

Redland Rd from Crabbs Branch Way - Baederwood La (P500010)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Gaithersburg Vicinity

Date Last Modified 1/5/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

| | Total | Thru FY12 | Rem FY12 | Total 6 Years | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | Beyond 6 Yrs |
|--|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|
|--|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|--------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | | |
|----------------------------------|--------------|--------------|----------|------------|-----------|------------|----------|----------|----------|----------|----------|
| Planning, Design and Supervision | 1,611 | 1,512 | 0 | 99 | 10 | 89 | 0 | 0 | 0 | 0 | 0 |
| Land | 318 | 248 | 0 | 70 | 70 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 210 | 195 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,000 | 3,481 | 0 | 519 | 0 | 519 | 0 | 0 | 0 | 0 | 0 |
| Other | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,143 | 5,440 | 0 | 703 | 80 | 623 | 0 | 0 | 0 | 0 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | | |
|------------------------------|--------------|--------------|----------|------------|-----------|------------|----------|----------|----------|----------|----------|
| Development Approval Payment | 606 | 474 | 0 | 132 | 69 | 63 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 5,362 | 4,966 | 0 | 396 | 0 | 396 | 0 | 0 | 0 | 0 | 0 |
| Intergovernmental | 175 | 0 | 0 | 175 | 11 | 164 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,143 | 5,440 | 0 | 703 | 80 | 623 | 0 | 0 | 0 | 0 | 0 |

OPERATING BUDGET IMPACT (\$000s)

| | | | | | | | | | | |
|-------------------|--|--|--|-----------|----------|----------|-----------|-----------|-----------|-----------|
| Energy | | | | 20 | 0 | 0 | 5 | 5 | 5 | 5 |
| Maintenance | | | | 20 | 0 | 0 | 5 | 5 | 5 | 5 |
| Net Impact | | | | 40 | 0 | 0 | 10 | 10 | 10 | 10 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 14 | 0 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 6,143 |
| Expenditure / Encumbrances | | 5,458 |
| Unencumbered Balance | | 685 |

| | | |
|--------------------------|-------|-------|
| Date First Appropriation | | |
| First Cost Estimate | | |
| Current Scope | FY 11 | 6,143 |
| Last FY's Cost Estimate | | 6,143 |

Description

This project provides for reconstruction of a segment of Redland Road including the intersections with Crabbs Branch Way and Needwood Road for congestion mitigation. Anticipated improvements include: widening a portion of Redland Road from Crabbs Branch Way to Baederwood Lane, construction of additional turning lanes, installation of traffic improvement devices, storm drain modifications as needed, and an eight feet wide mixed use bike path/sidewalk (Class I). The bike path will be located within the project limits on the northeast side of Redland Road and the south side of Needwood Road. The concrete sidewalk on the north side of Needwood Road will be extended 430 feet to Deer Lake Road. This includes curb, gutter, and storm drainage improvements. Land acquisition is required. A shared use bike path will be added to the south side of Needwood Road from Redland Road to Deer Lake Road. The path will be 1,350 linear feet long, eight feet wide and constructed with asphalt. Land acquisition is also required for the bike path.

Capacity

A.M. level of service (LOS) of the Crabbs Branch Way intersection will be improved from D to C, and P.M. LOS from F to B. A.M. LOS of the Needwood Road intersection will be improved from F to C and P.M. LOS from E to B.

Estimated Schedule

Design of the shared use bike path on the south side of Needwood Road will be completed in the fall of 2012. Construction of the bike path is estimated to be completed in the spring of 2014.

Justification

Studies conducted by the Department of Transportation (DOT) Traffic Engineering and Operations Division and comprehensive consultant studies indicate significant congestion in this roadway segment. In addition to the improved level of service, the project will reduce the operational problems at these intersections. The addition of the bike path will provide access to the Shady Grove Metro Station.

Fiscal Note

Development Approval Payment collected through FY05 is included in this project. Intergovernmental revenue is comprised of the Department of Environmental Protection contribution of up to \$150,000 for dam repair and \$25,000 from the Washington Suburban Sanitary Commission for water and sewer adjustments. Policy Area Mobility Review (PAMR) funds are available in FY12 (shown in funding schedule under Development Approval Payment (DAP)).

Reflects acceleration of \$10,000 in FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Redland Rd from Crabbs Branch Way - Baederwood La (P500010)

Intersection and Spot Improvements Project, Department of Environmental Protection, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Potomac Electric Power Company, Verizon, Comcast, Washington Suburban Sanitary Commission, Maryland Department of the Environment