



Mandatory Referral #MR2016007 – Dorsey Mill Road Bridge over I-270 (FCP Filing Date: 10-30-15)

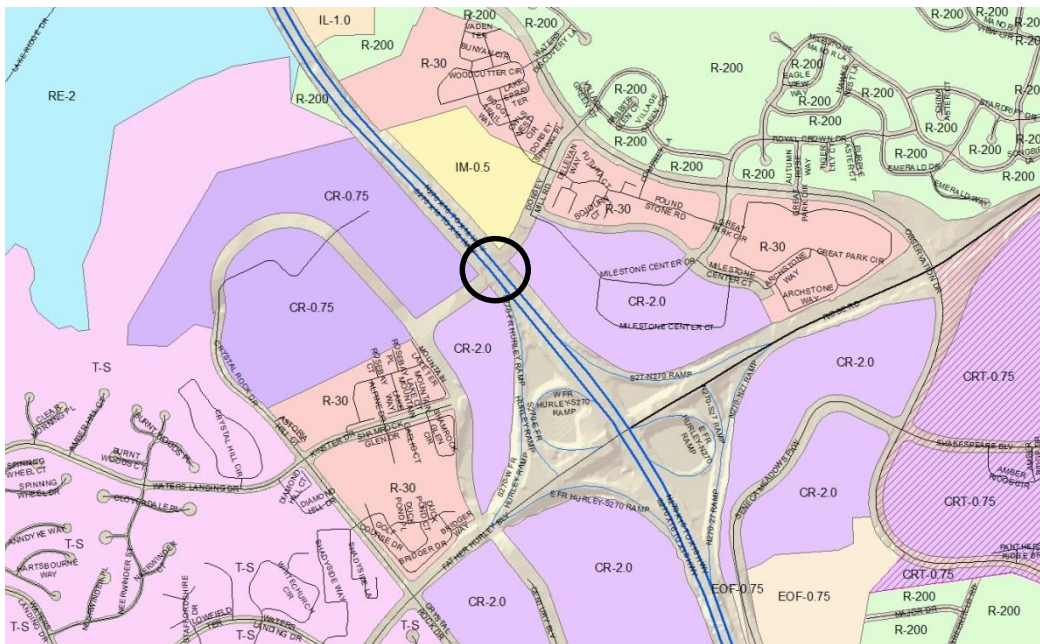
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Completed: 12/03/2015

SUMMARY

The Montgomery County Department of Transportation (MCDOT) has recently initiated work on the design of the Dorsey Mill Road Bridge over I-270. This master planned completion of Dorsey Mill Road will connect Century Boulevard on the west side I-270 with Observation Drive on the east side of I-270. The bridge will be designed as a four lane divided roadway that will eventually accommodate the Corridor Cities Transitway (CCT) in the median. A vicinity map depicting the eventual connection and the surrounding zoning is shown in Figure 1 below. Staff recommended comments follow this Summary. Report narrative in **bold** print represents key points and/or the basis for recommended comments.

Figure 1 – Dorsey Mill Road Bridge Vicinity Map & Adjacent Zoning



RECOMMENDATIONS/COMMENTS

Staff recommends approval of the Dorsey Mill Road project with the following comments transmitted to the Montgomery County Department of Transportation:

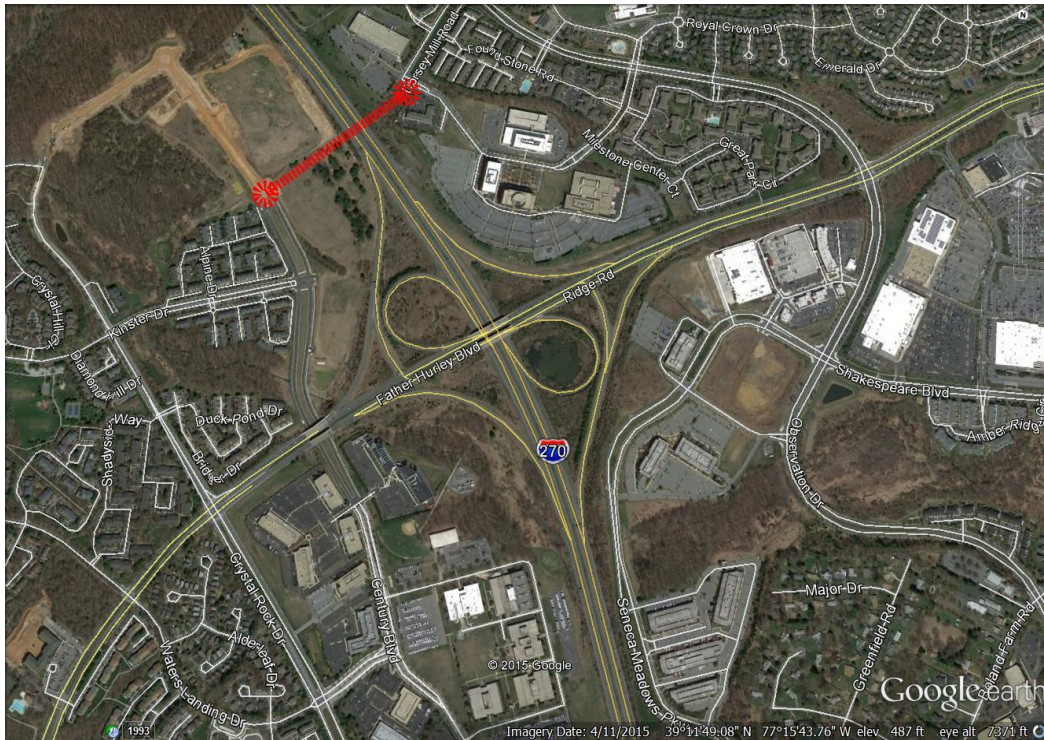
- 1. Support the typical section as included in the Mandatory Referral Submittal as consistent with the Sector Plan vision.**
- 2. Construct the CCT segment at the same time for the reasons stated at the presentation of the Project Prospectus last April.**
- 3. Work with SHA to obtain their agreement on reducing the shoulder width on the bridge given the importance of using some of that area to increase the width of the buffer on the bridge.**
- 4. Provide formal notification to the Planning Board and the Maryland Department of Transportation if design modifications related to the major components (lane widths, pedestrian and bike facilities, CCT accommodation, right of way, etc.) or impact upon adjacent property are required as a result of the traffic analysis or other evaluations taking place after the date of this hearing.**
- 5. Modify the design of the intersections with Century Blvd and Observation Drive to reflect the “protected intersection” concept.**
- 6. Modify the design where separate bike lanes are not planned (Observation Drive) or planned but not implemented (Century Blvd), to transition from the “protected intersection” to a shared lane.**
- 7. Include striped crosswalks crossing Dorsey Mill Road at the intersections with Milestone Center Drive and Water Hollow Road/Found Stone Road.**
- 8. Expand the materials selection to include colored, stamped concrete to make the bridge look like stone or brick masonry with edging details to look like milled stone or concrete. This treatment should be applied on the interior and exterior walls of the bridge. The same treatment should be used for the retaining wall at the cemetery.**
- 9. Re-consider the style and height of the light fixtures to achieve place-making goals and promote pedestrian/bicycle circulation. A photometric plan should be submitted for staff review and comment.**
- 10. Consider including pedestals for lighting and signage; and columns, which collectively provide details emphasizing the pedestrian scale.**
- 11. Provide additional detail with dimensions of the tree pits proposed for Staff review and comment.**
- 12. Solicit input from the Germantown Historical Society regarding the T. Waters Farm family cemetery in advance of completing Final Design and initiating project construction.**

SITE DESCRIPTION

Site Vicinity

This master planned project (denoted by the red line) is located just north of the existing interchange at I-270 and Father Hurley/Ridge Road (MD 27) as shown in the aerial in Figure 2 below.

Figure 2 – Dorsey Mill Road Bridge over I-270



Existing Conditions

The new bridge will carry Dorsey Mill Road over I-270 and will connect existing Century Boulevard on the west side of I-270 with existing Observation Drive on the east side of I-270. The bridge will be designed to eventually accommodate the Corridor Cities Transitway (CCT) in the median.

The project's western terminus is at Century Boulevard extended, about 700 feet north of where Kinster Drive intersects Century Boulevard. Phase 1 (Infrastructure) of the Black Hills Germantown (formerly Crystal Rock) mixed use development is currently under construction north of where Dorsey Mill Road will meet Century Boulevard. The Cloverleaf Townhouse Condominiums are located immediately south of where Dorsey Mill Road will meet Century Boulevard – on the west side of Century Boulevard.

The project's eastern terminus is at Observation Drive. Adjacent land uses include WABTEC Railway Electronics Manufacturing, Milestone Business Park, and the Milestone Townhome Condominiums.

PRIOR PLANNING BOARD REVIEW / ACTION

The Planning Board reviewed the Project Prospectus on April 30, 2015. The initial scoping of the project was developed in close coordination with Staff and the project as submitted for this Mandatory Referral remains substantially the same in concept at a later stage in design (approximately 30%). **The Planning Board approved the forwarding of comments at time of the review of the Project Prospectus and those comments are included as Appendix A.**

MEMORANDUM OF UNDERSTANDING (MOU) RELATED TO THIS PROJECT

Lerner, Managing Agent for Black Hills Germantown, LLLP (BHG), is proceeding with design for the Dorsey Mill Road Bridge at its expense under the terms of the Dorsey Mill Road Bridge Design MOU between the County and BHG. Per the MOU, BHG is responsible for the design and permits for the project. The County agrees to certify impact tax credits to BHG for all project costs incurred by BHG to third parties in connection with the design of the project that are eligible for impact tax credits pursuant to Section 52-55 of the Montgomery County Code (“Impact Tax Credits”). **The County is responsible for the land acquisition and construction. No construction funds for the project have been programmed at this time.**

PROJECT RIGHT OF WAY AND TYPICAL SECTIONS

The bridge and roadway will be within a 150 foot right of way from Century Boulevard east to Milestone Center Drive and a 152 foot right of way from Milestone Center east to Observation Drive. The existing right of way is 150 feet between Century Boulevard and I-270 and varies from 131 feet to 144 feet east of I-270 to Observation Drive. Acquisition of additional right of way along the segment of Dorsey Mill Road east of I-270 will be required on both sides of the project and will consist of strip acquisitions that are typically four feet wide but at the eastern project limit vary up to ten feet in width. In addition to the right of way, certain temporary easements during construction related to slopes or topography adjacent to the right of way will be required.

The typical section will vary slightly over three distinct roadway segments as shown in Figures 3-5.

Figure 3 – Proposed Roadway Typical Sections – West of I-270 (Looking East)

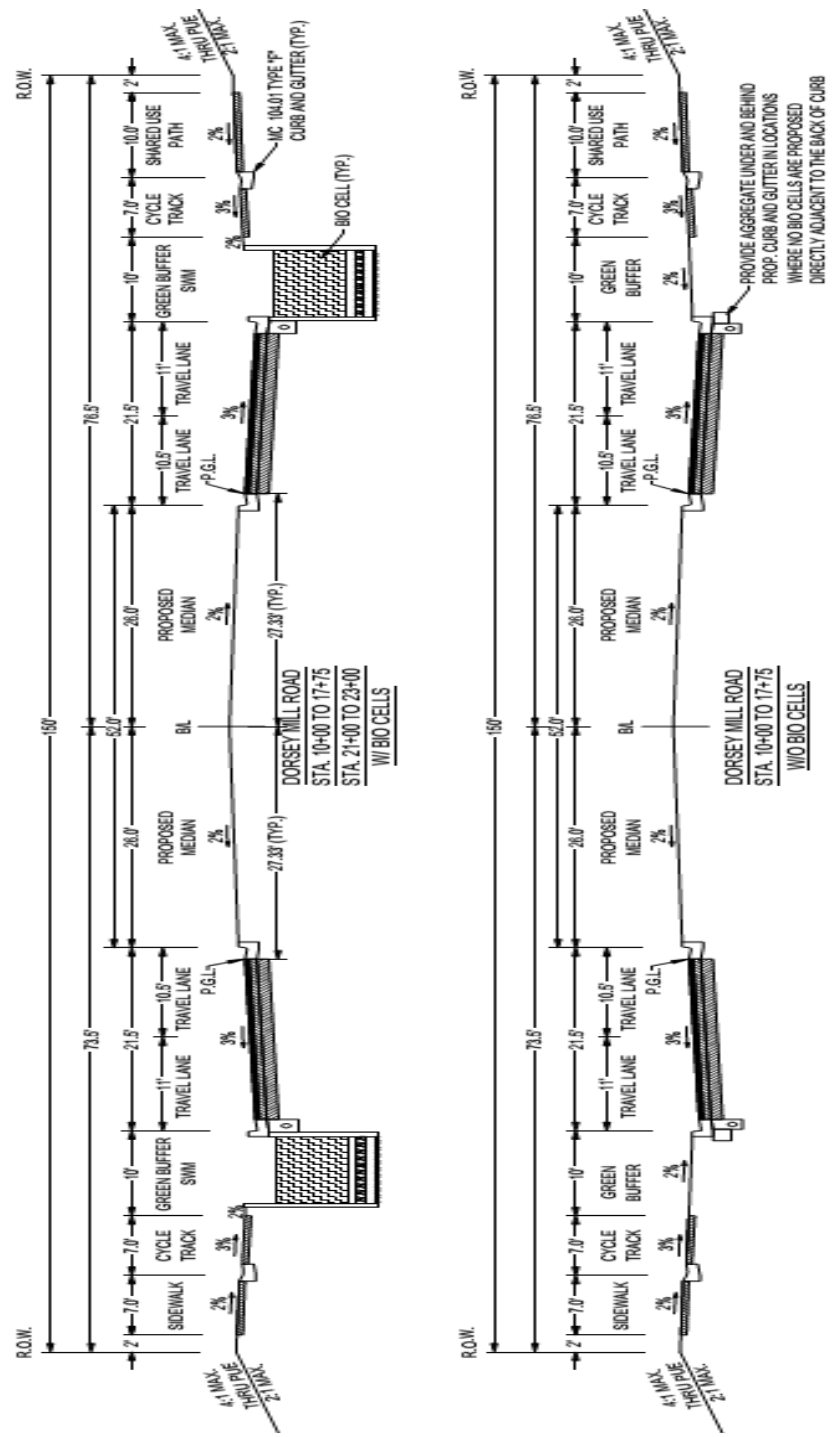
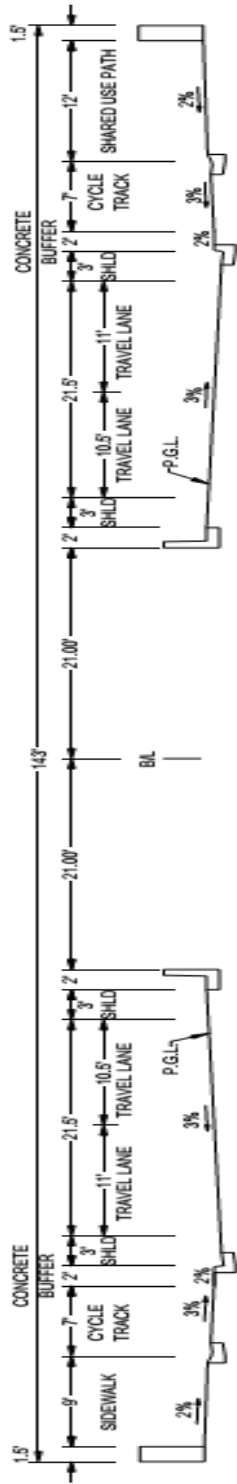
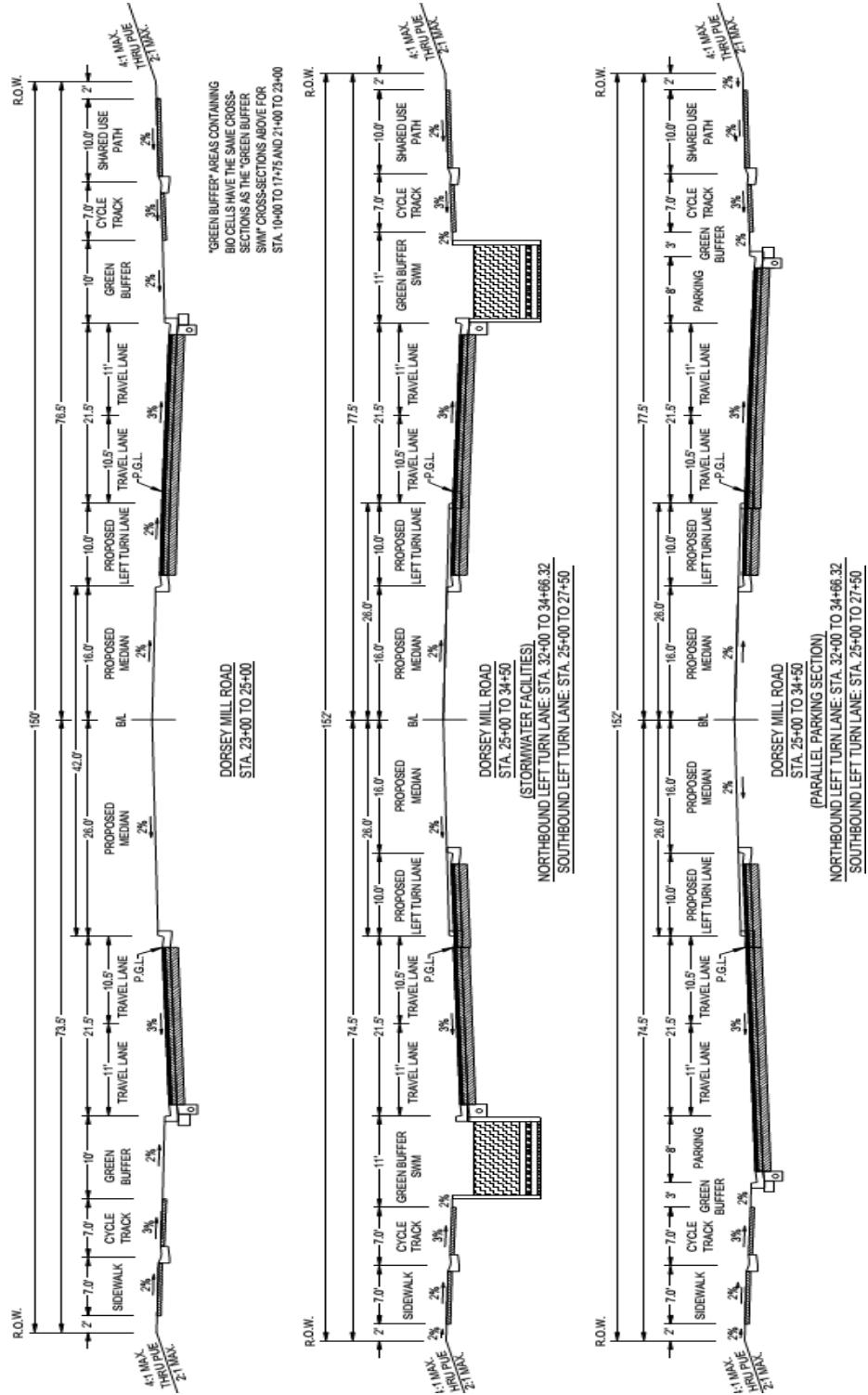


Figure 4 – Proposed Bridge Typical Section over I-270 (Looking East)



DORSEY MILL ROAD
BRIDGE
STA. 17+75 TO 21+00

Figure 5 – Proposed Roadway Typical Sections – East of I-270 (Looking East)



Key features of the project as depicted in Figures 3-5 above include the following:

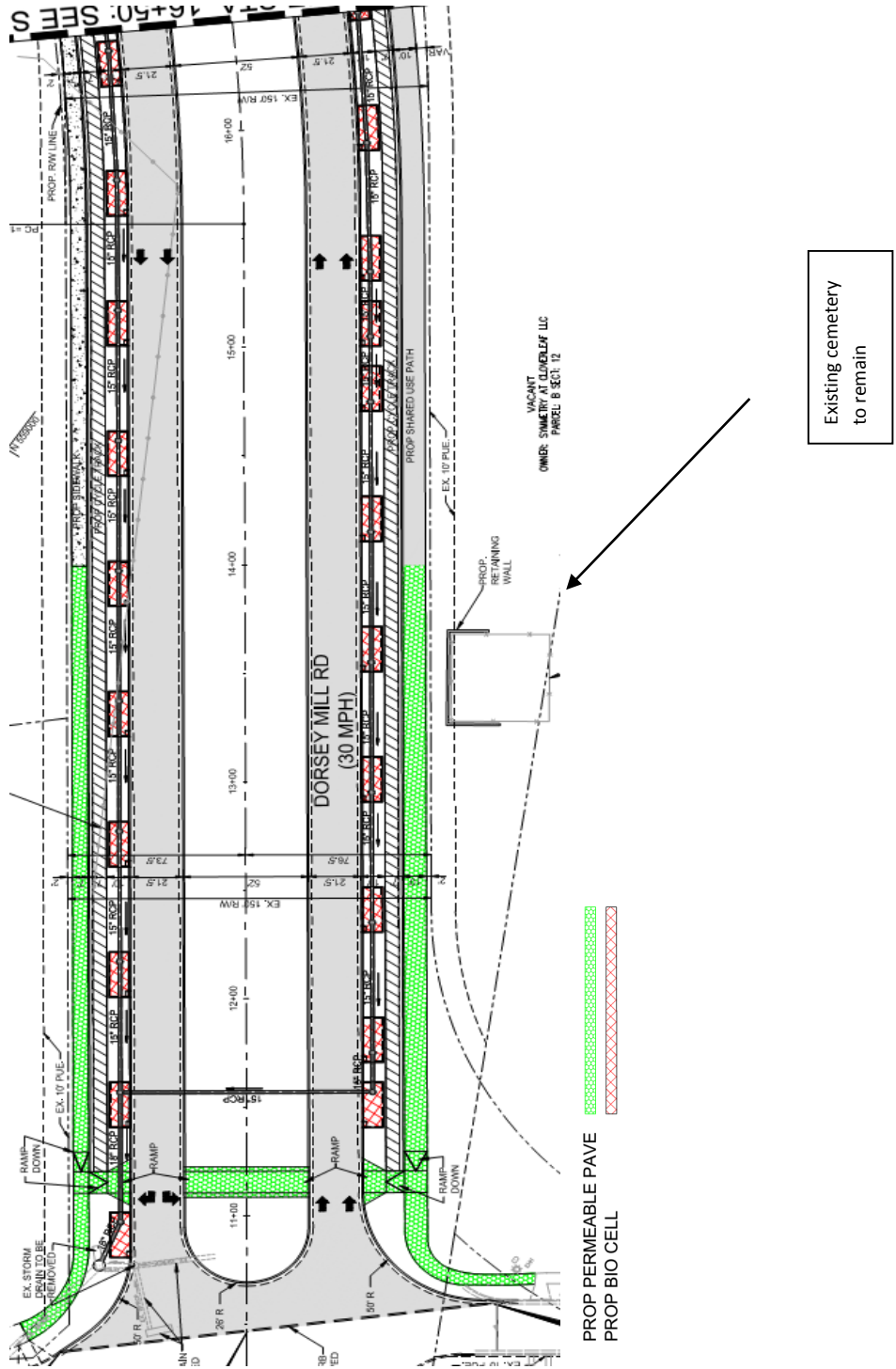
- Two travel lanes in each direction – the widest being the 11' lane adjacent to the curb
- 10' wide left turn lanes
- 10' shared use path on the eastbound (or south) side
- 7' – 9' foot sidewalk on the westbound (or north) side
- 7' directional cycle track
- 3'-11' wide green buffer/stormwater bio-cells between the travel lane and the cycle track on each side of the roadway section

The proposed typical section is a variation of the County's standard (MC-2005.04) for a four-lane Business District Street but is consistent with the Master Plan that acknowledges the need to also accommodate the Corridor Cities Transitway within the median as well as the other design elements. **Staff is generally very supportive of the typical section as included in the Mandatory Referral Submittal. MCDOT and its design team solicited Staff input early in the process and has been responsive to many staff suggestions.**

PROJECT PLAN – WEST SIDE OF I-270

Figure 6 below is the plan view of Dorsey Mill Road on the west side of I-270.

Figure 6 – Proposed Dorsey Mill Road west of I-270



Key additional design features in the submittal included permeable pavement for segments of the shared use path (south side) and sidewalk (north side) and bio-cells within the buffer area for stormwater management.¹ Additional information on the stormwater management plan is provided later in this staff report. Street trees will be spaced approximately every 30 feet and street lights approximately every 150 feet.

CULTURAL RESOURCES WITHIN SEGMENT WEST OF I-270

The Project Narrative notes that while the location of the Project is not within a known Historic District or environmentally sensitive area, there is an existing cemetery to the south of the proposed Dorsey Mill Road between Century Boulevard and I-270 (see Figure 6 for the location of the cemetery in relation to the planned project).

The T. Waters Farm family cemetery contains the grave sites of five members of the Waters family and will be protected by a retaining wall as the cemetery is up to five feet above the shared use path. The cemetery is under the care and protection of the Germantown Historical Society. **The Applicant should solicit input from the Society in advance of completing Final Design and initiating project construction.**

Figure 7 below is an aerial view depicting the location of the cemetery in relation to existing Century Boulevard and I-270.

Figure 7 – Aerial View of Cemetery in Relation to Century Boulevard and I-270

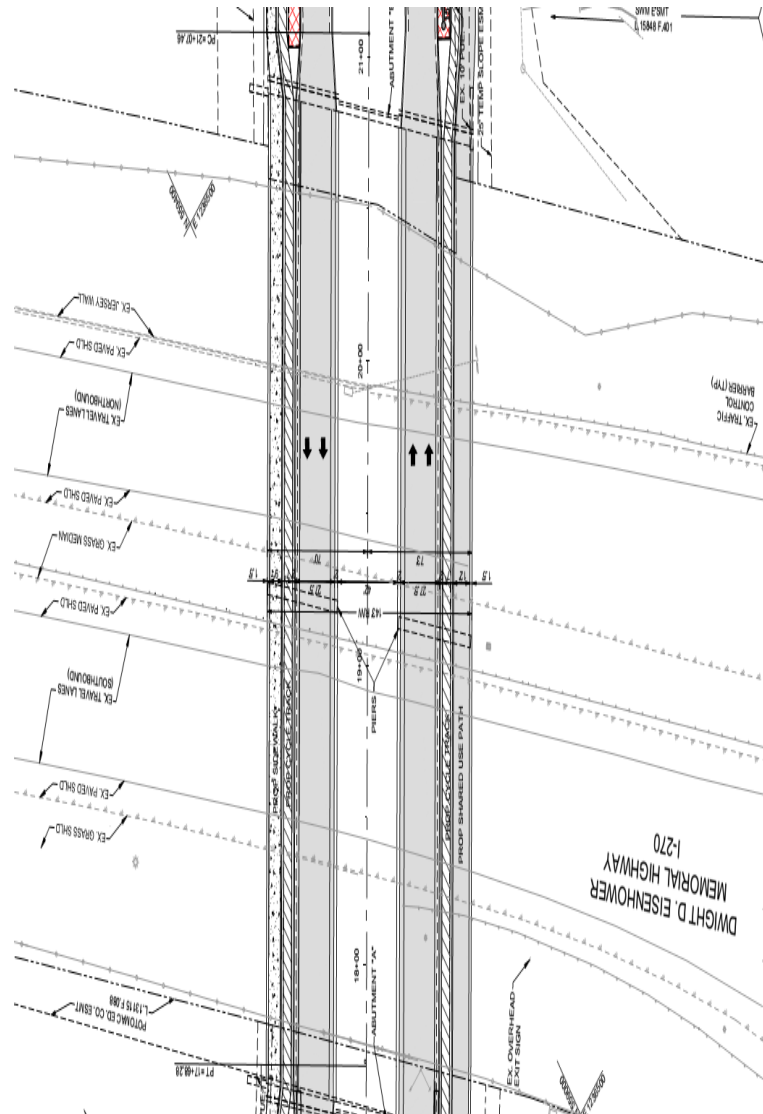


¹ MCDOT has since modified the plans to include permeable pavement for all of the sidewalk. Permeable pavement is not planned for the shared use path. The modifications were made in response to a Department of Permitting Services comment received after the Mandatory Referral submittal.

PROJECT PLAN – BRIDGE OVER I-270

A plan view of the dual span bridge section showing the roadway, sidewalk, shared use path and cycle track over I-270 is shown below as Figure 8.

Figure 8 – Proposed Dorsey Mill Road Bridge Section over I-270



THE BRIDGE AND THE CORRIDOR CITIES TRANSITWAY (CCT)

This initial construction of the Dorsey Mill Road Bridge over I-270 will consist of one eastbound span and one westbound span. As currently envisioned, while the substructure of the entire bridge would be constructed with these two spans to carry the roadway, the middle span that will eventually carry the CCT over I-270 would only be constructed in the future as part of the CCT Phase Two (Metropolitan Grove to Clarksburg) project. The CCT Phase Two project is master planned but no detailed project or facility planning efforts have been programmed at this time. The Maryland Transit Administration (MTA) is currently completing Preliminary Engineering (30% design) of the CCT Phase One (Shady Grove Metro to Metropolitan Grove) project.

While no detailed planning has been done for CCT Phase 2, MCDOT and MTA have coordinated on concept design elements of the Dorsey Mill Road Bridge project to insure overall compatibility.

As previously noted, a Project Prospectus was presented to the Planning Board on April 2015. Staff stated in its memo at that time that it did not support the bridge construction being accomplished in two phases as proposed – the roadway spans before the CCT is constructed and the middle span constructed later as part of the CCT project. **The Staff noted “the concern is that this phasing approach may ultimately result in a wider than necessary bridge in order to provide the necessary inside barriers on each of the two spans in the first phase. A wider than necessary bridge may also provide poor aesthetics by having unnecessary dead space in the bridge”.**

MCDOT’s response to this issue in the project narrative is as follows:

“Construction of the superstructure for the CCT bridge under the Project will result in unnecessary maintenance costs for the CCT bridge before the implementation of the CCT Phase 2 and a shorter usable service life for the CCT Bridge after the implementation of the CCT Phase 2. The proposed dual bridges will leave a 42 feet wide opening providing room to accommodate the future CCT bridge. MCDOT will construct part of the substructures for the CCT bridge to minimize future disruption to the traffic conditions on I-270.”

Staff acknowledges MCDOT design features that have kept the project footprint consistent with the Master Plan objectives but continues to recommend a comment be forwarded in support of constructing the CCT segment at the same time for the reasons stated at the presentation of the Project Prospectus last April (see staff report at:

<http://www.montgomeryplanningboard.org/agenda/2015/documents/DorseyMillRoadBridge2014-04-30042115revised.pdf>

Staff also noted in April the following with respect to the width of the shoulders on the bridge:

“Consider reducing the three-foot width of the shoulders next to the parapets to one foot; eliminating the outside shoulders; and reducing the distance between the sidewalk/shared use path and the right-of-way line to two feet. This space could be used to increase the width of buffer between the travel lanes and the cycle track and/or to provide space for planter boxes on the bridge, either between the cycle track and roadway or on the outsides of the bridge, similar to the 23rd Street Bridge over E Street NW in the District, with the landscaping helping knit the two sides of Germantown together.”

MCDOT's response to the comment on the shoulder width is as follows:

The ownership of the bridge might be transferred to SHA in the future if needed. The shoulder on the bridge must be at least 3 feet to meet the requirements of the 2011 AASHTO (Green Book), A Policy of Geometric Design on Highways and Streets."

Staff recommends that SHA weigh in specifically as well on the issue of the shoulder width given the importance of increasing the width of the buffer on the bridge if at all possible.

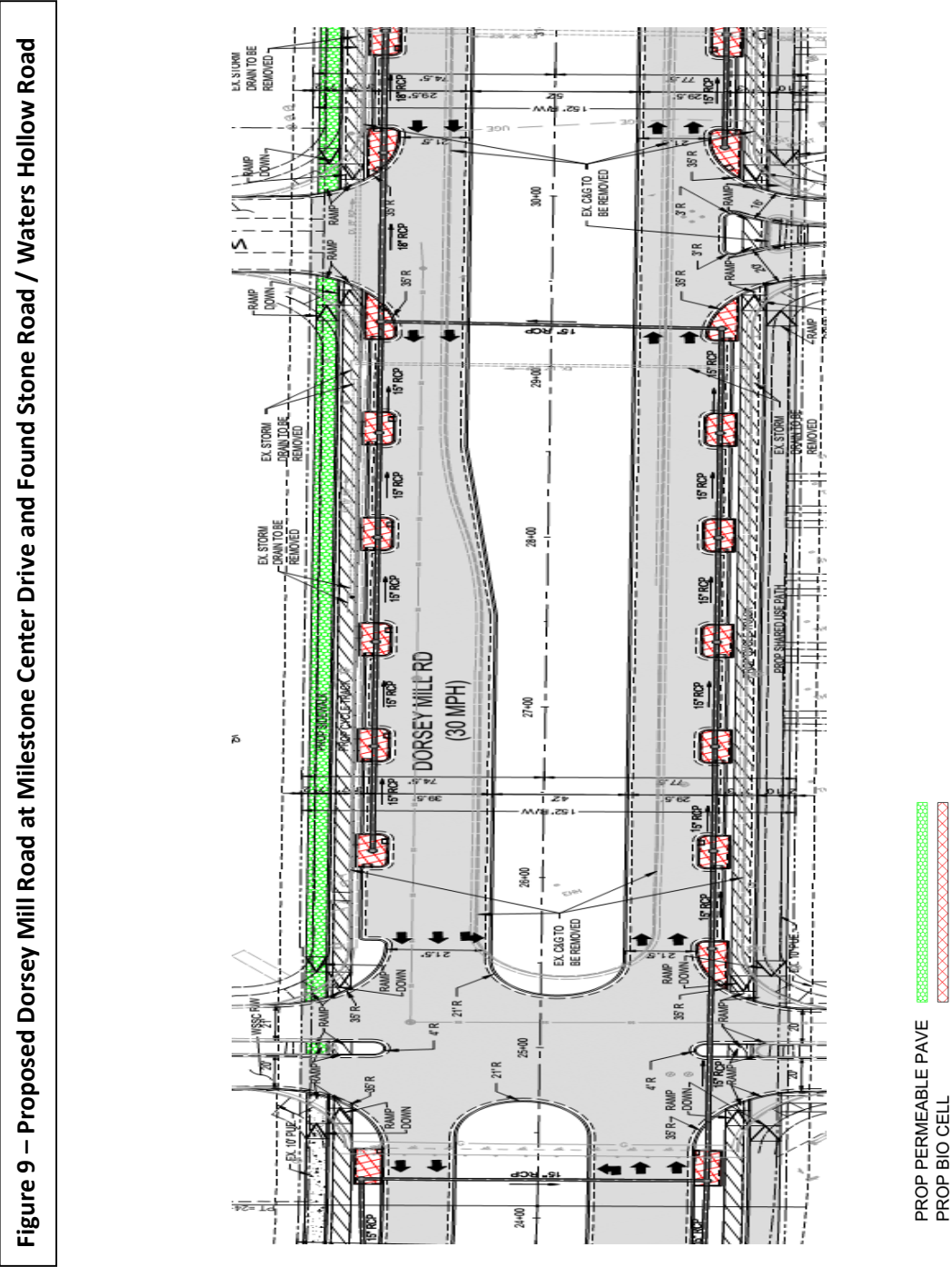
Staff also noted the following in the April 2015 staff report:

"The cycle track should be at the same level as the top of curb adjacent to the travel lane so as to not trap stormwater runoff. The curb between the cycle track and the sidewalk should be mountable."

The MCDOT responded in the project narrative that this modification has been made in the project design so there is no further recommended comment from Staff.

PROJECT PLAN – EAST SIDE OF I-270

A view of the section east of I-270 where Dorsey Mill Road intersects Milestone Center Drive and then (moving east) Found Stone Road / Water Hollow Road is shown below in Figure 9.²



² MCDOT has since modified the plans to include permeable pavement for all of the sidewalk. Permeable pavement is not planned for the shared use path. The modifications were made in response to a Department of Permitting Services comment received after the Mandatory Referral submittal.

This section differs from the section on the west side of I-270 in that it includes dedicated left turn lanes at Milestone Center Drive and Observation Drive (not shown) as well as retaining the existing on-street parking in front of the existing townhomes. The parking spaces are 8 feet wide and provided on both sides of Dorsey Mill Road in this section. These parallel spaces have 20 feet long green space bump outs provided every 42 feet where the bio-cells will be located. In total, there are 46 parking spaces along Dorsey Mill Road between the proposed bio cell facilities. The street trees in this section of Dorsey Mill Road are to be spaced approximately every 65 feet and will be located in the bio-cells.

TARGET SPEED, DESIGN SPEED, AND POSTED SPEED

The application notes the following definitions generally consistent with the County's Context Sensitive Road Design Standards:

- "Target Speed is the speed at which vehicles should operate on a thoroughfare in a specific context consistent with the level of multimodal activity generated by adjacent land uses, to provide mobility for motor vehicles and a safe environment for pedestrians and cyclists."
- "Design Speed is the selected speed used to determine various geometric features of the roadway."
- "Posted Speed is the speed limit that is posted along the roadway."

The proposed Target/Design/Posted Speed is 30 MPH and that is consistent with the standard for a Business District Street and the recommendation in the Sector Plan.

DESIGN YEAR AVERAGE DAILY TRAFFIC

The application also notes the following with respect to the traffic analysis:

"As part of the design for the Project, traffic analysis and ADT projection is being performed for the intersection with Century Boulevard, Milestone Center Drive, and Observation Drive respectively. Information on the findings is not available at this time and will be provided once available."

While Staff does not anticipate the traffic analysis will result in the need for any material design modification, it is recommended that MCDOT provide formal notification to the Planning Board and the Maryland Department of Transportation if design modifications related to the major components (lane widths, pedestrian and bike facilities, CCT accommodation, right of way, etc.) or impact upon adjacent property are required as a result of the traffic analysis or other evaluations taking place after the Planning Board Mandatory Referral.

PEDESTRIAN AND BIKE FACILITIES

As previously noted, the MCDOT project design reflects a prioritizing of pedestrian and bike facilities consistent with the Sector Plan. Specific elements include:

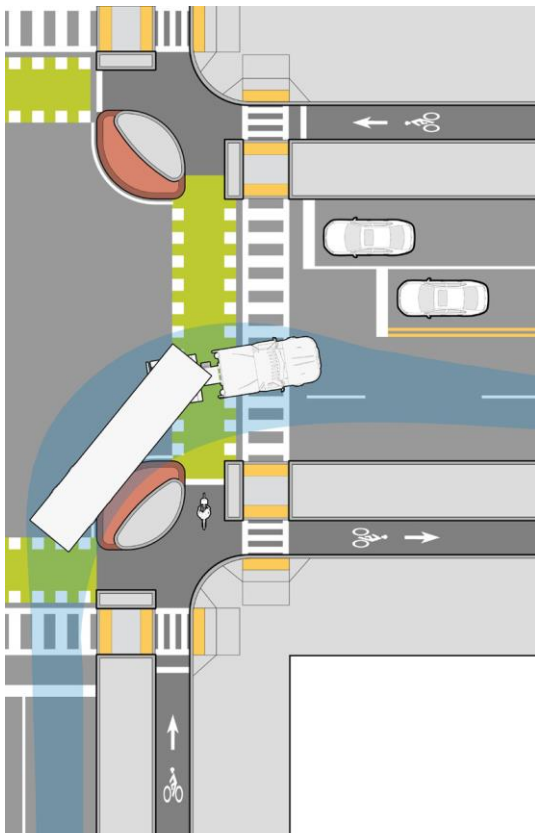
- 10' shared use path on the eastbound (or south) side
- 7' – 9' foot sidewalk on the westbound (or north) side
- 7' directional cycle track

- 3'-11' wide green buffer/stormwater bio-cells between the travel lane and the cycle track on each side of the roadway section

Staff recommended comments for forwarding at this point in the process focus on the intersections and include the following:

Modify the design of the intersections with Century Blvd and Observation Drive to reflect the “protected intersection” concept. Because the benefits of separated bike lanes (aka cycle tracks) end at the intersection, “protected intersections” have emerged as a preferred approach to intersection design to enhance safety for pedestrians and bicyclists. The Massachusetts Department of Transportation (MassDOT) recently released guidance on separated bike lane design recommends protected intersections as the default intersection design where separated intersections exist or are planned. A typical protected intersection design is shown below in Figure 10.

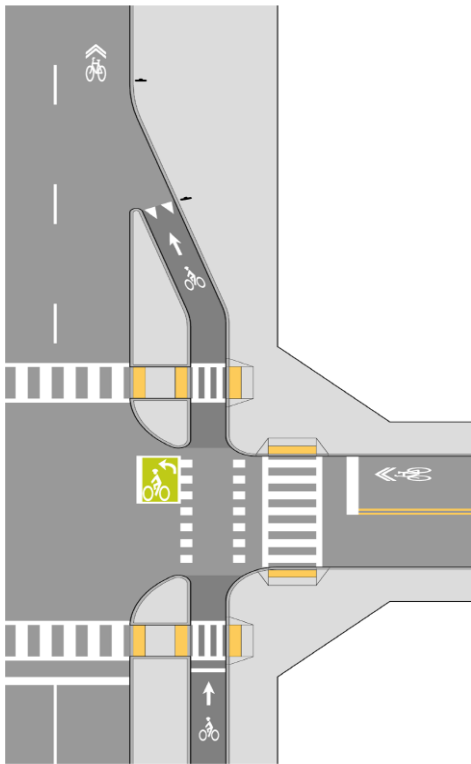
Figure 10 – Protected Intersection Design



Source: MassDOT Separated Bike Lane Planning & Design Guide, p. 56)

Where separate bike lanes are not planned (Observation Drive) or planned but not implemented (Century Blvd), the “protected intersection” should transition to a shared lane. An example transition concept is shown below:

Figure 11 – Transition from Separate Bike Lane to Shared Travel Lane



Source: MassDOT Separated Bike Lane Planning & Design Guide, p. 88

Staff also recommends forwarding a comment that striped crosswalks crossing Dorsey Mill Road should be added at the intersections with Milestone Center Drive and Water Hollow Road/Found Stone Road.

MASTER PLAN GUIDANCE AND PROJECT CONFORMANCE

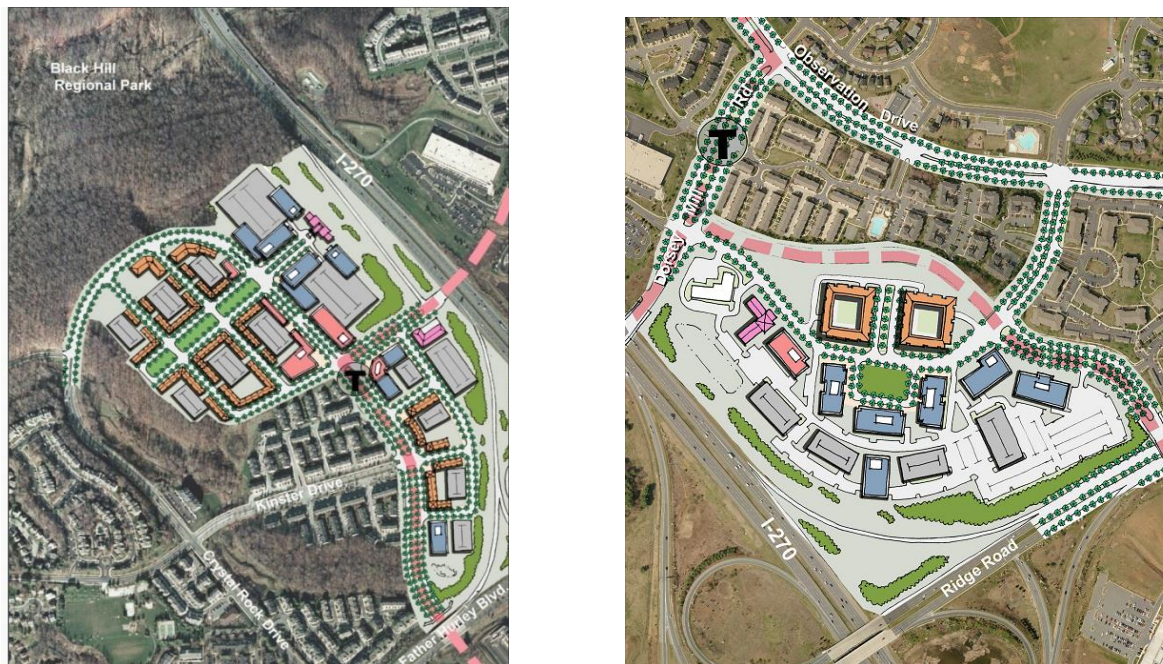
The Germantown Employment Area Sector Plan (Adopted 2009) designates Dorsey Mill Road as a four lane Business District Street (B-14) with a 150 foot right of way and includes the following additional relevant guidance on the area (North End District) where the project is located:

“Re-classify Dorsey Mill Road from an Industrial Road to a Business District Street to reflect (its) commercial and mixed-use character and function (pages 38 and 86 of the Plan).”³

³ The Sector Plan recommends a 150’ foot right of way that includes the CCT. The Sector Plan does not recommend a specific street design standard for Dorsey Mill Road.

A concept of the vision for the North End District as shown in the Germantown Plan is shown in Figure 10 below.

Figure 10 – North End District Concepts from Germantown Employment District Sector Plan (2009)



In general, the Plan vision is for a transition from a more industrial / office campus setting to relatively dense mixed use Transit Oriented Development (TOD) in those areas immediately adjacent to I-270.

The Dorsey Mill Road Bridge and associated roadway segments, as initially developed by MCDOT and included in Figures 3 through 9, support the overall vision in the Germantown Employment Area Sector Plan by providing the Business District Street connection over I-270 while accommodating a future CCT in the median.

Other aspects of the project consistent with the vision for the North End District specifically include features like the wider sidewalks, directional cycle track, green buffer, and on street parking that improve functionality and overall aesthetics for pedestrians, transit users, and cyclists.

POTENTIAL ACCESS RAMPS ON NORTH SIDE OF DORSEY MILL ROAD TO AND FROM I-270

As noted above the Sector Plan includes the following recommendation:

“Incorporate direct access to the Dorsey Mill (CCT) station to and from north I-270. This access can be provided by either direct access ramps at the Dorsey Mill Road interchange or a revision to the Father Hurley Boulevard interchange.”

The MCDOT project narrative for the Dorsey Mill Road Bridge project states that “the proposed roadway and bridge are designed so as to not preclude a future half diamond interchange on the north side of Dorsey Mill Road that will provide access to and from northbound I-270.”

Staff notes that in early project planning consideration of the eventual construction of the ramps was a primary reason for locating the shared use path on the south side of Dorsey Mill Road and concurs that the project does not preclude a future interchange as described. While not addressed in the Mandatory Referral project narrative, Staff’s position is that further consideration of a revision to the Father Hurley Boulevard interchange is not warranted given the complexities, spacing between access points, and likely cost and that the master plan guidance has been followed by a bridge design that does not preclude the direct access ramps on the north side of Dorsey Mill Road.

DESIGN ELEMENTS

Staff recommends that the Dorsey Mill Road Bridge becomes an iconic feature in Germantown that achieves placemaking goals with site details and features that promote pedestrian and bicycle circulation. Site details and features, including materials, railing, light fixtures, pedestals, structural bays, and trees, should be used to create a rhythm along the entire length of the bridge that resonates at the pedestrian scale. Spacing of site details and features should be tight.

Materials selection should be expanded to include colored, stamped concrete to make the bridge look like stone or brick masonry with edging details to look like milled stone or concrete. This treatment should be applied on the interior and exterior walls of the bridge (see Figure 11 below).

Figure 11 - Pedestrian Light Fixtures on Columns and Stamped Concrete



The railing presents an opportunity to incorporate detailing that highlights the pedestrian scale while contributing to placemaking. The proposal shows straight vertical rails sitting on top of 2.5 feet tall parapet wall. **We recommend a more detailed, or even artistic, railing design. See examples below including ornate railing patterns and colored, yet transparent panels. Because Germantown is defined by its surrounding Greenbelt, incorporating green railings, lamps, or other details should be considered.**

Figure 12 – Examples of Colorful and Ornate Light Fixtures and Railing and Transparent Panels



LANDSCAPE AND LIGHTING

The proposed project will provide street trees and lighting on both sides of Dorsey Mill Road. The project narrative notes “the proposed street trees will be selected from MCDOT’s list of approved street trees and located within the proposed bio cells with an average spacing of approximately 60 feet. Lighting fixtures will be located outside of the outermost parapets on the bridge to avoid removal/relocation due to the future construction of the CCT.”

Staff recommends the following comments be forwarded in response to the current landscape and lighting plan:

The style and height of the light fixtures should be re-considered to achieve placemaking goals and promote pedestrian/bicycle circulation. Please consider a more ornate light fixture with flag poles that is at most 12 feet in height (see example in Figure 12 above). The fixtures as proposed (with a 25-foot pole) raises safety concerns related to the potential glare onto I-270 traffic. **A photometric plan should be submitted for Staff review and comment.**

Consider including pedestals for lighting and signage; and columns, which collectively provide details emphasizing the pedestrian scale.

The project proposes 60 Blackgum trees are spaced at 60 feet on center. **For purposes of bio-diversity, staff recommends selecting at least one additional tree species to be placed in alternating locations with the Blackgum trees.** The additional species should have similar height and width at maturity as the Blackgum trees for consistency. However, other attributes, such as fall color and blooming time, can be different, which will add interest and rhythm. **Consider European Hornbeam, Japanese Pagoda Tree, and Zelkova as options. Staff also recommends decreasing the spacing of trees to 50 feet, which is adequate for the width of these trees at maturity.**

Staff also recommends maximizing soil volume per tree with the goal of reaching 1,000 cubic feet, in accordance with the 2010 Germantown Urban Design Guidelines (p.12). This will enable better root development and ultimately improve the health and longevity of the trees. Additional **detail with dimensions of the tree pits proposed should be submitted for Staff review and comment.**

STORMWATER MANAGEMENT

The Mandatory Referral application noted Environmental Site Design (ESD) for the project will be met through the use of permeable pavement along a portion of the shared use path and sidewalk (see Figures 6 and 9) as well as the bio-cells. Permeable pavement is located on approximately 12,792 square feet of the shared use path and sidewalks and provides 2,507 cubic feet of treated ESD volume.⁴

In addition to the permeable pavement there are 62 bio cell facilities. These facilities are located along the face of the curb and runoff will access the devices via 2 foot wide curb cuts. The facilities will have an 18" high fence surrounding them in order to avoid conflicts/falls involving pedestrians. According to the application narrative, the combination of the permeable pavement and bio-cells combine to provide 29,765 cubic feet of treated ESD volume and therefore meet the applicable required ESD volume.⁵

FOREST CONSERVATION

A Forest Conservation Exemption was granted by the Planning Department under Plan Number 42016026E on September 16, 2015 for the portion of the project located east of I-270, including the I-270 right of way.

The project Mandatory Referral narrative notes the following with respect to the portion of the project west of I-270:

"The remainder of the project (west of I-270 right of way) lies within the boundary of the approved Final Forest Conservation Plan #820130250 and will require a staff level amendment to incorporate changes in the proposed limits of disturbance for the construction of Dorsey Mill Road".

The Applicant was notified on October 19, 2015 that Planning Board review (as opposed to staff level review) of the Amendment would be required because the disturbance was for a permanent roadway (Dorsey Mill

⁴ As previously noted, MCDOT has modified the plans since the Mandatory Referral application to include the use of permeable pavement for all of the sidewalk on the north side of the project (except for the bridge segment). The shared use path on the south side of the project will not have permeable pavement.

⁵ Staff will request an updated summary of the treated ESD volume in advance of the Planning Board Mandatory Referral hearing.

Road) and that the roadway was actually part of the subject Forest Conservation Plan for the area in question on the west side of I-270. As a result, this Mandatory Referral agenda item will be preceded by Planning Board consideration (through separate staff memo and potential Planning Board action) of a Forest Conservation Plan Amendment for the portion of the project west of the I-270 right of way.

PUBLIC NOTICING

A Public Notice (see Attachment B) describing this Planning Board agenda item was distributed in mid-November 2015 to adjacent and surrounding (two mile radius) stakeholders.



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

OFFICE OF THE CHAIR

May 15, 2015

Mr. Al Roshdiah
Acting Director
Montgomery County Department of Transportation (MCDOT)
Executive Office Building (EOB)
101 Monroe Street, 10th Floor
Rockville, Maryland 20850

Re: Planning Board Review of Dorsey Mill Road Bridge Project Prospectus

Dear Mr. Roshdiah:

The Planning Board reviewed the Dorsey Mill Road Bridge Project Prospectus on April 30, 2015 and endorsed the general initial design concept developed by MCDOT with the following comments:

- We are concerned that a phased construction of the bridge, with the roadway spans being constructed before the CCT, could result in an unnecessarily wide bridge that would be more costly and less attractive.
- Consider ways to minimize the outside curb-to-outside curb width of the bridge while accommodating the CCT and to provide a significant aesthetic treatment on the bridge to help knit together the two sides of Germantown.
- The cycle track should be at the same level as the top of curb adjacent to the travel lane so as to not trap stormwater runoff. The curb between the cycle track and the sidewalk should be mountable.

Additional background and information related to this April 30, 2015 agenda item is available in the staff report that can be found at:

<http://www.montgomeryplanningboard.org/agenda/2015/documents/DorseyMillRoadBridge2014-04-30042115revised.pdf>

Staff noted the early and proactive collaboration initiated by your staff and consultant team led by Mr. Greg Hwang, P.E. in their effort to solicit input and insure the recommendations in the Germantown Employment Sector Plan were given full consideration. We appreciate that approach and look forward the Mandatory Referral submittal later this year. Please do not hesitate to contact Tom Autrey (301-495-4533 or thomas.autrey@montgomeryplanning.org) or Larry Cole, P.E., (301-495-4528 or larry.cole@montgomeryplanning.org) with any questions.

Sincerely,


Casey Anderson, Chair

cc: Greg Hwang
Larry Cole
Tom Autrey



Notice of Public Hearing

Montgomery County Planning Board

Thursday, December 17, 2015

A hearing for the Mandatory Referral (MR) and Forest Conservation Plan (FCP) Amendment, referenced below will be held on **December 17, 2015** in the Montgomery County Planning Board's first floor auditorium at 8787 Georgia Avenue, Silver Spring, Maryland. You may testify before the Planning Board by signing up in advance at http://www.montgomeryapps.org/planning_board/testify.asp, by calling 301-495-4600, or by filling out the yellow form at the public hearing.

Name of Plan: Dorsey Mill Road Bridge over I-270

Plan Number: MR2015013 & FCP8200013025B

Zoning: CR-0.75,CT-2.0, IM-0.5,R-30 Acres: 5.41

Master Plan: Germantown Employment Area

Location: Extension of Dorsey Mill Road over I-270 between Observation Drive (east of I-270) to Century Boulevard (west of I-270)

- A. **FCP Amendment Description: Request to amend the Final Forest Conservation Plan for the Black Hill (formerly Crystal Rock) development to modify the previously approved limits of disturbance within and immediately adjacent to the Dorsey Mill Road right-of-way.**
- B. **MR Description: Extension of Dorsey Mill Road over I-270 by constructing a dual span bridge and associated roadway, sidewalk, shared use path, and separated bike lanes or cycle tracks between Observation Drive (east of I-270) and Century Boulevard (west of I-270). The project is being designed in a manner to eventually accommodate the master planned Corridor Cities Transitway (CCT) within the median that will be located in a middle span to be constructed as part of the CCT Phase II construction.**

The staff report will be available online via the link to the Planning Board's Agenda at www.montgomeryplanningboard.org on Thursday, **December 3, 2015** along with an approximate time that this item will be heard. Or call (301) 495-4600 for more information.

The staff report and the complete application file are also available in the Development Applications and Regulatory Coordination Division between 9:00 a.m. and 3:30 p.m. For information about the staff recommendation or to offer comments related to the forest conservation plan or water quality plan, please contact Doug Johnsen Area 3 reviewer, via email at doug.johnsen@montgomeryplanning.org or by phone at 301-495-4559 or contact Tom Autrey, Functional Planning reviewer, via email at thomas.autrey@montgomeryplanning.org, or by phone at 301-495-4533. See the fact sheet on the reverse side for detail on submitting written comments to the Planning Board.

An official written resolution of the Board's decision will be available soon after the hearing. To receive a copy, you must become a party of record by providing testimony at the hearing or in writing to the Planning Board between the date of this notice and the hearing date.

Thank you for your interest in Montgomery County's future development.