

# Traffic Signals -- No. 507154

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Traffic Improvements  
Transportation  
Countywide

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 09, 2010  
No  
None.  
On-going

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	4,518	0	0	4,518	753	753	753	753	753	753	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	26,601	0	5,769	20,832	3,472	3,472	3,472	3,472	3,472	3,472	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>31,119</b>	<b>0</b>	<b>5,769</b>	<b>25,350</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>*</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	31,119	0	5,769	25,350	4,225	4,225	4,225	4,225	4,225	4,225	0
<b>Total</b>	<b>31,119</b>	<b>0</b>	<b>5,769</b>	<b>25,350</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>4,225</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				252	12	24	36	48	60	72
Energy				504	24	48	72	96	120	144
Program-Staff				150	0	0	0	50	50	50
<b>Net Impact</b>				<b>906</b>	<b>36</b>	<b>72</b>	<b>108</b>	<b>194</b>	<b>230</b>	<b>266</b>
WorkYears					0.0	0.0	0.0	1.0	1.0	1.0

### DESCRIPTION

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction/replacement of aged and obsolete signals and components; auxiliary signs; accessible pedestrian signals (APS); upgrades of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system.

### COST CHANGE

Increase due to addition of FY15-16 to this ongoing level of effort project.

### JUSTIFICATION

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies.

The December 2007 "Pedestrian Safety Initiative."

The March 2008, "The Third Report of the Infrastructure Maintenance Task Force," identified traffic signals in need of lifecycle replacement.

### OTHER

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. The fiber optic interconnection of traffic signals is done through the Fibernet project.

### FISCAL NOTE

As of FY97, \$700,000 per year is redirected to the Fibernet project and is to continue through the implementation of Fibernet.

### OTHER DISCLOSURES

- A pedestrian impact analysis will be performed during design or is in progress.
- 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.
- \* Expenditures will continue indefinitely.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY71	(\$000)
First Cost Estimate	FY11	31,119
Current Scope		
Last FY's Cost Estimate		25,690
Appropriation Request	FY11	4,225
Appropriation Request Est.	FY12	4,225
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,769
Expenditures / Encumbrances		1,862
Unencumbered Balance		3,907
Partial Closeout Thru	FY08	67,332
New Partial Closeout	FY09	3,021
Total Partial Closeout		70,353

### COORDINATION

Advanced Transportation Management System  
Verizon  
Fibernet CIP (No. 509651)  
Maryland State Highway Administration  
Potomac Electric Power Company  
Washington Gas and Light  
Washington Suburban Sanitary Commission  
Montgomery County Pedestrian Safety Advisory Committee  
Citizens Advisory Boards  
Maryland-National Capital Park and Planning Commission

### MAP

