



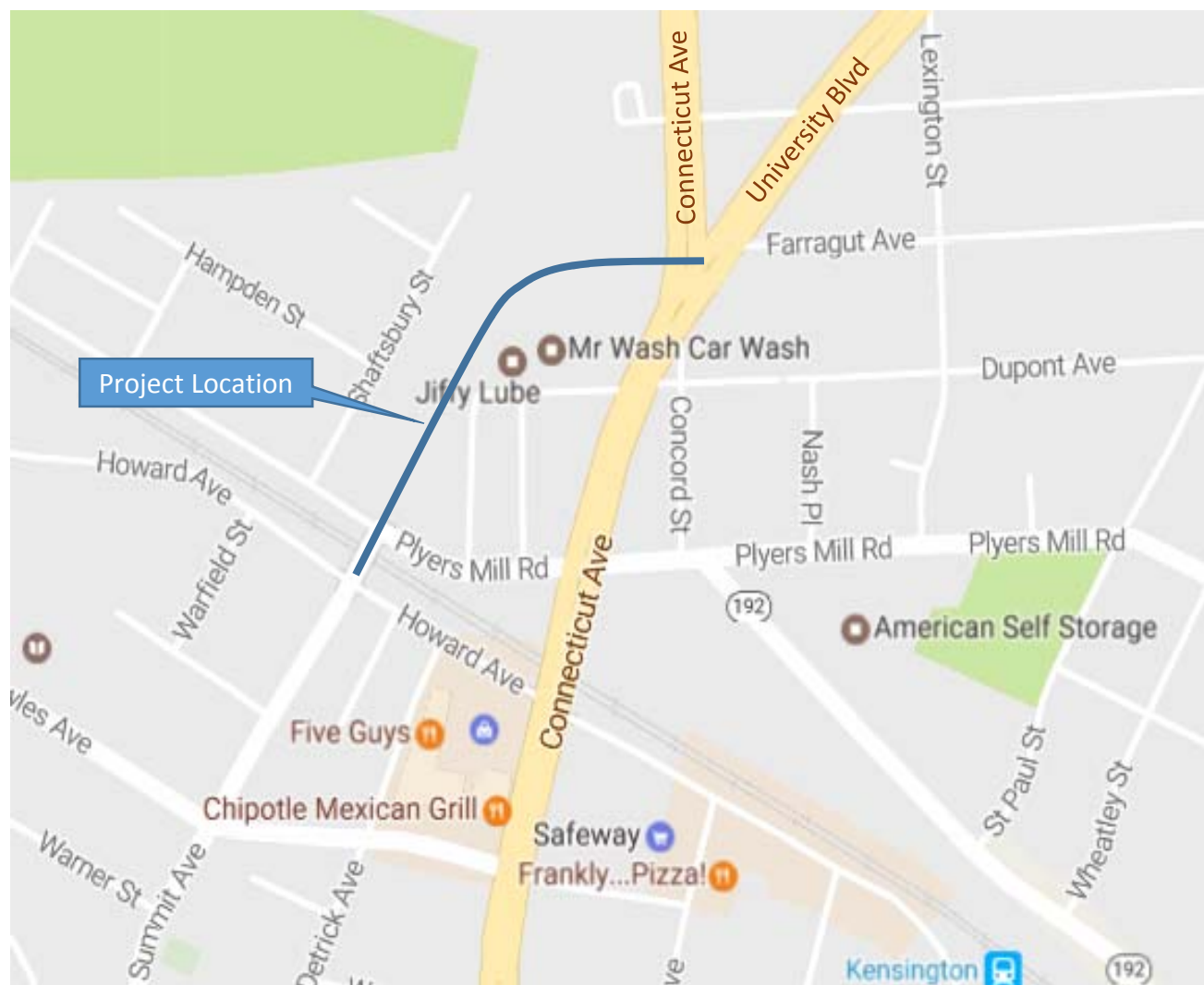
Summit Avenue Extension

Montgomery County Department of Transportation

FACILITY PLANNING PHASE I STUDY

Public Workshop #2

September 14, 2017



Project Purpose

- Improve mobility on Connecticut Ave (MD 185) and University Blvd (MD 193)
- Provide alternative route for Southwest-Northeast Travel
- Maintain and enhance community character

Montgomery County Department of Transportation (MCDOT)
Division of Transportation Engineering (DTE)

Project Website: <http://www.montgomerycountymd.gov/dot-dte/projects/summitave/index.html>



Summit Avenue Extension

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Welcome & Project Overview

- Life of a Transportation Project
 - 2012 Kensington Sector Plan and goals of project
- June 13, 2017 Workshop & Why are we here?
- Facility Planning Phase I (**we are here...**) - funded
 - Public Outreach; Data, Master Plan; Conceptual alternatives including No Build
 - Planning Board and County Council's Transportation, Infrastructure, Energy & Environment (T&E) Committee Review
- Facility Planning Phase II (35% Design) – funded, if T&E / Council directed
 - Public Input; preliminary engineering; soils; geometries; alignments; minimize and mitigate noise and environmental; detailed scope, schedule & costs
- Final Design (PE), Right-of-way (RW), and Construction (CO) – NOT funded
- Project Data Analysis Overview
- Comments Received to Date & Next Steps

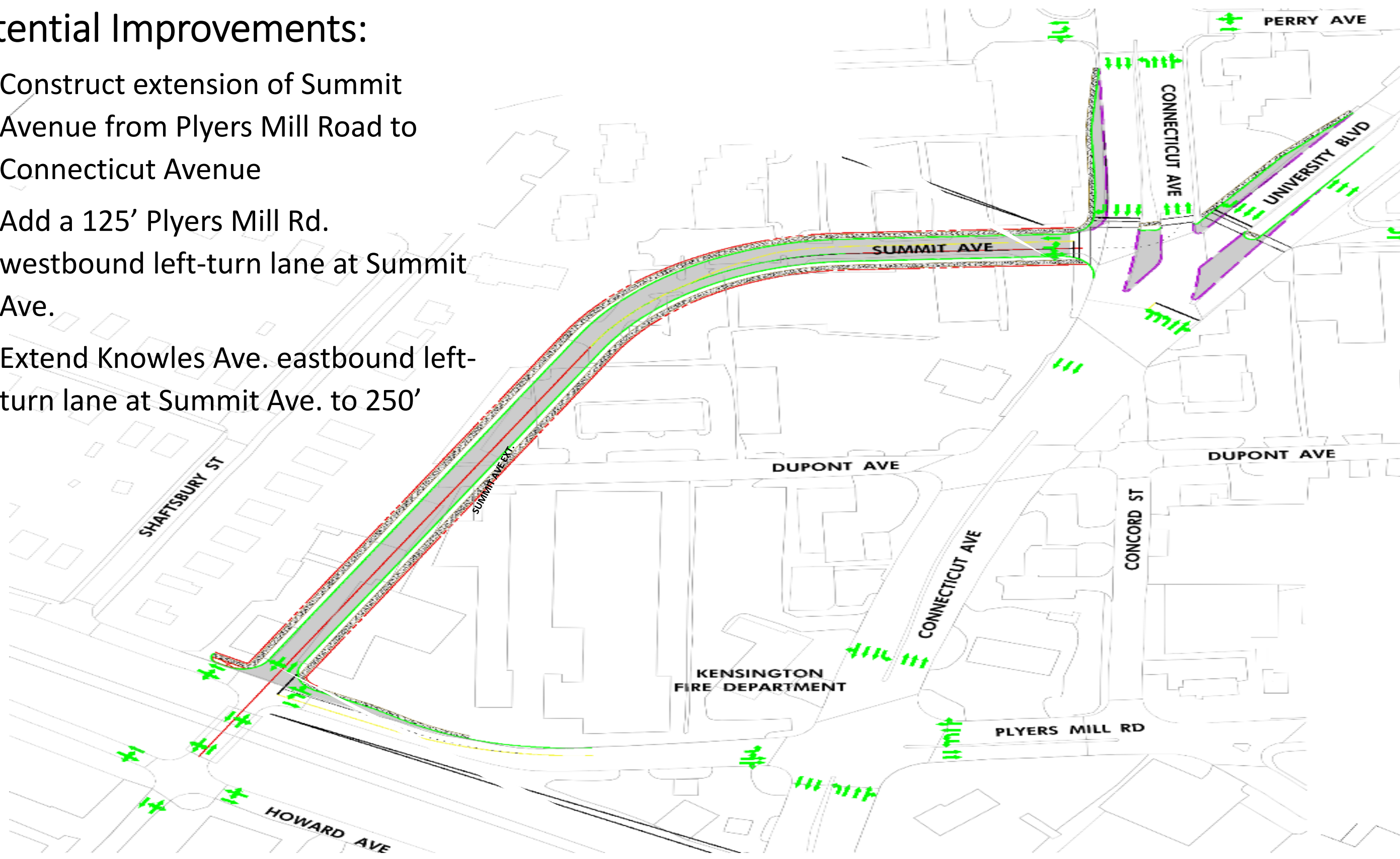


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- Potential Improvements:

- Construct extension of Summit Avenue from Plyers Mill Road to Connecticut Avenue
- Add a 125' Plyers Mill Rd. westbound left-turn lane at Summit Ave.
- Extend Knowles Ave. eastbound left-turn lane at Summit Ave. to 250'

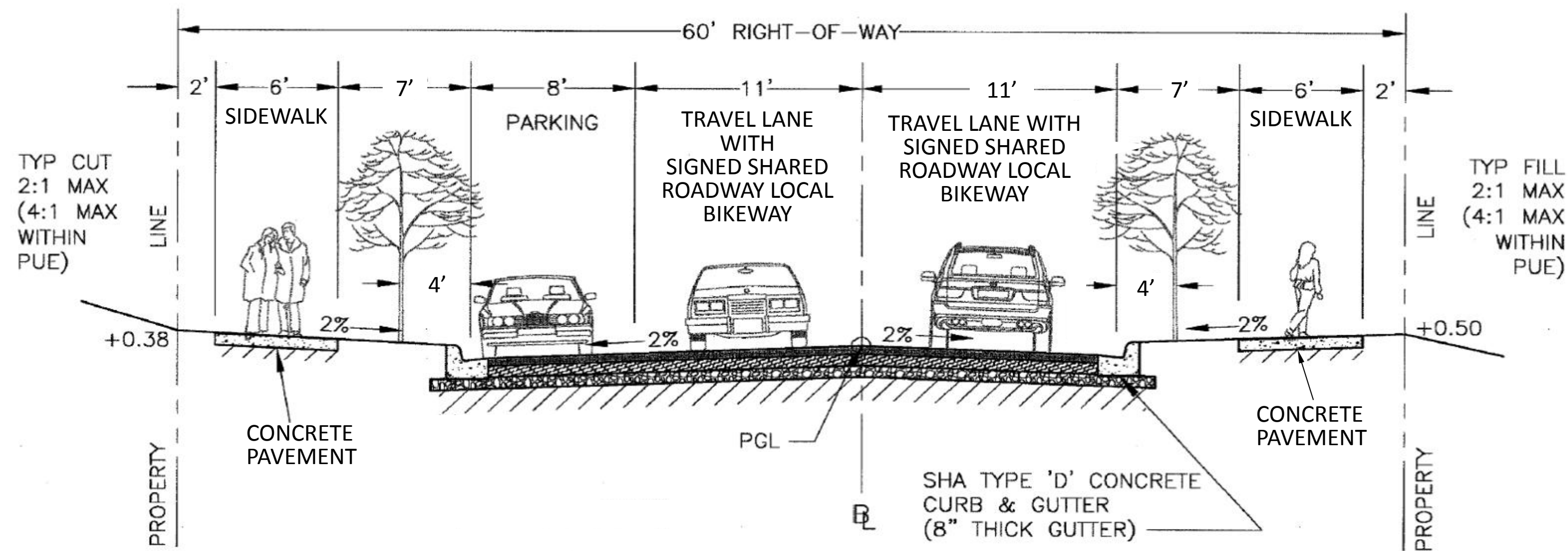




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Conceptual Design



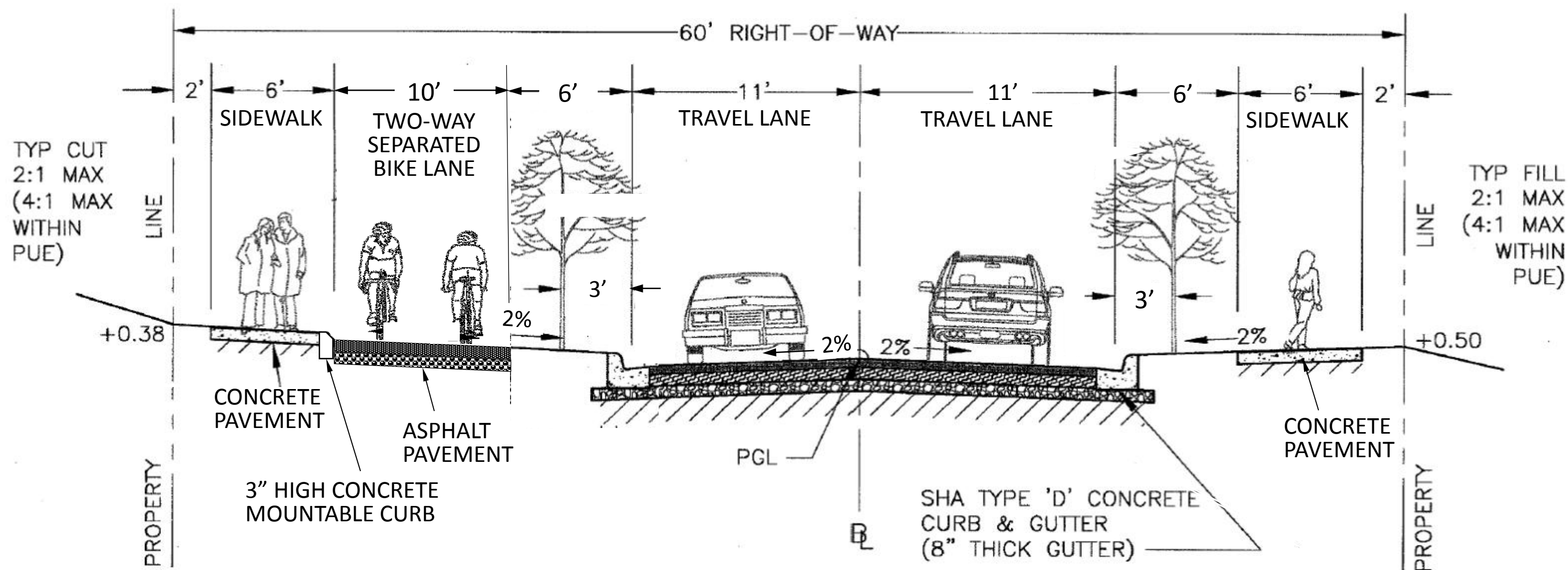
Typical Section Option A



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Conceptual Design



Typical Section Option B



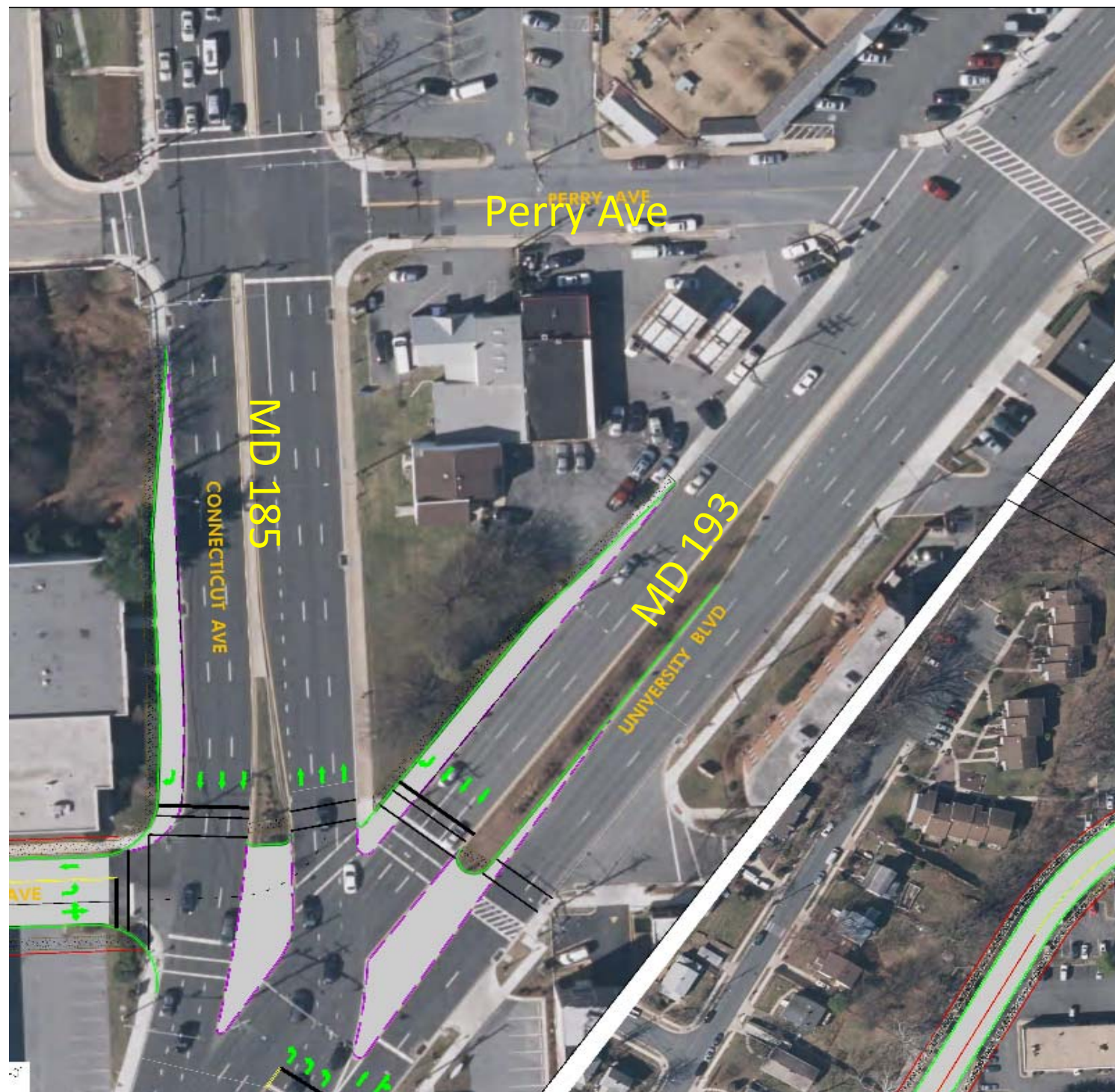
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MD 185 and MD 193 Intersection Alternatives

Alternative 1

- Summit extension added as west leg to Connecticut / University intersection
- Full set of movements allowed to/from Connecticut and University for Summit extended
- Modify median and adjust signal timings





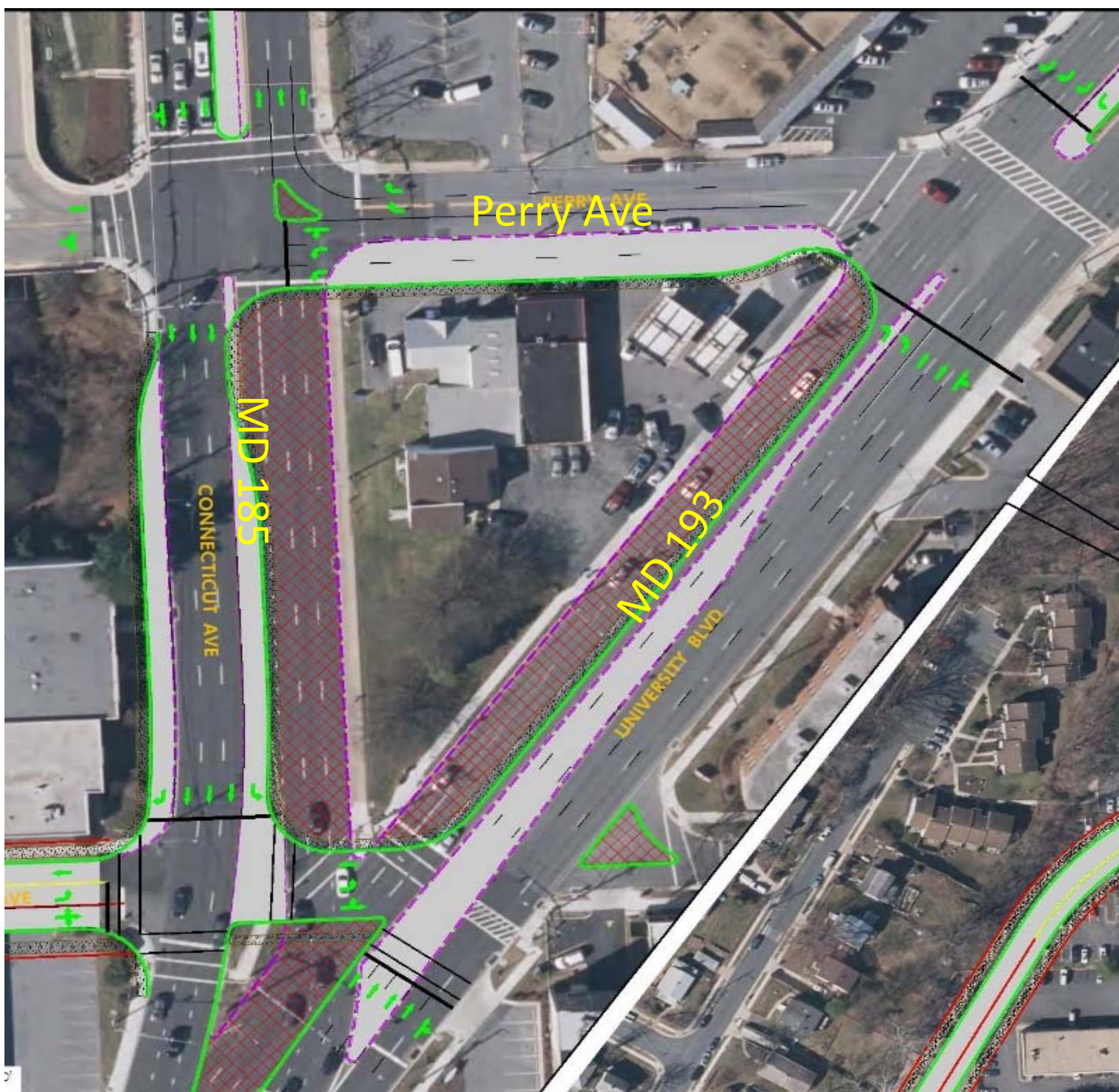
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MD 185 and MD 193 Intersection Alternatives

Alternative 2

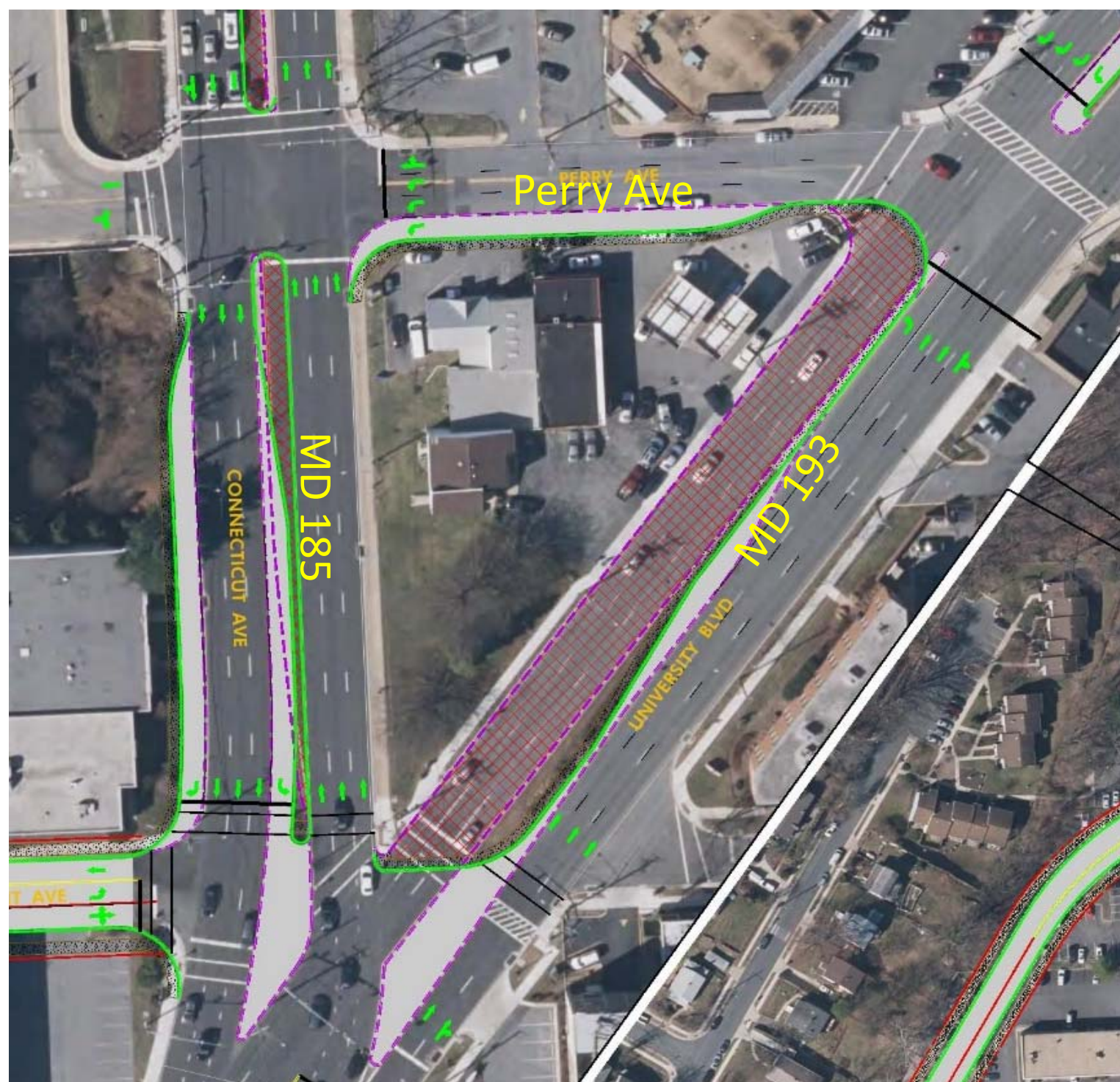
- Summit extension added as west leg to Connecticut / University intersection
- University, Connecticut, and Perry become one-way
- Full set of movements allowed to/from Connecticut and University for Summit
- Property impacts along Perry Ave.
- Modify median, adjust signal timings, remove or reallocate excess pavement



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MD 185 and MD 193 Intersection Alternatives



Alternative 3

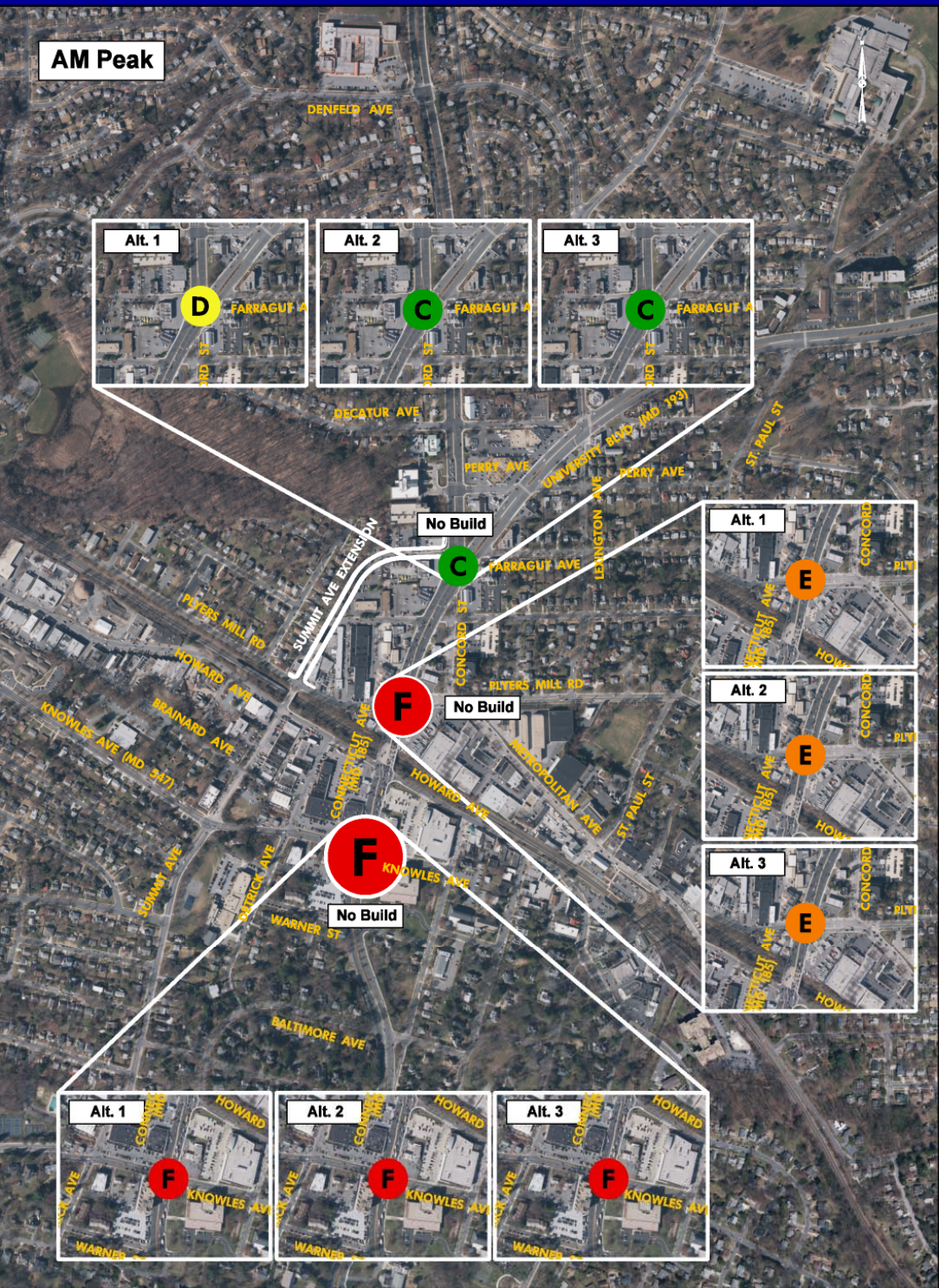
- Summit extension added as west leg to Connecticut/University intersection
- University and Perry become one-way
- Full set of movements allowed to/from Connecticut and University for Summit
- Property impacts along Perry Ave.
- Modify median, adjust signal timings, remove or reallocate excess pavement



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Intersection Level of Service - 2040 No Build and Alternatives



Overall
Intersection
LOS



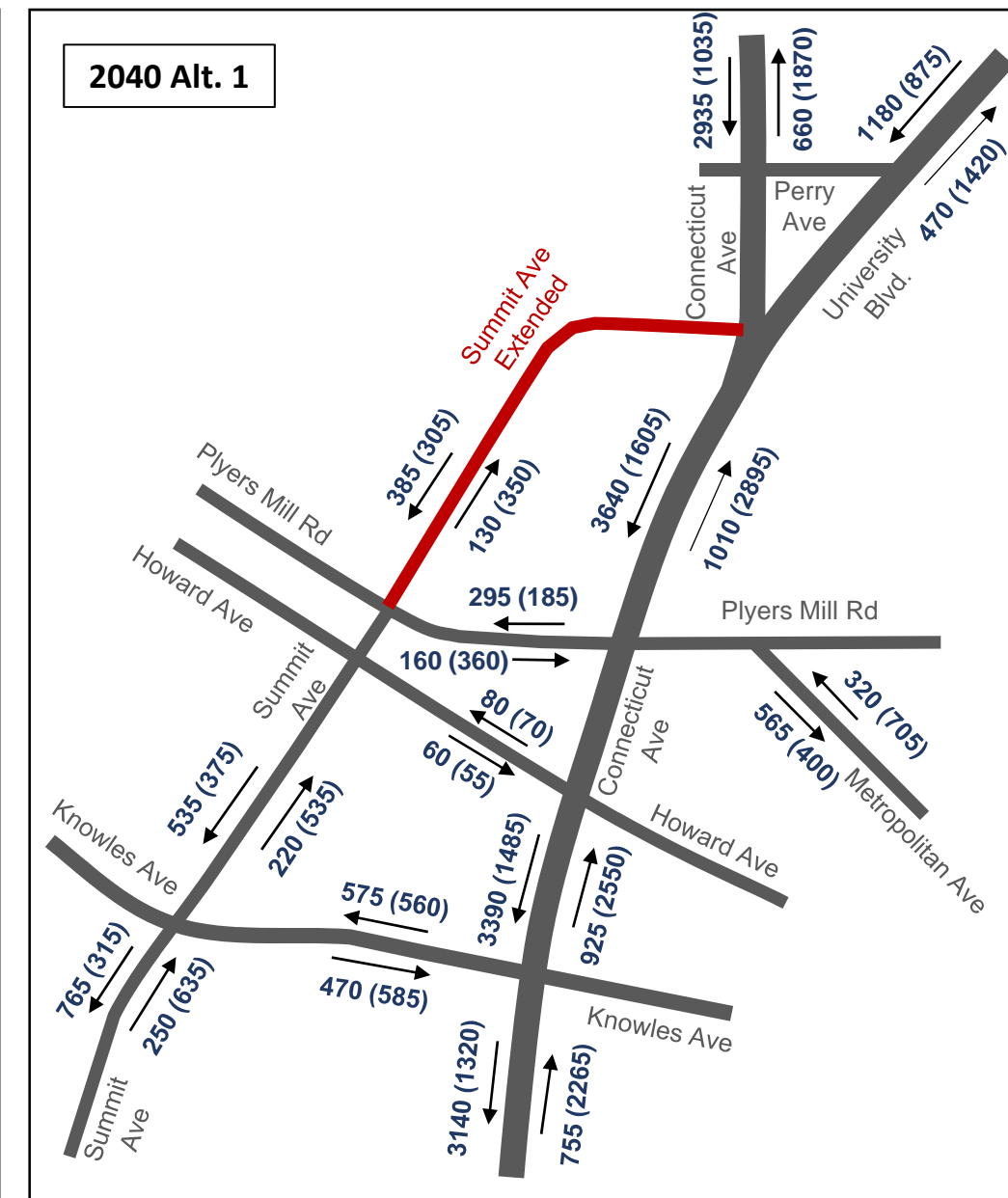
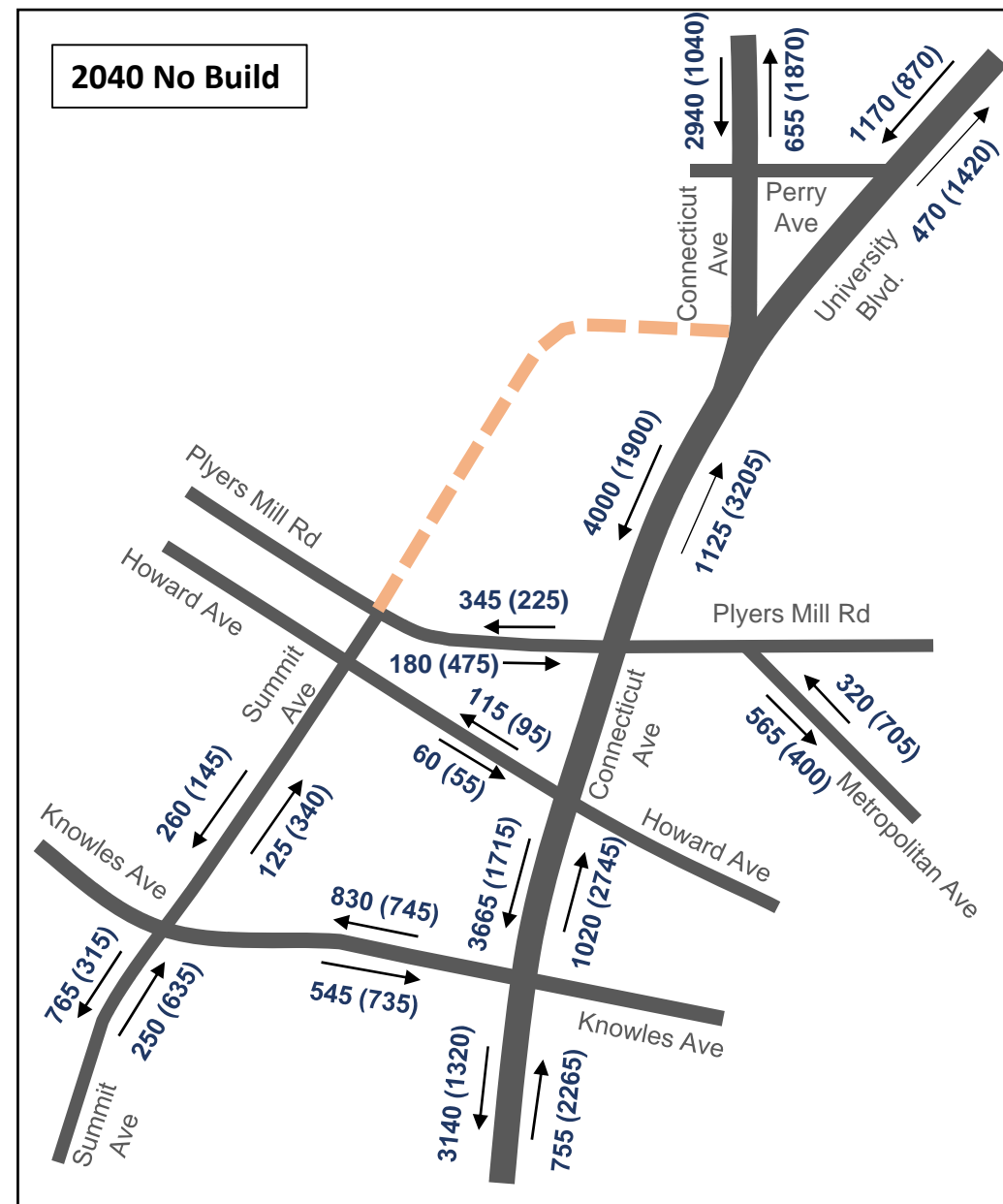
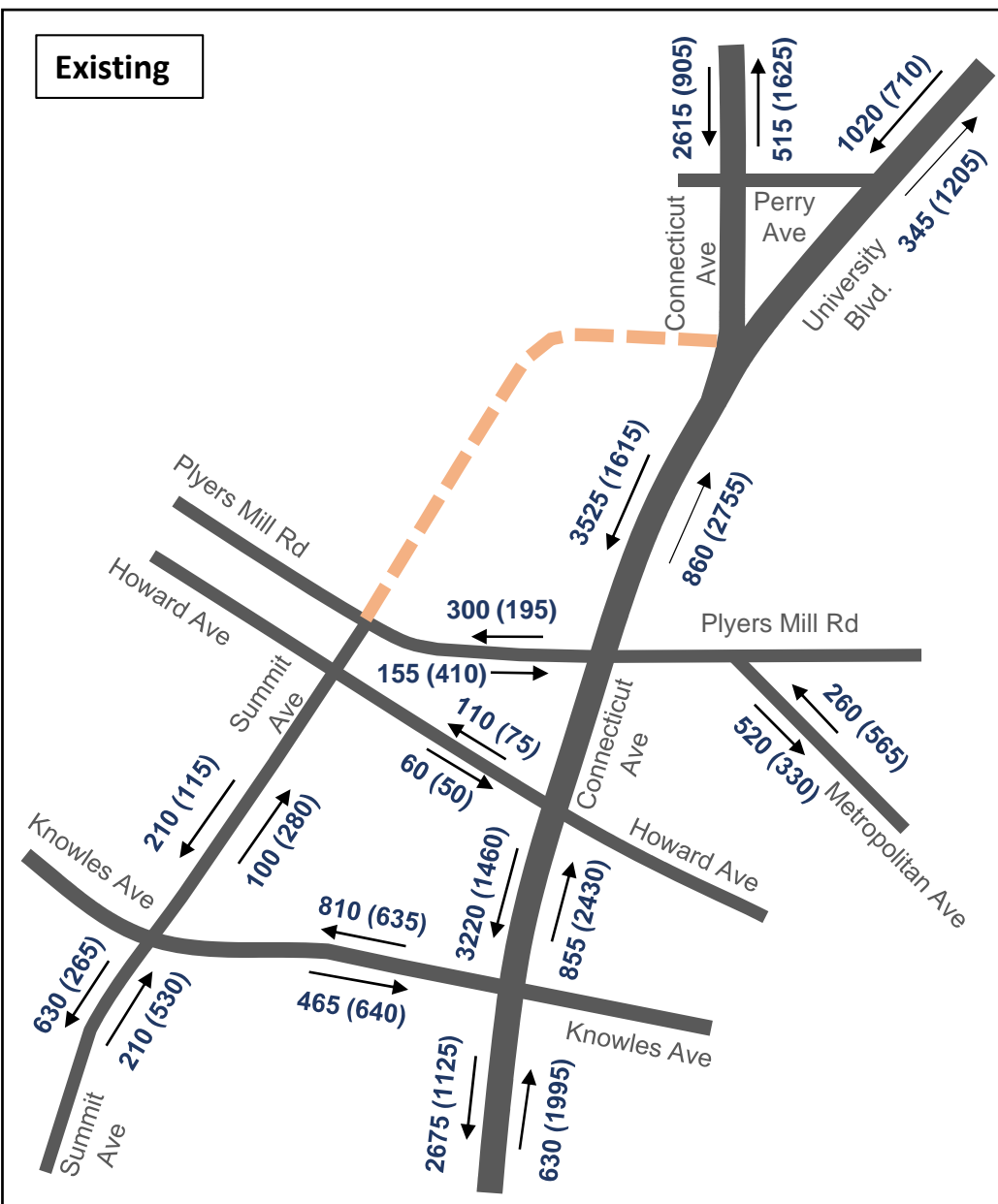
- Projected 2040 level of service
- Signalized intersections on Connecticut
- No-Build vs. Alts 1-3
- LOS the same or minor improvement with 10% diversion of traffic



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Traffic Volumes – Existing and Future AM (PM) Peak Hours



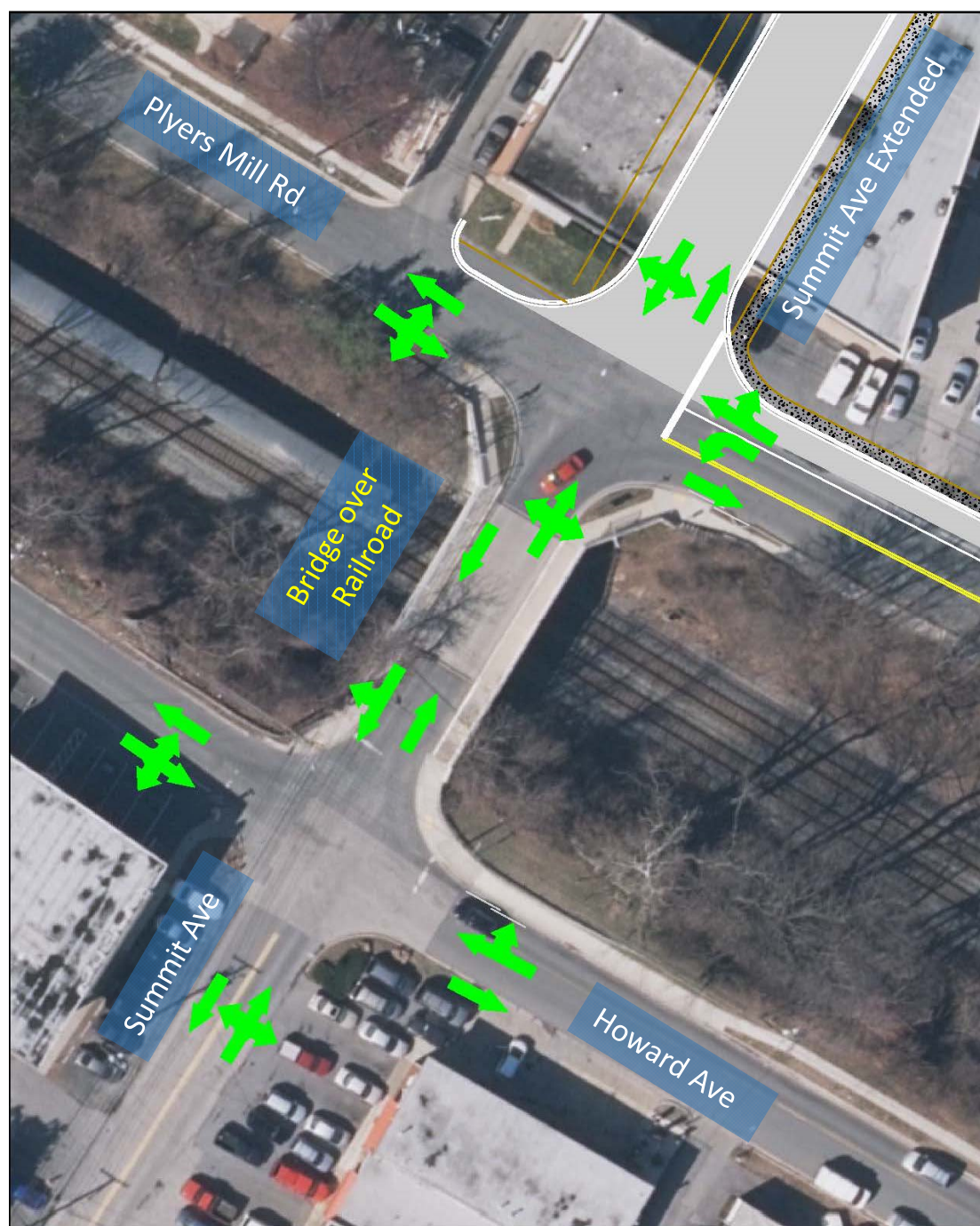
- Volumes in 2040 No-Build forecast to be higher than Existing – Operations will be worse
- Heaviest southbound in morning and northbound in evening
- Approximately 10% of peak direction Connecticut traffic diverts to Summit extended

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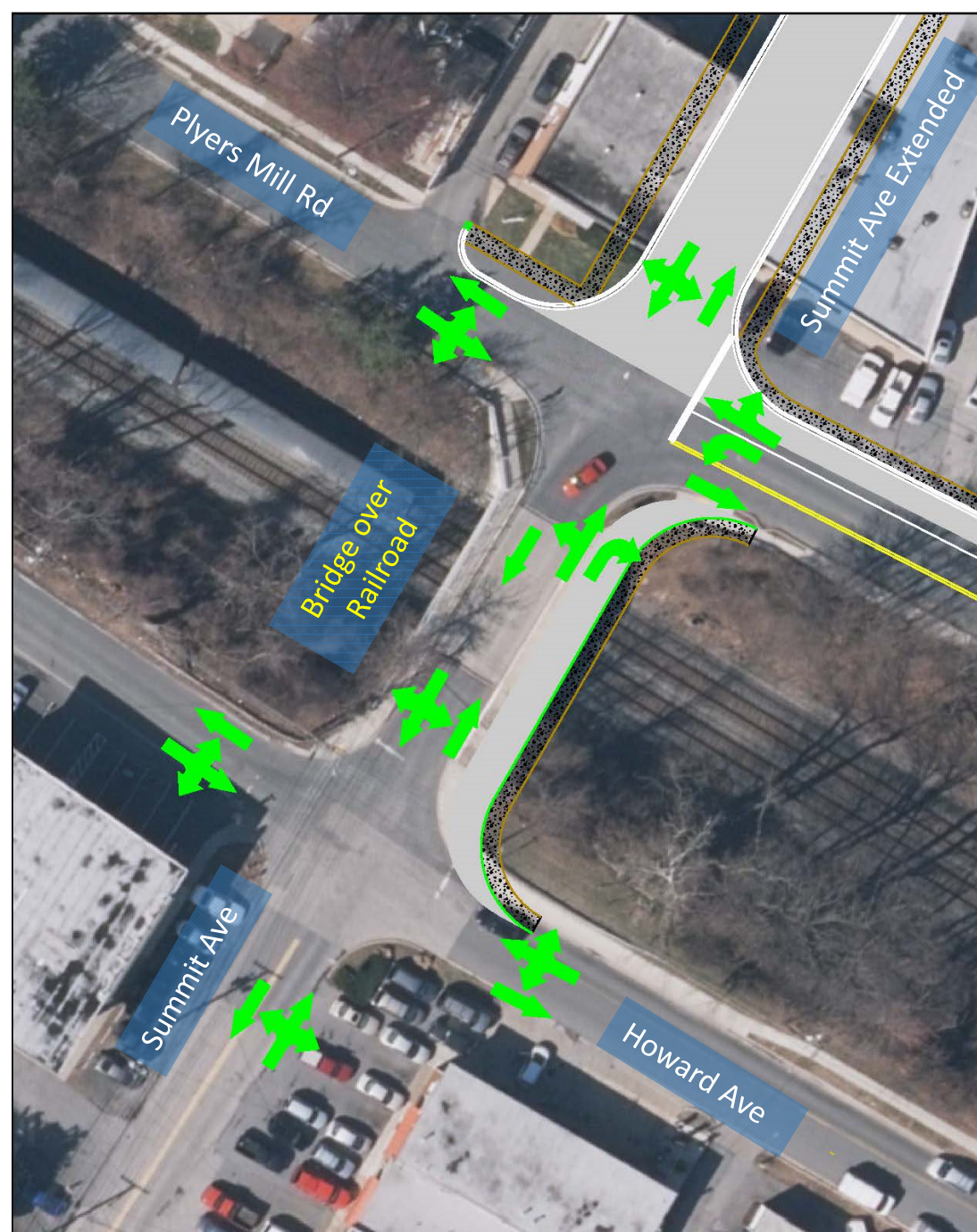
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Summit Ave Bridge Widening Analysis

Build Alts: Summit Ave Bridge Section



Build Alts - Summit Ave Bridge Section with Additional Northbound Right-Turn Lane



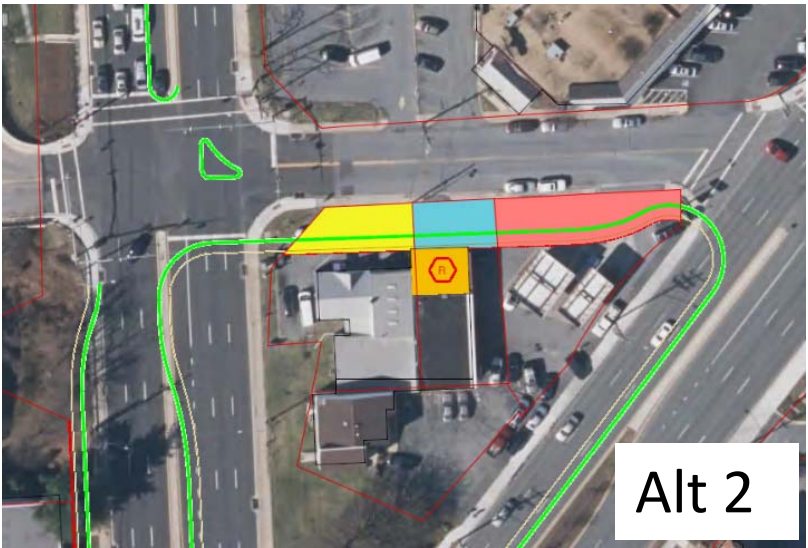
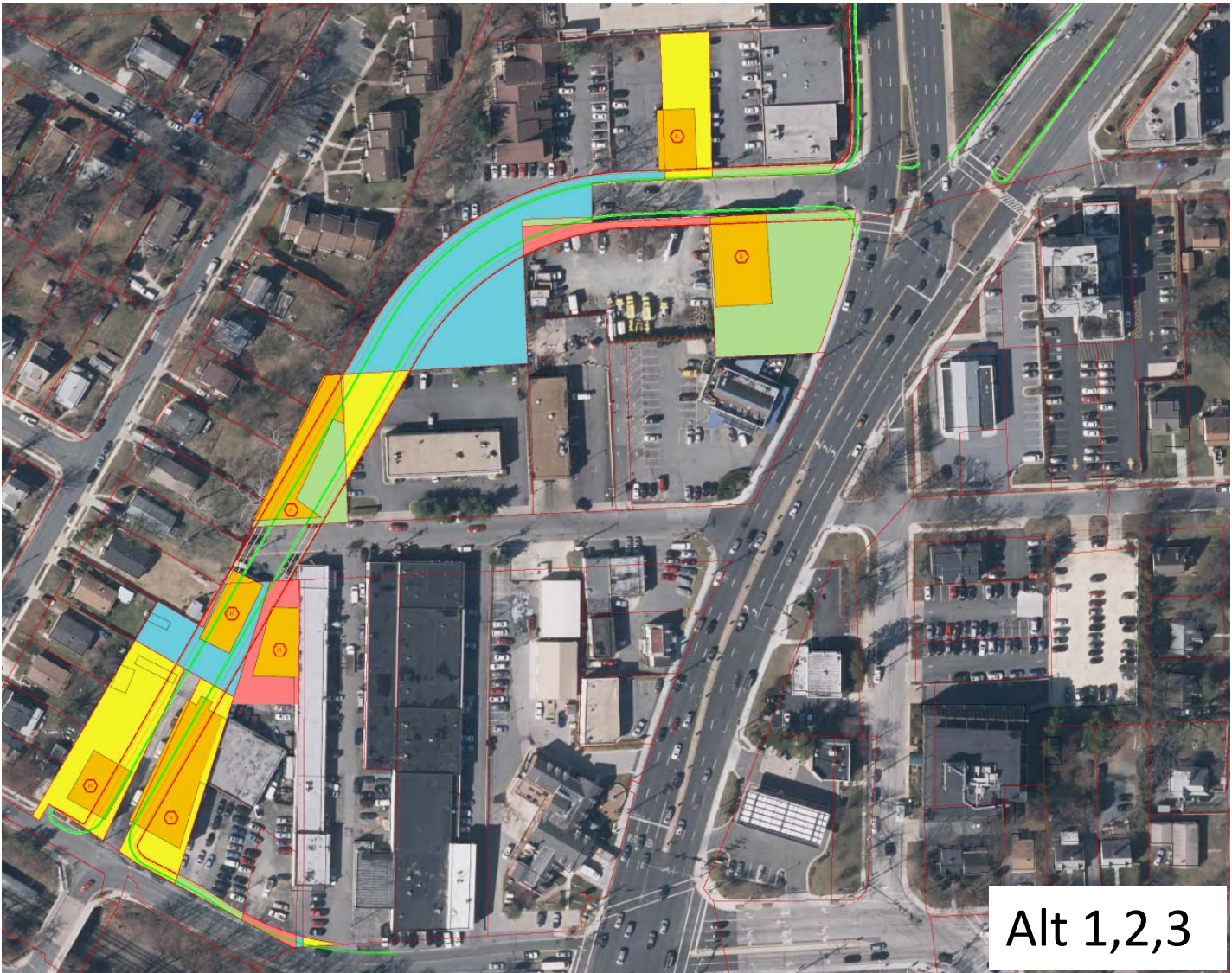
- Additional lane provides minimal traffic benefit
- Estimated cost (~\$600K) for adding one lane only
- Additional costs for bicycle and pedestrian accommodations
- Prefer consistency with thru section



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Summary – Property Impacts



POTENTIAL DISPLACEMENTS



RIGHT OF WAY TO ACQUIRE

	Potential Displacements (EA)	Fee Simple (Acres)
Alt 1	7	2.64
Alt 2	8	2.76
Alt 3	7	2.70
No Build	0	0.0



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Estimated Right-of-Way (ROW) and Construction Costs

	No Build	Alternate 1	Alternate 2	Alternate 3
ROW and Relocation Cost	\$0	\$14.0M	\$14.6M	\$14.3M
Roadway Cost	\$0	\$4.1M	\$7.0M	\$5.9M
Bridge Widening Cost	\$0	\$0.6M	\$0.6M	\$0.6M
Total	\$0	\$18.7M	\$22.2M	\$20.8M

Note: Estimated costs do not include design and construction management.



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General Comments Received to Date

1. Maintain and enhance community character and enhance neighborhood access
2. Improve walking and bicycle access across MD 185
3. Coordinate with Fire and Rescue Coordination
4. Discourage cut-thru and high speed traffic (Summit Ave., Knowles Ave., east of MD 185 / MD 193 etc.)
5. Grid concepts
6. Roundabout at MD 185 / MD 193
7. Consider interim connection to Dupont
8. No need for Parking on Summit Avenue Bridge
9. Transit Stop Improvements at Safeway and Turn lanes along MD 185



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Schedule & Next Steps

- Comment period EXTENDED from June 30, 2017 to October 16, 2017
- Review and summarize comments – Fall 2017
- Prepare Study Summary Report – Spring 2018
- Planning Board & Council T&E Overview – Spring / Summer 2018
- Phase II – Facility Planning, if approved – Fall 2018
- PE, RW and CO not funded at this time

Contact:

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Questions???

E-mail or mail in written comments
until October 16, 2017

<https://www.montgomerycountymd.gov/dot-dte/projects/summitave/index.html>

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