

ATTACHMENT C

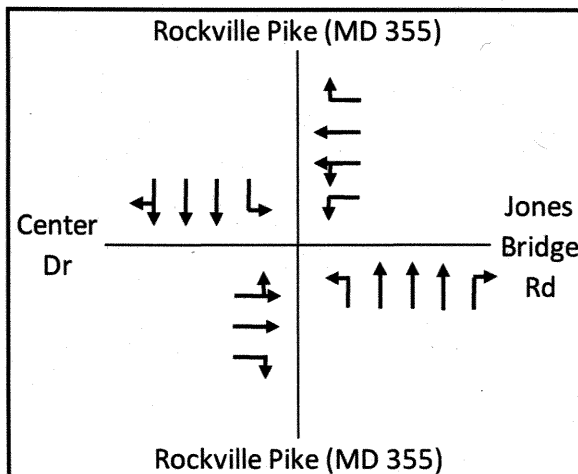
PROJECT: Rockville Pike (MD355)/Center Drive /Jones Bridge Road Intersection
SHA Contract No. MO5935470
Mandatory Referral No. MR2010807

PROJECT DESCRIPTION

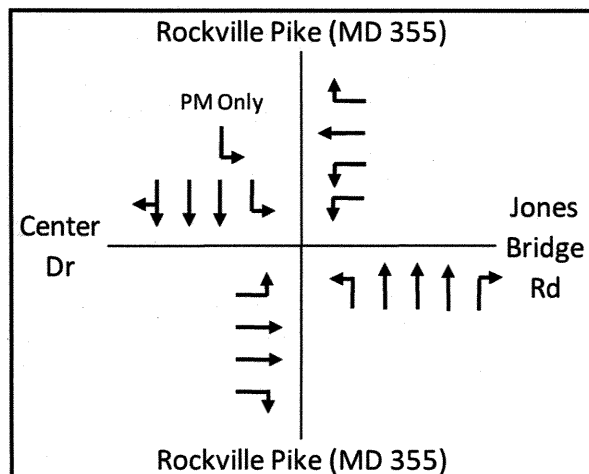
The project limits extend from Woodmont Avenue to South Drive/South Wood Road along MD355, and about 250 feet along Jones Bridge Road. The project would:

- Implement Dynamic Lane Controls to convert the leftmost southbound through lane on MD355 to a left-turn lane during the PM peak
- Remove the split-phase traffic signal operation at MD355/Center Drive /Jones Bridge Road
- Construct a right turn lane on eastbound Center Drive
- Modify the curb radii at the Rockville Pike (MD355)/Jones Bridge Road/Center Drive intersection
- Enlarge the curb radius in the northwest corner of the Rockville Pike (MD355)/South Drive intersection
- Narrow the entrance to southbound Woodmont Avenue to shorten the pedestrian crossing distance
- Reconstruct the sidewalk on the south side of Jones Bridge Road to be offset from the curb
- Reconstruct and widen the shared use path on the west side of MD355
- Make the intersections within the limits of work ADA-compliant
- Slightly lengthen the southbound left turn lane on MD355 at Jones Bridge Road

Existing Configuration



Proposed Configuration



Plans for this project may be found on our website at:
<http://www.montgomeryplanning.org/transportation/brac/brac6.shtm>



FINDINGS

Master Plan

Rockville Pike (MD355): The project is consistent with the Master Plan in regard to the number of lanes and the provision of a shared-use path on the west side of the roadway but inconsistent with the provision of landscaping.

Jones Bridge Road: The project is consistent with the Master Plan.

Woodmont Avenue: The proposed roadway is consistent with the Master Plan.

SHA’s Bicycle and Pedestrian Design Guidelines (MD355 only)

Intersection: No crosswalk would be provided on the north leg of the MD355/Jones Bridge Road intersection.

Sidewalk: Continuous sidewalks or shared use paths would be provided within the project limits.

On-road bike accommodation: The recommended bike lanes would not be provided, but the curb lanes would be slightly wider.

Landscape buffers: Landscape buffers would be provided for the proposed shared use paths and sidewalks, with the exception of the MD355 path south of Jones Bridge Road to avoid impacting large trees on the NIH campus, and the path on Jones Bridge Road to avoid impacting the NNMC fence and wall close to the intersection.

American Association of State Highway and Transportation Officials (AASHTO)

About 250 feet of the proposed shared use path on Jones Bridge Road and about 300 feet of the proposed shared use path on MD355 would not meet the AASHTO recommendation to be two feet wider where immediately adjacent to the roadway curb because of the fence and wall, as well as the tree impacts noted above.

American with Disabilities Act (ADA)

The project meets the minimum accommodation required by ADA, but does not meet ADA Best Practices in that sidewalks and paths are located too close to the curb at intersection corners, requiring users to negotiate multiple ramps to travel along the sidewalk around the corner.

STAFF ANALYSIS

Roadway

The impacts of the proposed improvements on traffic operations are summarized below:

Location	Without Improvements			With Improvements		
	CLV AM/(PM)	Delay per vehicle AM/(PM) in seconds	Weekday Peak Hour Delay (hours)	CLV AM/(PM)	Delay per vehicle AM/(PM) in seconds	Weekday Peak Hour Delay (hours)
355/Jones Bridge	1377 / (1769)	57 / (105)	266	1366 / (1414)	41 / (49)	146

SHA proposes to make only fairly minor physical improvements to this intersection because they intend to implement Dynamic Lane Controls to convert the leftmost southbound through lane on MD355 to a left-turn lane during the PM peak. Two left turn lanes would be used to minimize the time that northbound MD355 traffic has to stop at the signal to wait for southbound left turns

to pass through the intersection. This operation would be similar to that of Spring Street at Colesville Road (US29), where the normal operation has a double left and a through-right lane, but the through-right becomes a left-through-right in the PM peak, constituting a partial third left turn lane.

Pedestrian Accommodation

Pedestrians would be accommodated on the sidewalk and shared use path on both MD355 and Jones Bridge Road.

Where sidewalks and shared use paths are immediately adjacent to the roadway curb, AASHTO recommends that they be two feet wider to provide a greater measure of pedestrian safety and comfort. However, the shared use paths on both MD355 and Jones Bridge Road have constraints that make it very difficult to widen them – the large trees on the NIH campus and the NNMC fence - so we will forego a recommendation to widen them.

There is a large landscaped traffic island to separate entering and exiting traffic on Glenbrook Parkway at MD355. Currently, pedestrians must walk at the same level of the roadway adjacent to traffic, a potentially hazardous location. SHA has proposed to construct a curb and raise the level of the walkway, greatly improving pedestrian safety, but not taking advantage of the space available. We recommend that this sidewalk and the ramps on either side of the island be constructed to be offset from the curb by about 12-15 feet.

Off-Road Bicyclist Accommodation

Bicyclists would be accommodated via the shared use paths on both roads.

MCDOT proposes to construct a shared use path along the north side of Jones Bridge Road, a project that is scheduled to be reviewed by the Board on 7/15/10. This is reflected in SHA's plans. However, no crosswalk is currently proposed on the north leg of MD355, making the route very circuitous to get from the Jones Bridge path to the MD355 path headed north to the Metro or to other destinations. It would also be cumbersome to get from the same point into the NIH campus. The existing traffic island between the westbound right turns and the other Jones Bridge Road traffic carries a utility pole that SHA has said it would be very expensive to move. Retaining this unusual island makes it more complicated than most intersections to accomplish a north leg crosswalk, but this would be made easier if the curb radii were reduced.

We recommend that this north-leg crosswalk be included in this project.

Landscaping

The Master Plan recommends trees on both sides of Rockville Pike between the curb and sidewalk/path and in the median, but the proposed project has none. Very few shade trees are proposed and all are behind the proposed shared use path along NIH's frontage. All other landscaping is behind the sidewalk/path.

Park Impacts

This project has no impact on Park property.