MONTGOMERY COUNTY DEPARTMENT
OF TRANSPORTATION

Goshen Road Improvements

From 650’ South of Girard Street to
1000’ North of Warfield Ave

CIP PROJECT NO. 509337

Please Hold Questions…

We will answer all questions at the end of the presentation.

WE ARE …

Montgomery County Department of Transportation

Division of Transportation Engineering

Bruce Johnston, Division Chief
Sogand Seirafi, Section Chief
Michael Mitchell, Senior Engineer
Girum Awoke, Project Manager

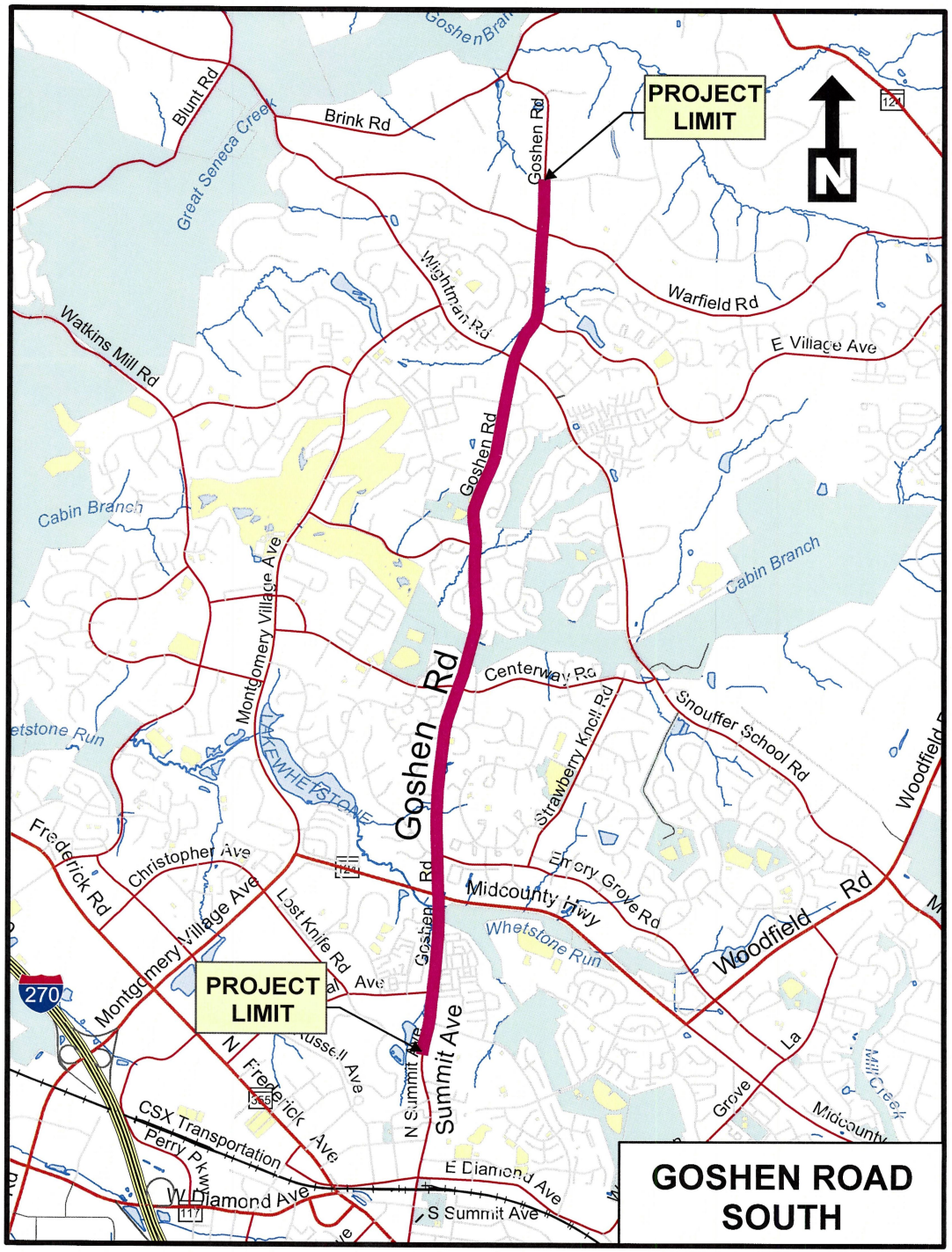
Outline of Presentation:

- Purpose of meeting
- Project Description, Purpose and Need
- Samples of Existing Condition
- Proposed Improvements
- Selected Renderings for Proposed Improvements
- What is next

Purpose of this meeting

- Present details of the Preliminary Design for The Goshen Road Improvement Project to the Public.
- Receive information and concerns from the public, which can be incorporated into the design.

Project Location Map



Project Development Stages

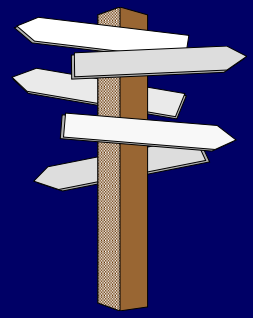
1. **Facility Planning – Phase 1**

   Approved by County Council in July 2004

2. **Facility Planning – Phase 2**

3. **Final Design**

Project Purpose and Need:



1. **Provide additional lanes to accommodate traffic growth and reduce congestion.**
   - Currently 10 out of 18 intersections operate at unacceptable Level of Service (LOS-F) either in the AM or PM peak hour.
   - 2015 : 16 out of 18 intersections will be operating at LOS-F; travel time will increase by 20-28%.
   - 2025 : all intersections will be operating at unacceptable Level of Service; travel time will increase by 78%.

Project Purpose and Need (Continued):

2. **Reduce Vehicular and Pedestrian Accidents.**

   For the 1999-2001 Study Period:

   - A total of 102 accidents reported
   - Rate of collision is twice the statewide average
   - Pedestrian related accidents are five times the statewide average

Project Purpose and Need (Continued):

3. **Improve geometric design along Goshen Road.**
4. **Provide paths for pedestrians, off-road cyclists, and onroad cyclists.**
5. **Provide consistent and adequate storm drain system:**
   - Currently runoff collection and disposal is inconsistent.
   - Many culverts are undersized and pavement and embankment are frequently eroded.
6. **Implement the latest storm water management practices.**
7. **Install landscaping and lighting.**

Samples of Existing Conditions

Looking South at Emory Grove Road/Goshen Road Intersection

Looking North Past Emory Grove Road

Looking South towards Emory Grove Road

Looking North Past Severn Road

Looking South at the Goshen Elm, towards Cabin Branch Bridge

Looking North at Goshen Road/Green Run Way Int.

Goshen Road and Snouffer School Road Intersection

Looking North towards Mother Of God School Entrance

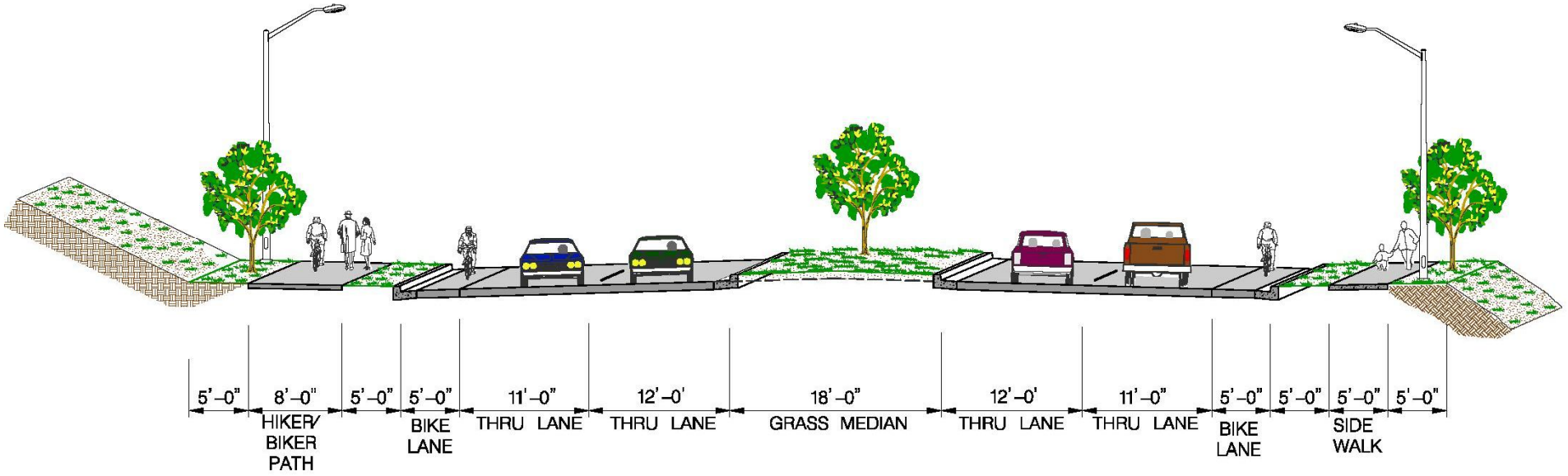
Looking North at Goshen Road/Warfield Road Int.

Proposed Improvements
(Typical Section)

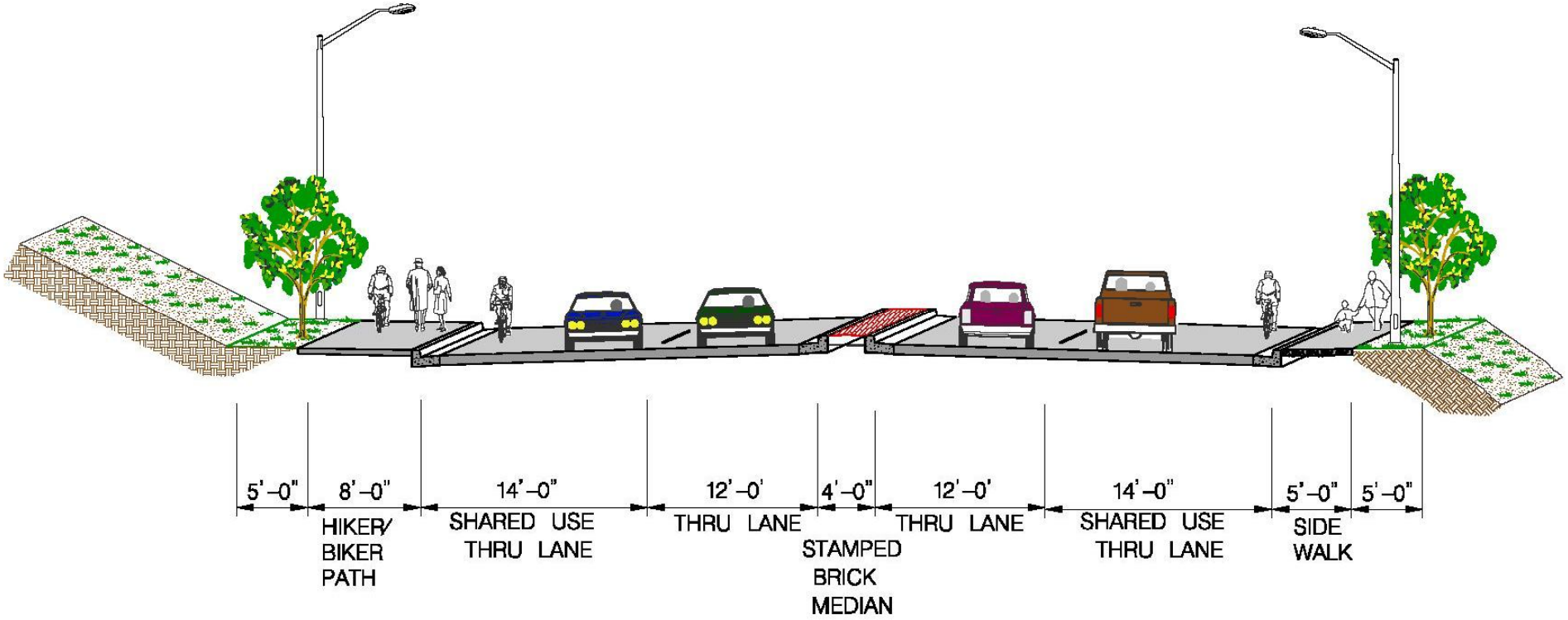
Characteristics of the Proposed Road:

- Four travel lanes with median
- Closed section roadway: curb & gutter and storm drain system
- A 5-foot wide concrete sidewalk along the east side of the road
- An 8-foot wide bituminous hiker/biker path along the west side of the road.
- 5-foot on-road bicycle lanes in both direction
- Landscaping
- Streetlights

Goshen Road – Proposed Typical Section



Goshen Road – Proposed Typical Section (Goshen Elm Vicinity)



Proposed Improvements (Renderings)

Goshen Road Southbound at Midcounty Hwy Int.

Goshen Road Southbound at Midcounty Hwy Int.

Looking South at Goshen Road/Midcounty Hwy Int.

Looking South at Goshen Road/Midcounty Hwy Int.

Looking North Past Emory Grove Road

Looking North Past Emory Grove Road Int.

Looking South towards Emory Grove Road

Looking South towards Emory Grove Road

Looking North Past Severn Road

Looking North Past Severn Road

Looking South at the Goshen Elm, towards Cabin Branch Bridge

Looking South at the Goshen Elm, towards Cabin Branch Bridge

Looking North at Goshen Road/Green Run Way Int.

Looking North at Goshen Road/Green Run Way Int.

Salient Points to be Considered at Final Design Stage:

- Coordination with other stakeholders (MNCPPC, SHA, utility companies, property owners, etc)
- Maintenance of traffic, construction phasing
- Right-Of-Way acquisition
- Impacts to utilities and relocations
- Impacts to existing trees and landscaping

Next Steps:

- Obtain community/public input
- Evaluate and incorporate comments into Preliminary Design
- Funding — Budget Evaluation
- If funded, prepare Final Design
- Property acquisition
- Utility relocation
- Construction

Comment Cards

Thank You!

QUESTIONS?