Transportation

Pedestrian Facilities/Bikeways

ADA Compliance: Transportation
(P509325)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	5,430	3,346	974	1,110	185	185	185	185	185	185	-
Land	583	583	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	175	-	25	150	25	25	25	25	25	25	-
Construction	7,124	1,439	645	5,040	790	1,090	790	790	790	790	-
TOTAL EXPENDITURES	13,312	5,368	1,644	6,300	1,000	1,300	1,000	1,000	1,000	1,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Developer Payments	300	-	-	300	150	150	-	-	-	-	-
G.O. Bonds	13,012	5,368	1,644	6,000	850	1,150	1,000	1,000	1,000	1,000	-
TOTAL FUNDING SOURCES	13,312	5,368	1,644	6,300	1,000	1,300	1,000	1,000	1,000	1,000	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	500	Year First Appropriation	FY93
Appropriation FY 22 Request	1,300	Last FY's Cost Estimate	11,512
Cumulative Appropriation	7,512		
Expenditure / Encumbrances	5,584		
Unencumbered Balance	1,928		

PROJECT DESCRIPTION

This project provides for both curb ramps for sidewalks and new transportation accessibility construction in compliance with the requirements of the Americans with Disabilities Act of 1991 (ADA). This improvement program provides for planning, design, and reconstruction of existing Countywide infrastructure to enable obstruction-free access to public facilities, public transportation, Central Business Districts (CBDs), health facilities, shopping centers, and recreation. Curb ramp installation at intersections along residential roads will be constructed based on population density. Funds are provided for the removal of barriers to wheelchair users such as signs, poles, and fences, and for intersection improvements such as the reconstruction of median breaks and new curb ramps, crosswalks, and sidewalk connectors to bus stops. Curb ramps are needed to enable mobility for physically-impaired citizens, for the on-call transit program Accessible Ride On, and for County-owned and leased facilities. A portion of this project will support the Renew Montgomery program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Addition of FY25 and FY26 to level of effort partially offset by $200K reduction in FY21.

PROJECT JUSTIFICATION

Areas served by Metrorail and other densely populated areas have existing infrastructure which was constructed without adequate consideration of the specialized needs of persons with disabilities or impaired mobility. This project improves access to public facilities and services throughout the County in compliance with ADA.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

Additional funds earmarked from developers ($150k per year in FY21-FY22).

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, Department of Housing and Community Affairs, Department of Health and Human Services, Commission on People with Disabilities, Pedestrian Safety Advisory Committee, Commission on Aging, Maryland State Highway Administration, MARC Rail, Sidewalk and Infrastructure Revitalization Project, Sidewalk Program - Minor Projects, U.S. Department of Justice, BIPPA

Bethesda Bikeway and Pedestrian Facilities
(P500119)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Ongoing
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,884	2,289	307	288	233	55	-	-	-	-	-
Land	360	2	358	-	-	-	-	-	-	-	-
Site Improvements and Utilities	305	80	85	140	140	-	-	-	-	-	-
Construction	4,680	1,267	250	3,163	2,705	458	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	8,230	3,639	1,000	3,591	3,078	513	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Developer Payments	272	-	-	272	272	-	-	-	-	-	-
G.O. Bonds	7,958	3,639	1,000	3,319	2,806	513	-	-	-	-	-
TOTAL FUNDING SOURCES	8,230	3,639	1,000	3,591	3,078	513	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		10	-	2	2	2	2	2
Energy		5	-	1	1	1	1	1
NET IMPACT		15	-	3	3	3	3	3

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	165	Year First Appropriation	FY04
Appropriation FY 22 Request	-	Last FY's Cost Estimate	8,230
Cumulative Appropriation	8,065		
Expenditure / Encumbrances	4,120		
Unencumbered Balance	3,945		

PROJECT DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the 2017 Bethesda Downtown Plan.

LOCATION

Bethesda Central Business District

ESTIMATED SCHEDULE

Design for the Capital Crescent Surface trail will be completed in FY 20 and design on the Woodmont Avenue Cycletrack and Montgomery Lane/Avenue Cycletrack will be completed in FY 20. All three projects will be constructed in FY 20 - FY 22.

PROJECT JUSTIFICATION

The project implements improvements recommended in the Bethesda Downtown Plan (2017). Additionally, it will help the County achieve its non-auto-driver mode share (NADMS) goals and the goals under Vision Zero to reduce roadway crashes with severe injury and death to zero by 2030.

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

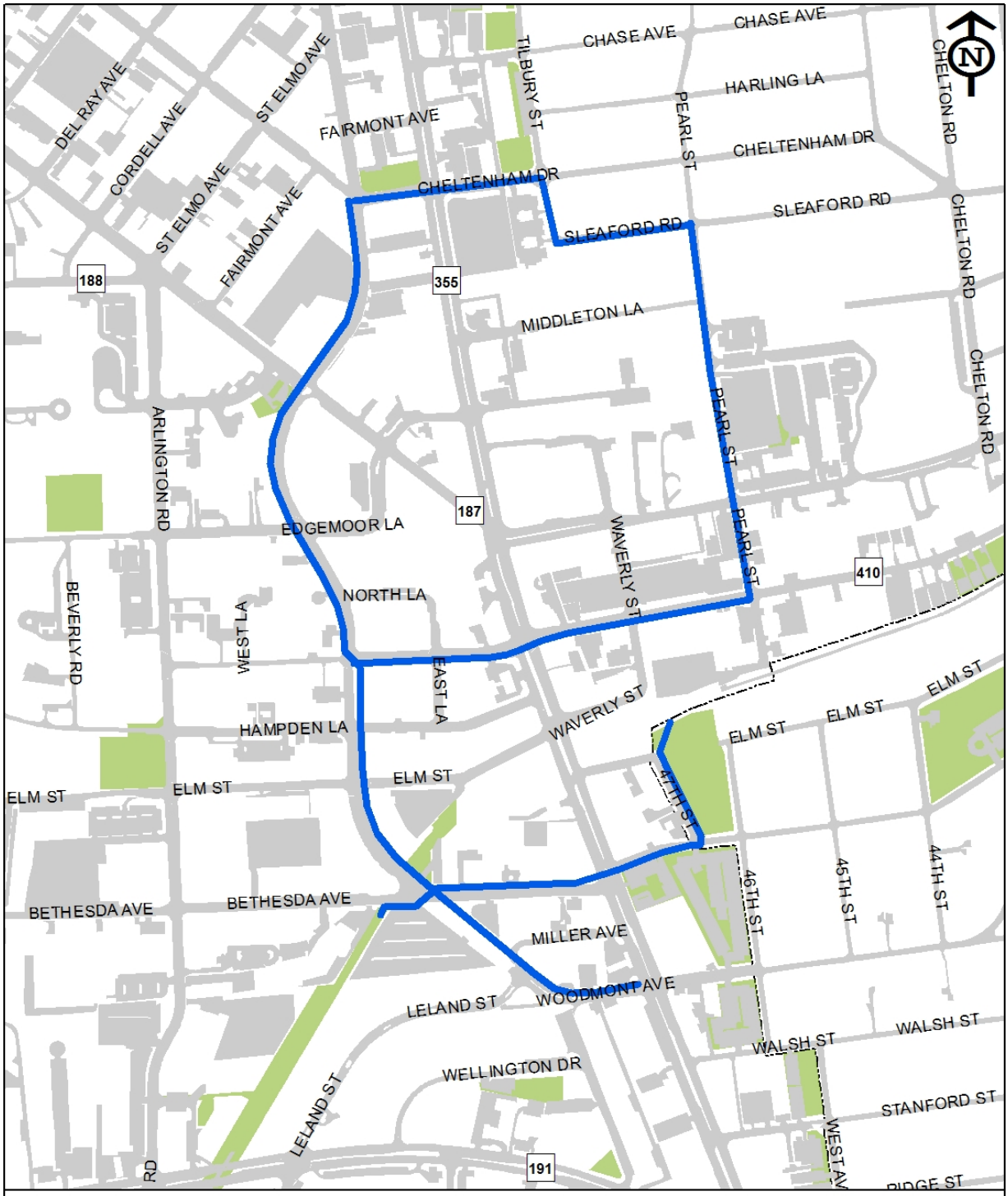
Funding is included for high priority projects only.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Bethesda Chevy Chase Regional Services Center, Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscape (CIP #501102), Trails: Hard Surface Design and Construction (CIP #768673), Resurfacing Park Roads - Bridges , Maryland Transit Administration, Washington Metropolitan Area Transit Authority, and Capital Crescent Trail (CIP #501316).



Legend

Bicycle Improvements

BETHESDA BIKEWAYS & PEDESTRIAN FACILITIES CIP NO. 500119

Bicycle-Pedestrian Priority Area Improvements
(P501532)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	6,354	2,304	1,406	2,644	158	675	414	374	538	485	-
Land	25	-	25	-	-	-	-	-	-	-	-
Site Improvements and Utilities	707	95	612	-	-	-	-	-	-	-	-
Construction	8,998	2,230	2,823	3,945	253	691	1,220	744	492	545	-
TOTAL EXPENDITURES	16,084	4,629	4,866	6,589	411	1,366	1,634	1,118	1,030	1,030	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	375	309	66	-	-	-	-	-	-	-	-
G.O. Bonds	15,709	4,320	4,800	6,589	411	1,366	1,634	1,118	1,030	1,030	-
TOTAL FUNDING SOURCES	16,084	4,629	4,866	6,589	411	1,366	1,634	1,118	1,030	1,030	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		5	-	-	-	-	-	5
NET IMPACT		5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	11	Year First Appropriation	FY16
Appropriation FY 22 Request	1,366	Last FY's Cost Estimate	14,324
Cumulative Appropriation	9,895		
Expenditure / Encumbrances	6,788		
Unencumbered Balance	3,107		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian and bicyclist capital improvements across the County's Bicycle and Pedestrian Priority Areas (BiPPAs) identified in County master plans. Examples of such improvements include, but are not limited to: sidewalk, curb, and curb ramp reconstruction to meet ADA best practices, bulb-outs, cycle tracks, street lighting, and relocation of

utility poles. This project specifically funds improvements in the following BiPPAs, in addition to general BiPPA spending: Silver Spring CBD, Grosvenor, and Glenmont.

LOCATION

This project will fund improvements in Silver Spring CBD, Grosvenor, and Glenmont in addition to improvements in other designated BiPPA areas.

ESTIMATED SCHEDULE

Design and construction of projects in Silver Spring CBD began in FY 16 and will continue into FY 23. Design of projects in the Grosvenor BiPPA began in FY 17 and will extend into FY 21. Design of projects in Glenmont is expected to begin in FY 21 and continue into FY 24. Design and construction of projects in other BiPPA areas will continue beyond FY 24 as a level of effort project.

COST CHANGE

Funds were added to this project for FY 25 and FY 26 to complete projects identified in the BiPPA study.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in those areas of the County where walking and biking are most prevalent. These efforts will also help meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

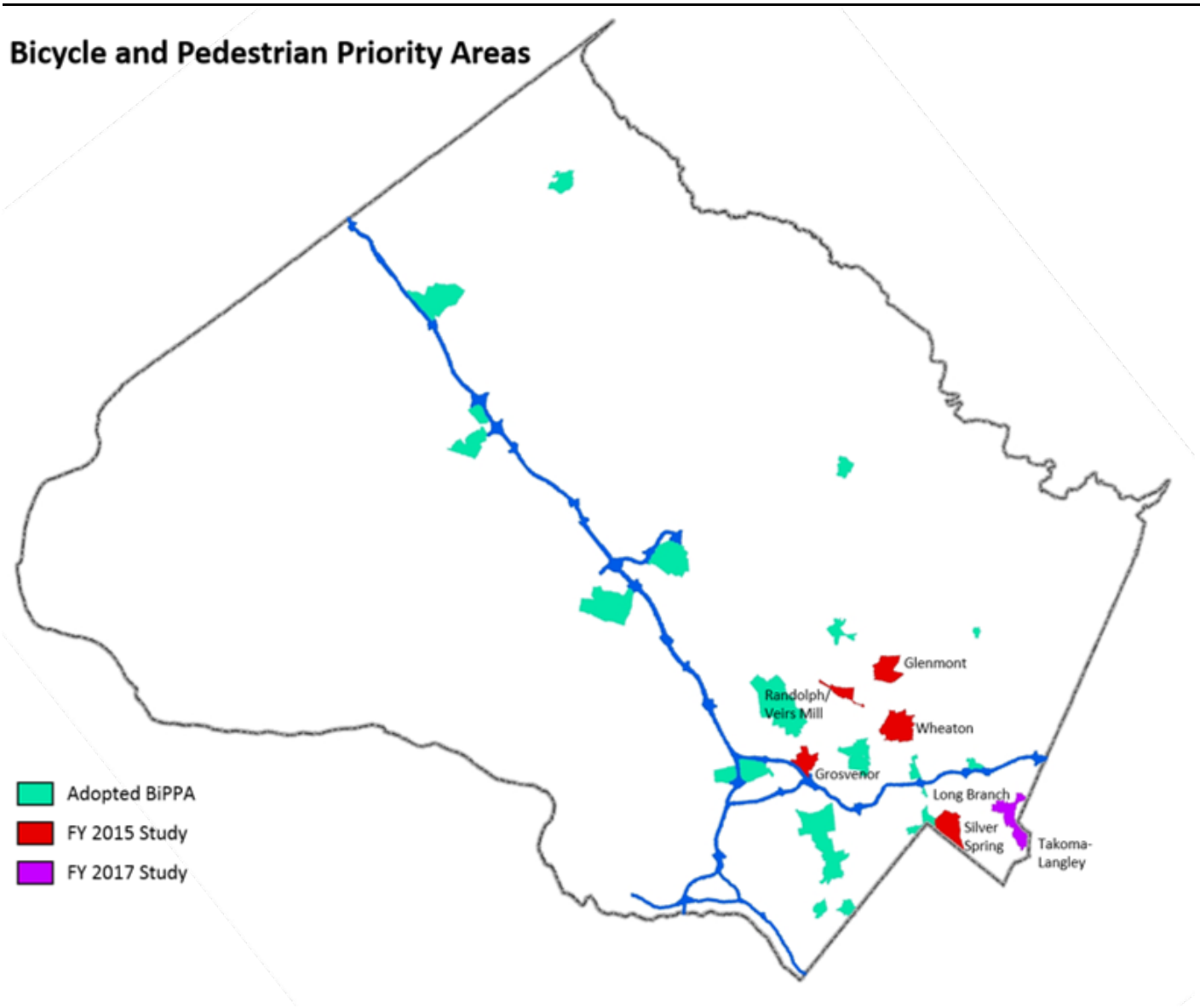
The cost of this project is based on concept level estimates. The cost will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Chambers of Commerce, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority


Bicycle and Pedestrian Priority Areas
Glenmont
Randolph/
Veirs Mill
Wheaton
Grosvenor
Long Branch
Silver
Spring
Takoma-
Langley
Adopted BiPPA
FY 2015 Study
FY 2017 Study

Bicycle-Pedestrian Priority Area Improvements - Purple Line

(P502004)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,206	-	-	2,206	250	104	792	660	200	200	-
Site Improvements and Utilities	238	-	-	238	-	38	50	50	50	50	-
Construction	5,773	-	-	5,773	-	780	1,169	2,324	750	750	-
TOTAL EXPENDITURES	8,217	-	-	8,217	250	922	2,011	3,034	1,000	1,000	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	8,217	-	-	8,217	250	922	2,011	3,034	1,000	1,000	-
TOTAL FUNDING SOURCES	8,217	-	-	8,217	250	922	2,011	3,034	1,000	1,000	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		5	-	-	-	-	-	5
NET IMPACT		5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	250	Year First Appropriation	
Appropriation FY 22 Request	922	Last FY's Cost Estimate	3,717
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of high priority bicycle and pedestrian capital improvements in areas adjacent to future Purple Line Stations including the Silver Spring CBD, Takoma / Langley Park, Long Branch, and Piney Branch / University Avenue Bicycle and Pedestrian Priority Areas (BiPPA). Proposed projects include:

- Area-wide improvements;

- Bicycle lanes on Piney Branch Avenue (MD 320), Carroll Avenue (MD 195), and Flower Avenue;
- Signage and wayfinding improvements on Wildwood Dr, Kirklynn Ave, Holton Ln, Glenside Dr, and Anne Street to create neighborhood greenways
- Sidewalk gap closure near Purple Line Stations
- Improved trail connections between the Northwest Branch Trail, Sligo Creek Trail, and Long Branch Trail;
- And additional improvements to enhance purple line accessibility.

LOCATION

Silver Spring CBD, Takoma / Langley Park, Long Branch, and Piney Branch / University Avenue BiPPAs

ESTIMATED SCHEDULE

Throughout the Purple Line BiPPAs, area-wide improvements are scheduled to begin in FY21 and continue on an annual basis for design and construction through FY26.

COST CHANGE

Cost increase due to addition of design and construction of multiple subprojects aimed to improve safety, mobility and accessibility for people walking and biking near Purple Line Stations. These subprojects include ADA improvements, bicycle lanes, separated bikeways, trail connections, sidewalk construction, signage, and more.

PROJECT JUSTIFICATION

This project will enhance efforts to improve pedestrian and bicyclist mobility, safety, and access in the Takoma / Langley Park, Long Branch, and Piney Branch / University Avenue Bicycle and Pedestrian Priority Areas (BiPPA) and within one mile of Purple Line Stations. Efforts include the design and construction of cycle tracks, bicycle lanes, trail connections, and neighborhood greenways as well as pedestrian improvements including sidewalks and ADA-upgrades. These improvements will help improve connectivity for people walking and biking to important community amenities such as the Long Branch Community Center, schools, retail, and commercial centers. These efforts will also meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

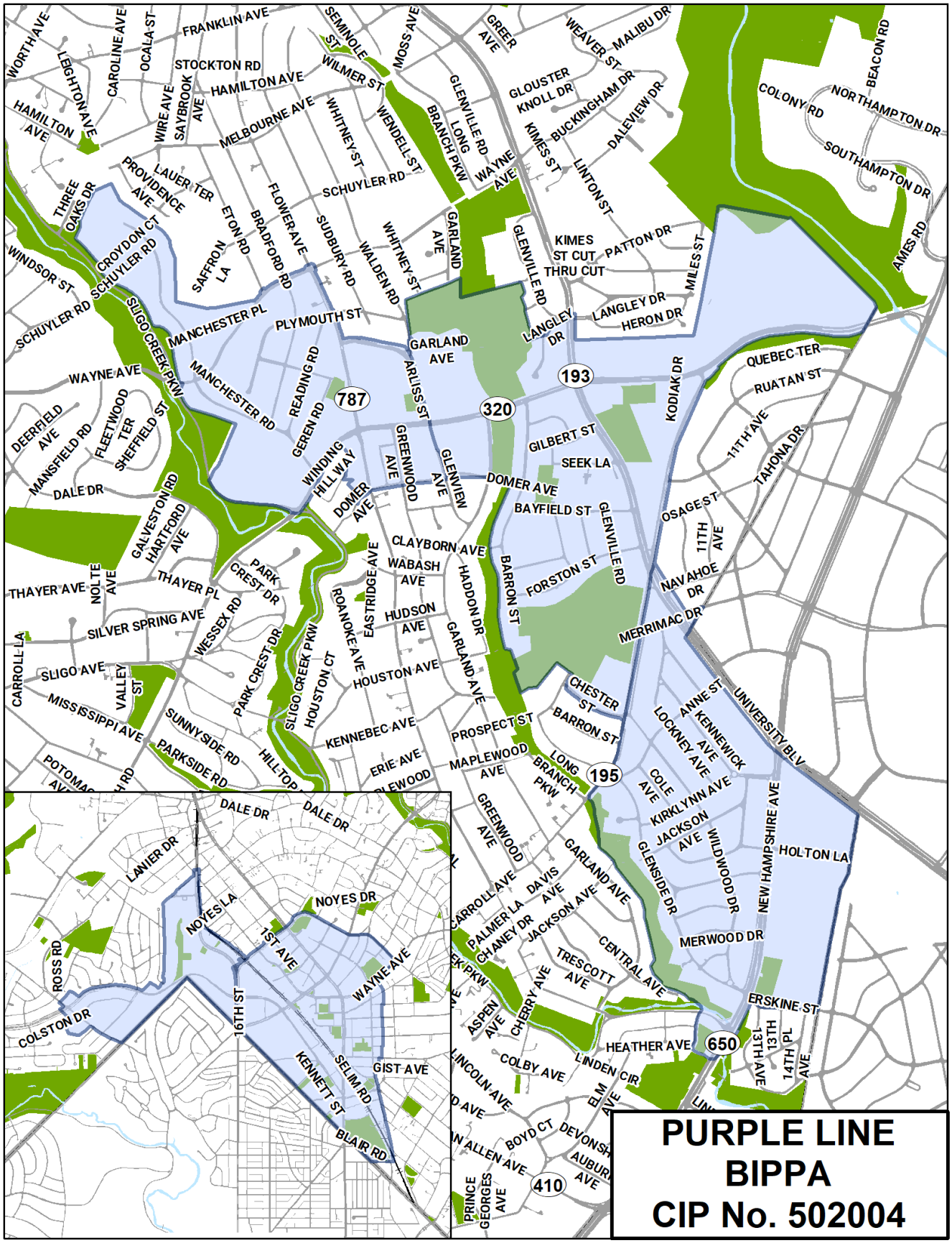
The cost of this project is based on concept level estimates. The cost will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority


PURPLE LINE
BIPPA
CIP No. 502004
WORTH AVE
LEIGHTON AVE
CAROLINE AVE
OCALA ST
FRANKLIN AVE
STOCKTON RD
HAMILTON AVE
HAMILTON AVE
WIRE AVE
SAYBROOK AVE
MELBOURNE AVE
SEMINOLE ST
WILMER ST
MOSS AVE
GREER AVE
WEAVER ST
MALIBU DR
GLOUSTER KNOLL DR
BUCKINGHAM DR
DALEVIEW DR
BEACON RD
COLONY RD
NORTHAMPTON DR
SOUTHAMPTON DR
AMES RD
WHITNEY ST
WENDELL ST
GLENVILLE RD
LONG BRANCH PKW
WAYNE AVE
KIMES ST
LINTON ST
PROVIDENCE AVE
LAUER TER
SCHUYLER RD
THREE OAKS DR
ETON RD
BRADFORD RD
FLOWER AVE
SUDBURY RD
WALDEN RD
WHITNEY ST
GARLAND AVE
GLENVILLE RD
KIMES ST CUT THRU CUT
PATTON DR
MILES ST
WINDSOR ST
CROYDON CT
SCHUYLER RD
SAFFRON LA
SCHUYLER RD
SLIGO CREEK PKW
MANCHESTER PL
PLYMOUTH ST
GARLAND AVE
LANGLEY DR
LANGLEY DR
HERON DR
WAYNE AVE
MANCHESTER RD
READING RD
787
ARLISS ST
320
193
KODIAK DR
QUEBEC TER
RUATAN ST
DEERFIELD AVE
MANSFIELD RD
FLEETWOOD TER
SHEFFIELD ST
GEREN RD
WINDING HILL WAY
GREENWOOD AVE
GLENVIEW AVE
GILBERT ST
SEEK LA
DOMER AVE
DALE DR
DOMER AVE
BAYFIELD ST
GLENVILLE RD
11TH AVE
TAHONA DR
OSAGE ST
11TH AVE
GALVESTON RD
HARTFORD AVE
CLAYBORN AVE
WABASH AVE
HADDON DR
BARRON ST
FORSTON ST
NAVAHOE DR
THAYER AVE
NOLTE AVE
THAYER PL
PARK CREST DR
EASTRIDGE AVE
ROANOKE AVE
HUDSON AVE
GARLAND AVE
MERRIMAC DR
SILVER SPRING AVE
WESSEX RD
CARROLL LA
SLIGO AVE
VALLEY ST
PARK CREST DR
SLIGO CREEK PKW
HOUSTON CT
HOUSTON AVE
CHESTER ST
ANNE ST
UNIVERSITY BLV
MISSISSIPPI AVE
SUNNYSIDE RD
KENNEBEC AVE
PROSPECT ST
BARRON ST
LOCKNEY AVE
KENNEWICK AVE
PARKSIDE RD
HILLTOP
ERIE AVE
MAPLEWOOD AVE
LONG BRANCH PKW
195
COLE AVE
KIRKLYNN AVE
JACKSON AVE
WILDWOOD DR
NEW HAMPSHIRE AVE
HOLTON LA
GREENWOOD AVE
GARLAND AVE
GLENSIDE DR
CARROLL AVE
DAVIS AVE
PALMER LA
CHANEY DR
JACKSON AVE
CENTRAL AVE
MERWOOD DR
TRESCOTT AVE
CHERRY AVE
ASPEN AVE
ERSKINE ST
13TH AVE
13TH PL
14TH AVE
HEATHER AVE
650
COLBY AVE
LINDEN CIR
ELM AVE
LINCOLN AVE
BOYD CT
DEVONSH
AUBURN AVE
410
PRINCE GEORGES AVE
DALE DR
DALE DR
LANIER DR
NOYES LA
NOYES DR
1ST AVE
ROSS RD
WAYNE AVE
16TH ST
COLSTON DR
KENNETT ST
SELIM RD
GIST AVE
BLAIR RD

Bicycle-Pedestrian Priority Area Improvements - Veirs Mill/Randolph

(P502003)

Category	Transportation	Date Last Modified	03/05/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,497	-	161	1,336	334	336	34	352	141	139	-
Construction	1,877	-	-	1,877	-	-	213	874	394	396	-
TOTAL EXPENDITURES	3,374	-	161	3,213	334	336	247	1,226	535	535	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	3,374	-	161	3,213	334	336	247	1,226	535	535	-
TOTAL FUNDING SOURCES	3,374	-	161	3,213	334	336	247	1,226	535	535	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		5	-	-	-	-	-	5
NET IMPACT		5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	334	Year First Appropriation	FY20
Appropriation FY 22 Request	336	Last FY's Cost Estimate	2,304
Cumulative Appropriation	161		
Expenditure / Encumbrances	-		
Unencumbered Balance	161		

PROJECT DESCRIPTION

This project provides for the design and construction of bicycle and pedestrian capital improvements in the Veirs Mill Road/Randolph Road Bicycle-Pedestrian Priority Area (BiPPA) identified in County master plans.

LOCATION

ESTIMATED SCHEDULE

Construction of projects is anticipated to begin in FY 23.

COST CHANGE

The project's cost has been increased due to the addition of funds in FY 25 and FY 26.

PROJECT JUSTIFICATION

This project will enhance efforts in other projects to improve pedestrian and bicyclist mobility, safety, and access in the Randolph/Veirs Mill BiPPA. These efforts will also help to meet master plan non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

The cost of this project is based on concept level estimates. The cost will be updated as design progresses.In FY20, an $84,000 supplemental appropriation was approved.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

586
VEIRS MILL RD
RANDOLPH RD
DENLEY RD
Veirs Mill Rd - Randolph Rd BiPPA
CONNECTICUT AVE
NEWPORT MILL RD
VEIRS MILL RD
185

Bicycle-Pedestrian Priority Area Improvements - Wheaton CBD

(P502002)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,696	-	704	992	268	89	28	16	185	406	-
Construction	2,858	-	815	2,043	267	295	67	37	431	946	-
TOTAL EXPENDITURES	4,554	-	1,519	3,035	535	384	95	53	616	1,352	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	4,554	-	1,519	3,035	535	384	95	53	616	1,352	-
TOTAL FUNDING SOURCES	4,554	-	1,519	3,035	535	384	95	53	616	1,352	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		5	-	-	-	-	-	5
NET IMPACT		5	-	-	-	-	-	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	902	Year First Appropriation	FY20
Appropriation FY 22 Request	384	Last FY's Cost Estimate	2,586
Cumulative Appropriation	1,519		
Expenditure / Encumbrances	-		
Unencumbered Balance	1,519		

PROJECT DESCRIPTION

This project funds the design and construction of bicycle and pedestrian capital infrastructure in the Wheaton Central Business District (CBD) Bicycle and Pedestrian Priority Area (BiPPA) and identified in the Wheaton Central Business District (CBD) and Vicinity Sector Plan. Recommended improvements will include new sidewalks, separated bikeways, shared-use paths, streetscape improvements, lighting, signal and accessibility upgrades, intersection safety improvements, bike parking, bicyclist and pedestrian wayfinding, and other treatments intended to improve safety and mobility for cyclists and pedestrians. Future projects include

intersection safety improvements identified as high priority and near-term in the Wheaton BiPPA Study.

LOCATION

Wheaton CBD and Vicinity

ESTIMATED SCHEDULE

Construction of the first Wheaton BiPPA project, the two-way separated bikeway on the west side of Amherst Avenue from Arcola Avenue to Windham Lane, is anticipated to begin in FY 25. Design for the Amherst bikeway and design and construction of area-wide pedestrian intersection improvements is ongoing.

COST CHANGE

Costs increased to fully fund Amherst Avenue Bikeway.

PROJECT JUSTIFICATION

This project will enhance and promote accessibility, safety, mobility and comfort for people walking and biking in the Wheaton CBD. The primary purpose of this project is to build better and safer facilities. In urban areas, walking and bicycling are among the most affordable forms of transportation, providing safe and efficient access to transit. Providing safe, convenient and attractive bicycle and pedestrian access, along with modernizing aging infrastructure is essential to ensure equity for all and provide access to jobs, education, public services and the social network. The Wheaton CBD and Vicinity includes the Wheaton Metro Station and Bus Transfer Center, the Wheaton CBD, town square and adjacent public park and government office building, high-density housing, commercial and retail uses including small businesses and Westfield Wheaton (mall), employment areas, entertainment venues, Wheaton Regional Park, connections to the Sligo Creek Trail, Wheaton Library, Recreation and Community Center, fire and police stations, the Mid-County Regional Services Center, MNCPPC and multiple County agencies, Proyecto Salud Clinic, the Gilchrist Immigration Resource Center, and the Adult Behavioral Health Program. This project supports the ongoing redevelopment of the Wheaton CBD, and will help meet master planned Non-Auto Driver Mode Share (NADMS) goals.

FISCAL NOTE

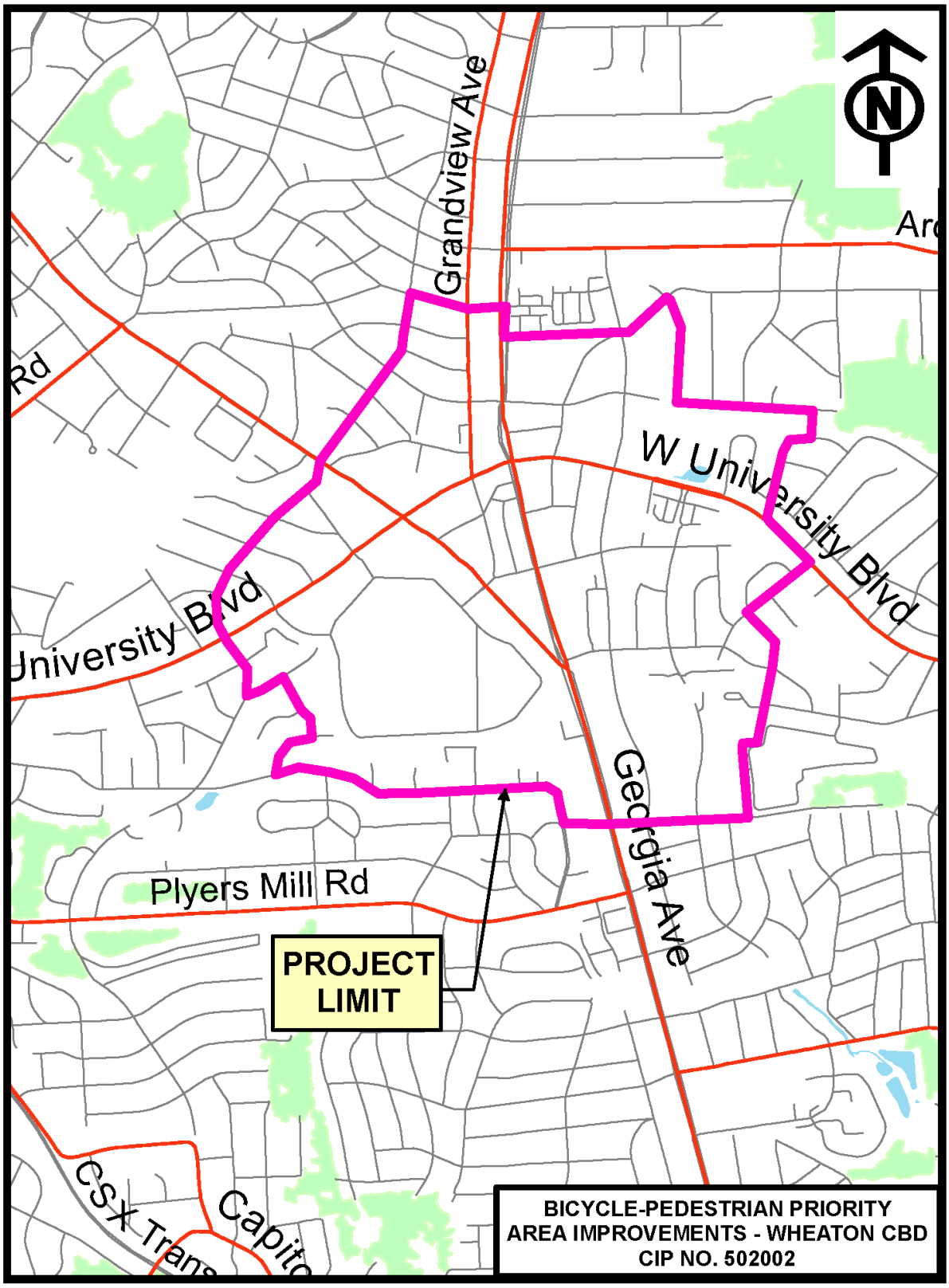
In FY20, a $367,000 supplemental appropriation was approved.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland National Capital Park and Planning Commission (M-NCPPC), Wheaton Urban District Advisory Committee, Maryland DOT State Highway Administration, WMATA, Department of Permitting Services and utilities.


Grandview Ave
Rd
W University Blvd
University Blvd
Georgia Ave
Plyers Mill Rd
PROJECT LIMIT
CSX Trans
Capito
BICYCLE-PEDESTRIAN PRIORITY
AREA IMPROVEMENTS - WHEATON CBD
CIP NO. 502002

Bikeway Program Minor Projects
(P507596)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	7,124	2,304	1,475	3,345	495	375	530	510	935	500	-
Land	573	151	172	250	-	150	-	100	-	-	-
Site Improvements and Utilities	95	95	-	-	-	-	-	-	-	-	-
Construction	9,249	629	1,955	6,665	635	1,045	2,040	960	705	1,280	-
TOTAL EXPENDITURES	17,041	3,179	3,602	10,260	1,130	1,570	2,570	1,570	1,640	1,780	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	200	-	200	-	-	-	-	-	-	-	-
G.O. Bonds	15,029	1,876	2,993	10,160	1,030	1,570	2,570	1,570	1,640	1,780	-
Impact Tax	1,034	1,017	17	-	-	-	-	-	-	-	-
State Aid	778	286	392	100	100	-	-	-	-	-	-
TOTAL FUNDING SOURCES	17,041	3,179	3,602	10,260	1,130	1,570	2,570	1,570	1,640	1,780	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		6	1	1	1	1	1	1
NET IMPACT		6	1	1	1	1	1	1

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,230	Year First Appropriation	FY75
Appropriation FY 22 Request	1,570	Last FY's Cost Estimate	12,621
Cumulative Appropriation	6,781		
Expenditure / Encumbrances	4,266		
Unencumbered Balance	2,515		

PROJECT DESCRIPTION

This program provides for the planning, design, and construction of bikeways, trails, neighborhood greenways and directional route

signs throughout the County to develop the bikeway network specified by master plans and those requested by the community to provide access to commuter rail, mass transit, major employment centers, recreational and educational facilities, and other major attractions. The program will construct bicycle facilities that typically cost less than $1,000,000 including shared use paths, on-road bicycle facilities, wayfinding, and signed shared routes.

COST CHANGE

$1 million added in FY23. Funds also added in FY25 and FY26 to this level of effort project.

PROJECT JUSTIFICATION

There is a continuing and increasing need to develop a viable and effective bikeway and trail network throughout the County to increase bicyclist safety and mobility, provide an alternative to the use of automobiles, reduce traffic congestion, reduce air pollution, conserve energy, enhance quality of life, provide recreational opportunities, and encourage healthy life styles. This program implements the bikeways recommended in local area master plans, in the November 2018 Approved and Adopted Montgomery County Bicycle Master Plan, and those identified by individuals, communities, the Montgomery County Bicycle Action Group, and bikeway segments and connectors necessitated by the subdivision process. Projects identified by individuals and communities will be used as an ongoing project guide which will be implemented in accordance with the funds available in each fiscal year. This program also complements and augments the bikeways that are included in road projects and supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities to zero on all roads by 2030.

FISCAL NOTE

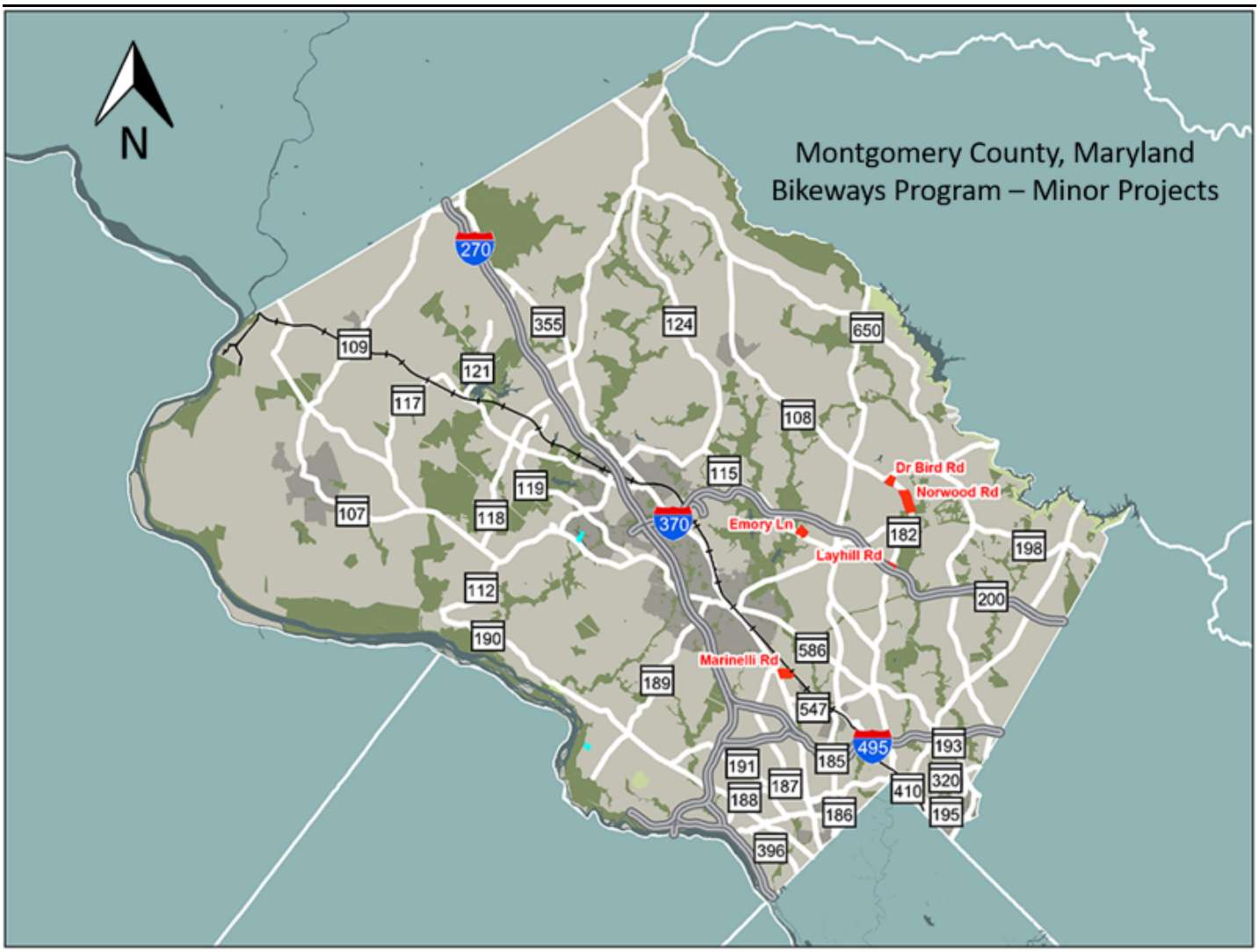
In FY20 an additional funding switch from GO Bonds to State Aid will be realized.

DISCLOSURES

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

COORDINATION

Maryland Department of Transportation State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Police, Citizen Advisory Boards, Montgomery County Bicycle Action Group, Coalition for the Capital Crescent Trail, Montgomery Bicycle Advocates, Washington Area Bicyclist Association, Washington Metropolitan Area Transit Authority, Department of Permitting Services and Utility Companies.


N
Montgomery County, Maryland
Bikeways Program – Minor Projects
270
355
124
650
109
121
117
108
115
119
107
118
370
Dr Bird Rd
Norwood Rd
Emory Ln
182
198
Layhill Rd
112
200
190
586
Marinelli Rd
189
547
495
193
191
185
320
187
410
188
186
195
396

Bowie Mill Road Bikeway
(P502108)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Darnestown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	4,395	-	-	2,245	-	-	-	1,122	1,123	-	2,150
Land	1,091	-	-	465	-	-	-	-	-	465	626
Site Improvements and Utilities	3,146	-	-	200	-	-	-	-	-	200	2,946
Construction	12,074	-	-	-	-	-	-	-	-	-	12,074
TOTAL EXPENDITURES	20,706	-	-	2,910	-	-	-	1,122	1,123	665	17,796

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	20,706	-	-	2,910	-	-	-	1,122	1,123	665	17,796
TOTAL FUNDING SOURCES	20,706	-	-	2,910	-	-	-	1,122	1,123	665	17,796

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight to ten feet wide sidepath for 3.3 miles along Bowie Mill Road from Olney Laytonsville Road (MD 108) to Muncaster Mill Road (MD 115) and continues along Muncaster Mill Road to Needwood Road. The project also provides a new pedestrian bridge over Rock Creek North Branch for continuation of the sidepath along Bowie Mill Road.

LOCATION

Olney-Derwood

ESTIMATED SCHEDULE

Design to start in FY24 and be completed in FY25. Land acquisition to start in FY26 and be completed in FY27. Construction to start in FY28 and be completed in FY29.

PROJECT JUSTIFICATION

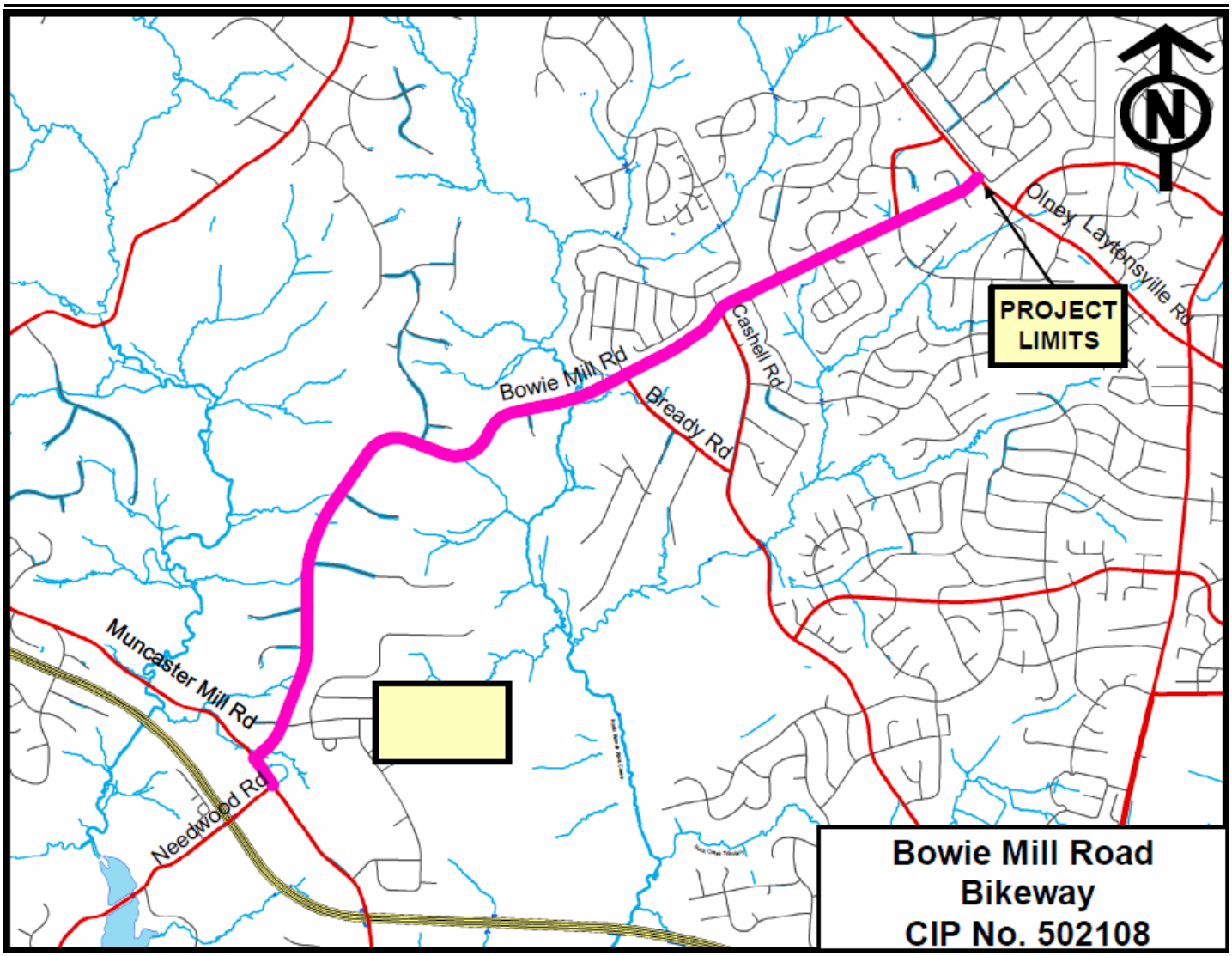
The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a sidepath along Bowie Mill Road. The project is a critical connection in the existing bicycle network between the existing trails and important destinations including Needwood Road Bike Path, North Branch Trail, the Inter-County Connector (ICC) Trail, Shady Grove Metro Station, Sequoyah Elementary School, Colonel Zadok Magruder High School, and Olney Town Center.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.


N
PROJECT LIMITS
Olney Laytonsville Rd
Bowie Mill Rd
Bready Rd
Cashell Rd
Muncaster Mill Rd
Needwood Rd
Bowie Mill Road
Bikeway
CIP No. 502108

Bradley Boulevard (MD 191) Improvements
(P501733)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,038	-	-	2,080	633	691	5	5	48	698	958
Land	2,407	-	-	2,407	-	-	1,339	857	211	-	-
Site Improvements and Utilities	2,160	-	-	2,160	-	-	-	-	1,940	220	-
Construction	8,860	-	-	3,202	-	-	-	-	-	3,202	5,658
TOTAL EXPENDITURES	16,465	-	-	9,849	633	691	1,344	862	2,199	4,120	6,616

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	16,465	-	-	9,849	633	691	1,344	862	2,199	4,120	6,616
TOTAL FUNDING SOURCES	16,465	-	-	9,849	633	691	1,344	862	2,199	4,120	6,616

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,324	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	16,516
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for completing final design and construction for the master planned dual bikeway along Bradley Boulevard (MD 191) which includes two 11' traffic lanes, two 5' on-road bike lanes, an 8' off-road shared use path on the north side of the road, and a 5' sidewalk on the south side of the road. The project limits extend approximately one mile from about 450' south of Wilson Lane to Glenbrook Road. The project will coordinate with a separate MCDOT intersection improvement project to connect the existing sidewalk on Bradley Boulevard east of Goldsboro Road and an existing sidewalk on Wilson Lane to improve pedestrian safety and provide access to transit stops and the Bethesda Central Business District. The project also includes two additional un-signalized crosswalks across Bradley Boulevard at Durbin Road and Pembroke Road, drainage improvements, and pedestrian lighting. This project also includes the land acquisitions and utility relocations that support the roadway improvements. The project is broken down into phases. Phase I includes everything except for the shared-use path, which is assumed in Phase II.

ESTIMATED SCHEDULE

Phase I: Final design to start in FY21 and finish in FY22. Land acquisition to begin in FY23. Construction is scheduled to be completed in FY26. Phase II: to begin after FY26.

COST CHANGE

Cost reduction due to the expedited planned completion of Bradley Boulevard intersection at Wilson Lane improvements in the Intersection and Spot Improvements project (#507017). Construction cost for Phase II added in beyond six years.

PROJECT JUSTIFICATION

The Montgomery County Bikeway Master Plan, adopted in November 2018, recommends a north-side sidepath and conventional bike lanes in this segment of Bradley Boulevard. The service area is predominantly residential with several schools (Landon, Whitman HS, and Pyle MS) that could potentially generate bike-trips. Bethesda Row and other shopping centers are located a half mile to the east. There are 17 Montgomery County Ride-On bus stops (8 westbound and 9 eastbound) within the project area. This project will comply with area master plans, improve bicycle and pedestrian facilities, encourage bicycle usage, and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

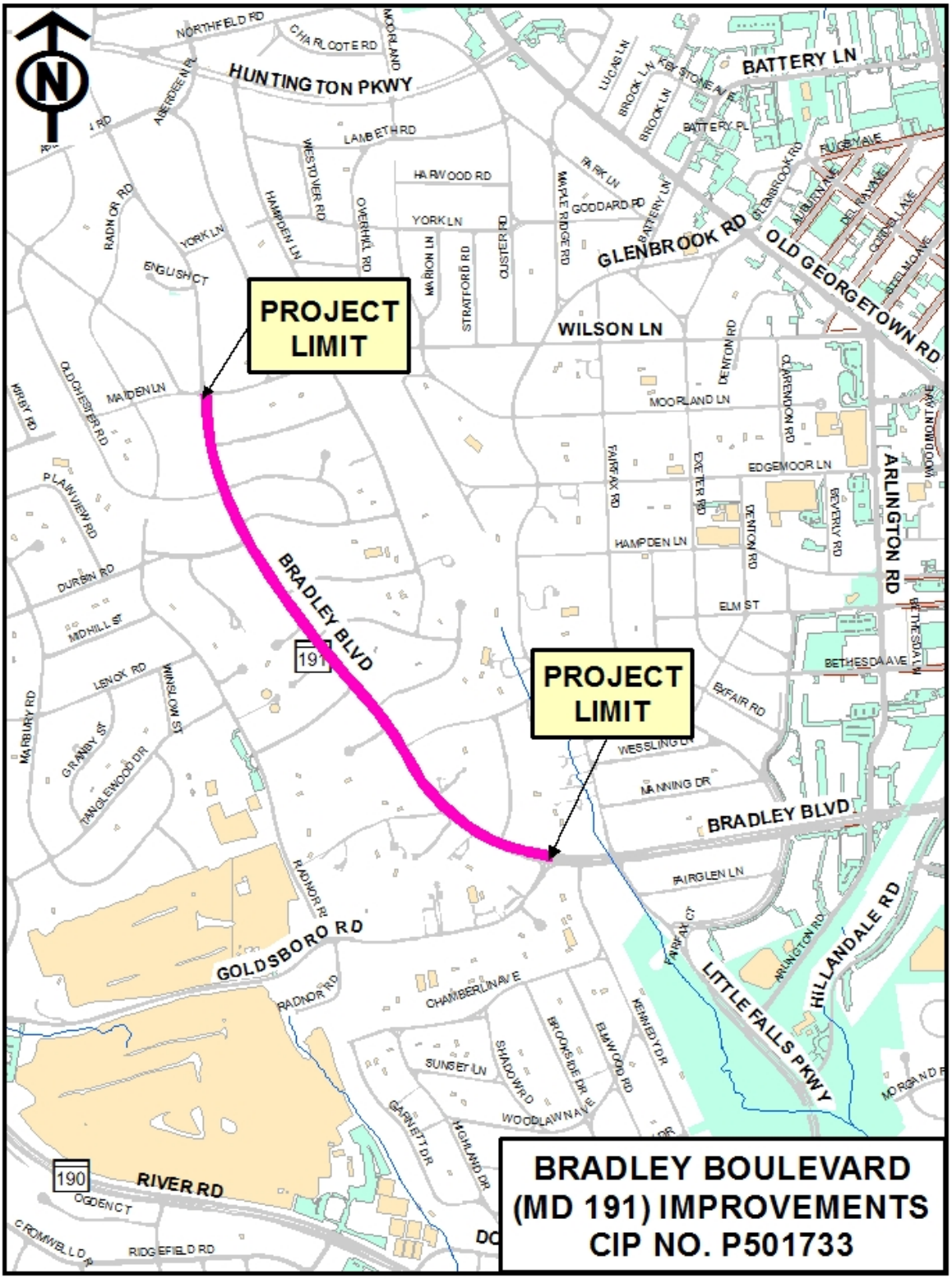
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The project can be built in phases to better absorb cost and fiscal constraints. The cost estimate is based on preliminary design only. A more accurate cost estimate will be prepared upon completion of final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.


PROJECT LIMIT
PROJECT LIMIT
BRADLEY BOULEVARD (MD 191) IMPROVEMENTS CIP NO. P501733
BRADLEY BLVD
HUNTINGTON PKWY
BATTERY LN
GLENBROOK RD
OLD GEORGETOWN RD
WILSON LN
ARLINGTON RD
GOLDSBORO RD
RIVER RD
LITTLE FALLS PKWY
HILLANDALE RD
NORTHFIELD RD
CHARLOTTE RD
LAMBETH RD
HARWOOD RD
YORK LN
GODDARD RD
MOORLAND LN
EDGEMOOR LN
HAMPDEN LN
ELM ST
BETHESDA AVE
MANNING DR
FAIRGLEN LN
CHAMBERLIN AVE
WOODLAWN AVE
RIDGEFIELD RD
191
190

Capital Crescent Trail
(P501316)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	10,841	1,090	2,731	5,520	40	40	40	-	2,700	2,700	1,500
Land	873	415	458	-	-	-	-	-	-	-	-
Site Improvements and Utilities	2,308	8	-	2,000	-	-	-	-	1,000	1,000	300
Construction	97,725	33,576	14,375	39,174	2,848	1,167	59	-	17,300	17,800	10,600
Other	4,350	-	-	4,350	1,350	3,000	-	-	-	-	-
TOTAL EXPENDITURES	116,097	35,089	17,564	51,044	4,238	4,207	99	-	21,000	21,500	12,400

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	104,999	27,470	14,085	51,044	4,238	4,207	99	-	21,000	21,500	12,400
Impact Tax	11,098	7,619	3,479	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	116,097	35,089	17,564	51,044	4,238	4,207	99	-	21,000	21,500	12,400

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		35	-	-	5	10	10	10
Energy		35	-	-	5	10	10	10
NET IMPACT		70	-	-	10	20	20	20

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	4,238	Year First Appropriation	FY15
Appropriation FY 22 Request	4,207	Last FY's Cost Estimate	61,197
Cumulative Appropriation	52,653		
Expenditure / Encumbrances	44,926		
Unencumbered Balance	7,727		

PROJECT DESCRIPTION

This project provides for the funding of the Capital Crescent trail, including the main trail from Woodmont Avenue in Bethesda to

Silver Spring as a largely 12-foot-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, a new tunnel beneath Wisconsin Avenue, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

ESTIMATED SCHEDULE

The surface trail is scheduled for construction in FY21. Construction of the tunnel under Wisconsin Avenue to start in summer of 2024 with completion in late fall/early winter of 2026.

COST CHANGE

Funds added for design and construction of tunnel under Wisconsin Avenue.

PROJECT JUSTIFICATION

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

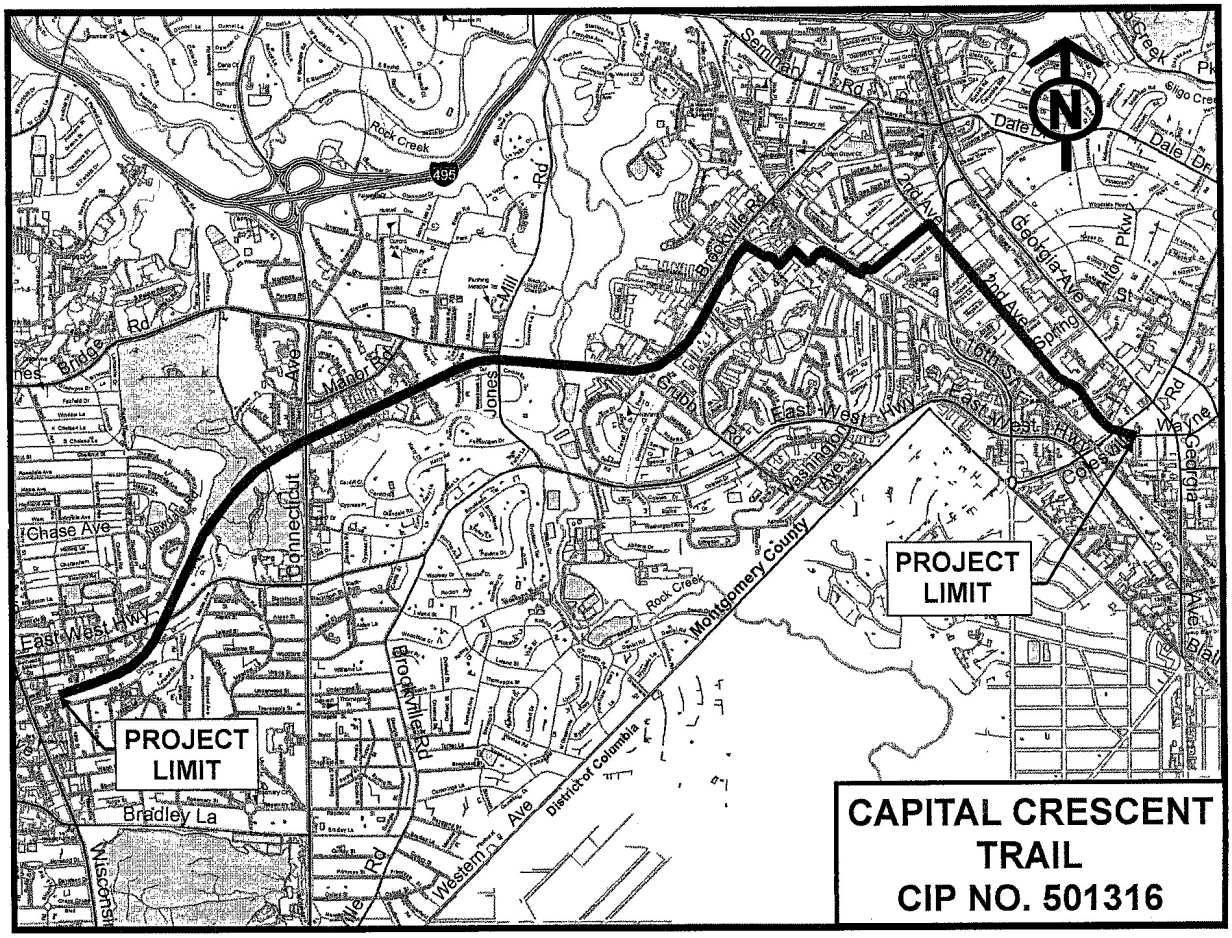
The project schedule and cost estimates were updated in FY17 as a result of the MTA's proposed public-private partnership for the Purple Line and reflects the actual bid by the Concessionaire.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.


PROJECT LIMIT
PROJECT LIMIT
CAPITAL CRESCENT TRAIL
CIP NO. 501316
Rock Creek
495
Samuel Rd
Brookville Rd
Georgia Ave
East West Hwy
Connecticut Ave
Jones Mill Rd
Chase Ave
Bradley La
Wisconsin
Western Ave
Brookville Rd
Montgomery County
District of Columbia
Wayne
Dale Dr
Sligo Creek
Manor Rd
Grubb Rd
Washington Ave
16th St
2nd Ave
Alton Pkwy
Colesville Rd
Bridge Rd
Newlin
N

Dale Drive Shared Use Path and Safety Improvements
(P502109)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,156	-	-	2,156	644	709	-	-	526	277	-
Land	2,312	-	-	2,312	-	-	708	1,244	360	-	-
Site Improvements and Utilities	482	-	-	482	-	-	-	-	482	-	-
Construction	3,499	-	-	3,499	-	-	-	-	1,909	1,590	-
TOTAL EXPENDITURES	8,449	-	-	8,449	644	709	708	1,244	3,277	1,867	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	8,449	-	-	8,449	644	709	708	1,244	3,277	1,867	-
TOTAL FUNDING SOURCES	8,449	-	-	8,449	644	709	708	1,244	3,277	1,867	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,353	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide shared use path approximately 1 mile of length along the north side of Dale Drive from Georgia Avenue (MD 97) to Colesville Road (US 29). The project also provides minor intersection safety improvements within the project limits to improve existing sight distance and crosswalks.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY22, FY24, and FY26 respectively. The construction will have a duration of 2 years.

PROJECT JUSTIFICATION

There are only short segments of sidewalk scattered within the project limits but no continuous pedestrian facilities on this section of Dale Drive, where several school bus stops are located. This section of Dale Drive is also the last missing link of pedestrian facilities on Dale Drive and a connection to the future Purple Line Station on Dale Drive and Wayne Avenue, as well as the Sligo Creek Trail.

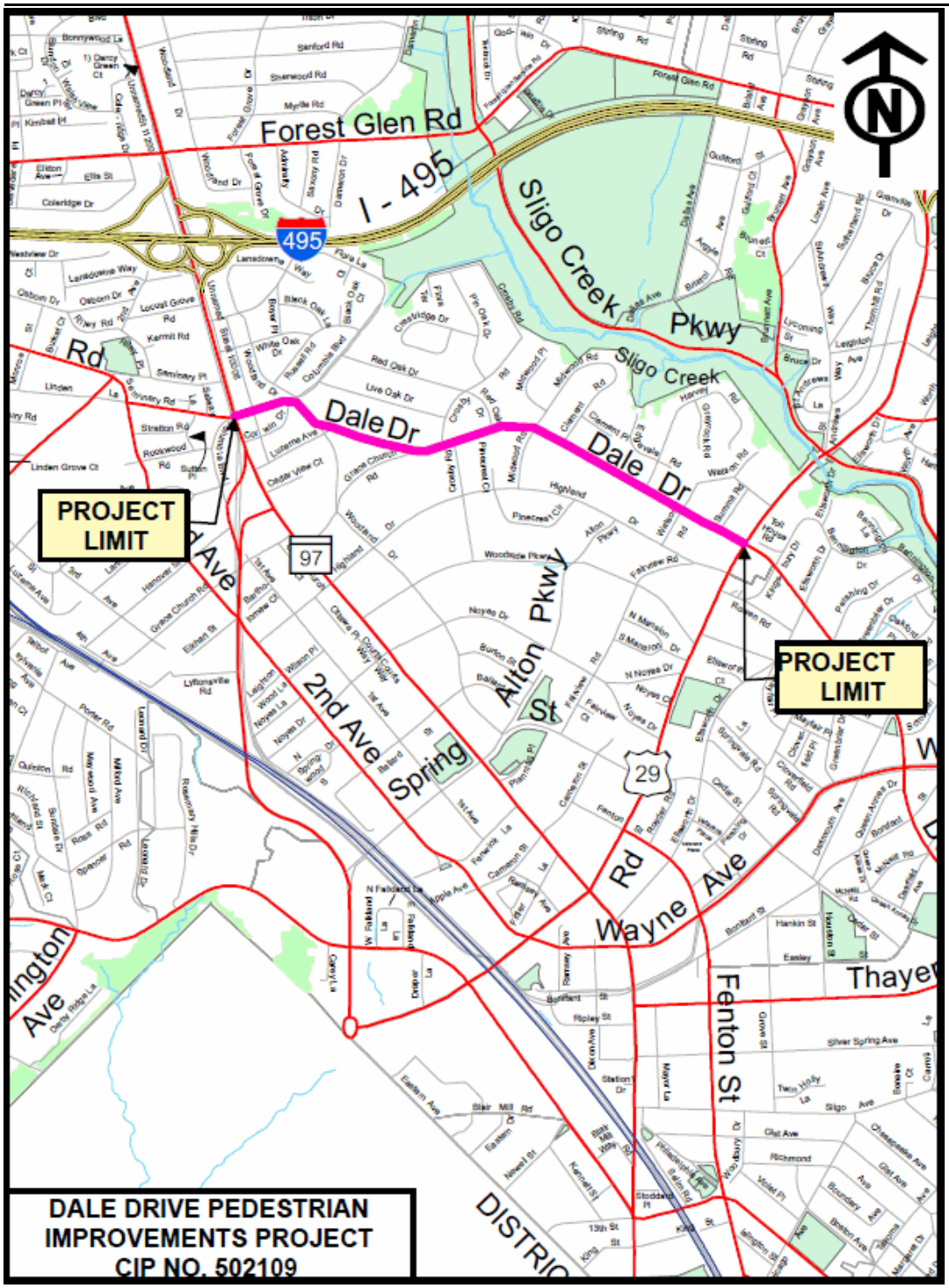
The Montgomery County Bicycle Master Plan, approved in November 2018, recommends a shared use path or sidewalk to be added for this section of Dale Drive.

OTHER

This project supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.


PROJECT LIMIT
PROJECT LIMIT
Forest Glen Rd
I - 495
Sligo Creek Pkwy
Sligo Creek
Dale Dr
Dale Dr
Alton Pkwy
2nd Ave
Spring St
Wayne Ave
Fenton St
Thayer
495
97
29
N
DALE DRIVE PEDESTRIAN IMPROVEMENTS PROJECT
CIP NO. 502109

Falls Road Bikeway and Pedestrian Facility
(P500905)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,426	-	-	1,640	820	820	-	-	-	-	1,786
Land	2,700	-	-	-	-	-	-	-	-	-	2,700
Site Improvements and Utilities	3,000	-	-	-	-	-	-	-	-	-	3,000
Construction	17,985	-	-	-	-	-	-	-	-	-	17,985
TOTAL EXPENDITURES	27,111	-	-	1,640	820	820	-	-	-	-	25,471

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	1,230	-	-	1,230	820	410	-	-	-	-	-
G.O. Bonds	25,881	-	-	410	-	410	-	-	-	-	25,471
TOTAL FUNDING SOURCES	27,111	-	-	1,640	820	820	-	-	-	-	25,471

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,640	Year First Appropriation	FY16
Appropriation FY 22 Request	-	Last FY's Cost Estimate	24,830
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides funds to develop final design plans, acquire right-of-way, and construct approximately 4 miles of an 8-foot bituminous hiker/biker path along the east side of Falls Road from River Road to Dunster Road. Falls Road is classified as a major highway and has a number of side street connections along the project corridor. The path will provide pedestrians and cyclists safe access to communities along this project corridor, and will provide a connection to existing pedestrian facilities to the north (Rockville) and to the south (Potomac).

LOCATION

Falls Road from River Road to Dunster Road

ESTIMATED SCHEDULE

Final design to occur in FY21-22. Land acquisition, utilities, and construction costs are programmed beyond the six years; the schedule will be reevaluated once the new design is completed.

COST CHANGE

Cost increase necessary to update design.

PROJECT JUSTIFICATION

This path provides access to public transportation along Falls Road. The path will provide pedestrian access to the following destinations: bus stops along Falls Road, Bullis School, Ritchie Park Elementary School, Potomac Community Center, Potomac Library, Potomac Village Shopping Center, Potomac Promenade Shopping Center, Heritage Farm Park, Falls Road Golf Club, Falls Road Park, and a number of religious facilities along Falls Road. The 2002 Potomac Subregion Master Plan calls for a Class I (off-road) bike path along Falls Road from the Rockville City limit to MacArthur Boulevard. The path is a missing link between existing bicycle facilities within the City of Rockville and existing path along Falls Road south of River Road.

OTHER

Montgomery County Department of Transportation has completed Phase 2 facility planning, preliminary design, with funds from the annual bikeway program. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

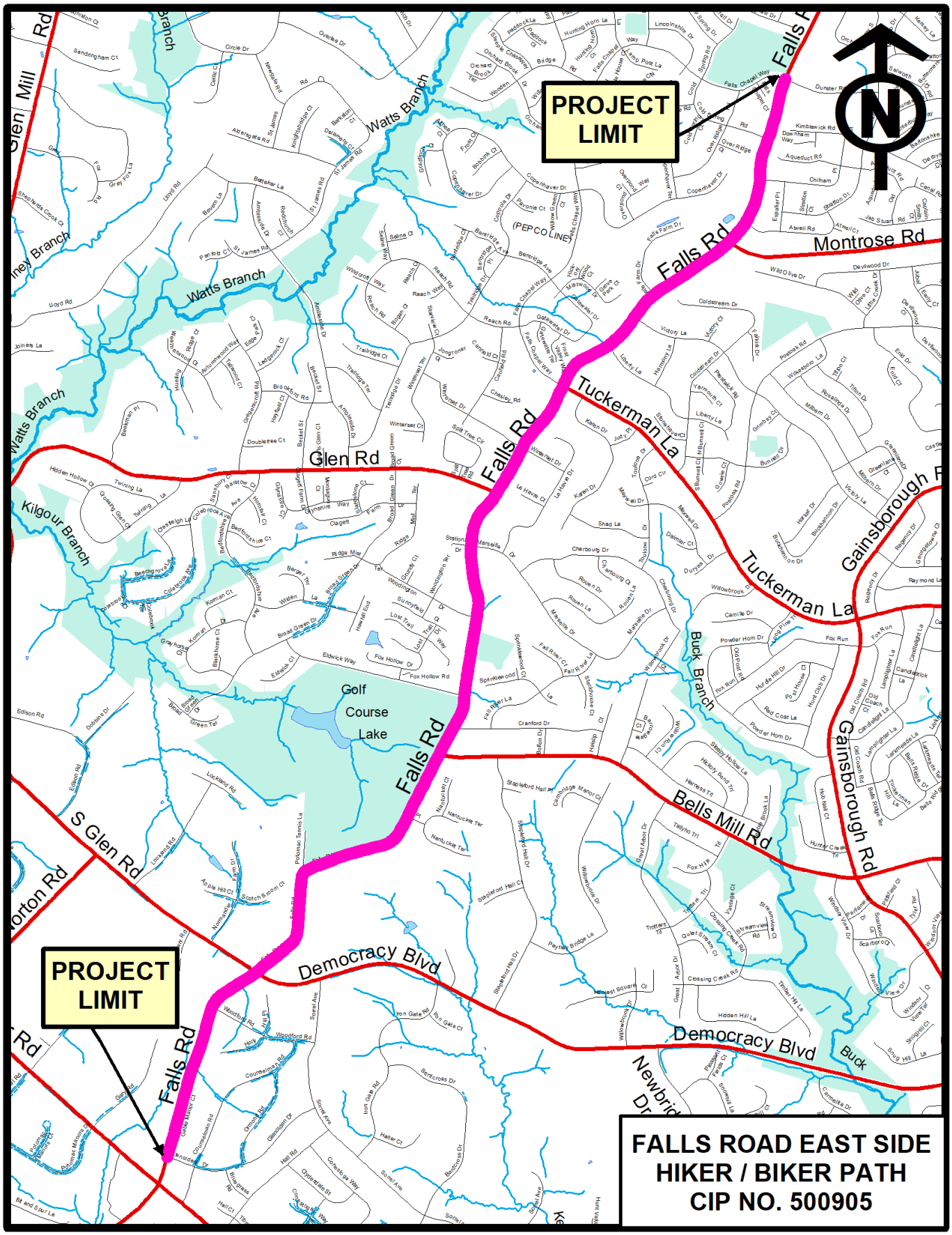
Construction cost estimate is based on design that was completed in 2009. Final construction cost will be determined after final design is completed. Federal Aid in FY21-22 includes the Transportation Alternative Program (TAP) grant in the amount of $1.23M.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), State Highway Administration, Utility Companies, Department of Environmental Protection, Department of Permitting Services, Washington Gas, Pepco, Verizon, Maryland Department of Natural Resources; Special Capital Projects Legislation will be proposed by the County Executive.


PROJECT LIMIT
PROJECT LIMIT
Falls Rd
Montrose Rd
Tuckerman La
Glen Rd
Watts Branch
Kilgour Branch
Gainsborough Rd
Buck Branch
Golf Course Lake
Bells Mill Rd
S Glen Rd
Democracy Blvd
(PEPCO LINE)
FALLS ROAD EAST SIDE
HIKER / BIKER PATH
CIP NO. 500905

Fenton Street Cycletrack
(P502001)

Category	Transportation	Date Last Modified	02/28/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,393	-	654	739	66	355	308	10	-	-	-
Site Improvements and Utilities	633	-	-	633	633	-	-	-	-	-	-
Construction	2,834	-	61	2,773	-	-	2,708	65	-	-	-
TOTAL EXPENDITURES	4,860	-	715	4,145	699	355	3,016	75	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	4,860	-	715	4,145	699	355	3,016	75	-	-	-
TOTAL FUNDING SOURCES	4,860	-	715	4,145	699	355	3,016	75	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		10	-	-	-	-	5	5
NET IMPACT		10	-	-	-	-	5	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,104	Year First Appropriation	FY20
Appropriation FY 22 Request	355	Last FY's Cost Estimate	4,860
Cumulative Appropriation	715		
Expenditure / Encumbrances	-		
Unencumbered Balance	715		

PROJECT DESCRIPTION

This project provides for the design and construction of the Fenton Street Bikeway in the Silver Spring CBD Bicycle and Pedestrian Priority Area (BiPPA). Recommended improvements include the construction of a separated bikeway between King Street and Planning Place along Fenton Street and will include wayfinding, ADA-improvements, and other treatments intended to improve safety and mobility for people walking and biking.

LOCATION

Silver Spring CBD BiPPA

ESTIMATED SCHEDULE

Design of the Fenton Street Bikeway started in FY20 with construction starting in FY23. Construction is currently scheduled to be completed in FY24. The project will be constructed in four phases. Design for Phase I (Planning Place to Cameron Street) was funded by P501532 and was completed in FY20 with construction starting in FY21. Design for Phase II (Cameron Street to Wayne Avenue), Phase III (Wayne Avenue to Silver Spring Avenue), and Phase IV (Silver Spring Avenue to King Street) is scheduled to begin in FY21 with construction scheduled to begin in FY23. The construction schedule has been delayed to accommodate updated concepts, additional design review and public outreach.

PROJECT JUSTIFICATION

This project will create a low-stress bicycle route along Fenton Street from King Street to Planning Place, connecting the future purple line station with businesses, restaurants, and residential development along Fenton Street. The Bicycle Master Plan calls for separated bike lanes which will provide a high-quality low-stress route which connects to the Green Trail, Wayne Ave / Second Avenue, and Spring Street / Cedar Street separated bikeway. These efforts will also meet master planned non-auto-driver mode share (NADMS) goals. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

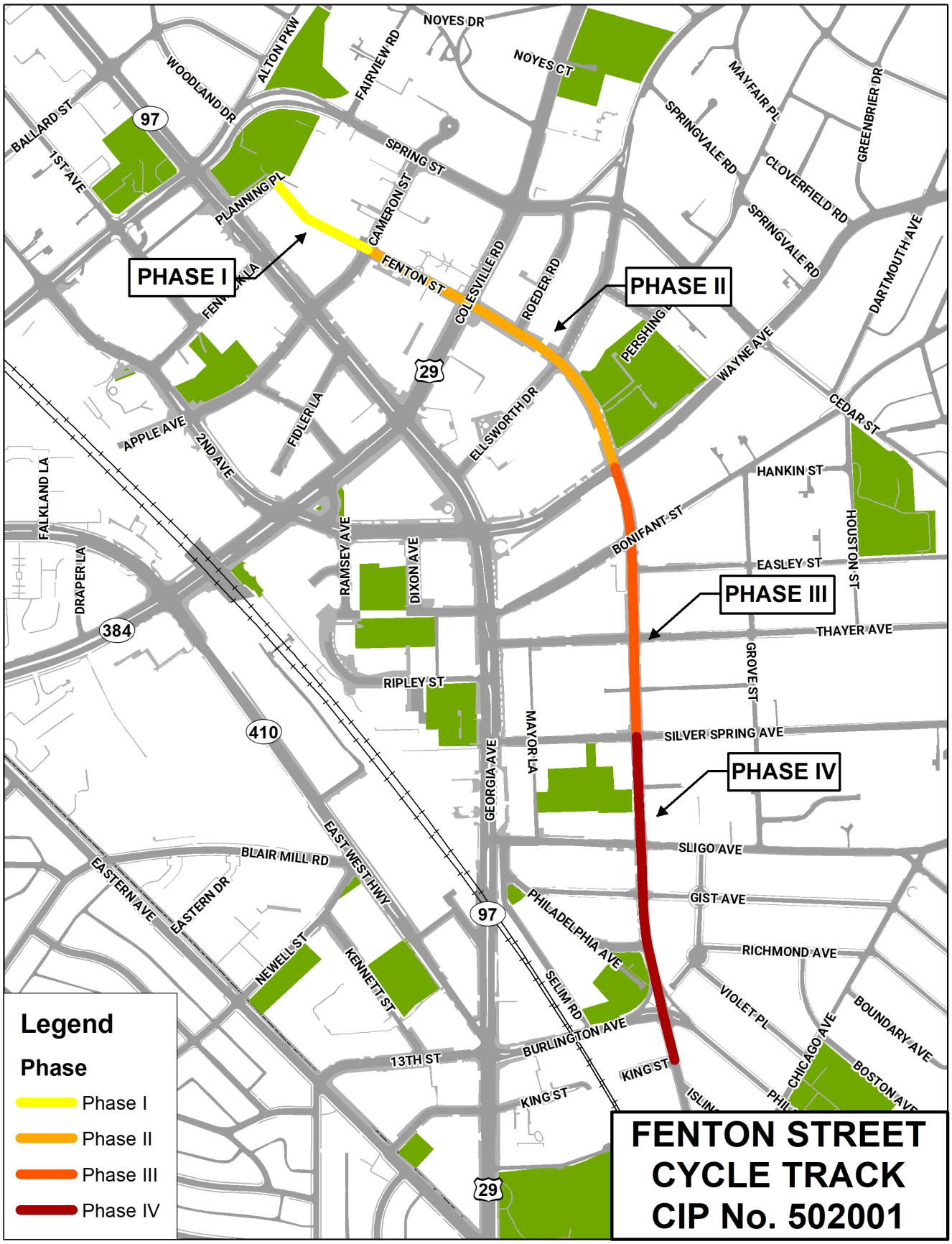
The cost of this project is based on concept level estimates. The cost will be updated as design progresses.In FY20, a $405,000 supplemental appropriation was approved.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Regional Service Centers, Urban Districts, Utility companies, Washington Metropolitan Area Transit Authority


PHASE I
PHASE II
PHASE III
PHASE IV
Legend
Phase
Phase I
Phase II
Phase III
Phase IV
FENTON STREET
CYCLE TRACK
CIP No. 502001
NOYES DR
NOYES CT
ALTON PKW
WOODLAND DR
FAIRVIEW RD
BALLARD ST
1ST AVE
97
SPRING ST
PLANNING PL
CAMERON ST
FENTON ST
COLESVILLE RD
ROEDER RD
SPRINGVALE RD
MAYFAIR PL
GREENBRIER DR
CLOVERFIELD RD
DARTMOUTH AVE
PERSHING
WAYNE AVE
29
ELLSWORTH DR
CEDAR ST
APPLE AVE
2ND AVE
FIDLER LA
HANKIN ST
FALKLAND LA
BONIFANT ST
HOUSTON ST
RAMSEY AVE
DIXON AVE
EASLEY ST
DRAPER LA
384
THAYER AVE
GROVE ST
RIPLEY ST
410
MAYOR LA
SILVER SPRING AVE
GEORGIA AVE
SLIGO AVE
EAST WEST HWY
BLAIR MILL RD
EASTERN AVE
EASTERN DR
GIST AVE
PHILADELPHIA AVE
RICHMOND AVE
NEWELL ST
KENNETT ST
SELIM RD
VIOLET PL
BOUNDARY AVE
BURLINGTON AVE
13TH ST
KING ST
CHICAGO AVE
BOSTON AVE

Forest Glen Passageway
(P501911)

Category	Transportation	Date Last Modified	03/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	4,102	-	-	4,102	1,252	1,500	450	450	450	-	-
Land	1,000	-	-	1,000	-	1,000	-	-	-	-	-
Site Improvements and Utilities	1,300	-	-	1,300	-	-	650	650	-	-	-
Construction	12,070	-	-	12,070	-	-	3,070	4,500	4,500	-	-
TOTAL EXPENDITURES	18,472	-	-	18,472	1,252	2,500	4,170	5,600	4,950	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	18,472	-	-	18,472	1,252	2,500	4,170	5,600	4,950	-	-
TOTAL FUNDING SOURCES	18,472	-	-	18,472	1,252	2,500	4,170	5,600	4,950	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	2,752	Year First Appropriation	
Appropriation FY 22 Request	1,000	Last FY's Cost Estimate	18,472
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for design, right-of-way acquisition, utility relocations, and construction of a new grade separated connection under Georgia Avenue to improve access to the Forest Glen Metro Station from neighborhoods and institutions located on the east side of Georgia Avenue. There is currently an underground walkway from the parking and bus area on the northwest quadrant of the intersection to the southwest quadrant. A new connection would be made to this passageway connecting the southwest quadrant to the northeast quadrant. A ramp connection and elevators bring the underground connection to grade on the northeast corner of the intersection. Associated sidewalk improvements would also be made to Forest Glen Road to complete the walking connection on the north side of the road to Holy Cross Hospital.

LOCATION

MD97 (Georgia Avenue) at Forest Glen Road/Forest Glen Metro Station.

ESTIMATED SCHEDULE

Design will begin in FY21 and construction will begin in FY23.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists cross MD 97 (Georgia Avenue) and Forest Glen Road to access the Metro Station. This project will eliminate the need for these at-grade pedestrian crossings and will also facilitate crossing of the road for community members who are not using Metro. Traffic volumes and speeds on MD 97 can be very high and pedestrians must cross over eight lanes of traffic. These crossings can be very intimidating, reducing community connectivity and use of the Forest Glen Metro Station.The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

Construction costs are based on conceptual plans. and will be updated as design progresses.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority.

Franklin Avenue Sidewalk
(P501734)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	914	-	346	568	355	213	-	-	-	-	-
Land	865	-	-	865	412	453	-	-	-	-	-
Construction	1,521	-	-	1,521	-	1,521	-	-	-	-	-
TOTAL EXPENDITURES	3,300	-	346	2,954	767	2,187	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	3,300	-	346	2,954	767	2,187	-	-	-	-	-
TOTAL FUNDING SOURCES	3,300	-	346	2,954	767	2,187	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,220	Year First Appropriation	FY20
Appropriation FY 22 Request	1,734	Last FY's Cost Estimate	3,300
Cumulative Appropriation	346		
Expenditure / Encumbrances	-		
Unencumbered Balance	346		

PROJECT DESCRIPTION

This project provides for a continuous sidewalk along the north side of Franklin Ave from Colesville Rd (US 29) to University Blvd (MD 193). The project includes 4,600 linear feet of sidewalk, new curb and gutter, and storm drains.

LOCATION

Silver Spring

ESTIMATED SCHEDULE

Final design will begin in FY20, land acquisition will begin in FY21, and construction will begin in FY22.

PROJECT JUSTIFICATION

This project is needed to construct a missing segment of sidewalk along the north side of Franklin Ave. Continuous and safe pedestrian access will be provided to existing sidewalks and bikeways, transit stops, churches, schools and public facilities in the Silver Spring area. This project conforms to the 2000 East Silver Spring Master Plan.

OTHER

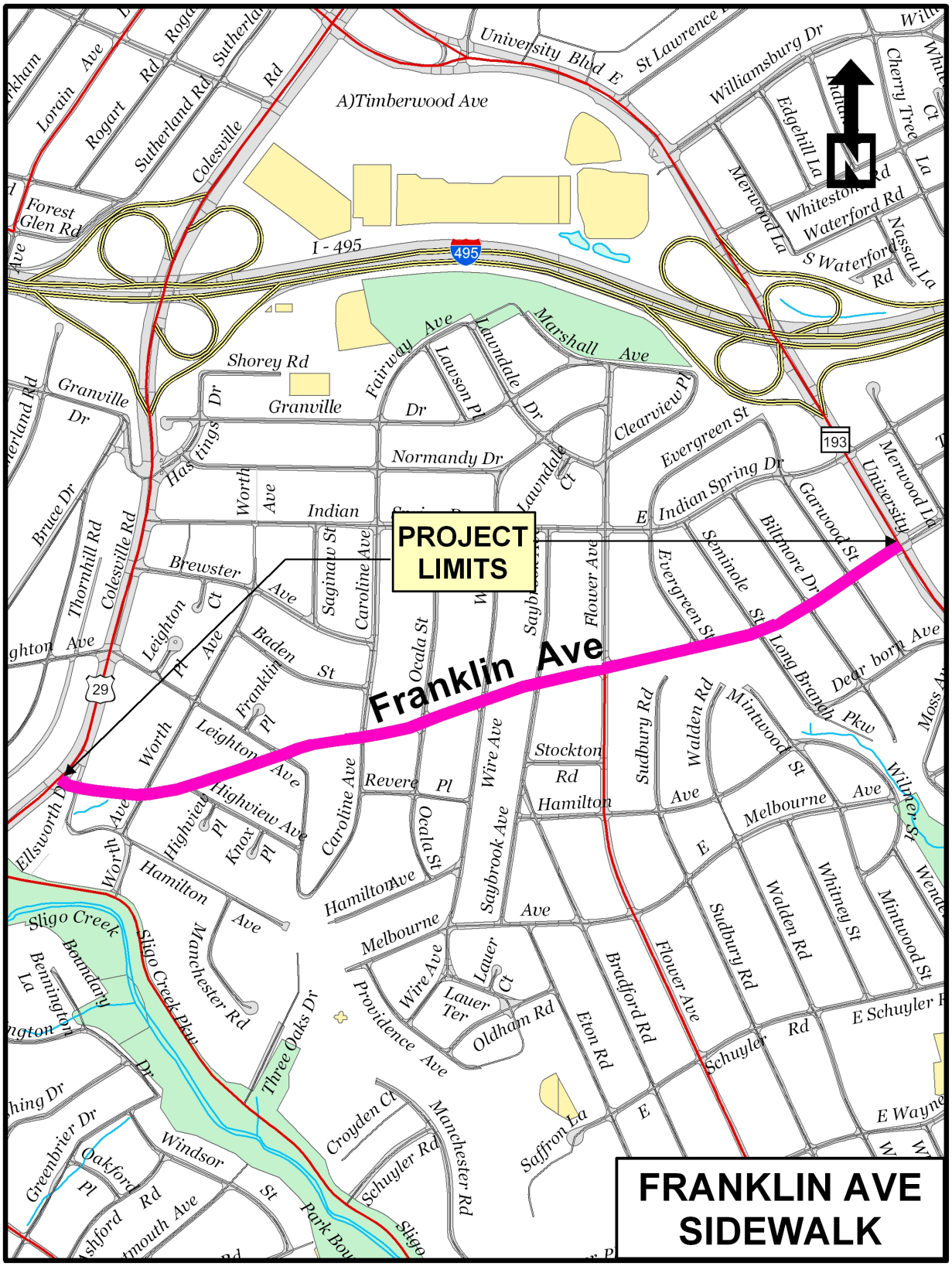
Preliminary Design was completed in the Facility Planning - Transportation project in FY15. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Office of the County Executive, Maryland-National Capital Park and Planning Commission, Department of General Services, Department of Permitting Services, Silver Spring Transportation Management District, Silver Spring Chamber of Commerce.


PROJECT LIMITS
Franklin Ave
FRANKLIN AVE SIDEWALK
A)Timberwood Ave
University Blvd E
St Lawrence
Williamsburg Dr
Cherry Tree
Edgehill La
Merwood La
Whitestone Rd
Waterford Rd
S Waterford Rd
Nassau La
I - 495
495
Forest Glen Rd
Lorain Ave
Rogart Rd
Sutherland Rd
Colesville Rd
Marshall Ave
Fairway Ave
Lawndale Dr
Lawson Pl
Shorey Rd
Granville Dr
Hastings Dr
Normandy Dr
Clearview Pl
Evergreen St
Indian Spring Dr
E Indian
Garwood St
Biltmore Dr
Seminole St
Merwood La
University
193
Bruce Dr
Thornhill Rd
Worth Ave
Brewster Ave
Saginaw St
Caroline Ave
Leighton Ct
Leighton Pl
Baden St
Franklin Pl
Ocala St
Flower Ave
Evergreen St
Long Branch Pkw
Dearborn Ave
Moss Av
29
Ellsworth Dr
Highview Ave
Highview Pl
Knox Pl
Revere Pl
Wire Ave
Stockton Rd
Hamilton Ave
Sudbury Rd
Walden Rd
Mintwood St
Melbourne Ave
Wilmer St
Sligo Creek
Sligo Creek Pkwy
Boundary La
Bennington La
Manchester Rd
Three Oaks Dr
Providence Ave
Lauer Ct
Lauer Ter
Oldham Rd
Eton Rd
Bradford Rd
Whitney St
Wende
E Schuyler Rd
Schuyler Rd
E Wayne
Saffron La
Croyden Ct
Greenbrier Dr
Oakford Pl
Windsor St
Ashford Rd
Park Bou

Frederick Road Bike Path
(P501118)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,362	1,741	571	50	50	-	-	-	-	-	-
Land	569	569	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	464	-	464	-	-	-	-	-	-	-	-
Construction	3,979	98	3,381	500	500	-	-	-	-	-	-
Other	28	-	28	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	7,402	2,408	4,444	550	550	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	6,438	1,444	4,444	550	550	-	-	-	-	-	-
Impact Tax	964	964	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	7,402	2,408	4,444	550	550	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		90	15	15	15	15	15	15
Energy		24	4	4	4	4	4	4
NET IMPACT		114	19	19	19	19	19	19

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	7,402
Cumulative Appropriation	7,402		
Expenditure / Encumbrances	4,517		
Unencumbered Balance	2,885		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, and construction of a new 10-foot wide shared use path along the west side of

Frederick Road (MD 355) between Stringtown Road and the existing shared use path near Milestone Manor Lane, a distance of approximately 2.5 miles. The entire project will replace about 0.9 miles of existing sidewalk segments in order to provide a continuous route serving two schools, two parks, and a church. The project includes streetlights and street trees.

LOCATION

Frederick Road between Stringtown Road and Milestone Manor Lane

ESTIMATED SCHEDULE

Final design is currently underway. Utility relocations started in FY18 and will be completed in FY20. Construction started in FY19 and will be completed in FY21.

PROJECT JUSTIFICATION

This project will provide the first shared use path connection between Clarksburg and north Germantown.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

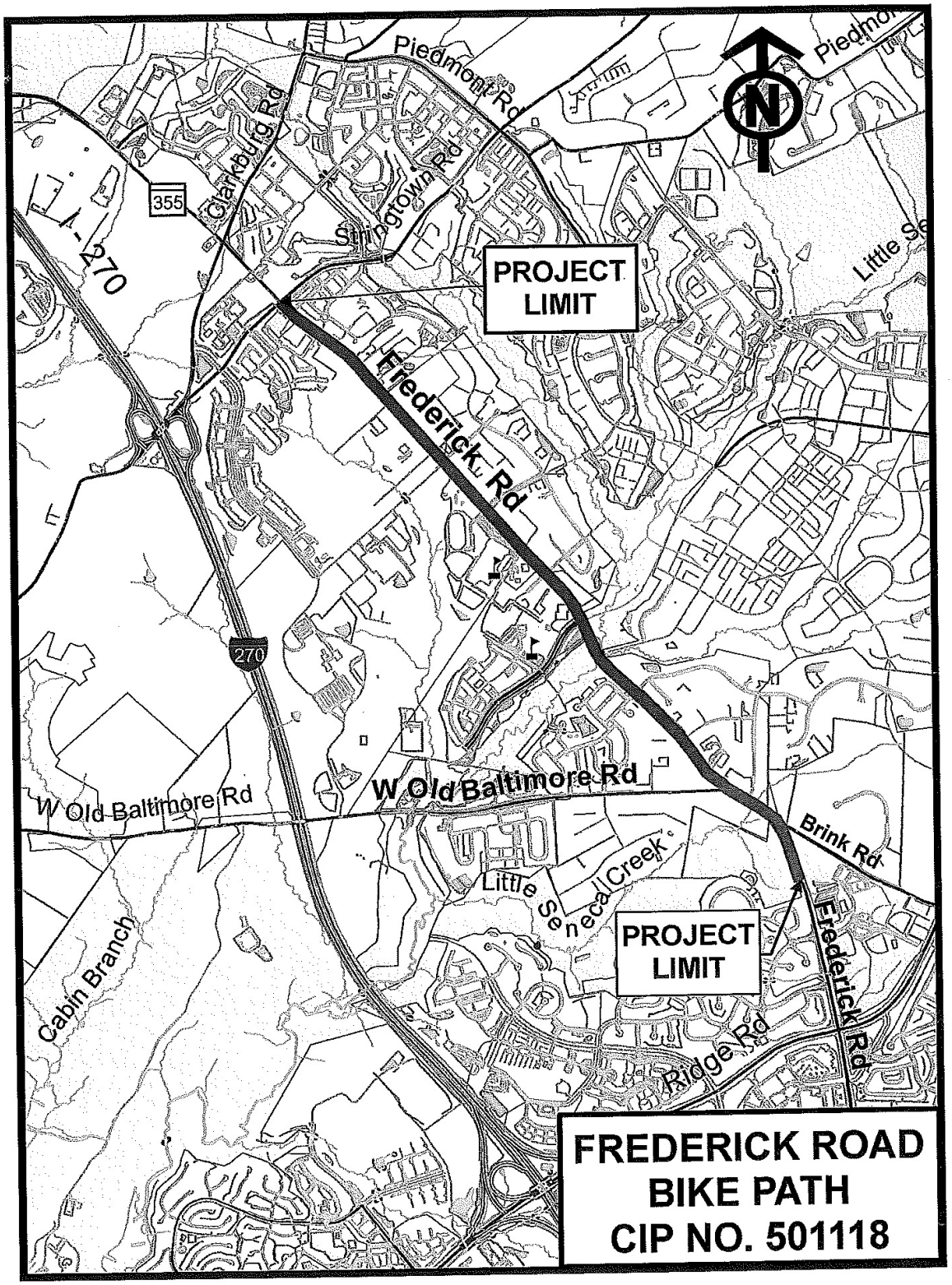
Funds for this project were originally programmed through Public Facilities Roads (CIP #507310). The project schedule is adjusted to reflect latest implementation.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Utility Companies


Piedmont Rd
Piedmont
Clarksburg Rd
355
Stringtown Rd
I-270
PROJECT LIMIT
Little Se
Frederick Rd
270
W Old Baltimore Rd
W Old Baltimore Rd
Brink Rd
Little Seneca Creek
PROJECT LIMIT
Frederick Rd
Cabin Branch
Ridge Rd
FREDERICK ROAD
BIKE PATH
CIP NO. 501118

Goldsboro Road Sidewalk and Bikeway
(P501917)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,769	-	-	2,471	-	-	364	930	528	649	1,298
Land	574	-	-	574	-	-	-	-	574	-	-
Site Improvements and Utilities	1,150	-	-	575	-	-	-	-	-	575	575
Construction	15,603	-	-	5,201	-	-	-	-	-	5,201	10,402
TOTAL EXPENDITURES	21,096	-	-	8,821	-	-	364	930	1,102	6,425	12,275

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	21,096	-	-	8,821	-	-	364	930	1,102	6,425	12,275
TOTAL FUNDING SOURCES	21,096	-	-	8,821	-	-	364	930	1,102	6,425	12,275

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	21,096
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the final design and construction of two 11-foot travel lanes for a one mile segment of Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190), a shared use path along the north side, a 5-foot sidewalk on the south side at selected locations. Where feasible, drainage improvements are included in the scope of the project. The existing pedestrian bridge over Minnehaha Branch on the south side of Goldsboro Road near Wedgewood Road is proposed to be replaced.

LOCATION

Goldsboro Road (MD 614) from MacArthur Boulevard to River Road (MD 190)

ESTIMATED SCHEDULE

Design will start in FY23. Land acquisition is scheduled in FY25. Construction is scheduled to start in FY26 and be completed in FY28.

PROJECT JUSTIFICATION

This project will comply with the 1990 Bethesda-Chevy Chase Master Plan and the 2018 Countywide Bikeways Master Plan to improve pedestrian and bicycle facilities, encourage usage and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

The preliminary design costs for this project are covered in the "Facility Planning - Transportation" project (#509337). Right-of-way acquisition is required. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

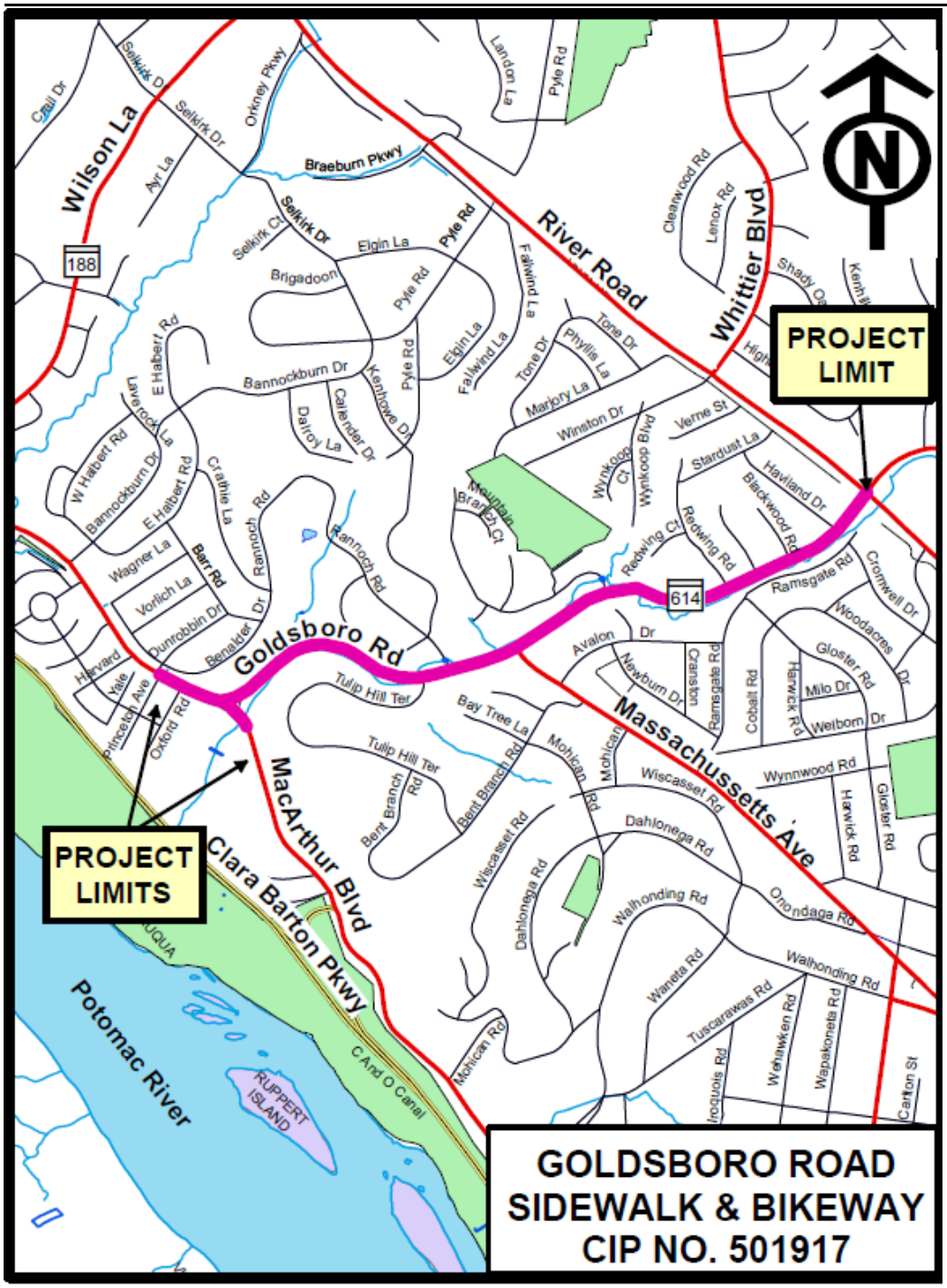
Construction cost estimates will be updated during the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Facility Planning - Transportation CIP No. 509337, U.S. Army Corps of Engineers, Maryland DOT State Highway Administration, Maryland Department of the Environment, National Park Service, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities


PROJECT LIMIT
PROJECT LIMITS
GOLDSBORO ROAD
SIDEWALK & BIKEWAY
CIP NO. 501917
Goldsboro Rd
River Road
Wilson La
Whittier Blvd
Massachussetts Ave
MacArthur Blvd
Clara Barton Pkwy
Potomac River
RUPPERT ISLAND
C And O Canal
Braeburn Pkwy
Pyle Rd
Selkirk Dr
Orkney Pkwy
Ayr La
Landon La
Clearwood Rd
Lenox Rd
Shady Ca
Kenhill
Elgin La
Brigadoon
Falkwind La
Tone Dr
Phyllis La
Marjory La
Winston Dr
Verne St
Stardust La
Havland Dr
Blackwood Rd
Wynkoop Ct
Wynkoop Blvd
Redwing Ct
Redwing Rd
Ramsgate Rd
Cromwell Dr
Woodacres Dr
Gloster Rd
Milo Dr
Welborn Dr
Harwick Rd
Cobalt Rd
Cranston
Newburn Dr
Avalon Dr
Bannockburn Dr
Kenhowe Dr
Callender Dr
Dairoy La
E Halbert Rd
W Halbert Rd
Lavenock La
Crathie La
Rannoch Rd
Wagner La
Barr Rd
Vorlich La
Dunrobbin Dr
Benalder Dr
Harvard
Yale
Princeton Ave
Oxford Rd
Tulip Hill Ter
Bay Tree La
Bent Branch Rd
Mohican Rd
Wiscasset Rd
Dahlonega Rd
Wynnwood Rd
Walhonding Rd
Onondaga Rd
Waneta Rd
Tuscarawas Rd
Wahawken Rd
Wapakoneta Rd
Iroquois Rd
Carlton St
Mountain Branch Ct
188
614
N

Good Hope Road Shared Use Path
(P501902)

Category	Transportation	Date Last Modified	05/14/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Cloverly-Norwood	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,839	299	480	1,060	459	53	548	-	-	-	-
Land	559	-	-	559	355	204	-	-	-	-	-
Site Improvements and Utilities	50	-	-	50	50	-	-	-	-	-	-
Construction	2,282	-	-	2,282	-	360	1,922	-	-	-	-
TOTAL EXPENDITURES	4,730	299	480	3,951	864	617	2,470	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	4,730	299	480	3,951	864	617	2,470	-	-	-	-
TOTAL FUNDING SOURCES	4,730	299	480	3,951	864	617	2,470	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		15	-	-	-	5	5	5
Energy		3	-	-	-	1	1	1
NET IMPACT		18	-	-	-	6	6	6

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,068	Year First Appropriation	FY19
Appropriation FY 22 Request	2,883	Last FY's Cost Estimate	4,065
Cumulative Appropriation	779		
Expenditure / Encumbrances	750		
Unencumbered Balance	29		

PROJECT DESCRIPTION

This project provides for the design and construction of a new eight-foot wide sidepath along the west side of Good Hope Road over 4,500 feet of length from Windmill Lane to Rainbow Drive in Cloverly. The project also provides a pedestrian bridge that is 40-foot long and eight-foot wide at the intersection of Good Hope Road and Hopefield Road. The project site is located within the Upper

Paint Branch Special Protection Area.

LOCATION

Cloverly

ESTIMATED SCHEDULE

Design, land acquisition, and construction will be completed in FY21, FY22, and FY23 respectively. The construction will have a duration of 18 months.

COST CHANGE

The cost increase is due to the change from a five feet wide sidewalk to an eight feet wide sidepath.

PROJECT JUSTIFICATION

The project enhances the pedestrian safety along Good Hope Road from Windmill Lane to Rainbow Drive. The pedestrian bridge addresses a section of the road where there is no sidewalk or shoulder for pedestrians. The Cloverly Master Plan, adopted in July 1997, recommends a sidewalk along Good Hope Road. The project was also requested by the Good Hope Estates Civic Association.

OTHER

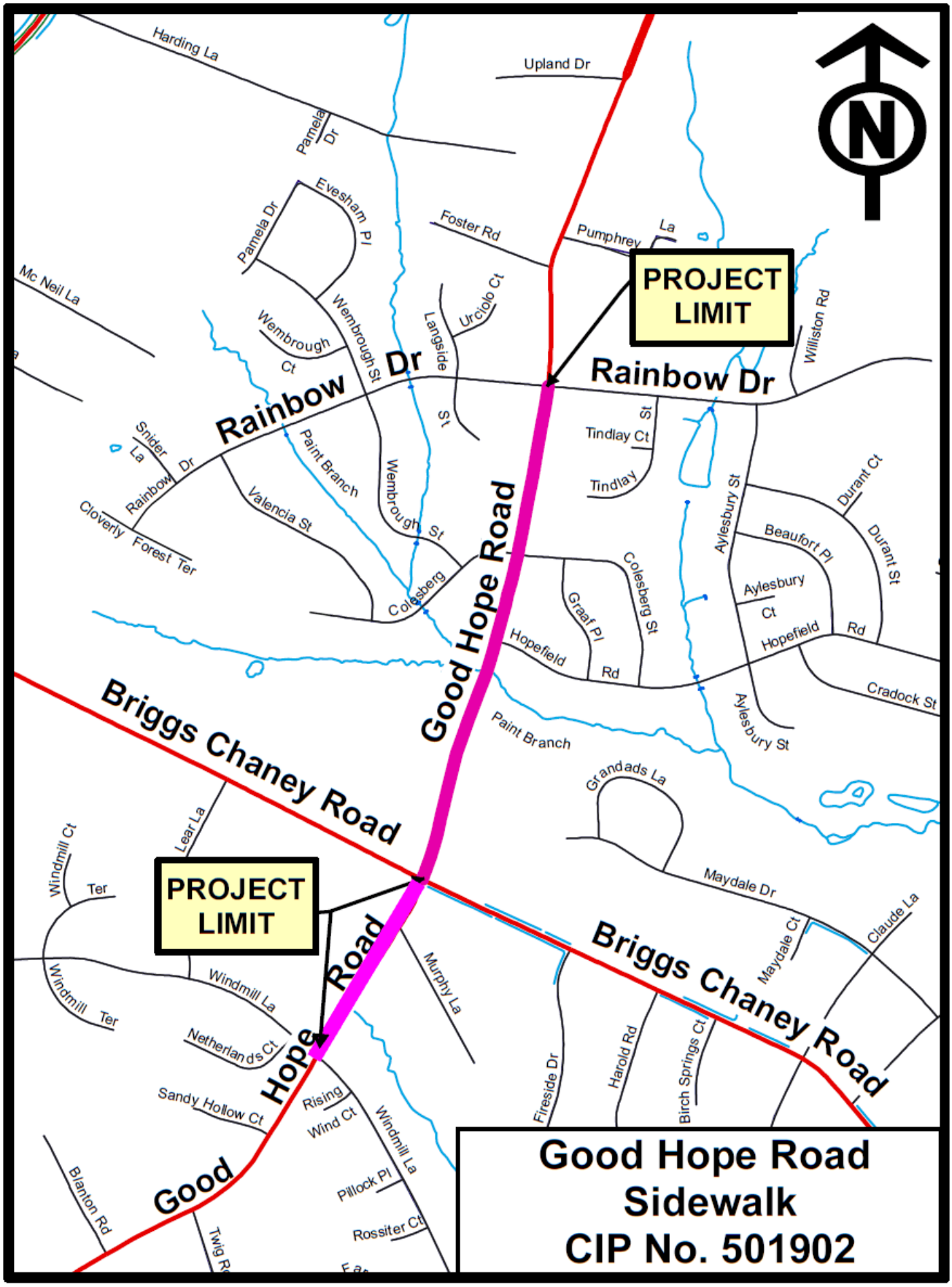
The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services


Harding La
Upland Dr
Pamela Dr
Evesham Pl
Pamela Dr
Foster Rd
Pumphrey La
Mc Neil La
Wembrough Ct
Wembrough St
Langside St
Urciolo Ct
PROJECT LIMIT
Williston Rd
Rainbow Dr
Rainbow Dr
Snider La
Rainbow Dr
Cloverly Forest Ter
Paint Branch
Valencia St
Wembrough St
Tindlay Ct
Tindlay St
Aylesburg St
Durant Ct
Durant St
Beaufort Pl
Aylesbury Ct
Hopefield Rd
Colesberg
Good Hope Road
Colesberg St
Graaf Pl
Hopefield Rd
Cradock St
Aylesbury St
Paint Branch
Briggs Chaney Road
Grandads La
Lear La
Windmill Ct
Ter
PROJECT LIMIT
Maydale Dr
Maydale Ct
Claude La
Briggs Chaney Road
Windmill La
Windmill Ter
Murphy La
Good Hope Road
Netherlands Ct
Sandy Hollow Ct
Rising Wind Ct
Windmill La
Fireside Dr
Harold Rd
Birch Springs Ct
Blanton Rd
Pillock Pl
Rossiter Ct
Twig Ro
Good Hope Road Sidewalk CIP No. 501902

Life Sciences Center Loop Trail
(P501742)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Gaithersburg and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,329	335	64	1,930	375	655	-	300	600	-	-
Land	1,200	-	-	1,200	-	-	1,200	-	-	-	-
Construction	9,372	1	-	9,371	-	-	-	3,370	6,001	-	-
TOTAL EXPENDITURES	12,901	336	64	12,501	375	655	1,200	3,670	6,601	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	11,471	-	-	11,471	-	-	1,200	3,670	6,601	-	-
Current Revenue: General	400	336	64	-	-	-	-	-	-	-	-
G.O. Bonds	1,030	-	-	1,030	375	655	-	-	-	-	-
TOTAL FUNDING SOURCES	12,901	336	64	12,501	375	655	1,200	3,670	6,601	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	375	Year First Appropriation	FY17
Appropriation FY 22 Request	655	Last FY's Cost Estimate	12,900
Cumulative Appropriation	400		
Expenditure / Encumbrances	400		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for the planning of the of 3.5 mile Life Sciences Center Loop Trail, a 8 to12-foot wide shared use path that is a central feature of the Life Sciences Center (LSC) area of the Great Seneca Science Corridor Master Plan. The Life Sciences Center Loop Trail is a critical staging element to increasing the non-auto driver mode share (NADMS) prior to the expansion of stage 2 of the master plan's development. The shared use path will widen existing sidewalks along certain existing or planned streets in the Life Science Center (Omega Drive, Medical Center Drive, Johns Hopkins Drive, Belward Campus Drive, Decoverly Drive) as well as new roadways through the Public Safety Training Academy (PSTA) property and Crown Farm. The planning and design will create a trail design that is able to respond to varying right-of-way widths and other local conditions while providing a trail system that is recognizable and will attract walkers, runners and bicycle riders and will contribute to the LSC's sense of place. The design will enable both private developers and the county to build their respective pieces of the LSC loop in a consistent manner.

ESTIMATED SCHEDULE

Preliminary design began in FY17 and was completed in FY18. Final design will occur in FY21-22. Land acquisition in FY23 and construction in FY24-25.

PROJECT JUSTIFICATION

This project will enhance and improve pedestrian and bicycle mobility, help meet master plan non-auto-driver mode share (NADMS) goals and support the critical staging element to advance to stage 2 of the master plan's development.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

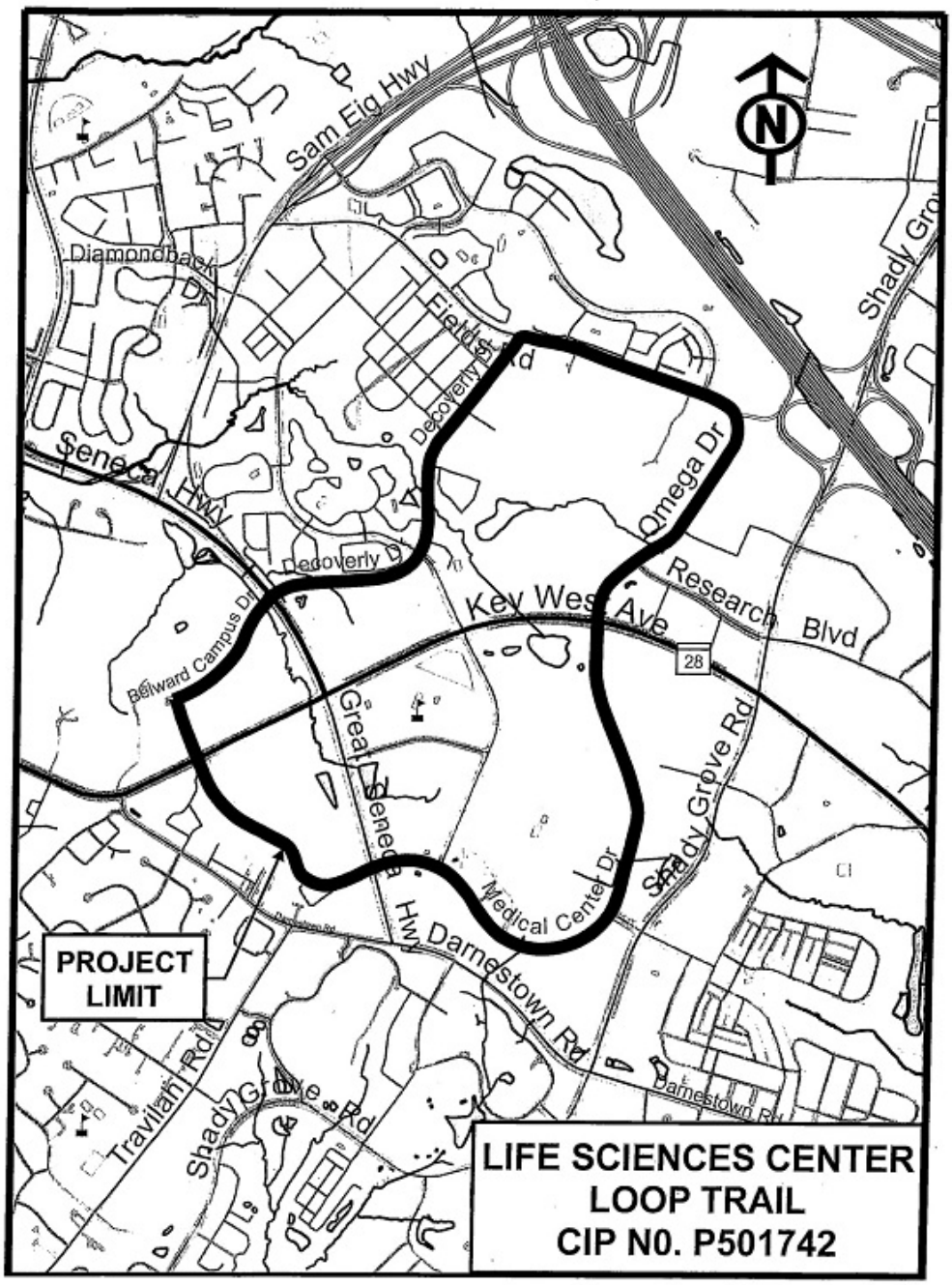
Developer contributions of $11,471,000 expected to complete land acquisition and construction.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Chambers of Commerce, City of Gaithersburg, City of Rockville, Department of General Services, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland (MDOT) State Highway Administration, MDOT Maryland Transit Administration, Regional Service Centers, Universities at Shady Grove, Urban Districts, Utility Companies, Washington Metropolitan Area Transit Authority


Sam Eig Hwy
Diamondback Dr
Field Rd
Decoverly Pl
Seneca Hwy
Decoverly Dr
Omega Dr
Research Blvd
Key West Ave
28
Belward Campus Dr
Great Seneca Hwy
Shady Grove Rd
Medical Center Dr
Darnestown Rd
Darnestown Rd
Travilah Rd
Shady Grove Rd
PROJECT LIMIT
LIFE SCIENCES CENTER
LOOP TRAIL
CIP N0. P501742

MacArthur Blvd Bikeway Improvements
(P500718)

Category	Transportation	Date Last Modified	05/13/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	5,492	2,993	353	2,146	694	357	493	602	-	-	-
Land	257	180	-	77	46	31	-	-	-	-	-
Site Improvements and Utilities	204	8	2	194	2	132	20	40	-	-	-
Construction	12,945	5,563	-	7,382	-	2,534	2,500	2,348	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	18,901	8,747	355	9,799	742	3,054	3,013	2,990	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	18,901	8,747	355	9,799	742	3,054	3,013	2,990	-	-	-
TOTAL FUNDING SOURCES	18,901	8,747	355	9,799	742	3,054	3,013	2,990	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Maintenance		44	-	-	-	-	22	22
NET IMPACT		44	-	-	-	-	22	22

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	742	Year First Appropriation	FY07
Appropriation FY 22 Request	9,057	Last FY's Cost Estimate	17,654
Cumulative Appropriation	9,102		
Expenditure / Encumbrances	8,788		
Unencumbered Balance	314		

PROJECT DESCRIPTION

This project provides shared use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the

roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

ESTIMATED SCHEDULE

I-495 to Oberlin Avenue: Construction of approximately 2.6 miles of shared use path completed in FY15. Oberlin Avenue to the District line: Design started in FY20. Construction to start in FY22 and be completed in FY24.

COST CHANGE

Increased cost due to design, construction, land, and utilities relocation.

PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience 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 Boulevard Bike Path/Lane Improvements". Project Prospectus in February 2004, is consistent with the October 2004 Potomac Subregion Master Plan and the 2018 Bicycle Master Plan.

OTHER

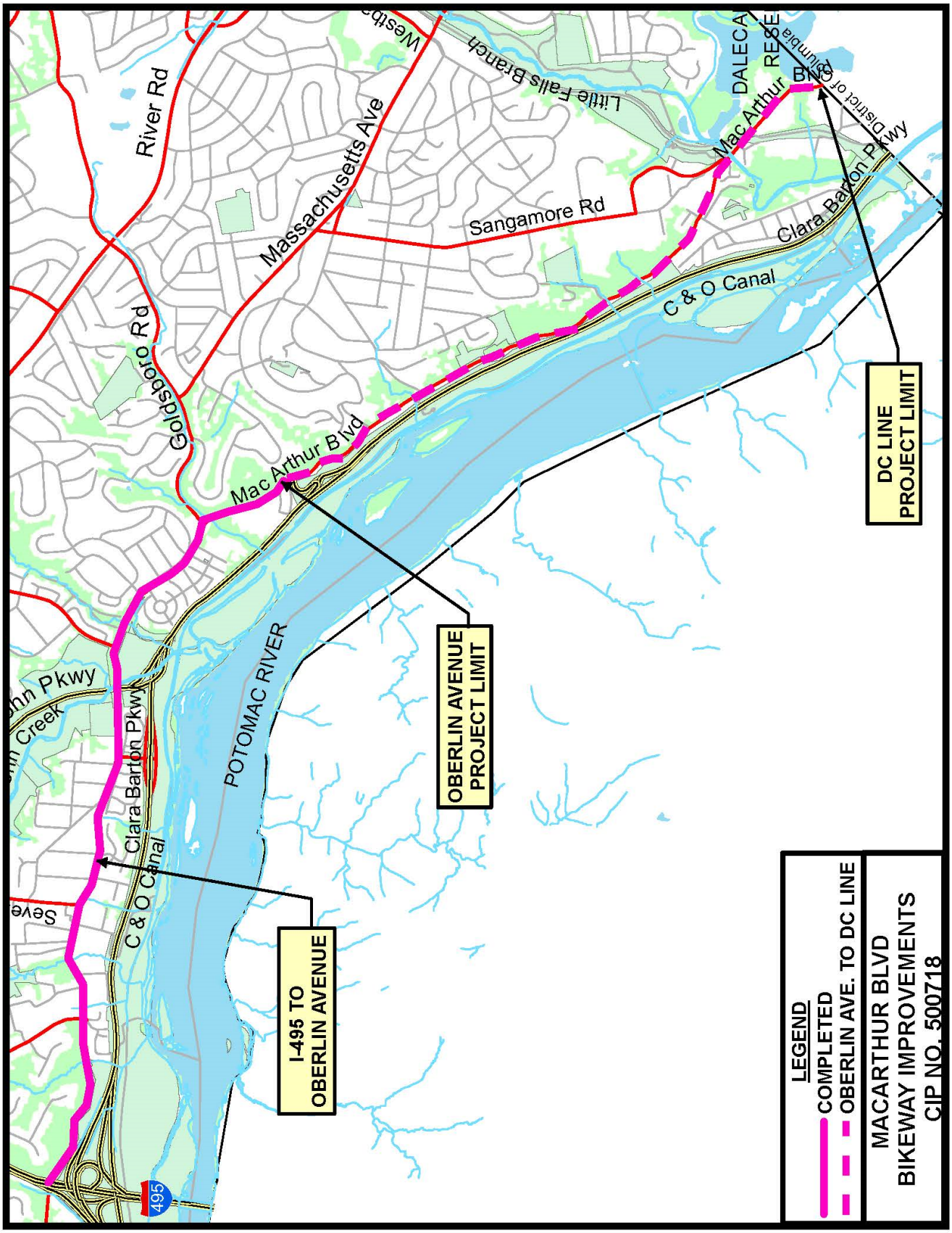
Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission (M-NCPPC), Town Of Glen Echo, Washington Suburban Sanitary Commission (WSSC), PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.


River Rd
Massachusetts Ave
Sangamore Rd
Goldsboro Rd
Mac Arthur Blvd
Clara Barton Pkwy
C & O Canal
POTOMAC RIVER
Little Falls Branch
Mac Arthur Blvd
District of Columbia
DC LINE
PROJECT LIMIT
OBERLIN AVENUE
PROJECT LIMIT
I-495 TO
OBERLIN AVENUE
495
LEGEND
COMPLETED
OBERLIN AVE. TO DC LINE
MACARTHUR BLVD
BIKEWAY IMPROVEMENTS
CIP NO. 500718

MD 355 Crossing (BRAC)

(P501209)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Bids Let

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	18,240	14,804	2,913	523	523	-	-	-	-	-	-
Land	330	-	330	-	-	-	-	-	-	-	-
Site Improvements and Utilities	11,190	309	10,881	-	-	-	-	-	-	-	-
Construction	79,220	67,466	7,754	4,000	4,000	-	-	-	-	-	-
TOTAL EXPENDITURES	108,980	82,579	21,878	4,523	4,523	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	104,174	82,073	17,578	4,523	4,523	-	-	-	-	-	-
State Aid	4,806	506	4,300	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	108,980	82,579	21,878	4,523	4,523	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26
Energy		25	-	5	5	5	5	5
NET IMPACT		25	-	5	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY12
Appropriation FY 22 Request	-	Last FY's Cost Estimate	108,980
Cumulative Appropriation	108,980		
Expenditure / Encumbrances	99,830		
Unencumbered Balance	9,150		

PROJECT DESCRIPTION

This design-build project provides for right-of-way negotiations, utility relocations, and the design and construction of a multi-modal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metrorail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below MD

355/Rockville Pike just south of the South Wood Road/South Drive intersection; access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high-speed elevators on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning into the WRNMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355/South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the NEPA document prepared by the County Department of Transportation (DOT) and approved by the Federal Highway Administration. This project also provides for the construction of the MD 355 and Jones Bridge Road/Center Drive (BRAC) intersection improvements, which are intended to increase the capacity and operations of the intersection to support the mission of the new WRNMMC. The westbound lanes of Jones Bridge Road will have modified lane configurations to provide a double left-turn lane onto southbound MD 355. Eastbound Center Drive will be widened to the south to provide an exclusive left-turn lane onto northbound MD 355. A dynamic lane control will be implemented between Wood Road/South Drive and Jones Bridge Road/Center Drive. Pedestrian safety improvements include upgrading the intersections and sidewalks to comply with the Americans with Disabilities Act (ADA). Improvements and connections to existing hiker/biker trails are also included with this project. Other improvements include reconstruction of traffic signals and improved drainage facilities.

LOCATION

MD355 between Walter Reed Military Medical Center and Medical Center Metrorail station

ESTIMATED SCHEDULE

This project started design in FY12 and will complete construction in FY21.

PROJECT JUSTIFICATION

This project is needed to improve the mobility, traffic operations, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists crossing MD 355 between WRNMMC, the Medical Center Metrorail station, and the National Institutes of Health (NIH) must compete for traffic signal time and space with very high traffic volumes along the 6 lanes of MD 355 and with the traffic turning to and from South Wood Road and from South Drive onto MD 355. With the implementation of the 2005 Base Realignment and Closure Act (BRAC), the existing conflicts will increase as the number of visitors to the Hospital is expected to double from the current 500,000 visitors per year to 1,000,000 visitors per year. It is also expected that a majority of visitors will rely on public transportation which requires them to cross MD 355 since parking availability at the site has been significantly reduced. The MD 355 and Jones Bridge Road intersection improvements are needed to improve the capacity and operations of the intersection to support the mission of the new WRNMMC and provide safe pedestrian and bicycle facilities. To reduce disruption and improve coordination, the County will perform the intersection improvements and will be fully reimbursed by the State Highway Administration.

OTHER

This project will be constructed through a design-build contract, where a single contractor will perform both design and construction of the project, resulting in cost and time savings compared to design-bid-build contracts. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

This project is funded entirely with Federal Aid and State Aid. Preliminary design and environmental analysis (NEPA Study) funding was included in the State Transportation Participation project (500722) in the amount of $880,000. The additional FY13 appropriation

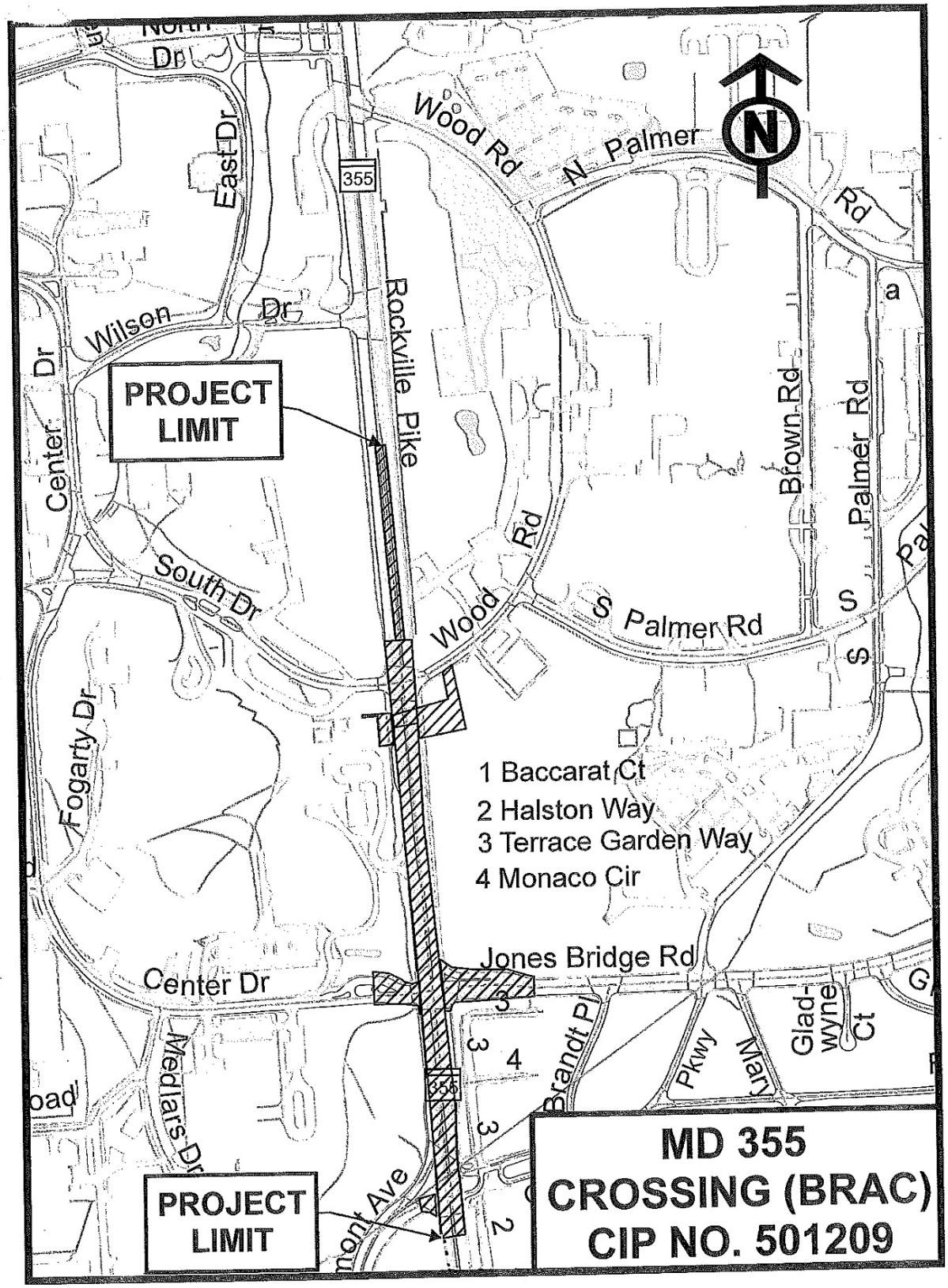
in the amount of $40 million is for a competitive Federal Grant under the U.S. Office of Economic Adjustment (OEA). The SHA will provide reimbursement for the MD 355/Jones Bridge Road intersection improvements. In FY16, $36 million in additional Federal Aid applied to the project. In FY18, $12,619,000 in Federal Aid was accelerated from FY19,

DISCLOSURES

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

COORDINATION

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Planning/Maryland Historical Trust, Washington Metropolitan Area Transit Authority, Federal Highway Administration, Naval Support Activity Bethesda, National Institutes of Health


MD 355
CROSSING (BRAC)
CIP NO. 501209
PROJECT LIMIT
PROJECT LIMIT
Rockville Pike
Wood Rd
N Palmer
Rd
East Dr
Wilson Dr
Center Dr
South Dr
Wood Rd
S Palmer Rd
Brown Rd
Palmer Rd
Fogarty Dr
Medlars Dr
Center Dr
Jones Bridge Rd
Brandt Pl
Glad-wyne Ct
1 Baccarat Ct
2 Halston Way
3 Terrace Garden Way
4 Monaco Cir
355
N

MD355-Clarksburg Shared Use Path
(P501744)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Clarksburg and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	2,099	702	574	823	-	-	-	18	538	267	-
Land	874	1	-	873	-	-	-	663	210	-	-
Site Improvements and Utilities	130	-	-	130	-	-	-	130	-	-	-
Construction	3,295	-	-	3,295	-	-	-	-	2,560	735	-
TOTAL EXPENDITURES	6,398	703	574	5,121	-	-	-	811	3,308	1,002	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	5,412	319	172	4,921	-	-	-	684	3,308	929	-
Impact Tax	191	-	191	-	-	-	-	-	-	-	-
Intergovernmental	145	-	72	73	-	-	-	-	-	73	-
State Aid	650	384	139	127	-	-	-	127	-	-	-
TOTAL FUNDING SOURCES	6,398	703	574	5,121	-	-	-	811	3,308	1,002	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY17
Appropriation FY 22 Request	-	Last FY's Cost Estimate	8,539
Cumulative Appropriation	1,277		
Expenditure / Encumbrances	933		
Unencumbered Balance	344		

PROJECT DESCRIPTION

This project is to provide design, land acquisition, utility relocations, and construction of a new 8 to 10- foot wide shared use bike path along the eastern side of Frederick Road (MD 355) from Snowden Farm Parkway to 430 feet north of Clarksburg Road (MD 121) and from 670 feet south of the intersection to Stringtown Road. The total length of the project is approximately 2,500 linear feet. The segment of the shared use path between Spire Street and 430 feet north of Clarksburg Road is to be constructed as part of the Clarksburg at MD 355 Intersection Improvement Project. This project also provides construction of approximately 550 feet of retaining walls to reduce impacts to adjacent properties.

LOCATION

Frederick Road from Snowden Farm Parkway to Stringtown Road.

ESTIMATED SCHEDULE

Final design will be completed in FY20. Construction is to start in FY25.

COST CHANGE

Cost decrease is due to design changes eliminating some of the retaining walls, reduced WSSC impacts, and reduced utility pole relocations. The reduced construction cost based on more detailed cost estimate.

PROJECT JUSTIFICATION

This project provides links between the northern limits of the Frederick Road Bike Path, CIP #501118, and the southern limits of the Little Bennett Regional Park Trail Connector. The planned facilities will improve pedestrian and bicyclist safety and access to the Clarksburg Town Center, Clarksburg High School, and Little Bennett Regional Park. The project leverages State Aid.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

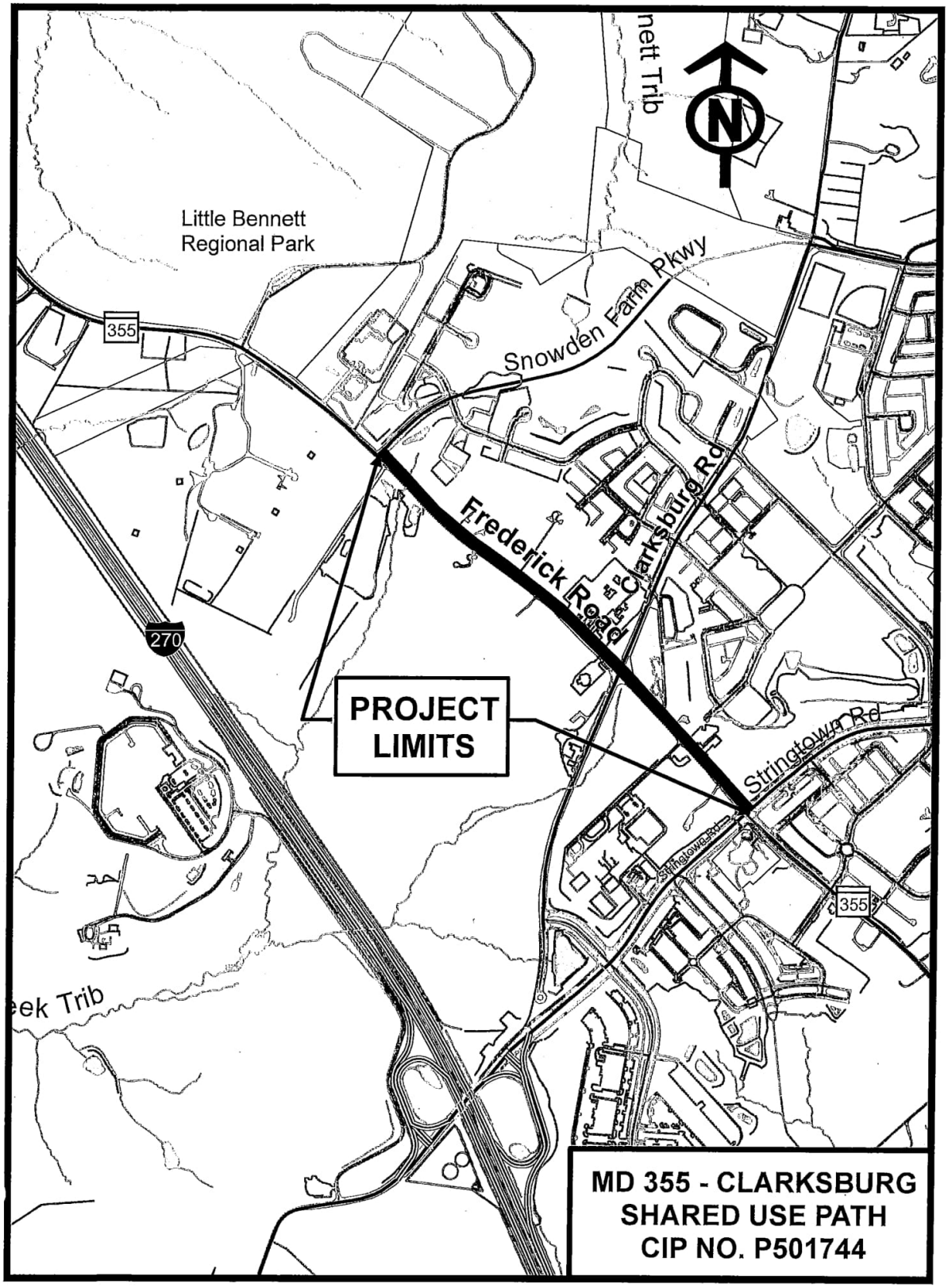
This project was awarded $523,000 in State Aid in FY19 and an additional $127,000 in FY21 to fund design. Funds for this project were originally programmed in Public Facilities Roads CIP # 5071310. It is anticipated that State/Federal grants will be pursued to partially fund construction.

DISCLOSURES

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

COORDINATION

Frederick Road Bike C.I.P. Project No. 501118. Little Bennett Regional Park Trail Connector, Clarksburg Road/MD355/MD 121 Intersection Improvement Project C.I.P. No. 508000, Maryland National Park & Planning Commission.


Little Bennett
Regional Park
355
Snowden Farm Pkwy
Frederick Rd
Clarksburg Rd
270
PROJECT
LIMITS
Stringtown Rd
355
MD 355 - CLARKSBURG
SHARED USE PATH
CIP NO. P501744

Metropolitan Branch Trail
(P501110)

Category	Transportation	Date Last Modified	05/16/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	7,491	3,398	657	3,436	1,312	1,396	728	-	-	-	-
Land	1,475	30	1,445	-	-	-	-	-	-	-	-
Site Improvements and Utilities	475	9	-	466	466	-	-	-	-	-	-
Construction	11,221	437	-	10,784	3,625	5,344	1,815	-	-	-	-
TOTAL EXPENDITURES	20,662	3,874	2,102	14,686	5,403	6,740	2,543	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	19,509	2,722	2,101	14,686	5,403	6,740	2,543	-	-	-	-
Impact Tax	1,153	1,152	1	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,662	3,874	2,102	14,686	5,403	6,740	2,543	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	20,662
Cumulative Appropriation	20,662		
Expenditure / Encumbrances	4,008		
Unencumbered Balance	16,654		

PROJECT DESCRIPTION

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new Progress Place and the redevelopment of the existing Progress Place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

ESTIMATED SCHEDULE

Schedule delays due to delayed approval from WMATA, CSX, and MPI. Phase I construction was completed in 2018. Phase II design and property acquisition will be completed in FY20. Utility relocations will start and end in FY21. Construction to start in FY21 and be completed in 36 months.

PROJECT JUSTIFICATION

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: 2000 Silver Spring Central Business District Sector Plan. Disabilities Act of 1990 (ADA) accessible.

OTHER

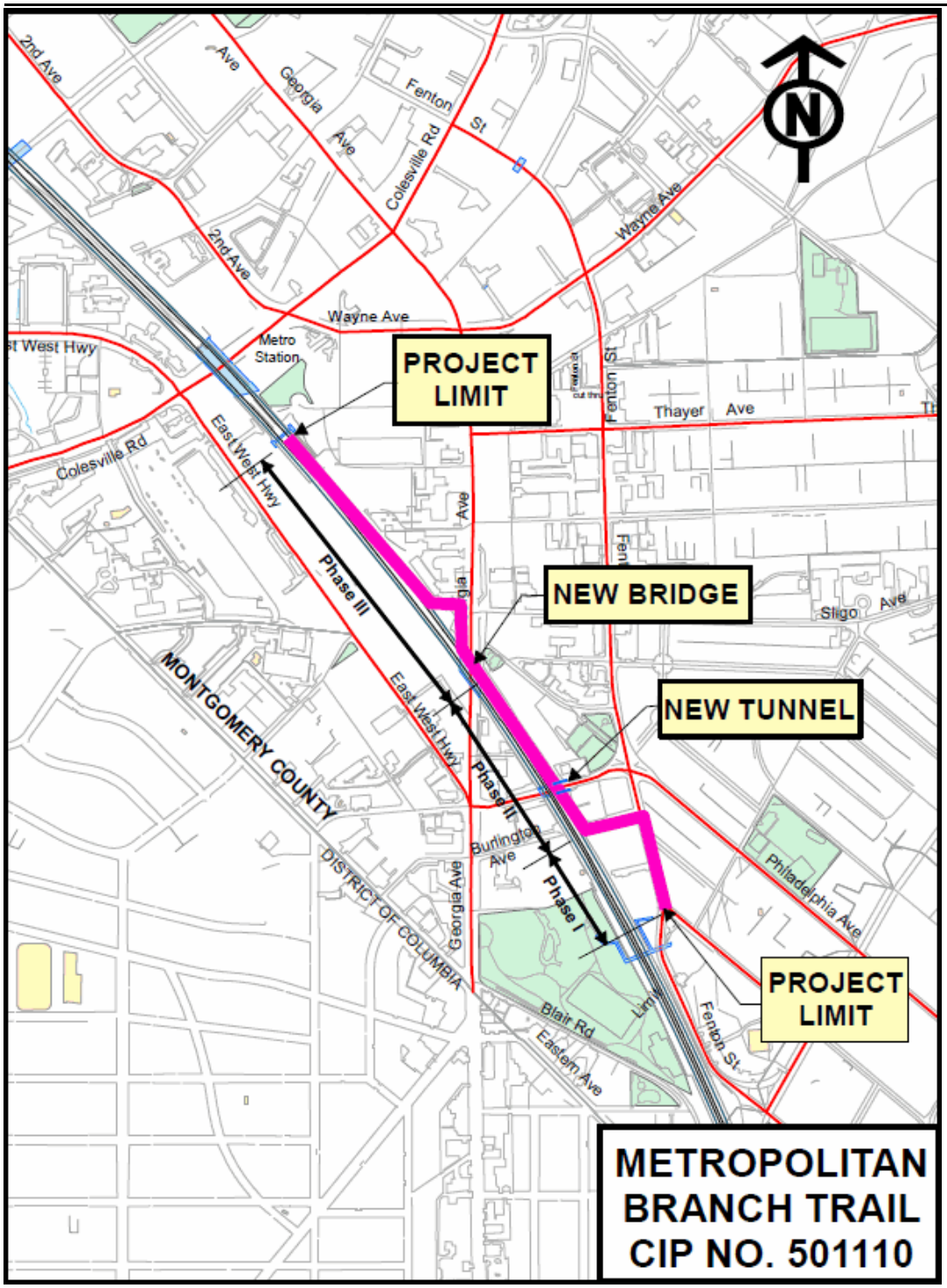
The initial design for the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland DOT State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).


PROJECT LIMIT
NEW BRIDGE
NEW TUNNEL
PROJECT LIMIT
Phase III
Phase II
Phase I
MONTGOMERY COUNTY
DISTRICT OF COLUMBIA
Wayne Ave
Metro Station
Colesville Rd
East West Hwy
Thayer Ave
Sligo Ave
Fenton St
Georgia Ave
Burlington Ave
Blair Rd
Eastern Ave
Philadelphia Ave
2nd Ave
N
METROPOLITAN BRANCH TRAIL
CIP NO. 501110

Oak Drive/MD 27 Sidewalk
(P501908)

Category	Transportation	Date Last Modified	12/31/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,243	33	36	2,962	66	-	-	-	1,461	1,435	212
Land	2,616	28	632	61	61	-	-	-	-	-	1,895
Site Improvements and Utilities	1,579	-	13	10	10	-	-	-	-	-	1,556
Construction	5,073	-	-	537	537	-	-	-	-	-	4,536
TOTAL EXPENDITURES	12,511	61	681	3,570	674	-	-	-	1,461	1,435	8,199

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	12,511	61	681	3,570	674	-	-	-	1,461	1,435	8,199
TOTAL FUNDING SOURCES	12,511	61	681	3,570	674	-	-	-	1,461	1,435	8,199

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY19
Appropriation FY 22 Request	-	Last FY's Cost Estimate	12,511
Cumulative Appropriation	1,416		
Expenditure / Encumbrances	61		
Unencumbered Balance	1,355		

PROJECT DESCRIPTION

The total project is comprised of 3 phases. Phase I includes a 4,200 foot segment of Oak Drive and a 350 foot segment of Kingstead road. This phase provides a 5' concrete sidewalk with green buffer along the west side of Oak Drive from its southern intersection with MD 27 to the John T. Baker Middle School. A 5' sidewalk is also provided along the south side of Kingstead Road from Oak Drive to the John Haines park. Phase II will include a 2,300 foot segment of MD 27 (Ridge Road) starting at the northern intersection with Oak Drive and ending at the existing sidewalk at Damascus High School. Phase III will include a 2,500 foot segment of MD 27 (Ridge Road) starting at the southern intersection with Oak Drive and ending at the existing sidewalk at Ridge Landing Place.

ESTIMATED SCHEDULE

Phase I started in FY19 and will be complete in FY21. Phases II and III Final Design will start in FY25.

PROJECT JUSTIFICATION

The project is needed to address the lack of continuous and safe pedestrian access to existing sidewalks and bikeways, transit stops, commercial areas, and community and public facilities in the Damascus area. The 2006 Damascus master plan and 2018 Countywide Bikeways Master Plan recommends sidewalk in the project area.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

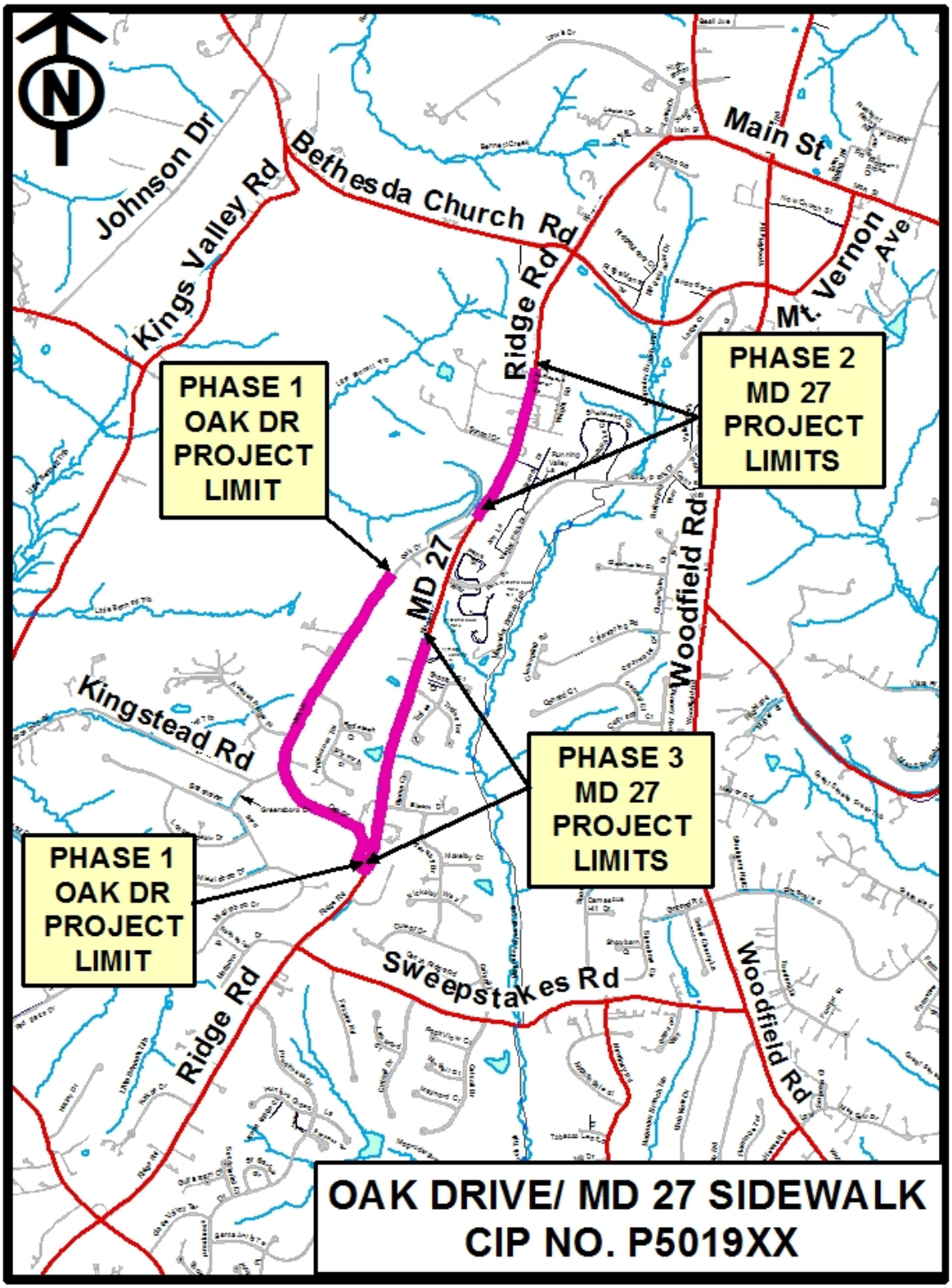
Construction cost estimates for Phase II and Phase III will be updated during the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

DPS, DEP, SHA, M-NCPPC, PEPCO, Washington Gas, WSSC, Verizon


N
Johnson Dr
Kings Valley Rd
Bethesda Church Rd
Main St
Mt. Vernon Ave
Ridge Rd
PHASE 1
OAK DR
PROJECT
LIMIT
PHASE 2
MD 27
PROJECT
LIMITS
MD 27
Woodfield Rd
Kingstead Rd
PHASE 3
MD 27
PROJECT
LIMITS
PHASE 1
OAK DR
PROJECT
LIMIT
Sweepstakes Rd
Ridge Rd
Woodfield Rd
OAK DRIVE/ MD 27 SIDEWALK
CIP NO. P5019XX

Seven Locks Bikeway and Safety Improvements
(P501303)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,972	-	-	-	-	-	-	-	-	-	3,972
Land	4,766	-	-	-	-	-	-	-	-	-	4,766
Site Improvements and Utilities	378	-	-	-	-	-	-	-	-	-	378
Construction	17,644	-	-	-	-	-	-	-	-	-	17,644
TOTAL EXPENDITURES	26,760	-	-	-	-	-	-	-	-	-	26,760

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	26,760	-	-	-	-	-	-	-	-	-	26,760
TOTAL FUNDING SOURCES	26,760	-	-	-	-	-	-	-	-	-	26,760

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	24,855
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for pedestrian and bicycle improvements for dual bicycle facilities (on-road and off-road) and enhanced, continuous pedestrian facilities along Seven Locks Road from Montrose Road to Bradley Boulevard (3.3 miles) plus a bike path on Montrose Road between Seven Locks Road and the I-270 ramp, plus northbound and eastbound auxiliary through lanes with on-road bike lanes at the intersection of Seven Locks Road and Tuckerman Lane. The project is broken down into three phases: Phase I provides dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Montrose Road to Tuckerman Lane including the bike path on Montrose and the improvements to the Tuckerman Lane intersection. Phase II provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Tuckerman Lane to Democracy Boulevard. Phase III provides a dual bikeway and pedestrian facilities for the segment of Seven Locks Road from Democracy Boulevard to Bradley Boulevard.

LOCATION

Potomac-Travilah

ESTIMATED SCHEDULE

$500,000 is included in Facility Planning: Transportation CIP Project (#509337) in FY21 to refresh conceptual design. Construction is scheduled beyond the six years. The schedule will be reevaluated once facility planning is completed.

COST CHANGE

The project cost has increased due to the addition of lighting and construction cost escalation.

PROJECT JUSTIFICATION

This project is needed to address bicycle facility disconnects along Seven Locks Road. The roadway lacks adequate north-south, on-road/off-road bicycle facilities necessary to provide continuity and connection between existing and future bike facilities. Continuous bicycle and pedestrian facilities are needed to allow safe access to residential, retail and commercial destinations, as well as existing religious and educational and facilities. Plans and studies include: 2002 Potomac Sub-Region Master Plan; 2018 Countywide Bikeways Master Plan and MCDOT Facility Planning Phase I & II

OTHER

Costs are based on preliminary design. This project currently provides funding for Phase I improvements only. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

FISCAL NOTE

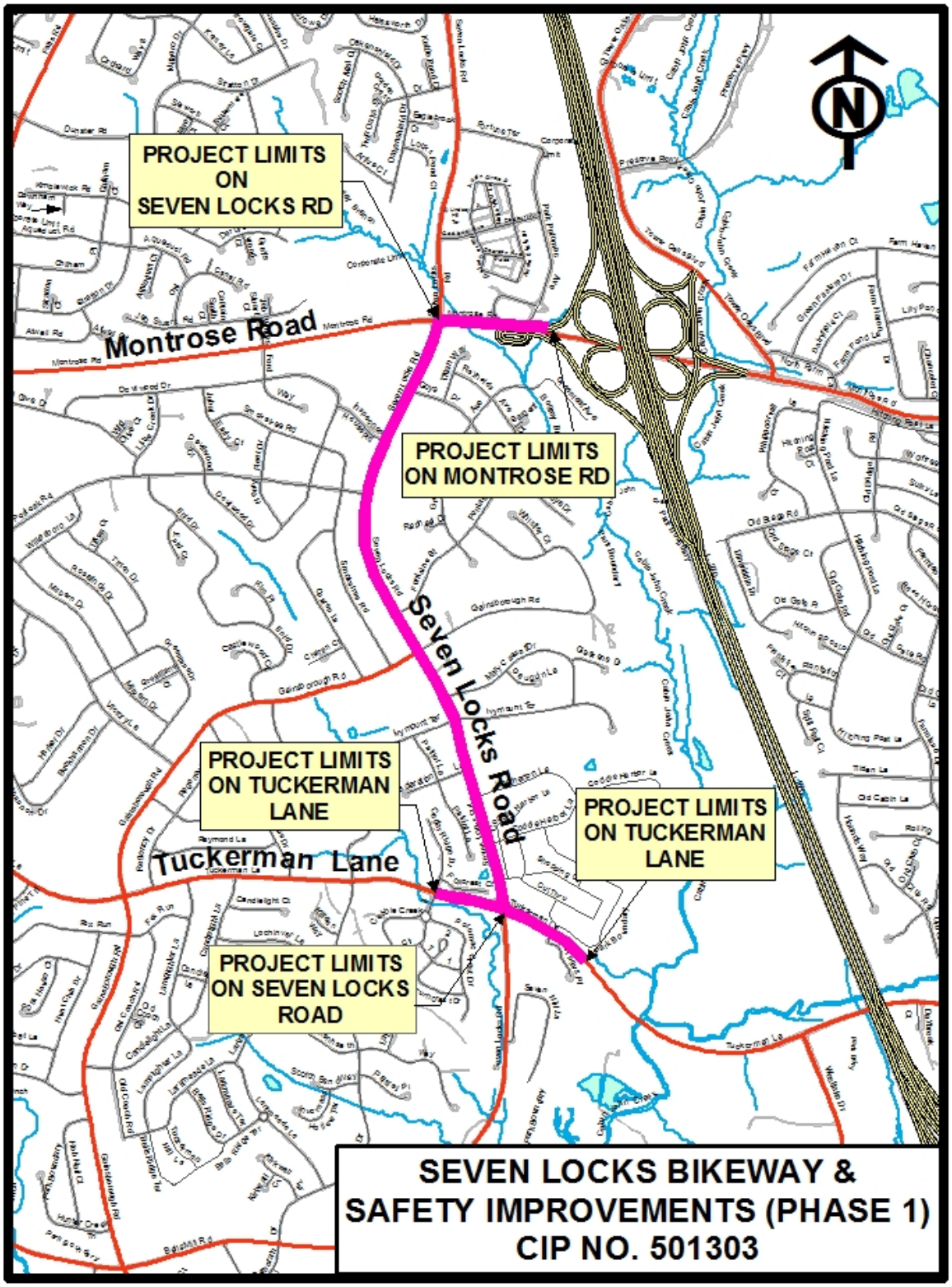
The total estimated cost of the project for all three phases is approximately $70 million, including design, land acquisition, site improvements, utility relocation, and construction. The project can be built in phases to better absorb cost and financial constraints.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Pepco, Verizon, Washington Gas, Washington Suburban Sanitary Commission; Special Capital Projects Legislation will be proposed by the County Executive.


PROJECT LIMITS ON SEVEN LOCKS RD
Montrose Road
PROJECT LIMITS ON MONTROSE RD
Seven Locks Road
PROJECT LIMITS ON TUCKERMAN LANE
PROJECT LIMITS ON TUCKERMAN LANE
Tuckerman Lane
PROJECT LIMITS ON SEVEN LOCKS ROAD
N
SEVEN LOCKS BIKEWAY & SAFETY IMPROVEMENTS (PHASE 1)
CIP NO. 501303

Sidewalk Program Minor Projects
(P506747)

Category	Transportation	Date Last Modified	05/19/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	10,663	5,478	878	4,307	434	735	1,017	520	761	840	-
Land	2,283	2,198	6	79	5	8	10	6	25	25	-
Site Improvements and Utilities	171	66	14	91	12	17	20	14	14	14	-
Construction	23,275	5,727	2,339	15,209	1,563	2,154	3,297	1,874	2,700	3,621	-
TOTAL EXPENDITURES	36,392	13,469	3,237	19,686	2,014	2,914	4,344	2,414	3,500	4,500	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	36,316	13,469	3,161	19,686	2,014	2,914	4,344	2,414	3,500	4,500	-
State Aid	76	-	76	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	36,392	13,469	3,237	19,686	2,014	2,914	4,344	2,414	3,500	4,500	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	2,014	Year First Appropriation	FY67
Appropriation FY 22 Request	2,914	Last FY's Cost Estimate	27,792
Cumulative Appropriation	16,706		
Expenditure / Encumbrances	13,954		
Unencumbered Balance	2,752		

PROJECT DESCRIPTION

This pedestrian access improvement program provides sidewalks on County-owned roads and some State-maintained roadways. Some funds from this project will go to support the Renew Montgomery program. The Department of Transportation maintains an official list of all outstanding sidewalk requests. Future projects are evaluated and selected from this list, which is continually updated with new requests. In addition, projects identified by the Citizens' Advisory Boards are placed on the list. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act of 1990 (ADA) compliance.

COST CHANGE

Reduction of $400,000 in FY21. Increase in scope of $500,000 in FY23 and $500,000 in FY24. Also, added funding in FY25 and FY26

for this level of effort project.

PROJECT JUSTIFICATION

In addition to connecting existing sidewalks, these projects increase pedestrian safety and facilitate walking to: Metrorail stations, bus stops, shopping and medical centers, employment, recreational, and school sites. This program also complements and augments the bikeways that are included in road projects.

OTHER

Projects originate from private citizens, citizen associations, and public agencies. Projects are evaluated and scheduled using sidewalk prioritization procedures. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County Roadways to zero by 2030.

DISCLOSURES

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

COORDINATION

Renew Montgomery Program, Maryland-National Capital Park and Planning Commission, Maryland DOT State Highway Administration, Montgomery County Public Schools, Washington Metropolitan Area Transit Authority, Sidewalk and Infrastructure Revitalization , Maryland Mass Transit Administration, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities

Silver Spring Green Trail
(P509975)

Category	Transportation	Date Last Modified	10/20/19
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,426	1,207	119	100	50	50	-	-	-	-	-
Land	7	7	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	5	5	-	-	-	-	-	-	-	-	-
Construction	536	354	91	91	77	14	-	-	-	-	-
Other	1	1	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,975	1,574	210	191	127	64	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Current Revenue: General	265	265	-	-	-	-	-	-	-	-	-
G.O. Bonds	862	461	210	191	127	64	-	-	-	-	-
PAYGO	848	848	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,975	1,574	210	191	127	64	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	127	Year First Appropriation	FY99
Appropriation FY 22 Request	64	Last FY's Cost Estimate	1,975
Cumulative Appropriation	1,784		
Expenditure / Encumbrances	1,661		
Unencumbered Balance	123		

PROJECT DESCRIPTION

This project provides for an urban trail along the selected Purple Line alignment along Wayne Avenue in Silver Spring. A Memorandum of Understanding (MOU) will be established between the County and the Maryland Transit Administration (MTA) to incorporate the design and construction of the trail as a part of the design and construction of the Purple Line. The pedestrian and bicycle use along this trail supplements the County transportation program. The funding provided for the trail includes the design, property acquisition, and construction of the trail through the Silver Spring Central Business District (CBD), along the northern side of Wayne Avenue from Fenton Street to the Sligo Creek Hiker-Biker Trail. This trail is part of a transportation corridor and is not a recreation area of State or local significance. The trail will include an 8 to 10 foot wide bituminous shared use path, lighting, and landscaping. The trail will provide access to the Silver Spring Transit Station via the Metropolitan Branch and the future Capital Crescent Trail.

PROJECT JUSTIFICATION

This project will create an important link through Silver Spring to the Silver Spring Transit Center and will provide connectivity to other trails and mitigate congestion on area roads.

OTHER

This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

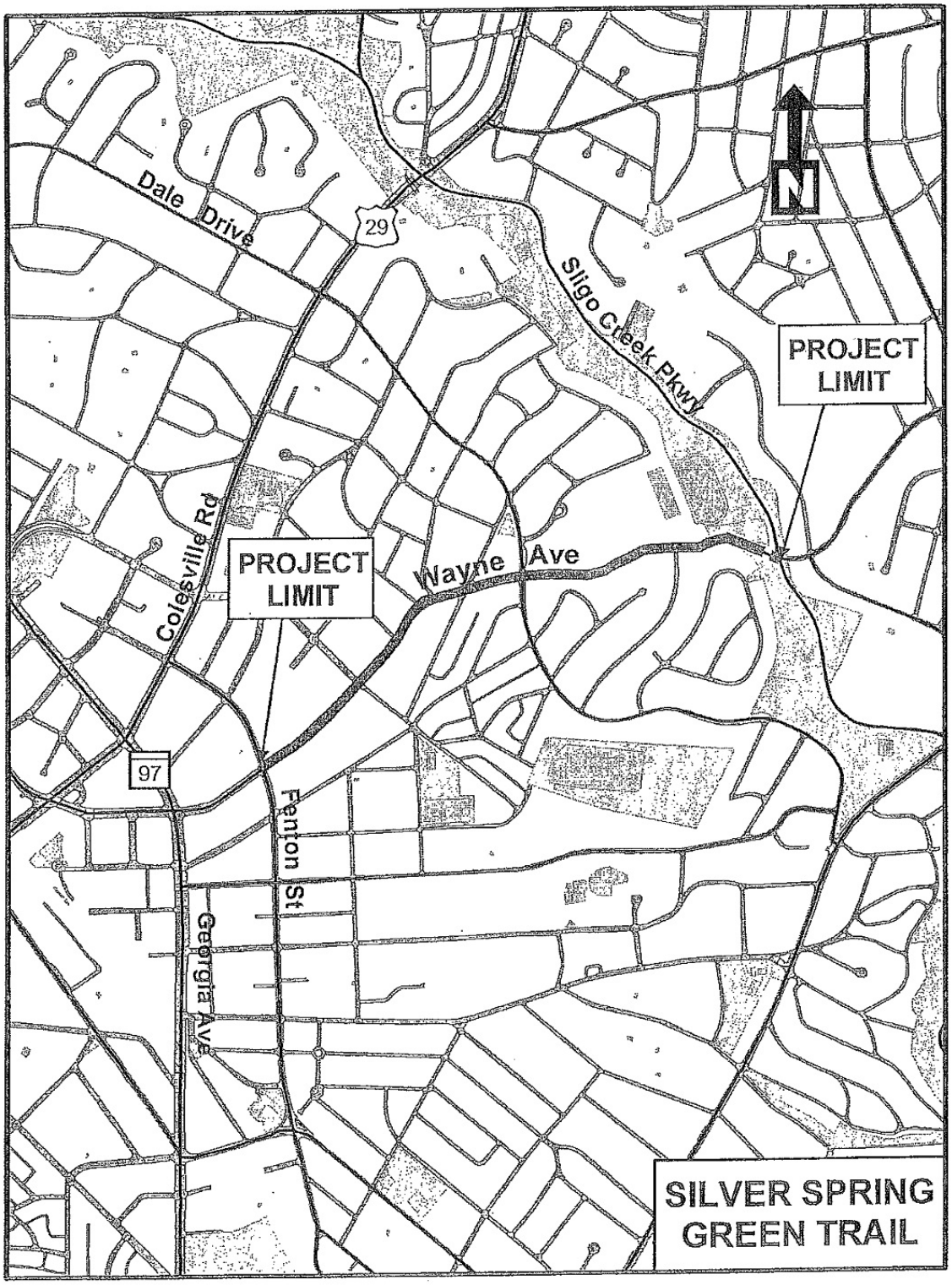
The project schedule and cost estimate were updated in FY17 as a result of the MTA's proposed Public Private Partnership for the Purple Line and reflect the actual bid by the Concessionaire.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Metropolitan Area Transit Authority, Utility Companies, Silver Spring Chamber of Commerce, Silver Spring Transportation Management District, Maryland Transit Administration


Dale Drive
29
Sligo Creek Pkwy
N
PROJECT LIMIT
Colesville Rd
PROJECT LIMIT
Wayne Ave
97
Fenton St
Georgia Ave
SILVER SPRING GREEN TRAIL

Transportation Improvements For Schools
(P509036)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	831	210	207	414	69	69	69	69	69	69	-
Land	651	651	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	247	22	75	150	25	25	25	25	25	25	-
Construction	1,041	136	215	690	115	115	115	115	115	115	-
TOTAL EXPENDITURES	2,770	1,019	497	1,254	209	209	209	209	209	209	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	2,770	1,019	497	1,254	209	209	209	209	209	209	-
TOTAL FUNDING SOURCES	2,770	1,019	497	1,254	209	209	209	209	209	209	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	209	Year First Appropriation	FY89
Appropriation FY 22 Request	209	Last FY's Cost Estimate	2,352
Cumulative Appropriation	1,516		
Expenditure / Encumbrances	1,124		
Unencumbered Balance	392		

PROJECT DESCRIPTION

This project provides for transportation improvements such as intersection modifications, sidewalks, traffic signals, streetlights, etc., necessary for safe pedestrian and vehicular circulation for schools identified in the Montgomery County Public Schools (MCPS) Capital Program. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected engineering technologies, and ensuring ADA compliance.

COST CHANGE

Cost change due to the addition of FY25 and FY26 to this ongoing project.

PROJECT JUSTIFICATION

This project is the result of a task force which included representatives from the County Executive, County Council, MCPS, Maryland-National Capital Park and Planning Commission (M-NCPPC), and the Maryland State Highway Administration (MSHA). The construction of schools in the County must be supported by off-site transportation improvements to provide safe access. An individual study has been undertaken to identify requirements related to each new school.

OTHER

Projects included in this program are subject to Council-approved changes in the MCPS program. Safety assessments and studies as part of the Safe Routes to Schools Program are funded in the Department of Transportation's (DOT) operating budget. Recommendations from those studies can result in the need for capital improvements that are beyond the scope of the operating budget. Current/Planned Projects: William B. Gibbs Jr Elementary School, Northwest High School, Jones Lane Elementary School and Bradly Hills Elementary School.

DISCLOSURES

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

COORDINATION

Montgomery County Public Schools, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland State Highway Administration, Montgomery County Pedestrian Safety Advisory Committee