



**Review of County Executive's Recommended FY13 Capital Budget and FY13-18 Capital Improvements Program**

---

- Larry Cole, Master Planner, FP&P, [larry.cole@montgomeryplanning.org](mailto:larry.cole@montgomeryplanning.org), 301-495-4528
- Mary Dolan, Acting Chief, FP&P, [mary.dolan@montgomeryplanning.org](mailto:mary.dolan@montgomeryplanning.org), 301-495-4552
- Fred Boyd, Planner/Coordinator, Area 3, [fred.boyd@montgomeryplanning.org](mailto:fred.boyd@montgomeryplanning.org), 301-495-4654

**Completed: 02/02/12**

---

**Description**

The Planning Board sends recommendations in the summer preceding the issuance of the Capital Improvement Program to the County Executive regarding the priority of capital projects required to implement approved and adopted master, sector and functional plans. After the County Executives issues his Recommended Capital Improvements Program, the Planning Board comments on the degree to which those priorities have been included and indicates whether certain projects should be added or their schedule modified to assure smooth implementation of adopted plans. In addition, major comments about the location or nature of projects as relates to adopted plans are noted as input to the County Council’s deliberations on the budget. Staff recommendations to the Planning Board on the County Executive’s FY13 Capital Budget and FY13-18 Capital Improvement Program are included in this memo and the Planning Board is requested to endorse or revise these recommendations and send them to the County Council.

Staff’s recommendations are focused on accomplishing the implementation of the master and sector plans that reinforce the Smart Growth goals of the Subdivision Staging Policy and the most recent master plans to promote redevelopment and revitalization of the communities around existing and proposed transit stations.

Area planning staff evaluated projects with an emphasis on evolving “centers” of development, like White Flint, Clarksburg, Wheaton, and the Great Seneca Science Corridor. Staff also reviewed transportation and school projects that provide infrastructure to support master plan implementation and staging as well as projects for community facilities—fire stations, libraries and recreation centers—that enhance quality of life.

Staff requests that the following recommendations be transmitted to the County Council:

1. **White Flint:** Include master planned public facilities projects in the current CIP.
2. **Clarksburg Fire Station:** Include construction funds in the current CIP.
3. **Clarksburg Library:** Restore funding for design and construction in the current CIP.
4. **Dennis Avenue Health Center:** Consider relocating the facility to the Wheaton CBD as part of the public/private partnership project.
5. **Wheaton Library and Recreation Center:** Include construction funds in the current CIP.
6. **North Potomac Community Recreation Center:** Include construction funds in the current CIP.

7. **Bethesda Metro Station South Entrance**, CIP No. 500929: This project should be retained in the CIP with funding appropriate to concurrent construction with the Purple Line.
8. **Purple Line**: A project should be added to the CIP that reflects funding appropriate for the Capital Crescent Trail - the path, landscaping, lighting, and emergency call boxes – on the same schedule as the Purple Line.
9. **Platt Ridge Drive Extended**, CIP No. 501200: Consider deferring the project to FY15 to allow a greater period of time to review the success of the interim traffic signal.
10. **Silver Spring Green Trail**, CIP No. 509975: This project should be retained in the CIP with funding appropriate to concurrent construction with the Purple Line.
11. **Metropolitan Branch Trail**, CIP No. 501110: This is one of the Council’s priority projects to be built before FY18 and should be retained in the CIP.
12. **MCPS & M-NCPPC Maintenance Facilities Relocation**, CIP No. 361109: We support adding this project to the CIP.
13. **Montrose Parkway East**, CIP No. 500717: Funds for the Montrose Parkway/CSX grade-separation should be reinstated as part of this project or the entire project should be deferred.
14. **Street Tree Preservation**, CIP No. 500700: Support the higher level of funding for this program.
15. **Developer-Built Transportation Improvements**: Include a project in the CIP for Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects and to be reimbursed by developer contributions as they move forward in the development process.
16. **Bike-Sharing**: A project similar to other public participation projects should be added to the CIP to hold developer contributions to the County’s future bike-share network, as well as fully fund the system.

## Discussion

The following discussion is grouped by those projects that are essential to implementing specific adopted plans, followed by a discussion of those projects that are important to the overall goals of the Subdivision Staging Policy and functional plans. The Planning Board’s priority list developed last summer and sent to the County Executive before this budget was prepared is attached to the end of this staff report.

In **White Flint**, two projects (501204 and 501116)—both of which are included among the Planning Board’s priorities for the CIP—fund transportation improvements on the east and west sides of Rockville Pike. These projects are necessary to meet the requirements for development in Stage 1, enabling the timing of infrastructure improvements to match development approvals. A second project supports traffic mitigation, intersection improvement and modal split goals. A project to extend Chapman Avenue will fund construction of an important area roadway. Planning staff recommends inclusion of public facilities projects reflecting the inclusion of several public facilities—a recreation center, the civic green and a library.

**Montrose Parkway East, CIP No. 500717:** The cost of the project has decreased by \$63.5M due to the deletion of the Montrose Parkway/CSX grade-separation from the project, which was initially seen as being State-funded and for which the County has an MOU with the State to pay \$9M under **State Transportation Participation, CIP No. 500722**. Since the Montrose Parkway/CSX grade-separation is the link between the Montrose Parkway East project and the existing portion of Montrose Parkway, these two projects need to be built together, but funds for the grade-separation have been deleted. Building Montrose Parkway East in advance of the grade-separation would likely require significant improvements to the Parklawn Drive intersections with Montrose Parkway East and with Randolph Road with funds that would be better spent on the grade-separation. *Council should reinstate the funds for the grade-separation or defer the entire project.*

**Chapman Avenue Extended, CIP No. 500719:** This project has been deferred two years to begin in FY16.

**White Flint District West Transportation, CIP No. 501116:** \$65.7M in funding has been added for FY17-18.

In **Clarksburg**, several projects are in the CIP. One (501315) supports design and construction of portions of Snowden Farm and Little Seneca Parkways, improving both local access and connections to I-270. A project for design of a Clarksburg Fire Station (450300) begins the process of providing a needed public safety facility to the area. A secondary, but important aspect of this project is the construction of sewer lines through a portion of Clarksburg's Historic District, which can help implement redevelopment of this centrally located area. There are no construction funds for this project in the current CIP; planning staff recommends that this project receive a priority should some funds be restored. Staff recommends that funding be restored for the Clarksburg Library—a Planning Board priority—as well.

**Clarksburg Transportation Connections, CIP No. 501315:** This project would construct a 2,400-foot-long segment of Snowden Farm Parkway between 300 feet north of Morning Star Drive and Ridge Road (MD27) and a 3,400-foot-long segment of Little Seneca Parkway between Snowden Farm Parkway and Frederick Road (MD355). The project will be partially developer-funded; the County's share will be \$15M. The Planning Board has already approved the Mandatory Referral of the Snowden Farm Parkway project.

**North County Maintenance Depot, CIP No. 500522:** This project would accommodate 120 new buses in the Upcounty along I-270 but has been deferred until an alternative site is selected.

**Subdivision Roads Participation, CIP No. 508000:** The cost of this program has risen by \$2M to pay for additional road improvements in Clarksburg.

In **Wheaton**, the current CIP provides two opportunities to improve community facilities. Planning staff recommends that the county consider relocating the Dennis Avenue Health Center (641106), planned for reconstruction at its existing site, to the Wheaton CBD, where it could be part of the public/private partnership project now in the planning stages. The partnership is funded by project 150401, the Wheaton Redevelopment Program, which provides money for studies, engineering and construction for the project at the intersection of Georgia Avenue and Veirs Mill Road. Staff also recommends that the Executive consider beginning construction of the Wheaton Library and Recreation Center (361202) during the life of the current CIP.

In the **Great Seneca Science Corridor**, a project (151201) will fund supporting infrastructure for a new academic building at the Universities at Shady Grove.

In **Bethesda**, several projects are necessary to complete the vision of the relevant master and sector plans:

**Bethesda Lot 31 Parking Garage, CIP No. 500932:** This project has been reduced in size from a 5-level, 1,100-space garage to a 4-level, 940-space garage. Construction will begin in FY12 and the garage will open in July 2014. A privately-funded mixed-use development will be built on top of this garage.

**Purple Line:** County funding will be required for this project, most importantly for the Capital Crescent Trail, but no project is included in the Executive's Recommended CIP. *Council should include a project in the CIP that reflects funding appropriate for the Capital Crescent Trail - the path, landscaping, lighting, and emergency call boxes – on the same schedule as the Purple Line.*

**Bethesda Metro Station South Entrance, CIP No. 500929:** This \$60M project has been deferred past FY18. The stated reason is to reflect delays in the Purple Line schedule but the Purple Line is scheduled to begin construction in FY16. The project does need to be delayed since building this Metro entrance as a standalone project could cost up to \$25M more than constructing it with the Purple Line, but it should stay on the same schedule as the Purple Line. *Council should retain this project in the CIP with funding appropriate to concurrent construction with the Purple Line.*

**Bethesda Bikeway and Pedestrian Facilities, CIP No. 500119:** The Planning Board reviewed the Capital Crescent Trail on November 17, 2011 and made recommendations to the County Council. The surface alignment requires a level of investment appropriate for anticipated demand. If the Council finds the tunnel alignment to be financially infeasible, the surface alignment becomes even more important. This PDF may need to be amended based on Council direction. This project should be carefully monitored for its impact on staging requirements in the Central Business District. The project provides planning and design funds for two bikeways that must be completed before Stage II development can begin. The projects are on hold pending construction of the Lot 31 parking garage. A delay in certifying the completion of Stage I requirements could preclude development in the CBD until the projects are completed.

**Platt Ridge Drive Extended, CIP No. 501200:** This \$3.7M project is intended as a backup in case the traffic signal that was installed last year on Jones Bridge Road at Platt Ridge Drive has safety or operational problems. The approximately 600-foot-long road would be built through North Chevy Chase Local Park to provide better access to the Chevy Chase Valley community. The Council should request an update on the operation of this signal. If it is operating well, the Council should consider shifting the construction funds back one year to FY15 to extend the trial period and ensure that the project is really necessary. *Council should consider deferring the project to FY15 to allow a greater period of time to review the success of the interim traffic signal.*

In **Shady Grove**, several projects are essential to completing the relocation of County facilities to make way for the private redevelopment recommended by the master plan.

**East Gude Drive Roadway Improvements, CIP No. 501309:** This \$6M project would construct roadway improvements along East Gude Drive from Crabbs Branch Way to Southlawn Lane; construction would begin in FY16. The Project Prospectus for this project has been approved by the Planning Board.

**MCPS & M-NCPPC Maintenance Facilities Relocation, CIP No. 361109:** \$60.8M in construction funds were added for FY16-17.

**Snouffer School Road, CIP No. 501109:** This project would widen Snouffer School Road between Sweet Autumn Drive and Centerway Road. Construction would be delayed about one year to begin in FY16.

**Snouffer School Road North (Webb Tract), CIP No. 501119:** This project would widen Snouffer School Road between Centerway Road and Ridge Heights Drive. The cost has risen from \$16.8M to 20.7M, mostly due to the need to replace the existing bridge over Cabin Branch.

In **Silver Spring**, the CIP includes an ongoing project (150700) for Long Branch Town Center Redevelopment. This project, which provides planning and design funds for new infrastructure—streets, utilities, streetscape and parking—for the block bounded by Arliss Street, Flower Avenue and Piney Branch Road, should be coordinated with the Long Branch Sector Plan, now underway. In addition, the following transportation projects are relevant:

**Metropolitan Branch Trail, CIP No. 501110:** This project has been deferred past FY18. This is a very important project, tying for the third-highest priority of the projects forwarded by the Board to the Council last year as part of the Subdivision Staging Policy recommendations. It is also on the Council's Transportation Plan of projects to be completed by 2018. As the County moves forward with promoting bicycle transportation with bike-sharing and a bike station in Silver Spring, important parts of our bicycling network, such as Metropolitan Branch Trail, must also be implemented to make these efforts a success. *Council should retain this project in the CIP.*

**Silver Spring Green Trail, CIP No. 509975:** This project has been deferred past FY18, but would be built concurrently with the Purple Line, now scheduled to begin construction in FY16. *Council should retain this project in the CIP with funding appropriate to concurrent construction with the Purple Line.*

**Seminary Road Intersection Improvements, CIP No. 501307:** This \$7M project would realign the intersections in the vicinity of Seminary Road and Second Avenue. Construction would not begin until after FY18. The Project Prospectus for this project has been approved by the Planning Board.

**Outside the developing centers**, there are also projects in the CIP that will contribute to the implementation of master plans. These public facility initiatives include transportation, schools, recreation centers and infrastructure projects.

The Planning Board included a number of projects that would add capacity to school clusters among its high priority projects. Added capacity in the Bethesda-Chevy Chase, Northwood, Quince Orchard, Northwest and Rockville clusters were among those high priority projects. The current CIP includes projects that will add middle school capacity in Bethesda-Chevy Chase (136502), elementary school capacity in Northwood (136500), and elementary school capacity in Northwest (136505). There are no projects included in the Quince Orchard or Rockville clusters. As a result, development projects in these clusters will make schools facilities payments, based on the Growth Policy's schools test.

Two recreation center projects in the CIP will make important contributions to recreation and leisure opportunities in their communities. A project for the Ross Boddy Neighborhood Recreation Center in Sandy Spring (720919) will allow public sewer service to be extended to the center and allow for needed repairs, reconfiguration and expansion. A project for the Good Hope Neighborhood Recreation Center (720918) will enable renovation and expansion of that center, located in Cloverly. Staff recommends that the Executive consider adding construction funds for the North Potomac Community Recreation Center to the current CIP. This center, initially recommended in the 2002 Potomac Subregion Master Plan, can provide much needed recreation facilities in this part of the County. As noted above, staff

recommends that the Executive consider beginning construction of the Wheaton Library and Recreation Center during the life of the current CIP.

Other projects outside developing centers and projects with a countywide scope include:

**Gold Mine Road Bridge No. M-0096, CIP No. 501302:** The existing bridge is functionally obsolete and structurally deficient. It would be replaced with a new higher bridge with a greater opening for the Hawlings River and would include an eight-foot-wide shared use path on the south side of the road. This project is completely within Hawling River Stream Valley Park. The Mandatory Referral is currently under review by Planning and Parks staff and we anticipate an administrative approval, subject to the conditions of the Park permit.

**Whites Ferry Road Bridges Nos. M-0187B and M-0189B, CIP No. 501301:** The existing bridges are functionally obsolete and structurally deficient. They would be replaced with new bridges with eleven-foot-wide travel lanes and four-foot-wide shoulders that will accommodate on-road bicyclists. The Mandatory Referrals for these projects were administratively approved by Planning staff.

**Street Tree Preservation, CIP No. 500700:** The funding for this program would be increased by \$1M in FY14-16 and the higher level of effort would be continued through FY18. *Council should support the higher level of funding for this perennially underfunded program to promote the health of the county's street trees.*

**Falls Road East Side Hiker-Biker Path, CIP No. 500905:** This project was to begin in FY14 but has been deferred beyond FY18. While this is a valuable project, we believe that our downcounty bike needs take a higher priority within our current budget constraints.

**Burtonsville Access Road, CIP No. 500500:** This project has been deferred two years to begin in FY18.

**Goshen Road South, CIP No. 501107:** The cost of this project has risen \$5M to \$129M. Construction would begin in FY17.

**Highway Noise Abatement, CIP No. 500338:** The program has been put on hold until FY17.

**Thompson Road Connection, CIP No. 500912:** The cost of this project has risen from \$504K to \$780K due to a new parking lot configuration and a new Briggs Chaney Middle School driveway.

**Advanced Transportation Management System, CIP No. 509399:** \$500K in funding has been added for each year of the CIP for Automated Transit Information System (ATMS) "Signs of the Times" for Ride-On.

**Streetlighting, CIP No. 507055:** The cost of this program has risen from \$5.2M to \$8.4M to reflect the addition of life-cycle replacement and implementation of large-scale infill lighting projects.

**Traffic Signals, CIP No. 507154:** The cost of this program has risen from \$27.2M to \$39.4M to reflect the addition of the Accessible Pedestrian Signal (APS) retrofit program in FY13-14 and FY18.

**Revolving fund for planning developer-built projects:** Under the April 2010 Transportation Policy Area Review (TPAR), a project should be programmed when 10% of the private sector's share of the project has been collected in TPAR payments. While such roads could presumably be programmed under the **Subdivision Roads Participation, CIP No. 508000** project discussed above, many larger projects become stumbling blocks for small developments who want to build in the near-term in part because there is no

plan for the ultimate improvement that needs to take place. A Facility Planning process is needed for these projects to ensure that the ultimate project is pursued in an efficient way. Developer contributions used for Facility Planning should be considered as meeting their TPAR requirements. *Council should include a project in the CIP for Facility Planning for developer-built projects and consider establishing a revolving fund to construct these projects and accept developer contributions as they move forward in the development process.*

**Bike-Sharing:** A new project is needed, similar to other public participation projects, to hold developer contributions to the County's future bike-share network. *Council should include a project in the CIP for bike-sharing.*

**ATTACHMENT**

Category	Project	Comments	Master Plan Area	School Cluster	Score Total	CIP PDF Number
Transit	Georgia Avenue Busway		Glenmont, Olney		68	MO973M11
Transit	Improvements to enhance bus transit on US 29		North and West Silver Spring		68	
Road-construction	Georgia Ave Improvement Studies	Study traffic signals, elimination of median breaks and lane additions. Particularly important to enhancing community identity by providing open spaces and pedestrian friendly streets	Forest Glen		66	
Road-intx	Intersection of Forest Glen Rd and Georgia Ave	Improvements including widening and signal timing. Of particular importance to goal of enhancing community identity by providing public open spaces and pedestrian friendly streets	Forest Glen		66	Included in Montgomery Hills study – MO224M11
Bikeway	Metropolitan Branch Trail	Trail is complete within city of Takoma Park. The portion in Silver Spring CBD has not been built.	Takoma Park		66	501110
School	Additional Middle School Capacity	from FY2012 School Test		Richard Montgomery*	63	
School	Ritchie Park ES	from FY2012 School Test		Richard Montgomery*	63	
Transit	Purple Line		Bethesda CBD, Bethesda-Chevy Chase N&W Silver Spring, Silver Spring CBD		63	
Bikeway	B-5 Old Frederick Road in Clarksburg Town Center	On-road; signage needed.	Clarksburg		63	



**ATTACHMENT**

Bikeway	B-2 Midcounty Highway	Portion in town center will be built by developer (Stage 2).	Clarksburg		63	501315
Road-ped	Transit Access along University Blvd	Pending Purple line and Takoma/ Langley Crossroads plans	East Silver Spring, Takoma Park		63	
Transit	Forest Glen Pedestrian Tunnel	from CLRP	Forest Glen		63	
Transit	Corridor Cities Transitway		GSSC, Shady Grove, Clarksburg		63	
Road-intx	Add a right-turn lane on Westbound Dale and US29		North and West Silver Spring		63	
Road-intx	Wayne Ave and Georgia Ave Intersection	Implemented through development plans	Silver Spring CBD		63	
Road-intx	Wayne Ave and Fenton St Intersection	Implemented through development plans	Silver Spring CBD		63	
School	Additional High School Capacity	from FY2012 School Test		B-CC*	58	
Road-ped	Signals at Old Georgetown Rd with Fairmont Ave, Cordell Avenue, and Glenbrook Road	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD		58	
Road-interchange	I-270 at Clarksburg Road (MD121)	from CLRP	Clarksburg		58	
Road-ped	Flower Village Neighborhood Improvements	Need traffic signals at Flower/ Arliss and Piney Branch/ Garland needed.	East Silver Spring		58	
Road-interchange	Georgia Avenue/ Randolph Road intersection	Grade separation. Facility planning complete; construction funding needed.	Glenmont		58	
Bikeway	Clopper Road(MD117)-West Diamond Avenue	from CLRP	GSSC, Gaithersburg		58	
Road-interchange	I-270 at Watkins Mill Extended	from CLRP	GSSC, Gaithersburg		58	500722
Transit	Veirs Mill Road bus enhancements	from Appx G	Kensington-Wheaton, Wheaton CBD		58	Under study by SHA

**ATTACHMENT**

Road-construction	Construct B-11	Construct B-11 from Marinelli Road (70' ROW, 2 lanes). Will be part of a WMATA joint development project.	North Bethesda-Garrett Park		58	
Road-ped	Intersection of Rockville Pike and Tuckerman Lane	Provide improved pedestrian and bicycle crossing	North Bethesda-Garrett Park		58	
Road-intx	Wayne Ave and Cedar St Intersection	Implemented through development plans	Silver Spring CBD		58	
Road-construction	White Flint Ave	Construct White Flint Ave with class I bikeway (B-10) from Nebel St to B-11 (80' Row, 2 lanes). Will be part of a WMATA joint development project with LCOR.	White Flint		58	501204
Road-construction	Extend Woodglen Drive	Extend Woodglen Drive from Nicholson Lane to Marinelli Road (80' ROW, 2 lanes). Western half of ROW has been dedicated. Eastern half is in Facility Planning. May be completed by developer.	White Flint		58	
Road-ped	Intersection of Rockville Pike and Nicholson Lane	Aggressive signing program to encourage turns before Nicholson Lane considered infeasible by and SHA study. Provide improved pedestrian and bicycle crossing	White Flint		58	501204
Road-construction	Montrose Parkway	Extend Montrose Parkway to Veirs Mill Rd. Facility planning underway.	White Flint, Twinbrook, North Bethesda- Garrett Park Aspen Hill		58	500717
Bikeway	Dameron Dr Bikeway	from Belvedere Blvd to Forest Glen Rd	Forest Glen		56	
Road-intx	Improve intersection of 2nd Ave, Seminary Rd and Seminary Place		North and West Silver Spring		56	501307

**ATTACHMENT**

School	Additional Middle School Capacity	from FY2012 School Test		B-CC*	53	
School	Additional High School Capacity	from FY2012 School Test		Quince Orchard*	53	
School	Additional Elementary School Capacity	from FY2012 School Test		Northwest*	53	
School	Additional Elementary School Capacity	from FY2012 School Test		Northwood*	53	
School	Additional Elementary School Capacity	from FY2012 School Test		Rockville*	53	
Bikeway	Norbeck Rd Bikeway	Bikeway on Norbeck Rd between Georgia Ave and Layhill Rd	Aspen Hill, Olney		53	
Bikeway	American Legion Bridge	from CLRP	B-CC, Potomac		53	
Road-ped	Signal on Arlington Rd at Bradley Shopping Center	Install traffic signal to provide safe pedestrian and bicycle crossings (subject to conditional and operational studies)	Bethesda CBD		53	
Bikeway	GoldsboroRd BW (MacArthurBlvd-RiverRd)	from Appx G	Bethesda Chevy Chase		53	509337
Bikeway	Jones Mill Rd Bike Lanes (Beach-Jones Bridge Rd)	from Appx G	Bethesda-Chevy Chase		53	
Bikeway	North Bethesda Trail	from Appx G: Complete shared use path along Old Georgetown Road	Bethesda-Chevy Chase		53	To be partially built as part of MO5935370
Bikeway	Frederick Road	Develop bikeways in Hyattstown Special Study Area B3 and B4. Not programmed at this time.	Clarksburg		53	
Bikeway	B-1 North-South Greenway	Portion in town center will be built by developer (Stage 2).	Clarksburg		53	
Bikeway	Clarksburg Road (MD121)-Stringtown Road	from CLRP	Clarksburg		53	

**ATTACHMENT**

Library	New Clarksburg Library	from Appx G	Clarksburg		53	
Trail	Magruder Branch Trail	Extend Magruder Branch Hiker/Biker Trail from Valley Park Drive to Damascus Town Center. Design in CIP for FY13-14 but no construction money.	Damascus		53	
Road-ped	Piney Branch pedestrian and transit access	Improve pedestrian and transit access along Piney Branch. South of Sligo Parkway is complete	East Silver Spring		53	
Road-ped	Wayne Ave and Dale Dr intersection	Wayne Ave from Silver Spring CBD to Sligo Creek Parkway as three-lanes and right turn at Dale Dr. Improvement deferred pending Purple Line study.	East Silver Spring		53	
Road-interchange	US29 at Musgrove-Fairland Road	from CLRP	Fairland		53	
Road-construction	Geico/ Brookdale Greenway		Friendship Heights		53	
Bikeway	Germantown Road (MD118)	from CLRP	Germantown		53	
Bikeway	Georgia Ave Bikeway	Bikeway on Georgia Ave from Norbeck Rd to Glenmont Metro	Glenmont, Aspen Hill		53	
Bike connector	Muddy Branch Trail Connector	Non-park connector between recreational trails	GSSC		53	
Road-intx	Restripe and widen Sligo Creek Pkwy at Colesville Rd		North and West Silver Spring		53	
Road-ped	Reconstruct GA Ave to improve pedestrian environment	Consistent right-of-way, remove reversible lane, install median, wide sidewalks, streetscaping, signal timing.	North and West Silver Spring		53	
Bikeway	Strathmore Ave Bikeway	Provide a class II bikeway on Strathmore Ave from Weymouth St to Rockville Pike.	North Bethesda-Garrett Park		53	

**ATTACHMENT**

Road-construction	Hillcrest Ave and Appomattox Ave	Connect Hillcrest Ave with a realigned Appomattox Ave through the Village Mart Shopping Center property	Olney		53	
Road-construction	North High Street extension	Extend North High Street to Morningwood Drive as a business district street with a 70' right of way.	Olney		53	
Bikeway	River Road (MD190)	from CLRP	Potomac		53	
Bikeway	Underpass of Crabbs Branch Way under Shady Grove Rd	Class I bikeway required for Stage 3	Shady Grove		53	
Bikeway	Redland Road bikeway and sidewalk	Stage 3	Shady Grove		53	500010
Bikeway	Silver Spring Green Trail	To be implemented with Purple Line	Silver Spring CBD, East Silver Spring		53	509975
Bikeway	Marinelli Bikeway	Provide a class II bikeway on Marinelli From Nebel St to Executive Blvd.	White Flint		53	
Road	White Flint Stage 1 network improvement	from Appx G	White Flint		53	
Road-ped	Intersection of Rockville Pike and Marinelli Rd	Provide improved pedestrian and bicycle crossing	White Flint		53	501116
Road-ped	Intersection of Rockville Pike and Old Georgetown Rd	Provide improved pedestrian and bicycle crossing	White Flint		53	501116
Bikeway	Rockville Pike Bikeway	Provide a Class I bikeway on Rockville Pike from Strathmore Ave to Old Georgetown Rd	White Flint, North Bethesda- Garrett Park		53	
Bikeway	Belvedere Blvd Bikeway	from Dameron Drive to Woodland Dr and from Georgia Ave to Greeley Ave	Forest Glen		51	
Bikeway	Greeley Ave Bikeway	Greeley Ave from Churchill Rd to Arthur Ave	Forest Glen		51	
Bikeway	Forest Grove Drive Bikeway	from northern sector plan boundary to Forest Glen Rd	Forest Glen		51	

**ATTACHMENT**

Park	Battery Lane Urban Park	Expand Battery Lane Urban Park to Rugby Ave (facility plan to renovate existing park is complete, programmed for design and construction in later years of CIP)	Woodmont Triangle		51	
Bikeway	B-10 Proposed Bikeway	Stage 3. (Clarksburg Road to Black Hill Regional Park) Implementation through subdivision review process.	Clarksburg		50	
School	Additional Middle School Capacity	from FY2012 School Test		Walter Johnson*	48	
School	Additional Middle School Capacity	from FY2012 School Test		Rockville*	48	
School	Additional Middle School Capacity	from FY2012 School Test		Whitman*	48	
School	Additional High School Capacity	from FY2012 School Test		Northwest*	48	
School	Additional High School Capacity	from FY2012 School Test		Northwood*	48	
School	Additional High School Capacity	from FY2012 School Test		Seneca Valley*	48	
School	Additional High School Capacity	from FY2012 School Test		Wootton*	48	
School	North Chevy Chase ES	from FY2012 School Test		B-CC*	48	
School	Rosemary Hills ES	from FY2012 School Test		B-CC*	48	
School	Chevy Chase ES	from FY2012 School Test		B-CC*	48	
School	Additional Elementary School Capacity	from FY2012 School Test		Walter Johnson*	48	
Road-interchange	Georgia Avenue (MD97) at Norbeck Road (MD28)	from CLRP	Aspen Hill, Olney		48	30% design done but SHA study on hold
Bikeway	Complete Capital Crescent Trail	Complete Capital Crescent Trail from Bethesda to Silver Spring (to be built in conjunction with the Purple	Bethesda CBD, Bethesda-Chevy Chase N&W Silver Spring, Silver Spring CBD		48	

**ATTACHMENT**

		Line)				
Road-interchange	Newcut Road Interchange	Not programmed. Will require developer participation. At I-270.	Clarksburg		48	
Road-ped	Carroll Ave pedestrian and transit access	Improve pedestrian and transit access along Carroll Ave. Upper Carroll Ave complete. SHA eliminated Lower Carroll Ave neigh conservation program project due to budget limits	East Silver Spring		48	
Bikeway	Briggs Chaney Road	from CLRP	Fairland		48	
Bikeway	Woodland Drive Bikeway	from Medical Park Dr to Forest Glen Rd	Forest Glen		48	
Bikeway	Matthew Henson Trail	from CLRP: Alderton Road to ICC Trail	Kensington-Wheaton, Aspen Hill		48	
Road-ped	Enhance pedestrian environment on 16th Street	Improvements were implemented in area of the 16th Street Bridge over the railroad tracks	North and West Silver Spring		48	
Bikeway	Democracy Boulevard	from CLRP	North Bethesda-Garrett Park, Potomac		48	
Bikeway	Darnestown Road (MD28)	from CLRP	Potomac		48	
Bikeway	MacArthur Boulevard	from CLRP	Potomac		48	500718
Bikeway	Seven Locks Road bikeway		Potomac		48	509337-35
Bikeway	Shady Grove Road bikeway and sidewalk	Class II bikeway and streetscape improvements required for Stage 3	Shady Grove		48	
Road-construction	Amity Drive Extended	from Appx G	Shady Grove		48	
Road-ped	Fenton St pedestrian and transit access	Improve pedestrian and transit access along Fenton Street	Silver Spring CBD, East Silver Spring		48	
Bikeway	New Hampshire Avenue	from CLRP	Takoma Park		48	
Road-ped	Intersection of Twinbrook Pkwy and	Provide improved pedestrian and bicycle	Twinbrook		48	

**ATTACHMENT**

	Parklawn Dr	crossing				
Road-ped	Intersection of Twinbrook Pkwy and Fisher's Lane	Provide improved pedestrian and bicycle crossing	Twinbrook		48	
Road-ped	Intersection of Twinbrook Pkwy and Ardennes Ave	Provide improved pedestrian and bicycle crossing	Twinbrook		48	
Bikeway	Twinbrook Pkwy Bikeway	Provide a class II bikeway on Twinbrook Pkwy from Veirs Mill Road to Rockville City limits	Twinbrook, North Bethesda- Garrett Park		48	
Bikeway	Muncaster Mill Bikeway	Class I bikeway south side Muncaster Mill Rd, Norbeck to North Branch Stream Valley Park	Upper Rock Creek, Aspen Hill		48	
Water&Sewer	Provide community water and sewer for historic district	Clarksburg Historic District	Clarksburg		43	
Road-widening	Great Seneca Hwy: Widen from 4 to 6 lanes from Muddy Branch Rd to Shady Grove Rd		Shady Grove		43	
Trail	North Branch Trail	From Lake Frank Trail, along Muncaster Mill Road and Emory Lane, to ICC	Upper Rock Creek		43	
Road-construction	Redgrave Place (P-5)	Extension of Redgrave Place requires relocation of an historic building. Issues remain as to how to implement this recommendation (will likely require public-private venture).	Clarksburg		38	
Road-construction	Clarksburg Road (A-27)	Portion between MD 355 and Midcounty Arterial under construction by developer.	Clarksburg		38	508000



**ATTACHMENT**

Road-construction	Stringtown Road (A-260)	Portion between Overlook Park Drive and Midcounty Arterial approved for construction by developer (Stage 2). Extension of Stringtown Road to I-270 is complete. Developer has proposed a DD to fund additional road improvement not covered in CIP.	Clarksburg		38	
Park	Town Center Family Park	New family-oriented public park in Town Center. Design for the town center urban park is complete with construction proposed to begin in FY12.	Germantown		38	
Transit	Tobytown paratransit study		Potomac		38	