

**Table 13 (Cont'd.)**

**SUMMARY OF THE BETHESDA-CHEVY CHASE MASTER PLAN HIGHWAY NEEDS**

Name (Route #)	Limits	Recommendation	Current LOS	Conditions, Guidelines, Other Recommendations	Possible Long-term Changes
<b>Major Highway Needs (Cont'd.)</b>					
River Rd (MD 190)	I-495 to Western Ave	Retain existing roadway width for intersection capacity/ safety improvements, construct Park & Ride lot beyond I-495		Provide Park & Ride lot with transit service	Capacity of some sections may be exceeded during the life time of the Master Plan
- at Wilson La	Intersection	Recommend intersection improvements	F		Consider impact of improvements on nearby communities
- at Whittier Blvd	Intersection	Recommend intersection improvements	F		Consider impact of improvements on nearby communities
- at Little Falls Pkwy	Intersection	Recommend intersection improvements	E		Consider impact of improvements on nearby communities
Goldsboro Rd (MD 614)	Massachusetts Ave to River Rd	Retain two-lane roadway			Consider long-term need for four lanes, subject to environmental constraints
Massachusetts Ave (MD 396)	Western Ave to Sangamore Rd	Retain existing roadway width		None at this time	
	Goldsboro Rd to Sangamore Rd	Retain existing roadway width			May need widening to four lanes
<b>Other Long-term Highway Needs</b>					
Jones Bridge Rd	a) Jones Mill Rd to Connecticut Ave (Primary Street)	Improvement to primary standards as necessary		Wider roadway would have impact on abutting residences	
	b) Connecticut Ave to Wisconsin Ave (Arterial Road)	Retain existing roadway width, except where intersection improvements are needed			

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Name (Route #)	Limits	Recommendation	Current LOS	Conditions, Guidelines, Other Recommendations	Possible Long-term Changes
<b>Other Long-term Highway Needs (Cont'd.)</b>					
Little Falls Pkwy (Park Rd)	Fairfax Ave to Massachusetts Ave	Retain existing roadway width		Future changes, if any, must maintain parkway character	May need future widening
Wilson La (MD 188) (Arterial St)	a) MacArthur Blvd to River Rd	Two-lane arterial		a) & b): Endorse improvements related to pedestrian safety, a bike path, and speed controls	
	b) River Rd to Bradley Blvd	Recommend improvements following a proposed pedestrian safety and circulation study by MCDOT			
	c) Bradley Blvd to Clarendon Rd	Retain arterial classification but limit the roadway to two lanes		Any reconstruction should include special attention to: pedestrian safety, a conti- nuous path and pedestrian crossings; more than two lanes are undesirable due to exces- sive impacts on property	
Greentree Rd (Primary Street)	Burdette Rd to Fernwood Rd	Retain primary classification and improve substandard sections as necessary			
Burdette Rd (Principal Secondary)	River Rd to Bradley Blvd	Widen to two-lane secondary as needed; improve to primary standard as needed			
Bradley Blvd (MD 191) (Arterial)	I-495 (underpass) to Fairfax Rd a) I-495 to Goldsboro Rd	Reclassification to arterial road and retain two lanes		High volumes unlikely, since no interchange at I-495	Limit future improve- ments to four lanes except at intersections

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Name (Route #)	Limits	Recommendation	Current LOS	Conditions, Guidelines, Other Recommendations	Possible Long-term Changes
<b>Other Long-term Highway Needs (Cont'd.)</b>					
<i>Bradley Blvd (Cont'd.)</i>					
		Include a pathway in the right-of-way			
- Huntington Pkwy; Wilson La	Intersections	Increase intersection capacity			
	b) Goldsboro Rd to Fairfax Rd	Retain existing road width			
Bradley La (Primary)	c) Wisconsin Ave to Connecticut Ave (primary)	Retain two-lane roadway			Consider up to four lanes, if needed to serve the Bethesda Business District; this would require reclassification to an arterial road and a taking of private property
Persimmon Tree Rd (Arterial)		Retail arterial classification limit roadway widening to two lanes			
Goldsboro Rd (MD 614) (Arterial)	a) MacArthur Blvd to Massachusetts Ave (Arterial)	Reclassify as an arterial Retain two lanes		Retain right-of-way	
- at MacArthur Blvd	Intersection	Consider operational changes to improve safety and capacity		Recommend review by MCDOT	
	b) River Rd to Bradley Blvd (Arterial)	Two-lane arterial		Endorse pedestrian circulation safety improvements	Consider long-term need for four lanes, subject to environmental constraints

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<b>Other Long-term Highway Needs (Cont'd.)</b>					
MacArthur Blvd (Arterial)	a) I-495 to Sangamore Rd	Recommend arterial road classification and retain the two-lane roadway; plan recommends designation as a Maryland Scenic Highway; also recommend study of safety needs at designated scenic pull-offs		High volumes result in local operational problems, which should be reviewed with MCDOT; U.S. Corps owns road over the Cabin John aqueduct, Site #35/37 on the <i>Master Plan for Historic Preservation</i> and on the National Register of Historic Places; the right-of-way to relocate is inadequate; major widening could create a major corridor; closure could add excess volumes to River Rd	
	b) Sangamore Rd to D.C. line	Retain classification as an arterial road, retain the two-lane roadway			
- at Sangamore Rd	Intersection	Endorse intersection capacity and safety improvements project to be implemented through subdivision review process.		Include turn lanes and signal controls; (County/developer improvement project)	
Clara Barton Pkwy	I-495 to D.C. line	Endorse capacity improvements as needed		Access at Cabin John adds traffic to the one lane over Union Arch	Capacity improvements may be needed to reduce overflow traffic onto MacArthur Blvd and River Rd; peak period restrictions would increase traffic on heavily-used River Rd