgomery County Department of Public Works and Transportation.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

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

Mr. Gerald Israel
Page Two

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:

Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, State Highway Administration

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

164

GERALD J. ISRAEL
11801 ROCKVILLE PIKE
APT 404
ROCKVILLE, MD 20852

December 3, 2001

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Mall Stop C-301
Box 717
Baltimore, MD 21203-0717

Reference: MD 355 Montrose Road/Randolph Road
Project No. MC830A11

To Whom It May Concern:

I have reviewed the documentation received with the notification of tonight's "Public Hearing". I wish to compliment your staff on an excellent job of presenting the facts and options available prior to this meeting.

I must however point out some "Glaring Errors" relative to some of the current facts presented in this summary. They are as follows:

1. In the SouthEast "Quadrant of the subject Interchange" all properties adjacent to my home in The Forum Condominium are currently under construction or planned for construction. At the moment, all of your designs show empty spaces, an open lot full of Landscaping and Plant materials, and a boarded up home. None of this is the case. At this time, a large Office Building is nearing construction completion to our immediate West, a 10-Story Office Building and two (2) Fifteen-Story Apartment Buildings are planned immediately to our South, bordering Old Georgetown Road, and a new Apartment Complex has already been built to the East of that development. All in all, there will be approximately 3,000 additional motor vehicles occupying, entering, and/or exiting that small intersection prior to the time your project will be underway. The impact should be enormous and may not have been reflected in your current planning.
2. There appears to be an "Extension" of the existing Maple Avenue, which currently ends at the Northern border of the Forum Condominium. Your plan shows an extension of that street which happens to cut into our property.....specifically into one of our recreation areas. Further, it cuts through two of the projects that already have commenced construction.

I am very pleased about the prospect of "easing traffic" as proposed in all three alternatives however I am not happy about the above shown errors and therefore the possibility that much of the data contained in the report you sent is may be "flawed".

I would appreciate your direct response to the above two issues.

Very truly yours,

Gerald J. Israel
Treasurer
The Forum Condominium Owners Association



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

January 4, 2002

Dr. Amy Fried
6002 Stonehenge Place
North Bethesda MD 20852

Dear Dr. Fried:

Thank you for your comments regarding the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) encourages public involvement and appreciates your comments. Your comments supporting Alternate 1, the No-Build Alternate have been noted.

The next step for this project will be the selection of a preferred alternate. This decision will be made in the winter 2001/2002 with final location approval expected by the summer of 2002. During this process, the selection of the preferred alternate will require continued coordination with the federal, state and local government agencies; in addition to the citizen comments received at the MD 355 Montrose Road/Randolph Road Intersection Improvement Project Location/Design Public hearing held on Monday, December 3, 2001.

Again, thank you for your interest in the MD 355 Montrose Road/Randolph Road Intersection Improvement Project. If you have any further questions or comments, please feel free to contact Carmeletta T. Harris, the project manager, at 410-545-8522 or toll-free in Maryland at 1-800-548-502 or via email at charris@sha.state.md.us.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By:
Melissa Kosenak
Project Engineer
Project Planning Division

cc: Ms. Carmeletta Harris, Project Manager, State Highway Administration
Ms. Shannon Rousey, Environmental Manager, 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

165

From: "Amy Fried, Ph.D." <jdkrheum@juno.com>
To: <charris@sha.state.md.us>
Date: 12/4/01 1:32PM
Subject: Rockville Pike and Montrose Rd. Intersection

Dear Ms. Carneletta T. Harris;

I wish to urge the State Highway Administration to build the proposed bridge along the intersection of Montrose Rd. and Rockville Pike, on the existing Randolph Rd. The tremendous cost of otherwise diverting traffic will take needed funds away from education and other community needs. In addition, it will inconvenience drivers with multiple S-curves.

We live very close to this intersection, and would be affected by the changes. Again, please align the proposed bridge crossing on the existing Randolph Road.

Thank you very much.

Sincerely,
Amy Fried, Ph.D.
6002 Stonehenge Place
North Bethesda, MD 20852

GET INTERNET ACCESS FROM JUNO!
Juno offers FREE or PREMIUM Internet access for less!
Join Juno today! For your FREE software, visit:
<http://dl.www.juno.com/get/web/>.

CC: <Nancy_Kopp@house.state.md.us>

From: "Amy Fried, Ph.D." <jdkrheum@juno.com>
To: <CHarris@sha.state.md.us>
Date: 12/10/01 4:01PM
Subject: Re: Rockville Pike and Montrose Rd. Intersection

Dear Ms. Harris;

I wanted to write an addendum to my previous e-mail concerning Montrose (Randolph) and 355, in light of the comments of the president of my condominium association (Alden Freeman) as quoted in the recent Gazette article. I wholeheartedly support Mr. Freeman's comments. While some solutions might be better than others, the best solution is "no change."

Thank you very much.

Sincerely,
Amy Fried
6002 Stonehenge Place
North Bethesda, MD 20852
<jdkrheum@juno.com>

GET INTERNET ACCESS FROM JUNO!
Juno offers FREE or PREMIUM Internet access for less!
Join Juno today! For your FREE software, visit:
<http://dl.www.juno.com/get/web/>.

166



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 12, 2002

Ms. Holliday Jones
5107 Crossfield Court Apartment # 3
Rockville MD 20852

Dear Ms. Jones:

The State Highway Administration (SHA) wishes to apologize for our late response to your concern about commuting and travel times for the project as well as the concern about time for the completion of construction. The State Highway Administration thanks you for your interest and concern regarding the MD 355/Montrose Road/Randolph Road Intersection Improvement Study.

MD 355 at Montrose Road and Randolph Road intersection is a critical intersection in Montgomery County and experiencing severe congestion. Therefore, our purpose for 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.

The SHA Selected Alternate, Alternate 9: Option 4 with Option B1 Modified improves congestion in the project area. The improvement has MD 355 going over the intersection of Montrose Road/Randolph Road and separating the east/west traffic from the north/south traffic. The improvement also consists of widening the existing roadway (Montrose Road and Randolph Road) at Old Old Georgetown Road, and at Parklawn Drive, which also includes exclusive right and left turning lanes (see attachment). Based on these improvements, the MD 355 Intersection Improvement Project will provide for better traffic flow in the area.

Also, the Level of Service (LOS) along the east/west roadways from Old Old Georgetown Road to Parklawn Drive and the north/south roadways from Hubbard Drive to the Mid Pike Plaza entrance will be improved, and the average delay time for each vehicle at the intersections along these roadway segments will be decreased; thus reducing the average travel time of the commuters who use this network system.

This project is funded for both the Project Planning phase and the Preliminary Engineering or Design phase. Right-of-Way Acquisition and Construction are not currently funded.

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

Ms. Holliday Jones
Page 2

Thank you again for your interest in the MD 355: Montrose Road/Randolph Road Intersection Improvement Project. If you should have any questions, please feel free to contact Ms. Carmeletta T. Harris, the Project Manager, at 410-545-8522 or 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Carmeletta T. Harris
Project Manager
Project Planning Division

Attachment (1)
cc: File

Ms. Heather Amick, Environment Manager, State Highway Administration

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

MD 355 MONTROSE ROAD/RANDOLPH ROAD
PROJECT NO. MO630A11

LOCATION/DESIGN PUBLIC HEARING
MONDAY, DECEMBER 3, 2001
5:30 P.M.

RICHARD MONTGOMERY HIGH SCHOOL
250 RICHARD MONTGOMERY DRIVE
ROCKVILLE, MD 20852-1147

NAME Holliday Jones DATE 11/29/01
PLEASE ADDRESS 5107 Crossfield Ct #3
PRINT CITY Rockville STATE MD ZIP 20851

We wish to comment or inquire about the following aspects of this project:

1) what improvement in commuting/traveling time
will be expected from each of these options?

2) How long will construction take?

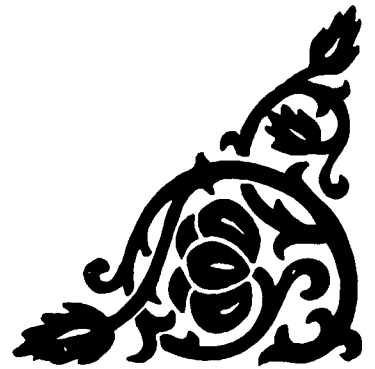
*Thank you,
Holliday Jones*

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

89



A. Elected Officials Correspondence

Comments and Coordination

Elected Officials Correspondence

Correspondence	Date	To:	From:	Reference No.
SHA Focus Group Nomination Request from Elected Officials	July 6, 1999	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	V-1a
Thank You Letter for Focus Group Nominations	August 20, 1999	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	V-2a
Board Member Concurrence	August 7, 2000	SHA	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	V-3a
Explanation and Coordination of Project Activities	April 25, 2000	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	V-4a
Thank You Letter	August 28, 2000	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	V-5a
Staff Recommendations	December 28, 2000	SHA	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	V-6a
Update to Recommendations	January 22, 2001	The Honorable William Hussmann, Montgomery County Planning Board; M-NCPPC	SHA	V-7a
Implications for the Truck Ban	February 17, 2000	The Honorable Micheal L. Subin President, Montgomery County Council	SHA	V-8a
Thank You Letter for Appraising SHA	May 11, 2000	The Honorable Micheal L. Subin President, Montgomery County Council	SHA	V-9a
Update to Project Activities	November 27, 2000	The Honorable Micheal L. Subin President, Montgomery County Council	SHA	V-10a

Correspondence	Date	To:	From:	Reference No.
SHA Focus Group Nomination Request from Elected Officials	December 21, 1998	The Honorable Brian E. Frosh, Senate of Maryland	SHA	V-11a
Nominations of Focus Group Candidates	March 4, 1999	SHA	The Honorable Brian E. Frosh, Senate of Maryland	V-12a
Thank You Letter for Focus Group Nominations	March 25, 1999	The Honorable Brian E. Frosh, Senate of Maryland	SHA	V-13a
Response to the Issue of the Composition of the Focus Group	March 20, 2000	The Honorable Brian E. Frosh, Senate of Maryland and Delegates Bronrott, Goldwater, and Kopp	SHA	V-14a
SHA Focus Group Nomination Request from Elected Officials	June 1, 1999	The Honorable Douglas M. Duncan, County Executive	SHA	V-15a
Nominations of Focus Group Candidates	July 29, 1999	SHA	The Honorable Douglas M. Duncan, County Executive	V-16a
Thank You Letter for Focus Group Nominations	August 12, 1999	The Honorable Douglas M. Duncan, County Executive	SHA	V-17a
Update to Project Activities	November 27, 2000	The Honorable Douglas M. Duncan, County Executive	SHA	V-18a
E-mail -Preferred Option	April 24, 2000	SHA	The Honorable Derick Berlage, Montgomery County Council	V-19a
Thank You Letter for Project Suggestions	May 4, 2000	The Honorable Derick Berlage, Montgomery County Council	SHA	V-20a
SHA Focus Group Nomination Request from Elected Officials	June 1, 1999	The Honorable Rose G. Krasnow, Mayor, City of Rockville	SHA	V-21a
Thank You Letter for Focus Group Nominations	August 20, 1999	The Honorable Rose G. Krasnow, Mayor, City of Rockville	SHA	V-22a
SHA Focus Group Nomination Request from Elected Officials	June 1, 1999	The Honorable Isiah Leggett, President; Montgomery County Council	SHA	V-23a

Correspondence	Date	To:	From:	Reference No.
Thank You Letter for Focus Group Nominations	August 20, 1999	The Honorable Isiah Leggett, President, Montgomery County Council	SHA	V-24a
Update to Project Activities	November 27, 2000	The Honorable Kumar P. Barve	SHA	V-25a
Update to Project Activities	November 27, 2000	The Honorable Ida G. Ruben, Senate of Maryland	SHA	V-26a
SHA Focus Group Nomination Request from Elected Officials	December 21, 1998	The Honorable Christopher Van Hollen, Jr., Senate of Maryland	SHA	V-27a
SHA Focus Group Nomination Request from Elected Officials	December 21, 1998	The Honorable Jennie M. Forehand, Senate of Maryland	SHA	V-28a
Thank You Letter for Briefings on Project	April 20, 2000	SHA	Montgomery County Council	V-29a
Fighting Montrose Parkway	October 12, 1998	Governor Paris Glendenning, State House	John H. Ferrell	V-30a
Response to Previous Letter	October 21, 1998	Mr. John H. Ferrell	David L. Winstead, Secretary	V-31a
Concurrence to Proceed with Stage II of the Project Planning Process	February 26, 2001	The Honorable Blair G. Ewing, President Montgomery County Council	SHA	V-32a
Concurrence to Proceed with Stage II of the Project Planning Process	February 26, 2001	The Honorable Douglas M. Duncan, Montgomery County Executive	SHA	V-33a



**Maryland Department of Transportation
State Highway Administration**

July 6, 1999

Parris N. Glendon
Governor
John D. Poicart
Secretary
Parker F. Williams
Administrator

The Honorable William Husmann
Chairman
Montgomery County Planning Board
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Chairman Husmann: 8:11

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 alternatives 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
1-800-735-6229 Statewide Toll Free

Mailing Address: P.O. Box 717, Baltimore, MD 21202-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

The Honorable William Husmann
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 410-545-8316.

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. Jeffrey L. Zyontz, Chief of County Wide Planning, Maryland National Capital Park and Planning Commission

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

173



Maryland Department of Transportation
State Highway Administration

Parlie N. [unclear]
Governor
John D. [unclear]
Secretary
Parker E. [unclear]
Administrator

August 20, 1999

The Honorable William Hissman
Chairman
Montgomery County Planning Board
Maryland-National Capital Park
And Planning Commission
5787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Chairman Hissman: 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 in 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

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

My telephone number is _____
Maryland Relay Service for Injured Hearing or Speech
1-800-735-2288 Supports TDD Prod
Mailing Address: P.O. Box 717, Baltimore, MD 21203-0717
Street Address: 787 North Calvert Street • Baltimore, Maryland 21202

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
5787 Georgia Avenue • Silver Spring, Maryland 20910-3760
(301) 495-4805



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.

V-3a

hcl

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

WHT:DM:hw

In the presence of holding of 240 on MD 355 structure foundation

Neil P. Pedersen, Director
State Highway Administration
Office of Planning and Policy/Engineering
207 N. Belmont Street - 205 G-01
Baltimore, Maryland 21201
410-526-6000 ext 400-597-6000

John Cook, Director
Montgomery County Department
of Public Works and Transportation
Office of Project Development
107 Haines Street, 10th Floor
Bethesda, Maryland 20814
301-717-7820 fax 301-717-7777

April 25, 2000

Mr. William H. Hussmann
Chairman
Montgomery County Planning Board
Maryland-National Capital Park
And Planning Commission
1787 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.

Y-Ha

175

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.

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Very truly yours,

John A. ...
John A. ...
Director
Office of Project Development



Maryland Department of Transportation
State Highway Administration

Parker F. Walcott
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: P: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 410-343-8516, toll-free in Maryland at 1-800-542-5026, or pmaloney@sha.md.state.us.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen
Deputy Administrator for
Planning and Engineering

cc: Mr. Dan Herdy, P.E., Master Plan Coordinator, Maryland-National Capital Park and Planning Commission
Mr. Paul F. Maloney, P.E., Project Planning Division, State Highway Administration

410-343-8516 or 800-542-5026
Maryland Relay Service for 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

V-5a

1-76

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
6787 Georgia Avenue • Silver Spring, Maryland 20910-2000
(301) 485-1000

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 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 collaborative and sensitive approach to addressing those transportation needs. We look forward to reviewing the findings developed during detailed study.

Sincerely,

William H. Husemann
Chairman

WHT:DRH:cmd

cc: Albert Genetti

DO NOT WRITE IN THESE SPACES



Maryland Department of Transportation
State Highway Administration

January 22, 2001

Parke M. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Mr. William H. Husemann
Chairman
Montgomery County Planning Board
Maryland - National Capital Park
and Planning Commission
6787 Georgia Avenue
Silver Spring MD 20910-3760

Dear Chairman Husemann:

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 paulmaloney@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
Project Manager, State Highway Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering
My telephone number is _____

Maryland Relay Service for Deaf and Hearing or Speech
1-800-735-2288 Nationwide Toll Free

1-69

V-7a

177



Maryland Department of Transportation
The Secretary's Office

Parris M. Glendening
Governor
Kathleen Kennedy Townsend
Lt. Governor
John D. Porcari
Secretary
Beverly K. Swain-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 410-526-1000
Toll Free Number 1-888-713-4114 TTY For the Deaf: (410) 526-1342
Peer Office Box 6723, Baltimore/Washington International Airport, Maryland 21286-0723

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 an acceptable interchange design. If such a decision were made now, it might require us to develop a more costly or more impactful interchange design. Such a decision could also jeopardize 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

178



**Maryland Department of Transportation
State Highway Administration**

Parke F. Williams
Director
John D. Forster
Secretary
Parke 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 alternatives 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 1-800-345-5026 or 1-800-345-5026.

Maryland Public Service by Inland Hearing or Speech
1-800-735-2288 Nationwide Toll Free

Mail Stop P.O. Box 717 • Baltimore, MD 21288-0717
Street Address 707 North Calvert Street • Baltimore, Maryland 21202

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 1-800-545-5026.

Sincerely,

Elizabeth L. Horan, Deputy
Parke F. Williams
Administrator

cc: Mr. Neil J. Pedersen, Director of Planning and Preliminary Engineering, State Highway Administration

90

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

179

MD 355 Montrose Road / Randolph Road Intersection Improvement Study

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. Doris Buserm, Environmental Manager, State Highway Administration
Mr. Paul F. Maloney, P.E., Project Manager, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

188



Maryland Department of Transportation
State Highway Administration

Parris N. Glavin
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 410-545-0411 or 1-888-204-4528

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-6289 Statewide Toll Free

Mailing Address: P.O. Box 777, Baltimore, MD 21208-0777
Street Address: 717 North Calvert Street, Baltimore, Maryland 21202

Da

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, 1-888-204-4528, 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

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

181



Maryland Department of Transportation
State Highway Administration

Parris N. Glavin
Governor
David L. Weinand
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 _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2288 Nationwide Toll Free

Mailing Address: P.O. Box 77A • Baltimore, MD 21203-0777
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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 Orin, Deputy Staff Director, Montgomery County Council
- Mr. Bob Murrman, 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

182

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

BRIAN E. FROSH
NORTHERN COUNTY
LEGISLATIVE DISTRICT
COMMITTEE ON ECONOMIC AND
ENVIRONMENTAL AFFAIRS
CHAIRMAN
SUBCOMMITTEE ON ENVIRONMENT



SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401-1991

TOLL FREE
1-800-485-6000
STATE OFFICE
200 WEST BALTIMORE STREET
ANNAPOLIS, MARYLAND 21401-1991
200 WEST BALTIMORE STREET
ANNAPOLIS, MARYLAND 21401-1991
200 WEST BALTIMORE STREET
ANNAPOLIS, MARYLAND 21401-1991

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) 530-9367

Linda Pellish
11916 Reswood 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



Maryland Department of Transportation
State Highway Administration
March 23, 1999

Parris N. Glendening
Governor
John D. Portant
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:

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 _____

Maryland Relay Service for Hearing Impaired or Speech
1-800-735-2288 Statewide Toll Free

Mailing Address: P.O. Box 717, Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202

12a

V-13a

183



Maryland Department of Transportation
State Highway Administration

Parkie N. Glendon
Governor
John D. Pomeroy
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 410-343-0400 or 1-800-296-0770

Maryland Relay Service for Deaf or Hearing or Speech
1-800-735-2228 Statewide Toll Free

Writing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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 410-343-0411 or 1-800-348-5026.

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

MD 355 Montrose Road/Randolph Road Intersection Improvement Study

184

Montgomery Department of Transportation
State Highway Administration

June 1, 1999

Parris N. Glavin
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:

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 recommendation of a selected alternate and Location and Design approvals.

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-6288 Statewide Toll Free

Banking Address: P.O. Box 717, Baltimore, MD 21208-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

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 410-545-8316.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

Enclosures

cc: Mr. Albert Gennett, 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

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

185



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 AJ 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 Oseroff, President
GPS 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 Sully Lane
Rockville, Maryland 20852

188



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glandorf
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. Al Gennetti, Jr., Director of Public Works and Transportation, with regard to Focus Group program.

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 1-888-204-4823, or Paul F. Maloney, the project manager, at 410-545-8516.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2288 Statewide Toll Free

Mailing Address: P.O. Box 777 • Baltimore, MD 21203-0777
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

17a



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glandorf
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 _____ 1-845-6488 or 1-800-794-6778

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2288 Statewide Toll Free

Mailing Address: P.O. Box 777 • Baltimore, MD 21203-0777
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

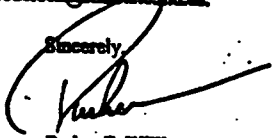
V-18a

187

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

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 410-345-0411, 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. Poterri, Secretary, Maryland Department of Transportation

NEGOTIATES / Montrose R. / 355 Intersection Project

From: COUNCILMEMBER BERLAGE OFFICE <BERLAGE@CO.MO.MD.US>
To: MDSHAMO.BHADGN(NPedersen)
Date: Mon, Apr 24, 2000 5:42 PM
Subject: Montrose Road/355 Intersection Project

- Received from COUNCILBERLAOFF 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.

Derrick Berlage, Member
Montgomery County Council

V-19a
1
97
8

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study



Maryland Department of Transportation
State Highway Administration

May 4, 2000

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. Dorina 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 _____

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: 787 North Calvert Street • Baltimore, Maryland 21202

Y-200



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: Rose

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: 787 North Calvert Street • Baltimore, Maryland 21202

V-21a

189

The 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: 787 North Calvert Street • Baltimore, Maryland 21202

V-22a

190



Maryland Department of Transportation
State Highway Administration

June 1, 1999

Prife N. Glendon
Governor
John O. Porcari
Secretary
Parker F. Williams
Administrator

The Honorable Isiah Leggett
President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Council President Leggett: ^{1ke}

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 alternatives 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
1-800-735-6229 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

Honorable Isiah Leggett

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: Dr. Glenn Orin, Deputy Staff Director, Montgomery County Council

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study



Maryland Department of Transportation
State Highway Administration

Parris N. Glanderling
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 20, 1999

The Honorable Ishai Leggett
President
Montgomery County Council
100 Maryland Avenue
Rockville MD 20850

Dear Council President Leggett: *IK*

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 410-345-0411 or toll free, within Maryland, at 1-888-204-4828, or Paul F. Maloney, the project manager, at 410-345-8516.

Very truly yours,

Neil J. Pedersen

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
1-800-735-2288, Statewide Toll Free

Mailing Address: P.O. Box 717, Baltimore, MD 21203-0717
Street Address: 787 North Calvert Street, Baltimore, Maryland 21202



Maryland Department of Transportation
State Highway Administration

Parris N. Glanderling
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 410-345-0400 or 1-800-204-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2288, Statewide Toll Free

Mailing Address: P.O. Box 717, Baltimore, MD 21203-0717
Street Address: 787 North Calvert Street, Baltimore, Maryland 21202

V-25a

126

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study



Maryland Department of Transportation
State Highway Administration

Patric N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

November 27, 2000

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, 1-888-204-4528, or npedersen@sha.state.md.us.

Secretary

Parker F. Williams
Administrator

Enclosure
cc: Mr. Neil J. Pedersen, Deputy Administrator, State Highway Administration
Mr. John D. Porcari, Secretary, Maryland Department of Transportation

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 1-800-296-0770

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2289 (toll-free)

Mailing Address: S.C. Box 717 • Baltimore, MD 21202-0717
Street Address: 100 South Federal Street • Baltimore, Maryland 21202

4-26a

193

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: Charles

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 alternatives 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
1-800-735-2226 Shawade Toll Free

Mailing Address: P.O. Box 717, Baltimore, MD 21203-0717
Street Address: 797 North Calvert Street • Baltimore, Maryland 21202

V-27a

194

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study



Maryland Department of Transportation
State Highway Administration

Parris H. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

December 21, 1998

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 410-345-0411 or toll free 1-888-204-0138.

Very truly yours,

Neil J. Pedersen

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 Orin, 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

The Honorable Jennie M. Forhand
Senate of Maryland
214 Senate Office Building
110 College Avenue
Annapolis MD 21401-1991

Dear Senator Forhand: *Jessie*

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 these 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 24 hr. impaired hearing or speech
1-800-735-2288 (toll-free)

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-28a

195

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

The Honorable Jenise M. Foreland
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 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 Orfin, 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 T-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
240777-7900 TTY 240777-7914 FAX 240777-7989
www.co.md.us/council

J-29a
196

John W. Farrell
11718 Devilwood Drive
Rockville, MD 20854
October 12, 1999

Governor Parris Glendening
State House
Annapolis, MD 21401

Dear Governor Glendening:

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 1250,000 JMK & Associates study in 1996, funded by the State DOT, established this.

We vigorously reject the sustained drive by the DOT, the MDCPC, and the Montgomery County Dept of Public Works to run 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 383 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 Superhighway, but I damn well don't like what you are proposing in our community.

Sincerely,

John W. Farrell
John W. Farrell



Maryland Department of Transportation
The Secretary's Office

Doris N. Glendening
Governor

David L. Wiesand
Secretary

John D. Pomeroy
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 restrict 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 waiting list, and you will be notified of further activities on the project. If you need additional information, please contact Mr. Neil J. Podorski, SHA's Planning Director, at 410-545-0411 or 1-888-264-4328.

Sincerely,

David L. Wiesand
Secretary

cc: Mr. Neil J. Podorski, Director of Planning and Preliminary Engineering, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

31a

1861



Maryland Department of Transportation
State Highway Administration

Parris N. Glendon
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 26, 2001

The Honorable Blair G. Ewing, President
Montgomery County Council
3 Park Valley Road
Silver Spring MD 20910

Dear Councilmember Ewing:

Thank you for your recent letter regarding concurrence to proceed with Stage II of the project planning process for the MD 355 Montrose/Randolph Road Intersection Improvement project. Your continued support is appreciated.

The State Highway Administration (SHA) is committed to continue coordination with Montgomery County and the MD 355 Focus Group. We will move forward with the Alternates Retained for Detailed Study for 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 Stage II of the Project Planning process, detailed engineering will be investigated along with an environmental inventory that will identify the natural and socioeconomic resources.

An environmental document will be prepared with the results of the detailed engineering and environmental impacts. The document will be placed on display before the Location/Design Public Hearing, scheduled for Fall 2001.

Thank you again for your letter. If you have any questions or comments, please feel free to contact me or Mr. Douglas Simmons, SHA's Director of Planning and Preliminary Engineering at 410-545-0412, 1-888-204-2828 or by email, at dsimmons@sha.state.md.us.

Sincerely,

Parker F. Williams
Administrator

cc: Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering,
State Highway Administration

My telephone number is ~~410-545-0400 or 1-800-204-2770~~
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

32a

The Honorable Blair G. Ewing
Page Two

cc: Mr. Paul F. Maloney, Project Manager of Planning and Preliminary Engineering,
State Highway Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering, State Highway Administration
Ms. Nanette Schieck, State Legislative Officer, Maryland Department of Transportation
Ms. Cynthia D. Simpson, Deputy Director of Planning and Preliminary Engineering,
State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

199



**Maryland Department of Transportation
State Highway Administration**

February 26, 2001

Parris N. Glendon
Governor
John D. Peadar
Secretary
Parker F. Williams
Administrator

The Honorable Douglas M. Duncan
Montgomery County Executive
2nd Floor
101 Monroe Street
Rockville MD 20850

Dear County Executive Duncan:

Thank you for your recent letter regarding concurrence to proceed with Stage II of the project planning process for the MD 355 Montrose/Randolph Road Intersection Improvement project. Your continued support is appreciated.

The State Highway Administration (SHA) is committed to continue coordination with Montgomery County and the MD 355 Focus Group. We will move forward with the Alternatives Retained for Detailed Study for 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 Stage II of the Project Planning process, detailed engineering will be investigated along with an environmental inventory that will identify the natural and socioeconomic resources.

An environmental document will be prepared with the results of the detailed engineering and environmental impacts. The document will be placed on display before the Location/Design Public Hearing scheduled for Fall 2001.

Thank you again for your letter. If you have any questions or comments, please feel free to contact me or Mr. Douglas Simmons, SHA's Director of Planning and Preliminary Engineering at 410-545-0412, 1-888-204-2828 or, by email, at dsimmons@sha.state.md.us.

Sincerely,


Parker F. Williams
Administrator

cc: Mr. Douglas H. Simmons, Director of Planning and Preliminary Engineering,
State Highway Administration

My telephone number is 410-545-0400 or 1-800-366-6338.

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

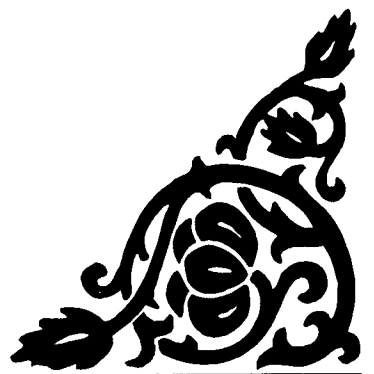
V 33a

The Honorable Douglas M. Duncan
Page Two

cc: Mr. Paul F. Maloney, Project Manager of Planning and Preliminary Engineering,
State Highway Administration
Mr. Neil J. Pedersen, Deputy Administrator for Planning and Engineering,
State Highway Administration
Ms. Nanette Schieke, State Legislative Officer, Maryland Department of
Transportation
Ms. Cynthia D. Simpson, Deputy Director of Planning and Preliminary Engineering,
State Highway Administration
Mr. Charlie K. Watkins, District Engineer, State Highway Administration

MD 355 Montrose Road / Randolph Road Intersection Improvement Study

200



B. Public Involvement Correspondence

202

Comments and Coordination

Public Involvement Correspondence

Public Involvement Coordination Meetings

Meeting Description	Date of Correspondence	Reference No.:
Focus Group Meeting (June 17, 2002)	July 1, 2002	V-1b
Montrose School Impact Coordination Meetings (March 14, 2002 and April 15, 2002)	May 14, 2002	V-2b
Park and Ride Mitigation Meeting (July 25, 2002)	August 8, 2002	V-3b



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendonin
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Carmeletta Harris
Project Manager
Project Planning Division *Carmeletta Harris*

DATE: July 1, 2002

SUBJECT: Contract Number MO830A11
MD 355 Montrose Road/Randolph Road Intersection Improvement Study
Montgomery County

RE: June 17, 2002 MD 355 Focus Group Meeting

On Monday, June 17, 2002, a Focus Group meeting was held at the Montgomery County Executive Office Building in Rockville, Maryland, in the Lobby Level Conference Room.

Handouts included:

- Meeting Agenda
- Value Engineering Summary

The following people were in attendance:

Shahriar Etemadi	MNCPPC	(301) 495-2168
David Frieshtat	Shulman, Rogers, Gandai, Pordy, and Ecker, P.A.	(301) 230-5206
Joe Harrison	SHA, ADC Project Planning Division	(410) 545-8560
Carmeletta Harris	SHA, Project Planning Division	(410) 545-8522
Jamaica Kennon	SHA, Project Planning Division	(410) 545-8512
Allysha Nelson	McCormick Taylor & Associates	(410) 662-7400
Mona Sutton	SHA, Project Planning Division	(410) 545-5643
Edward Stein	SHA, Highway Design Division	(410) 545-8844
John Webster	Wilson T. Ballard	(410) 363-0150

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

V-1b

MD 355 Focus Group
June 17, 2002 Minutes
Page 2

PURPOSE OF THE MEETING

The purpose of the meeting was to present to the focus group, the team's preferred alternate as a result of the Value Engineering (VE) study, for the MD 355 Montrose Road/Randolph Road Intersection Improvement Study.

Mr. Joe Harrison opened the meeting with introductions. Ms. Carmeletta Harris then stated that there were four Options (Option 1, Option 4, Option 33 and Option 51) resulting from the (VE) study, that was feasible for further study. She then turned the meeting over to Mr. John Webster, who gave a detailed description of each option.

DESCRIPTION OF OPTIONS

OPTION 1 - B1 Shifted North

Option 1 - B1 Shifted North is similar to Alternate 9 with Option B1 and Option B1 Modified, except that, the alignment is shifted in a northerly direction to minimize right-of way impacts to business properties along the west side of Parklawn Drive. (See Attachment)

This option was dropped due to the impacts to the apartment community just east of the U-Haul property. The impact requires the relocation of the apartment access. The intersection of Parklawn Drive at Relocated Randolph Road would have to be moved at a northeasterly direction from the current location. There would also be a severe skew at the Relocated Randolph Road and Parklawn Drive intersection.

Adding the Montgomery County eastern Montrose Parkway project connection to Relocated Randolph Road creates a sharp dogleg in order to avoid any additional property takes. The eastern Montrose Parkway project would also require significant roadway reconstruction and maintenance of traffic issues.

Option 4 - B1 Shifted South

Option 4 - B1 Shifted South is similar to Alternate 9 with Option B1 and Option B1 Modified. Option 4 - B1 Shifted South alignment is shifted in a more southerly direction and Parklawn Drive is realigned to the east to minimize right of way impacts to those businesses in the west quadrant at the intersection of Parklawn Drive and Relocated Randolph Road. (See Attachment)

OPTION 33 - Roundabout at Chapman/Maple Avenue

Option 33- Roundabout at Chapman Avenue/Maple Avenue, provides for an oval shaped roundabout (similar to the Towson roundabout) at the intersection of Chapman Avenue/Maple Avenue. Without signals the roundabout may hinder pedestrian movement and safety. (See Attachment)

203

MD 355 Focus Group
 June 17, 2002 Minutes
 Page 3

This option was dropped due to the unacceptable Level of Service (LOS) in both the AM and PM peak periods and there are not enough gaps for the side road traffic to enter the roundabout, thus resulting in long delays. The heavy volume of traffic from the northbound MD 355 ramp to eastbound Relocated Randolph Road causes queuing at the roundabout. There are two properties that will be impacted under this design. The Option requires an additional cost of \$163,923 dollars.

OPTION 51 - One Way Pair at Parklawn Drive

Option 51 - One Way Pair at Parklawn Drive, creates a one-way pair loop system around the businesses in the northwest quadrant at the intersection of Parklawn Drive and Randolph Road. The One-Way Pair Option has westbound Relocated Randolph Road aligned with the Montgomery County's eastern Montrose Parkway project from Parklawn Drive to the proposed CSX bridge. The eastbound roadway of Relocated Randolph Road diverges from the westbound Relocated Randolph Road east of the CSX tracks and then connects to the existing Randolph Road west of Parklawn Drive. Parklawn Drive to westbound Relocated Randolph Road will be one-way northbound. Southbound Parklawn Drive would proceed on westbound Relocated Randolph Road before connecting into eastbound Relocated Randolph Road through ramp, which would require a traffic signal. (See Attachment)

The One Way Pair Option was dropped due to several issues. Some of the movements to access businesses are circuitous. This option may result in National Environmental Policy Act (NEPA) segmentation issues. Queuing on westbound Relocated Randolph Road in the a.m. and eastbound p.m. could extend over 1000 feet. The westbound lanes that cross over the CSX bridge would need to be widened from 2 to 3 lanes. From the signalized intersection at Relocated Randolph Road and Parklawn Drive to the signalized intersection of Braxfield Court and Parklawn Drive is a distance of 350 feet. In addition, at the signalized intersection of Wilkens Avenue and Parklawn Drive there is a distance of 350 feet. The county prefers the distance between signalized intersections be at least 600 feet apart.

The Montgomery County eastern Montrose Parkway project requires an at-grade intersection at Parklawn Drive, impacts businesses if Parklawn Drive is widened and it decreases the LOS at Randolph Road and the Parklawn Drive intersection. The design speed for this roadway is 30 mph.

THINKING BEYOND THE PAVEMENT

After Mr. Webster described the (VE) options, Ms. Allysha Nelson described the Thinking Beyond the Pavement concepts for Option 4 - B1 Shifted South. She stated that the pedestrian and bicycle safety for Option 4 - B1 Shifted South is similar to Alternate 9 with Option B1 and Option B1. This design creates pedestrian conflict points along eastbound Relocated Randolph Road due to the unsignalized access points to and from existing Randolph Road.

MD 355 Focus Group
 June 17, 2002 Minutes
 Page 4

It is recommended that the sidewalk be removed along eastbound Relocated Randolph Road between Maple Avenue and the Nebel Street Connector in order to minimize pedestrian conflicts at the ramps to existing Randolph Road. It is also recommended that the sidewalk along southbound MD 355 have additional pedestrian safety measures added at the crossing of the ramp from Montrose Road to MD 355 southbound. Safety measures can include a raised crosswalk and pedestrian scale stop signs. Additionally, the area in front of the Montrose School has maximum ADA compliant slopes which requires ADA ramps with landings and handrails.

Ms. Nelson reviewed the impacts at the existing park and ride and possible mitigation measures to provide additional parking. There are three potential locations for a new park and ride lot, but none are large enough to accommodate the minimum of 350 spaces impacted. The three locations are all on state owned property and are located in close proximity to the existing park and ride. The three locations include the remaining parking lot area at the Mid Pike Plaza (1 & 2) that is on state property, the triangular space (6) that is currently not developed and the parking lot area on state property that is part of the Montrose Crossing Shopping Center (4). It is recommended to use the Mid Pike Plaza parking area in conjunction with either the Montrose Crossing parking area or with a new parking lot developed in the triangular space. Agreements will need to be discussed with the current tenants of the site and with Montgomery County. (See Attachment)

Ms. Nelson reviewed the landscape improvements to the Montrose School, which included a terraced retaining wall and moving the sidewalk closer to the school to provide better access.

NEXT STEP

Highway Design

Mr. Edward Stein of highway design discussed the transition of the project from project planning to highway design. He explained that currently a more detailed survey is being done of the project area. Mr. David Frieshtat of Shulman, Rogers, Gandal, Porady, and Ecker, P.A. advised Mr. Stein that highway design should coordinate closely with the county and businesses in regards to utilities. Mr. Stein gave a tentative timeline of highway design process. He also explained that a task force similar to the focus group will be involved throughout the highway design process.

Comments:

Following Mr. Webster's description of the Value Engineering options, Mr. Frieshtat questioned how motorists are being encouraged to use the Montrose Parkway instead of Viers Mill Road. Mr. Shahriar Etemadi of Maryland-National Capital Park and Planning Commission informed the team that the county has begun discussing the issue of motorists being encouraged to use the Montrose Parkway instead of Viers Mill Road.

for

MD 355 Focus Group
June 17, 2002 Minutes
Page 5

Mr. Frieshtat gave a suggestion for the SHA to "think outside the box" and to consider collaborating with Montgomery County and Federal Realty, which is interested in renovating the Mid Pike Plaza Shopping Center, and build a multi-function parking garage. Mr. Etemadi remarked that the county has discussed a multi-function parking garage. Ms. Harris informed the team that the project is going to move forward; however, Mr. Frieshtat's suggestions will be noted and possibly investigated as the project moves into highway design.

Mr. Frieshtat also suggested that businesses that are effected as a result of the project could possibly be relocated in areas with sufficient excess right-of-way, for example. He informed the team that all the businesses in the area would like to remain in the area if possible. Mr. Frieshtat also noted that the businesses are interested in retaining as much access as possible as well as sustaining the least amount of impacts.

TEAM RECOMMENDED ALTERNATE

The team recommended Alternate 9 with Option 4 and Option B1 Modified.

This option decreases the right-of-way cost by approximately \$16.9 million dollars, and does not present a drastic change from the previous preferred alternate (Alternate 9 with Option B1 and Option B1 Modified).

Enclosures (3)

cc: Attendees w/enclosures
Focus Group w/enclosures
File w/enclosures

MD 355 - Montrose Road/Randolph Road
Intersection Improvement Study
MD 355 Focus Group Meeting
Agenda
June 17, 2002

- I. Introductions
- II. Purpose of Meeting
 - Value Engineering Overview
- III. Description of Value Engineering Options
 - Option 1 - B1 Shifted North
 - Option 4 - B1 Shifted South
 - Option 33 - Roundabout at Chapman/Maple Avenue
 - Option 51 - One Way Pair @ Parklawn Drive
 - Thinking Beyond The Pavement
- IV. Team Recommendation
- V. Next Step - Highway Design
- VI. Review of Upcoming Meeting
 - Administrator's Selected Alternate Meeting
- VII. Adjournment

205



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

ATTN: Ms. Carmeletta Harris
Project Manager
Project Planning Division

FROM: Joseph R. Kresslein *JK*
Assistant Division Chief
Project Planning Division

DATE: May 14, 2002

SUBJECT: MD 355 - Montrose Road/Randolph Road
Intersection Improvement Study
Montrose School Impact Coordination Meeting

Meetings were held on March 14 and April 15 to discuss the impacts to the historic Montrose School that may result from construction of SHA's Recommended Alternate. SHA staff met with representatives of Peerless Rockville Preservation, Ltd. to discuss ways to minimize or mitigate for those impacts. The following people attended:

Ms. Heather Amick	SHA-Project Planning Division	3/14 and 4/15
Ms. Liz Buxton	SHA-Project Planning Division	3/14 and 4/15
Mr. Gerald R. Cichy	Transportation Consultant	3/14
Ms. Carmeletta T. Harris	SHA-Project Planning Division	3/14 and 4/15
Mr. Michael Kelly	The Wilson T. Ballard Company	3/14 and 4/15
Ms. Eileen McGuckian	Peerless Rockville Preservation, Ltd.	3/14 and 4/15
Mr. Peter Merrill	SHA - Project Planning Division	4/15
Ms. Kelly Nash	SHA - Bridge Design Division	4/15
Ms. Allysha Nelson	McCormick, Taylor & Associates	3/14 and 4/15
Mr. Ken Polcak	SHA - Landscape Architecture Division	3/14
Mr. Aaron Smith	Straughan Environmental Services	3/14 and 4/15
Mr. John Webster	The Wilson T. Ballard Company	3/14 and 4/15

My telephone number is _____

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-26

Ms. Cynthia D. Simpson
MD 355 - Montrose Road/Randolph Road
Page Two

The March 14 meeting began with introductions. John Webster described the impacts associated with Alternate 9 with Option B-1 Modified, SHA's Recommended Alternate. Eileen McGuckian mentioned that the trees in the southeast quadrant of the historic boundary should be protected. The trees to the west of the school were planted on Arbor Day in 1920. (Follow up: the current proposed project design protects the referenced trees at both locations.) Eileen further explained that the public enjoyment of the exterior of the school is very important, including the school's visibility from the roadway.

Allysha Nelson discussed the possibility of SHA investigating a terraced retaining wall concept in order to try to maintain the one-acre historic parcel which has existed since 1908. On April 15 the project team presented a stepped retaining wall option that lessens the visual and physical impact to the school property. Facades for the walls and fences were discussed. Allysha presented various façade types including modular concrete block and monolithic concrete retaining walls to Peerless Rockville. Eileen indicated she would like to see the façade used for the retaining walls coordinated with the proposed bridge over Montrose/Randolph Roads. She would prefer that the wall be as visually unobtrusive as possible. In addition, SHA agreed to investigate flaring the sidewalk at the entrance to the school. Final decisions regarding the façade of the walls will be made during the final design phase of the project.

Access to the property was discussed next. Eileen would like assurance that access to the Montrose School will be maintained in perpetuity and that the school will not become land-locked. (Follow up: any agreements/procurement of land would have to be managed by the SHA Right Of Way Division. Coordination with the Office of Real Estate has been initiated regarding this request.)

Eileen and Gerald requested at the March 14 meeting that SHA investigate two different access points, one on the northbound MD 355 ramp and one on Chapman Avenue. They further stated that the preservation of the one-acre parcel associated with the School and the viability of the property, including access, were priorities. The feasibility of the suggested access points was discussed at the April 15 meeting, neither of which is feasible due to grade and traffic issues. SHA is proposing that we continue design of the original proposed access location to the west of the property. SHA will contact a representative from the Montrose Crossing Shopping Center to coordinate the proposed school access through the shopping center property.

Aaron Smith presented the noise analysis results at each meeting. Although the site was originally impacted (67 dBA) by Alternative 9 as presented in the Environmental Assessment, a barrier was found to be unreasonable due to the historic setting of the school and that visibility of the school would be obstructed. Eileen concurred that the visibility of the school should not be obstructed, but mentioned that she is concerned about how noise could affect the use of the school property. Mike Kelly discussed that the 3 dBA increase that would result from the construction of Alternate 9 would be barely perceptible if at all. Mike further discussed that berms are not feasible due to right of way constraints in the area. SHA investigated the impact

Handwritten signature




Maryland Department of Transportation
State Highway Administration

Parris N. Glending
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MEMORANDUM:

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Carmeletha T. Harris
Project Manager
Project Planning Division 

DATE: August 8, 2002

SUBJECT: Contract Number MO830A11
MD 355 Montrose Road/Randolph Road
Intersection Improvement Study
Montgomery County

RE: Park and Ride Mitigation meeting

On Thursday, July 25, 2002, a meeting was held at the Montgomery County Department of Transportation Office in the 10th Floor of the Executive Office Building.

Handouts included:

- Color displays of Alternate 9: Randolph Road under MD 355 with Option B1 Modified and Alternate 9 with Option 4 - B1 Shifted South with B1 Modified
- Summaries of property ownership and displays of State-owned parcels around the intersection
- Concept Design of a 168 Space Park and Ride lot for Parcel 090 (triangular space).

The following people were in attendance:

Ms. Carmeletha T. Harris	SHA, Project Planning Division	(410) 545-8522
Ms. Peggy Schwartz	North Bethesda Transportation Center	(301) 770-8105
Ms. Sandra Brecher	Montgomery County DPW&T, DTS	(301) 565-5701
Mr. Tom Huff	Montgomery County DPW&T	(240) 777-8700
Ms. Allysha Nelson	McCormick, Taylor and Associates, Inc.	(410) 662-7400

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

V-3b
207

Ms. Cynthia D. Simpson
MD 355 - Montrose Road/Randolph Road
Page Three

that would result from the terraced retaining wall concept that was developed subsequent to the March 14 meeting. The noise level at the playground that results from the terraced wall concept is 65 dBA, which is below the SHA threshold criterion of 66 dBA.

Eileen asked about window treatments to reduce the noise impacts within the school. SHA subsequently measured the insertion loss that the structure offers and determined that the structure provides an 18 to 19 dBA reduction of interior noise levels. Window treatments would not lower the noise levels enough for a human ear to perceive the difference.

Eileen expressed preference for the stepped retaining wall concept over the option without retaining walls because the impact to the one-acre historic boundary is reduced. A copy of the Finding of No Significant will be sent to Peerless Rockville upon its completion.

cc: Attendees

Mr. Jim Hade, SHA-LAD
Mr. Joseph Kresslein, SHA-PPD
Mr. Don Sparkin, SHA-PPD
Ms. Denise Winslow, FHWA

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

MD 355 Park-n-Ride Meeting
July 25, 2002
Page 2

The purpose of the meeting was to discuss the MD 355 at Montrose/Randolph Roads Intersection Improvement project, the impacts to the existing park and ride and possible mitigation options.

Ms. Harris briefly reviewed the differences between Alternate 9: Randolph Road under MD 355 with Option B1 Modified prior to the Value Engineering Study and Alternate 9 with Option 4-B1 Shifted South with B1 Modified, after the Value Engineering Study. The Value Engineering Study was to find ways of reducing the project cost. Right of way acquisition was the significant cost for this project, and the option selected after the Value Engineering Study reduced the cost of property takes by \$16 million dollars.

Ms. Harris also discussed the interest of the Focus Group that assisted in the development of the project. The Focus Group consisted of representatives from the community, businesses, the Montrose School and local government representatives. The Focus Group concurs with the selected alternate.

The mitigation for parking spaces lost in the county-operated park and ride lot is an issue that remains to be resolved 350 spaces will be impacted by the proposed construction, and SHA has been studying alternatives to replace the parking. Ms. Nelson reviewed the available land in the vicinity of the study area that may be used for a replacement park and ride. Available land has to be publicly owned property in order to avoid right of way acquisition costs. It has also been directed that the replacement area be within the study area limits. The areas that SHA is most interested in include:

- a) The parking area adjacent to the Mid Pike Plaza Shopping Center located south of the MD 355 intersection (parcels C N248, D N292, P182, B N195 and E N248) is owned by the State Highway Administration (SHA) and is currently being leased by the county for an existing park and ride lot. An additional 200 spaces may be made available by expanding the park and ride lot beyond its current boundaries. Buses would be able to stop along MD 355 to pick up patrons, as they do today.

Ms. Schwartz mentioned that the county currently uses this property and the proposed expansion area is being sub-leased to Federal Realty. She furnished a copy of the county lease agreement with SHA.

- b) The triangular area between Old Old Georgetown Road, MD 355 and Montrose Road (Parcel 090) is currently open space and if developed, this lot will be able to accommodate about 168 parking spaces. The access would be right in and right out onto Montrose Road and right in and right out onto Old Old Georgetown Road. Buses would have to enter the lot to pick up patrons because they can not stop on MD 355 in this area. The neat construction cost is estimated at \$1 million dollars. Mr. Hull felt this was a circuitous route for buses and patrons. Ms. Schwartz suggested making a full access turn off of Old Old Georgetown Road to make the lot more accessible. Ms. Harris said it will be looked into.

MD 355 Park-n-Ride Meeting
July 25, 2002
Page 3

- c) The parking lot near Old Navy in the Montrose Crossing Shopping Center (parcel A P082) is currently leased by the shopping center. The lease was initiated in 1995 with an initial term of one year and a month-to-month lease thereafter. Access to the parking lot would be via the Montrose Crossing Shopping Center Property. There is enough area to accommodate 150 parking spaces.
- d) The Montgomery Eastern Montrose Parkway right of way located east of the CSX train tracks is another possible location for a park-n-ride site that could accommodate 350 spaces. Access for the site would be via Randolph Relocated and/or Parklawn Drive.

Ms. Brecher and Mr. Hull inquired if any other property was available outside the study Area, such as along MD 355 or near I-270. Ms. Harris said that the project team had been directed to stay inside the study area, but that she would research additional properties to be looked at for a park and ride site.

Ms. Brecher and Ms. Schwartz asked if a parking structure could be built. Mr. Hull said that a minimum sized needed would be 150 feet by 300 feet. He also said that the state owned property by Mid Pike Plaza that would be large enough after construction for a parking garage. It was noted that a parking garage should have a modern, neo-traditional design with pedestrian access and retail at the street level. The Focus Group was also interested in a parking garage very early in the Project Development process however, upon investigation of the garage i.e. cost and design the focus group and team members agreed that it would not be feasible to pursue. Ms. Harris said that SHA was not willing to build a parking structure due to cost limitations.

Ms. Brecher and Ms. Schwartz noted that the county was interested in building a car and van pool only lot, and that the triangular area may be a good option for that.

Ms. Brecher, Ms. Schwartz and Mr. Hull stated that they would like to further review the park and ride mitigation strategies before a decision is made.

Ms. Harris will look into full access at Old Old Georgetown Road at the proposed Park and Ride lot at parcel 090.

Attachments (3)

cc: Attendees w/attachments
Mr. Bob Simpson w/attachment
Mr. James Wynn

208



MD 355 - Montrose Road/Randolph Road
Intersection Improvement Study

Montrose Road Park and Ride Mitigation Potential Locations

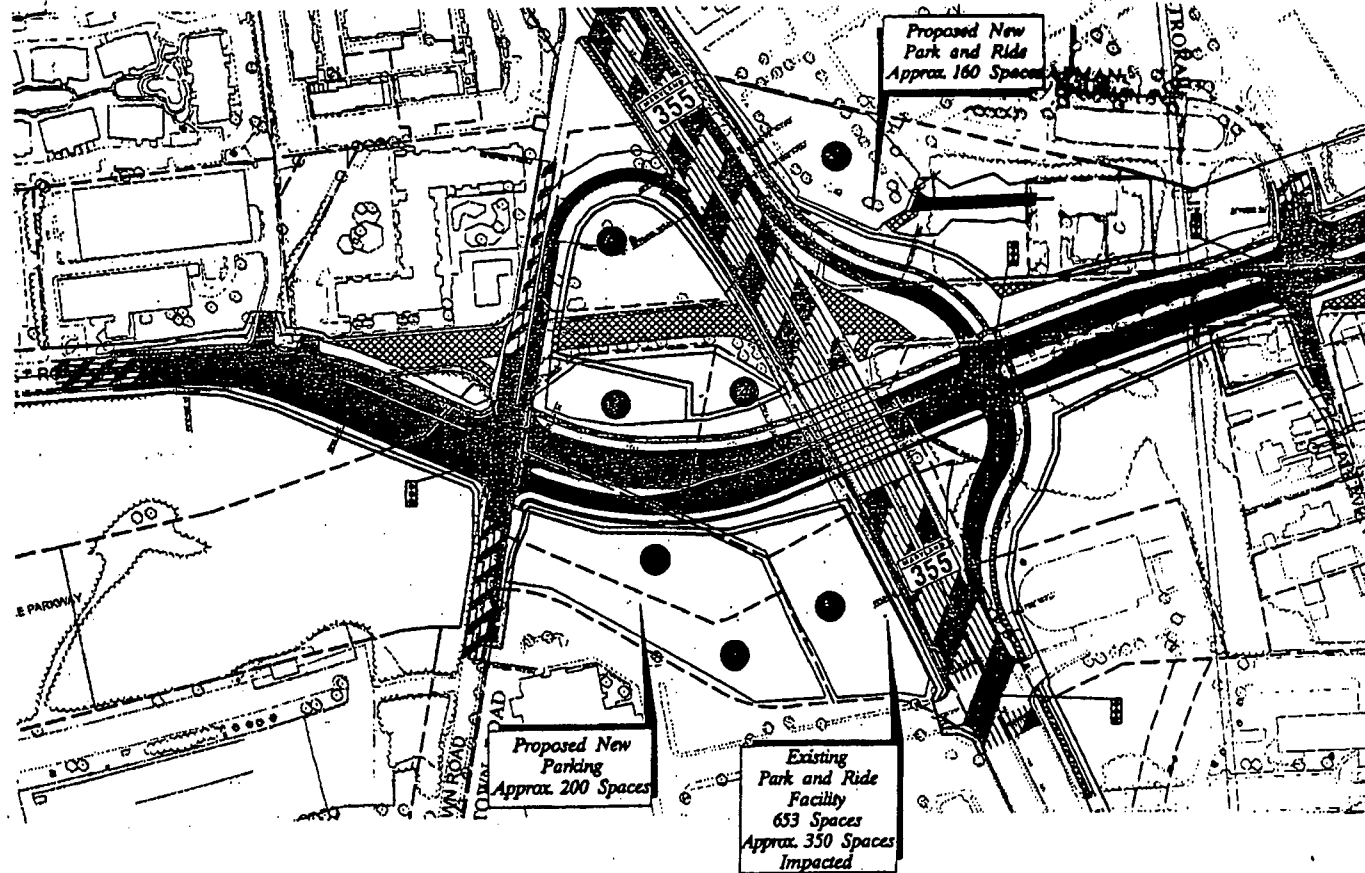
Map Symbol	Parcel	Deed	Agreement	Conditions of Agreement
1	PARCEL C (N236)	Liber 4268 Folio 850	Memorandum of Understanding (MOU) April 23, 1997	<ul style="list-style-type: none"> The County is Authorized to Design, Construct, Maintain and Operate Transportation Facilities, Including But Not Limited To Park and Ride Lots SHA and Montgomery County Mutually Agreed To Transfer Operating and Maintenance Responsibilities to the County The County Shall Pay SHA. At the Conclusion of Each Reporting Period, The Sum of Fifty (50%) of the Annual Net Revenue The Term of the MOU Shall Commence For Ten (10) Years. The Term Will Be Extended From the Conclusion of the Original 10 Year Term Automatically Each Year Thereafter For An Additional One Year Term, Unless Canceled By SHA or The County
2	PARCEL D (N292)	Liber 4434 Folio 789		
3	P182	Liber 4048 Folio 642		
4	PARCEL B (N195)	Liber 4121 Folio 748		
5	PARCEL E (N248)	Liber 4576 Folio 295		
6	P090	Liber 3719 Folio 654	None	Open Space Land. No Agreement On This Parcel is Known At this Time.
7	PARCEL A (P79)	Liber 4057 Folio 088	Commercial Lease June 1, 1995	<ul style="list-style-type: none"> SHA is leasing the property As Is to the Montrose Crossing Shopping Center on a month-to-month agreement with an initial term of 12 months. The landlord may terminate the lease with a minimum of 30 days notification for any reason whatsoever. The Montrose Crossing Shopping Center is using the space for a Parking Lot, Gateway Feature and Entrance Road. Any deviation of use will result in termination of the Lease. The tenant must maintain the property The landlord reserves the right to issue permits or grant utility easements on the site.

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

209

MD 355 – Montrose Road /Randolph Road Intersection Improvement Study

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



STATE OF MARYLAND OWNED PROPERTIES

- Proposed Parking Parcel "C" N 236
- Proposed Parking Parcel "D" N 292
- Park and Ride Facility Parcel P 182
- Park and Ride Facility Parcel "B" N 195
- Park and Ride Facility Parcel "E" N 248
- Open Space Parcel P 90
- Proposed New Park and Ride PT Parcel "A" N 79

NOT TO SCALE

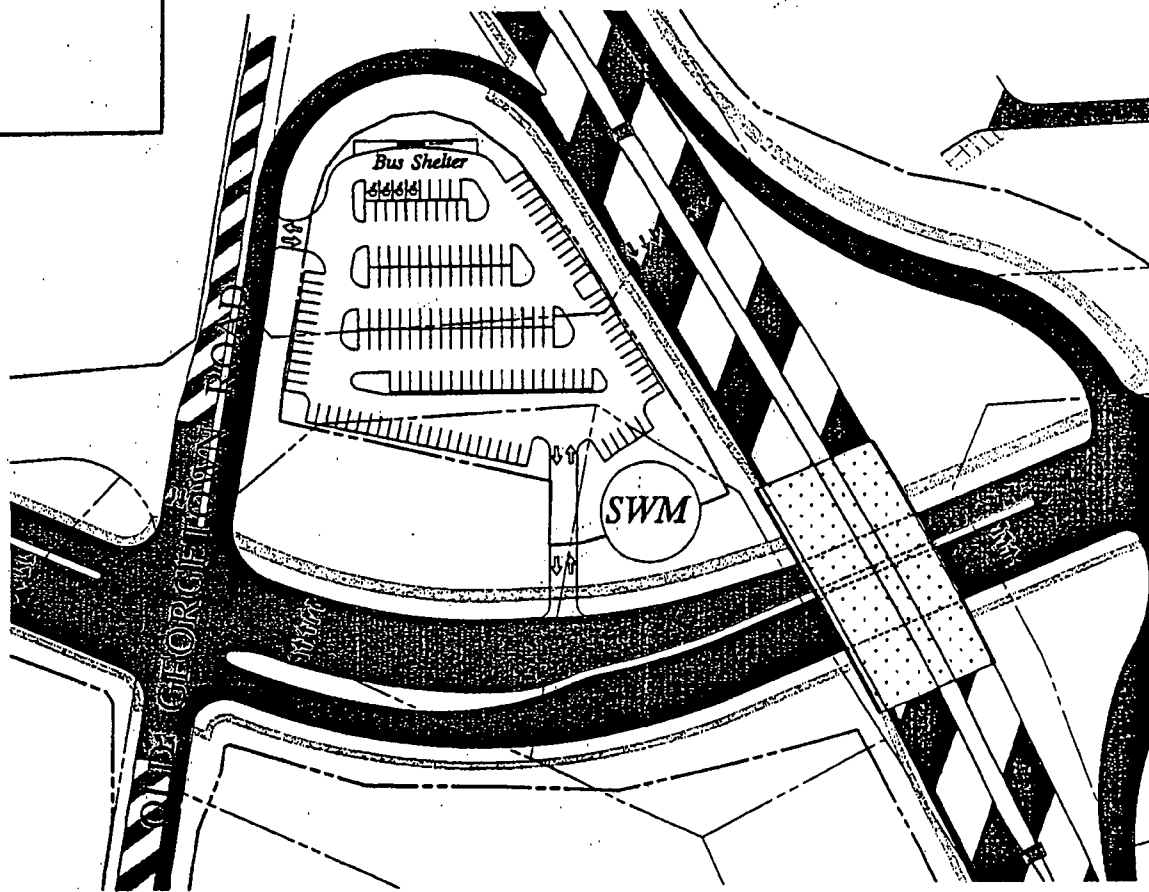
LEGEND

- New Pavement
- ▨ Resurface Pavement
- ▤ Sidewalk
- ▧ Pavement to be removed
- Property Number
- Property Line

810

MD 355 – Montrose Road /Randolph Road Intersection Improvement Study
Concept Plan
New Park and Ride Facility

Park and Ride
164 Spaces
4 Handicap Spaces
168 Total Spaces



Maryland Department of Transportation
State Highway Administration

Scale: 1" = 50'

0 50 100 150 200

N

112



C. NEPA /404 Coordination- Purpose and Need

Comments and Coordination

NEPA/404 Coordination

Correspondence	Date	To:	From:	Reference No.
Comments on the Purpose and Need	January 4, 1999	SHA	MD Office of Planning	V-1c
Response to Comments	January 26, 1999	MD Office of Planning	SHA	V-2c
Concurrence for the Purpose and Need	February 1, 1999	Maryland Historical Trust	SHA	V-3c
Concurrence for the Purpose and Need	February 1, 1999	Federal Highway Administration	SHA	V-4c
Concurrence for the Purpose and Need	February 1, 1999	U.S. Environmental Protection Agency	SHA	V-5c
Concurrence for the Purpose and Need	February 1, 1999	U.S. Fish and Wildlife Service	SHA	V-6c
Comments on the Purpose and Need	February 23, 1999	SHA	MD Office of Planning	V-7c
Comments on the Purpose and Need	March 1, 1999	SHA	U.S. Army Corps of Engineers	V-8c
Response to Comments	March 9, 1999	U.S. Army Corps of Engineers	SHA	V-9c
Concurrence for the Purpose and Need	March 18, 1999	SHA	Environmental Review Unit, Maryland Department of Natural Resources	V-10c
Comments on Environmental Assessment	January 2, 2002	Environmental Review Unit, Maryland Department of Natural Resources	SHA	V-11c
Response to Comments on Environmental Assessment	January 30, 2002	SHA	Environmental Review Unit, Maryland Department of Natural Resources	V-12c
Response to Comments on Environmental Assessment	December 18, 2001	SHA	USDA/NRCS	V-13c
Comments on Environmental Assessment	January 7, 2002	USDA/NRCS	SHA	V-14c

Memo

To: Michelle Hoffman
Project Manager, SHA

From: Christine Walls *CW*
MD Office of Planning

Date: January 4, 1999

Re: Draft Purpose & Need Statement, MD 355 at Montrose Rd/Randolph Rd and MARC/CEX 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 TSO 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 interventions 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, Revenue Protection, and Planning Act of 1998.

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.

Y-1c

Inter-modal Connectivity

The Statement should discuss how the existing MARC/CEX 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/CEX 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 in 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 Edna Ho if you have questions on these comments.

714



Maryland Department of Transportation
State Highway Administration

Perle M. Glenderson
Governor
John D. Peral
Secretary
Parker F. Williams
Assistant

January 24, 1999

Ms. Christine Wells
Maryland Office of Planning
Comprehensive Planning
301 West Preston Street
Baltimore MD 21202-2003

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 business/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 included was to stress some of the connectivity concerns related to this congested intersection.

My telephone number is _____

Maryland State Service for Impaired Planning or Growth
1-800-725-6222 Statewide Toll Free

Mail Stop Address: P.O. Box 777 • Baltimore, MD 21202-0777
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-2c

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 alternative, 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.

215

Ms. Christine With
Page 3

Thank you again for your comments. If you have any further questions, please feel free to call Michelle Hoffmann, the project manager, at 410-343-4347, or Jason Groth, the Environmental Manager at 410-343-4349. Both can be reached toll-free in Maryland at 1-800-640-6926.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

By: *Michelle Hoffmann*
Michelle D. Hoffmann
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 Ghiglieri, Maryland Department of the Environment
- Mr. Mark Gradowak, Maryland Office of Planning, Regional Planner
- Mr. Jason Groth, State Highway Administration
- Ms. Gay Olson, State Highway Administration
- Ms. Pam Stephenson, Federal Highway Administration
- Ms. Cynthia Wilkerson, National Park Service
- Mr. Robert Zepp, US Fish and Wildlife Service
- Mr. Glen Smith, State Highway Administration
- Mr. Joseph Krawich, State Highway Administration
- Mr. Neil Pedersen, State Highway Administration
- Mr. Douglas Shumans, State Highway Administration
- Ms. Cynthia Stappan, State Highway Administration
- Ms. Mona Burton, State Highway Administration
- Ms. Harvey Miller, State Highway Administration
- Ms. Susan Wynn, State Highway Administration



Maryland Department of Transportation
State Highway Administration

John D. Poyant
Secretary
Peter F. Williams
Assistant Secretary

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 21032-3823

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 Olson in the Project Planning Division. Should you have any questions, please call Mr. Joseph Krawich at 410-343-6358.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

Joseph R. Krawich
Joseph R. Krawich
Assistant Division Chief
Project Planning Division

My telephone number is _____

Request Policy Service by contacting Hearing or Speech
1-800-735-0225 (Statewide Toll Free)

Shipping Address: P.O. Box 777 & Baltimore, MD 21203-0777

© 1998 State Highway Administration

V-3c
9/18

Mr. J. Rodney Liles
MD 355 at Montrose Road/Randolph Road
Page Two

LHE/R/O:as
Attachment

- cc: Mr. Louis H. Ego, Jr.
Mr. Jason Orsch
Ms. Michelle Hoffman
Mr. Joseph R. Katschke
Ms. Gey 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.



Maryland Department of Transportation
State Highway Administration

February 1, 1999

Re: Project No. MO30A11
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 28 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 Olson in the Project Planning Division. Should you have any questions, please call Ms. Joseph Krawinkel at 410-643-6336.

Sincerely,

Parker F. Williams
Administrator

by:
Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

My telephone number is (410) 534-4226

Mailhead Policy Service for Improved Visibility or Space
9-800-732-6229 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21202-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-11C

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)

Gary K. Friel
Federal Highway Administration

2-24-99
Date

Attachment

- cc: Mr. Louis H. Egan, Jr.
- Mr. Jason Groth
- Ms. Michelle Hoffman
- Mr. Joseph R. Krawinkel
- Ms. Gay Olson
- Ms. Cathy Rice
- Ms. Cynthia Simpson
- Ms. Pamela Stephenson
- Mr. James Wynn

2/8



Maryland Department of Transportation
State Highway Administration

Paris H. Glavinich
Secretary
John D. Packer
Secretary
Parker F. Williams
Assistant Secretary

February 1, 1999

Re: Project No. MD08A11
MD 355 at Monrose 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 - JES30
1630 Arch Street Street
Philadelphia PA 19103-3029

ATTN: Ms. John Stark

Dear Mr. Hoffman:

Consistent with the combined NEPA/MD 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 Monrose Road/Randolph Road. The Purpose and Need for the project was presented at the January 28 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. Galy Olson in the Project Planning Division. Should you have any questions, please call Mr. Joseph Krawinkel at 410-545-8598.

Very truly yours,

Louis H. Egan, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

Joseph R. Krawinkel
Assistant Division Chief
Project Planning Division

My telephone number is _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-6289 Statewide Toll Free
Mailing Address: P.O. Box 717 - Baltimore, MD 21201-0717

Mr. Bill Hoffman
MD 355 at Monrose Road/Randolph Road
Page Two

Purpose and Need Statement

Please check one:

- Concur (no comments)
- Concur (comments attached)
- Do not concur (comments attached)

Environmental Protection Agency

Date: 2/12/99

LHE/JRC:ca
Attachment

- cc: Mr. Louis H. Egan, Jr.
- Mr. James Groth
- Ms. Michelle Hoffman
- Mr. Joseph R. Krawinkel
- Ms. Galy Olson
- Ms. Cathy Rice
- Ms. Cynthia Simpson
- Ms. Pamela Stephenson
- Mr. James Wynn

V-512

612



**Maryland Department of Transportation
State Highway Administration**

Paula K. ...
John D. ...
Parter F. ...

February 3, 1999

Re: Project No. MOE30A11
MD 355 at Montrose Road/
Randolph Road
Montgomery County, Maryland

Mr. Robert Zapp
U.S. Department of the Interior
Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401

Dear Mr. Zapp:

Consistent with the combined NEPA/NOA 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 28 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. Gey Olson in the Project Planning Division. Should you have any questions, please call Mr. Joseph Kramlich at 410-643-6338.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Professional Engineering

Joseph R. Kramlich
Joseph R. Kramlich
Assistant Division Chief
Project Planning Division

My telephone number is _____
Maryland Relay Service for impaired hearing or speech
1-800-735-6289 Statewide Toll Free
Mailing Address: P.O. Box 717 • Baltimore, MD 21202-0717
Website Address: www.mdt.state.md.us

V-1-C

Mr. Robert Zapp
MD 355 at Montrose Rd/Randolph Rd.
Page Two

Purpose and Need Statement

Please check one:

- No Action
(no further comment)
- Concur (comments attached)
- Do not concur (comments attached)

P. Zapp
U.S. Fish and Wildlife Service

8-10-99
Date

**LHE/ROG
Attachment**

- cc →
- Mr. Louis H. Ege, Jr.
 - Mr. Jason Groh
 - Ms. Michelle Hoffman
 - Mr. Joseph R. Kramlich
 - Ms. Gey Olson
 - Ms. Cathy Rich
 - Ms. Cynthia Simpson
 - Ms. Pamela Stephenson
 - Ms. Jamie Wynn

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

220



MARYLAND Office of Planning

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: Aft. Gay Olson

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/CX 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,

Christie Wells

Christie Wells
Principal Planner

cc: George K. Pritch Jr., FHWA
Keith Harris, COE
Assistant Vance Hobbs

State Planning Assistance 410-767-4550 Fax 410-767-4550
300 West Preston Street • Baltimore, Maryland 21201-4300

V-7c

John Ferris, EPA
Bob Pennington, USFWS
Timothy Goodger, NMFS
Attention: John Nichols
Jeffrey Knoedler, NPS
Ray Distman, DNR
Elder Chigwell, MDE
J. Rodney Link, MHT
Harvey Miller, Bicycle & Pedestrian Coordinator, SHRA

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

221

Mr. Keith Harris
MD 355 at Montrose Rd./Randolph Rd.
Page Two

Purpose and Need Statement

Please check one:

- Concur (without comment)
- Concur (comments attached)
- Do not concur (comments attached)

[Signature]
U.S. Army Corps of Engineers

2/22/99
Date

LNE/RO:as
Attachment

- cc: Mr. Louis H. Ege, Jr.
- Mr. Jason Groth
- Ms. Michelle Hoffman
- Mr. Joseph R. Kumbala
- Ms. Gay Olson
- Ms. Cathy Rice
- Ms. Cynthia Simpson
- Ms. Pamela Stephenson
- Ms. James Wyatt



DEPARTMENT OF THE ARMY
ENGINEERING DISTRICT, U.S. ARMY CORPS OF ENGINEERS
P.O. BOX 670
BALTIMORE, MD 21206-0670

FORM 0 1 100

Operations Division

Ms. Gay Olson, Project Planning Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Ms. Olson:

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/C&D 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. Beltravita of this office at (410) 963-3653.

Sincerely,

[Signature]
Richard K. Spencer
Acting Chief, Special Projects Section

V-8c

[Handwritten marks]



Maryland Department of Transportation
State Highway Administration

March 9, 1999

Mr. Richard Spencer
US Army Corps of Engineers
Baltimore District
CENAB-OP-RX
PO Box 1715
Baltimore MD 21280-1715

Attention: Mr. Richard Balvinatz

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 MARCSX Transportation railroad crossing with Randolph Road.*

My telephone number is _____

Maryland Relay Service for Deaf and Hearing or Speech
1-800-735-6288 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21202-0717
Street Address: 707 North Howard Street • Baltimore, Maryland 21202

Parla M. Gauranting
Secretary
John D. Percer
Secretary
Patrick F. Williams
Administrator

14. 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 MARCSX 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 MARCSX 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 410-545-2547, or Jason Gresh, the Environmental Manager at 410-545-4367. Both can be reached toll-free in Maryland at 1-800-548-0828.

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. Roy Dittman, Maryland Department of Natural Resources (with enclosure)
- Mr. Elder Ghiglerelli, Maryland Department of the Environment (with enclosure)
- Mr. Mark Gonsenk, Maryland Office of Planning, Regional Planner (with enclosure)
- Mr. Jason Gresh, State Highway Administration (with enclosure)
- Mr. Gay Olson, State Highway Administration (with enclosure)
- Ms. Pam Stephenson, Federal Highway Administration
- Ms. Christine Wells, Maryland Office of Planning (with enclosure)
- Ms. Cynthia Wilburson, National Park Service (with enclosure)
- Mr. Robert Zapp, US Fish and Wildlife Services (with enclosure)
- Mr. Glen Smith, State Highway Administration (with enclosure)
- Mr. Joseph Kozubski, State Highway Administration (with enclosure)

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study

V-9c

223



Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW
Towers State Office Building
Annapolis, Maryland 21401

Mr. P. Olin
County D. Dept
Baltimore

March 18, 1979

Gay Olin
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Olin:

This letter is in reply to Joseph Kravitz's letter of request, dated February 1, 1979, 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. MDDBA11, Montgomery County.

The Department participated in discussions of this project at the Interagency Meeting. We have comments on the Purpose and Need Statement at this time. We will continue to participate in the inter-agency review process, and advocate optimal 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 office at (410) 260-4134.

Sincerely,

Ray C. Distenon, Jr.

Ray C. Distenon, Jr., Director
Environmental Review Unit

MAIL ROOM
ONE FIVE AND A HALF FLOORS

V-111c

234



Mr. N. Christy
General

Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW

J. Charles Fox
Secretary

Miss Kennedy-Townsend
Assistant

Three State Office Building
Annapolis, Maryland 21401

Karen M. White
Deputy Secretary

January 2, 2002

Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Room C-301
State Highway Administration
1 North Calvert Street
Annapolis, Maryland 21202

Mr. Simpson:

This letter is in reply to Douglas H. Simmons' cover memo, dated November 2, 2001, for the Environmental Assessment (EA) document for the MD 355 - Montrose Road/Randolph Road Intersection Improvement Study, Project No. MO830A11, Montgomery County. The cover memo offered the opportunity to provide comments on the subject document.

The Department participated in discussions of this project at the Emergency Meetings for Maryland's Streamlined Environmental and Regulatory Process for Transportation Projects. We concur with the project information which indicates that there are no aquatic resources within the project area, and that there is no terrestrial wildlife habitat in the area. Some small wooded areas do exist in the area, as described in the EA document.

The EA document adequately addresses natural resources issues for the project area. We advocate continued efforts to optimize protection of natural resources during the continued planning and construction phases of this project.

We note that proposed forest impacts are similar for all of the build alternatives under consideration for the project. We support the minimization of forest losses associated with the project and coordination with the Forest Service to conduct appropriate forest replacement or other mitigation, as described in the EA document. We also support efforts to minimize sedimentation from the project and address stormwater management issues, as stated in the document.

On page IV-33 of the document, section 3.2 (Soil/Water) indicates that "The study area primarily lies on the divide between the Cabin John Creek watershed to the east and the Rock Creek watershed to the west."

V-116

Miss Simpson
January 2, 2002

to the west." This statement should be reworded to clarify that Cabin John Creek lies to the west of the study area and Rock Creek lies to the east of the study area.

Thank you for the opportunity to comment on the EA document for 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. Dittman, Jr.
Ray C. Dittman, Jr., Director
Environmental Review Unit

225

MD 355 - Monrose Road / Randolph Road Intersection Improvement Study

Maryland Department of Transportation
State Highway Administration

January 30, 2002

Patts N. Glendon
Governor
John D. Pifer
Secretary
Parker F. Williams
Administrator

Ray C. Dintaman, Jr.
Director, Environmental Review Unit
Maryland Department of Natural Resources
One State Office Building, B-3
Annapolis, MD 21401

Dear Mr. Dintaman:

Thank you for your January 2 letter providing comments on the Environmental Assessment (EA) for the MD 355 - Monrose Road/Randolph Road Intersection Improvement Study. The Maryland State Highway Administration (SHA) has reviewed your letter and would like to take this opportunity to address your comments.

Your concurrence that there are no aquatic resources and limited terrestrial wildlife habitat within the project area has been noted. We will continue our efforts to optimize protection of natural resources during the planning and construction phases of this project, including the minimization and mitigation of forest losses associated with the project. In addition, strict enforcement of the SHA sediment and erosion control procedures and the Maryland Department of the Environment stormwater management regulations will minimize any potential impacts during and after construction.

We appreciate your comment regarding the wording on page IV-35 of the EA, section A. (Surface Water). We concur with the suggested text revisions, and will incorporate them into the final environmental document.

Thank you again for your comments. If you have any further questions please feel free to call Heather Amick, the environmental manager, at 410-343-8526. Heather can be reached toll free at 1-866-527-0902.

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
1-800-735-4289 (Statewide Toll Free)

Writing Address: P.O. Box 717 • Baltimore, MD 21201-0717
Voice Address: 707 North Calvert Street • Baltimore, Maryland 21202

V 120

by *Joseph R. Krasslein*
Joseph R. Krasslein
Assistant Division Chief
Project Planning Division

Ms. Heather Amick, State Highway Administration
Ms. Jessica Brudo, McCormick, Taylor & Associates (w/contracting)
Mr. Bruce Grey, State Highway Administration
Ms. Carmelella Harris, State Highway Administration (w/contracting)
Mr. Joseph Krasslein, State Highway Administration
Ms. Denise Wisniew, Federal Highway Administration

226

SDA-NRCS
1410 Muncaster Road
Baltimore, MD 20855
1/10/01

Ms Cynthia Simpson
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
State Highway Administration
107 North Calvert Street
Baltimore, MD 21201

Dear Ms Simpson,

This letter is in response to the Environmental Assessment for the MD 355 - Montrose Road / Randolph Road Intersection Improvement Study. Please note Table IV-4, on page IV-33. My concern is the description of the soil series: Baile Silty Loam, 0-3% slope (8A). The description found in Table IV-4 is incorrect. The description of Baile Silty Loam is: "this soil is very deep and poorly drained." See page 20 of the Soil Survey of Montgomery County, Maryland. Thank you for the opportunity to comment on this document.

Sincerely,
David Does
David Does
State Conservationist

cc: David Does, Maryland State Conservationist, NRCS

V-13c

Maryland Department of Transportation
State Highway Administration

Parla N. Glendinning
Governor
John D. Pothol
Secretary
Parler F. Williams
Administrator

January 7, 2002

Mr. Warfield
1A-NRCS
10 Muncaster Road
Baltimore, MD 20855

Mr. Warfield:

Thank you for your December 18 letter providing comments on the Environmental Assessment for the MD 355 - Montrose Road/Randolph Road Intersection Improvement Study. Maryland State Highway Administration (SHA) has reviewed your letter and would like to take this opportunity to address your comments.

Your concern regarding the wording in reference to the description of Baile Silty Loam has been noted and the final environmental document will reflect the correct soil description.

Thank you again for your comments. If you have any further questions please feel free to contact Heather Amick, the environmental manager at 410-545-8526. Heather can be reached toll free at 1-866-527-0502

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

Joseph R. Kraslein
Joseph R. Kraslein
Assistant Division Chief
Project Planning Division

- Ms. Heather Amick, State Highway Administration
- Ms. Jessica Brado, McCormick, Taylor & Associates
- Mr. Bruce Gray, State Highway Administration
- Ms. Catherine Harris, State Highway Administration
- Mr. Joseph Kraslein, State Highway Administration
- Ms. Denise Whitlow, Federal Highway Administration

My telephone number is _____

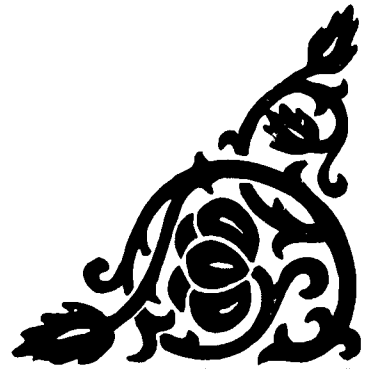
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2288 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21208-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-126
227



228



D. Other Agency Correspondence

209

Comments and Coordination

Other Agency Correspondence

Correspondence	Date	To:	From:	Reference No.
Request pertaining to Threatened or Endangered Species within the Study Area	January 20, 1999	U.S. Fish and Wildlife Service	SHA	V-1d
Response to Previous	January 29, 1999	SHA	U.S. Fish and Wildlife Service	V-2d
National Register Listing/Eligibility Request Concurrence	December 2, 1999	SHA	Peerless Rockville	V-3d
National Register Listing/Eligibility Requests	November 3, 1999	Maryland Historical Trust	SHA	V-4d
National Register Listing/Eligibility Requests	March 13, 2001	Maryland Historical Trust	SHA	V-5d
Response to Previous	April 13, 2001	SHA	Maryland Department of Housing and Community Development	V-6d
Effect Determination	August 24, 2001	Maryland Historical Trust	SHA	V-7d
Effect Determination for The Selected Alternate	October 21, 2002	Maryland Historical Trust	SHA	V-8d
Response to Previous	January 7, 2003	SHA	Maryland Historical Trust	V-9d
Request Regarding Public School and Publicly Owned Recreational Facilities in the Area	December 2, 1999	Montgomery County Public Schools	SHA	V-10d
Response to Previous	January 12, 2000	SHA	Montgomery County Public Schools	V-11d
Request pertaining to Anadromous Finfish or Other Species that may occur in the Study Area.	January 20, 1999	Maryland Department of Natural Resources, Environmental Review	SHA	V-12d
Response to Previous	February 4, 1999	SHA	Maryland Department of Natural Resources, Environmental Review	V-13d

230

Correspondence	Date	To:	From:	Reference No.
Request pertaining to State Threatened or Endangered Species and Unique Habitat that may be in the Study Area	January 20, 1999	Wildlife and Heritage Division, Department of Natural Resources	SHA	V-14d
Response to Previous	February 23, 1999	SHA	Wildlife and Heritage Division, Department of Natural Resources	V-15d
Response to Previous	March 23, 1999	SHA	Department of Parks and Recreation, M-NCPPC	V-16d
Response to Correspondence pertaining to the Wilgus East Property	May 4, 1999	Montgomery County Department of Public Works and Transportation, and The Transportation Division; M-NCPPC	SHA	V-17d
Commission Staff Comments	June 22, 1999	SHA	Department of Parks and Recreation, M-NCPPC	V-18d
Request pertaining to Publicly Owned Parks or Recreational Facilities in the Study Area.	December 2, 1999	Department of Parks and Recreation, M-NCPPC	SHA	V-19d
Comments on Park Land and Recreational Facilities	December 2, 1999	Department of Parks and Recreation, M-NCPPC	SHA	V-20d
Comments on Park Land and Recreational Facilities	January 3, 2000	SHA	M-NCPPC	V-21d
Interagency Review Meeting Summary	October 18, 2000	SHA Project File, Regulatory Agencies and Attendees	SHA	V-22d
Comments on the ARDS	December 7, 2000	Montgomery County Planning Board	Department of Parks and Recreation, M-NCPPC	V-23d
Record of Coordination	April 6, 2001	McCormick, Taylor & Associates	M-NCPPC	V-24d
Montgomery County Staff Recommendations	March 7, 2002	SHA	M-NCPPC, Montgomery Planning Board	V-25d

Correspondence	Date	To:	From:	Reference No.
Response to Montgomery County Staff Recommendations	March 28, 2002	Montgomery County Planning Board	SHA	V-26d
PFA Confirmation	October 4, 2002	SHA	M-NCPPC, Transportation Planning	V-27d
Project Consistency Report and Project Review Checklist	November 1, 2002	Office of Systems Planning and Evaluation, Maryland Department of Transportation	SHA	V-28d
Interagency Meeting and Field Review	May 28, 1999	U.S. Army Corps of Engineers	SHA	V-29d
Request for Information Regarding Affects of Study Alternatives on Response Times for Emergency Services.	July 5, 2001	Montgomery County Fire and Rescue Service	SHA	V-30d
Request for Information Regarding Affects of Study Alternatives on Response Times for Emergency Services.	July 5, 2001	Montgomery County Department of Police	SHA	V-31d
Response to Correspondence pertaining to the Affects of ARDS on Emergency Services	September 18, 2001	SHA	Montgomery County Department of Police	V-32d
Request for Comments on Air Quality Analysis for Study Area.	August 8, 2001	Environmental Protection Agency, Office of Environmental Programs	SHA	V-33d
Request for Comments on Air Quality Analysis for Study Area.	August 8, 2001	Maryland Department of the Environment, Air and Radiation Management Administration	SHA	V-34d

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

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 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 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
1-800-735-2256 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-1d

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

DL
RW
L



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401



January 29, 1999

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.

V-2d

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

223



Peerless Rockville
 P.O. Box 2382
 Rockville, MD 20850-2382

Tel: 301.762.0096
 Fax: 301.762.0961
 Email: peerless@millkern.com
 Web page: http://millkern.com/peerless

HISTORIC PRESERVATION LTD
 25TH ANNIVERSARY

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

V-3d

- 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

h24

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

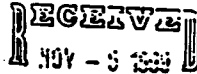


**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

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

ton Quad
cc: Jpe EC 11/14/99 My telephone number is _____
PFI warranted
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

V-4d

Mr. J. Rodney Little
Project No. MO830A21
Page Two

Counties Congestion Relief Study (CRS) by P.A. C. Spero & Company, the SHA-GIS Kensington quad map, MIHP forms for properties in the project vicinity, Montgomery County Master Plan Documents and Tax Assessment Maps, and made field visits in September 1999.

The project area is currently highly commercialized with some institutional and residential pockets at the edges. During the 1920's wealthy Washingtonians looking to escape the city built many large homes and estates along the Rockville Pike. More recent development has destroyed or altered all of these properties in the project area including the Mantouri Estate (MO 30-9) and part of the Wilkins Estate also known as the Parklawn Cemetery (MO 30-01) which is now a shopping center.

The 1998 Montgomery and Prince George's Counties Congestion Relief Study by P.A.C Spero took into account the area covered by this project. They evaluated an area 1500 feet along each roadway beginning at the center of the intersection including a 100-foot corridor along each intersection roadway. That study included properties that would be potentially impacted, either physically or visually, by proposed improvements. For the MD 355 intersection with Montrose and Randolph Roads they identified only one property as being National Register eligible or listed. The Montrose School (M: 30-2) located on the north side of Randolph Road, east of the Rockville Pike was listed in the National Register of Historic Places in 1983. Constructed in 1909, the school is significant as an excellent example of an early twentieth century school building. Currently the school is owned by Peerless Rockville and is used as the "Montrose Optimal Learning Center." The Maryland Historical Trust holds an easement on this property which was once owned by SHA. An agreement between Peerless Rockville and SHA states that "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." Site visits and documentary research by Ms. Heather Confer confirm that the Montrose School is the only National Register listed property and no other properties within the project area are National Register eligible.

Archeology:

SHA archeologist Mary Barse assessed the potential of the project area through consultation of historic mapping and previous studies.

There are no archeological sites recorded in or near the APE. Epperson (1980) and Gardner (1976) included portions of the project area in prior surveys with negative results. Although there has been extensive disturbance in the project area by commercial development and transportation facilities including the Washington METRO Redline,

235

Mr. J. Rodney Little
 Project No. MO830A21
 Page Three

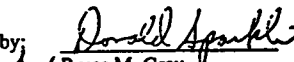
undeveloped areas are present in the northwest and southeast quadrants of the MD 355/Montrose Road intersection. The National Register listed Montrose Schoolhouse (M: 30-2) is located within the northeast quadrant of the MD 355/Montrose Road intersection and may require Phase I archeological investigations 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 410-545-2883.

Very truly your,

Cynthia D. Simpson
 Deputy Director
 Office of Planning and
 Preliminary Engineering

by: 
 Bruce M. Grey
 Deputy Division Chief
 Project Planning Division

Mr. J. Rodney Little
 Project No. MO830A21
 Page Four

CONCURRENCE:



State Historic Preservation Officer


 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 II

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



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

V-5d
 237

Mr. J. Rodney Little

MD 355 (Rockville Pike) at Montrose/Randolph Roads
Page Two

Alternative 2B1 (Single-Point Urban Diamond Interchange) – Alternative 2B1 proposes a grade separation of MD 355 over Montrose/Randolph Road. 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 bridge.

Alternative 3B1 (At-Grade Signalized Intersection) – Alternative 3B1 would maintain an at-grade intersection with appropriate turning lanes provided on each leg of the intersection. The intersection would be centered slightly southeast of its current location, and both Montrose Road and Randolph Road would be widened from six lanes to twelve.

Randolph Under Alternative – The Randolph Under Alternative proposes a grade separation of MD 355 over Montrose/Randolph Road. Northbound MD 355 access to and from Montrose/Randolph Road is completed through a proposed partial diamond interchange. Southbound MD 355 access to and from Montrose/Randolph Road is completed through the utilization of existing Old Georgetown Road and a proposed loop ramp on the north side of Montrose Road to southbound MD 355.

All build alternatives have the same concept plan for crossing over the CSX tracks. The plans call for a relocated Randolph Road to the north of its present location on Montgomery County right-of-way and a bridge over the tracks to avoid railroad/roadway conflicts. The existing Randolph Road would be closed to through traffic.

A summary of environmental impacts and costs of each of the Alternatives identified and the ARDS is presented in Table I included in Attachment II.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In SHA's letter of November 3, 1999, we stated that the 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 (Attachment I).

This APE may, in fact, be larger in area than the actual APE for the ARDS. However, SHA does not wish to redefine the APE at this time.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed project.

Mr. J. Rodney Little

MD 355 (Rockville Pike) at Montrose/Randolph Roads
Page Three

Architecture: SHA Architectural Historian Katry 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).

Handwritten initials

Mr. J. Rodney Little
 MD 355 (Rockville Pike) at Montrose/Randolph Roads
 Page Four

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 limits of direct construction impact anticipated under all current build alternatives (Attachment IV).

Mary Barse consulted available historic maps, the SHA-GIS inventories, previous archeological survey information, and conducted a field visit on December 20, 2000.

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. The December 20, 2000 field visit conducted by Mary Barse verified that commercial and industrial development, as well as prior transportation improvements have extensively disturbed the APE.

The National Register listed Montrose School House property (NR-722) and any associated archeological deposits will be avoided by the undertaking. However, we will ensure that protective fencing is installed during construction to avoid inadvertent disturbance to archeologically sensitive areas proximal to the extant structure. 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.

Review Request

Please examine the attached correspondence and maps. We request your concurrence by April 16, that there would be no historic properties affected by the proposed MD 355 at Montrose/Randolph Roads project. By carbon copy, we invite the Montgomery County Historic Preservation Commission, Montgomery Preservation, Inc., and Peerless Rockville Historic Preservation, Ltd., to provide comments and participate in the Section 106 process. Pursuant to the requirement of 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), 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the historic properties identification and effects assessment process. For additional information regarding 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 April 16, we will

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)

239



**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>

*Parrie N. Glendonig
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.

V-6d

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)

ome

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 McGockian, Fearless Rockville



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

August 24, 2001

Re: Project No. MO830A11
MD 355 (Rockville Pike) @ 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 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

V-7d

the

Mr. J. Rodney Little
 MD 355 (Rockville Pike) @ Montrose/Randolphs 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

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.

2/12

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.

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

243

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; 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. 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.

hwy

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.

Mr. J. Rodney Little
 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:

Ernest 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)

215



Maryland Department of Transportation
State Highway Administration

October 21, 2002

Re: Project No. MO830A11
MD 355 (Rockville Pike)
@ Montrose/Randolph Road's
Montgomery County, MD
USGS Kensington 7.5" Quadrangle

Parris N. Glendening
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 Selected Alternate for the MD 355/Montrose Road-Randolph Road project. We also seek your agreement in our determination that the undertaking will have no adverse effects on the National Register listed Montrose School (NR 722), the only historic property within the APE. The project involves the reconfiguration of the intersection of MD 355 (Rockville Pike) and Montrose/Randolph Roads.

The Maryland State Highway Administration (SHA) consulted with the MHT regarding the definition of the APE, identification and evaluation of historic properties, and impacts to the Montrose School (NR 722), in letters dated November 3, 1999, March 13, 2001, and August 24, 2001. MHT previously rendered a No Properties Affected determination for Alternate 1 (No Build), Alternate 2B1 (Single Point Urban Diamond Interchange), and Alternate 9 (Randolph Road under MD 355), on April 13, 2001. Your office concurred on October 15, 2001 that there would be no adverse effects to the Montrose School under Alternate 3B1, and that no further archeological investigations were warranted for the project under any of the proposed alternates.

Since that time SHA has selected Alternative 9 with Option B1 Modified, and has developed Option 4-B 1 Shifted to the South, to further minimize right of way impacts to businesses in the northwest quadrant of the Parklawn Drive/Relocated Randolph Road intersection. The Selected Alternate with options is discussed below, and plans are included for your review as Attachment I.

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

V-9d

Mr. J. Rodney Little
MD 355 (Rockville Pike)
Page Two

Funding

Federal funds are anticipated for this project.

Description of the Selected Alternate

The SHA Selected Alternate, Alternate 9 with Option 4 - B1 Shifted South and Option B1 Modified, proposes to grade-separate Montrose/Randolph Roads as they pass under MD 355. Access from northbound MD 355 to westbound Montrose Road and eastbound Randolph Road will be via ramps located east of MD 355. The former Old Georgetown Road alignment will provide access from southbound MD 355 to westbound Montrose Road and eastbound Randolph Road. In addition, a slip ramp will provide access to southbound MD 355 from Montrose Road. The alternate proposes to relocate Randolph Road within the Montgomery County Eastern Montrose Parkway reserved right-of-way, from Chapman Avenue/Maple Avenue to a point east of the CSX railroad tracks, and then tie-in at the intersection of Randolph Road/Parklawn Drive.

Option 4 - B1 Shifted South is similar to original Alternate 9 with Option B1 and Option B1 Modified. Relocated Randolph Road is slightly realigned with a shift to the south and west from the previous Option B1 alignment. The shift is designed in order to avoid several property impacts. The realignment creates an S curve starting at the east end of the bridge over the CSX tracks. The design speed has been reduced to 40 mph from 45 mph in order to create smaller turning radii that allow for the shift in alignment. Parklawn Drive is also realigned to the east in order to save more properties along the west side of Parklawn Drive. Additionally, several properties that had access to the cul-de-sac on the east end of existing Randolph Road subsequently have an improved access directly onto relocated Randolph Road.

The Selected Alternate will 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. The Selected Alternate will change the views from the school to the east, south, and west.

Area of Potential Effects

The physical limits of the area of potential effects for Alternate 9 with Option 4 B-1 Shifted South and Option B1 has not changed since our respective offices previously consulted in correspondence dated August 24, 2001 (see Attachment IV). Consequently, no further archeological investigations are recommended, and the only significant architectural resource within the APE is the Montrose School (NR 722).

9/11/02

Mr. J. Rodney Little
 MD 355 (Rockville Pike)
 Page Three

Assessment of Impacts to Montrose School (NR 722)

The proposed impacts to the Montrose School property include 0.03 acre for temporary construction impacts. The temporary impacts are caused by fine grading in the southeast corner of the property and the addition of a new driveway in the northwest corner of the property. The historic Montrose School structure and the most of the existing landscaping will not be impacted by the proposed activities. SHA has been working closely with Peerless Rockville and a focus group made up of community members to develop enhancements as mitigation for these impacts. Property enhancements will be further defined as the final design is developed and as detailed below. The construction activities related to the school property include the relocation of the entrance driveway, relocation of the sidewalk, addition of retaining walls, and landscaping. Reforestation will also occur in the vicinity of the school property to mitigate for loss of woodlands and help recreate a forested setting for the Montrose School. Line of sight drawings and typical cross-sections at the proposed retaining wall are included for your review as Attachment 2.

Relocation of Entrance Drive

The entrance drive to the Montrose School must be relocated due to significant changes in proposed grades at the existing drive location. The proposed drive will enter to the rear of the school from a driveway that provides access onto Chapman Avenue. The relocation of the drive will require that 0.29 acre of forest to be removed adjacent to the school property. Shade trees, flowering trees, and/or other plantings will be proposed along the new entrance.

A portion of the existing drive will be removed and replaced with turf, since that portion of the drive will no longer provide access to Randolph Road. The removal of this portion of the driveway will provide approximately 0.03 acre of additional lawn area for the Montrose School property.

Relocation of Sidewalk and Bike Path

The sidewalk along Randolph Road will be relocated to accommodate the proposed grades of the new roadway. The previous design in Alternate 9 with Option B-1 Modified proposed the sidewalk location to be at the bottom of a large retaining wall, which would have resulted in no pedestrian access to the school from the sidewalk along Randolph Road. As the result of issues raised by Peerless Rockville and the focus group, the sidewalk location was reconsidered. The final location, as seen on the current plans, connects the public sidewalk to the Montrose School sidewalk at the top of the retaining wall rather than the bottom. The sidewalk alignment is slightly meandering in order to tie into the existing Montrose School pedestrian access, avoid tree impacts and meet Americans with Disability Act (ADA) standards. A significant change in grade along the sidewalk alignment will require that maximum ADA grades of 12:1 be used. Handrails and landings will be installed as necessary to make the sidewalk ADA compliant. ADA standards in lieu of American Association of State Highway and Transportation Officials (AASHTO) sidewalk standards are necessary because the path does not follow the road alignment in this area, which would not have required handrails or landings. The

Mr. J. Rodney Little
 MD 355 (Rockville Pike)
 Page Four

sidewalk will also serve as a bike path along relocated Randolph Road and in compliance with the planned Montrose Parkway typical section that will tie into this area.

Retaining Wall

A retaining wall is proposed between the Montrose School and Randolph Road in order to minimize grading impacts on the Montrose School property and preserve existing landscaping. The wall splits on its western end to become two tiers. A terrace is created between the two tiers, which will help maintain the school's visibility from the road and provide additional landscape opportunities. See attached line of sight graphics for a depiction of the school's visibility. Handrails and a safety fence are required in order to comply with ADA regulations. (see Attachment 2, proposed Montrose School mitigation graphic for a plan view, elevation view and typical sections of the retaining wall).

The retaining wall façade will be developed during the project's final design stage. SHA will coordinate with Peerless Rockville and the focus group to select an architectural finish that is context-sensitive. The selected finish may also be used on other project elements such as the bridge and any other highway structures related to the project in order to establish a thematic aesthetic appeal.

Other comments received through coordination with Peerless Rockville and the focus group has resulted in the inclusion of a decorative fence at the top of the wall. A fence is necessary for safety purposes and the final design of the fence will resemble wrought-iron pickets, in keeping with the details of the Montrose School.

Landscaping

Landscape planting is proposed along the major routes in the project area, along the relocated entrance driveway to the Montrose School, along the proposed sidewalk/bikeway, and along the proposed retaining walls. Plantings include street trees, shade trees, flowering trees, evergreen trees, hedges, individual shrubs, and groundcovers. Additionally, reforestation and afforestation will be installed in applicable areas along existing forest edges or in large open tracts. The new forest community will help recreate a woodland setting for the school property. Also, the existing shade trees along the front property line of the school will be preserved in order to maintain the visual integrity of the Montrose School. All proposed landscaping will be designed with continued coordination with Peerless Rockville and the focus group as well as in accordance with available maintenance standards.

247

Mr. J. Rodney Little
MD 355 (Rockville Pike)
Page Five

Assessment of Effects

Standing Structures:

MHT has previously concurred that the Montrose School was the only historic property within the APE and that the National Register boundary includes the one-acre parcel that surrounds the school.

No additional right-of-way is needed, but temporary construction easements are needed for fine grading in the southeast corner of the property and the addition of a new driveway in the northwest corner of the property. The old access road will be removed and replaced with turf. Grading and landscaping are also proposed on the school's one acre parcel. SHA believes that these alternations will not have an adverse impact on the school's setting. Therefore, based on these determinations, SHA believes that Alternative 9 with Option B1 Modified and Option 4-B 1 will not have an adverse effect on the National Register listed Montrose School.

Archeology:

The one-acre parcel which constitutes the setting for the National Register listed Montrose School property (NR 722) has 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 extensively 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 shopping mall and the western limits of the Montrose School property, where driveway access is planned, has also been disturbed as evidenced by the truncated condition of the ground surface and remnants of asphalt paving. Prior ground disturbance suggests it is not likely that significant archeological deposits would be impacted by the undertaking as planned and no further archeological investigations are recommended.

Review Request

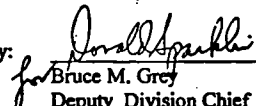
Please examine the attached maps, plans, and Effects Table (Attachment 3). We request your concurrence by November 25 that the project requires no further archeological investigations and that there would be no adverse effect on the Montrose School by the reconfiguration of the intersection of MD 355 (Rockville Pike) and Montrose/Randolph Roads. 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 November 25,

Mr. J. Rodney Little
MD 355 (Rockville Pike)
Page Six

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.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: 
for Bruce M. Grey
Deputy Division Chief
Project Planning Division

Attachments:

1. Project Plans
2. Line of Sight Drawings and Typical Cross-Sections of Proposed Retaining Wall
3. Effects Table

cc:

Ms. Heather Amick, SHA - PPD	(w/Attachments)
Ms. Mary Barse, SHA - PPD	(w/Attachments)
Ms. Liz Buxton, SHA - PPD	(w/Attachments)
Ms. Carmen Harris, SHA - PPD	
Mr. Wayne Goldstein, Montgomery Preservation, Inc.	(w/Attachments)
Mr. Joseph Kresslein, SHA - PPD	
Ms. Eileen S. McGuckian, Peerless Rockville	(w/Attachments)
Ms. Cynthia D. Simpson, SHA - PPD	
Mr. Donald H. Sparklin, SHA - PPD	
Ms. Gwen Marcus Wright, M-NCPPC/Montgomery County Historic Preservation Commission	(w/Attachments)

8/12

DB-03 12:26P

P.

Mr. J. Rodney Little
MD 355 (Rockville Pike)
Page Seven

 FILE COPY

Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects

Project Number: MO830A11 MHT Log No. 200204/100
Project Name: MD 355 (Rockville Pike) @ Montrose/Randolph Roads
County: Montgomery
Letter Date: October 21, 2002

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [N/A]):

- Concur
- Do Not Concur

Effects (as noted in the Effects Table [Attachment 3]):

- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

- Agree

Comments:

By:

E. J. Cole
MD State Historic Preservation Office/
Maryland Historical Trust

Date

1/7/03

Return by U.S. Mail or Facsimile to:
Mr. Bruce M. Grey, Deputy Division Chief, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8340 and Facsimile: 410-209-5004

V-9d

2119



**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

V-10d

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

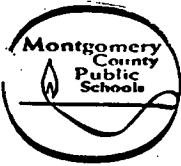
by: *Joseph R. Kresslein*
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

JRK:HBA:lc

Enclosure

cc: Ms. Heather Amick (w/enclosure)
Ms. Carmen Harris
Mr. Joseph Kresslein
Mr. Paul Maloney

250



850 Hungerford Drive • Rockville, Maryland • 20850-1747
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

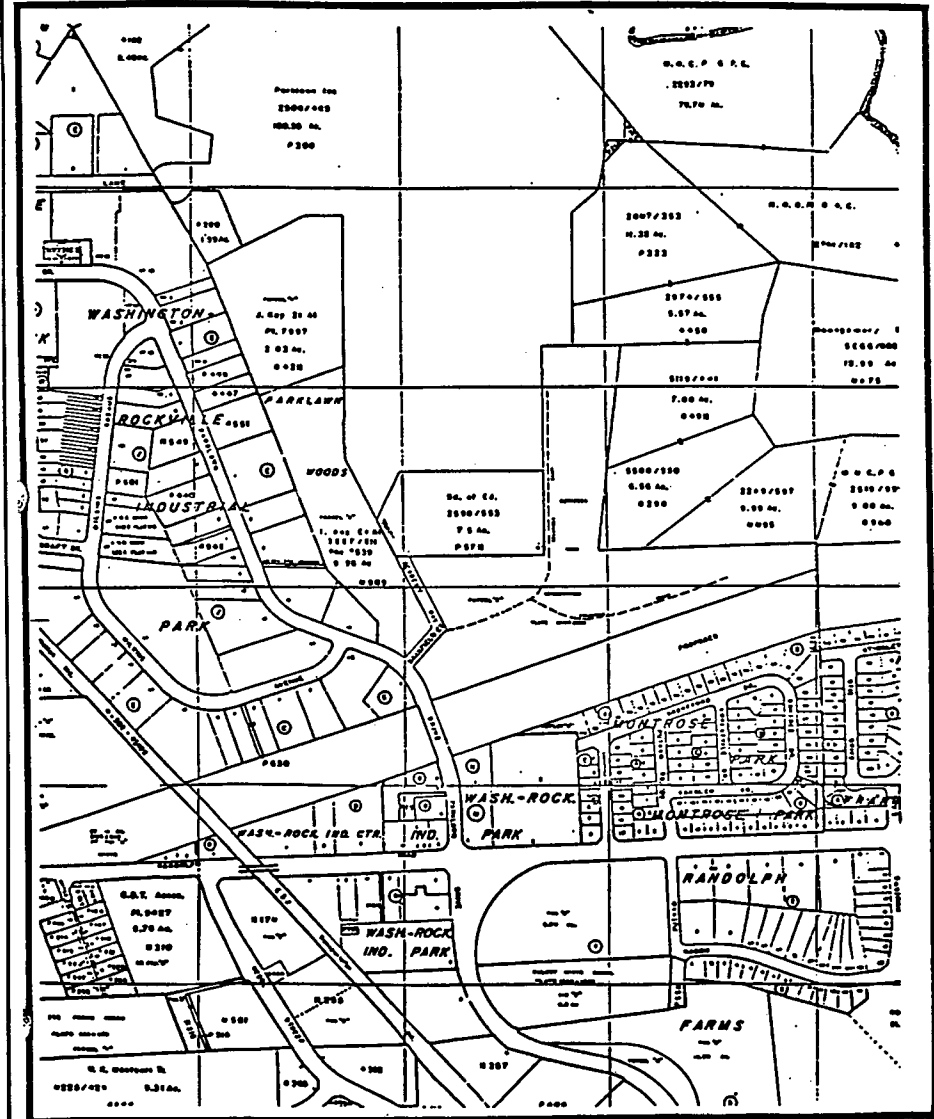
Larry A. Bowers
Chief Operating Officer

LAB:mmw
Enclosures
Copy to:

Dr. Weast Ms. Bourne
Mr. Hawes Mr. Lavorgna
Mr. Straw Ms. Turpin

V-11d

**FORMER MONTROSE ELEMENTARY SCHOOL
12301 ACADEMY WAY
ROCKVILLE, MD 20852**




MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

2571

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

Parris N. Glendening
Governor



Maryland Department of Natural Resources
ENVIRONMENTAL REVIEW

Taves 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:

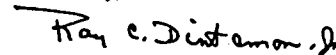
This letter is in response to your letter of request, dated January 20, 1999, for information on the presence of finfish species in the vicinity of the Maryland Department of Transportation's Project No: MO830A21; MD 355 from MD 187 to Twinbrook Parkway & Montrose/Randolph Road from Jefferson Street 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

V-13d
25
63

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
BLUNTNOSTE 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



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

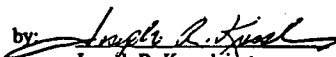
Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-14d
hse

Mr. Mike Slattery
MD 355 at Montrose Road
/Randolph Road
Page 2

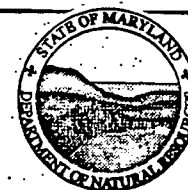
Very truly yours,

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



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.

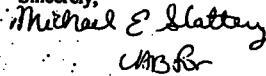
Telephone: (410) 260-8540
DNR TTY for the Deaf: 410-974-3683

V-102

255

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,
 Director,
 Wildlife & Heritage Division

ER# 99.0112.mo



Maryland Department of Transportation
 State Highway Administration

Parris N. Glendening
 Governor
 John D. Porcari
 Secretary
 Parker F. Williams
 Administrator

March 23, 1999

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

v-llaci

256

Mr. John Clark
 Mr. Richard C. Hawthorne
 Page 2

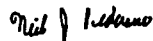
The development of this project planning study includes an Alternates Public Workshop this Summer/Fall (1999) and a Public Hearing tentatively scheduled for the Fall of 2000. The conclusion of this study is anticipated by the Fall of 2001, with the recommendation of a selected alternate and Location 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

M-N-C-PPC



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.

V-17d
 257

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



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

June 22, 1999

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
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

V-180

258

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.

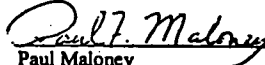
Mr. Daniel K. Hardy
Page Three

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 Maloney
Project Manager
Project Planning Division

Enclosures

cc: Mr. Jason Groth, PPD, (w/incoming)
Mr. Glen Smith Regional and Intermodal Planning Division (w/incoming)

259



**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

V-19d

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 410-545-8328.

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

2/100



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

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

V-200

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*
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

261

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 Ories or Rick D'Arinzo at 301-495-2535 if you need further information.

Sincerely,

Terry H. Brooks
Division Chief
Park Development Division

V-21d

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

P27-1

262

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 alternates 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.

210-3

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.

h9e

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 *JZ*
Richard C. Hawthorne, Chief, Transportation Planning *RCH*
John Carter, Chief, Community-Based Planning Division *JC*

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.

V-23d

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 end from Randolph Road from either Chapman Avenue or Nebel Street

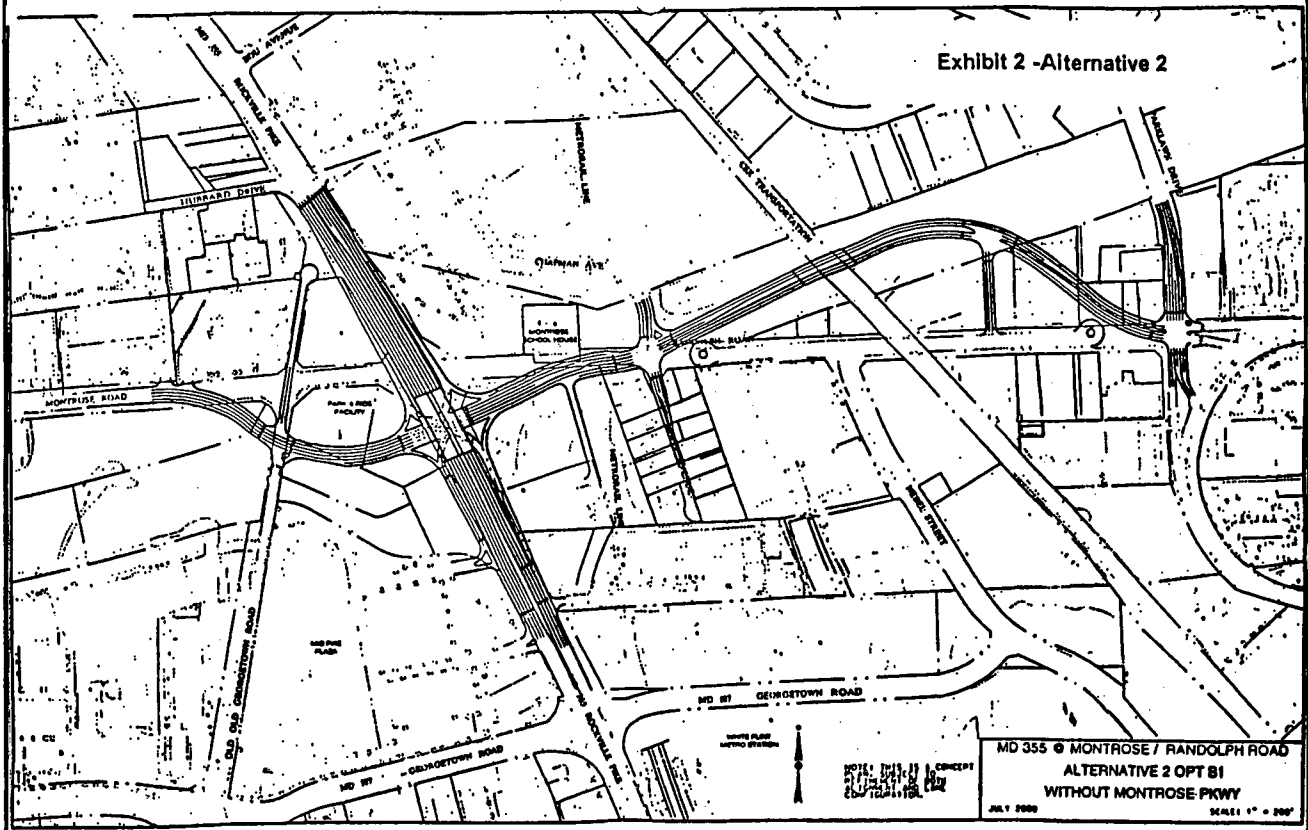
DH:kcv
Attachments

mme to mcpb MD 355 Montrose.doc

265

2/6/06

Exhibit 2 - Alternative 2



MD 355 @ MONTROSE / RANDOLPH ROAD
 ALTERNATIVE 2 OPT B1
 WITHOUT MONTROSE PKWY
 JULY 2000 SCALE 1" = 200'

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)	0.99	\$60	\$29	
	Single-point (Alt 2)	0.80	\$85	\$64	14,100
	Randolph under	0.79	\$73	\$42	
Planning Board Request for Alternatives Retained for Detailed Study	M-NCPPC #2	1.13	N/A	\$48	30,100
	M-NCPPC #3	1.13	N/A	\$55	

Values listed in bold indicate failure to meet SHA objective.

Exhibit 1

Exhibit 4 - "Randolph Under" Alternative

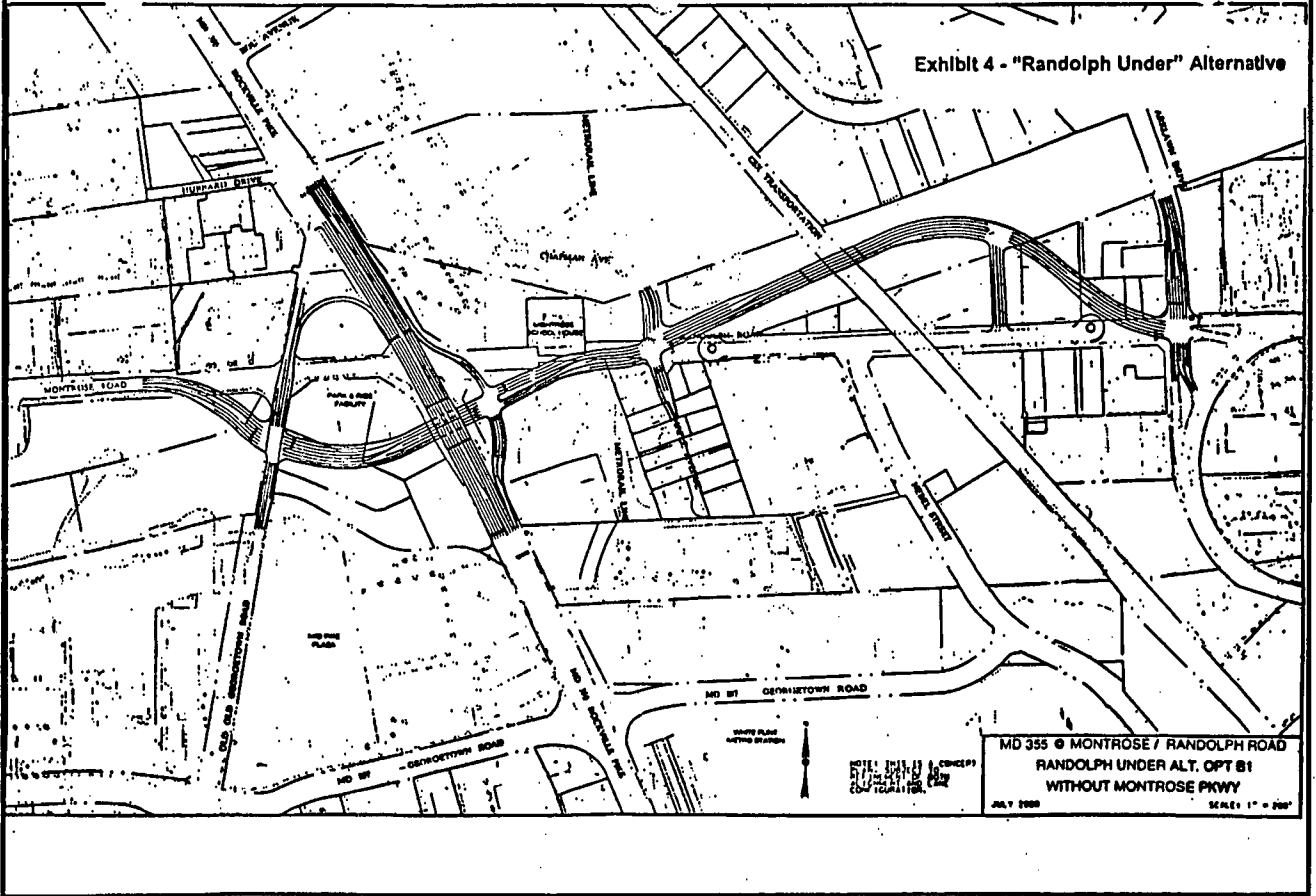
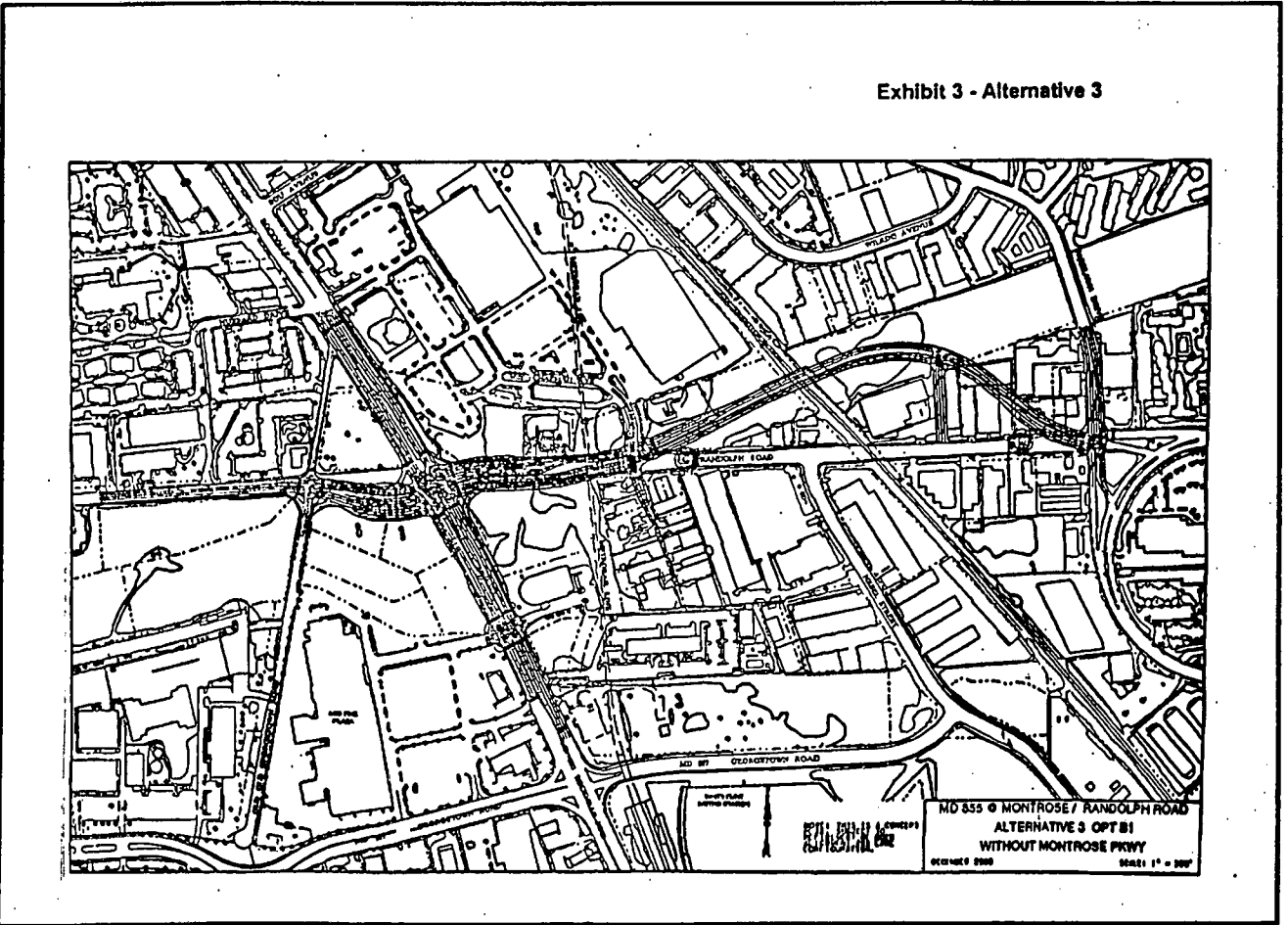


Exhibit 3 - Alternative 3





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

Exhibit 5

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.

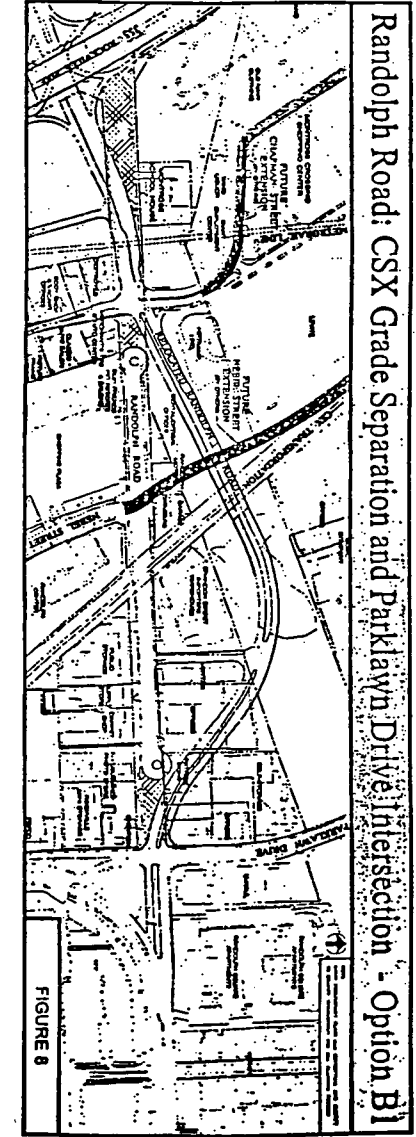
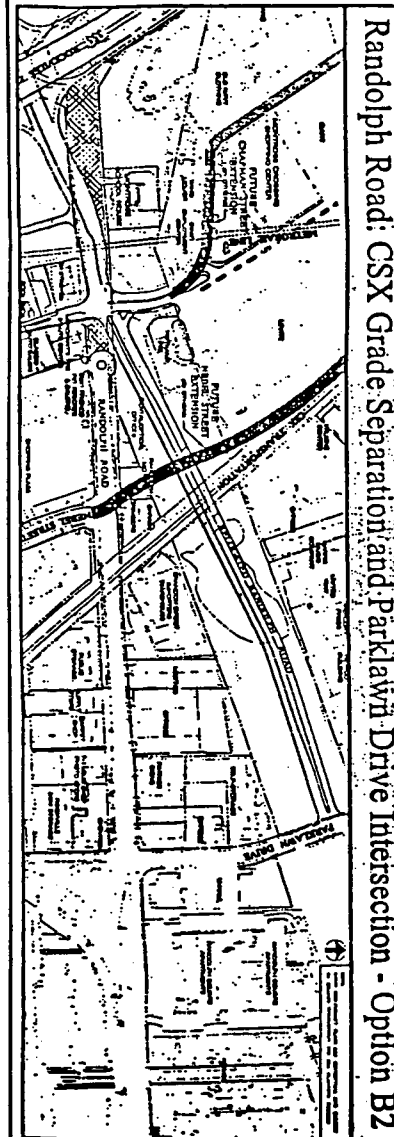


FIGURE 8

Exhibit 6

2168

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study



RECORD OF COORDINATION

E-MAIL MADE TO:

Ms.	Jessica	Brado
Title	First	Last

REPRESENTING: McCormick, Taylor & Associated (MT/A)

FROM: Ms. Margaret Kaii Ziegler

REPRESENTING: Maryland National Capital Park & Planning Commission (M-NCPPC)

EMAIL: kaii@mncppc.state.md.us

DATE: 04/06/2001 **TIME:** 1:40 PM

Summary of Coordination:

In Montgomery County, the degree to which the selection process of a particular build or no-build alternative affects land use depends on the time horizon considered. Our adequate public facilities ordinance creates a connection between development approvals and transportation capacity. In the near term, the programming of an improvement can directly affect development approvals, by raising transportation staging ceilings and improving local traffic operations. In the long term, however, the amount of Master Plan development allowed under the adequate public facilities ordinance can be affected by changes to other policies, such as TDM programs, infrastructure improvements, and expedited development approval processes. Therefore, there is not a direct link between individual transportation projects and long-term development potential.

The no-build alternative will not inhibit planned growth. The alternatives will not encourage a particular type of development over another.

V-24



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

Merch 7, 2002

Mr. Douglas Simmons
Director of Planning and Preliminary Engineering
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Simmons:

The Montgomery County Planning Board in its regularly scheduled meeting of February 28, 2002 reviewed the Maryland State Highway Administration (SHA) improvement project for the intersection of MD 355/Montrose Road/Randolph Road.

The Planning Board concurred with staff recommendations as contained in the four statements below:

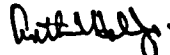
1. The Board recommends selection of Alternate 9 (Randolph Road Under MD 355), Option B-1 Modified for final design because it best meets the project purpose and need.
2. During project engineering, SHA should develop designs that connect SHA's project to both the eastern and western segments of the Montrose Parkway. These plans should be presented to the Planning Board as part of the project's mandatory referral.
3. Continue to coordinate with DPWT with regard to other on-going projects in the area, particularly the design and phasing of Nebel Street Extended.
4. During the engineering phase of the project coordinate with M-NCPPC staff regarding urban design opportunities.

I would also like to emphasize the Planning Board concerns regarding the project impact on the park-n-ride lot within SHA's right-of-way. We are committed to achieving aggressive transportation demand management goals in North Bethesda and supporting the North Bethesda Transportation Management District programs, which move us toward those goals. As we discussed with you, we look forward to hearing how SHA will mitigate any adverse impacts the removal of parking spaces will create.

V-25d
6912

We appreciate your continuing efforts on this important project and look forward to further coordination with your staff.

Sincerely,


Arthur Holms, Jr.
Chairman

AH:SE:cmd

MD 355 letter to Doug Simmons.doc



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

March 28, 2002

Mr. Arthur Holms, Jr.
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring MD 20910

Dear Chairman Holms:

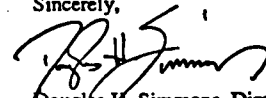
Thank you for your letter regarding the MD 355/Montrose Road/Randolph Road Intersection Improvement Project. The State Highway Administration (SHA) appreciates your support for Alternate 9 (Randolph Road Under MD 355), with Option B-1 Modified.

The SHA will continue to coordinate with the Montgomery County-Department of Public Works and Transportation and the Montgomery-National Capital Park and Planning Commission throughout the course of the MD 355 project, especially as it relates to other on-going projects in the area. At this time, SHA is investigating proposed park and ride sites within the project limits.

A final environmental document is currently being prepared. This document chronicles the history of the project, alternates studied, and describes the Selected Alternate, its potential impacts and any mitigation efforts required. The document will be finalized and placed on public display during the Winter of 2002.

Thank you again for your comments. If you have any questions in the meantime, please contact the Project Manager, Ms. Carmelita T. Harris, at 410-545-8522 or toll-free within Maryland at 1-800-548-5026.

Sincerely,



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

cc: Mr. Neil J. Pedersen, Director, State Highway Administration
Mr. Parker F. Williams, Administrator, State Highway Administration

My telephone number is 410-545-0412/1-888-204-4828

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

V-2100

230

MD 355 - Montrose Road / Randolph Road Intersection Improvement Study

TRANSPORTATION PLANNING

COVER



The Maryland-National Capital
Park and Planning Commission

SHEET

TO: Heather Amick, State Highway Administration

FAX #: 410-209-5004

SUBJECT: MD 355/Montrose/Randolph study - Priority Funding Area

DATE: 10/4/02

PAGES: 1, including this one

COMMENTS: Per your recent request, this fax memo confirms our staff
concurrence that the referenced project is within a priority funding area, as
shown in Figure IV-8 of the project's November 2001 Environmental Assessment.

Please let me know if you have any further questions or comments.

Dan

From the desk of...
Dan Hardy
Master Plan Coordinator
Transportation Planning
Montgomery County Dept. of Park & Planning
8787 Georgia Avenue
Silver Spring, MD 20910-3760

(301) 495-4530
Fax: (301) 495-1902

V-27d



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Percari
Secretary
Parker F. Williams
Administrator

MEMORANDUM

TO: Ms. Marsha Kaiser, Director
Office of Systems Planning and Evaluation
Maryland Department of Transportation

FROM: Ms. Cynthia Simpson *BSW/fh*
Deputy Director
Office of Planning and
Preliminary Engineering

DATE: November 1, 2002

SUBJECT: Project No. MO830A11
MD 355 - Montrose Road/Randolph Road
Intersection Improvement Project
Montgomery County

Enclosed are the Project Consistency Report and Project Review Checklist with comment sheets
for SHA's Selected Alternative for the MD 355 - Montrose Road/Randolph Road Intersection
Improvement Project in Montgomery County. Please submit them to the Maryland Department
of Planning. This will ensure consistency with the Maryland Economic, Growth, Resource
Protection and Planning Act of 1992.

Enclosures

cc: Ms. Heather Amick, SHA-PPD (w/enclosures)
Mr. Bruce Grey, SHA-PPD "
Ms. Carmen Harris, SHA-PPD "
Mr. Joseph Kresslein, SHA-PPD "
Mr. Douglas H. Simmons, SHA-OPPE "
Mr. Glen Smith, SHA-RIPD "

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

V-281P
1

Project Review Checklist

(When complete, record determination on Project Consistency Report)

Project Title: MD 355 - Montrose Road/Randolph Road Intersection Improvement Project

Project Location: 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).

Project Description: Alternative 9 - Randolph Road Under MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified. The SHA Selected Alternative, Alternative 9 with Option 4 - B1 Shifted South and Option B1 Modified, would grade-separate MD 355 at Montrose Road and Randolph Road as they pass under MD 355. Access from northbound MD 355 to westbound Montrose Road and eastbound Randolph Road would be via ramps located east of MD 355. The (Old) Old Georgetown Road alignment would provide access from southbound MD 355 to westbound Montrose Road and eastbound Randolph Road. In addition, a slip ramp would provide access to southbound MD 355 from Montrose Road. SHA's Selected Alternative would relocate Randolph Road within the Montgomery County Eastern Montrose Parkway reserved right-of-way, from Chapman Avenue/Maple Avenue to a point east of the CSX railroad tracks, and then tie in at the intersection of Randolph Road/Parklawn Drive.

Approximate Funding Share

STATE	LOCAL	FEDERAL	OTHER
\$17.2 Million		\$65 Million	

(Cost based on 80% Federal & 20% State)

Tier 1

Yes	No	
X		1. Does the project add capacity to an existing facility or provide new capacity for an area not currently served by the facility?
	X	2. Does the project facilitate changes in the existing pattern of growth?

If answer to either question is "yes" proceed to Tier 2

Tier 2

Yes	No	
X		1. Is the project consistent with the local comprehensive plan?
X		2. Does the project support development in a suitable area, a designated development area, or a redevelopment area?
	X	3. Can the project be designed to prevent adverse impacts to sensitive areas?
	N/A	4. If in a rural area, does the project promote compact growth in existing population centers?
X		5. Does the project provide opportunities to conserve resources?
X		6. Does the project promote economic growth and development in accordance with other elements of the State's Growth Policy?

Explain "no" answers on reverse. If determination is that project is "inconsistent," proceed to Tier 3

Determination

Consistent:	Inconsistent with extraordinary circumstances:
--------------------	-------------------------------------------------------

Sponsor Agency Contact: Maryland Department of Transportation

MD 355 - Montrose Road/Randolph Road Intersection Improvement Project

Project Review Checklist Comments

TIER 1

1. Does the project add capacity to an existing facility or provide new capacity?

Yes. Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified would add capacity through the grade separation of the MD 355-Montrose Road/Randolph Road intersection with Montrose Road/Randolph Road going under MD 355. Capacity would also be added on Relocated Randolph Road through the widening of lane widths from 11 feet to 12 feet with 1 foot curb offsets. Three through lanes would generally be maintained on MD 355 and two through lanes on Montrose Road/Randolph Road. One-way slip ramps would be constructed in the quadrants east of MD 355, providing a direct connection to and from northbound MD 355. A loop ramp would be constructed in the northwest quadrant of the intersection to provide access to southbound MD 355. Existing Old Georgetown Road would accommodate turns from southbound MD 355.

2. Does the project facilitate changes in the existing pattern of growth?

No. According to the 1992 North Bethesda/Garrett Park Master Plan, the land use in the study area is dominated by commercial and light industrial 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. Due to the urbanized nature of the study area, future planned development is anticipated to strongly resemble that of the existing pattern of growth.

Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified would not facilitate changes in the existing pattern of growth for the North Bethesda area, or for the County as a whole. Coordination with the Maryland National Capital Park and Planning Commission indicated that although the project alternative would cause localized changes to the network of business districts and arterial roadways, no Master Plan amendments would be needed for the sake of master plan consistency. Therefore, development that is inconsistent with the goals and expectations of the Master Plan would not occur as a result of the Selected Alternative.

272

TIER 2

1. Is the project consistent with the local comprehensive plan?

Yes. Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified is consistent with the *North Bethesda/Garrett Park Master Plan*. 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. These improvements include the Montrose Parkway, the Chapman Avenue Extension and the Nebel Street Extension to Bou Avenue.

The 1992 *North Bethesda/ Garrett Park Master Plan* included 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. Right-of-way (ROW) has been acquired in the vicinity of Montrose Road and Randolph Road along the Master Plan Montrose Parkway alignment between I-270 and Viers Mill Road for a future transitway. Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified is compatible with a future tie-in to the proposed Montrose Parkway.

2. Does the project support development in a suitable area, a designated development area, or a redevelopment area?

Yes. 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.

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 the SHA-Selected Alternative would not result in land use changes or impacts that are inconsistent with the current master plan. The project supports development in areas designated by the 1992 *North Bethesda/Garrett Park Master Plan* to potentially accommodate future land use development. These areas include the *Wilgus Tract* (south of Montrose Road, east of East Jefferson Street and west of Old Georgetown Road), *Mid-Pike Plaza* (located west of Rockville Pike and north of Old Georgetown Road), *Montrose Crossing* (northeast intersection quadrant of MD 355 and Randolph Road) and *Loehmann's Plaza* (southeast intersection quadrant, in the extreme eastern portion of the study area).

3. Can the project be designed to prevent adverse impacts to sensitive areas?

No. Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified minimizes adverse effects upon natural and socio-economic resources. There are no wetland, stream, 100-year floodplain, or rare, threatened and endangered habitat/species impacts. This alternative would require 8.0 acres of woodland habitat. For those woodland impacts that are unavoidable, mitigation would be provided in accordance with the Maryland Reforestation Law. Additional minimization measures would be considered during final design.

Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified would require 0.03 acre of temporary impact within the historic boundary of the Montrose School, which is listed on the National Register of Historic Places. This alternative would require removal of the existing sidewalk in front of the school and a new access road into the facility. The historic Montrose School structure and most of the existing landscaping will not be impacted by the proposed activities. SHA has coordinated closely with the school owners and community members to develop mitigation for these impacts, including the addition of retaining walls and landscaping. Reforestation will also occur in the vicinity of the school property to mitigate for loss of woodlands and to help recreate a forested setting for the Montrose School.

Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified would not displace or require any residential property acquisition, or impact any neighborhoods or community facilities within the study area. This alternative would not impact community cohesion. Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified would require six commercial displacements.

4. If in a rural area, does the project promote compact growth in population centers?

N/A

5. Does the project provide opportunities to conserve resources?

Yes. Improvements proposed as part of Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified would decrease delay and congestion at the MD 355-Montrose/Randolph Road intersection, resulting in improved overall air quality. The CO concentrations at all receptors for this alternative are below the State and National Ambient Air Quality Standards (S/NAAQS) for the one-hour and eight-hour analyses. A relative comparison of the no-build alternative versus the SHA-Selected Alternative shows that CO concentrations decrease 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.

By controlling access through grade separation of the intersection, the SHA-Selected Alternative would facilitate the north-south through movement on MD 355, resulting in improved fuel efficiency and reduction of air pollutants. Measures will be investigated during final design of the alternative to further minimize or avoid environmental impacts.

SHA has coordinated with the Maryland-National Capital Park and Planning Department and Montgomery County regarding the preservation of transit right-of-way along the improved Montrose Road/Randolph Road. The 1995 Transitway and high occupancy vehicle (HOV) Network Master Plan Alternatives Report recommended that, due to low travel demand and environmental concerns, the transitway in the Montrose Parkway not be studied further.

Pedestrian and bicycle safety has also been considered through the development of Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified. This alternative includes wider outside lanes on all the improved roadways and a sidewalk/bike path along the east side of MD 355. Bike lanes are also provided along Montrose and Relocated Randolph Roads in accordance with the proposed Montgomery County Montrose Parkway typical section. The bicycle routes are in accordance with the 1992 North Bethesda/Garrett Park Master Plan. Safe and effective pedestrian crossing has also been incorporated into this alternative. Proposed pedestrian crossings are included at most signalized intersection. Intersection islands and medians 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. Additionally, setbacks are provided to help buffer pedestrians from vehicular traffic and to improve aesthetics.

6. Does the project promote economic growth and development in accord with the other elements of the State's Growth Policy?

Yea. Alternative 9: MD 355 with Option 4 - B1 shifted to the south and Option B1 Modified is anticipated to promote economic development in accordance with the State's Growth Policy. Improved transportation accessibility provided by this alternative will support existing community establishments and future development within the priority funding area and enhance the study area's economic viability. 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.

**Project Consistency Report
(File with Maryland Department of Planning)**

This review is undertaken by the State of Maryland pursuant to SS-7A-02 of the State Finance and Procurement Article. Projects or actions are evaluated for consistency with the State's Economic Growth, Resource Protection, and Planning Policy in accordance with Executive Order 01.01.1992.27.

Determination Consistent

Inconsistent with extraordinary circumstances

Brief description of extraordinary circumstances:

Sponsor Agency: Maryland Department of Transportation Date: November 2002

Sponsor Agency Contact: Ms. Marsha Kaiser
Attn: Mr. Don Halligan

Return to: State Clearinghouse
Maryland Department of Planning
301 West Preston Street
Baltimore, MD 21201
(410) 767-4490; FAX: (410) 767-4480

172



**Maryland Department of Transportation
State Highway Administration**

Farris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

May 28, 199

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

P02-1

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

275



**Maryland Department of Transportation
State Highway Administration**

July 5, 2001

Parris N. Glending
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

V-300

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.

276

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.

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.


277

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



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

July 5, 2001

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.

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.

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

V-31d

glt

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.

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. 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

Mr. Charles A. Moose
July 2, 2001
Page Three

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. 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.

Mr. Charles A. Moose
 July 2, 2001
 Page Four

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.

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.

Mr. Charles A. Moose
 July 2, 2001
 Page Five

Very truly yours,

Cynthia D. Simpson
 Deputy Director
 Office of Planning and
 Preliminary Engineering

by: *Amie Elrop for*
 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

BE

M/D 355 - Montrose Road / Randolph Road Intersection Improvement Study



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

V-32d



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

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

V-33d

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

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

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. 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
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

V-340

282

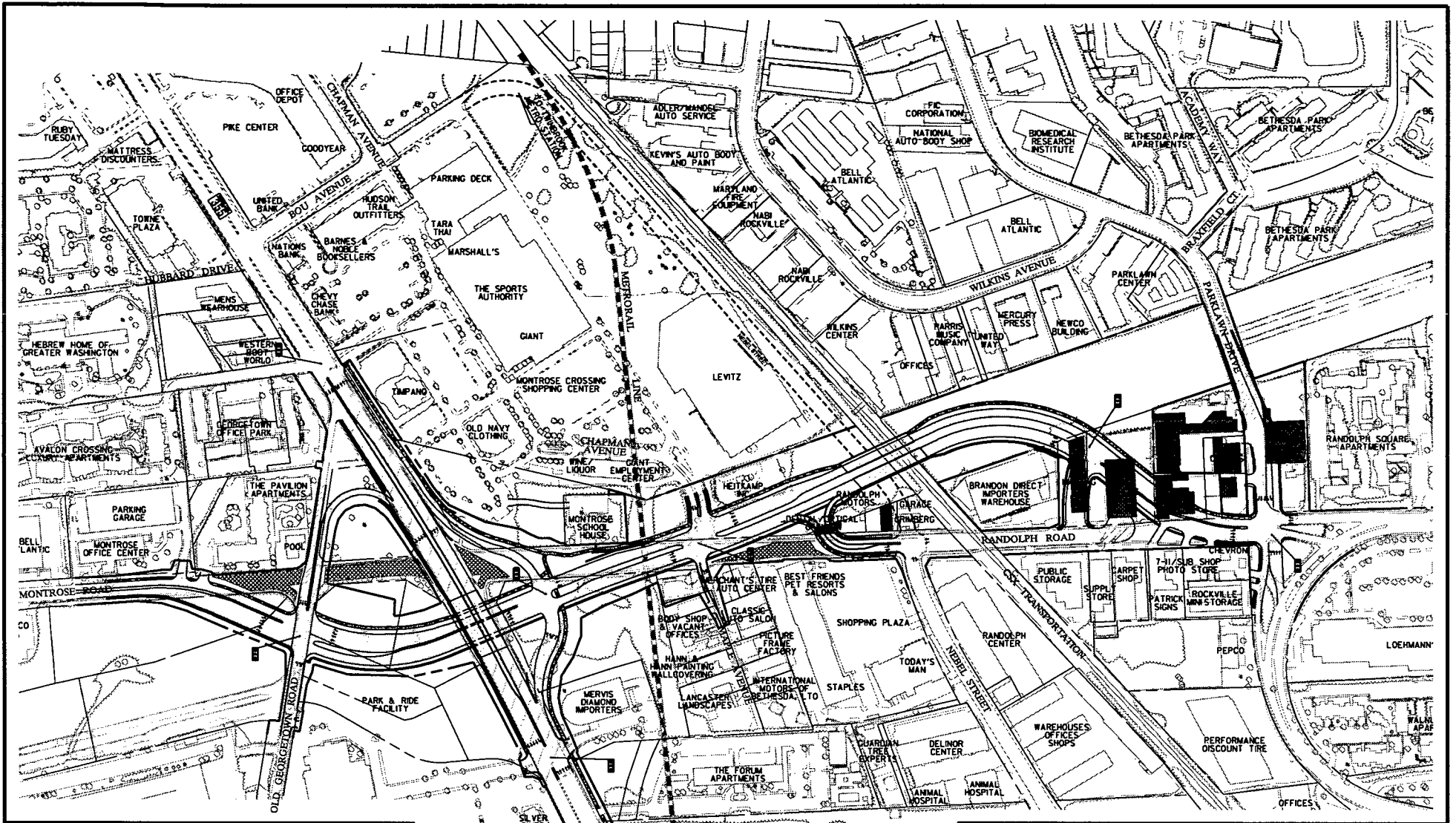
Ms. Denise Franks
MD 355/Montrose Road and MD 174/I-97
Page Two

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

283



LEGEND

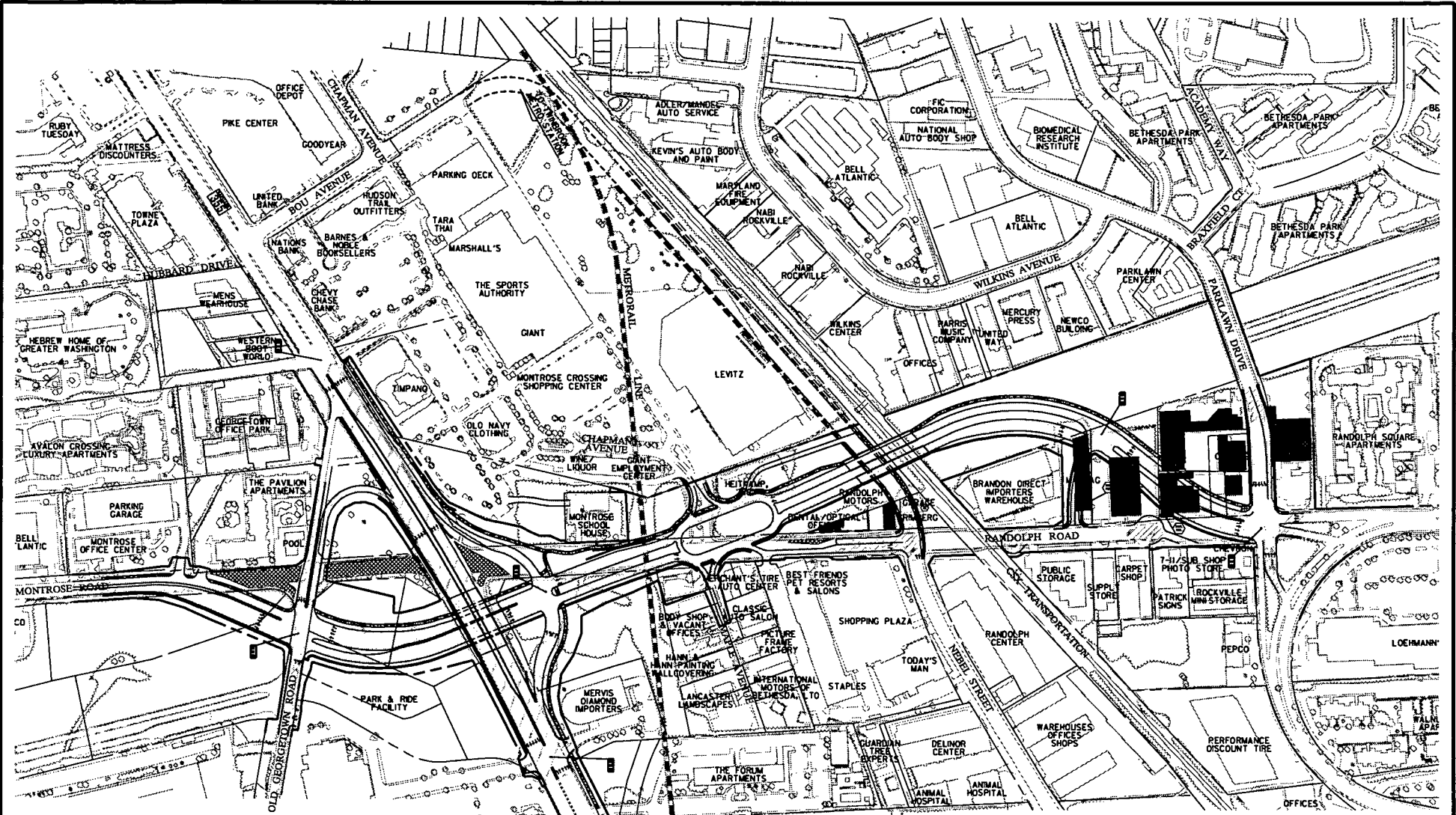
-  New Roadway
-  Planned Future Roadway
-  Bridge Deck
-  Property Line
-  Proposed Right of Way Line
-  Replace /Relocate Ex. Bikeway - Walkway

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







**Randolph Road Under MD 355
Value Engineering - Option 4
(B1 Shifted South)**



285



LEGEND

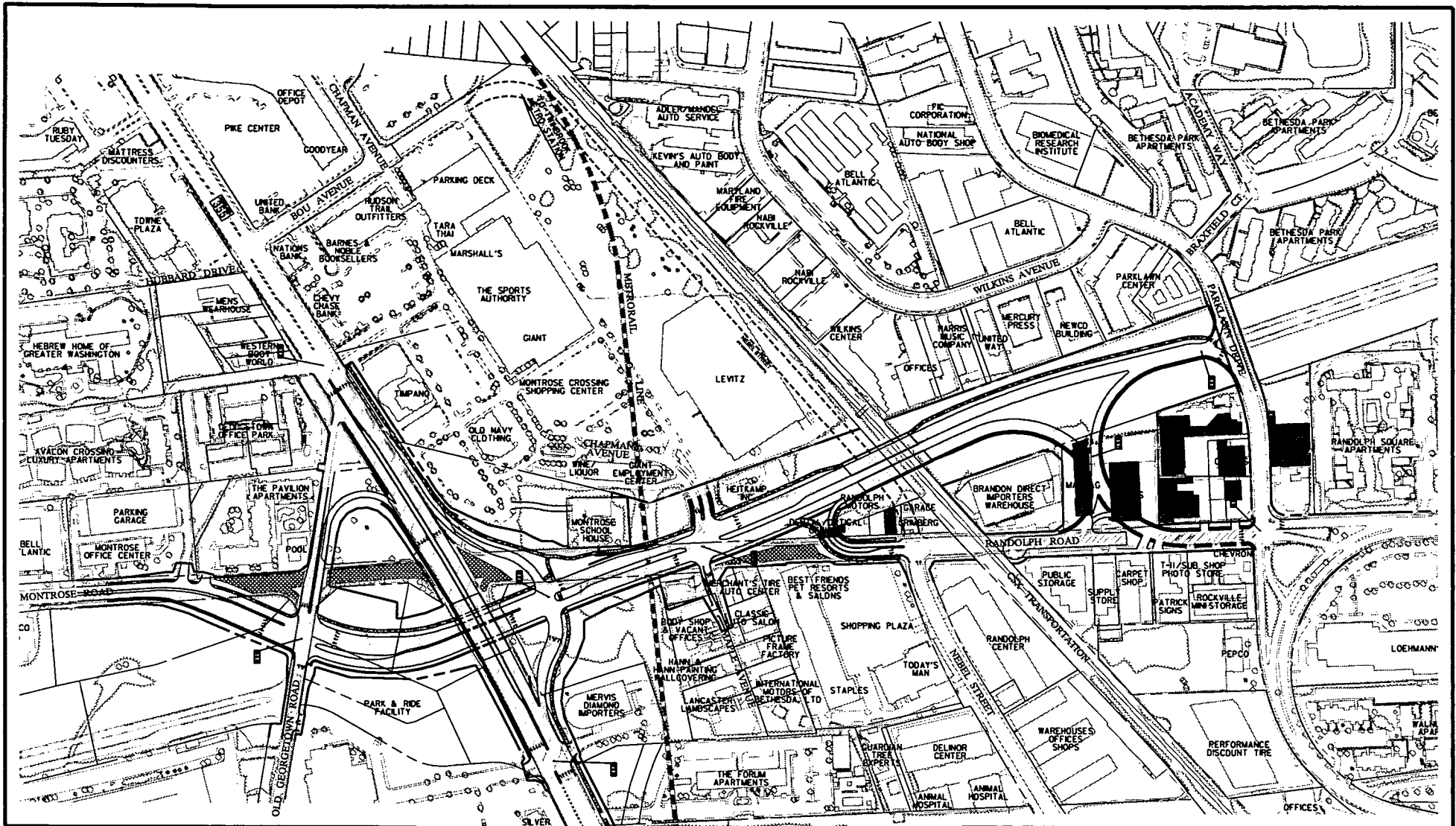
-  New Roadway
-  Planned Future Roadway
-  Bridge Deck
-  Property Line
-  Proposed Right of Way Line
-  Replace /Relocate Ex. Bikeway - Walkway

MD 355 - Montrose Road/Randolph Road Intersection Improvement Study







*Randolph Road Under MD 355
Value Engineering - Option 33
(Roundabout @ Chapman Avenue / Maple Avenue*



282



LEGEND

-  New Roadway
-  Planned Future Roadway
-  Bridge Deck
-  Property Line
-  Proposed Right of Way Line
-  Replace /Relocate Ex. Bikeway - Walkway

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

**Randolph Road Under MD 355
Value Engineering - Option 51
(One Way Pair at Parklawn Drive)**



207

**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-

289

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

290

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

291

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

292

to their Citizenship or alien status prior to receiving payments or other benefits under the relocation assistance program.

Properties in the Vicinity	Street Address	Business Type
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	Vetenary 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
TJ Maxx	Rockville Pike	Apparel and Accessory Stores
Trader Joe's	Rockville Pike	Food Stores
Bagel City	Rockville Pike	Eating and Drinking Places
Bank of America	Rockville Pike	Depository Institutions
Bames 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
Heitkamp, Inc	Randolph Road	Home Furniture, Furnishings and Equipment Stores
Levitz	Rockville Pike	General Merchandise Stores
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

294

Properties in the Vicinity	Street Address	Business Type
A-1 Automotive Center	Randolph Road	Automotive Repair, Services and Parking
Auto Dent Care Inc.	Randolph Road	Automotive Repair, Services and Parking
Botanical 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
Master 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
U-Haul	Parklawn Drive	Automotive Repair, Services and Parking
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
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
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
Asaudur's Market	Nebel Street	Miscellaneous Retail
Alphagraphics	Nebel Street	Engineering, Accounting, Research Management, and Related
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

295

Properties in the Vicinity	Street Address	Business Type
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 Tomorrow	Nebel Street	Business Services
Staples and Shopping Center	Randolph Road	Miscellaneous Retail
Today's Man	Nebel Street	Apparel and Accessory Stores
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
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
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