

March 2024 Public Comment Opportunity
Draft Regionally Significant for Air Quality Project Details

**Randolph Road/Montrose Parkway
Grade Separation from Rockville Pike
(MD 355) to east of Parklawn Drive**

T3542

PROJECT DESCRIPTION

Title ***** MD 355 Phase 2 Highway Reconstruction/Rail Grade Separation*****

Project ID T3542

Lead Agency Montgomery County



PROJECT INFORMATION

Route/Facility Name Randolph

From MD355

To Parklawn

Primary Project Type Bridge - New Construction

Location Type Bridge

County Montgomery

Municipality

Accommodations

Complete Street Advance

Primary Contact Gary Erenrich

Contact Email gary.erenrich@montgomerycountymd.gov

Project Information URL <https://apps.montgomerycountymd.gov/BASISCAPITAL/C>

Project Description

This project is to provide grade separation between Montrose Parkway/Randolph Road and the mainline CSX/AMTRAK/MARC tracks. Project was originally part of the MD355/Montrose Parkway interchange. This project previously provided for a new four-lane divided arterial road as recommended in the 1992 North Bethesda/Garrett Park and 1994 Aspen Hill Master Plans. Planning funds are included to evaluate alternatives that address safety concerns regarding the railroad crossing and general traffic flow in a smaller, less costly manner.

The Montrose Road - Randolph Road railroad crossing is used by pedestrians, students, motorcycles, cars, trucks, buses and emergency personnel. It is ranked as the most dangerous railroad crossing in the entire state of Maryland. This grade separation project would eliminate the Randolph Road crossing.

SCHEDULE AND FUNDING INFORMATION

Estimated Project Completion Date 2040

Current Implementation Status -

Total Project Cost \$11,341,000.00

(Draft 2-27-24)

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CONFORMITY INFORMATION

Con Id	Improvement Type	Location Type	Facility	From	To	Projected Complete
516	Construct	Road Segment	Montrose Parkway	Randolph Road	East of Parklawn Drive	2045

ENVIRONMENTAL REVIEW INFORMATION

Environmental Document Type Categorical Exclusion

Environmental Review Status Under preparation

This project has been identified for the following potential environmental mitigation activities.

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REGIONAL POLICY QUESTION RESPONSES

32a. This project promotes non-auto travel or can be expected to reduce VMT in the region.

32b. Please identify all travel mode options that this project promotes, enhances, or supports.

- **BRT**
- **Bicycling**
- **Local Bus**
- **Metrobus**
- **Walking**

33. This project improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency)

34a. This project is physically located in an Equity Emphasis Area (EEA)

34b. Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.

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35a. This project begins or ends in an Activity Center.

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- 35b. This project connects two or more Activity Centers.
- 35c. This project promotes non-auto travel within one or more Activity Centers.
- 35d. This project connects an Equity Emphasis Area to an Activity Center.
36. This project contributes to enhanced system maintenance or preservation.
37. This project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.).
38. This project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists.
39. This project is expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS).
- 40a. This project is expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030.
- 40b. If the answer to question 40a. regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions?
41. This project enhances, supports, or promotes the following freight carrier modes.
- **Local Delivery**
 - **Rail**
42. This project enhances, supports, or promotes the following passenger carrier modes.
- **Amtrak Intercity Passenger Rail**
43. Please check each strategy that is implemented by this project.
- **Apply best practices to maintain the transportation system.**
 - **Apply effective technologies that advance the TPB's goals.**
 - **Apply the endorsed safety strategies to design and operate safer infrastructure and encourage safer behavior.**
 - **Improve Walk and Bike Access to Transit.**
 - **Reduce travel times on all public transportation bus services.**

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- 44a. Please provide additional written information that describes how this project further supports or advances the TPB Strategies.
- 44b. Please provide additional written information that describes how this project further supports or advances other regional goals or needs.
45. Federal Planning Factors: This project supports the following planning factors (select all that apply)
- **Emphasize the preservation of the existing transportation system**
 - **Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation**
 - **Increase accessibility and mobility of freight**
 - **Increase accessibility and mobility of people**
 - **Increase the safety of the transportation system for all motorized and non-motorized users**