

LENGTH = 0.25 MILE

LOCATION MAP

SCALE: 1" = 2000'

LIMIT OF WORK
STA. 0+20
BURTONSVILLE
ACCESS ROAD

LIMIT OF WORK
STA. 14+10
BURTONSVILLE
ACCESS ROAD



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
Office of the Chairman, Montgomery County Planning Board

February 10, 2003

Albert J. Genetti, Jr., Director
Montgomery County Department
of Public Works and Transportation
101 Monroe Street, 10th Floor
Rockville, MD 20850

Dear Mr. ^{AL}Genetti:

The Planning Board discussed the Phase I Burtonsville Access Road Transportation Facility Planning study Project Prospectus at the regularly scheduled meeting of January 16, 2003. The Board endorsed the enclosed staff recommendations, with additional comments as below:

1. Phase II of the Facility Planning study should provide attention to the individual access needs of each property owner and business use within the study area, since the Maryland State Highway Administration's (SHA) MD 28/MD 198 Corridor Improvement Study is also currently in the planning stage. The Board acknowledges that as both State and County studies progress, a clearer picture of the ultimate MD 198 cross-section as well as a comprehensive access management plan for MD 198 will emerge. This comprehensive access management Plan should be reflected in the documentation for Phase II of the County study.
2. The Planning Board recommends removal of the roundabout along the proposed access road shown on the recommended alternative. The Phase II Facility Planning study should consider alignment options without the roundabout that will further minimize property and parking impacts within the study area.
3. The Phase II Facility Planning study should also consider incorporating a wider, prominent gateway feature for the access road intersection with MD 198.

Mr. Albert J. Genetti, Jr.
February 10, 2003
Page Two

The Board thanks you and your staff for providing us this opportunity to comment on the Phase I study. We look forward to continuing interagency coordination with the County and State in the next study phase.

Sincerely,



Derick P. Berlage
Chairman

DPB:DHK:CE:kcw
Encl.

cc: Douglas Simmons

ltr to genetti re burtonsville Access Road Phase I.doc

Table VIII (Cont'd.)

**STREET & HIGHWAY CLASSIFICATION
FAIRLAND MASTER PLAN**

Identifi- cation No.	Name	Way Limits	Minimum Right-of- Width	Recommended Number of Lanes*	Notes
I-10	FDA Access Road	Cherry Hill Road to FDA site	80'	2-lanes	
I-11	Tech Road	US 29 to approximately 1,600 feet south-west of Industrial Parkway	80'	4-lanes	
I-12	Plum Orchard Drive	Cherry Hill Road to Broad Birch Drive	80'	4-lanes	
Commercial Business District Streets					
B-2	Prosperity Drive	Industrial Parkway to Cherry Hill Road	80'	4 lanes	
B-6	Tech Road	Old Columbia Pike to US 29	80'	4-lanes	
B-7	Rear Access Road	Rear Access Road for Burtonsville Commercial Area	60'	2-lanes	Sidewalks
Primary Roads					
P-2	Old Columbia Pike	Master Plan Area Boundary to Industrial Parkway	80'	2-lanes from Stewart Lane to Industrial Parkway; 4-Lanes from Industrial Parkway to East Randolph Road (Relocated);	Sidewalks/path
P-14	Greencastle Road	Old Columbia Pike to US 29	70'	2-lanes	Sidewalks
P-15	Perrywood Drive	Old Columbia Pike to Cabin Creek Drive	70'	2-lanes	Sidewalks
P-16	Fairdale Road	Briggs Chaney Road to Friendlywood Road	70'	2-lanes	Sidewalks
	Friendlywood Road	Fairdale Road to Perrywood Drive	70'	2-lanes	Sidewalks
P-21	Serpentine Way	East Randolph Road to Fairland Road	70'	2-lanes	

Attachment 3a

- Construct a local access road north of and parallel to MD 198, between Old Columbia Pike and the entrance to Burtonsville Shopping Center. This new road will provide an important alternative access route for existing businesses on the north side of MD 198 and to the Burtonsville Elementary School. Since this new road would access MD 198 opposite to Old Columbia Pike, the need for a new traffic signal should be evaluated for this location.
- Investigate the feasibility of regional or joint-use stormwater management facilities as part of the redevelopment and development projects associated with the Burtonsville Shopping Center and adjacent retail and public uses. These facilities would correct existing stormwater runoff problems and reduce runoff problems from new development.

Area 33: 15.5 acres, RC, 2 parcels

The owners of these properties have proposed a solution to provide access to the school. The following recommendations reflect the proposal.

- Rezone both parcels from RC to RE-1 to provide a transition from the industrial and commercial uses to the east and the rural cluster development to the west. The RE-1 development to be separated from existing industrial and commercial development by a public right-of-way for a secondary street that will provide access to the Burtonsville Elementary School and will connect to the recommended rear access road that will provide access to north side of the commercial area. Public water and sewer is recommended for these two parcels in order to encourage a subdivision design incorporating the recommended transition and public access.
- Establish a public right-of-way, at the time of platting, on the east side of Parcel P 21 for a secondary road to provide access for new development and the elementary school.
- Consider southwest corner for special exception uses (including day-care or pre-school) with access to the new street.
- Cluster option to incorporate large farmstead lot and common open space with single-family detached lots.

Area 34: 48 acres, RC, 1 parcel

This parcel will be divided by the proposed US 29 realignment; access for southern and western portions will be from Amina Drive and for the northern and eastern portions access will be from old US 29.

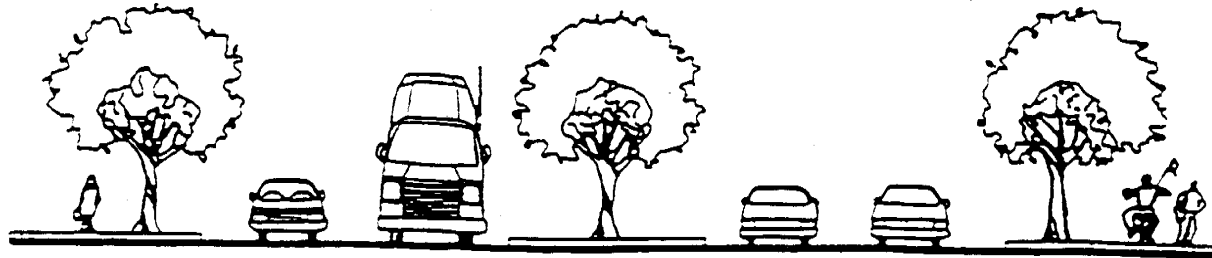
- Retain RC zoning for entire parcel.
- Special exception uses, such as day-care or elderly housing, should be encouraged for the portion between existing and proposed US 29 relocated.
- Water and sewer service to approved special exception uses to be considered on a case by case basis.

Area 35: 26 acres; C-2, 12 acres, RC, 14 acres; 2 parcels

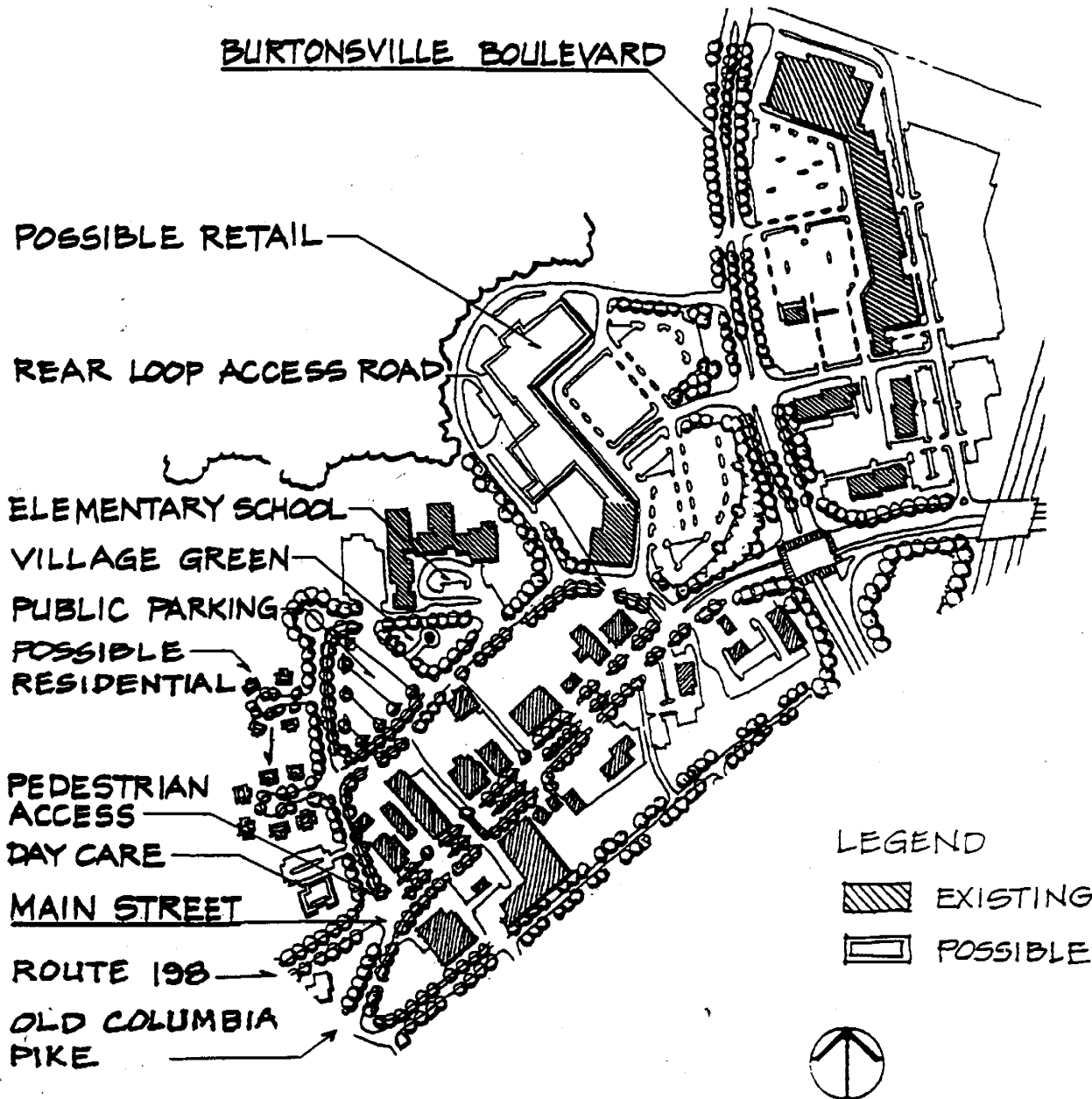
The owners propose to modernize the Burtonsville Shopping Center with a pedestrian friendly design including outdoor seating, streetscaping along the store facades and along the eastern terminus of the loop road.

BURTONSVILLE MAIN STREET

FIGURE 31



**BURTONSVILLE MAIN STREET SECTION
4 LANES DIVIDED**



Burtonsville Access Road -- No. 500500

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Fairland-Beltsville
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

January 10, 2004
NONE
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	839	0	0	839	360	150	35	0	198	96	0
Land	648	0	0	648	0	173	475	0	0	0	0
Site Improvements and Utilities	958	0	0	958	0	0	0	0	100	858	0
Construction	1,300	0	0	1,300	0	0	0	0	1,100	200	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,745	0	0	3,745	360	323	510	0	1,398	1,154	0
FUNDING SCHEDULE (\$000)											
G.O. Bonds	3,745	0	0	3,745	360	323	510	0	1,398	1,154	0
ANNUAL OPERATING BUDGET IMPACT (\$000)											

DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalk, eight-foot hiker/biker path, landscaping, and streetlighting.

Service Area

Burtonsville-Fairland area.

Capacity

The roadway and intersection capacities for year 2025 ADT for MD 198 are projected to be 40,700 vehicles per day.

JUSTIFICATION

This project implements the recommendations of the Fairland Master Plan. The proposed modifications to MD 198 (US 29 to Old Columbia Pike), which the SHA will undertake to correct the high incidence of accidents and improve capacity of the road, will eliminate access off MD 198 to the businesses along the north side of MD 198. The proposed roadway will provide rear access to businesses and will create a more unified and pedestrian-friendly downtown Burtonsville.

Plans and Studies

Project has been developed based on a planning study for Burtonsville Access Road, and as called for by the Fairland Master Plan. DPWT has completed Phase I Facility Planning Study and the Phase II preliminary engineering is being completed under Facility Planning.

A review of impacts to pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. This project is a part of the Executive's Go Montgomery! program.

Cost Change

Not applicable.

STATUS

Preliminary design stage.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,745
First Cost Estimate		
Current Scope	FY05	3,745
Last FY's Cost Estimate		0
Present Cost Estimate		3,745
Appropriation Request	FY05	510
Appropriation Request Est.	FY06	173
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation Expenditures/		0
Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Utilities
Maryland State Highway Administration (MSHA)
Department of Permitting Services
Montgomery County Public Schools
Facility Planning: Transportation

MAP

See Map on Next Page

MD 198

Sidewalk should be offset from driveway

Attach. 5b

SEE SHEET 4+00

(C-8)

CURVE DATA

Def'to 31°49'28"
Dc 16°00'00"
R 358.10'
L 198.90'
T 102.09'
E 14.27'
SE NC

ROAD

P.C. STA. 2+43.59

BURTONSVILLE ACCESS

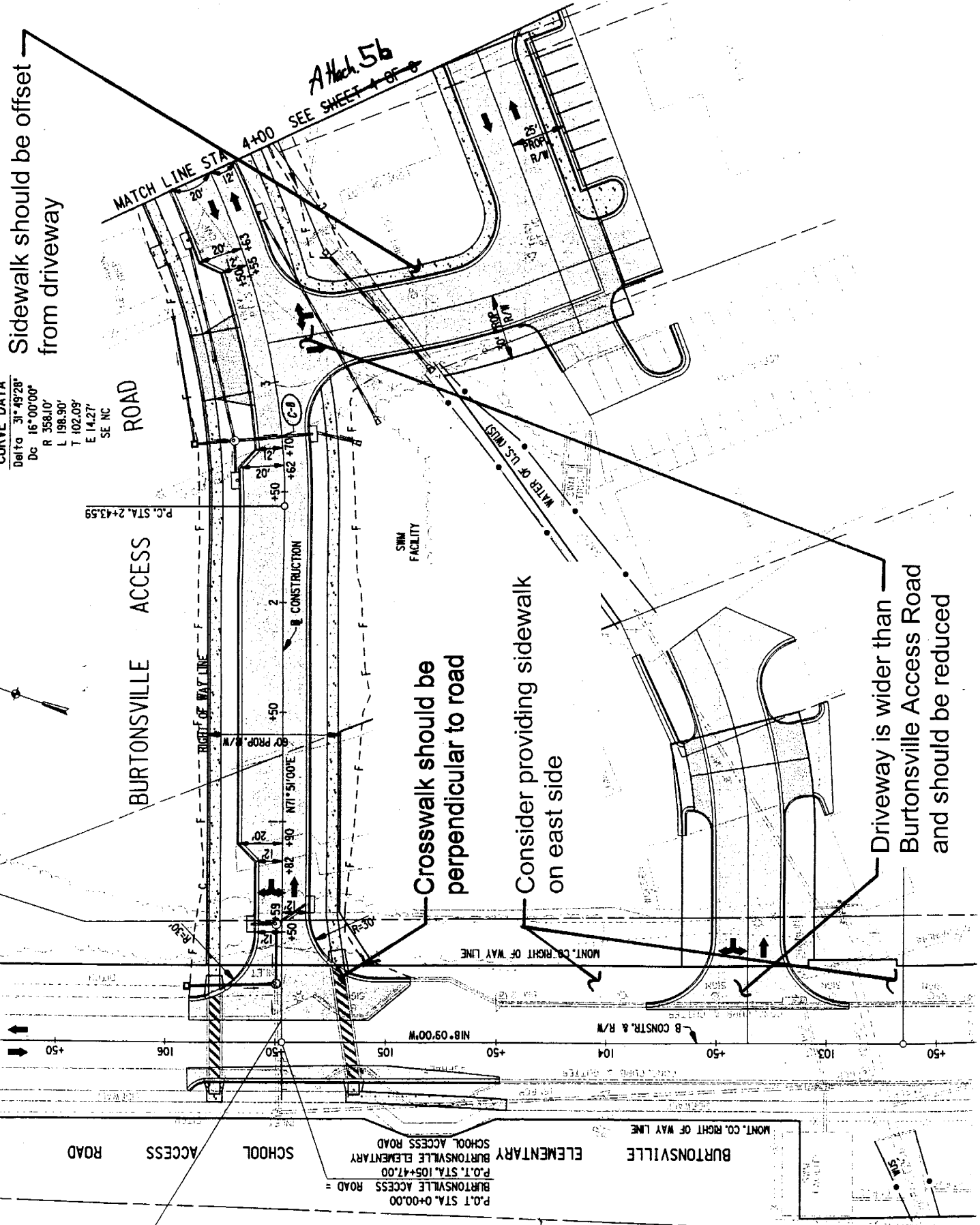
BURTONSVILLE ACCESS

SWM FACILITY

Crosswalk should be perpendicular to road

Consider providing sidewalk on east side

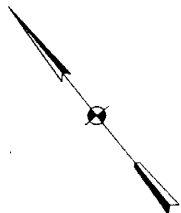
Driveway is wider than Burtonsville Access Road and should be reduced



LIMIT OF WORK
STA. 0+20
BURTONSVILLE ACCESS RD

P.O.T. STA. 0+00.00
BURTONSVILLE ACCESS ROAD =
P.O.T. STA. 105+47.00
BURTONSVILLE ELEMENTARY
SCHOOL ACCESS ROAD
BURTONSVILLE ELEMENTARY
SCHOOL ACCESS ROAD
MONT. CO. RIGHT OF WAY LINE

Minimize width and provide standard driveway treatment



MD 198

Attachment 5a

Eliminate first parking space

Example of standard driveway treatment

CG&D 013 1.1
525,800

BURTONSVILLE ELEMENTARY SCHOOL

BURTONSVILLE ELEM. SCH. ACCESS ROAD

REPLACEMENT PARKING

BURTONSVILLE ACCESS ROAD

P.O.T. STA. 199+54.66
ACCESS LOOP ROAD =
P.O.C. STA. 7+59.46
BURTONSVILLE ACCESS RD.

CURVE DATA
Delta 9°20'43"
Dc 6°00'00"
R 954.93'
L 155.75'
T 78.05'
E 3.18'
SE NC

CURVE DATA
Delta 31°49'28"
Dc 16°00'00"
R 358.10'
L 198.90'
T 102.09'
E 14.27'
SE NC

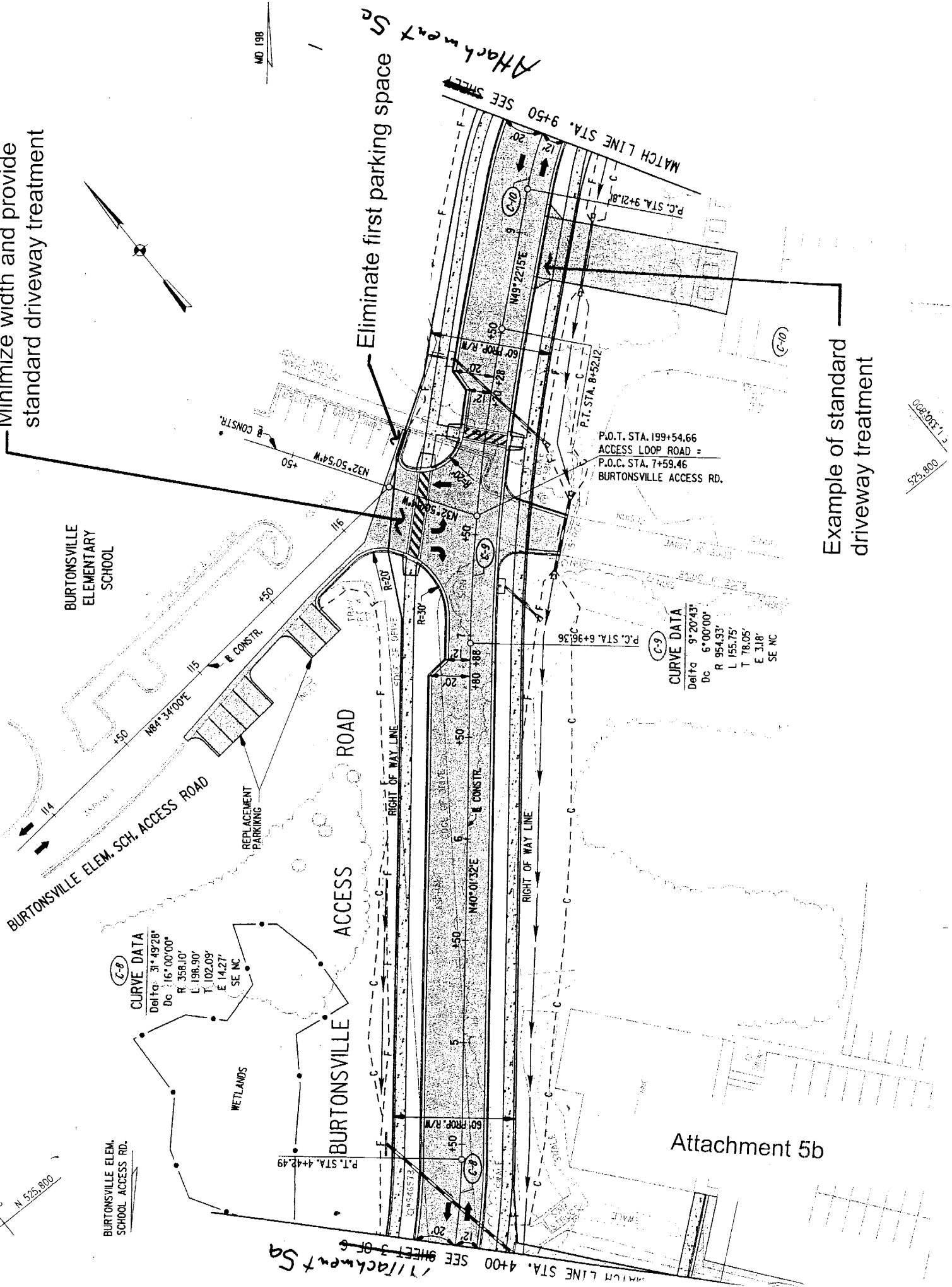
WETLANDS

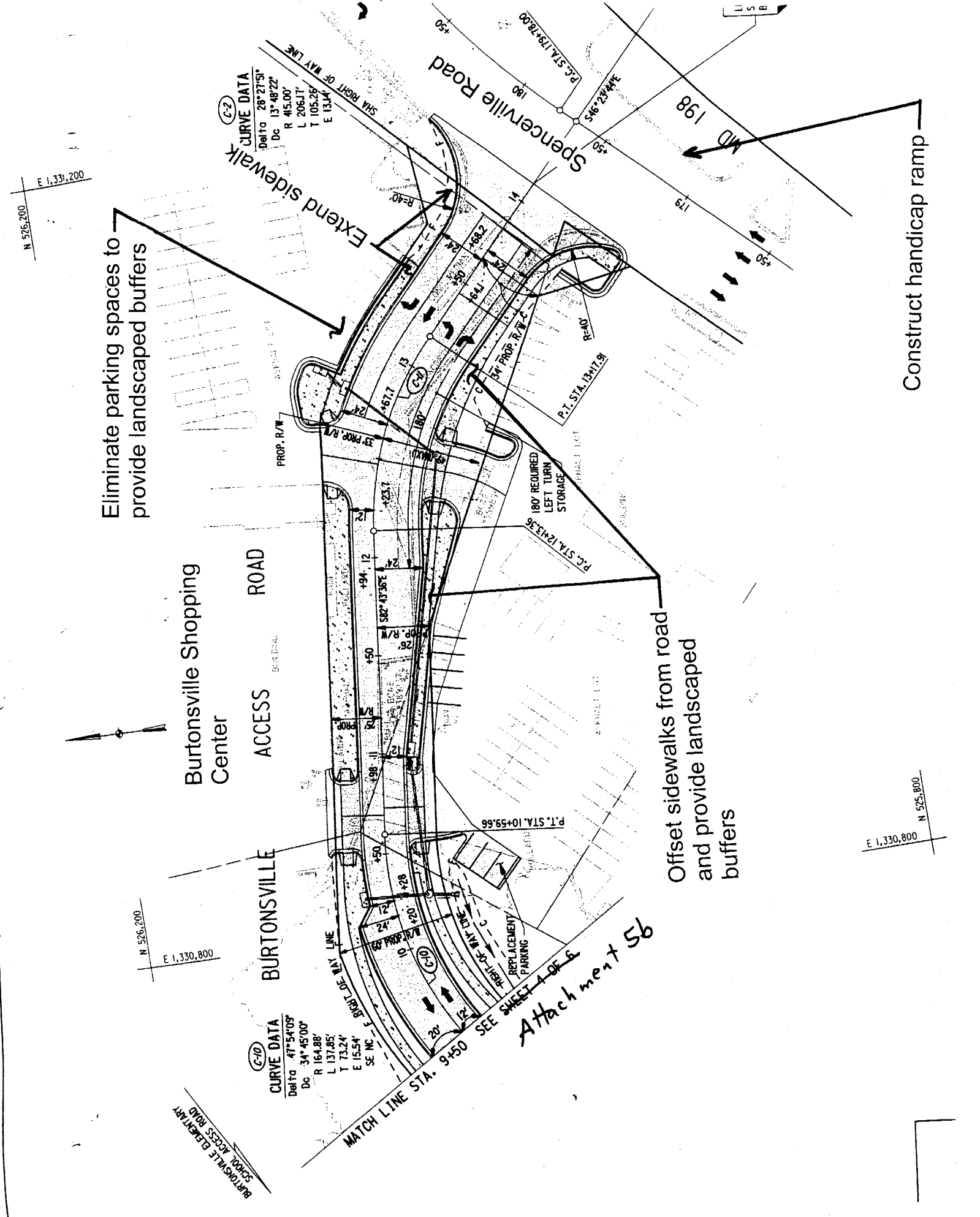
BURTONSVILLE ELEM. SCHOOL ACCESS RD.

Attachment 5b

Attachment 5a

E 1330.4
N 525,800





Eliminate parking spaces to provide landscaped buffers

Offset sidewalks from road and provide landscaped buffers

Construct handicap ramp

CURVE DATA (C-2)
 Delta 28°27'51"
 Dc 13°48'22"
 R 415.00'
 L 206.17'
 T 105.25'
 E 13.14'

CURVE DATA (C-10)
 Delta 47°54'09"
 Dc 34°45'00"
 R 164.88'
 L 137.85'
 T 73.24'
 E 15.54'
 SE NC

BURTONSVILLE ELEMENTARY SCHOOL ACCESS ROAD

BURTONSVILLE SHOPPING CENTER ACCESS ROAD

Spencerville Road

MD 198

MATCH LINE STA. 9+50 SEE SHEET 5b

Attachment 5b

Attachment 5c

N 526,200
E 1,331,200

N 526,200
E 1,330,800

E 1,330,800
N 525,800