

Platt Ridge Drive Extended -- No. 501200

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 06, 2012
No
None.
Planning Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	620	0	170	450	210	240	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	30	0	0	0	0	0
Construction	3,050	0	0	3,050	0	3,050	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	0	170	3,530	210	3,320	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,639	0	170	3,469	210	3,259	0	0	0	0	0
Intergovernmental	61	0	0	61	0	61	0	0	0	0	0
Total	3,700	0	170	3,530	210	3,320	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	1	1	1	1
Net Impact				4	0	0	1	1	1	1

DESCRIPTION

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment, it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20') with guardrails and a minimum right-of-way width of 30'. Sidewalks, streetlights, drainage ditches and similar features are not proposed to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

CAPACITY

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community.

ESTIMATED SCHEDULE

Detailed planning and design activities began in FY12 and will be completed in FY13. Construction will start in FY13 and be completed in FY14.

JUSTIFICATION

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from the BRAC relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that "Alternative 2" (new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal will be installed in FY11 with funding from the Traffic Signals project #507154. It was also found that "Alternative 3", the extension of Platt Ridge Drive to Montrose Driveway would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the MNCPPC.

OTHER

Right-of-way for this project will be dedicated to the public by the MNCPPC or purchased through ALARF funding.

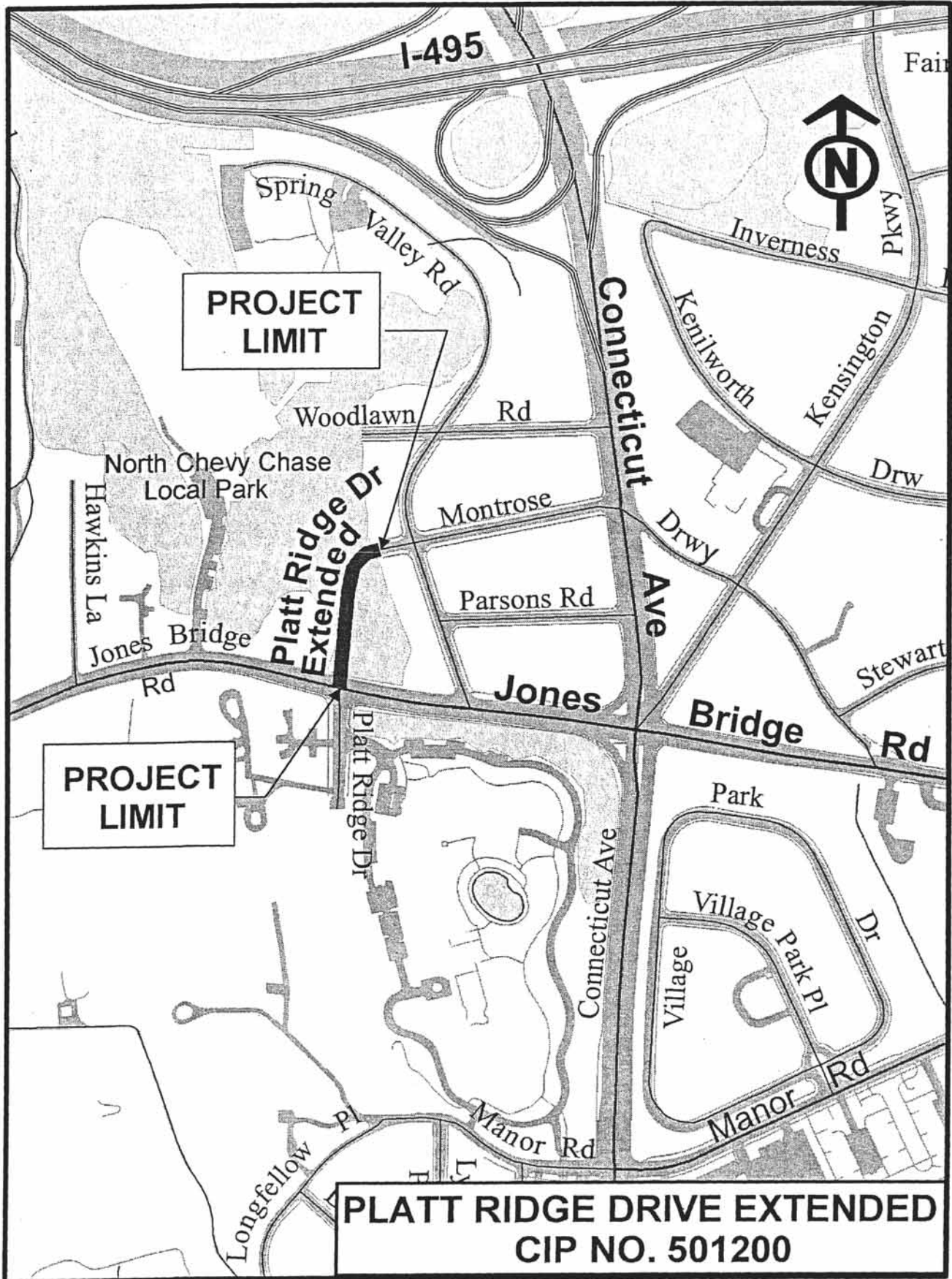
FISCAL NOTE

Intergovernmental funding represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY12</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>3,700</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>3,700</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate	FY12	3,700	Current Scope			Last FY's Cost Estimate		3,700	Maryland-National Capital Park & Planning Commission Maryland State Highway Administration Washington Suburban Sanitary Commission Department of Transportation Department of Permitting Services Department of Environmental Protection	See Map on Next Page
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CIP NO. 501200**