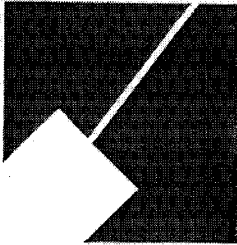


M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
ITEM NO. 1
12-18-03

December 12, 2003

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Jeffrey Zyontz, Chief
Countywide Planning Division

Richard C. Hawthorne, Chief
Transportation Planning Unit

Judy Daniel, Team Leader
Community-Based Planning Division

FROM: Larry Cole: 301-495-4528, for the Park and Planning Department

PROJECT: Brink Road Bridge (M-063) over Goshen Branch
CIP Project No. 509753

REVIEW TYPE: Mandatory Referral No. 03816-DPW&T-1

APPLICANT: Montgomery County Department of
Public Works and Transportation

APPLYING FOR: Plan Approval

COMMUNITY-BASED PLANNING TEAM AREA: Rural

RECOMMENDATION: APPROVAL WITH COMMENTS TO DPWT

Staff recommends that the Board approve the proposed project (see Attachment 1: Site Location), with the following comments to DPWT:

1. Consider ways to encourage slower speeds for westbound traffic approaching the bridge

2. Consider extending the southwest wing wall of the proposed bridge to avoid filling part of the wetlands and the 100-year floodplain and possibly minimize the impact to a grove of American Elm (*Ulmus Americana*) trees near Station 52+00. A Tree Save Plan is required for this project.
3. Stabilize all disturbed areas on park property and place riprap on stream banks on the upstream side of the bridge within the disturbed area.
4. A park permit for this work is required. No staging or storage of materials and equipment will be allowed on park property without prior approval from the park manager or park inspector.

PREVIOUS BOARD ACTION: None.

PROJECT DESCRIPTION

The project would replace the existing Brink Road Bridge over Goshen Branch with a new bridge approximately twenty feet south of the existing bridge. The new bridge would have a clear roadway width of 31'-2", approximately 3'-10" wider than the existing.

STAFF ANALYSIS

Roadway Classification

The segment of Brink Road that includes the bridge is not classified as a Master Plan road in the Agricultural Reserve and Open Space Master Plan although it carries about 8,200 vehicles per day and is forecast to carry about 10,600 vehicles per day in 2025. The reason it is not a Master Plan road is that there is a proposed relocation of Goshen Road just south of the project site that will permit most vehicles to bypass this segment of Brink Road when built (see Attachment 2).

Both Goshen Road Relocated and Brink Road east of the project site are classified as Arterials. Goshen Road Relocated has not yet been through facility planning but all of the right-of-way for this future road has been dedicated.

For the purpose of this project, DPWT has determined that the subject segment of Brink Road is a Secondary Residential Road. Since Goshen Road Relocated has not yet been constructed, however, staff is somewhat concerned that the Secondary design parameters may not correspond to the road's actual use as an Arterial.

While the intent of the project is not to bring the road up to Arterial standards, the design of the road would actually be somewhat diminished from the existing, although it would still meet a design speed of 30 mph.

In order to build the bridge in such a way that they can maintain traffic on Brink Road during construction, DPWT proposes to make the horizontal curve on the east side of the bridge slightly sharper and to introduce a new curve at the bridge (see Attachment 3).

The proposed alignment would be sufficient to meet the standards of a Secondary Road, but residents fear that the additional curve could worsen the current condition, which they see as a cause for accidents. Reported accidents for this segment of road however have averaged three per year for the last four years and are in line with the accident history of other roads of this type and volume.

The alignment that DPWT proposes would not create an unusual condition along this road, but **staff recommends that DPWT consider ways to encourage slower speeds for westbound traffic approaching the bridge** to mitigate any possible adverse effects of the proposed new curve. While the construction of speed humps is not advised, other methods such as signing, the installation of rumble strips and landscaping could be used to encourage lower speeds for vehicles coming into the curve.

Pedestrian and Bicyclist Accommodation

While pedestrian and bicyclist traffic is light in the project area, better accommodation is desirable, particularly because of the high vehicular traffic volume. The proposed shoulders would be a minimum of four feet wide and would adequately accommodate on-road bicyclists and would marginally accommodate pedestrians. A greater accommodation is not recommended since the shoulders will be more than sufficient to accommodate bicyclists and pedestrians once the Goshen Road Relocated project is built and this segment of Brink Road is used mostly by local traffic.

Environmental

Environmental Planning staff offers the following comments:

- DPWT must comply with Montgomery County Department of Permitting Services stormwater management, and sediment and erosion control requirements.
- A Tree Save Plan is required. Sediment and erosion control permits should not be issued until the M-NCPPC Inspector has made a pre-construction inspection of the measures taken in accordance with the Tree Save Plan.
- DPW&T should consider extending a wall from STA 52+00 to the bridge (STA 55+00) to reduce the amount of cut, minimize impact to a grove of Elm (*Ulmus*) trees near STA 52+00, and avoid filling part of the wetlands and the 100-year floodplain.

Forest Conservation Law Compliance

The project has an approved Natural Resource Inventory/Forest Stand Delineation. It is exempt from Forest Conservation Plan requirements because construction will occur entirely within a public utility or highway right-of-way and forest clearing will not exceed a total of 40,000 square feet. The limits of disturbance extend slightly into an existing conservation easement on the east side of Brink Road. Per section 22A-6(b) of the Forest Conservation Law, a Tree Save Plan is required because specimen and significant trees, wetlands, and part of an existing conservation easement will be affected.

Tree Save Plan

Tree protection measures are necessary for a Sycamore (*Platanus occidentalis*) specimen tree immediately east of Goshen Bridge, a specimen White Oak (*Quercus alba*) tree adjacent to the Pepco utility pole (#746499) at STA 51+00, and several trees within an existing conservation easement on the eastern side of Brink Road. Tree protection measures shall include but shall not be limited to the following:

- a. Installation of tree protection fencing outside the limits of disturbance of the above-mentioned Sycamore and White Oak specimen trees.
- b. Grading should not extend south of STA 51+00.00 so as to limit further impact to the critical root zone of the specimen White Oak. There should be root pruning along the portions of the tree's critical root zone that will be impacted by proposed re-grading of the western edge of Brink Road from STA 51+00 northwards.
- c. DPWT must plant a minimum of 8 (2½ to 3-inch caliper) trees as mitigation for disturbance and tree removal within the conservation easement. Trees should be of native species suitable for the area. They must be planted at a spacing of no more than 25 feet apart, as close to the area of tree removal as possible.
- d. DPWT must restore the portion of the conservation easement used as a staging storage area to its original form on completion of the roadwork.

Environmental Guidelines

The site is not located within a Special Protection Area, but the limits of disturbance extend into the Goshen Branch stream valley buffers. A small area of wetlands that extends up to the existing roadway will be impacted during road construction.

Park Impacts

Park impacts will be minimal since that was one of DPWT's objectives in choosing the proposed roadway alignment. The park property that would be disturbed during removal of the existing bridge must be stabilized, and riprap must be placed on stream banks on upstream side within the disturbed area.

A construction permit will be required to work on park property and a note should be placed on the plans saying that no staging or storage of materials and equipment will be allowed on park property without a prior approval from the park manager or park inspector.

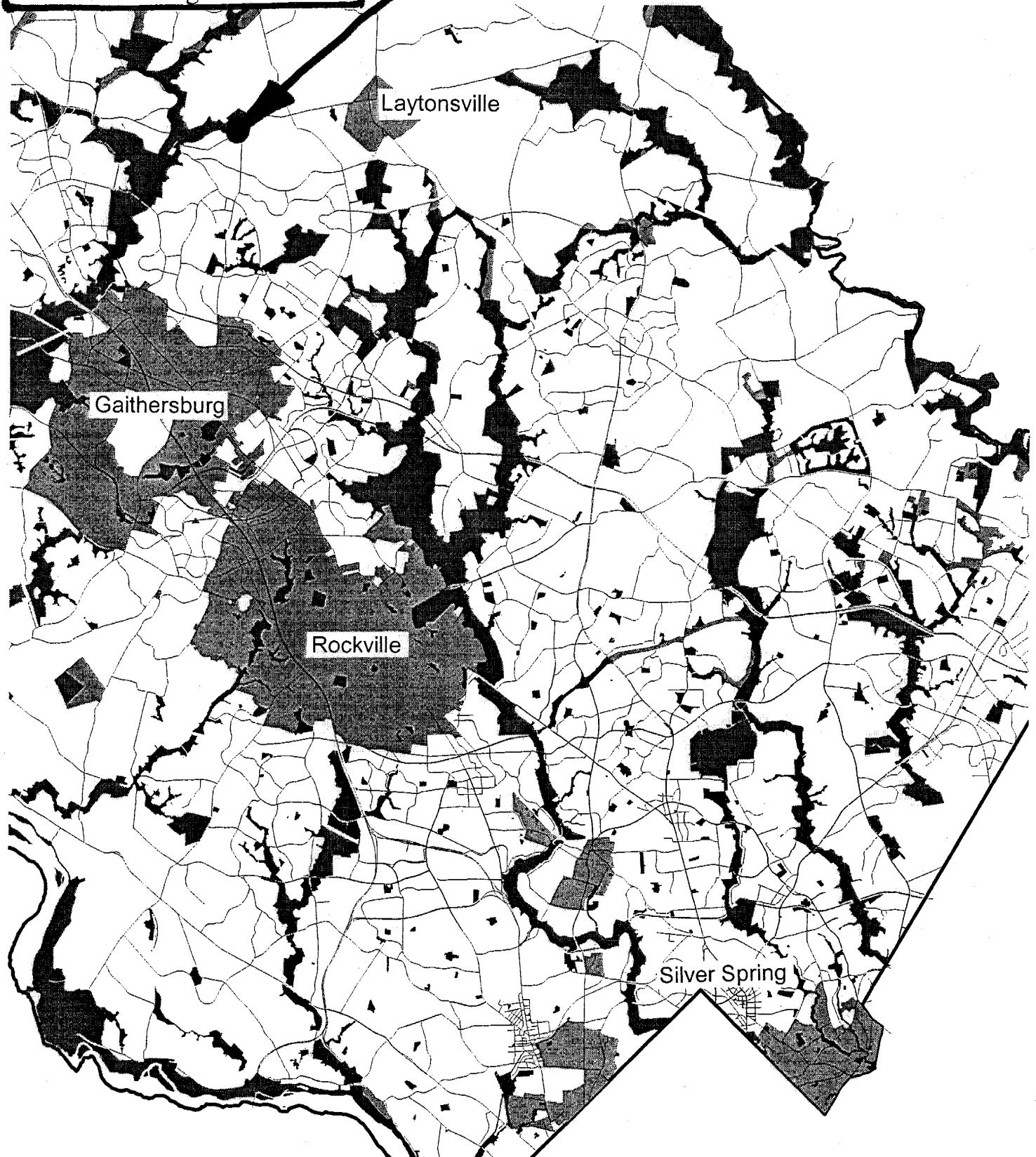
PUBLIC OUTREACH

DPWT held one public meeting on August 5, 2003 at Goshen Elementary School and has spoken to affected property owners individually.

LC:kcw
Attachments

mno to mcpc re MR Brink Road Bridge.doc

Brink Road Bridge Site Location



Attachment 1: Site Location

Map Compiled On 12-11-2003 at 01:52 PM
 Map Scale: 1 Inch = 12000 feet or 1:144000



The Maryland-National Capital Park and Planning Commission
 Montgomery County Department of Park and Planning
 Transportation Planning Unit
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Master Plan of Highways Centerline 2
 All Parks
 Existing
 Proposed
 Municipalities
 Montgomery County

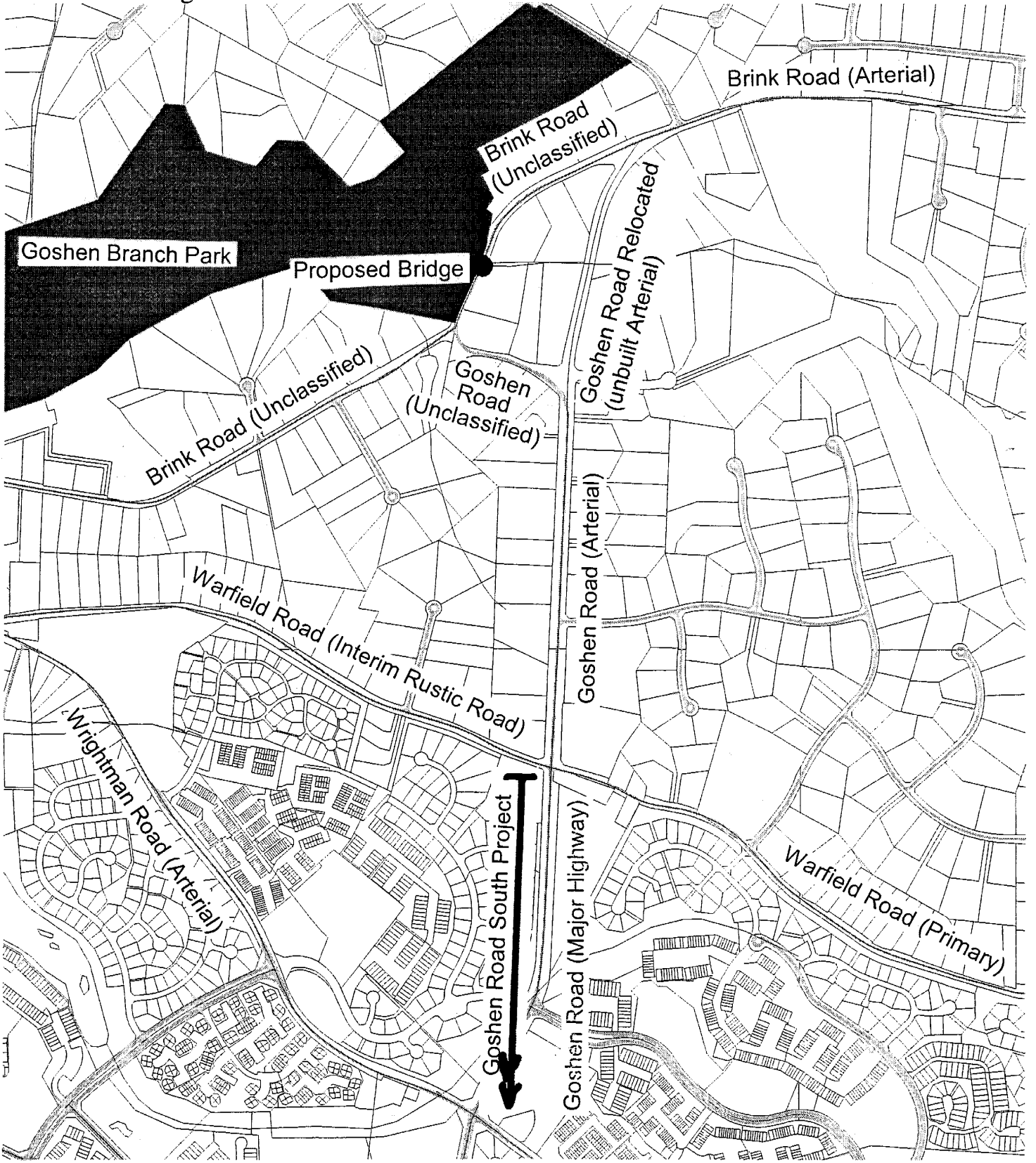
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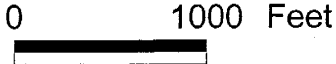


Brink Road Bridge over Goshen Branch



Attachment 2

Map Compiled On 12-11-2003 at 09:02 AM
 Map Scale: 1 inch = 1000 feet or 1:12000



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- Master Plan of Highways Centerline 2
- Streams
- Street Pavement
- All Parks
- Existing
- Proposed
- Property
- Municipalities
- Montgomery County

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Goshen Branch Park

