T&E COMMITTEE #1&2
March 2, 2010

MEMORANDUM

February 26, 2010

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: Glenn Orlin, Deputy Council Staff Director

SUBJECT: FY11-16 Capital Improvements Program—transportation: mass transit, pedestrian facilities and bikeways, and roads; supplemental appropriation and amendment to FY09-14 CIP for Silver Spring Lot 16 Parking Garage ($2,592,000)

Please bring the Recommended FY11-16 CIP (Volume 1) to this worksession.

This is the second Committee worksession scheduled to review the transportation portion of the FY11-16 Capital Improvements Program. This worksession will include a review of mass transit, pedestrian facilities and bikeways, and road projects, as well as a FY10 supplemental appropriation and FY09-14 CIP amendment request.

On March 11 the Committee will review the North County Maintenance Depot and receive a closed-session briefing regarding the sites under consideration. At that worksession the Committee will also review: Equipment Maintenance and Operations Center (EMOC); Montrose Parkway East; State Transportation Participation; and Highway Noise Abatement and proposed changes to the associated policy, which is expected to be transmitted from the Executive shortly. The Facility Planning-Transportation project will be reviewed in April with the Operating Budget; since it is funded entirely with Current Revenue it is likely that the Executive will have a revised recommendation for this project.

A. SILVER SPRING LOT 16 PARKING GARAGE

The Executive is recommending this CIP amendment and supplemental appropriation to fund part of the cost of a new, two-level, 160-space parking garage in south Silver Spring. This action would implement one of the provisions of the General Development Agreement between the County and The Galaxy development. The garage would replace the current 60-space public lot on King Street near Eastern Avenue, which will be transferred to the developer of The Galaxy, who would build the garage. The Silver Spring Parking Lot District (PLD) contribution would be the value of the lot's land—$1,278,000—and this $2,592,000 appropriation of Current Revenue from the PLD, for a total of $3,870,000. In return the PLD would have condominium ownership of the garage.

Each floor of the public garage would have about 80 spaces, and fee collection will be pay-by-space. Each floor would also have its own exit to the street. Department of Transportation staff has been requested to give a short briefing about this garage.

The Executive's transmittal is on ©1-2, and a draft adoption resolution—with the project description form—is on ©3-5. **Council staff recommendation: Concur with the Executive.**

B. MASS TRANSIT

1. 'Consent' project.

Consent mass transit project (page)	Funding Change	Timing Change
Bus Stop Improvements (19-4)	none	not applicable

Council staff recommendation: Concur with the Executive.

2. ***Bethesda Metro Southern Entrance*** (19-3). The Bethesda CBD Sector Plan calls for the provision of a south entrance to the Bethesda Metro Station. This entrance would be a stand-alone project, but it also would be part of the Purple Line. The entrance would consist of a new mezzanine at the Metro level, and a bank of four or five high-speed elevators that would stop at the mezzanine, at the level of the planned Purple Line station in the Bethesda CBD, and at street level on Elm Street.

The Executive recommends deferring completion of this entrance by two years, from FY14 to FY16. Its design is underway, and from a production standpoint the entrance could still be completed by FY14. However, since the Maryland Transit Administration is currently projecting construction starting on the Purple Line in FY14 (at the earliest), there are reasons for deferring construction:

- The Purple Line project will change the structural elements of the Apex Building to lower the Purple Line tracks, and if this component is cost prohibitive, then the Purple Line's elevation would change and also change the design of the elevators.
- Only 2 elevators are needed to connect Elm Street with the Red Line. Since the timing of the Purple Line is still uncertain, the other 2-3 elevators that would not be used (until the Purple Line opens) could develop maintenance and operational problems through years of disuse.
- It has been envisioned that the Bethesda South Entrance elevators would be constructed by MTA as part of the Purple Line construction. Separating the contracts would be inflate the overall cost of the two projects and extend the disruption in the area caused by construction.

Also, the "Bi-County Transitway/Bethesda Station Access Demand Analysis" conducted by WMATA in 2005 projected little additional Metro ridership as a result of adding the southern entrance alone, although it would reduce the access travel time for the ridership base and would relieve some of the crowding at the existing (north) entrance. Once the Purple Line opens, elevator use would be much more significant. **Council staff recommendation: Concur with the Executive.**

3. ***Montgomery Mall Transit Center*** (19-5). This project will construct a new transit center in concert with the redevelopment of Westfield Shoppingtown Montgomery (Montgomery Mall). The project has been delayed by another year, to FY12, to correspond with the developer's scheduled redevelopment. The cost has increased by $169,000 (14.7%) due to higher costs for construction management and contingencies. **Council staff recommendation: Concur with the Executive.**

4. ***Northern Damascus Park and Ride Lot*** (19-7). This project would build a 200-space park-and-ride lot with a bus shelter on the northwest side of Ridge Road (MD 27) near its intersection with Woodfield Road Extended. When completed, Ride On's Route 90 likely would be extended north to this lot, allowing some traffic from Carroll and northern Frederick Counties to be intercepted north of the Damascus business district.

The project's cost is estimated at $5,140,000, not including the cost of two properties that will be purchased through ALARF, which ultimately would be reimbursed by the project. This means that the cost/space may be close to $30,000, which is very high for surface parking. In comparison, the cost of structured parking in the new garage at Lot 16 in south Silver Spring is about $40,000 per space. In addition, the Planning Board has recommended including in the scope construction of a new driveway entrance on Ridge Road about 80 feet from the southern property line of the Perry Watkins House for access to the rear of the property. DOT staff will be asked to comment on this suggestion.

The Executive recommends postponing construction for the lot until FYs15-16, for fiscal reasons. However, if built on an uninterrupted production schedule, the lot could be built largely in FYs13-14.

Council staff recommendation: Program completion of this lot in FY14, as shown on ©6. The design should be value-engineered to reduce its cost and/or increase the number of spaces.

5. ***Ride On Bus Fleet*** (19-8). This project pays for new Ride On buses to replace those which have reached or outlasted their useful life of 12 years. It is funded by a mix of Federal, State, and County funds. Federal aid is unchanged at $2.1 million annually, but State aid has been reduced by $740,000 annually, from $2.74 million to $2.0 million per year. The Executive is recommending only $526,000 in Mass Transit Fund revenue for FY11—down from the $940,000 programmed for FY11 in the CIP amended last May—but together with the Federal and State aid this is sufficient to fund 12 replacement buses in FY11, just enough to retire 12 buses that will reach or exceed a 12-year life in FY11.

Council staff recommendation: Concur with the Executive. Note, however, that in future years much higher funding will be needed to retire a greater number of buses reaching the end of their useful lives.

6. ***Silver Spring Transit Center*** (19-9). The new transit center will be substantially complete by this fall, with some follow-up work in FY12; however, the Executive is showing $3 million in FY13. The project's cost has increased by $4,883,000 (5.4%) for a host of reasons: an additional stormwater management facility, hazardous materials found at the site, added construction management, additional inspection and testing, higher construction contingencies, and more. The County cost actually increased

by $6,651,000 due to a $1,768,000 reduction in State aid. **Council staff recommendation: Approve the revised PDF on ©7-8, showing spending completed in FY12, consistent with the project's schedule.**

7. ***Transit Park and Ride Lot Renovations*** (19-12). This project would now fund a regular renovation program to for the County's 14 park-and-ride lots served by transit. Most of the lots were built nearly two decades ago. The programmed cost is $4,149,000, including $2,860,000 in FYs11-16. **Council staff recommendation: Concur with the Executive.**

C. PEDESTRIAN FACILITIES AND BIKEWAYS

The Pedestrian and Bikeways program has come under criticism for lack of funding. A critique prepared by the Washington Area Bicyclist Association (WABA) claims that only 2.8% of the overall transportation budget is for these projects, while COG's household survey notes that walking and biking make up 9.6% of daily trips (©9-10).

To the contrary, the County's investment in pedestrian facilities and bikeways is as robust as ever. At $74.5 million during FYs11-16, this category comprises 7% of transportation funding (not 2.8%), and is proposed to grow at a faster rate than any of the other six transportation CIP categories: a 28.9% increase over the CIP approved last May. (The category with the next largest growth rate is Mass Transit, which is increasing by 17.7%.) In addition, another $31.5 million funding for bikeways and pedestrian facilities is explicitly identified in projects in the Roads, Traffic Improvements, and Bridges categories, and perhaps an even greater amount is masked within the designs of other projects in these same categories. For documentation, see Council staff's (updated) memo to the Committee on ©11-13.

1. 'Consent' projects.

Consent pedestrian facilities and bikeways (page)	Funding Change	Timing Change
ADA Compliance (21-2)	none	not applicable
Annual Sidewalk Program (21-4)	none	not applicable
BRAC Bicycle and Pedestrian Facilities (21-7)	none	none

Council staff recommendation: Concur with the Executive.

2. ***Annual Bikeway Program*** (21-3). This project funds a host of bikeway-related efforts. Its mission is to fund preliminary engineering of new bikeway projects and to construct those improvements costing less than $300,000 each. The construction funding for a higher cost bikeway is shown in a stand-alone PDF, such as MacArthur Boulevard Bikeway Improvements.

The Executive is recommending funding the program at $550,000 annually. WABA and the Planning Board recommend increasing this funding level, but through FY09 the usual amount programmed annually was just $295,000, so the $550,000 level already represents an 86.4% increase.

DOT advises that the subprojects for FYs11-12 are as follows:

FY11: A series of bikeway resurfacing projects to be coordinated with Highway Services work.
FY12: Emory Lane, from Holly Ridge Road to Muncaster Mill Road;
Grosvenor Lane intersection (MD 355-Beach Drive);
Bethesda Trolley Trailhead (Montgomery Lane-Beech Avenue);
A series of bikeway resurfacing projects to be coordinated with Highway Services work.

Council staff recommendation: Concur with the Executive; include the subprojects on the PDF to give them more visibility.

3. ***Bethesda Bikeway and Pedestrian Facilities*** (21-5). The last segments of bikeway to be built as part of this long-standing project (like Bethesda CBD Streetscape, an outcome from the staging requirements in the 1994 Bethesda CBD Sector Plan) is the on-street alternative to the Georgetown Branch Interim Trail's tunnel under the Air Rights and Apex Buildings. The trail would follow along 47th Street, Willow Lane, and Bethesda Avenue and would be built in FY13: after completion of Garage 31, but before the tunnel is temporarily closed with the start of the Purple Line's construction, as early as FY14. The overall cost of the program is unchanged. **Council staff recommendation: Concur with the Executive.**

4. ***Dale Drive Sidewalk*** (21-10). This project will build a 1,900'-long sidewalk along the north side of Dale Drive between Mansfield Road and Hartford Avenue in East Silver Spring, near Sligo Creek Park. The project is still on schedule for completion in FY12. Its cost has increased by $470,000 (9.6%) due primarily to WSSC relocation work. In fact, the G.O. Bond-funded cost of this project actually has declined slightly. **Council staff recommendation: Concur with the Executive.**

5. ***Falls Road East Side Hiker/Biker Path*** (21-12). This project would ultimately build an 8'-wide hiker-biker trail along the east side on Falls Road (MD 189) from River Road to Dunster Road, a distance of about four miles. Most of this stretch of Falls Road does not have even a sidewalk, so it would provide a safe pedestrian and bike connection to the many places of worship, schools, and businesses on or near Falls Road. Furthermore, it would link to hiker-biker trails at both ends, providing a continuous trail from Rockville to the entrance to Great Falls.

The project's cost has increased by $4,105,000 (24.5%) and its schedule has been delayed by 2 years, from FY15 to FY17. Although not mentioned on the PDF, it is clear the project was deferred for fiscal reasons in deference to other CIP priorities.

Council staff has no recommendation. This is a worthwhile project, and it would be heavily used by off-road recreational cyclists. However, as a relatively new project in the CIP it has not yet been 'bumped' as others have been. The project could be built, start-to-finish, in four or five years. If the Committee does not agree with the Executive's recommendation, then guidance is needed from the Committee as to when it wishes to see this project completed; Council staff will then work with DOT to make appropriate changes to expenditure schedule.

6. ***Greentree Road Sidewalk*** (21-14). This project funds a 1.2-mile sidewalk along the north side of Greentree Road in Bethesda as well as improvements to the drainage system there. Its cost has increased by $230,000 (7.1%) and delayed one more year, to FY13. Unlike the prior project, this

sidewalk has been in the CIP for 7 years, and it has been delayed for one reason or another almost every year. From a production standpoint it can be completed on schedule if funds were made available to it. **Council staff recommendation: Approve the PDF on ©14, keeping the project on schedule for completion in FY12.**

7. ***MacArthur Boulevard Bikeway Improvements*** (21-16). This project would improve bike accommodations along the 2.6-mile segment of MacArthur Boulevard between I-495 and Oberlin Avenue in Glen Echo. The project would widen the existing road to provide 2-3'-wide shoulders for on-road bikers and the existing path would be widened to current standards. This is a heavily used bike route, especially by recreational bikers on weekends. The $8,710,000 cost is unchanged, but the project's completion date has been delayed by two years, to FY14, primarily for fiscal reasons. It is unlikely that all of that time can be made up, however.

Council staff recommendation: Approve the PDF on ©15, which would complete the improvements in FY13. This would be one year sooner than recommended by the Executive, but a one-year delay from the schedule in the Approved CIP.

8. ***MD 355 Sidewalk (Hyattstown)*** (not in CIP). This project would provide $714,000 to rehabilitate the sidewalks along both sides of Frederick Road (MD 355) in the Hyattstown Historic District. Preliminary design was completed under the Facility Planning-Transportation project. The project description is on ©16, a location map is on ©17, and more detail is provided in the pedestrian impact statement on ©18-21. **Council staff recommendation: Approve the PDF on ©16.**

9. ***Metropolitan Branch Trail*** (21-18). This project would construct a hiker-biker trail roughly parallel to the CSX Metropolitan Branch between the Silver Spring Metrorail Station and Montgomery College's Takoma Park campus, eventually extending through the District of Columbia to Union Station.

In FY04 the Department of Transportation undertook Phase I facility planning (a feasibility study) to determine alternatives, among which one would be selected for Phase II facility planning (preliminary engineering). Phase I was completed in 2006. On May 18, 2006 the Planning Board reviewed the Phase I work and recommended proceeding with Option 1, a route along the east side of the tracks, crossing Georgia Avenue on a bridge, following along Selim Road to a tunnel under Burlington Avenue, and then turning onto King Street to reach Fenton Street. This route was preferred by most bicycling advocates and by the Silver Spring Citizens Advisory Board as well. The T&E Committee reviewed the study on June 26, 2006 and it also recommended Option 1.

DOT completed preliminary engineering of Option 1 by early 2008, and it estimated that the project would cost about $20-26 million (without inflation to mid-point of construction). At that time it asked several agencies for concurrence, including the Maryland-National Capital Park and Planning Commission, Montgomery College, State Highway Administration, the Washington Metropolitan Area Transit Authority, and CSX. DOT received concurrence from SHA for a bridge over Georgia Avenue (US 29). But it had not heard definitively from CSX, and without its concurrence the project cannot be built as planned. This is a primary reason why the Executive has not yet recommended it for construction funding in the CIP.

The Executive is recommending programming $6 million in FYs13-16 to design and acquire right-of-way for a route that only partially follows the route of Option 1, and it assumes use of the existing walkway on the railroad bridge over Georgia Avenue, which is narrow to the point that bicyclists would have to walk their bikes across it. The route east of the bridge would follow Philadelphia Avenue to Fenton Street.

At Councilmember Ervin's request, the T&E Committee received a briefing from DOT on this project last July. Councilmember Ervin has asked for another briefing to have DOT answer specific questions about the information needed from WMATA and CSX for the project to proceed, the rationale for the Executive's proposed route and timing, the response to the Planning Board's recommendation to accelerate the project to match the construction of the District of Columbia portion of the trail, and whether right-of-way acquisition will delay implementation (©22-24).

Council staff requested cost estimates from DOT to complete a first segment of this trail for which there are fewer outstanding issues: the segment between the Silver Spring Transit Center and the east side of Georgia Avenue, including a new hiker-biker span over Georgia Avenue. DOT reports this first phase would cost $11,485,000, with the breakdown as follows:

Planning, Design and Supervision:	$1,125,000
Land:	$4,450,000
Site Improvements & Utilities	$540,000
Construction:	$5,370,000

Council staff recommendation: Program design and construction of this first phase, for $11,485,000, on a production schedule to be developed with DOT. The main impediment in this segment of the Metropolitan Branch Trail is crossing Georgia Avenue, and that can be overcome with this first phase. The second phase will have to wait until CSX and WMATA grant concurrence. In the meantime the bikeway will have to continue as an on-street route between the eastern terminus of the Georgia Avenue and Montgomery College, most likely via Philadelphia Avenue and Fenton Street.

10. ***Shady Grove Access Bike Path*** (21-20). This project would build a trail connecting Shady Grove Road to the Shady Grove Metro Station along the east side of the Metro Access Road. The project's cost is virtually unchanged ($2,740,000, of which $1,256,000 are Federal Enhancement funds) but the trail has now been delayed nearly 3 years. It is currently scheduled to be built during the summer of 2011. Much of the delay is due to disagreements with WMATA as to how to design the pedestrian/bikeway crossing of the Access Road at the Metro Station, and on liability issues. **Council staff recommendation: Concur with the Executive.**

11. ***Silver Spring Green Trail*** (21-22). The Green Trail will be an 8-10'-wide hiker-biker trail on the north side of Wayne Avenue between Fenton Street and Sligo Creek in Silver Spring. The trail will be built by MTA as part of the Purple Line since the Wayne Avenue right-of-way will be reconstructed in this same segment. Since the Purple Line's construction will not begin until at least FY14, the Executive has recommended deferring its construction until then. **Council staff recommendation: Concur with the Executive.**

D. ROADS

1. 'Consent' projects.

Consent road projects (page)	Funding Change	Timing Change
Father Hurley Boulevard Extended (22-12)	-0.4%	delayed to next FY
Montrose Parkway West (22-17)	-0.2%	nearly complete
Nebel Street Extended (22-20)	none	none
Woodfield Road Extended (22-34)	-4.7%	delayed to next FY

Council staff recommendation: Concur with the Executive.

2. ***Bethesda CBD Streetscape*** (22-4). This project was included in the CIP by the Council several years ago to meet one of the staging requirements of the Bethesda CBD Sector Plan. It funds streetscape improvements along the three roadway segments mentioned in the sector plan: Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; Wisconsin Avenue between Cheltenham Drive and the north end of the CBD; and East-West Highway between Waverly and Pearl Streets.

The work is divided into two stages. Stage 1 includes replacing the existing sidewalk with brick pavers, installing street trees in pits, installing new benches and trash receptacles, and installing conduit (on the East-West Highway and Woodmont Avenue segments only) to allow for the future undergrounding of utilities. Stage 2, following several years later, would provide luminaires and their electrical connections, as well as installing the conduit for the Wisconsin Avenue segment. Neither stage of the project includes undergrounding the utilities.

This project has been deferred time and time again over the past decade in favor of higher priorities. As a result, the scope of the project steadily dwindled over time as abutting properties have redeveloped, since they were required to provide the streetscaping along their frontage. But little more redevelopment is in the offing, and it is time to get on with finishing this work.

The Executive's recommendation would delay completion of the project two more years to FY17. Council staff explored with DOT the possibility of conducting utility relocation design and streetscape design concurrently, so as to cut a year or more from the schedule. But DOT believes that they must occur in sequence, and so the Executive's recommendation does represent a reasonable production schedule.

Council staff recommendation: Concur with the Executive. However, Council staff also recommends not deferring this project any further for fiscal reasons or in deference to other projects.

3. ***Burtonsville Access Road*** (22-6). The purpose of this road is to provide access to businesses on the north side of MD 198 in the Burtonsville business district, thus reducing some of the turning traffic in this segment between US 29 and Old Columbia Pike. The road would be 32'-wide (two 12'-wide lanes and an 8'-wide parking lane) with 5'-wide sidewalks on both sides. The cost of the project is $7,949,000.

The Executive recommends delaying construction by 3 years: to FYs15-16. The timing for this road is not as urgent as was anticipated when the project was first conceived. Several years ago the County anticipated that the State Highway Administration would complete project planning and initiate the widening of MD 198 and MD 28 between US 29 and Georgia Avenue, and that the access road would be needed to provide an alternative route for some of the businesses during construction. However, SHA shows no funding beyond the project planning stage through FY15; given that the MD 198 widening is only #8 on the Executive/Council State transportation project priority list (with hundreds of millions of dollars of highway projects—and the Purple Line and Corridor Cities Transitway—as higher priorities), it is not plausible to believe that it will occur in the next decade.

Council staff recommendation: Defer the construction funding to 'Beyond 6 Years,' as shown on ©25. This would keep the project visible without carving out fiscal resources which will not be used in FYs15-16.

4. ***Century Boulevard*** (not in CIP). This project would extend existing Century Boulevard in Germantown from south of Father Hurley Boulevard to the future Dorsey Mill Road as a 4-lane roadway with a median, with a 5'-wide sidewalk on the east side and an 8'-wide hiker-biker path on the west side (see map on ©26). The design would accommodate space within the right-of-way for the Corridor Cities Transitway (CCT). Its cost is $13,312,000, of which $4,000,000 will be contributed from Symmetry, a firm developing along a portion of this roadway. Symmetry will also dedicate much of the right-of-way (including the added width for the CCT), and has fully funded the design cost for the project, which is nearly completed. Construction could begin during the summer of 2011 and would be open to traffic in two years.

In May the new 2010 Maryland Standards and Specifications for Soil Erosion and Sediment Control will take effect. The new regulations apply to all projects that do not have a final approval for erosion and sediment control and stormwater management plans by May 4, 2010. If the project does not proceed now, it will have to be redesigned entirely to meet the new regulations. The redesign cost is estimated to be over $300,000.

DOT estimates that a partnership between Symmetry and the County in constructing this project as one piece rather than two separate projects will save the County over $700,000 in earthwork alone. The County's portion of the project has a large cut area, and Symmetry's portion has a large fill area making the joint total project much cheaper to construct. If constructed separately, the County would have to pay to have soil hauled off-site, while the developer would have to pay to have soil imported.

On its own this project merely extends a cul-de-sac further north. However, the Lerner Company, developing the property in the Dorsey Mill area, has agreed to design the Dorsey Mill Road Bridge over I-270 if Century Boulevard proceeds, which would be a part of a continuous link to Clarksburg via Observation Drive (now in the late stages of facility planning), Dorsey Mill Road and Century Boulevard.

Council staff recommendation: Include the project for construction in FYs12-13, as shown on ©27.

5. ***Chapman Avenue Extended*** (22-8). Along with the recently completed Citadel Avenue Extended and other pieces of Chapman Avenue built as a condition of subdivision approvals, this project would complete a road link parallel to Rockville Pike between the White Flint and Twinbrook Metro Stations. This, along with Nebel Street Extended, would provide alternative means for local traffic proceeding north or south in the congested area of the Pike without having to use the Pike itself.

The cost estimate has increased by $736,000 (6.0%) to $12,928,000, with completion in FY13. However, DOT's most recent status report shows a six-month delay in completing land acquisition. Council staff asked DOT to provide a revised PDF based on this updated schedule (©28). **Council staff recommendation: Approve the revised PDF on ©28.**

6. ***Dedicated but Unmaintained Roads*** (22-10). Last year the Council approved a policy that would allow for the improvement of these so-called 'orphan' roads that are public rights-of-way but were not initially built to standards that allow DOT to accept them for maintenance. The policy would improve the road to such standards if approved by 60% of the affected property owners on the road, with the owners paying for all costs but the design and construction supervision through a special taxing assessment district. The County's share is capped at 10% of the cost of each project.

The policy would accept applications for candidate projects and rank-order them much the same way candidate projects are handled under the Highway Noise Abatement Policy. And like the Highway Noise Abatement PDF, the Dedicated but Unmaintained Roads PDF would have the same spending pattern: design funds in the first year of a biennial CIP cycle, construction and supervision funds in the second year, and then repeating this pattern in the third-and-fourth and the fifth-and-sixth years.

The Executive has recommended establishing this PDF with $100,000 for design in FY11, but he does not recommend funds for construction and supervision in FY12, nor are there funds for subsequent biennial cycles. Peggy Dennis, a long-time advocate for the improvement of her dedicated-but-unmaintained road and others, has testified in favor of a regular pattern.

Council staff recommendation: Approve the PDF with $100,000 in odd-numbered years and $1,000,000 in even-numbered years, as shown on ©29. This would be a modest program, but the amounts could be adjusted in future CIPs if the demand for these improvements is higher.

7. ***Goshen Road South*** (not in CIP). After many years, DOT has completed Phase II facility planning for this master-planned project that would widen 3.5 miles of Goshen Road to a 4-lane roadway with a median from south of Girard Street to north of Warfield Road (see map on ©30). It would have a 5'-wide sidewalk on the east side and an 8'-wide hiker-biker path on the west side, streetlighting and landscaping. By 2025 this road is projected to carry 26,000 vehicles per day, and all of its 18 intersections will fail by then without an improvement.

Six years ago the T&E Committee and the Planning Board each reviewed the Phase I facility planning work, and each recommended proceeding to detailed study on Alternative 8—a 4-lane roadway with a median—and discarding the 6-lane option allowed for in the master plan (©31-34). At the end of Phase II the Planning Board reviewed the project under mandatory referral; the Board's suggestions and DOT's responses are on ©35-39.

The cost of the full project is estimated to be about $123.6 million ($62.2 million of which would be in the CIP's six-year period), and it would take 7 years to complete design, land acquisition, and construction (©40). Because of its high cost, DOT also developed a staged option costing $87.1 million ($55.0 million in FYs11-16). The first stage would complete design and land acquisition for the full project, but would widen Goshen Road and build the bike path and sidewalk only to 600' north of Centerway Road, about 45% of the length (©41). The second phase, as a separate project to be built later, would cost another $60-75 million, bringing the aggregate cost to $147-162 million.

Council staff recommendation: Include the entire project in the CIP, but schedule land acquisition over 4 years instead of 3 (©42). Given the length of the road and the number of properties affected (although most of the properties would be impacted minimally), 4 years is a more reasonable schedule. This would also reduce the cost within the six-year period to about $24 million, with the heaviest expenditures in FYs17-19.

8. Public Facilities Roads (22-22). The purpose of this project is to reimburse developers half the cost for road improvements where they abut schools, parks, and other public facilities. One of the projects recommended for funding, however, is the design (in FYs11-12) of a new 2.5-mile-long hiker-biker path along the west side of Frederick Road (MD 355) from Stringtown Road in Clarksburg to Brink Road in north Germantown. The project would include streetlights and street trees. If the path is funded for construction after FY12, it would be the first such link between Clarksburg and Germantown. This is a worthwhile project, but it is misplaced as a subproject within Public Facilities Roads.

Council staff recommendation: Create a stand-alone project for the Frederick Road Hiker-Biker Trail (©43) and move the $712,000 of design funds to it from Public Facilities Roads (see revised PDF on ©44). Doing this will also move this bikeway from the 'Roads' category to the 'Pedestrian Facilities/Bikeways' category, where it belongs.

9. Randolph Road from Rock Creek to Charles Road (22-23). This project was planned to address significant safety issues on the section of Randolph Road just east of Rock Creek. The road's tight curves and short turning lanes historically have contributed to an acute safety risk, particularly for drivers in the westbound (downhill) direction.

The project's cost on the PDF has been held constant at $2,146,000, but DOT notes that its actual cost estimate is almost three times higher: $6,117,000. Furthermore, in October 2007 a speed camera was installed close to this section of Randolph Road, and the rate of accidents has dropped dramatically:

Accidents: Randolph Road from Rock Creek to Charles Road

	Fatal	Injury	Property Damage Only	**Total**
2003	0	13	18	**31**
2004	0	7	11	**18**
2005	0	12	12	**24**
2006	0	5	17	**22**
2007*	1	6	7	**14**
2008	0	2	5	**7**

* Speed camera installed in October of 2007.

Instead of producing accidents nearly three times the State average, this stretch of Randolph Road is now experiencing accidents at around the State average. Therefore, the Executive is recommending deferring the project for two years to see if the accident reduction is maintained before deciding whether to proceed with the project, and place-holding about one-third of the improvement's actual cost in FYs13-16.

Council staff recommendation: Defer all construction funding to 'Beyond 6 Years' as shown on ©45. It is very likely that the speed camera has obviated the need for this project. Keeping the funds (the balance of the $6,117,000 actual cost) in the 'Beyond 6 Years' column keeps the project visible in the CIP without committing resources in the six-year period.

10. ***Snouffer School Road*** (22-25). The Executive is recommending this new project that would widen the 1.1-mile segment of Snouffer School Road from Woodfield Road to Centerway Road to a 5-lane arterial (two lanes in each direction with a continuous center turn-lane) with 5'-wide bike lanes, an 8'-wide hiker-biker path on the north side, a 5'-wide sidewalk on the south side, streetlights and landscaping. (The only part of this 1.1-mile segment that would add capacity is the 1,500' between Earhart Court/Flower Hill Way and Centerway Road; the rest already has two lanes in each direction.) This is virtually the same scope as recommended by the T&E Committee and the Planning Board in their respective Phase I Facility Planning reviews four years ago (©46-48).

The project's cost estimate is $23,710,000, up from the $14-16 million estimate four years ago. The recommended schedule would have construction occur in FYs14-16, so it will be counted for capacity under the Growth Policy as of this summer. The additional road capacity is needed to handle continued traffic growth in the area, part of which would be generated by the Webb Tract, the future home of the Public Safety Training Academy, the MCPS Food Distribution Facility, and MCPS and M-NCPPC maintenance facilities under the Smart Growth Initiative. **Council staff recommendation: Concur with the Executive.**

11. ***Subdivision Roads Participation*** (22-28). This project provides funds for roadwork of joint use to new subdivisions and to the general public. The Executive is recommending $6,642,000 in FYs11-16, nearly $1 million more for than for FYs09-14. But after accounting for spending slippage from FY10, there is actually somewhat less funding in the Recommended CIP. No new subprojects have been identified. **Council staff recommendation: Concur with the Executive.**

12. ***Thompson Road Connection*** (22-29). This project closes a 300'-wide gap between Rainbow Drive and Thompson Road next to Briggs Chaney MS in the Good Hope Estates neighborhood of Cloverly. It would be built as an open-section primary residential street: a 24'-wide roadway and a 5'-wide sidewalk on the south side. (It had been planned as a 36'-wide closed section street with parking lanes, but the concept was changed to reduce imperviousness in the Upper Paint Branch Special Protection Area.) The cost estimate is $500,000, a $75,000 increase from the last CIP. The project is designed and would be built during the summer and fall of this year.

When the Council approved this connection in the Cloverly Master Plan in 1997, it also appended three conditions to be met before it could be constructed:

1. *The connection project, whenever it is programmed, should be designed and budgeted to include traffic calming devices, such as circle(s) and traffic hump(s).* DOT considered installing a roundabout, but because the project is in a Special Protection Area a roundabout was ruled out because it would have increased the project's impervious surface. Instead, a T-intersection with a three-way stop is proposed instead. Also, the 24'-wide roadway is narrower than the roads to which it will connect, further slowing down traffic.
2. *The project is not to occur sooner than when the Norbeck Road Extended project is open to traffic.* This occurred several years ago.
3. *The connection is not to occur prior to a County-initiated study of cut-through traffic on the primary and secondary residential street system within the areas bounded by Spencerville, Peach Orchard, Briggs Chaney, and Good Hope Roads including Rainbow Drive and Thompson Road, and implementation of the measures identified to address cut-through traffic.* The County contracted a study of potential cut-through traffic in 2008 study and found that to the degree cut-through traffic would occur, it would not bring the level of service below 'C' in the morning peak hour nor below 'B' in the evening peak hour.

Council staff recommendation: Concur with the Executive.

13. Transportation Improvements for Schools (22-31). This project funds improvements to provide safer access to schools; these are usually sidewalks and other pedestrian facilities. The annual $200,000 funding level would not change under the Executive's recommendation. Subprojects listed on the PDF include improvements in the vicinity of Bells Mill ES, Bethesda ES, Cabin John MS, and Ronald McNair ES.

The Planning Board recommends adding as subprojects the improvements it recommended recently for Paint Branch HS and Fairland ES. The suggested Fairland ES subproject is similar to the others. However, the suggested Paint Branch HS subproject is an intersection improvement at US 29 and Greencastle Road which is only partially related to traffic needs generated by the high school. It should be evaluated ultimately as an intersection improvement and may need some level of facility planning, but it is not appropriate for this PDF.

Council staff recommendation: Concur with the Executive's recommended funding level, but add the Fairland ES subproject as recommended by the Planning Board.

14. Travilah Road (22-32). Most of this project has been completed, but the Executive recommends enhancing its scope by building three segments of missing bike paths, totaling 2,100'. These bikeway segments would be built in FYs12-13. Therefore, the cost of the project has increased by $973,000. **Council staff recommendation: Concur with the Executive.**

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OFFICE OF THE COUNTY EXECUTIVE
ROCKVILLE, MARYLAND 20850

Isiah Leggett
County Executive

MEMORANDUM

February 2, 2010

2010 FEB -2 PM 12:44
COUNCIL

TO: Nancy Floreen, President, County Council

FROM: Isiah Leggett, County Executive

SUBJECT: Amendment to the FY09-14 Capital Improvements Program and Supplemental Appropriation #9-S10-CMCG-1 to the FY10 Capital Budget
Montgomery County Government
Department of Transportation
Silver Spring Lot 16 Parking Garage (No. 501004), $2,592,000

I am recommending a supplemental appropriation to the FY10 Capital Budget and amendment to the FY09-14 Capital Improvements Program in the amount of $2,592,000 for Silver Spring Lot 16 Parking Garage (No. 501004). Appropriation for this project will fund the County's cost for developer design and construction of an underground public parking garage in accordance with a General Development Agreement (GDA) to support parking needs in the Silver Spring area.

This amendment is required to allow the County to close on the sale of Public Parking Lot 16 in accordance with an executed General Development Agreement. Under the agreement, the developer is obligated to build a parking garage in accordance with certain County standards and transfer the ownership of the garage to the County under a condominium regime on a turn key basis. The County is obligated to transfer the ownership of the County land to the developer and pay an additional fixed price for the condominium. Under the conditions precedent to closing, the County must first obtain all required County approvals. Appropriation of the funds for the fixed price of the condominium is one of the required County approvals. The recommended amendment is consistent with the criteria for amending the CIP because the project offers a significant opportunity, which will be lost if not taken at this time. The General Development Agreement provides for the redevelopment of the area through a mixed use private project providing street front retail and residential uses, including affordable housing, while providing a timely and necessary increase in the availability of County operated public parking.

I recommend that the County Council approve this supplemental appropriation and amendment to the FY09-14 Capital Improvements Program in the amount of $2,592,000 and specify the source of funds as Silver Spring Parking Lot District Current Revenue.

I appreciate your prompt consideration of this action.

Attachment: Amendment to the FY09-14 Capital Improvements Program and Supplemental Appropriation #9-S10-CMCG-1

cc: Joseph Beach, Director, the Office of Management and Budget
Richard Nelson, Director, Department of Housing and Community Affairs
Arthur Holmes, Jr., Director, Department of Transportation

Resolution: _____
Introduced: _____
Adopted: _____

COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND

By: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY09-14 Capital Improvements Program and Supplemental Appropriation #9-S10-CMCG-1 to the FY10 Capital Budget
Montgomery County Government
Department of Transportation
Silver Spring Lot 16 Parking Garage (No. 501004), $2,592,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.

2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.

3. The County Executive recommends the following capital project appropriation increases:

Project Name	Project Number	Cost Element	Amount	Source of Funds
Silver Spring Lot 16 Parking Garage	501004	PDS	$240,000	
		Construction	$2,352,000	
TOTAL			$2,592,000	Sil.Spg. PLD Current Revenue

4. This amendment is required to allow the County to close on the sale of Public Parking Lot 16 in accordance with an executed General Development Agreement. Under the agreement, the developer is obligated to build a parking garage in accordance with certain County standards and transfer the ownership of the garage to the County under a condominium regime on a turn key basis. The County is obligated to transfer the ownership of the County land to the developer and pay an additional fixed price for the condominium. Under the conditions precedent to closing, the County must first obtain all required County approvals. Appropriation of the funds for the fixed price of the condominium is one of the required County approvals. The recommended amendment is consistent with the criteria for amending the CIP because the project offers a significant opportunity, which will be lost if not taken at this time. The General Development Agreement provides for the redevelopment of the area through a mixed use private project providing street front retail and residential uses, including affordable housing, while providing a timely and necessary increase in the availability of County operated public parking.

   The County Executive recommends an amendment to the FY09-14 Capital Improvements Program and a supplemental appropriation in the amount of $2,592,000 for Silver Spring Lot 16 Parking Garage (No. 501004), and specifies that the source of funds will be Silver Spring Parking Lot District Current Revenue.

5. Notice of public hearing was given and a public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY09-14 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

Project Name	Project Number	Cost Element	Amount	Source of Funds
Silver Spring Lot 16 Parking Garage	501004	PDS	$240,000	
		Construction	$2,352,000	
TOTAL			$2,592,000	Sil.Spg. PLD Current Revenue

This is a correct copy of Council action.

Linda M. Lauer, Clerk of the Council

Silver Spring Lot 16 Parking Garage -- No. 501004

Category	**Transportation**	Date Last Modified	**January 20, 2010**
Subcategory	**Parking**	Required Adequate Public Facility	**No**
Administering Agency	**Transportation**	Relocation Impact	**None.**
Planning Area	**Silver Spring**	Status	**Final Design Stage**

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	240	0	0	240	0	40	120	80	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2,352	0	0	2,352	0	0	1,176	1,176	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**2,592**	**0**	**0**	**2,592**	**0**	**40**	**1,296**	**1,256**	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

Current Revenue: Parking - Silver Spring	2,592	0	0	2,592	0	40	1,296	1,256	0	0	0
Total	**2,592**	**0**	**0**	**2,592**	**0**	**40**	**1,296**	**1,256**	**0**	**0**	**0**

OPERATING BUDGET IMPACT ($000)

Maintenance				44	0	0	0	8	18	18
Energy				49	0	0	0	9	20	20
Program-Other				137	0	0	0	27	55	55
Offset Revenue				-158	0	0	0	-30	-64	-64
Net Impact				**72**	**0**	**0**	**0**	**14**	**29**	**29**

DESCRIPTION

This project provides for an underground, 160 space, public parking garage on the current site of Public Parking Lot #16 in Silver Spring. The underground, public parking garage will be designed and constructed by a private development partner the County selected through a competitive, Request For Proposal (RFP) process. The County has completed a General Development Agreement (GDA) that obligates the developer to design and construct the public garage and title it to the County as a condominium on a turn key basis at a fixed price. The value of the County land is credited against the design and construction costs of the County garage. This PDF represents the entire cost to the County for the facility (net of the value of land). The private development has received Project and Site Plan approval.

CAPACITY

The underground, public parking garage will consist of 160 County owned and operated public parking spaces.

JUSTIFICATION

Public Parking Lot #16 is being redeveloped in accordance with the Silver Spring Sector plan. Based on analysis conducted by the Division of Parking Management, the project public parking garage is appropriately sized to meet the needs of the planned private redevelopment project and the current parking needs of the service area. Mandatory Referral to M-NCPPC for the County's underground, public parking garage has been completed.

OTHER

A pedestrian impact analysis has been completed for this project.

FISCAL NOTE

Value of land transferred to developer of $1,278,000 to be credited against construction cost. County to pay an additional $2,592,000 which brings the total garage value to $3,870,000.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	($000)
First Cost Estimate Current Scope	FY10	2,592
Last FY's Cost Estimate		0
Appropriation Request	FY10	0
Supplemental Appropriation Request		2,592
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY07	0
New Partial Closeout	FY08	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Silver Spring Urban District
Silver Spring Regional Services Center
Silver Spring Chamber of Commerce
United RST, L.L.C.

MAP

See Map on Next Page

Northern Damascus Park and Ride Lot -- No. 500723

Category	**Transportation**	Date Last Modified	**January 08, 2010**
Subcategory	**Mass Transit**	Required Adequate Public Facility	**No**
Administering Agency	**Transportation**	Relocation Impact	**None**
Planning Area	**Damascus**	Status	**Final Design Stage**

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,080	317	366	397	23	76	152 ~~77~~	146 ~~0~~	0 ~~75~~	0 ~~146~~	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	107	0	0	107	0	0	0	107 ~~0~~	0	0 ~~107~~	0
Construction	3,952	0	0	3,952	0	0	1976 ~~0~~	1976 ~~0~~	0 ~~1,976~~	0 ~~1,976~~	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**5,140**	**318**	**366**	**4,456**	**23**	**76**	2128 ~~77~~	2229 ~~0~~	0 ~~2,051~~	0 ~~2,229~~	**0**

FUNDING SCHEDULE ($000)

G.O. Bonds	5,140	318	366	4,456	23	76	2128 ~~77~~	2229 ~~0~~	0 ~~2,051~~	0 ~~2,229~~	0
Total	**5,140**	**318**	**366**	**4,456**	**23**	**76**	2128 ~~77~~	2229 ~~0~~	0 ~~2,051~~	0 ~~2,229~~	**0**

DESCRIPTION

This project provides for the design and construction of a northern Damascus Park and Ride Lot. The lot will be located on the northern side of Ridge Road (MD 27), near the proposed intersection of MD 27 and Woodfield Road Extended (the current intersection of MD 27 and Faith Lane). The lot will include 200 parking spaces, one bus shelter equipped with real time information and conduit for power and communications, pedestrian facilities, lighting, landscaping, and stormwater management facilities.

CAPACITY

Two hundred parking spaces will be provided.

ESTIMATED SCHEDULE

The design phase is to be completed in spring 2010. Construction will start in summer 2014 and is expected to be completed within 24 months.

COST CHANGE

Increase due to the addtion of construction, site improvements, and utlities costs.

JUSTIFICATION

The park and ride lot is needed to encourage transit use and other forms of ride sharing in the MD 27 corridor.

OTHER

Delay due to extended duration to obtain right-of-entry for soil borings and conceptual stormwater management approval; two year property acquisition interval following design completion; and addition of the construction phase.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

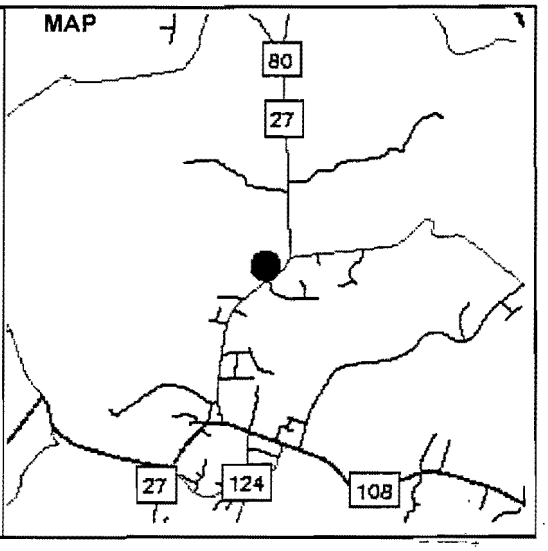
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	($000)
First Cost Estimate Current Scope	FY11	5,140
Last FY's Cost Estimate		860
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		860
Expenditures / Encumbrances		644
Unencumbered Balance		216
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Woodfield Road Extended Project #500151
Department of Permitting Services
Washington Suburban Sanitary Commission
Allegheny Power
Verizon

MAP



Recommended

Silver Spring Transit Center -- No. 509974

Category	Transportation	Date Last Modified	January 11, 2010
Subcategory	Mass Transit	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Silver Spring	Status	Under Construction

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	14,087	8,073	3,288	2,726	2,345	381	0	0	0	0	0
Land	166	8	10	148	148	0	0	0	0	0	0
Site Improvements and Utilities	11,674	108	9,716	1,850	1,850	0	0	0	0	0	0
Construction	62,384	8,918	14,979	38,487	32,217	6270 ~~3,270~~	0 ~~3,000~~	0	0	0	0
Other	7,285	118	4,834	2,333	2,333	0	0	0	0	0	0
Total	**95,596**	**17,225**	**32,827**	**45,544**	**38,893**	6651 ~~3,651~~	0 ~~3,000~~	**0**	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

Federal Aid	49,496	12,034	22,000	15,462	15,462	0	0	0	0	0	0
G.O. Bonds	23,216	2	5,012	18,202	11,551	6651 ~~3,651~~	0 ~~3,000~~	0	0	0	0
Impact Tax	1,802	0	1,802	0	0	0	0	0	0	0	0
Land Sale	7,000	3,080	3,920	0	0	0	0	0	0	0	0
Mass Transit Fund	93	0	93	0	0	0	0	0	0	0	0
State Aid	13,989	2,109	0	11,880	11,880	0	0	0	0	0	0
Total	**95,596**	**17,225**	**32,827**	**45,544**	**38,893**	6651 ~~3,651~~	0 ~~3,000~~	**0**	**0**	**0**	**0**

DESCRIPTION

This project replaces the existing 30 year old Silver Spring transit facility with a new 3-story, multi-modal transit center that serves as a vital part of the Silver Spring revitalization initiative. Phase I of this project, completed by the State, relocated the MARC facility near the transit center. In phase II, the eight acre site will be jointly developed to accommodate a transit center, an urban park, and private development. The transit center consists of a pedestrian friendly complex supporting rail (Metrorail and MARC), bus traffic (Ride On and Metrobus, inter-city and various shuttles), and automobile traffic (taxis and kiss-and-ride). The current design allows coordinated and integrated transit-oriented private development adjacent to the transit center. Major features include increasing bus capacity by approximately 50 percent (from 23 bus bays to 32), a 3,500 square foot inter-city bus facility, extensive provisions for safe pedestrian and vehicle movement in a weather protected structure. The project also includes a realignment of Colesville Road, a new traffic light at the transit center entrance, connections to MARC platforms, and enhancement of hiker/biker trails. The design allows sufficient space for the future Purple Line transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the Purple Line transit facility is built in the reserved area. The transit center will be accessible from all sides and on all three levels. The project includes Intelligent Transportation System (ITS) improvements including new signage and infrastructure to accommodate future Automatic Vehicle Locator (AVL) systems, real time bus schedule information, centralized bus dispatch, operational controls, and centralized traffic controls. The project will be constructed in two stages: stage one started Fall 2006 and included road work and relocation of bus stops, stage two is the construction of the new transit center and began Fall 2008.

ESTIMATED SCHEDULE

The project is under construction. The estimated completion date of the transit center is June 2011. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY12.

COST CHANGE

The cost changes are due to the requirement for an additional stormwater management facility, hazardous materials found at the site, interim operating site (IOS) construction requirements, additional construction management services due to complexities of the project, additional inspection and testing needs due to the Deaprtment of Permitting Services' statement of special inspections program, additional construction contingencies, and increased administrative costs for the IOS and the transit center due to the extension of the construction contract.

JUSTIFICATION

With over 1,250 bus movements per day, the Silver Spring transit center has the highest bus volume in the Washington metro system. The Silver Spring transit center is a major contributor to the vitality of Silver Spring. There are various existing transit modes at this location although they are poorly organized. Patrons are exposed to inclement weather conditions and interconnectivity between various modes of transportation is poor. There is no provision for future growth and future transit modes. The current facility accommodates approximately 57,000 patrons daily, which is expected to increase by 70 percent to 97,000 by year 2024. The project enhancements will be an urban park and connections to hiker/biker trails. The benefits will be improved pedestrian circulation and safety in a covered facility, and reduced pedestrian conflicts with vehicle movements. All associated trails will be enhanced and new signage will be installed. This project will complement the completed facility of the relocated MARC station and the bridge over CSX and Metro track.

FISCAL NOTE

The full cost of this project has increased to $98,188,000. Federal and State aid in the amount of $2,592,000 for State of Maryland expenses for planning and

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	($000)
First Cost Estimate Current Scope	FY11	95,596
Last FY's Cost Estimate		90,713
Appropriation Request	FY11	4,883
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		90,713
Expenditures / Encumbrances		83,086
Unencumbered Balance		7,627
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

CSX Railroad
Federal Transit Administration
Intersection Improvement Project
Maryland Transit Administration
State Highway Administration
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
WMATA
Department of Transportation
Department of General Services
Department of Technology Services
Silver Spring Regional Services Center
Department of Police
WSSC
PEPCO

MAP

See Map on Next Page

Recommended

supervision is not reflected in the expenditure and funding schedules.
In FY10, switch $1,091,000 in Impact Taxes to GO Bonds

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

WASHINGTON AREA BICYCLIST ASSOCIATION
1803 connecticut ave. nw — washington, dc 20009
p: 202-518-0524 f: 202-518-0936 www.waba.org

February 17, 2010

Montgomery County Council
100 Maryland Ave
Rockville, MD 20850

Re: Comments on the Montgomery County FY 2011-16 Capital Improvement Plan Budget

Dear Members of the Montgomery County Council:

I am writing today on behalf of the undersigned organizations to offer our comments on the Capital Improvement Plan budget for Montgomery County for FY 2011-16. Together, our organizations represent thousands of Montgomery County cyclists and appreciate this opportunity to offer our thoughts on the transportation spending priorities of the County.

While we are well aware of the difficult financial situation facing the County, funding for bicycle projects in the capital and operating budgets continue to bear more than their fair share of cost-saving measures. It is clear to us that bicycling and walking, which we feel contribute greatly to the mobility and health of County residents, continues to be a low priority for transportation dollars. During difficult economic times, the County should focus on transportation projects that provide lower cost and healthier mobility options for residents while reducing greenhouse gas emissions and fossil fuel use associated with driving

Yet the proposed FY 11-16 capital budget, last year's amendments to the FY 2010 capital budget and the FY 2010 savings plan have sharply reduced bicycle and pedestrian spending. Bicycle projects must not bear a disproportional share of budget cuts. Bicycling and walking projects are being eliminated or postponed in favor of other transportation modes, but the overall transportation budget appears to have been cut back by a much smaller percentage. In FY 2011 there is a total of approximately $4.9 million set aside for bike and pedestrian projects. This is a decrease of over $2 million from the original FY 2010 budget. In addition, funding of projects identified as bike projects (including shared use paths that double as pedestrian facilities) will make up approximately just 2.8% of the overall transportation budget, but according to the Council of Governments' 2008 Household Travel Survey, biking and walking make up 9.6% of daily trips.

From the standpoint of individual bike projects, there are many of us who wonder if these important facilities will ever be built at all. In fact, according to the Planning Board it will take 40 years to complete the recommendations of the Countywide Functional Bikeways Master Plan at current funding levels. The planning board recommends doubling capital funding for bikeways, but instead the program is slated to receive yet another round of funding cuts. Below a list of key bikeway projects and programs and the impact the proposed FY 11-16 budget will have:

- The MacArthur Boulevard Bikeway project began in 2008, but is still in the planning phase. The FY 2010 budget amendment pushed the start of construction back from to FY 2010 to FY 2011, and the FY 11-16 CIP budget pushes it even further off to FY 2013. We urge the Council to restore funding to this project so that design and construction can return to its original schedule.

- In the FY 2009 budget, the Silver Spring Green Trail was supposed to receive $5 million in funding starting in FY11. In the FY 11-16 budget, funding for that trail has been put off to FY 2013.

- The Falls Road Bike Path, once scheduled for FY 2011, has been postponed to FY 2015.

- The Annual Bikeways Program, an efficient program that funds multiple small projects each year, was cut by 20% in the FY 2010 savings plan. Because of this cut, DOT has delayed small projects and for now suspended the effective Montgomery Bicycle Advisory Group, an organization made up of citizens which assists the County by providing valuable public input on biking issues. We fully support the Planning Board's recommendation to increase funding of this program.

- Facilities planning studies of bikeways continue to be under-funded. In the FY 2010 savings plan, $200,000 was removed from this program. Without completed studies on future bikeways, the County will continue to miss funding opportunities created by the federal government such as the American Recovery and Reinvestment Act.

- In the FY 2010 savings plan, $100,000 in dedicated funding of bikeway maintenance was eliminated. While safety problems will still be addressed, it's clear that maintenance efforts will be reduced.

- Finally, the Metropolitan Branch Trail (MBT), arguably the most important trail project in the region let alone the County, continues to languish for lack of funds. This critical multiuse facility will eventually connect the new Capital Crescent Trail, which will soon be constructed with the Purple Line, through the Silver Spring Transit Center, to a section of trail near Montgomery College. It has been over six years after facility planning for the MBT began, and if the budget is approved, work will not resume on the trail until 2014. By that time it is likely that other segments of the trail will be underway or completed and a gap between the transit center and Montgomery College will remain unfilled. We fully support the recommendations of the Planning Board to include MBT bridge design in the CIP and to advance design work on the trail to FY 2011. Follow up land acquisition and construction should also be accelerated so this critical facility is ready when the Silver Spring Transit Center opens.

Overall, the cumulative effect of an historic lack of funding on bikeway programs in Montgomery County is starting to bear out in statistics. Maryland currently ranks 45th out of 50 states in per capita funding for bicycle and pedestrian projects and 40th in the percentage of transportation funding for such projects. And while jurisdictions such as Washington, DC and Arlington, VA are making great strides in promoting bicycling through aggressive infrastructure construction and bicycling safety and encouragement programs, Montgomery County is rapidly being left behind. In DC nearly 50% of all trips are made without the use of a car. In Arlington that number is 30%. In Montgomery, just 17% of trips are made by walking, biking or transit.

No other transportation alternative offers the same benefits in terms of lower infrastructure costs, improved health, reduced pollution, and enhanced quality of life that bicycling can offer. In addition to the much publicized health benefits related to physical activity, promoting bicycling for transportation helps expand access to transit, and bridges the gap between short trips made by foot and long trips made by car. We strongly urge you to reconsider the severe cuts in the bikeways programs and restore funding for these critical projects by balancing cost savings measures across modes in the transportation budget.

Sincerely,

Eric Gilliland
Executive Director
Washington Area Bicyclist Association

MEMORANDUM

Updated: February 26, 2010

TO: Transportation, Infrastructure, Energy and Environment (T&E) Committee

FROM: Glenn Orlin, Deputy Council Staff Director

SUBJECT: Pedestrian Facilities and Bikeways in the Capital Improvements Program (CIP)

During the February 18 T&E Committee meeting on the transportation portion of Recommended FY11-16 CIP, Councilmember Leventhal asked for more elaboration on the County's capital program for pedestrian facilities and bikeways.

The County Department of Transportation's capital program is divided into seven categories. Funding for projects in the Pedestrian Facilities and Bikeways category is proposed to increase by $16,731,000 over the Amended FY09-14 CIP approved last May, a 28.9% increase. Its share of the transportation CIP would be **7.0%**, up from 5.8% in the Amended CIP and from 6.2% in the FY09-14 CIP approved in May, 2008:

Programmed Transportation Funds by Category in $000 (% of Total)

	FY09-14	FY09-14 Am	Rec FY11-16	% of Rec
Bridges	17,357	17,794	20,100	1.9%
Highway Maintenance	231,171	257,483	260,784	24.5%
Mass Transit	200,793	250,167	294,467	27.7%
Parking Districts	115,166	115,116	101,812	9.6%
Pedestrian Facilities & Bikeways	**56,601**	**57,801**	**74,532**	**7.0%**
Roads	195,154	202,286	223,556	21.0%
Traffic Improvements	92,946	98,567	89,724	8.4%
TOTAL	909,188	999,214	1,064,975	100.0%

These figures understate the investment in pedestrian facilities and bikeways. First of all, funding for Parking Districts are derived from fees and fines paid by parkers and from property owners paying a tax to have the County provide their Code-required parking. Therefore, Parking District projects do not compete for the same funding that projects in the other categories do. Secondly, Highway Maintenance projects—mostly depots and resurfacing—serve pedestrians and bikers as well as motor vehicle users. The depots are ancillary to roadway, bikeway, and sidewalk maintenance. Resurfacing improves not just traffic lanes, but also bike lanes (Class II bikeways) and signed shared roadways (Class III bikeways). Furthermore, about half of the

$30.6 million Sidewalk & Infrastructure Revitalization project is to replace broken sidewalks. Discounting Parking District and Highway Maintenance projects, the Executive's recommended capital budget for Pedestrian Facilities and Bikeways represents **10.6%** of the funds allocated by mode, while Mass Transit projects represent 41.9% and Roads, Traffic Improvements, and Bridges together comprise 47.5%.

More significantly, the Roads, Traffic Improvements, and Bridge categories include pedestrian facilities and/or bikeways as part of their projects. (The converse is not true: there is no accommodation for motor vehicles in Pedestrian Facilities and Bikeways projects.) Some of this funding can be explicitly identified. All costs below are in the FY11-16 period:

- Of the $21.3 million in Facility Planning-Transportation (which is included in the Roads category), more than half of the funds—$11.7 million—is for sidewalk- or bikeway-only projects. Of the 32 facility planning studies, 17 are for sidewalk- or bikeway-only projects.
- Bethesda CBD Streetscape (Roads) are sidewalk improvements costing $7.2 million.
- Public Facilities Roads (Roads) includes $702,000 for the design of a new bike path along MD 355 in Clarksburg.
- Transportation Improvements for Schools (Roads) primarily builds sidewalks in the vicinity of schools, at a cost of $1.2 million.
- Travilah Road (Roads) now includes another $973,000 for 2,100' of missing segments bike path.
- Pedestrian Safety Improvements (Traffic Improvements) serves pedestrians, as the title suggests, at a cost of $9.2 million.
- Redland Road (Traffic Improvements) includes the extension of a sidewalk and a bike trail along Needwood Road, costing $554,000.

These six projects have about $31.5 million of funding that are for pedestrian facilities and bikeways. Accounting for them increases the amount recommended to be programmed for pedestrian facilities and bikeways to about $106 million, or about **15%** of the funds allocated by mode.

However, much of the funding for pedestrian facilities and bikeways in Roads, Traffic Improvements, and Bridge projects cannot be separated out, since they are incorporated in the overall design of these projects. Here are the sidewalks and bikeways incorporated in the design of Roads, Traffic Improvements, and Bridge projects:

- Cedar Lane Bridge (Bridges) includes a wider sidewalk and the extension of a new bike trail. The reason for wider bridge deck is for the sidewalk and bike trail; in fact, a motor vehicle lane is being subtracted as part of the project.
- Clarksburg Road Bridge (Bridges) includes a wider deck to encompass wider shoulders for safe on-road biking.
- Burtonsville Access Road (Roads) includes two 1,400'-long sidewalks.
- Chapman Avenue Extended (Roads) include two sidewalks of about 1,000' in length.

- Facility Planning-Transportation (Roads); the road studies under this project all include sidewalks and/or bikeways.
- Father Hurley Boulevard Extended (Roads) includes a sidewalk and a bike trail, each about 1.2 miles long.
- Montrose Parkway East (Roads) includes a sidewalk and a bike trail, each about one mile long.
- Nebel Street Extended (Roads) includes a sidewalk and a bike trail, each 1,300' long.
- Snouffer School Road (Roads) includes a sidewalk and a bike trail, each about 1.1 miles long.
- State Transportation Participation (Roads) contains significant funds for the design of several State roads—the Watkins Mill Road connection over I-270, the "missing link" on Montrose Parkway over the CSX tracks, the Brookeville Bypass, the widening of Woodfield Road between Midcounty Highway and Airpark Road—all which will have sidewalk and/or bikeway elements.
- Thompson Road Connection (Roads) includes a 300'-long sidewalk.
- Woodfield Road Extended (Roads) includes a 3000'-long bike trail.
- Silver Spring Traffic Improvements (Traffic Improvements) includes sidewalks along Dale Drive between Watson Road and Kingsbury Drive.

Finally, the picture of the bike trail program funded by the County would not be complete without including hard-surface park trails, many of which are used for transportation as well as recreation. The Recommended FY11-16 CIP includes the following expenditures:

- Black Hill Trail Renovation & Extension -- $2.9 million.
- Magruder Branch Trail Extension -- $378,000.
- Montrose Trail -- $707,000.
- Rock Creek Pedestrian Bridge -- $1 million. (It is nearly completed. Its full cost is $8.5 million.)
- Trails: Hard Surface Design & Construction -- $1.8 million.

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Greentree Road Sidewalk -- No. 500506

Category	Transportation	Date Last Modified	January 11, 2010
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	471	80	139	252	52	200 ~~400~~	0 ~~100~~	0	0	0	0
Land	220	0	70	150	150	0	0	0	0	0	0
Site Improvements and Utilities	311 ~~200~~	0	0	311 ~~200~~	311 ~~200~~	0	0	0	0	0	0
Construction	2484 ~~2,595~~	0	0	2484 ~~2,595~~	253 ~~101~~	2231 ~~1,032~~	0 ~~1,462~~	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**3,486**	**80**	**209**	**3,197**	766 ~~503~~	2 ~~1,132~~	0 ~~1,562~~	**0**	**0**	**0**	**0**

FUNDING SCHEDULE ($000) 2431

G.O. Bonds	3,486	80	209	3,197	766 ~~503~~	2 ~~1,132~~	0 ~~1,562~~	0	0	0	0
Total	**3,486**	**80**	**209**	**3,197**	766 ~~503~~	2 ~~1,132~~	0 ~~1,562~~	**0**	**0**	**0**	**0**

OPERATING BUDGET IMPACT ($000)

Maintenance				24	0	0	6	6	6	6
Energy				24	0	0	6	6	6	6
Net Impact				**48**	**0**	**0**	**12**	**12**	**12**	**12**

DESCRIPTION

This project provides approximately 6,400 linear feet of five-foot wide concrete sidewalk along the north side of Greentree Road, curb and gutter, residential sidewalk ramps, and expansion of existing drainage system from Old Georgetown Road (MD 187) to Fernwood Road. The proposed sidewalk will provide access to public transportation on Old Georgetown Road, a church and a nursing home on Greentree Road, National Institute of Health (NIH), Suburban Hospital, Bradley Hills Elementary School, Wyngate Elementary School, North Bethesda Middle School, The Woods Academy, Ayrlawn Park, Fernwood Park, McCrills Gardens, and Bradley Park.

ESTIMATED SCHEDULE

Design is estimated to be complete in the winter of 2011 and construction is estimated to start in the summer of 2011, and take approximately 12 ~~18~~ months to complete.

COST CHANGE

Cost increase due to construction cost escalation.

JUSTIFICATION

Property owners have contacted the Department of Transportation to request a sidewalk to eliminate the unsafe condition of pedestrians walking along the edge of the road to access NIH and businesses on Old Georgetown Road. This road is a primary traffic connector from Old Georgetown Road to the developed areas west of Old Georgetown Road and has a number of side street connections with Bradley Boulevard. The sidewalk will provide a needed safe path for pedestrians in the community and the storm drain system is needed to accommodate the curb and gutter constructed as part of the sidewalk. The storm drain system will also improve the drainage along Greentree Road, particularly along the older, narrower segment, which lacks adequate drainage.

Montgomery County Department of Transportation, "Greentree Road Sidewalk, Phase 1 - Facility Planning Study, Needs And Purpose Statement", dated July 7, 2003.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	($000)
First Cost Estimate Current Scope	FY09	3,256
Last FY's Cost Estimate		3,256
Appropriation Request	FY11	2,846
Appropriation Request Est.	FY12	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		440
Expenditures / Encumbrances		98
Unencumbered Balance		342
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Transportation
Department of Permitting Services
Facility Planning: Transportation
Washington Suburban Sanitary Commission
Washington Gas
PEPCO
Verizon

MAP

See Map on Next Page

(14)

MacArthur Blvd Bikeway Improvements -- No. 500718

Category	**Transportation**	Date Last Modified	**January 06, 2010**
Subcategory	**Pedestrian Facilities/Bikeways**	Required Adequate Public Facility	**No**
Administering Agency	**Transportation**	Relocation Impact	**None.**
Planning Area	**Potomac-Travilah**	Status	**Preliminary Design Stage**

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,830	431	109	1,290	498	492 ~~237~~	300 ~~255~~	0 ~~300~~	0	0	0
Land	213	1	6	206	0	206	0	0	0	0	0
Site Improvements and Utilities	222	0	0	222	0	222	0	0	0	0	0
Construction	6,445	0	0	6,445	0	2745 ~~0~~ 3700 ~~2,745~~		0 ~~3,700~~	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**8,710**	**432**	**115**	**8,163**	**498**	3665	~~3,000~~	0 ~~4,000~~	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

4000

G.O. Bonds	8,710	432	115	8,163	498	3665	~~3,000~~	0 ~~4,000~~	0	0	0
Total	**8,710**	**432**	**115**	**8,163**	**498**	3665	~~3,000~~	0 ~~4,000~~	**0**	**0**	**0**

OPERATING BUDGET IMPACT ($000)

Maintenance				28	0	0	0	0	14	14
Energy				28	0	0	0	0	14	14
Net Impact				**56**	**0**	**0**	**0**	**0**	**28**	**28**

DESCRIPTION

This project is to provide bikeway improvements along 13,800 feet of MacArthur Boulevard, from I-495 to Oberlin Avenue. To encourage alternate modes of travel and enhance pedestrian safety, the pavement will be widened to provide 2 to 3 foot shoulders to accommodate the needs of on-road commuter and experienced bicyclists. The existing shared-use path will be upgraded to current standards to promote usage and enhance safety for all users. This project will also provide for spot improvements to MacArthur Boulevard to enhance safety for pedestrians, cyclists and motorists.

ESTIMATED SCHEDULE

The design phase is to be completed in the fall of 2010. Construction will start in the summer of 2012 and is expected to be completed within 18 months.

JUSTIFICATION

This project will improve safety and accessibility for pedestrians and bicyclists of all experince levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard.

The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulvard Bike path/Lane Imptovements-Project Prospectus" in February 2004, which is consistent with the October 2004 Potomac Subregion Master Plan and the 1978 Master Plan Bikeways.

OTHER

Preliminary design costs were funded under the Facility Planning: Transportation (No. 509337).

FISCAL NOTE

Expenditure schedule reflects fiscal capacity.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	($000)
First Cost Estimate Current Scope	FY09	8,710
Last FY's Cost Estimate		8,710
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	7110
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,600
Expenditures / Encumbrances		518
Unencumbered Balance		1,082
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

United States Army Corps of Engineers
Maryland-National Capital Park and Planning Commission
National Park Service
Department of Permitting Services
Utility Companies
Town of Glen Echo
Facility Planning: Transportation

MAP

See Map on Next Page

(15)

MD 355 Sidewalk (Hyattstown) -- No.

Category	**Transportation**	Date Last Modified	
Subcategory	**Pedestrian Facilities/Bikeways**	Required Adequate Public Facility	**No**
Administering Agency	**Transportation**	Relocation Impact	**None**
Planning Area	**Clarksburg**	Status	**Preliminary Design Stage**

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	624	0	0	624	295	329	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	90	0	0	90	90	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**714**	**0**	**0**	**714**	**385**	**329**	**0**	**0**	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

G.O. Bonds	714	0	0	714	385	329	0	0	0	0	0
Total	**714**	**0**	**0**	**714**	**385**	**329**	**0**	**0**	**0**	**0**	**0**

DESCRIPTION

This project provides funding for the rehabilitation of existing sidewalk and the final design for ½ mile section of continuous sidewalk along both sides of MD 355 between Hyattstown Mill Road and the Montgomery/Frederick County line. The sidewalk will connect Hyattstown Historical District to the Little Bennett Regional Park and provide safe pedestrian access to transit stops, retail stores, and residences adjacent to the roadway. It requires significant coordination with the Maryland Historical Trust (MHT), Maryland-National Park and Planning Commission's (M-NCPPC) Office of the Historic Preservation, the local businesses and the property owners/residents.

Estimated SCHEDULE

Start/End Construction of Rehabilitation of Existing Sidewalk Fall 2010. Design for Continuous Sidewalk along MD 355 (Hyattstown Mill Rd-County Line) to begin Fall 2010 and expected to take 21 months.

JUSTIFICATION

The sidewalk provides a safe and more direct pedestrian access to neighborhood, retail stores, civic space, and transit stops within the Hyattstown Historical District. This project will also provide to the community a direct link between the town and the Little Bennett Regional Park. The 1994 Clarksburg Master Plan and Hyattstown Special Study Area encourages the installation of sidewalk along the MD 355 (Frederick Road) within the town. The existing sidewalk has deteriorated and needs immediate improvements.

There is an October 2003 MD 355 (Frederick Road) Sidewalk Feasibility Study prepared by the Maryland State Highway Administration (SHA). A review of impacts to pedestrians, bicyclists and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project.

The Clarksburg Master Plan & Hyattstown Special Study Area, Approved and Adopted in June 1994 recommends that, as part of the preservation of the historic district of Hyattstown, sidewalks be installed along Frederick Road, "where topography allows, as long as the sidewalks are informal and meandering" (page 82). The Master Plan also recommends the installation of lighting and street furniture, the creation of community gateways at both ends of the study limits, and planting of street trees in an informal pattern.

OTHER

The project scope and schedule are new for FY 2011. The current project costs are based on a preliminary construction cost estimate for the rehabilitation of the existing sidewalk. Construction costs for the new sidewalk will be added upon completion of design. Preliminary design was performed in the Facility Planning Transportation project (509337).

OTHER DISCLOSURES

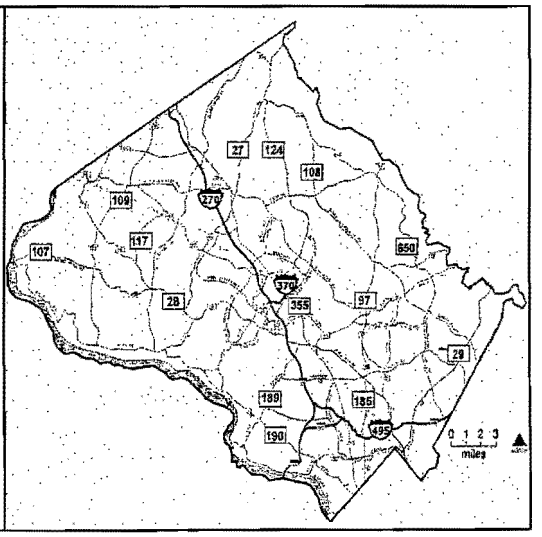
- A pedestrian impact analysis has been completed for this project.

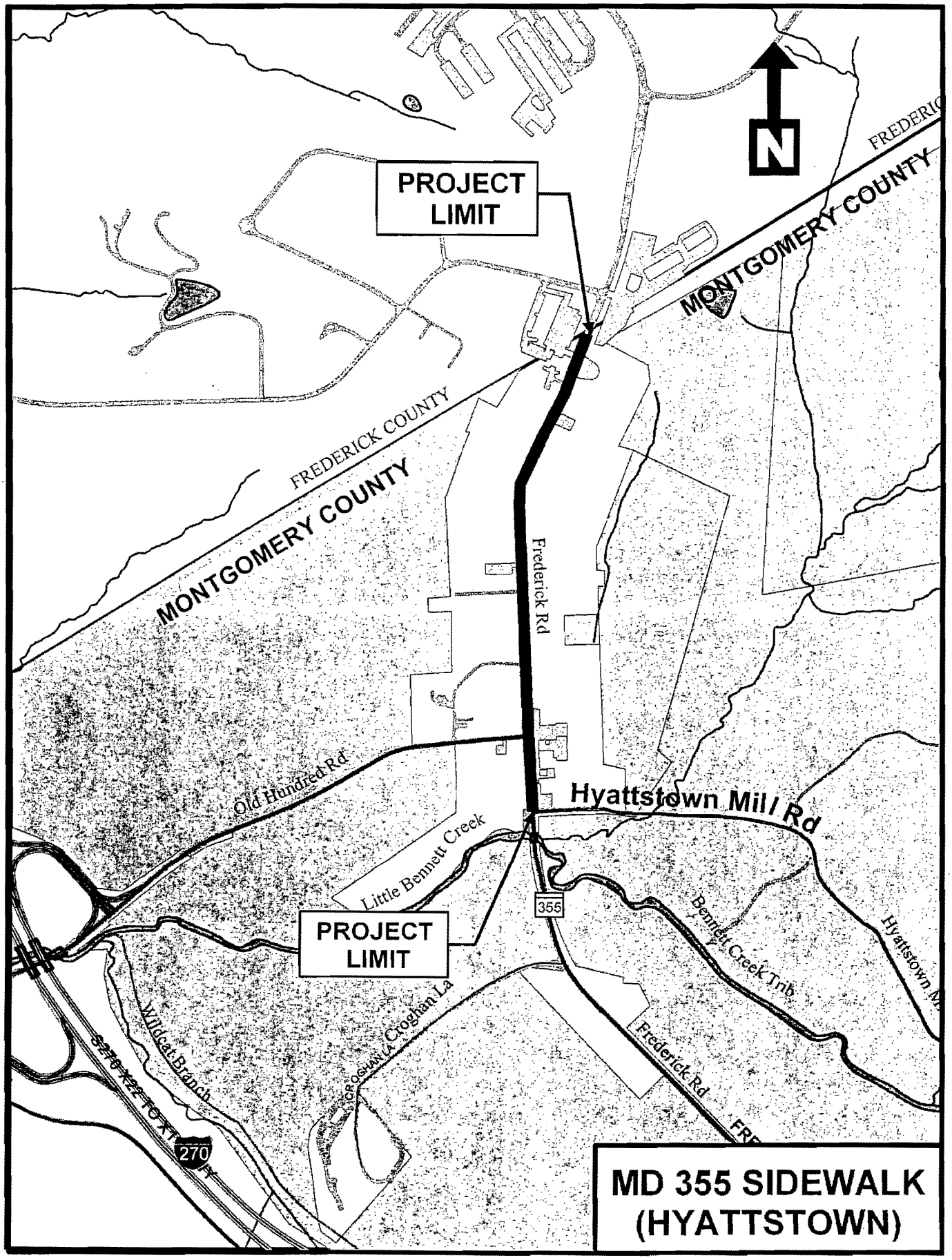
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	($000)
First Cost Estimate Current Scope	FY11	714
Last FY's Cost Estimate		0
Appropriation Request	FY11	714
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland Department of the Environment
Montgomery County Department of Permitting Services
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Maryland Historical Trust
Utility Companies
Upcounty Regional Service Center
Facility Planning: Transportation – No. 509337




PROJECT LIMIT
N
FREDERIC
MONTGOMERY COUNTY
FREDERICK COUNTY
MONTGOMERY COUNTY
Frederick Rd
Old Hundred Rd
Hyattstown Mill Rd
Little Bennett Creek
355
PROJECT LIMIT
Bennett Creek Trib
Hyattstown M
Wildcat Branch
Croghan La
CROGHAN LA
Frederick Rd
270
MD 355 SIDEWALK
(HYATTSTOWN)

Pedestrian/Bike/ADA Analysis Sheet
August 21, 2009

Analysis of the Capital Projects should address impacts to pedestrian's activity as a result of the project. Please fill out the following form and retain in your files for each PDF.

Project Name: MD 355 Sidewalk (Hyattstown) CIP#: 501104

1. Connectivity:

List any destinations within approximately 2 miles such as schools, parks, commercial/retail, employment centers and/or public facilities that this project may provide access to. List any other important destination that may pertain to the project.

Along Frederick Road, within the project limits, there are three existing churches:

- *Hyattstown Christian Church*
- *Hyattstown United Methodist Church and;*
- *Anglican Church*

The historic Davis House is located along the West side of Frederick Road, near the Hyattstown Christian Church. The Davis House is listed on the Maryland Inventory of Historic Properties.

There is an existing retail shopping center located at the North end of Frederick Road, just outside the project limits. Approximately 11 businesses operate out of the retail center, including a convenience mart, bank, florist, hair salon, barber and nail salon. On the East side of Frederick Road, at the intersection with Old Hundred Road, there is a restaurant and deli, firehouse, hot tub store and sign production store.

The Little Bennett Regional Park is located at the South end of the project limits, at the intersection with Hyattstown Mill Road. The park is 3,600 acres in size and is home to historic sites, such as the Montgomery Chapel Cemetery, Zeigler Log House, Hyattstown Mill and Kingsley Schoolhouse. Within the park, there is also the Little Bennett Creek, a campground, golf course, driving range and 23 miles of natural trails. The Little Bennett Regional Park Master Plan, Approved and Adopted in March 2007, proposes to construct a hard surface trail along the park frontage of Frederick Road, which will extend to the intersection with Hyattstown Mill Road (pages 14 & 19).

2. Master Plan Issues:

List the master plan, page # and recommendations for sidewalks, bikeways or other related issues such as streetscape requirements that impact the project. Include recommended road right-of-way, number of lanes, etc.

On pages 78 through 86, the Clarksburg Master Plan & Hyattstown Special Study Area, Approved and Adopted in June 1994, discusses how to preserve the historic district of Hyattstown. As part of that preservation, the Master Plan recommends that sidewalks be installed along Frederick Road, "where topography allows, as long as the sidewalks are informal and meandering" (page 82). The Master Plan also recommends the installation of lighting and street furniture, the creation of community gateways at both ends of the study limits, and planting of street trees in an informal pattern.

A sketch of Frederick Road though the Hyattstown Historic District is provided on page 83 of the Master Plan, which indicates that Frederick Road should be a two-lane, open-section roadway with a meandering sidewalk and street trees.

On page 116, the Master Plan recommends that Frederick Road through Hyattstown be classified as a Rustic Roadway, with 80-feet of right of way.

3. Existing conditions:

Analyze existing crosswalks, sidewalks; curb ramps, street lighting, pedestrian signals and bus stops (and any others). List missing items and deficiencies such as poles or other obstructions in the sidewalk space, trees blocking illumination, and need for streetlights. Check for pedestrian/bike accident histories. Determine if bus stops will be properly located after the project is completed (contact Transit Division Planner for assistance). List any other deficiency/problem.

Frederick Road through Hyattstown is a classified as a Rural Major Collector. The land use along the corridor is primarily residential with commercial at both ends. The typical section consists of two-12 foot travel lanes, narrow shoulders varying in width from 0 to 6 feet wide and no curb and/or gutter. The roadway is currently not bicycle compatible, and due to the narrow setback at several houses, achieving bicycle compatibility with sidewalk installation is not feasible.

There are short sections of existing asphalt sidewalk located sporadically along both sides of Frederick Road. However, there are no sidewalk ramps. The existing sidewalks are located adjacent to homes instead of the roadway and meander between large trees. The width of the sidewalk varies from 3 to 4 feet.

Through historic Hyattstown, there is only one existing crosswalk location along Frederick Road. The crosswalk is uncontrolled and located at the entrance to the

Hyattstown Christian Church and carries pedestrian traffic across Frederick Road.

There are overhead street lights on some of the utility poles located along both sides of Frederick Road.

The intersection of Frederick Road and Old Hundred Road is signalized; however, there is no pedestrian signal.

Accident data from 2003 to 2007 was analyzed, and there is no history of collisions with pedestrians and/or bicycles along Frederick Road through Hyattstown.

4. Recommended improvements :

Identify pedestrian improvements that are part of a project. The improvements should enhance/improve existing conditions or provide reasonable pedestrian/bicycle accessibility and meet ADA guidelines. The project will carry out the proposed improvements if funded. How are the existing conditions incorporated into the project to ensure pedestrian safety in the area surrounding the project?

In October 2003, the Maryland State Highway Administration (MDSHA) prepared a Sidewalk Feasibility study along Frederick Road, from Hyattstown Mill Road to the County line. The study concludes that sidewalk construction along Frederick Road would be difficult. However, two recommendations for sidewalk construction are made, the first being the construction of curb and gutter and sidewalk directly adjacent to the 12-foot travel lanes. With this option, retaining walls would be required in some locations to avoid major impacts to residential properties. Existing residential stairs and walls, as well as large trees, would also be impacted during construction.

The second option recommended under the SHA study would be to reconstruct the existing meandering sidewalks and supplement in those areas where no sidewalk currently exists. Due to the steep slopes that exist on many residential properties and their respective driveways, which are much lower in elevation, meeting ADA requirements would be difficult in areas where the meandering sidewalk would remain.

5. Additional Cost/Impacts/Issues:

List any extraordinary costs or impacts to the project created by the provision of pedestrian, bicycle or ADA accessibility (if any).
Discuss how the projects will either retain the existing safety level or to what extent we expect safety to improve and why?

To preserve the historic integrity of Hyattstown, the Master Plan recommends meandering sidewalks along both sides of Frederick Road. However, construction of a continuous meandering sidewalk would require reconstruction of several residential driveways in order to meet ADA compliancy.

Construction of curb, gutter, sidewalk and retaining walls directly adjacent to the roadway would alter the historic nature of Frederick Road, which goes against the Master Plan.

Resources:

'Americans with Disabilities Act (ADA) Accessibility Guidelines for Buildings and Facilities', 1992
Architectural and Transportation Barriers Compliance Board, ADA, Accessibility Guidelines for Buildings and Facilities; Architectural Barriers Act (ABA); Accessibility Guidelines; 'Proposed Rule', 1999
American Association of State Highway and Transportation Officials (AASHTO), 'Guide for the Development of Bicycle Facilities', 1999

MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

VALERIE ERVIN
COUNCILMEMBER
DISTRICT 5

Memorandum

Date: February 24, 2010

To: Nancy Floreen, Council President and Chair, Transportation, Infrastructure, Energy, and Environment Committee
Arthur Holmes, Jr., Director, Department of Transportation

From: Valerie Ervin, Council Vice President

Re: Status Update on the Metropolitan Branch Trail

With the release of the County Executive's Recommended FY11-16 Capital Improvements Program (CIP), I am requesting an update on the status of the Metropolitan Branch Trail project.

I respectfully ask the Transportation, Infrastructure, Energy, and Environment Committee (T&E) Committee to review this project in light of the Planning Board's recommendation to accelerate project designs and funding; recent Silver Spring Advisory Board letter; construction of the Paul S. Sarbanes Transit Center; and ongoing adjacent projects in the Ripley District.

IMPORTANCE OF THE TRAIL

The Metropolitan Branch Trail project is an important off-road facility that would be part of a larger system of non-motorized trails throughout the region. As stated in the Recommended FY11-16 CIP, the goal is to "create a bicycle beltway that links Union Station and the Mall in Washington, DC to Takoma Park, Silver Spring, and Bethesda in Maryland."[1]

The Trail would be a critical link for pedestrians and bicyclists traveling to, from, and through downtown Silver Spring. Planning Board staff estimate the trail usage would range between 50-150 persons on weekdays to 300-500 persons on weekends.[2] It would create a more bicycle-friendly Silver Spring, facilitate multimodal access to the new Transit Center, and contribute to the revitalization of the area. Through my office's daily contact with the residents of Silver Spring and bicyclists throughout the County, it is considered a top transportation priority.

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[1] County Executive's Recommended FY11 Capital Budget and FY11-16 Capital Improvements Program: Transportation. "Metropolitan Branch Trail – No. 501110." January 15, 2010. http://www.montgomerycountymd.gov/content/omb/FY11/ciprec/pdf/501110.pdf

[2] Clarke, Justin, Dan Hardy and Larry Cole. "Recommended Transportation Additions to the FYII-FY16 Montgomery County Capital Improvements Program (CIP)." Montgomery County Planning Board. January 28, 2010.

BACKGROUND

The County's Department of Transportation (DOT) began concept design for the Metropolitan Branch Trail in fiscal year 2004. In 2006, the County Planning Board's Phase I Facility Planning Study recommended a seven-tenths of a mile segment that would roughly parallel the CSX Metropolitan Branch between the Silver Spring Metrorail Station and Montgomery College's Takoma Park campus, crossing Georgia Avenue on a new bridge. According to plans, the Trail would be eight to ten feet in width.

Some portions of the Metropolitan Branch Trail have been completed, including a segment next to Montgomery College's Takoma Park campus. Design and construction of the Trail is underway on the District of Columbia's extension to Union Station. In contrast, there has been little progress in the County's Metropolitan Branch Trail design since 2006.

As I requested, the Council's T&E Committee received an update from DOT on the status of its facility planning for the Trail in July 2009. At the worksession, DOT stated that progress had stalled and that no substantive agreements had been made between the County and the Washington Metropolitan Area Transit Authority (WMATA) or CSX. Both WMATA and CSX representatives reported that they were willing to enter into discussions when DOT had more detailed designs. Staff from DOT stated that funding would be requested in the FY11-16 CIP to complete planning and design work.

RECOMMENDED FY11-16 CIP

As you may know, the project is included in the Executive's Recommended FY11-16 CIP, but it does not include design funds until FY13, and proposes using the existing bridge over Georgia Avenue. The Recommended CIP project description also does not include construction funds in any of the six years.

In February 2010, the County's Planning Board recommended that the Council accelerate the design and construction schedule to the extent possible so that the project opens concurrently with the Transit Center and the portions of the Trail being constructed in the District of Columbia. The Planning Board also recommended that funding be included for a new bridge over Georgia Avenue, as it previously had advised to the Council.[3]

Recently, the Silver Spring Advisory Board sent a letter to the Council urging the County to move forward on this project. The Advisory Board recognizes the difficult budget year ahead, but states that delaying the design and construction of the Metropolitan Branch Trail is "unproductive and unacceptable," since it has already been put off for far too long.[4] Further, I fear that this project's lack of progress may signal to residents that the County is uncommitted to non-automotive modes of transportation. We need to get this project moving.

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[3] Hanson, Royce. "Comments on the FY 11-16 Montgomery County Capital Improvements Program (CIP)." Office of the Chairman. Maryland-National Park and Planning Commission. February 9, 2010. http://www.montgomerycountymd.gov/content/council/pdf/agenda/cm/2010/100218/20100218_TE1-3.pdf

[4] Unger, Darian. "Letter from Silver Spring Advisory Board about Met. Branch Trail." Silver Spring Advisory Board. February 22, 2010.

REQUEST FOR STATUS UPDATE

Within the next few weeks, the Council will be making budgetary decisions on the CIP that will impact the future of the Metropolitan Branch Trail. To make these decisions, I request that DOT provide the T&E Committee a full update on the project during the Council's discussion of the FY11-16 Capital Improvements Program. I would like a clear account of the issues impeding this project, and what is needed to address them, including:

- What information is needed from WMATA and CSX?
- What is the rationale for the proposed timing of design and construction of the project?
- What is the rationale for the proposed route of the project?
- What is the Executive Branch response to the Planning Board's comments on the project?
- Does DOT expect right-of-way acquisition to delay project implementation?

Please feel free to contact my office with any questions regarding this request at 240-777-7960. Thank you very much for your time and consideration.

c: Councilmembers
Edgar Gonzalez, Deputy Director for Transportation Policy, Department of Transportation
Bruce Johnston, Division Chief Capital Projects and Construction, Department of Transportation
Glenn Orlin, Deputy Director, Montgomery County Council
Reemberto Rodriguez, Director, Silver Spring Regional Service Center
Rollin Stanley, Director, Montgomery County Planning Department
Darian Unger, Chair, Silver Spring Advisory Board
Eric Gilliland, Executive Director, Washington Area Bicyclist Association

Burtonsville Access Road -- No. 500500

Category	Transportation	Date Last Modified	January 09, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Fairland-Beltsville	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	888	416	0	0 ~~472~~	0	0	0	0	0 ~~223~~	0 ~~249~~	472 ~~0~~
Land	3,316	74	0	0 ~~3,242~~	0	0	0	0	0	0 ~~3,242~~	3242 ~~0~~
Site Improvements and Utilities	12	12	0	0	0	0	0	0	0	0	0
Construction	3,733	0	0	0 ~~3,733~~	0	0	0	0	0 ~~1,032~~	0 ~~2,701~~	3733 ~~0~~
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**7,949**	**502**	**0**	0 ~~7,447~~	**0**	**0**	**0**	**0**	0 ~~1,255~~	0 ~~6,192~~	7447 ~~0~~

FUNDING SCHEDULE ($000)

G.O. Bonds	7,917	502	0	0 ~~7,415~~	0	0	0	0	0 ~~1,223~~	0 ~~6,192~~	7415 ~~0~~
Intergovernmental	32	0	0	0 ~~32~~	0	0	0	0	0 ~~32~~	0	32 ~~0~~
Total	7,949	502	0	0 ~~7,447~~	0	0	0	0	0 ~~1,255~~	0 ~~6,192~~	7447 ~~0~~

DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping, and street lighting.

CAPACITY

The roadway and intersection capacities for year 2025 Average Daily Traffic (ADT) for MD 198 is projected to be 40,700 vehicles per day.

ESTIMATED SCHEDULE

Project delayed to allow for coordination with the Maryland State Highway Administration (MSHA) and their plans for modifications to MD 198.

JUSTIFICATION

This project implements the recommendations of the Fairland Master Plan. The proposed modifications to MD 198 (US 29 to Old Columbia Pike), which the Maryland State Highway Administration (SHA) will undertake to correct the high incidence of accidents and improve capacity of the road, will eliminate access off MD 198 to the businesses along the north side of MD 198. The proposed roadway will provide rear access to businesses and will create a more unified and pedestrian-friendly downtown Burtonsville.

Project has been developed based on a planning study for Burtonsville Access Road, and as called for by the Fairland Master Plan. The Department of Transportation (DOT) has completed Final Design.

FISCAL NOTE

Intergovernmental revenue represents Washington Suburban Sanitary Commissions (WSSC) share of water and sewer relocation costs. Remaining appropriation removed until project is ready to move forward.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	($000)
First Cost Estimate Current Scope	FY09	7,949
Last FY's Cost Estimate		7,949

Appropriation Request	FY11	-5,570
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0

Cumulative Appropriation	6,252
Expenditures / Encumbrances	538
Unencumbered Balance	5,714

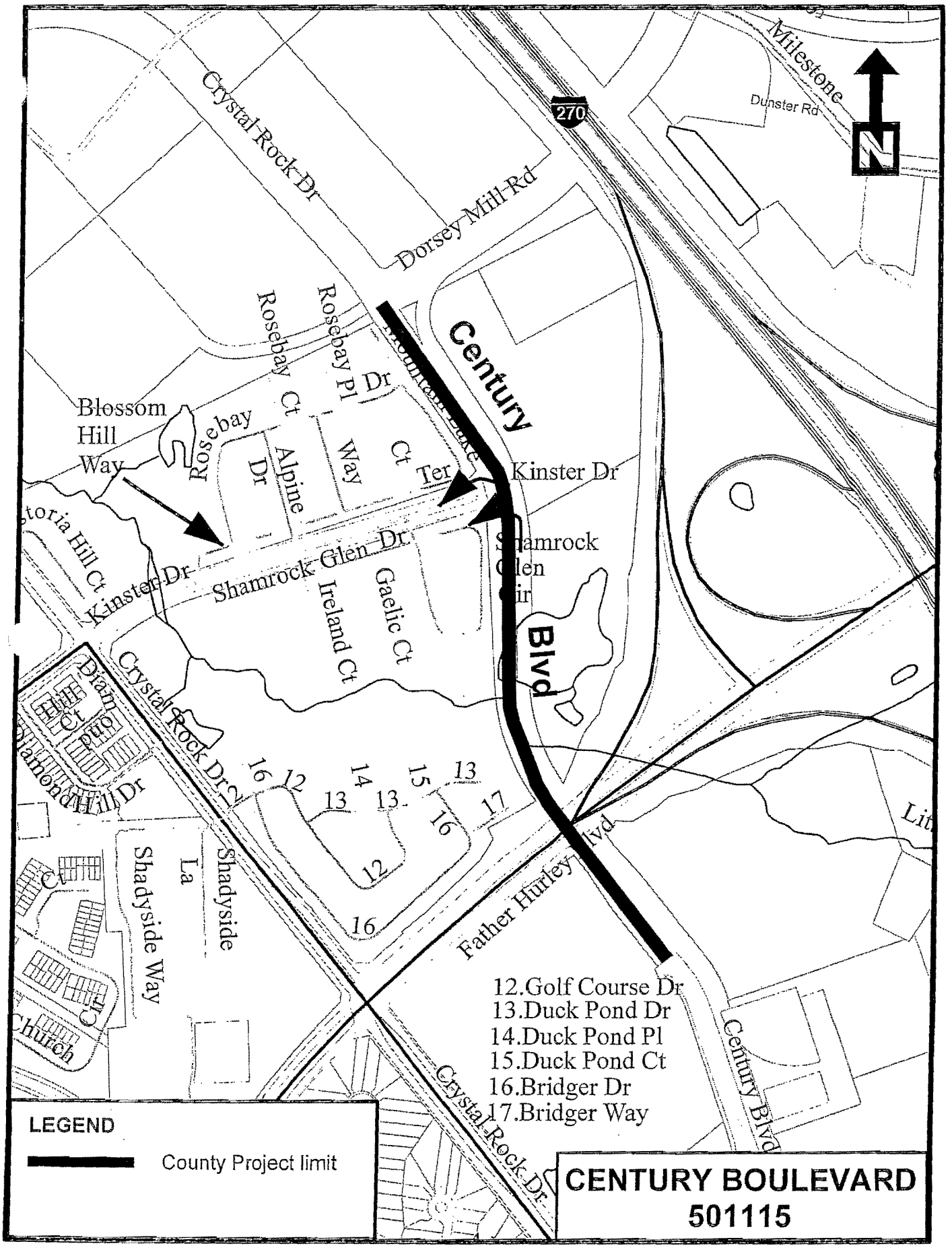
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration (MSHA)
Montgomery County Public Schools
Facility Planning: Transportation
Department of Public Libraries
Department of Transportation
Department Technology Services
Department of Permitting Services
Washington Suburban Sanitary Commission
Washington Gas
Pepco
Verizon
Developer

MAP

See Map on Next Page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Crystal Rock Dr
Dorsey Mill Rd
Rosebay Ct
Rosebay Pl
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Century
Blossom Hill Way
Rosebay
Alpine Dr
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Kinster Dr
Ireland Ct
Gaelic Ct
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Diamond Hill Ct
Diamond Hill Dr
Crystal Rock Dr
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Shadyside La
Shadyside Way
Ct
Church
Father Hurley Blvd
Lit
12.Golf Course Dr
13.Duck Pond Dr
14.Duck Pond Pl
15.Duck Pond Ct
16.Bridger Dr
17.Bridger Way
Century Blvd
Crystal Rock Dr
LEGEND
County Project limit
CENTURY BOULEVARD
501115

Century Boulevard -- No. 501115

Category	Transportation	Date Last Modified	February 23, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None
Planning Area	Germantown	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,013	0	0	1,013	181	263	569	0	0	0	0
Land	837	0	0	837	837	0	0	0	0	0	0
Site Improvements and Utilities	530	0	0	530	40	140	350	0	0	0	0
Construction	10,932	0	0	10,932	0	5966	4966	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**13,312**	**0**	**0**	**13,312**	**1,058**	**6,369**	**5,885**	**0**	**0**	**0**	**0**
FUNDING SCHEDULE ($000)											
Contributions	4,000	0	0	4000	0	0	4000	0	0	0	0
G.O. Bonds	9,312	0	0	9312	1058	6,369	1,885	0	0	0	0
Total	**13,312**	**0**	**0**	**13312**	**1,058**	**6,369**	**5,885**	**0**	**0**	**0**	**0**
OPERATING BUDGET IMPACT ($000)											
Energy				42	0	0	0	14	14	14	
Maintenance				42	0	0	0	14	14	14	
Not Impact				84	0	0	0	28	28	28	

DESCRIPTION

This project provides for the design, utilities and construction of a new four-lane divided, closed section roadway from its current terminus south of Oxbridge Tract to its intersection with future Dorsey Mill Road, a distance of approximately 2,600 feet. The project has been coordinated to accommodate the Corridor Cities Transitway within its right-of-way. This project will also provide construction of a new arch culvert at the existing stream crossing with a 5'-wide concrete sidewalk along the east side and an 8'-wide bike path along west side of the road.

Estimated SCHEDULE

The design phase is to be completed in the spring of 2010 (FY10). Right-of-way clear is expected by the Spring of 2011(FY11). Construction will be started in the Summer of 2011(FY12) and is expected to be completed within 24 months.

JUSTIFICATION

This project will provide a vital link the Germantown area. The new roadway segment provides the necessary link to the future Dorsey Mill Road overpass over I-270, thus providing a connection to Clarksburg without using I-270. This link would help create a connection between economic centers on the east and west side of I-270. The linkage to Dorsey Mill Road also establishes a roadway alternative to congested north-south roadways, such as I-270 and MD 355. In addition, the Corridor Cities Transitway (CCT) will operated within the right-of-way of Century Boulevard.

OTHER

This project was initially funded under the County Subdivision Participation Program and now it is a stand-alone project.

FISCAL NOTE

Contributions are expected from a major development adjacent to the roadway, as memorialized in a separate agreement. Also, developer land fronting this project will be dedicated.

OTHER DISCLOSURE

A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	($000)
First Cost Estimate		
Current Scope	FY11	13,312
Last FY's Cost Estimate		0
Appropriation Request	FY11	13312
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

MTA (Corridor Cities Transitway)
Developers
Maryland State Highway Adminstration
Maryland Department of the Environment
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Washington Suburban Sanitary Commission
Allegheny Power
Washington Gas Light Company
Verizon
Annual Bikeway Program

MAP

See Map on Next Page

Chapman Avenue Extended – No. 500719

Category	Transportation	Date Last Modified	January 10, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	Yes
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 5 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,200	295	62	843	283	79	200 ~~484~~	281 0	0	0	0
Land	7,350	71	5,199	2,080	1,162	918	33 0	0	0	0	0
Site Improvements and Utilities	1,289	9	0	1,280	300	900	119 ~~80~~	47 0	0	0	0
Construction	3,089	0	238	2,851	0	0	~~2,851~~	1661 ~~0~~	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,928	375	5,499	7,054	1,745	1,897	~~3,412~~	~~0~~	0	0	0

FUNDING SCHEDULE ($000) 1423 1989

G.O. Bonds	7,478	375	5,499	1,604	922	682	3 0	0	0	0	0
Impact Tax	5,386	0	0	5,386	823	1,215	1423 ~~3,348~~	0	0	0	0
Intergovernmental	64	0	0	64	0	0	0 ~~64~~	64 0	0	0	0
Total	12,928	375	5,499	7,054	1,745	1,897	3,412	1989 ~~0~~	0	0	0

E one to adjust funding schedule

OPERATING BUDGET IMPACT ($000) 1423

Maintenance				6 ~~3~~	0	0	0	0 ~~3~~	3	3
Energy				6 ~~3~~	0	0	0	0 ~~3~~	3	3
Net Impact				12 ~~6~~	0	0	0	0 ~~6~~	6	6

DESCRIPTION

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

ESTIMATED SCHEDULE

Final design to be completed in the spring of 2010, right-of-way acquisition to be completed in the winter of 2010, utility relocations to be completed by winter 2012, and construction should begin in the summer of 2012 and last approximately 12 months.

Winter 2013

COST CHANGE

Cost increase due to construction cost escalation, higher material costs for traffic signals, streetlights, and higher utility costs.

JUSTIFICATION

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for this area. This project supports the master plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity, and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor.

The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda Garrett Park Master Plan.

OTHER

Special Capital Projects Legislation will be proposed by the County Executive.

FISCAL NOTE

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	($000)
First Cost Estimate Current Scope	FY08	12,192
Last FY's Cost Estimate		12,192
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	4,660
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,265
Expenditures / Encumbrances		474
Unencumbered Balance		7,791
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Administration
Maryland-National Capital Park and Planning Commission
Department of Permitting Services
PEPCO
Verizon
Washington Gas
Washington Suburban Sanitary Commission

MAP

See Map on Next Page

Recommended

Dedicated but Unmaintained County Roads -- No. 501117

Category	Transportation	Date Last Modified	January 10, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	Planning Stage
Service Area	Countywide		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	900 ~~100~~	0	0	900 ~~100~~	100	200 ~~0~~	100 ~~0~~	200 ~~0~~	100 ~~0~~	200 ~~0~~	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	2400 ~~0~~	0	0	2400 ~~0~~	0	800 ~~0~~	0	800 ~~0~~	0	800 ~~0~~	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3300 ~~100~~	0	0	3300 ~~100~~	100	1000 ~~0~~	100 ~~0~~	1000 ~~0~~	100 ~~0~~	1000 ~~0~~	0

FUNDING SCHEDULE ($000)

G.O. Bonds	3300 ~~100~~	0	0	3300 ~~100~~	3300 ~~100~~	1000 ~~0~~	100 ~~0~~	1000 ~~0~~	100 ~~0~~	1000 ~~0~~	0
Total	3300 ~~100~~	0	0	3300 ~~100~~	3300 ~~100~~	1000 ~~0~~	100 ~~0~~	1000 ~~0~~	100 ~~0~~	1000 ~~0~~	0

DESCRIPTION

This project provides funds for the study, ~~and~~ and construction prioritization of improvements to Dedicated but Unmaintained (DBU) County Roads in order to accept them into the County's road maintenance system. ~~Once the need and priority of the roadway improvements are established, funding to be provided for their design and construction~~. As stipulated in the DBU County Roads Policy, the County will fund planning, design and supervision costs up to 10 percent of the total cost of each project. The remaining costs for these projects will be recovered from the communities through a special tax assessment.

The DBU County Roads Policy was developed by the DBU County Roads Working Group. The Policy provides guidance for County officials in responding to requests from residents for improvements to, or maintenance of, DBU County Roads in a consistent manner and establishes criteria for evaluating the need for improvements to the DBU County Roads.

JUSTIFICATION

The number of DBU County Roads is unknown at present. In the past, residents have requested that the County assume maintenance of their roads, although the County is prohibited from accepting maintenance responsibilities for roadways that do not meet County standards. The purpose of this project is to respond to these requests in accordance with the recently adopted DBU County Roads Policy. Requests would result in studies of the DBU County Roads that would determine the priority of the requested projects in accordance with the guidance in the DBU County Roads Policy.

OTHER

This project was conceived through participation on the DBU County Roads Working Group that developed a policy and criteria for evaluating the need for improvements to existing DBU County Roads. The project allows for the implementation of the Policy developed by the Working Group by providing funds for the study and prioritization of requests and the implementation of road improvements.

FISCAL NOTE

As stipulated in the DBU County Roads Policy, the County will fund planning, design and supervision costs up to 10 percent of the total cost of each project. The remaining costs for these projects will be recovered from the communities through a special tax assessment. ~~Construction costs will be added once candidate projects are assessed, ranked, and preliminary design is complete.~~

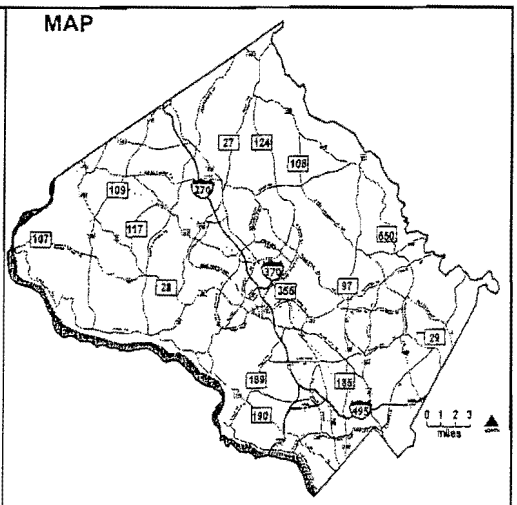
APPROPRIATION AND EXPENDITURE DATA

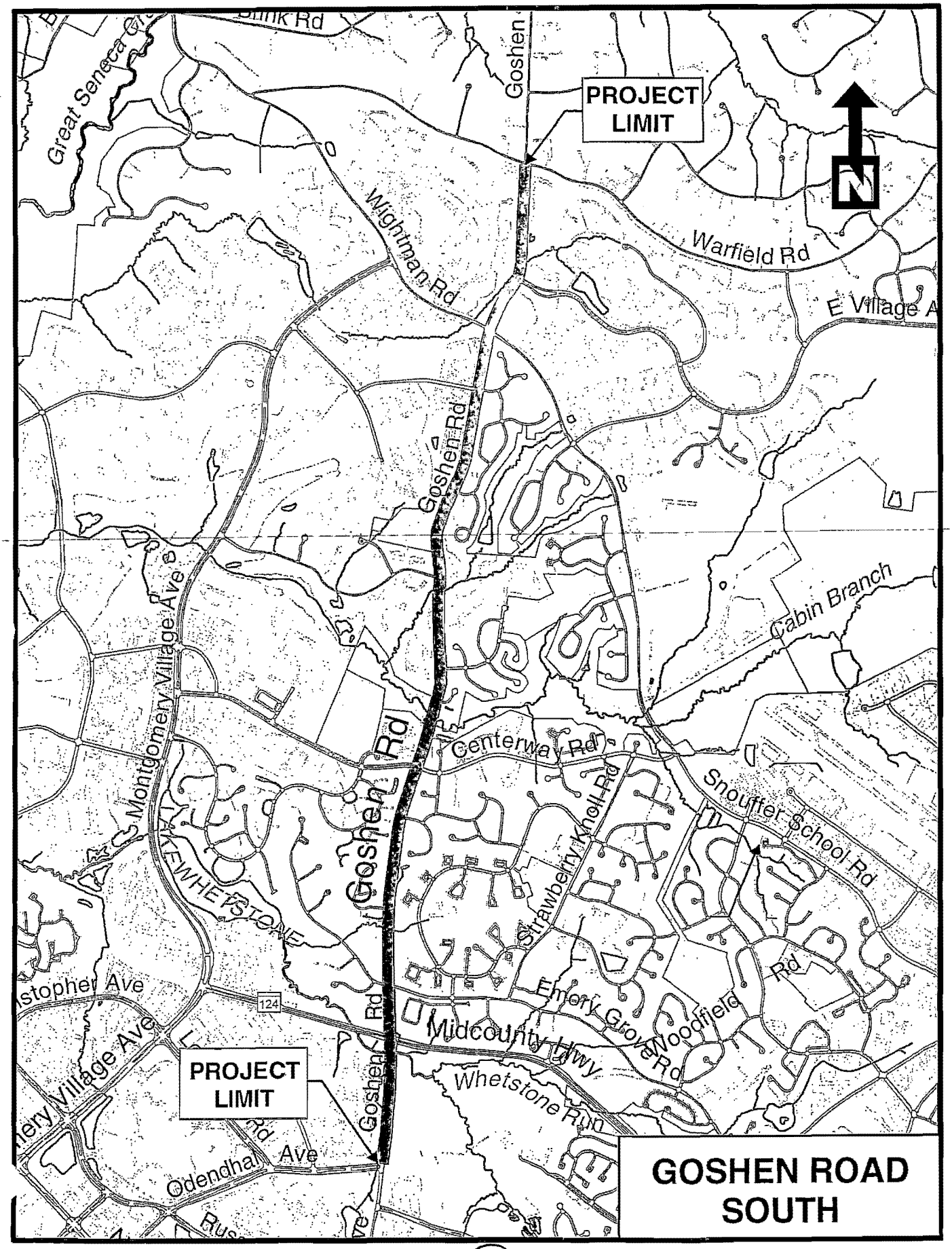
Date First Appropriation	FY11	($000)
First Cost Estimate Current Scope	FY11	3300 ~~100~~
Last FY's Cost Estimate		0
Appropriation Request	FY11	100
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Montgomery County Department of Permitting Services
Montgomery County Department of Finance
Montgomery County Civic Federation (MCCF)

MAP

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stopher Ave
124
Midcounty Hwy
Whetstone Run
Odendhal Ave
GOSHEN ROAD SOUTH

MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

July 15, 2004

TO: Michael Hoyt, Acting Director
Department of Public Works and Transportation

FROM: Nancy Floreen, Chair Nancy Floreen
Transportation and Environment Committee

SUBJECT: Goshen Road South project

On July 15, 2004 the T&E Committee reviewed the results of Phase I facility planning for the Goshen Road South project, and we unanimously recommend that you proceed to study Alternative 8 during Phase II of facility planning. We concur with all of the Planning Board's comments (attached), except that any decision about the type of landscaping in the medians or the landscape panels should be deferred until after the Council's review of the Road Construction Code during the upcoming year.

The Committee appreciates the work the Department of Public Works and Transportation has completed to date, and we look forward to the completion of Phase II facility planning for the Goshen Road South project in 2006 so that we can consider the project for funding as part of the FY 2007-2012 Capital Improvements Program, or as a later amendment to that CIP.

cc: Councilmembers
Derick Berlage, Chair, Montgomery County Planning Board

STELLA B. WERNER COUNCIL OFFICE BUILDING, 100 MARYLAND AVENUE, ROCKVILLE, MARYLAND 20850
240/777-7900 TTY 240/777-7914 FAX 240/777-7989
WWW.CO.MO.MD.US/COUNCIL

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

July 7, 2004

Mr. Michael C. Hoyt, Acting Director
Montgomery County Department
of Public Works and Transportation
101 Monroe Street, Tenth Floor
Rockville, Maryland 20850

RE: Goshen Road South Phase I Transportation Facility Planning Study
Project Prospectus Recommendations

Dear ~~Mr. Hoyt~~ Mike:

The Planning Board reviewed the referenced project at its regularly scheduled meeting of July 1, 2004, and endorsed the project with the recommendations enumerated below.

Before proceeding with the particulars of the Goshen Road South project, I would like to alert you to the fact that our overall agreement on where this project should be headed is being hindered by the continuing lack of agreement between our agencies on where street trees should be planted in the public right-of-way. Your Department generally discourages street trees on arterials and major highways, except for locations behind the sidewalk, while the State Highway Administration is much more willing to place street trees between the curb and sidewalk and in the median. Our views on this issue are fairly close to the State's.

I believe that you were involved with the Intersection Workgroup, staffed by both agencies, that was working on this issue a few years ago, but that effort did not come to a resolution. A new DPWT policy was put forth on this topic earlier this year, but it had flaws that will take some discussion to work through, including possible Design Standard and Master Plan changes that would be necessary to implement the policy as presented. We request that you reconvene the workgroup to resolve this issue and that you invite staff from the Department of Environmental Protection to take part since that department is now in charge of the County's Street Tree Program.

1. The Goshen Road South Transportation Facility Planning Study should proceed to Phase II of the Facility Planning process as recommended in the May 2004 Draft Project Prospectus to develop a detailed design for Alternative 8, a four-lane divided roadway.

2. Per the Project Prospectus recommendation, the design for Goshen Road should be a four-lane facility, rather than the six-lane facility contemplated in the 1985 Gaithersburg Vicinity Master Plan. Recent long-range forecasting efforts have indicated that the six-lane facility will not be needed and this change will be reflected in the on-going Gaithersburg Vicinity Master Plan Update.

3. DPWT should incorporate the new Goshen Road over Cabin Branch Bridge into the design for the new roadway, and include a minimized road section near the Goshen Elm (a 200+ year-old specimen tree), to avoid impacting its critical root zone. DPWT has previously committed to protection of this tree in the MOU for Protection of the Goshen Elm.

4. DPWT should incorporate street trees in the median while retaining the narrowed 16-foot to 18-foot median width in Alternative 8 to minimize community impacts. On all projects, DPWT should amend its policies and practices to facilitate planting street trees on the landscape panel between the curb and adjacent sidewalk/bikeway and on the median strip to allow for better shading of the roadway, reduced warming of stormwater, and increased pedestrian safety.

5. DPWT should pursue alternatives to avoid impacts to the Black and White Inn during Phase II regardless of the status of the property's historic designation. This property is under consideration for addition to the Locational Atlas and Index of Historic Sites as part of the Damascus/Goshen area amendment to the Master Plan for Historic Preservation. The amendment schedule will include a Planning Board public hearing during autumn 2004. Regardless of the site's historic status, the Planning Board finds it a cultural resource worthy of protection.

6. The Phase II Facility Planning study for the Goshen Road South should consider the following design details:

    a. Investigate the presence of hydric soils at the stream crossing north of East Village Drive and include measures to reduce the incidence of flooding at that location

    b. Exercise flexibility in final road alignment to save most of the specimen trees and minimize park and private property impacts

    c. Minimize impacts to wetlands and waters of the US along the roadway alignment as much as possible by considering the use of reduced sections, grading adjustments, retaining walls, and culvert/bridge modifications

    d. Incorporate noise impact mitigation for affected eligible under the County's Noise Abatement Policy into the Phase II facility design

The Board thanks you and your staff for providing us this opportunity to comment on the Phase I study. We look forward to continuing to work with you during the next study phase.

Sincerely,

Derick

Derick P. Berlage
Chairman

DPB:KHK:kcw
Enclosure

ltr to Hoyt re Goshen Road South Phase I

DEPARTMENT OF TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

February 26, 2010

Mr. Royce Hanson, Chairman
Montgomery County Planning Board
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Hanson:

Thank you for your comments on the Goshen Road Improvement Project in your letter dated January 22, 2010. We have reviewed the comments and offer our responses below.

Forest Conservation Plan

1. The applicant must submit and obtain approval from Environmental Planning of a final forest conservation plan prior to the issuance of a sediment and erosion control permit by Montgomery County.
Will do.

Conservation Easement on Liber 9033 Folio 141

1. Survey the entire conservation easement area and locate and identify all trees (species and size) prior to any clearing and grading occurring with the easement area.
Montgomery County Department of Transportation (MCDOT) will survey and identify all trees in the Conservation Easement before clearing.

2. Submit survey of trees species and locations to Environmental Planning prior to any land disturbing activities occurring within the easement area.
Will do.

3. Applicant must request a preconstruction meeting prior to any clearing and grading Occurring with the easement.
Will do.

4. Conservation easement to be restored to a pre-disturbance state as defined by the survey or suitable equivalent as defined by Environmental Planning staff.
MCDOT will restore the Conservation Easement as defined by the survey and to the extent possible.

5. Applicant must have inspections prior to any restoration activities within the easement area and the second after the restoration work has been completed. The restoration work required by condition #4 will not be considered complete until it has been signed off on by forest conservation inspector.
Will do.

Roadway

1. Reduce the width of the travel lanes adjacent to the median to 11.5 feet and increase the width of the bike lanes to 5.5 feet to be more consistent with the County's new road standards.
We will modify the typical section as suggested.

Office of the Director

101 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 240-777-7170 • 240-777-7178 FAX
www.montgomerycountymd.gov
Located one block west of the Rockville Metro Station

2. Curb radii should be reduced to thirty feet wherever possible but should not be greater than fifty feet.
We will reexamine the design plans to further reduce curb radii where feasible.

Pedestrian and Bicycle

3. Minimize locations where sidewalks and paths are immediately adjacent to the curb but where necessary. The sidewalk or path should be widened by two feet per AASHTO recommendations.
The main reason for moving the sidewalk closer to the curb is lack of right of way and/or significant impacts to natural resources. The sidewalk will be widened by two feet provided that there will be enough right of way and no significant impacts to natural resources.

4. On the bridge over Cabin Branch, widen the sidewalk to eight feet and the shared use path to twelve feet.
The existing bridge over Cabin Branch was constructed to accommodate the 8' wide hiker/biker path that is called for in the Master Plan.

5. Provide sidewalks or Master Plan-recommended shared use paths (where applicable) on all side streets within the limits of work. Where they cannot be accommodated as part of this project, grade the area to facilitate future sidewalk construction.
Provision of sidewalks or grading for them is beyond the scope of this project. Construction of sidewalks along side streets can take place at a later date as stand-alone project(s).

6. Consider reconstructing the existing sidewalk between Girard Street and the southern project limit as an eight-foot-wide shared use path and provide a better connection to the proposed path to the north.
We will further investigate the feasibility and impacts of this request at Final Design.

7. Extend the proposed shared use path to Lochaven Drive.
We will further investigate the feasibility and impacts of this request at Final Design.

8. Construct a shared use path on the south side of Snouffer School Road.
This is outside the scope of this project. Implementation of a sidewalk along Snouffer School Road can be done as part of a stand-alone project for that road or as part of the Sidewalk Program.

9. Provide railings for sidewalks and shared use paths where they are adjacent to drop-offs, e.g. at culverts.
We will investigate this request at Final Design.

Handicapped Access and Ramps

10. Wherever possible, construct all sidewalks and shared use paths at intersections to be outside handicap ramps so that a level surface is maintained.
We will further evaluate this request at Final Design.

11. Clearly identify and provide handicapped access to and from all bus stops within the project limits.
All bus stops will be constructed to be handicap accessible.

12. Provide ADA-compatible crossings at the intersection of all public streets.
All crossings will be ADA-compatible.

13. Construct eight-foot-wide handicap ramps for shared use paths at intersections.
We will investigate this request at Final Design.

Lighting

14. Provide higher levels of lighting at intersections, as recommended by AASHTO, to ensure the safety of pedestrians and bicyclists. Locate the street lights at intersections slightly ahead of crosswalks so that pedestrians are more easily visible to drivers approaching the crosswalk.
We will investigate this request at Final Design.

15. Provide continuous lighting of the sidewalk and shared use path to the levels recommended by AASHTO.
We will investigate this request at Final Design.

16. Consider using LED street lights to minimize maintenance and utility costs.
We will consider LED street lights as an option for luminares.

Streetscaping

17. Plant 2.5"-3" cal. street trees along Goshen Road at fifty feet on center, Japanese Sephora in the median and Japanese Zelkova in the landscape panels between the curb and sidewalk path. Adjust the typical section to increase the panel width to provide a sufficient clear zone where possible.

Japanese Sephoras will be planted along the median where feasible.

For a number of reasons, such as the limited right-of-way (103' wide), impact to natural resources, implementation of Vegetated Integrated Management Practices (VIMPs), and numerous safety reasons, and in compliance with the Context Sensitive Roadway Design Standards which prohibit street trees closer than 10 feet along roads with 40 MPH designs, uniform typical section will be used where no street trees will be provided along the buffer strip between the sidewalk and the curb or the shared use path and the curb.

18. Provide a consistent landscaping treatment behind the sidewalk path at major intersections to reflect their status as gateways to communities.
The "gateway" to communities is owned and maintained by each respective community. They are responsible for installation and maintenance of this "individualized" landscape treatment.

19. Plant Street trees along intersecting streets within the limits of work.
Landscaping will be limited to within the project limits.

20. Use an ashlar slate pattern for concrete medians.
We will investigate the design of the concrete or brick pattern in the non-vegetated median areas at Final Design.

Noise

21. Include noise mitigation for the roadway construction in this project.
A Highway Noise Analysis will be conducted for this project will be conducted at Final Design in accordance with the Montgomery County Highway Noise Abatement Policy. Implementation of any noise mitigation will be in accordance to the County's Highway Noise Abatement Policy.

Parks

22. A park permit will be required for all work proposed on parkland.
A Park permit will be applied for to work on park property.

Stewartown Local Park

23. Access to the park must be maintained to all park facilities during construction, and no loss of parking will be permitted.
Will do.

24. Provide black vinyl-coated chain link fence for the length of the rectangular field M-NCPPC Standard Detail No. 109, Outfield Chain Link Fence (10'-0" High).
A fence that meets the above criteria will be installed for the length of the rectangular field.

25. Provide screening to replace buffer that will be cleared; M-NCPPC will provide a markup of the plant material, including quantities, spacing, species, and size. Trees must be planted with 2$^{1/2}$" caliper at 20' O.C. spacing, with additional ornamental trees and shrubs with two year maintenance, and invasive removal.
We will work closely with M-NCPPC Park staff to comply with this request.

Cabin Branch Stream Valley Park

26. Establish a 100 feet wide forested stream buffer on either side of the stream (total of 200 feet wide), from Goshen Road to 100 feet downstream of the pond limits, a total distance of approximately 1,000 feet. The planting plan must include non-native invasive removal, deer protection, and follow-up care for two years, as required in the latest version of M-NCPPC7s "Planting Requirements for Land Disturbing Activities and Related Mitigation on M-NCPPC Montgomery County Parkland". Invasive removal treatment must be provided for the entire limit of disturbance within parkland. M-NCPPC Forest Ecologist will review the planting plan and determine whatever changes are necessary. The 200' wide stream buffer planting cannot be used to meet reforestation requirements for the project. This buffer planting must be installed simultaneously with the roadway construction, and shall be completed prior to the completion of the contract for roadway construction.
We will work closely with MNCPPC Park staff at Final Design to comply with this request.

27. Provide a stable outfall, including improvements as needed to the stream within the project limits. These will be determined during final design but will include spot treatments of rock grade and bank stabilization structures in the vicinity of the outfalls as well as the steep horizontal bends approximately 400 feet from Goshen Road.
We will work closely with MNCPPC Park staff at Final Design to comply with this request.

28. Design the pond to provide habitat for amphibians and birds by providing different zones to create a pond/wetland system, similar to figure 3.8 of the Maryland Department of the Environment's Stormwater Design Manual. The details of the appropriate system will be determined after groundwater and soil characteristics have been investigated during final design.
We will work closely with MNCPPC Park staff at Final Design to comply with this request.

29. Construct a natural surface trail along Cabin Branch Stream to provide access to Goshen Road within the grading and forest buffer creation limits per M-NCPPC natural surface trail design standards. The pond and trail shall be integrated together, with grades that are natural and organic in appearance, so that the pond is an attractive feature along the trail and provides passive recreational opportunities for residents. If, during final design, in Parks staffs judgment, the pond cannot be attractively graded into the landscape because of design constraints that arise during final design, then a portion of the water must be stored underground in pipes.
We will investigate the feasibility of this request at Final Design.

30. During final design, replace the proposed sand filter with a regenerative stormwater conveyance system between Goshen Road and the pond to provide water quality treatment. This practice is more natural in appearance than the sand filter and would provide increased habitat opportunities. This replacement must occur unless MCDOT can demonstrate to Parks staffs satisfaction that it cannot be accomplished.
We will work closely with M-NCPPC Park staff as well as the Department of Permitting Services, who reviews and approves storm water management design, at Final Design.

31. The pond maintenance will be performed by Montgomery County Department of Environmental Protection, and the property will be placed in a stormwater management easement to accommodate construction and maintenance activities.
Noted.

Post-Construction Monitoring

32. Monitor the safety of the road for a period of three years after construction and make publicly available a comparison with the existing safety record to determine the effectiveness of the improvements and the design decisions made in implementing them.
We will coordinate this effort with our Division of Traffic Engineering and Operations and other agencies.

I thank you and your staff for participating in developing this much needed project. Should you have any questions, please contact Michael Mitchell at 240-777-7262.

Sincerely,

Arthur Holmes, Jr., Director
Department of Transportation

AH:gl

cc: Bruce Johnston
Holger Serrano
Sogand Seirafi
Michael Mitchell
Girum Awoke

Goshen Road South -- No. 501107

Category	Transportation	Date Last Modified	February 26, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None
Planning Area	Gaithersburg Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	10,490	0	0	7,535	2,560	2,000	110	75	625	2,165	2,955
Land	15,660	0	0	15,660	0	0	4,000	6,000	5,660	0	0
Site Improvements and Utilities	18,500	0	0	6,000	0	0	0	0	3,000	3,000	12,500
Construction	78,960	0	0	38,000	0	0	0	0	0	38,000	40,960
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**123,610**	**0**	**0**	**67,195**	**2,560**	**2,000**	**4,110**	**6,075**	**9,285**	**43,165**	**56,415**

FUNDING SCHEDULE ($000)

G.O. Bonds	118,485	0	0	62,070	2,560	2,000	4,110	6,075	9,285	38,040	56,415
Intergovernmental	5,125	0	0	5,125	0	0	0	0	0	5,125	0
Total	**123,610**	**0**	**0**	**67,195**	**2,560**	**2,000**	**4,110**	**6,075**	**9,285**	**43,165**	**56,415**

DESCRIPTION

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet north of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road in accordance with the County Council's T&E Committee approval of 7/15/2004 from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, streetlighting and landscaping. The project also entails construction of approximately 6000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

ESTIMATED SCHEDULE

Final Design for entire length of project to commence in the summer of 2010 and conclude in the fall of 2013. Property acquisition to start in the summer of 2012 and take approximately 24 months to complete. Utility relocations to start in the summer of 2014, and construction to begin in the summer of 2015 and be completed in late 2017/early 2018.

JUSTIFICATION

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all 18 intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The existing accident rate for this segment of Goshen Road is more than twice the comparable statewide average, and the existing pedestrian-related accident rate is more than five times the statewide average. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path.

The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

OTHER

The project scope and schedule are new for FY11. A more accurate cost estimate will be prepared upon completion of Final Design and the Project Description Form (PDF) will be updated at that time.

FISCAL NOTE

Intergovernmental revenue is from the Washington Suburban Sanitary Commission for its agreed share of water and sewer relocation costs.

OTHER DISCLOSURE

A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	($000)
First Cost Estimate		
Current Scope	FY11	123,610
Last FY's Cost Estimate		0
Appropriation Request	FY11	4,560
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Commission (MNCPPC)
Maryland State Highway Administration
Utility Companies
Department of Permitting Services
City of Gaithersburg
Facility Planning: Transportation (CIP NO. 509337)

MAP

See Map on Next Page

Goshen Road South -- No. 501107

Category	Transportation	Date Last Modified	February 26, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None
Planning Area	Gaithersburg Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	8,535	0	0	6,485	2,560	2,000	110	75	525	1,215	2,050
Land	15,660	0	0	15,660	0	0	4,000	6,000	5,660	0	0
Site Improvements and Utilities	11,300	0	0	4,000	0	0	0	0	1,500	2,500	7,300
Construction	51,565	0	0	28,838	0	0	0	0	0	28,838	22,727
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**87,060**	**0**	**0**	**54,983**	**2,560**	**2,000**	**4,110**	**6,075**	**7,685**	**32,553**	**32,077**

FUNDING SCHEDULE ($000)

G.O. Bonds	84,060	0	0	54,233	2,560	2,000	4,110	6,075	7,685	31,803	29,827
Intergovernmental	3,000	0	0	750	0	0	0	0	0	750	2,250
Total	**87,060**	**0**	**0**	**54,983**	**2,560**	**2,000**	**4,110**	**6,075**	**7,685**	**32,553**	**32,077**

DESCRIPTION

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet north of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road in accordance with the County Council's T&E Committee approval of 7/15/2004 from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, streetlighting and landscaping. The project also entails construction of approximately 6000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

ESTIMATED SCHEDULE

Final Design for entire length of project to commence in the summer of 2010 and conclude in the fall of 2013. Property acquisition to start in the summer of 2012 and take approximately 24 months to complete. Utility relocations to start in the summer of 2014, and construction to begin in the summer of 2015 and be completed in the spring of 2017.

JUSTIFICATION

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all 18 intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The existing accident rate for this segment of Goshen Road is more than twice the comparable statewide average, and the existing pedestrian-related accident rate is more than five times the statewide average. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path.

The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

OTHER

The project scope and schedule are new for FY11. Design and Property Acquisition funding is for the entire length (south of Girard Street to 1000 feet north of Warfield Road). Construction funding is only for Phase 1, the southern half of the project from south of Girard Street to 600 feet north of Centerway Road. Construction funding for Phase 2 will be submitted at a later date. A more accurate cost estimate will be prepared upon completion of Final Design and the Project Description Form (PDF) will be updated at that time.

FISCAL NOTE

Intergovernmental revenue is from the Washington Suburban Sanitary Commission for its agreed share of water and sewer relocation costs.

OTHER DISCLOSURE

A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	($000)
First Cost Estimate		
Current Scope	FY11	87,060
Last FY's Cost Estimate		0
Appropriation Request	FY11	4,560
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Commission (MNCPPC)
Maryland State Highway Administration
Utility Companies
Department of Permitting Services
City of Gaithersburg
Facility Planning: Transportation (CIP NO. 509337)

MAP

See Map on Next Page

Goshen Road South -- No. 501107

Category	Transportation	Date Last Modified	February 26, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None
Planning Area	Gaithersburg Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	10,490	0	0	5,370	2,560	2,000	110	50	50	600	5,120
Land	15,660	0	0	15,660	0	0	4,000	4,000	4,000	3,660	0
Site Improvements and Utilities	18,500	0	0	3,000	0	0	0	0	0	3,000	15,500
Construction	78,960	0	0	0	0	0	0	0	0	0	78,960
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**123,610**	**0**	**0**	**24,030**	**2,560**	**2,000**	**4,110**	**4,050**	**4,050**	**7,260**	**99,580**

FUNDING SCHEDULE ($000)

G.O. Bonds	118,485	0	0	24,030	2,560	2,000	4,110	4,050	4,050	7,260	94,455
Intergovernmental	5,125	0	0	0	0	0	0	0	0	0	5,125
Total	**123,610**	**0**	**0**	**24,030**	**2,560**	**2,000**	**4,110**	**4,050**	**4,050**	**7,260**	**99,580**

DESCRIPTION

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet north of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road in accordance with the County Council's T&E Committee approval of 7/15/2004 from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, streetlighting and landscaping. The project also entails construction of approximately 6000 linear feet of retaining wall.

CAPACITY

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

ESTIMATED SCHEDULE

Final Design for entire length of project to commence in the summer of 2010 and conclude in the fall of 2013. Property acquisition to start in the summer of 2012 and take approximately 36 months to complete. Utility relocations to start in the summer of 2015, and construction to begin in the summer of 2016 and be completed in late 2018/early 2019.

JUSTIFICATION

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all 18 intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The existing accident rate for this segment of Goshen Road is more than twice the comparable statewide average, and the existing pedestrian-related accident rate is more than five times the statewide average. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path.

The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

OTHER

The project scope and schedule are new for FY11. A more accurate cost estimate will be prepared upon completion of Final Design and the Project Description Form (PDF) will be updated at that time.

FISCAL NOTE

Intergovernmental revenue is from the Washington Suburban Sanitary Commission for its agreed share of water and sewer relocation costs.

OTHER DISCLOSURE

A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	($000)
First Cost Estimate		
Current Scope	FY11	123,610
Last FY's Cost Estimate		0
Appropriation Request	FY11	4,560
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Commission (MNCPPC)
Maryland State Highway Administration
Utility Companies
Department of Permitting Services
City of Gaithersburg
Facility Planning: Transportation (CIP NO. 509337)

MAP

See Map on Next Page

Frederick Road Bike Path -- No. 5011XX

Category	Transportation	Date Last Modified	February 23, 2010
Subcategory	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None
Planning Area	Germantown	Status	Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	702	0	0	702	350	352	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**702**	**0**	**0**	**702**	**350**	**352**	**0**	**0**	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

Contributions	0	0	0	0	0	0	0	0	0	0	0
G.O. Bonds	702	0	0	702	350	352	0	0	0	0	0
Total	**702**	**0**	**0**	**702**	**350**	**352**	**0**	**0**	**0**	**0**	**0**

OPERATING BUDGET IMPACT ($000)

Energy				0	0	0	0	0	0	0
Maintenance				0	0	0	0	0	0	0
Net Impact				**0**	**0**	**0**	**0**	**0**	**0**	**0**

DESCRIPTION

This project provides for the design of a new 8-foot-wide hiker-biker path along the west side of Frederick Road (MD 355) between Stringtown Road and Brink Road, a distance of approximately 2.5 miles. The project would replace about 0.9 miles of sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church along its route. The project includes streetlights and street trees.

JUSTIFICATION

This project would provide the first bike path conection between Clarksburg and north Germantown.

ESTIMATED SCHEDULE

The design is to be completed in the spring of 2012.

OTHER DISCLOSURE

The estimated cost of the project, including design, land acquisition, site improvements, utility relocation, and construction, is in the range of $2.0-2.4 million. A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY11	($000)
First Cost Estimate		
Current Scope	FY11	702
Last FY's Cost Estimate		0
Appropriation Request	FY11	702
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures/Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland State Highway Adminstration
Maryland-National Capital Park and Planning Commission

MAP

See Map on Next Page

Public Facilities Roads -- No. 507310

Category	Transportation	Date Last Modified	January 11, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	244 ~~468~~	0	0	244 ~~468~~	0 ~~141~~	0 ~~113~~	61	61	61	61	0
Land	417 ~~429~~	0	393	24 ~~36~~	0 ~~-8~~	0 ~~-6~~	6	6	6	6	0
Site Improvements and Utilities	699 ~~811~~	0	475	224 ~~336~~	0 ~~-56~~	56	56	56	56	56	0
Construction	2279 ~~2,633~~	0	1,571	708 ~~1,062~~	0 ~~-177~~	0 ~~177~~	177	177	177	177	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3639 ~~4,341~~	0	2,439	1200 ~~1,902~~	0 ~~-350~~	0 ~~352~~	300	300	300	300	*

FUNDING SCHEDULE ($000)

G.O. Bonds	3639 ~~4,341~~	0	2,439	1200 ~~1,902~~	0 ~~-350~~	0 ~~352~~	300	300	300	300	0
Total	3639 ~~4,341~~	0	2,439	1200 ~~1,902~~	0 ~~-350~~	0 ~~352~~	300	300	300	300	0

OPERATING BUDGET IMPACT ($000)

Maintenance				34	5	5	6	6	6	6
Energy				28	4	4	5	5	5	5
Net Impact				62	9	9	11	11	11	11

DESCRIPTION

This project provides funds to reimburse developers for street construction abutting County schools, Maryland-National Capital Park and Planning Commission (M-NCPPC) parks, or other County facilities. The County historically reimburses the developer for one-half of the cost of streets abutting parks, schools, and other County facilities.

COST CHANGE

Cost increase due to the addition of FY15 and FY16 to this ongoing project and other adjustments to fiscal capacity.

OTHER

Individual Subproject Expenditure Schedule:

PROJECT	FY10	FY11	FY12	STATUS
Subprojects in Clarksburg Area	$ 2439	$ 0	$ 0	Planning Stage
~~MD 355 Bikepath~~				
~~(Stringtown Rd. to Brink Rd.)~~	~~$ 0~~	~~$ 350~~	~~$ 352~~	~~Planning Stage~~
TOTAL	$ 2439	~~$ 350~~ 0	~~$ 352~~ 0	

FISCAL NOTE

Appropriation will be requested when reimbursements are applied for by the developer.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY73	($000)
First Cost Estimate Current Scope	FY11	3639 ~~4,341~~
Last FY's Cost Estimate		4,341

Appropriation Request	FY11	0
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0

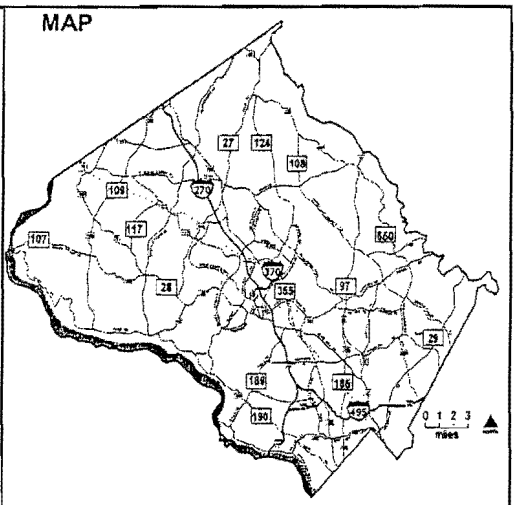
Cumulative Appropriation	2,471
Expenditures / Encumbrances	168
Unencumbered Balance	2,303

Partial Closeout Thru	FY08	10,242
New Partial Closeout	FY09	70
Total Partial Closeout		10,312

COORDINATION

Developers
Improved (Safe) Access to Schools
Intersection Improvement Projects
Montgomery County Public Schools
Maryland-National Capital Park and Planning Commission
Transportation Improvements for Schools

MAP



(44)

Recommended

Randolph Road from Rock Creek to Charles Road -- No. 500910

Category	Transportation	Date Last Modified	January 10, 2010
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	589 ~~448~~	40	184	0 ~~224~~	0	0	0 ~~224~~	0	0	0	365 ~~0~~
Land	448 ~~49~~	29	20	0	0	0	0	0	0	0	399 ~~0~~
Site Improvements and Utilities	97 ~~0~~	0	0	0	0	0	0	0	0	0	97 ~~0~~
Construction 4983	→ ~~1,649~~	0	0	0 ~~1,649~~	0	0	0 ~~215~~	0 ~~200~~	0 ~~620~~	0 ~~614~~	4983 ~~0~~
Other	0	0	0	0	0	0	0	0	0	0	0
Total 6117	→ ~~2,146~~	69	204	0 ~~1,873~~	0	0	0 ~~439~~	0 ~~200~~	0 ~~620~~	0 ~~614~~	5844 ~~0~~

FUNDING SCHEDULE ($000)

G.O. Bonds 5878	→ ~~1,907~~	69	204	0 ~~1,634~~	0	0	0 ~~200~~	0 ~~200~~	0 ~~620~~	0 ~~614~~	5605 ~~0~~
Intergovernmental	239	0	0	0 ~~239~~	0	0	0 ~~239~~	0	0	0	239 ~~0~~
Total 6117	→ ~~2,146~~	69	204	0 ~~1,873~~	0	0	0 ~~439~~	0 ~~200~~	0 ~~620~~	0 ~~614~~	5844 ~~0~~

DESCRIPTION

This project provides for design and reconstruction of existing Randolph Road, which is a major east/west arterial road, from Rock Creek to Charles Road for a total length of approximately 1,500 feet. Included in the project limits are three intersections: at Dewey Road, Saint Dunston Lane, and Colin Road. Improvements include increasing the radius of the existing roadway from 260 feet to 535 feet, increasing the length of left turning lanes at Dewey Road, and providing ADA compatible sidewalks, crossings, and ramps.

ESTIMATED SCHEDULE

Project on hold to allow for the evaluation of need based on the preliminary data collected indicating a significant decrease in speed and accident rates since the installation of speed cameras within the project limits.

JUSTIFICATION

Studies conducted by the Traffic Engineering/Operations Division of the Department of Transportation (DOT) indicated that traffic accident rates were significantly higher than the State average in this section of Randolph Road. The studies also identified congestion at the intersection of Dewey Road and recommends lengthening the existing left turning lanes. Pedestrian safety improvements at Dewey Road will provide safe crossing of Randolph Road and access to Rock Creek Park.

FISCAL NOTE

Intergovernmental revenue represents Washignton Suburban Sanitary Commission's (WSSC) share of the water and sewer utility relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	($000)
First Cost Estimate Current Scope	FY~~08~~	6117 ~~2,146~~
Last FY's Cost Estimate		2,146
Appropriation Request	FY11	-1873 ~~0~~
Appropriation Request Est.	FY12	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,146
Expenditures / Encumbrances		72
Unencumbered Balance		2,074
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

COORDINATION

Maryland National Capital Park and Planning Commission
Maryland Department of the Environment
Department of Permitting Services
Facility Planning : Transporation
Utility Companies

MAP

See Map on Next Page

MONTGOMERY COUNTY COUNCIL
ROCKVILLE, MARYLAND

MEMORANDUM

NANCY FLOREEN
COUNCILMEMBER AT-LARGE

July 10, 2006

TO: Arthur Holmes, Jr., Director
Department of Public Works and Transportation

FROM: Nancy Floreen, Chair
Transportation and Environment Committee

SUBJECT: Snouffer School Road project

On June 26, 2006 the T&E Committee reviewed the results of Phase I facility planning for the Snouffer School Road project. The Committee concurs with the Department's recommendation in the Project Planning Prospectus—which is also supported by the Planning Board—should proceed to Phase II of facility planning. We further ask you to work with the Flower Hill community to minimize negative impacts on homeowner association property. In addition, the Committee agrees with the supplementary comments in the Board's June 2, 2006 letter to you (attached). Please note that this memorandum supersedes the June 29, 2006 memorandum on this subject.

The Committee appreciates the work the Department of Public Works and Transportation has completed to date on this project. We look forward to the completion of Phase II facility planning for the Snouffer School Road project by the winter of 2007/2008 so that we can consider the project for funding as part of the FY09-14 Capital Improvements Program.

cc: Councilmembers
Derick Berlage, Chair, Montgomery County Planning Board

100 MARYLAND AVENUE, 6TH FLOOR • ROCKVILLE, MARYLAND 20850
240/777-7959 • TTY 240/777-7914 • FAX 240/777-7989 • COUNCILMEMBER.FLOREEN@MONTGOMERYCOUNTYMD.GOV

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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

June 2, 2006

Mr. Arthur Holmes, Jr., Director
Montgomery County Department
of Public Works and Transportation
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Dear ~~Mr. Holmes~~ Art:

The Planning Board reviewed the Phase I Snouffer School Road Improvements Facility Planning study Project Prospectus at the regularly scheduled meeting of June 1, 2006. The Board endorsed the enclosed staff recommendations with minor modifications. The Board's recommendations are described below.

1. The Snouffer School Road Improvements Transportation Facility Planning Study should proceed to Phase II of the Facility Planning process as recommended in the April 2006 Draft Project Prospectus to develop a detailed design for Recommended Alternative.

2. Per the Project Prospectus recommendation, the design for Snouffer School Road should be a five-lane facility (four 12-foot-wide travel lanes, one 11-foot-wide continuous vehicle center turn lane and five-foot bike lanes in each direction) with a concrete sidewalk on both sides of the roadway within a variable right-of-way width (88 feet – 100 feet ±).

3. The Phase II Facility Planning study for Snouffer School Road should consider the following design details:

   - Pursue the application of Environmentally Sensitive Development approaches for stormwater management, including innovative infiltration approaches.

   - Further minimize or eliminate grading into the 100-year floodplain and part of the buffer of wetland S-2 west of Flower Hill Way.

   - Examine design and layout adjustments, where practicable, to save or minimize impact to large trees within the project limits.

   - Submit a Natural Resource Inventory/Forest Stand Delineation to Environmental Planning for approval prior to mandatory referral. If an exemption from Forest

Conservation Law is requested, all areas proposed for disturbance (including stormwater management) should be shown. Allow 30 days for review.

- Ensure that signing and marking for the on-road bike lanes clearly convey their intended use.

- Explore opportunities to implement short sections of raised medians where left turning traffic might be accommodated without the continuous turn lane, particularly at pedestrian activity areas.

4. Develop a landscaping plan to address vehicular noise/glare impacts on the adjacent residential communities and replace those buffering functions lost due to roadway widening. The plan should include noise attenuation measures such as raised berms and/or noise barriers along the roadway and additional tree planting beyond the locations identified in the recommended typical section.

The Board thanks you and your staff for providing us this opportunity to comment on the Phase I study. We look forward to continuing to work with you during the next study phase.

Sincerely,

Derick P. Berlage
Chariman

DPB:KHK:gw
Enclosure