

Platt Ridge Drive Extended (P501200)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	620	4	166	450	210	140	60	40	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	0	30	0	0	0	0
Construction	3,050	0	0	3,050	0	0	2,122	928	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	4	166	3,530	210	140	2,212	968	0	0	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,639	4	166	3,469	210	79	2,212	968	0	0	0
Intergovernmental	61	0	0	61	0	61	0	0	0	0	0
Total	3,700	4	166	3,530	210	140	2,212	968	0	0	0
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				2	0	0	0	0	1	1	
Net Impact				2	0	0	0	0	1	1	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0	Date First Appropriation	FY 12	
Supplemental Appropriation Request		0	First Cost Estimate		
Transfer		0	Current Scope	FY 12	3,700
Cumulative Appropriation		3,700	Last FY's Cost Estimate		3,700
Expenditure / Encumbrances		300			
Unencumbered Balance		3,400			

Description

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment, it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20') with guardrails and a minimum right-of-way width of 30'. Sidewalks, streetlights, drainage ditches and similar features are not proposed to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

Capacity

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community.

Estimated Schedule

Detailed planning and design activities began in FY12 and will be completed in FY14. Construction will start in FY15 and be completed in FY16.

Cost Change

Shift in construction expenditures and funding from FY14 to FY16 to reflect current production schedule.

Justification

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from the BRAC relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that Alternative 2 (new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal will be installed in FY11 with funding from the Traffic Signals project #507154. It was also found that Alternative 3, the extension of Platt Ridge Drive to Montrose Driveway would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the MNCPPC.

Other

Right-of-way for this project will be dedicated to the public by the MNCPPC or purchased through ALARF funding.

Fiscal Note

Intergovernmental funding represents Washington Suburban Sanitary Commissions's (WSSC) share of the water and sewer relocation costs.

Disclosures

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A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Suburban Sanitary Commission, Department of Transportation, Department of Permitting Services, Department of Environmental Protection