

Capital Crescent Trail (P501316)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Preliminary Design Stage

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	4,834	39	1,795	3,000	0	1,500	1,500	0	0	0	0
Land	1,430	30	0	1,400	0	0	700	700	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	89,592	0	4,190	85,402	4,283	5,453	17,608	21,805	28,627	7,626	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	95,856	69	5,985	89,802	4,283	6,953	19,808	22,505	28,627	7,626	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	84,896	0	0	84,896	4,283	6,953	17,608	19,799	28,627	7,626	0
Impact Tax	10,960	69	5,985	4,906	0	0	2,200	2,706	0	0	0
Total	95,856	69	5,985	89,802	4,283	6,953	19,808	22,505	28,627	7,626	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	4,283
Appropriation Request Est.	FY 18	6,953
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,054
Expenditure / Encumbrances		275
Unencumbered Balance		5,779

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15 95,856
Last FY's Cost Estimate	95,856

Description

This project provides for the funding of the Capital Crescent trail, including the main trail from Elm Street Park in Bethesda to Silver Spring as a largely 12-foot-wide hard-surface hiker-biker path, connector paths at several locations, a new bridge over Connecticut Avenue, a new underpass beneath Jones Mill Road, supplemental landscaping and amenities, and lighting at trail junctions, underpasses, and other critical locations.

Justification

This trail will be part of a larger system to enable non-motorized traffic in the Washington, DC region. This trail will connect to the existing Capital Crescent Trail from Bethesda to Georgetown, the Metropolitan Branch Trail from Silver Spring to Union Station, and the Rock Creek Bike Trail from northern Montgomery County to Georgetown. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional Master Plan.

Other

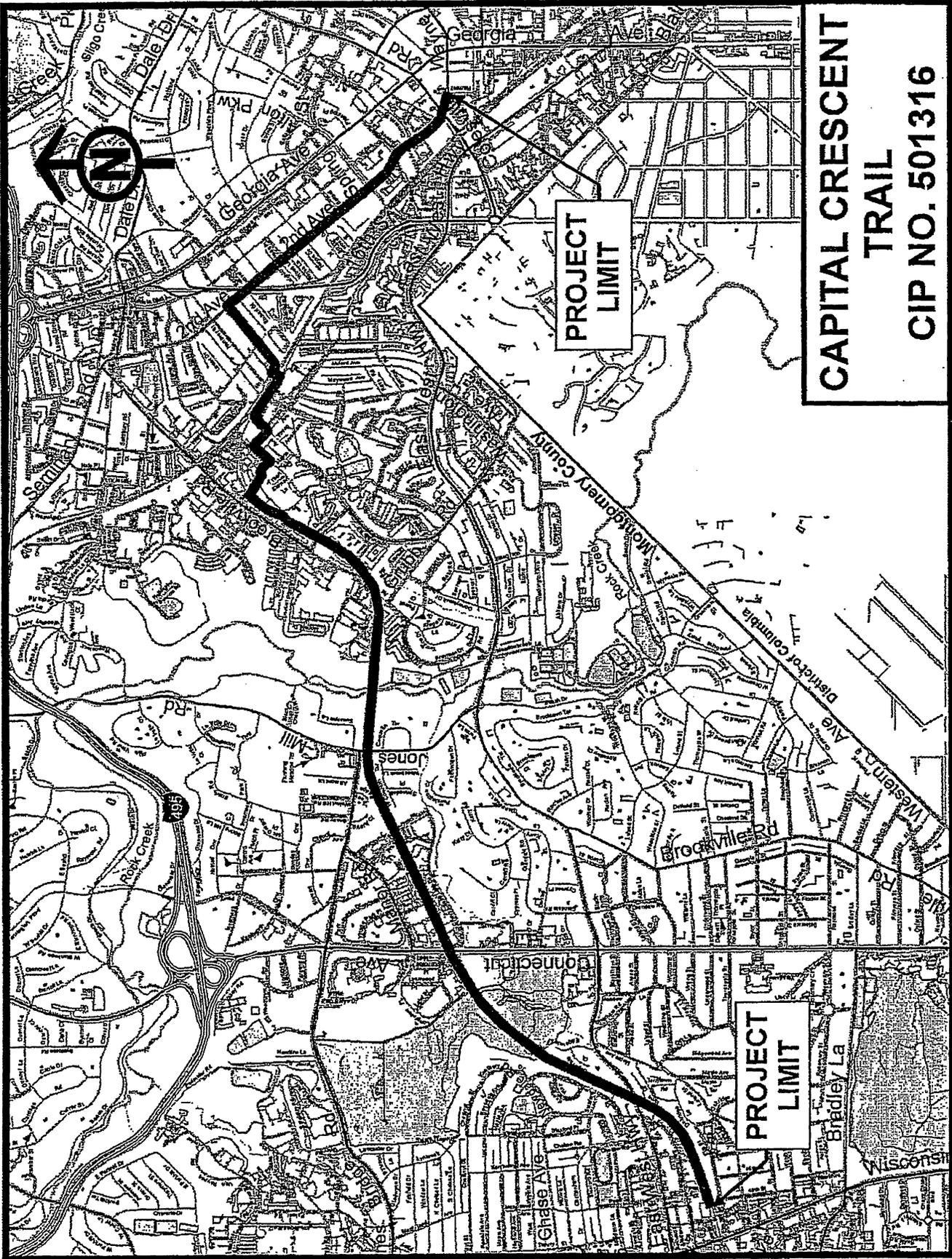
The County will continue to coordinate with the Maryland Transit Administration (MTA) to identify options to build a sidewalk or path alongside the Purple Line beneath Wisconsin Avenue and the Air Rights and Apex buildings in Bethesda. If the County and the MTA identify feasible options, the County will consider adding them to the scope of this project in the future.

Fiscal Note

The project schedule and cost estimates were updated in 2015 as a result of the MTA's proposed public-private partnership for the Purple Line.

Coordination

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority. Special Capital Projects Legislation [Bill No. 32-14] was adopted by Council by June 17, 2014.



CAPITAL CRESCENT

TRAIL

CIP NO. 501316

**PROJECT
LIMIT**

**PROJECT
LIMIT**