

Burtonsville Access Road -- No. 500500

ATTACHMENT 1

(1A of 17)

Category: Transportation
 Agency: Public Works & Transportation
 Planning Area: Fairland-Beltsville
 Relocation Impact: 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/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

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

Sidewalk should be offset
from driveway

Attach. 5b
SEE SHEET 1 OF 8

MATCH LINE STA 4+00

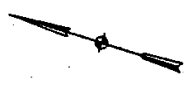
ROAD

BURTONSVILLE ACCESS

Crosswalk should be
perpendicular to road

Consider providing sidewalk
on east side

Driveway is wider than
Burtonsville Access Road
and should be reduced



P.C. STA. 2+43.59

P.O.T. STA. 0+00.00
 BURTONSVILLE ACCESS ROAD =
 BURTONSVILLE ELEMENTARY
 BURTONSVILLE ELEMENTARY
 SCHOOL ACCESS ROAD

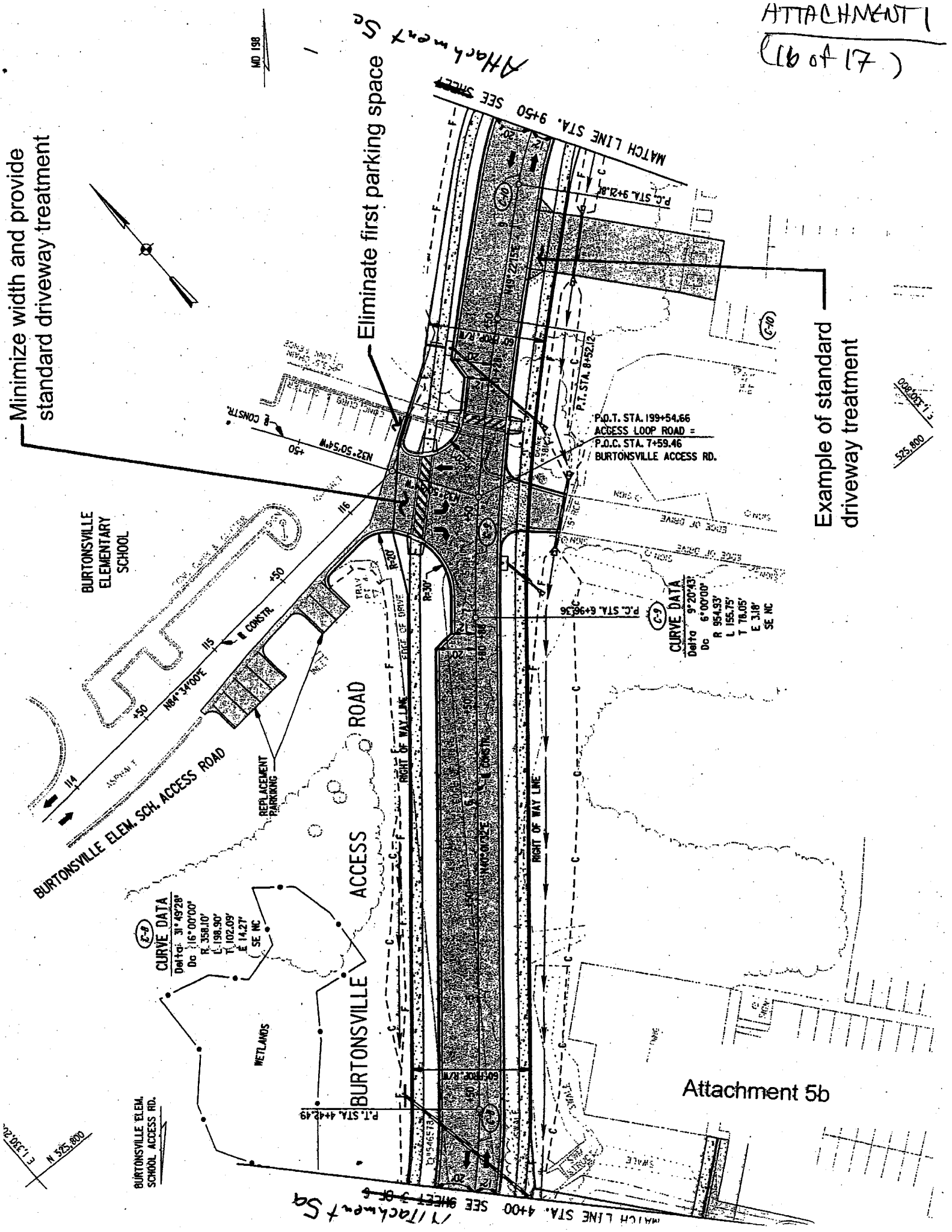
LIMIT OF WORK
 STA. 0+20
 BURTONSVILLE ACCESS RD

11 526 500

Minimize width and provide standard driveway treatment

Eliminate first parking space

Example of standard driveway treatment



Eliminate parking spaces to provide landscaped buffers

Offset sidewalks from road and provide landscaped buffers

Construct handicap ramp

N 526,200
E 1,331,200

N 525,800
E 1,330,800

N 526,200
E 1,330,800

BURTONVILLE CENTER
SCHOOL ACCESS ROAD

BURTONVILLE SHOPPING CENTER
ACCESS ROAD

Spencerville Road

Extend sidewalk

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

C-2
CURVE DATA
Delta 28°27'51"
Dc 13'48'22"
R 415.00'
L 206.17'
T 105.26'
E 13.14'

Attachment 5b
Attachment 5c

MATCH LINE STA. 9+50
SEE SHEET 1 OF 6

P.T. STA. 10+59.66

P.C. STA. 12+36

P.T. STA. 13+12.9

MD 198

