



Intersection and Spot Improvements (P507017)

Category	Transportation	Date Last Modified	10/25/24
SubCategory	Traffic Improvements	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	12,635	9,155	-	3,480	580	580	580	580	580	580	-
Land	1,210	260	230	720	120	120	120	120	120	120	-
Site Improvements and Utilities	7,232	5,852	-	1,380	230	230	230	230	230	230	-
Construction	11,839	252	1,975	9,612	1,602	1,602	1,602	1,602	1,602	1,602	-
Other	2,146	2,146	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	35,062	17,665	2,205	15,192	2,532	2,532	2,532	2,532	2,532	2,532	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Contributions	482	482	-	-	-	-	-	-	-	-	-
Current Revenue: General	1,841	1,705	136	-	-	-	-	-	-	-	-
G.O. Bonds	31,117	13,856	2,069	15,192	2,532	2,532	2,532	2,532	2,532	2,532	-
Impact Tax	1,622	1,622	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	35,062	17,665	2,205	15,192	2,532	2,532	2,532	2,532	2,532	2,532	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	2,532	Year First Appropriation	FY70
Cumulative Appropriation	22,402	Last FY's Cost Estimate	35,062
Expenditure / Encumbrances	19,876		
Unencumbered Balance	2,526		

PROJECT DESCRIPTION

This project provides for planning and reconstructing various existing intersections in Montgomery County to identify locations where there is an identified need for bicycle or motorist safety, and in particular, the identification and implementation of corridor modifications and traffic calming treatments to enhance pedestrian safety. This project aligns with such design and construction for safety improvement measures in support of the County's Vision Zero Initiative and the High Incident Network evaluation efforts. Construction at these identified locations may begin immediately for project efforts of lesser scope or may be delayed until detailed design plans are prepared and developed into future projects.

COST CHANGE

Cost increase due to inflation in FY25-28. Funding for FY29 and FY30 was added.

PROJECT JUSTIFICATION

Ongoing studies conducted by the Division of Traffic Engineering and Operations indicate that many corridors and intersections need traffic calming modifications as well as capacity and/or vehicular and pedestrian safety improvements.

OTHER

Examples of recently completed and soon to be completed projects: Cheshire Road at Old Georgetown Road, Montgomery Village at Lake Shore, Grandview Ave at Reddie Drive, Judson Road at Henderson Ave, Wildcat Road at Brink Road, Crabbs Branch Way, Newport at Denfeld, and Linden Lane at Old Georgetown Rd. Projects scheduled for completion in FY25 and Beyond include, Blue Ridge Ave at Georgia Ave, Grandview Ave, Randolph Road at Lindell St, Dennis Ave at Procter St, Great Seneca Highway at Muddy Branch Rd and Randolph Rd at Parklawn Dr. This 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 will be performed during design or is in progress. Expenditures will continue indefinitely.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, U.S. Army Corps of Engineers, Washington Metropolitan Area Transit Authority, Developers, Montgomery County Pedestrian Safety Advisory Committee, and Citizen's Advisory Boards.