

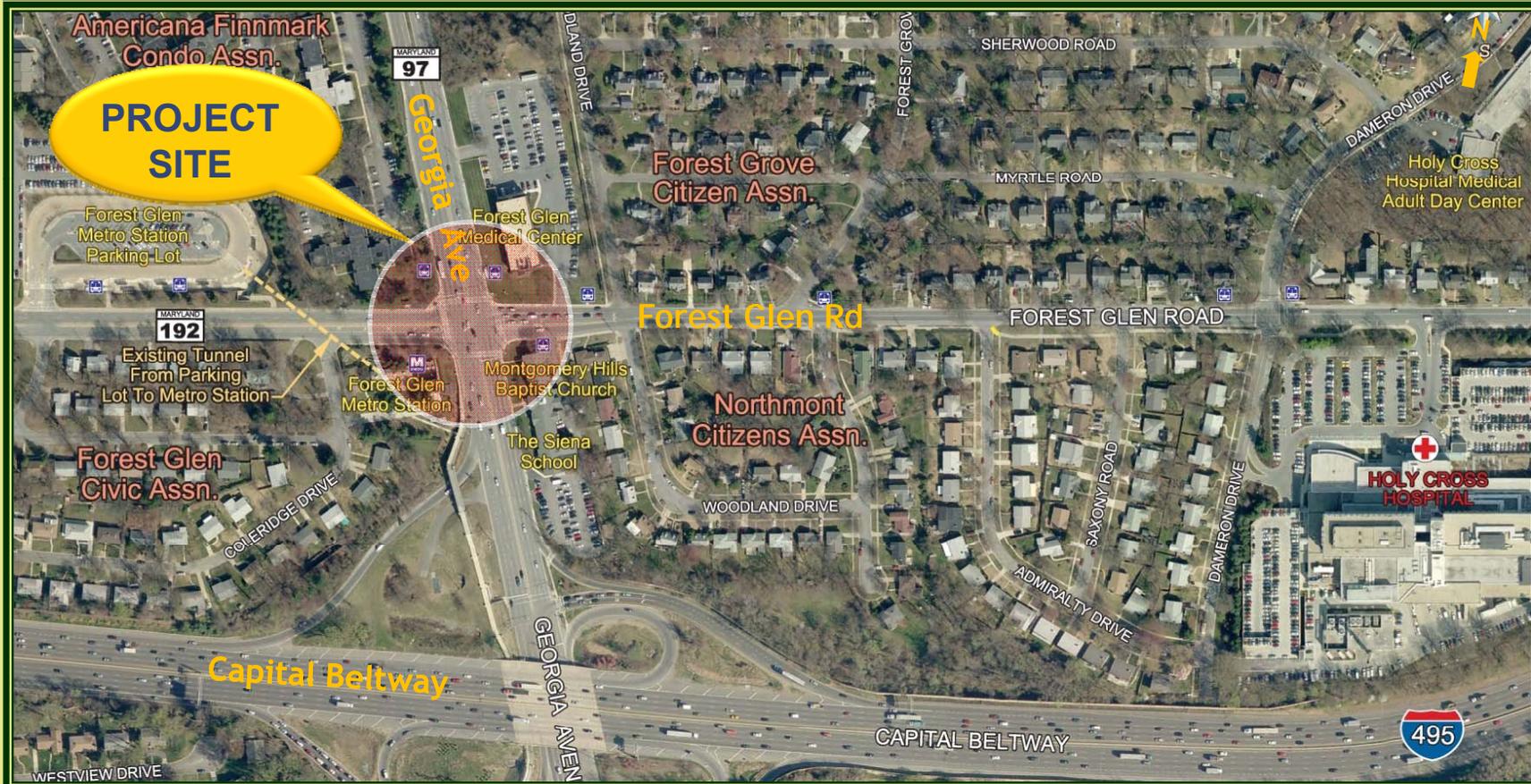
Feasibility Study

February 4, 2013

FOREST GLEN PASSAGEWAY

Montgomery County Department of Transportation · Division of Transportation Engineering

Presentation to the Montgomery County Council's T&E Committee



<http://www2.montgomerycountymd.gov/DOT-DTE/Common/home.aspx>

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Forest Glen Passageway Feasibility Study

PURPOSE AND NEED

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PURPOSE OF PROJECT

- To provide a grade separated pedestrian passageway across Georgia Avenue at Forest Glen Road for improved safety
- To provide direct access to Forest Glen Metro Station and improved ADA accessibility to the mezzanine of the Metro Station

NEED FOR PROJECT

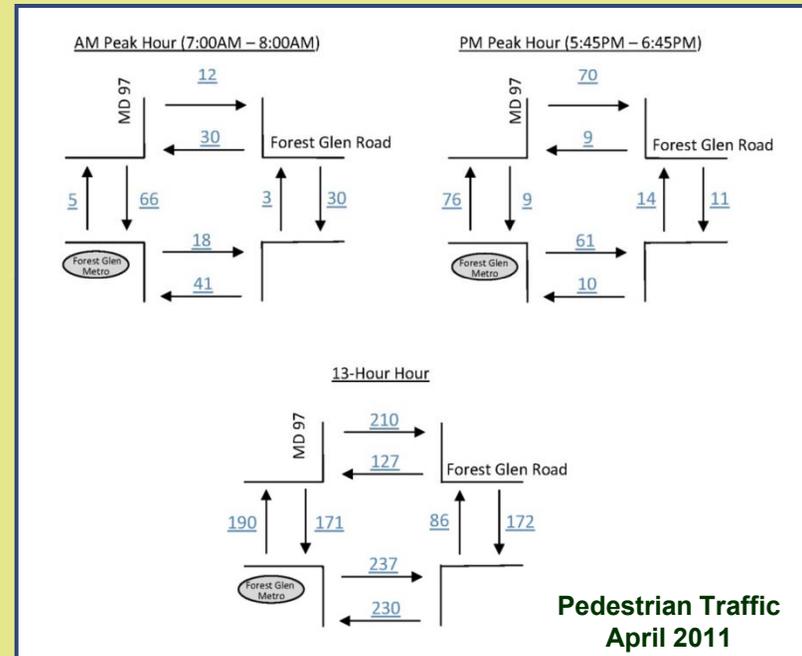
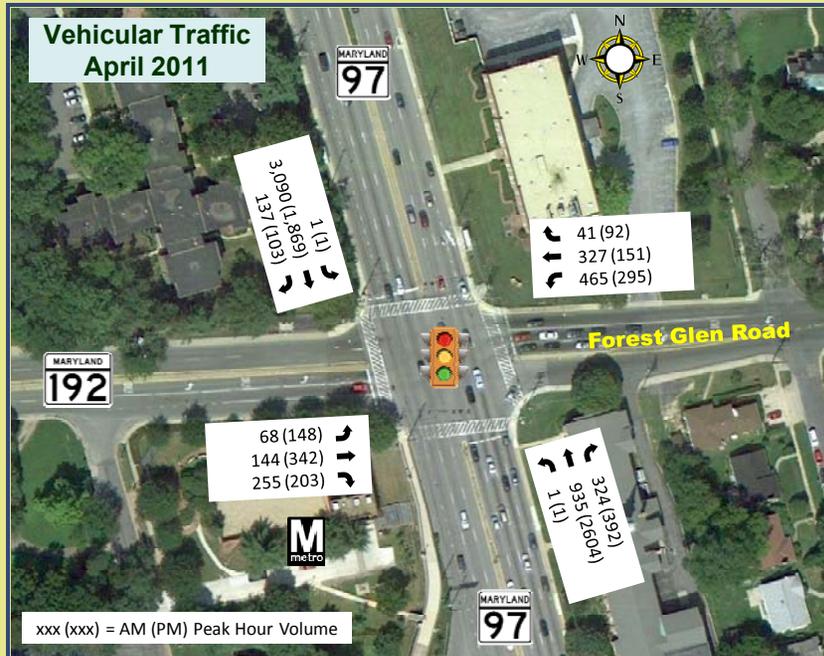
- Improved pedestrian safety at the intersection
- Improved access to the Metro Station



Forest Glen Passageway Feasibility Study

EXISTING TRAFFIC

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- Highly congested intersection
71,000 vehicles/day in 2011
- Long signal cycle – 150 seconds
- Potential pedestrian delay ≈ 140 seconds

- Significant crossings of all 4 legs of the intersection
- > 800 crossings of Georgia Ave
- 90% of pedestrian activity is to/from Metro

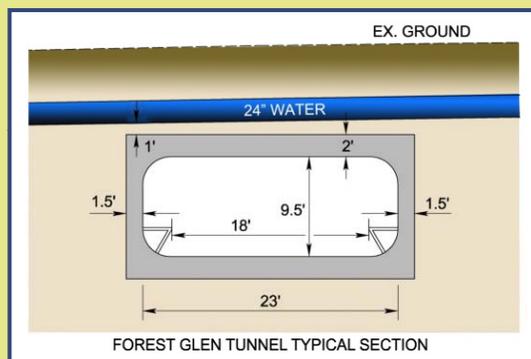


Forest Glen Passageway Feasibility Study

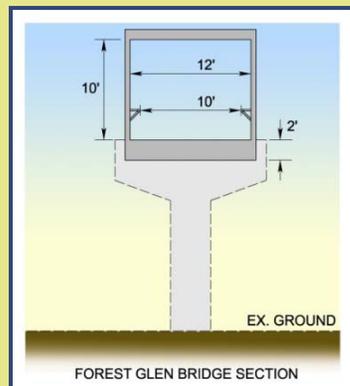
STUDIED ALTERNATIVES

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- Tunnel Alternative 1 (SE Quadrant to Metro Station)
- Tunnel Alternative 2 (NE Quadrant to Metro Station)



- Bridge Alternative 1 (SE Quadrant to Metro Station)

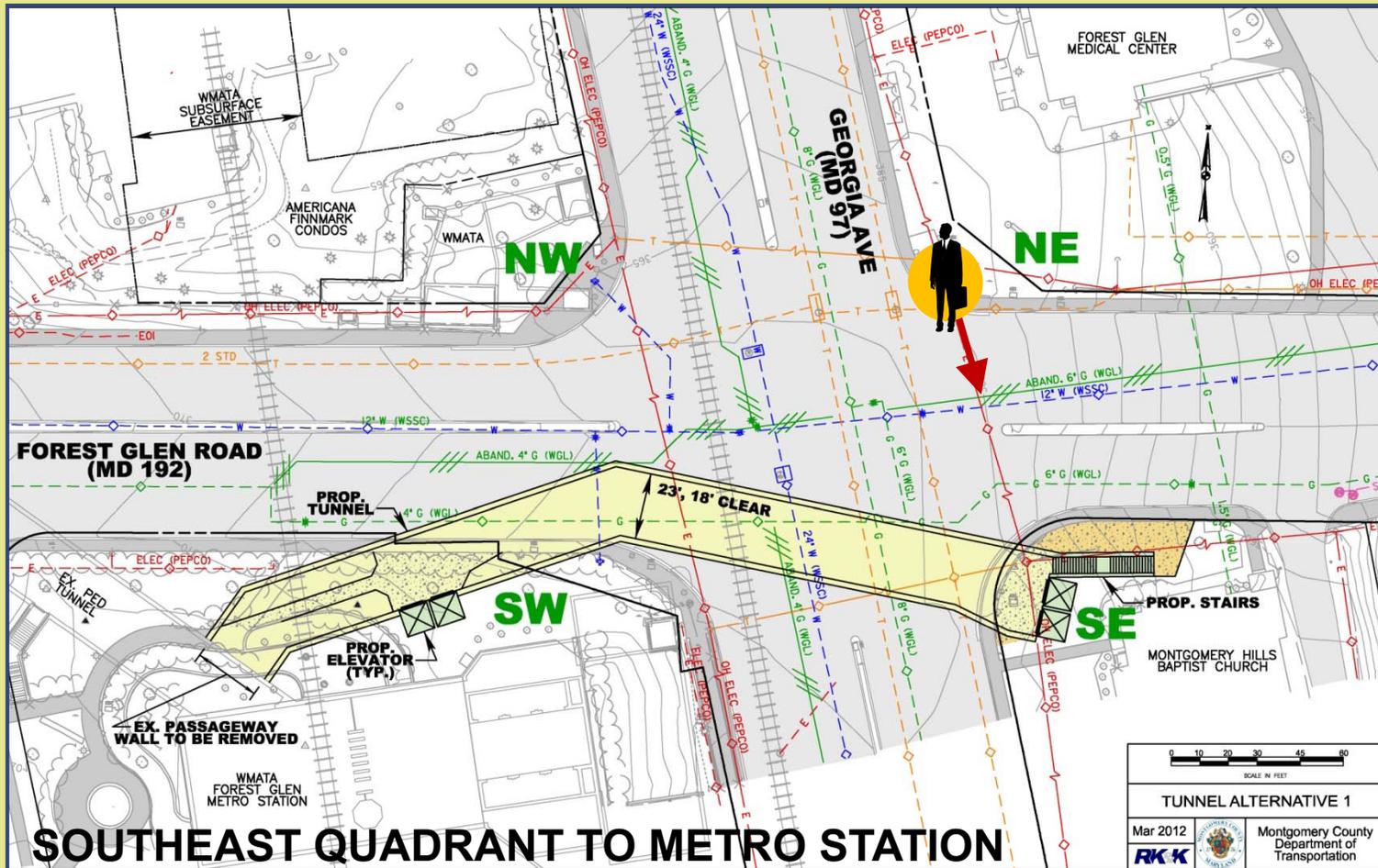




Forest Glen Passageway Feasibility Study

TUNNEL ALTERNATIVE 1

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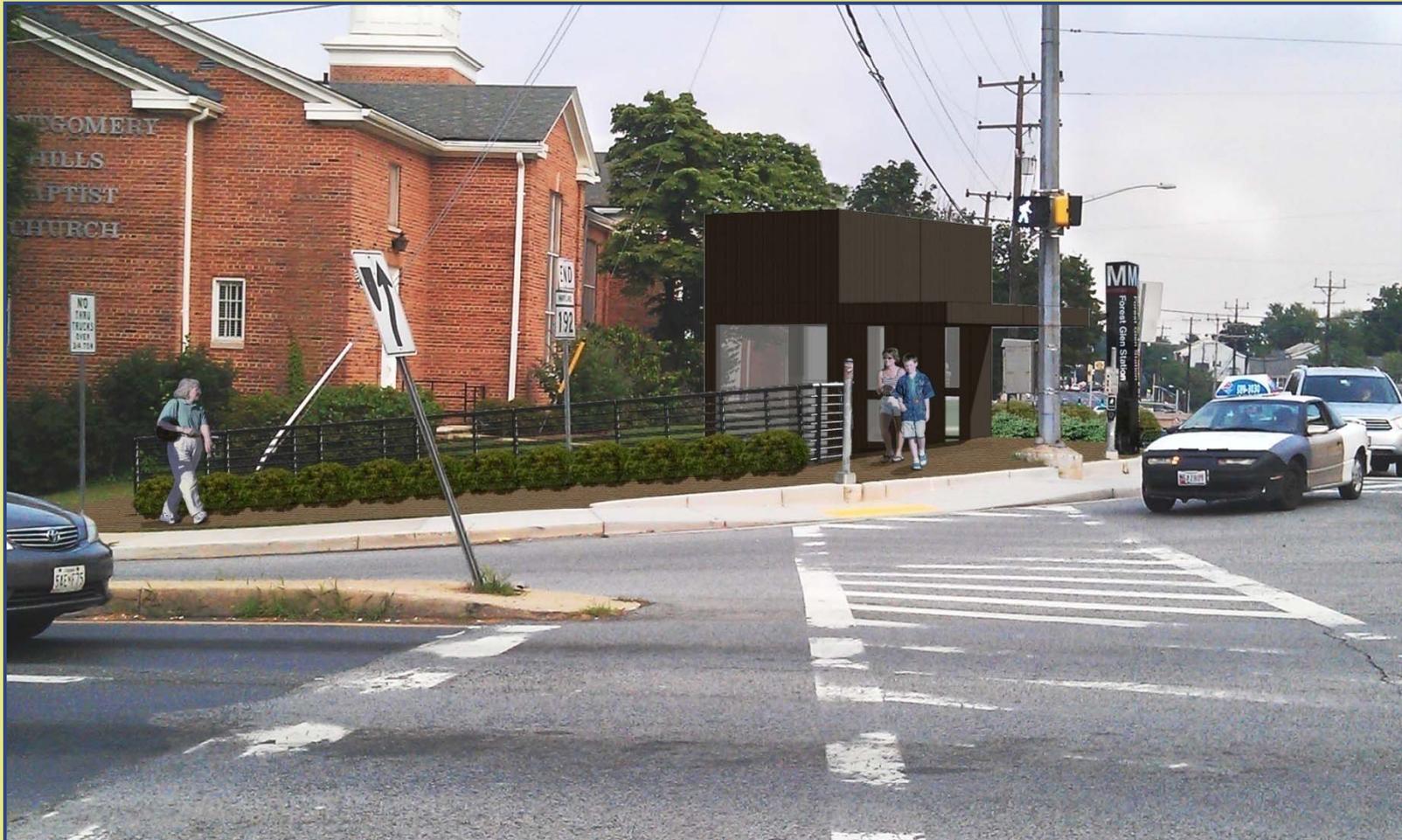




Forest Glen Passageway Feasibility Study

TUNNEL ALTERNATIVE 1

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Forest Glen Passageway Feasibility Study

TUNNEL ALTERNATIVE 2

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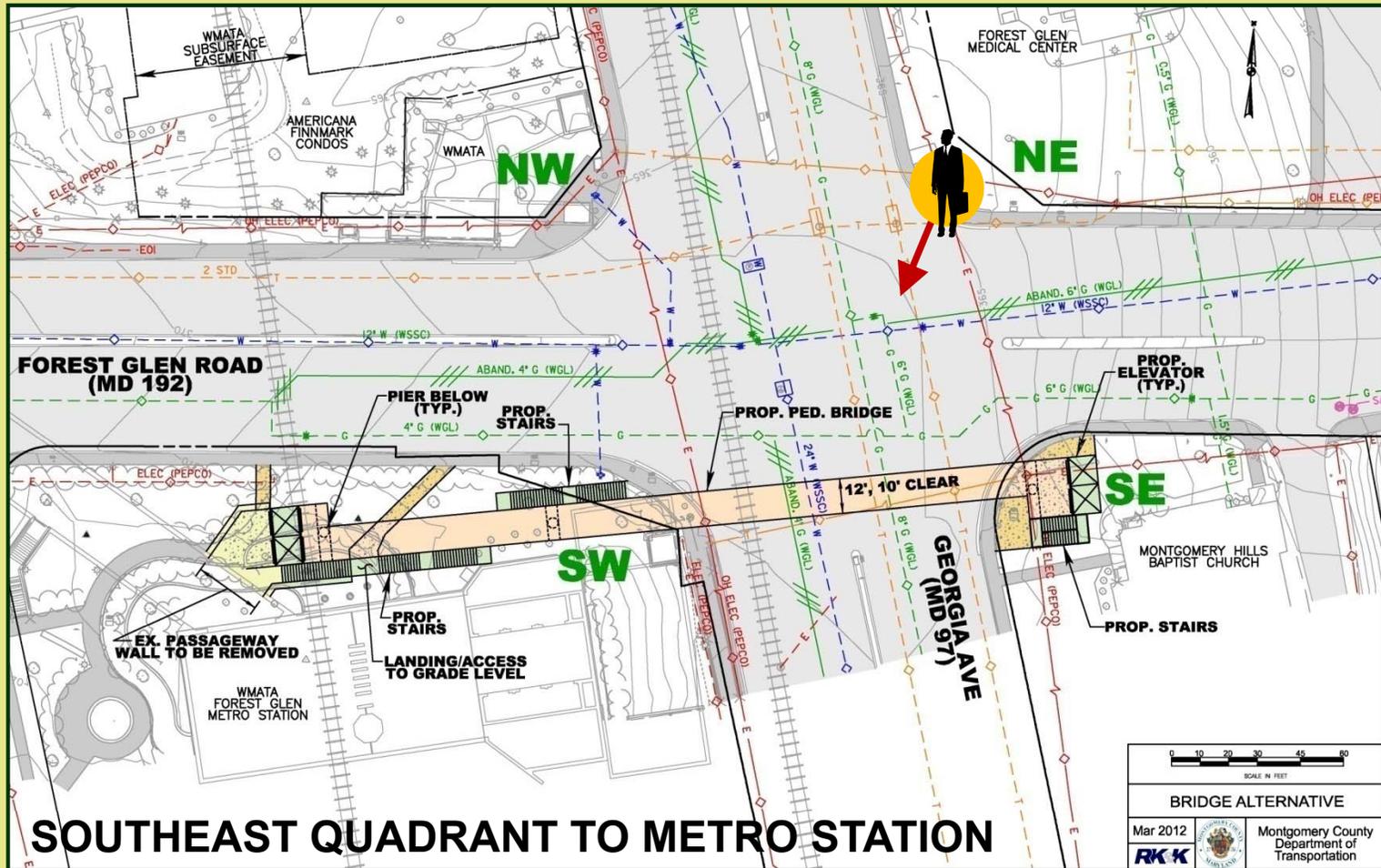




Forest Glen Passageway Feasibility Study

BRIDGE ALTERNATIVE 1

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Forest Glen Passageway Feasibility Study

BRIDGE ALTERNATIVE 1

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Forest Glen Passageway Feasibility Study

ALTERNATIVES COMPARISON

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	Tunnel Alternative 1 (SE Quadrant to Metro)	Tunnel Alternative 2 (NE Quadrant to Metro)	Bridge Alternative 1 (SE Quadrant to Metro)
Length (Ft)	• 303	• 324	• 270
Width (Ft)	• 23 (18 Ft Clear)	• 23 (18 Ft Clear)	• 12 (10 Ft Clear)
Estimated Pedestrian Usage (Crossing MD 97/ Day)	• 834	• 799	• 751
Average Travel Time Savings (Sec/Pedestrian)	• 119	• 95	• 57
Construction Duration	• 39 months	• 39 months	• 15 months
Maintenance of Traffic	<ul style="list-style-type: none"> • Partial Night Time Work (18 months) • Overnight Lane Closures to 2-3 Lanes on Georgia Ave and Forest Glen Rd 	<ul style="list-style-type: none"> • Partial Night Time Work (18 months) • Overnight Lane Closures to 2-3 Lanes on Georgia Ave and Forest Glen Rd 	<ul style="list-style-type: none"> • Partial Night Time Work (3 months) • Overnight Lane Closures to 2-3 Lanes on Georgia Ave. • Single overnight complete closure of Georgia Ave
Properties Impacted	• 1 Property, 2200 Square Feet	• 1 Property, 5700 Square Feet	• 1 Property, 1500 Square Feet
Utility Impacts	• High - Underground, overhead, and traffic signal	• High - Underground, overhead, and traffic signal	• Moderate - Overhead and traffic signal
Construction Cost	• \$11.5M	• \$12.7M	• \$5.8M
Total Cost *	• \$15.6M	• \$17.9M	• \$8.6M

* Total Cost includes Construction, Planning, Engineering, Land Acquisition, Passageway, and Bike Share Stations.



Forest Glen Passageway Feasibility Study

PUBLIC COMMENTS SUMMARY

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Alternative Preferred	Total	Percentage
Tunnel Alt. 1 - SE Quadrant to Metro	3	2%
Tunnel Alt. 2 - NE Quadrant to Metro	102	69%
Bridge Alt. 1 - SE Quadrant to Metro	5	3%
Either Tunnel Alternative	22	15%
Any Alternative	12	8%
Does Not Support Project	4	3%
Total	148	100%

* 83 respondents expressed opposition to a bridge alternative.



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PREFERRED ALTERNATIVE

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