

# Facility Planning-Transportation -- No. 509337

Category  
Agency  
Planning Area  
Relocation Impact

**Transportation**  
**Public Works & Transportation**  
**Countywide**  
**None.**

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

**May 24, 2005**  
**7-41(04 App)**  
**NO**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	40,069	15,953	2,293	21,083	4,815	4,036	4,253	3,699	2,665	1,615	740
Land	134	134	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	79	79	0	0	0	0	0	0	0	0	0
Construction	51	51	0	0	0	0	0	0	0	0	0
Other	33	33	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>40,366</b>	<b>16,250</b>	<b>2,293</b>	<b>21,083</b>	<b>4,815</b>	<b>4,036</b>	<b>4,253</b>	<b>3,699</b>	<b>2,665</b>	<b>1,615</b>	<b>740</b>

## FUNDING SCHEDULE (\$000)

	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Contributions	4	4	0	0	0	0	0	0	0	0	0
Current Revenue:											
General	35,052	14,213	1,536	18,563	4,065	3,756	3,788	3,434	2,285	1,235	740
Impact Tax	264	184	80	0	0	0	0	0	0	0	0
Land Sale	21	21	0	0	0	0	0	0	0	0	0
Mass Transit Fund	3,626	989	677	1,960	750	280	390	150	240	150	0
Intergovernmental	764	764	0	0	0	0	0	0	0	0	0
State Aid	635	75	0	560	0	0	75	115	140	230	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides funds for planning and preliminary engineering design for new and reconstructed highway, sidewalk, and bikeway projects and new mass transit projects under consideration for possible inclusion in the CIP. Facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a CIP stand-alone project, the Department of Public Works and Transportation (DPWT) will perform Phase I of Facility Planning, a rigorous planning level investigation of the following critical project elements: purpose and need; usage forecasts and traffic operational analysis; community, economic, social, environmental, and historic impact analyses; public participation; investigation of non-County sources of funding; and conceptual level cost estimates. At the end of Phase I, DPWT determines if the project has the merits to advance to Phase II of Facility Planning, preliminary (35 percent level of completion) engineering design. In preliminary engineering design, construction plans are developed showing the specific and detailed features of the project, from which its impacts and costs can be accurately assessed. At the completion of preliminary engineering design, the County Executive and County Council hold project-specific public hearings and then determine if the candidate project has the merits to advance into the CIP as a fully-funded, stand-alone project. For a full description of the facility-planning process, see the CIP Planning Section.

### Capacity

To be determined on a project-by-project basis.

### JUSTIFICATION

There is a continuing need to define the scope and determine need, benefits, implementation feasibility, horizontal and vertical alignments, typical sections, impacts, community support/opposition, preliminary costs, and alternatives for master-planned transportation recommendations. Facility Planning provides decision makers with reliable information to determine if a master-planned transportation recommendation merits inclusion into the CIP.

### Plans and Studies

General Plan; Master Plans; and Master Plan of Highways; and M-NCPPC Transportation Policy Report. The sidewalk and bikeway projects in Facility Planning specifically address pedestrian needs. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues will be considered in the design of each project to ensure pedestrian safety.

### Cost Change

Increase due to the addition of new studies and the addition of FY09-10 to this ongoing project.

### STATUS

See list on next page.

### OTHER

Elements of project study will include the investigation of State, Federal, and/or private funding assistance. As part of the Midcounty Highway study, one option to be evaluated is a 4-lane parkway with a narrow median, a 40 mph design speed, a prohibition on heavy trucks, 11-foot-wide travel lanes, and other parkway features.

### FISCAL NOTE

Starting in FY01, Mass Transit Funds provide for mass transit related candidate projects. Impact tax will continue to be applied to qualifying projects.

### APPROPRIATION AND EXPENDITURE DATA

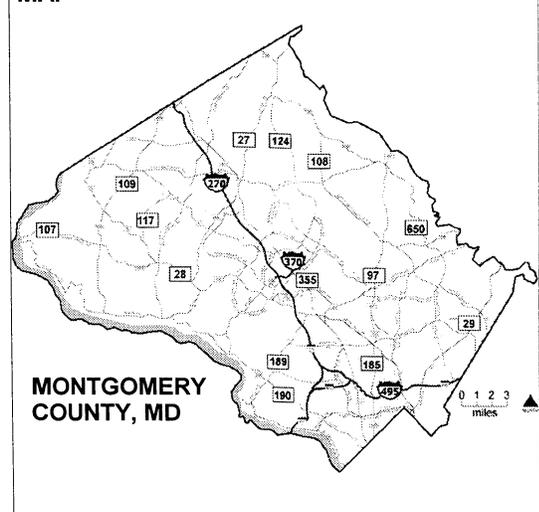
Date First Appropriation	FY93	(\$000)
Initial Cost Estimate		3,150
First Cost Estimate		
Current Scope	FY05	40,385
Last FY's Cost Estimate		40,185
Present Cost Estimate		40,366
Appropriation Request	FY06	3,341
Supplemental		
Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		26,210
Expenditures/		
Encumbrances		20,127
Unencumbered Balance		6,083
Partial Closeout Thru	FY03	0
New Partial Closeout	FY04	0
Total Partial Closeout		0

### COORDINATION

M-NCPPC  
Maryland State Highway Administration  
Maryland Department of the Environment  
Maryland Department of Natural Resources  
U.S. Army Corps of Engineers  
Department of Permitting Services  
Utilities  
Municipalities  
Affected communities  
Commission on Aging  
Commission on People with Disabilities  
Montgomery County Pedestrian Safety Advisory Committee

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection, and Planning Act.

### MAP



**Facility Planning-Transportation – No. 509337**

**STATUS**

**Studies Underway or to be Completed in FY 05-06:**

**Go Montgomery!**

**Road, Bikeway, and Sidewalk**

Father Hurley Boulevard (Wisteria Drive to MD 118)  
Goshen Road South  
MacArthur Boulevard - bike path  
Montrose Parkway East  
Ripley District Improvements  
West Deer Park Drive Bridge  
Seven Locks Road sidewalk, bikeway, and spot improvements  
Chapman Avenue (Randolph to Marinelli Road)  
Midcounty Highway (M-83) –  
    Phase I (Montgomery Village Avenue to MD 27)  
Randolph Road Widening  
Redland Road North sidewalk  
Longdraft Road Widening (Quince Orchard to Clopper Road)  
Middlebrook Road Widening Phase I  
    (0.1 mile east of MD 355 to Midcounty Highway)  
Metropolitan Branch Trail from Silver Spring to Takoma Park  
Observation Drive  
Snouffer School Road  
Watkins Mill Road

**Mass Transit**

Clarksburg Transit Center  
Randolph Road Bus enhancements  
Veirs Mill Road Bus Rapid Transit  
White Oak Transit improvements  
Takoma Langley/Transit Center

**Other Candidate Projects Beyond FY06:**

**Go Montgomery!**

Thompson Road  
Dorsey Mill Bridge  
Midcounty Highway Bikeway and Sidewalk  
Interim Capital Crescent Trail

**Mass Transit**

New Park and Ride Lots  
Olney Transit Center  
**Road, Bikeway, and Sidewalk**  
Bradley Boulevard Bikeway  
Goldsboro Road Bikeway  
Oak Drive/27 Sidewalk  
Seminary Road Intersection  
16th Street Sidewalk  
Tuckerman Lane Sidewalk  
Dedicated but Unmaintained Road Study  
Hyattstown sidewalks  
Central Avenue Sidewalk