
Transportation Plan

This chapter makes recommendations regarding highways, mass transit systems, bikeways, and equestrian trails.

GOALS AND GUIDELINES

The intent of this Plan is to ensure convenience, accessibility, and flexibility with regard to the area's circulation system in the following manner:

- Develop a highway network in coordination with the existing regional network.
- Develop quality public transportation systems and advance private ride-sharing and carpooling programs to reduce dependence upon single-occupancy automobile commuting.
- Encourage adequate residential and employment densities to support efficient public transit and carpool/vanpool programs.
- Encourage the provision of bikeways for commuter as well as recreational uses.
- Encourage the development of public and private pathways for pedestrian movement in concert with road design and construction.

HIGHWAY RECOMMENDATIONS

A matter of great concern during the Plan process has been whether the Master Plan transportation system can handle the Master Plan "end-state" land use recommendations.

To allay this concern, Planning Board staff modeled the end-state road network and the potential end-state development pattern. This analysis confirmed

that the Master Plan road network could accommodate the potential Master Plan build-out.

Since the time of the road network analysis, many land use recommendations in the Shady Grove West area have been modified as a result of Plan worksessions. Thus, the determination that the traffic capacity of the Transportation Plan network can accommodate the end-state land use plan can no longer be made.

For this reason, a Master Plan Amendment will precede the rezoning of larger parcels in Shady Grove West. As part of this future Amendment, the ability of existing and future roadways to accommodate potential development will be examined. This analysis will influence the amount, type, intensity, and staging of employment and residential uses recommended in the Amendment.

This Plan recommends a limited amount of residential and employment uses. The traffic capacity of roads scheduled for construction in Stages I and II (see Staging Recommendations chapter) is sufficient to accommodate the land use development proposed for those stages on an areawide basis, although each parcel must be reviewed under the Local Area Transportation Review to ensure that it can be accommodated within the local area.

The roads shown on the Transportation Plan map (figure 27) are described in Table 7, Street and Highway Classifications.

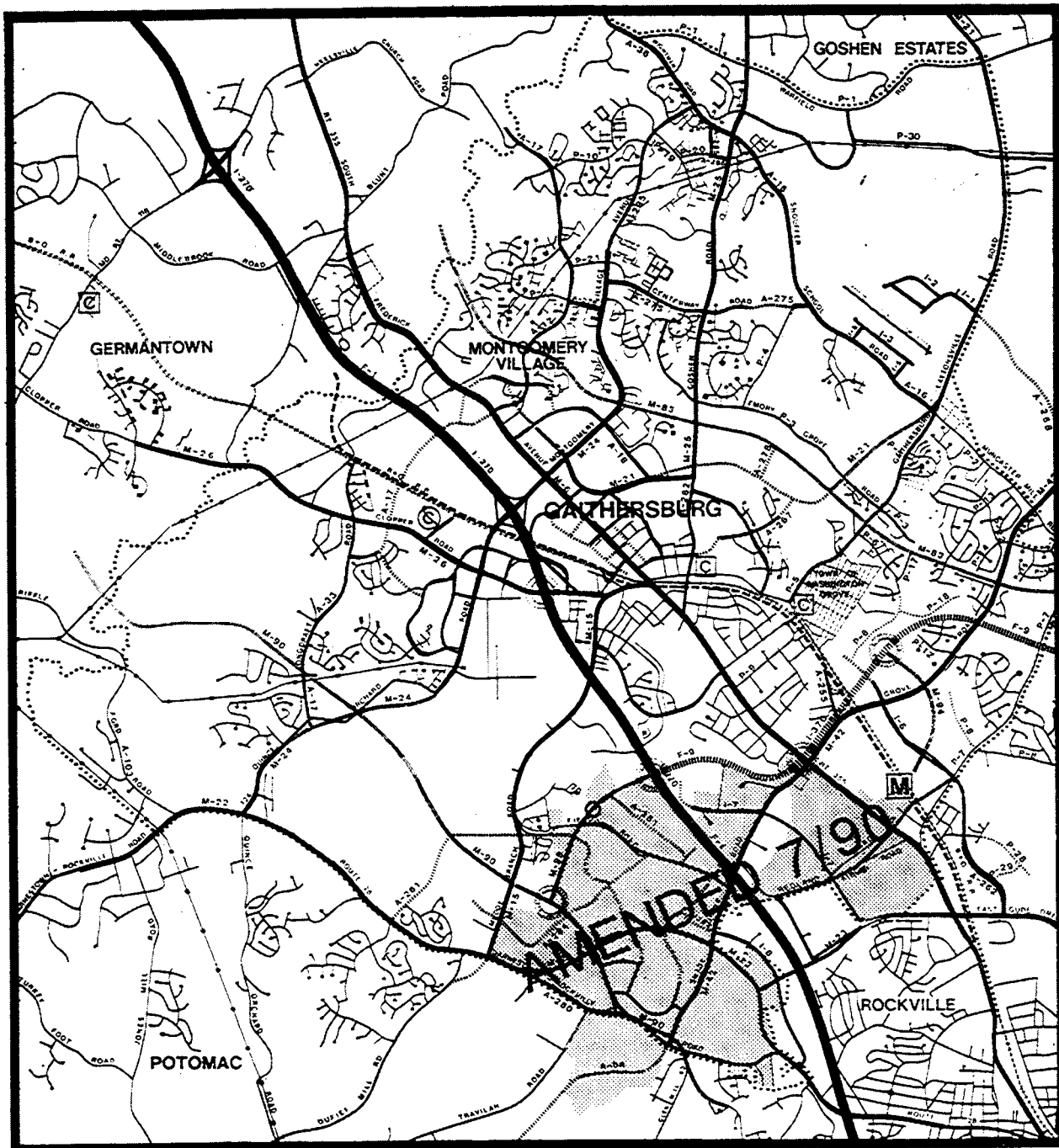
A brief description of the major new roadways proposed by this Plan appears below. More detailed information on these and other roadways is included in the Technical Appendix.

I-370 (Metro Access Highway) and Related Roadways

The construction of I-370 (Metro Access Highway) is the most important element to the implementation of this Plan.

Construction of this roadway is expected to begin by 1985 and to be completed by 1989. A connection from the I-370/I-270 interchange west to Great Seneca Highway is also planned. The construction of this road, called the I-370 Connector, is in the County Capital Improvements Program to be completed in FY 90. Fields Road will be reconstructed as an urban, arterial highway.

Fields Road between Omega Drive and the I-370 Connector is classified by the Transportation Plan as an arterial roadway (80-foot right-of-way) with a possible future 100-foot right-of-way. The Crown Farm, which abuts this roadway on the south side, is one of the areas for which final land use recommendations will be decided as part of a future Master Plan Amendment. It is possible that those recommendations will produce traffic volumes that require six lanes on Fields Road, in which case a 100-foot right-of-way would be the minimum. The 100-foot right-of-way assumes that sidewalks will be constructed on private property. Normally, a sidewalk is within the public right-of-way and follows the roadway. Because Fields Road terminates at a controlled major highway that almost immediately becomes a freeway-type facility, a pedestrian connection (at least on the Washingtonian side) is inappropriate. The specifics of the Fields Road cross section design may be atypical and should be determined as part of the development plan for the Washingtonian site. This Plan endorses that approach. Any additional right-of-way required by development on the Crown Farm would come from the south side.



TRANSPORTATION PLAN

- Planning Area Boundary
- Transit Easement
- M** Metro Station
- C** Commuter Rail Station-Existing
- ©** Commuter Rail Station-Recommended

	Existing	Proposed
Freeway (F-1)		
Major (M-1)		
Arterial/Industrial (A-1)		
Primary (P-1)		
Interchange		

NOTE: See Text, Actual Alignment May Differ

APPROVED & ADOPTED GAITHERSBURG VICINITY MASTER PLAN
 Montgomery County Maryland

January, 1985



Fig. 27

TABLE 7
STREET AND HIGHWAY CLASSIFICATIONS

Project Number	Route Number	Name	Limits	Right-of-Way Width	Recommended Number of Lanes or Paving Width
FREEWAYS					
F-1	I-270	Washington National Pike	From Great Seneca Creek to Rockville City Boundary at Shady Grove Road	250'	8
F-9	I-370	Metro Access Highway/Intercountry Connector	From I-270 to Plan Boundary (Redland Road) (P-7)	300'	6
CONTROLLED MAJOR HIGHWAYS					
M-83	MD 115	Midcounty Highway	From Great Seneca Creek to Redland Road (P-7)	150'	4 to 6
M-90	-	Great Seneca Highway	From Great Seneca Creek to Shady Grove Road at West Ritchie Parkway	150'	4 to 6
MAJOR HIGHWAYS					
M-6	MD 355	Frederick Avenue	From Great Seneca Creek to Rockville City Boundary	120'	6
M-15	-	Muddy Branch Road	From Darnestown Road (M-22) to West Diamond Avenue (M-26)	120'	6
M-21	MD 124 (Part)	Oden'hal Avenue	From Lost Knife Road (A-18) to Girard Street Relocated	120'	4-6
M-21	MD 124	Gaithersburg-Laytonsville Road Relocated	From Midcounty Highway (M-83) to Warfield Road (P-1)	120'	4-6
M-22	MD 28	Darnestown Road/Key West Avenue	From Pepco Right-of-way to Rockville City Boundary	120'	4-6
M-23	-	Guide Drive	From Key West Avenue (M-22) to Rockville City Boundary	120'	4-6
M-24	MD 124 (Part)	Quince Orchard Road/Montgomery Village Avenue	From Darnestown Road (M-22) to A-295 (500 feet north of Club House Road)	120'-150'	4-6
M-25	-	Goshen Road	From Oden'hal Avenue (M-21) to Warfield Road (P-1)	120'	4-6
M-26	MD 117/124	Clopper Road/West Diamond Avenue	From Great Seneca Creek to Muddy Branch Road (M-15)	120'	4-6
M-28	-	I-370 Extended (Sam Elg Highway)	From Great Seneca Highway (M-90) to I-270 (F-1)	150'	4 to 6
M-42	-	Shady Grove Road	From Great Seneca Highway (M-90) to Muncaster Mill Road (P-2)	120'	6
M-94	-	Metro Access Road	From Metro Access Highway/Intercountry Connector (F-9) to Metro Station	150'	4
ARTERIAL HIGHWAYS/BUSINESS DISTRICT STREETS					
A-16	-	Snuffer School Road	From Goshen Road (M-25) Gaithersburg-Laytonsville Road Relocated (M-21)	80'	4
A-17	-	Longdraft Road/Watkins Mill Road	From Quince Orchard Road (M-24) to Great Seneca Creek (Excluding those portions within the City)	80'	4
A-18	-	Christopher Avenue/Lost Knife Road	From Gaithersburg City Boundary to Oden'hal Avenue (M-21)	80'	4
A-33	-	Longdraft Road	From Longdraft Road/Watkins Mill Road (A-17) to B&O Railroad	80'	4
A-34	-	Shady Grove Road Extended	From Great Seneca Highway (M-90) to Plan Boundary	80'	4
A-36	-	Wightman Road/Brink Road	From Great Seneca Creek to Goshen Road (M-25)	80'	4
A-103	-	Riffle Ford Road	From Great Seneca Creek to Darnestown Road (M-22)	80'	4
A-255	-	Oakmont Avenue	From Shady Grove Road to the Gaithersburg City Boundary	80'	4

TABLE 7 (Cont'd.)

Project Number	Route Number	Name	Limits	Right-of-Way Width	Recommended Number of Lanes or Paving Width
ARTERIAL HIGHWAYS/BUSINESS DISTRICT STREETS (Cont'd.)					
A-261	-	Fields Road	From I-370 Extended (M-28) to Omega Drive (A-261a)	100'	4
A-261a	-	Omega Drive	From Fields Road (A-261) to Key West Avenue (M-22)	100'	4
A-261b	-	Fields Road Relocated/ Diamondback Drive	From existing Fields Road (Gaithersburg City Boundary) to Key West Avenue (M-28)	80'-100'	4
A-267	-	Broschart Road/Medical Center Drive Brooks Avenue Extended	From Gaithersburg City Boundary to Oden'hal Avenue Extended (A-269)	80'	4
A-268	-	Airpark Road Extended	From Gaithersburg-Laytonsville Road (M-21) to Shady Grove Road (M-42)	80'	4
A-269	MD 124	Oden'hal Avenue Extended	From Girard Street Relocated to Midcounty Highway (M-83)	80'	4
A-275	-	Centerway Road	From Montgomery Village Avenue (M-24) to Snuffer School Road (A-16)	80'	4
A-276	-	Stedwick Road	From Watkins Mill Road (A-17) to Montgomery Village Avenue (M-24)	80'	4
A-278	-	New Road	From M-21 to Eastern Arterial (M-83)	80'	4
A-280	MD 28, existing	Damestown Road	From Key West Avenue (M-22) to Great Seneca Highway (M-90)	80'	4
A-284	-	New Road	From Washingtonian Country Club site to Fields Road (A-261)	80'-100'	4
A-285	-	Burr Oak Drive/Rothbury Drive	From Wightman Road (A-36) to Goshen Road (M-25)	80'	4
A-295	-	Montgomery Village Avenue	From M-24 (500 feet north of Club House Road) to Wightman Road (A-36)	80'	4
A-296	MD 28, existing	Damestown Road	From Great Seneca Highway (M-90) to Key West Avenue (M-22)	80'	4
INDUSTRIAL ROADS					
I-1	-	Airpark Road	From Gaithersburg-Laytonsville Road (M-21) to Montgomery County Airpark	80'	4
I-2	-	Cessna Avenue	From Airpark Road (I-1) to 1100 feet west	80'	4
I-3	-	Beechcraft Avenue	From 400 feet west of Bonanza Way to 200 feet east of Mooney Drive	80'	4
I-4	-	Bonanza Way	From Snuffer School Road (A-16) to Beechcraft Avenue (I-3)	80'	4
I-5	-	Mooney Drive	From Snuffer School Road (A-16) to Beechcraft Avenue (I-3)	80'	4
I-6	-	Crabbs Branch Way	From Redland Road (I-10/p-7) to 2300 feet North of Shady Grove Road	80'	4
I-7	-	Gaither Road	From Gaithersburg City Boundary to Gude Drive (M-23)	80'	4
I-8	-	Research Boulevard	From Rockville City Boundary to Rockville City Boundary	80'	4
I-9	-	Redland Road	From Piccard Drive to Crabbs Branch Way (I-6)	80'	4

TABLE 7 (Cont'd.)

Project Number	Route Number	Name	Limits	Right-of-Way Width	Recommended Number of Lanes or Paving Width
PRIMARY RESIDENTIAL STREETS					
P-1	-	Warfield Road	From Wightman Road (A-36) to Gaithersburg-Laytonsville Road (M-21)	70'	24
P-2	-	Muncaster Mill Road	From Shady Grove Road (M-42) to Gaithersburg-Laytonsville Road (M-21)	70'	36
P-3	-	Emory Grove Road	From Whetstone Drive (M-25) to 2000 feet east of Gaithersburg-Laytonsville Road (P-5)	70'	36
P-4	-	Strawberry Knoll Road	From Emory Grove Road (P-3) to Centerway Road (A-275)	70'	36
P-5	MD 124, existing	Gaithersburg-Laytonsville Road	From Gaithersburg City Boundary to Gaithersburg-Laytonsville Road Relocated (M-21)	70'	36
P-6	-	Amity Drive/Amity Drive Extended	See Shady Grove Sector Plan	70'	36
P-7	-	Redland Road	See Shady Grove Sector Plan	70'	36
P-8	-	Needwood Road Extended	See Shady Grove Sector Plan	70'	36
P-9	-	Central Avenue	See Oakmont Special Study Plan	70'	36
P-10	-	Apple Ridge Road	From Watkins Mill Road (A-17) to Montgomery Village Avenue (A-295)	70'	36
P-11	-	Stedwick Road	From Watkins Mill Road (A-17), north of Club House Road, to Watkins Mill Road (M-24), south of Club House Road	70'	36
P-12	-	Briarclade Road	See Shady Grove Sector Plan	70'	36
P-13	-	Miller Fall Road	From Muncaster Mill Road (P-2) to Midcounty Highway (M-83)	70'	24
P-14	-	Mill Run Drive	From Redland Road (P-7) to Park Mill Drive (South)	70'	24
P-15	-	Beauvoir Boulevard	From Mill Run Drive (P-14) to 300 feet south of Blanchard Drive	70'	24
P-16	-	Roslyn Avenue	From Redland Road (P-7) to Beauvoir Boulevard (P-15)	70'	20' Roadway
P-17	-	Taunton Drive	See Shady Grove Sector Plan	70'	24
P-18	-	Epsilon Drive	See Shady Grove Sector Plan	70'	24
P-19	-	Arrowhead Road	From Montgomery Village Avenue (A-295) to Hickory View Place	70'	36'
P-20	-	Rothbury Drive	From Arrowhead Road (P-19) to Burnt Oak Drive (A-285)	70'	36'
P-21	-	Club House Road	From Watkins Mill Road (A-17) to Montgomery Village Avenue (M-24)	70'	36'
P-22	-	Park Mill Drive	From Miller Fall Road (P-13) to Mill Run Drive (P-14)	70'	36'
P-30	-	Fieldcrest Road Extended	From Gaithersburg-Laytonsville Road (M-21) westward	70'	36'

* Divided Arterial.

The Transportation Plan shows an interchange on the I-370 Connector between I-270 and Fields Road. This interchange will serve the Washingtonian tract and will be constructed by the developer of that tract, subject to design approval by the State Highway Administration and Montgomery County. By removing traffic from the I-370 Connector east of Fields Road, this interchange will relieve traffic conditions at the intersection of Fields Road and the I-370 Connector, which is expected to be an at-grade intersection. Should the design of the proposed interchange for the Washingtonian tract prove to be unacceptable, an interchange at Fields Road may be studied. The roadway, shown on the Plan as an arterial road but without a number, represents the road that will connect the interchange and Fields Road near Omega Drive and serve the Washingtonian tract. Both alignment and design of this road are to be determined as part of the Development Plan for the Washingtonian.

The construction of I-370 is the only feasible alternative for the provision of needed access to the actively developing Shady Grove Road area. Existing corporations will need additional traffic capacity to enable them to expand and remain in the Gaithersburg area. Additional capacity is also needed to attract desirable new industries to the Gaithersburg area. Unless the employment base can continue to expand, an increasing proportion of the real estate tax load will shift to County homeowners.

Construction of I-370 will ease traffic congestion on Shady Grove Road by providing an alternative route for through traffic. Currently, one-half of the average daily traffic on Shady Grove Road is through traffic. Without the construction of I-370, this proportion is projected to remain relatively constant over the next 25 years. By having I-370 accommodate most of the through traffic, Shady Grove Road will be able to accommodate the traffic from development on the currently vacant land in the area. Thus, this highway will serve the County by carrying more than just the peak-hour, Metro station-related traffic.

The approved I-370 alignment extends westward to Great Seneca Highway. This extension is needed to provide access for Metro-oriented traffic, as well as that destined for I-270 from MD 28 and the Fields Road/Muddy Branch Road area.

Intercounty Connector (ICC)/Rockville Facility (RF)

The 1971 Gaithersburg Vicinity Master Plan moved the alignment of the Outer Beltway northward to the Shady Grove Area. Later, upon determination by Virginia jurisdictions that no such road would be needed south of the Potomac River, the alignment west of I-270 was deleted, resulting in redesignation of the road as the ICC/RF between I-270 and I-95 in Prince George's County.

The master-planned alignment of the ICC/RF includes the master-planned alignment of the I-370 highway. The ICC/RF endorsed in this Plan extends from Great Seneca Highway to the Baltimore-Washington Parkway in Prince George's County. It would not be built to interstate highway standards but it would be a limited access highway. This Plan has deleted the planned link between MD 28 and Great Seneca Highway because Muddy Branch Road is a parallel roadway, considered to be an adequate alternative.

The Maryland Department of Transportation (MdDOT) recently studied several alternative alignments in its study of the ICC/RF, including the "no-build" alternative. A preferred alternate was selected (Alternate G) and the State Highway Administration will seek location approval for this alternate. The

construction of this highway is important in terms of providing a direct link between the manufacturing and research and development activities in the I-270 Corridor with the markets and suppliers in the Baltimore-New York corridor and with the facilities at BWI Airport. Other benefits of a new east-west highway such as the ICC/RF include:

- diversion of through traffic from local roads;
- provision of increased mobility for residents of the County and the region;
- reduction of congestion on other major roads, particularly I-270 and the Capital Beltway (I-495); and
- support for future master planned development in Gaithersburg, Germantown, and Clarksburg.

Great Seneca Highway

The proposed Great Seneca Highway, previously referred to as the Western Arterial, will extend from Middlebrook Road in Germantown south to Ritchie Parkway at MD 28. This highway would provide a parallel route to I-270 between Gaithersburg and Germantown. It will enable residents of the two "corridor cities" to take advantage of the employment opportunities in either area without adding further to the congestion on I-270 or MD 28 west of I-270. Residents in Germantown and in the Quince Orchard area will easily get to the Shady Grove Metro station via this highway and I-370. With the link to Ritchie Parkway, employment opportunities in Gaithersburg and Germantown will also become more accessible to residents in Rockville. Accordingly, construction of this highway is essential to the land use recommendations of this Plan as well as the Germantown Master Plan.

Goshen Road

Improvements are recommended from Oden'hal to Snouffer School Roads. These may include the reduction of horizontal and vertical curves, improvement of intersections, and widening. This highway is anticipated to be heavily used by traffic generated from several major developments along its length, as well as major residential development of Montgomery Village East, north of Snouffer School Road and east of Goshen Road. The transportation analysis for this Plan indicates the need for such improvements.

Proposed Airpark Road Extended (A-268)

The Plan recommends that a new arterial road (Airpark Road Extended) be provided from MD 124 to Shady Grove Road Extended. This road is needed to accommodate the proposed development in the Airpark area. It will also alleviate congestion on Muncaster Mill Road and its intersection with MD 124.

Maryland 28

The section of existing MD 28 between the future Great Seneca Highway and the future Key West Avenue (at its eastern terminus) has been classified as an arterial roadway (A-296) with a recommended width of two to four lanes. The Planning Board recommends that the ultimate width of existing MD 28 should be

studied as part of the State Highway Administration's project planning of MD 28. This Plan supports the construction of Key West Avenue as relocated MD 28 with existing MD 28 to be a less important roadway.

Many highways endorsed by this Plan are already planned or programmed for construction. The Technical Appendix describes these roadways and their anticipated completion dates. They include:

- Construction of Key West Avenue (MD 28 Relocated)
- Improvements to MD 124/I-270 Interchange
- Improvements to Shady Grove Road/I-270 Interchange
- Improvements to Shady Grove Road
- Replacement of MD 355 bridge over the B&O Railroad
- Construction of Midcounty Highway (Eastern Arterial)
- Construction of Great Seneca Highway
- Upgrading of Quince Orchard Road (MD 124) between Clopper Road and MD 28
- Improvement and realignment of Muddy Branch Road between MD 28 and MD 117

The Recommended Highway Plan map shows the ultimate highway system just as the Land Use Plan describes the ultimate development pattern. This Plan, as every master plan, relies upon the Adequate Public Facilities Ordinance and the Comprehensive Staging Plan to stage new development to the provision of needed roads. In addition, this Plan has another staging element that is designed to provide a closer timing control between new development and the construction of the roads needed to accommodate the traffic generated by that development.

Highway Cross Sections are shown in figure 28.

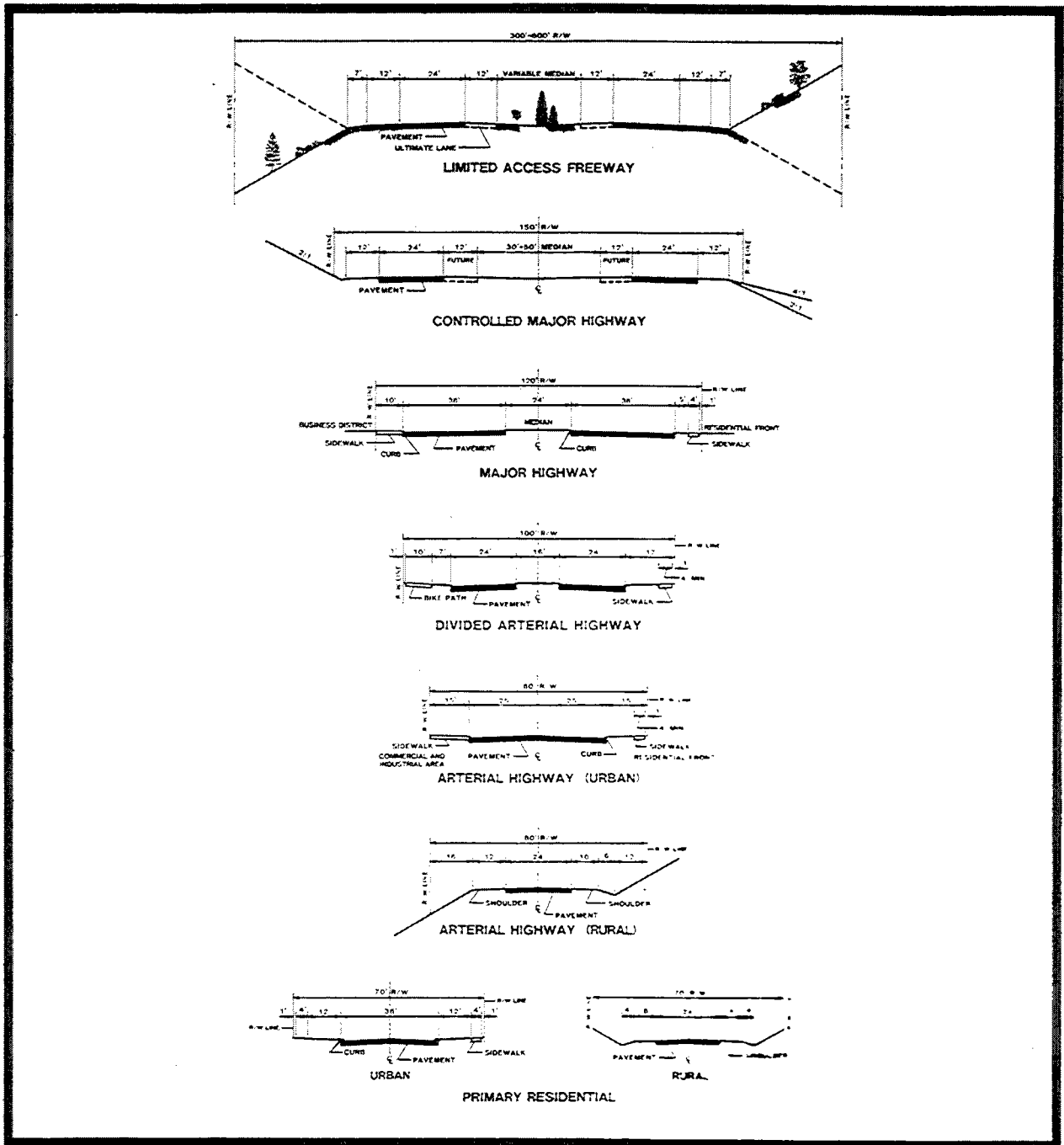
MASS TRANSIT RECOMMENDATIONS

The Shady Grove Metro station represents the first major component of the mass transit system needed to support development of the I-270 Corridor, as envisioned in the General Plan. By providing a viable and attractive transportation alternative, it will also contribute to the realization of various energy and environmental policy goals.

The components of the Mass Transit Plan include commuter rail, Metro, transit easements, and bus service.

Commuter Rail

Commuter rail provides a viable alternative to the automobile. Commuter rail service is currently provided to area residents from the Gaithersburg station in the "Olde Towne" area and from the station within the town of Washington Grove. About 700 patrons use this commuter rail service daily. The Plan recommends that commuter rail service be continued and that an additional station be provided at Metropolitan Grove Road. This service will enable local residents using the rail line to have access to Metro by transferring at the Rockville or Silver Spring stations. Should the Silver Spring commuter rail station be relocated closer to the Metro station, the commuter rail line would form a cross-County link between the two arms of the Metro Red Line. An intermodal (Metro/ commuter rail) terminal at Silver Spring is one option being evaluated by the MdDOT, but there are no specific plans for such a project at this time.



HIGHWAY CROSS SECTIONS

Metro

The Metro system to the Shady Grove station opened in December 1984. At issue is the ability of potential riders to utilize the parking facilities planned for 3,000 cars at the Metro station. Of the programmed service roadways, only the widening of Shady Grove Road to six lanes was complete by that date. The completion of the programmed portion of Midcounty Highway and the MD 355 bridge over the B&O Railroad tracks within the city of Gaithersburg will follow the opening of the Shady Grove Metro station.

The portion of the Midcounty Highway between Montgomery Village Avenue and Goshen Road and between MD 124 and Shady Grove Road was complete by the time Metro service began. Without the central portion, the Midcounty Highway traffic must divert from Midcounty Highway to Emory Grove Road in order to reach Shady Grove Road and access to the Metro station. The extension of Centerway Road to Snouffer School Road, which was opened to traffic in October 1984, will alleviate some of the short-term congestion related to the Metro-oriented commuter traffic.

The MD 355 bridge over the B&O Railroad tracks was under construction when Metro service began. The recently completed, five-lane segment to the north and the six-lane segment to the south were in service. Traffic will be maintained during construction either over the two-lane bridge or by an at-grade crossing. Otherwise, traffic will utilize alternative routes through the "Olde Towne" section of the city of Gaithersburg at the rail crossing on South Summit Avenue. The Plan strongly recommends that the highways necessary to provide adequate access to the Metro station be completed at the earliest possible date.

Transit Easement

Although there is no current plan to extend Metro service beyond the Shady Grove station, it is important to retain a right-of-way for future bus or rail extension through Gaithersburg to Germantown and possibly to Clarksburg, should it be determined that Metro or other transit alternatives are feasible. The proposed alignment is shown in Figure 27. The Plan recommends that this right-of-way be kept available for such an extension through the Gaithersburg area.

Ride-On

Public bus transit service is currently provided in the Gaithersburg area by the County's Ride-On system. The system has been incrementally expanded, including more frequent service, new routes, and extension to begin serving the Germantown area. The system connects with Metrobus service in Rockville. When Metro opens, additional area bus service should be added and existing routes should be modified to serve the Shady Grove Metro station. The bus restructuring plan for these changes is currently being considered by the County. Public forums were held in the Fall of 1982 and further community meetings were held through 1983. Final hearings and service decisions occurred in mid-to-late 1983. Successful implementation of the economic development opportunities in this area will require a major increase in Ride-On or Metrobus service in order to provide an attractive alternative to automobile commuting.

BIKEWAY PLAN RECOMMENDATIONS

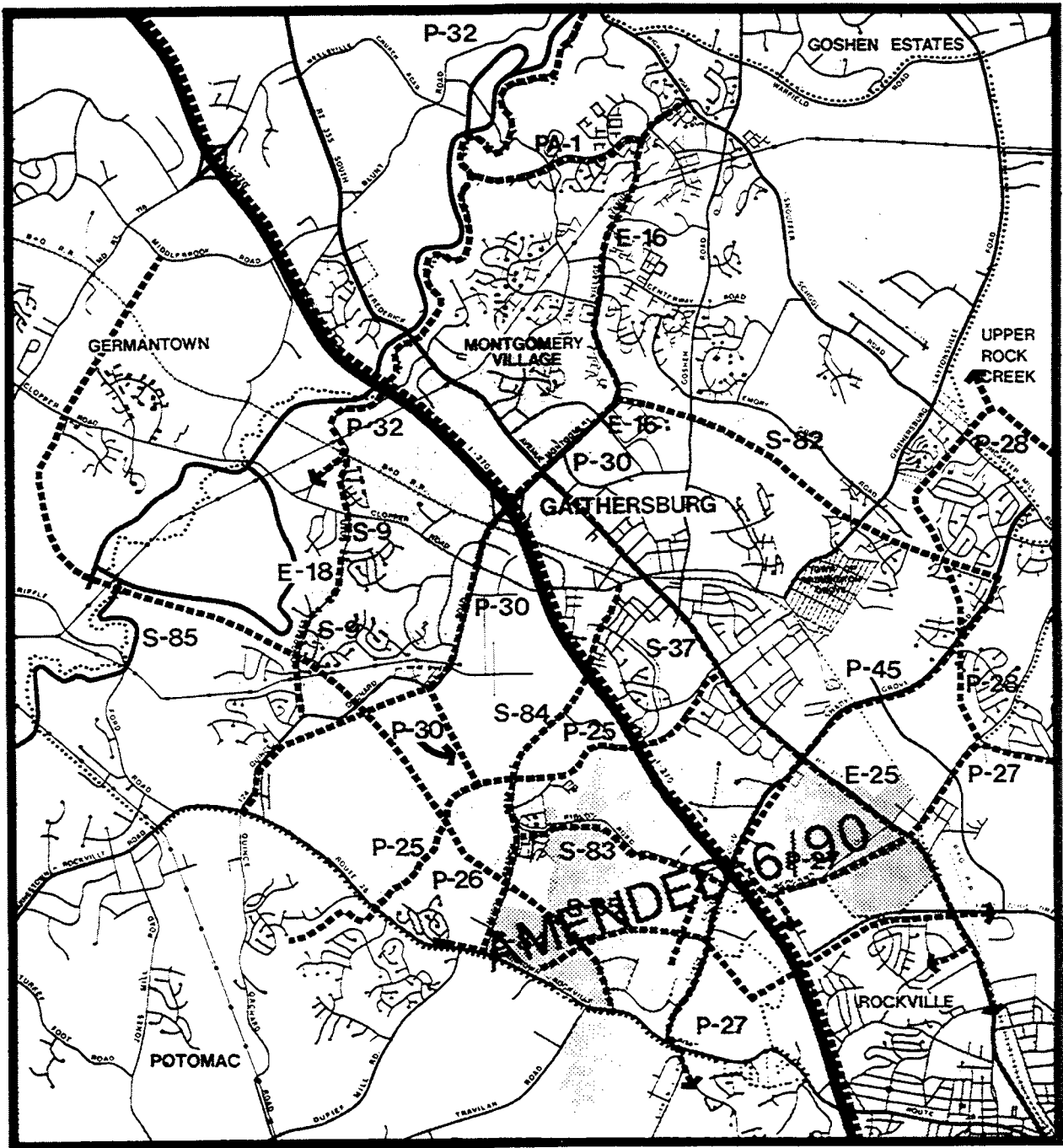
The bikeway recommendations of this Plan reflect the 1980 Montgomery County Master Plan of Bikeways. This Plan proposes two changes to the Master Plan of Bikeways. The first change is the deletion of that portion of Route P-32 which is proposed to traverse a golf course. A new bikeway (PA-1) is proposed instead; it will follow an existing street (Apple Ridge Road) and will provide a better connection between Montgomery Village Avenue and Seneca Creek State Park. The second change is a new alignment for P-83 along Fields Road. This Plan proposes to make Fields Road discontinuous at I-370. The bikeway should follow Fields Road (west of I-370) proceed north along I-370 to become part of the road system serving the Washingtonian tract and rejoin Fields Road in the vicinity of Omega Drive.

The proposed location of bikeways is shown in figure 29.

EQUESTRIAN TRAILS SYSTEM

There are a number of equestrian trails in Montgomery County which have been established and maintained by user groups on an informal basis. Figure 29 displays the general locations of a portion of this existing equestrian system. The trail shown is an important link between the Goshen and Damascus area and Seneca Creek State Park. Both the equestrian trail and one of the bikeways have to cross I-270 and MD 355. By coordinating the engineering of each crossing, the two trails can be safely accommodated. If the crossing is to be an underpass, the main thing to consider is that a horse and rider are taller than a bicycle and rider. If the crossing is to be an overpass, the approach or ramp becomes the critical factor.

The continued use and enjoyment of these trails is being threatened by future development. Therefore, this Plan recommends that an attempt be made to accommodate these trails as development occurs. Section 50-30 of the Subdivision Regulations was amended in 1982 to provide that the Planning Board, through subdivision process, may require dedication to public use of rights-of-way or platting of easements for equestrian trails. The Plan recommends further that those portions of the equestrian system located on public lands be continued with appropriate regulations and user group maintenance.



BIKEWAYS AND EQUESTRIAN TRAILS

..... Planning Area Boundary

□ Municipalities

NOTE:

Bikeways Shown in Conjunction
With Roadways Are Not in All Cases
Designated by a Project Number

----- Bikeways

E Existing

S Programmed

P Planned

PA Proposed (Planning Area)

— Proposed Equestrian Trail

Master Plan of Bikeways Designation

APPROVED & ADOPTED GAITHERSBURG VICINITY MASTER PLAN
Montgomery County Maryland

January, 1985



Fig. 29

TABLE 8
GAITHERSBURG VICINITY BIKEWAYS

EXISTING BIKEWAYS						
Project #	Name	Location	Classification	Length (miles)	Condition	Jurisdiction
E-16	Montgomery Village Ave.	Lost Knife Road Wightman Road	Class I (sidewalk)	2.5	Asphalt and Concrete: Unsigned	County DOT
E-18	Longdraft Road	Seneca Creek State Park	Class I	0.3	Asphalt	County DOT
PROGRAMMED BIKEWAYS						
Project	Name	Location	Classification		Jurisdiction	Remarks
S-37	Frederick Ave. MD 355	Shady Grove to Montgomery Village Avenue	Class I (sidewalk)		MdDOT	CIP Road Project
S-83	Fields Road	Muddy Branch to Omega Drive	Class I		MCDOT	CIP Road Project
S-84	Muddy Branch Road	MD 28 to MD 117	Class I		MCDOT	CIP Road Project
S-85	Great Seneca Highway	MD 28 to Middlebrook Road	Class I		MCDOT & McDOT	CIP Road Project
S-82	Midcounty Highway	Shady Grove Road to Montgomery Village Avenue	To Be Determined		MCDOT	CIP Road Project
PROPOSED BIKEWAYS						
P-25	Muddy Branch	Turkey Foot Road to Fredrick Avenue	Class I		M-NCPPC	
P-27	Shady Grove Access	Needwood Road from Rock Creek to Redland then south to Metro station then south to Shady Grove Road at I-270, thence south via Shady Grove Road to MD 28	Class II & To Be Determined		MCDOT	
P-28	Shady Grove North Access	Linear open space from Redland Road at Need- wood Road north to Rock Creek at Muncaster Road	Class I		M-NCPPC/ MCDOT	
P-30	Quince Orchard Road MD 124	MD 355 to Muddy Branch Park via Quince Orchard Road and linear open space	Class I		MCDOT/ McDOT	
P-45	Shady Grove	MD 115 (Muncaster Mill Road) Fields Road	Class I or II		MCDOT	CIP Road Project
PA-1	Apple Ridge Road	Montgomery Village Avenue to Seneca State Park	To Be Determined		MCDOT/ Developer	
	I-270	MD 127 to I-270 split	Class I		MdDOT	CIP Road Project
	Quince Orchard Road	MD 28 to MD 117	-		MCDOT	
	Key West	MD 28 to Gude Drive	-		MCDOT	