EXECUTIVE RECOMMENDATION

Rock Creek Trail Pedestrian Bridge - No. 048703

Category: **M-NCPPC**
Agency: **M-NCPPC**
Planning Area: **Aspen Hill**
Relocation Impact:

Date Last Modified: **January 2, 2006**
Required Adequate Public Facility: **No**

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY05	Est. FY06	6 Year Total	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,082	36	350	696	0	0	350	250	96	0	0
Site Improvements and Utilities	5,246	0	0	5,246	0	0	1,457	3,497	292	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**6,328**	**36**	**350**	**5,942**	**0**	**0**	**1,807**	**3,747**	**388**	**0**	**0**

FUNDING SCHEDULE ($000)

TEA-21	2,368	0	0	2,368	0	0	1,126	1,242	0	0	0
G.O. Bonds	3,960	36	350	3,574	0	0	681	2,505	388	0	0

COMPARISON ($000)

	Total	Thru FY05	Est. FY06	6 Year Total	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years	Approp. Request
Current Approved	5,760	100	400	5,260	3,693	1,567	0	0	0	0	0	0
Agency Request	6,328	36	350	5,942	1,807	3,747	388	0	0	0	0	5,291
Recommended	6,328	36	350	5,942	0	0	1,807	3,747	388	0	0	0

CHANGE	TOTAL	%	6-YEAR	%	APPROP.	
Agency Request vs Approved	568	9.9%	682	13.0%	5,291	0.0%
Recommended vs Approved	568	9.9%	682	13.0%	0	0.0%
Recommended vs Request	0	0.0%	0	0.0%	(5,291)	(100.0%)

Recommendation

APPROVE WITH MODIFICATIONS

Comments

The Executive recommends delaying this project for two years for fiscal reasons.

The FY07 appropriation recommendation is $0.

The FY08 appropriation recommendation is $0.

Rock Creek Trail Pedestrian Bridge -- No. 048703

Category	**M-NCPPC**	Date Last Modified	**October 31, 2005**
Agency	**M-NCPPC**	Previous PDF Page Number	**NONE**
Planning Area	**Aspen Hill**	Required Adequate Public Facility	**NO**
Relocation Impact	**None.**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,082	36	350	696	350	250	96	0	0	0	0
Land											
Site Improvements and Utilities	5,246	0	0	5,246	1,457	3,497	292	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,328	36	350	5,942	1,807	3,747	388	0	0	0	0

FUNDING SCHEDULE ($000)

TEA-21	2,368	0	0	2,368	1,126	1,242	0	0	0	0	0
G.O. Bonds	3,960	36	350	3,574	681	2,505	388	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

Program-Staff				90	0	18	18	18	18	18	0
Program-Other				54	0	34	5	5	5	5	0
Net Impact				144	0	52	23	23	23	23	0
Workyears				2.0	0.0	0.4	0.4	0.4	0.4	0.4	0.0

DESCRIPTION

The Rock Creek Hiker-Biker Trail extends 15 miles from Beach Drive at the District of Columbia line to Lake Needwood in Rock Creek Regional Park. The trail currently crosses Veirs Mill Road at grade at its signalized intersection with Aspen Hill Road. To the north of Veirs Mill Road, the trail is on street for approximately 0.2 miles traversing Aspen Hill Road, Adrian Street, Baltic Avenue, and finally the access drive to Aspen Hill Local Park before continuing northward as a trail.

The proposed pedestrian bridge will provide a grade separated crossing for the Rock Creek Hiker-Biker Trail over Veirs Mill Road at its intersection with Aspen Hill Road. The project will also provide a safe pedestrian crossing for residents attempting to access bus transportation on the south side of Veirs Mill Road.

The project includes a 28-foot high stair tower on the south side of Veirs Mill Road to access the elevated bridge structure. It is envisioned that residents of Aspen Hill will use the stair tower to access relocated transit stops via the pedestrian bridge as opposed to the at-grade intersection of Aspen Hill Road and Veirs Mill Road. The frequency of use of the stair tower will depend on pedestrian's choice between a more direct route involving crossing at-grade at a busy intersection vs. a grade separated crossing involving a more circuitous route and climbing stairs.

JUSTIFICATION

The 15-mile Rock Creek Hiker-Biker Trail is one of the most popular trails in the Washington metropolitan area. A section of the trail near the Aspen Hill Road/Veirs Mill Road intersection is discontinuous, relying on local streets within the Aspen Hill community to access the present trail termini. Further, this route requires trail users to cross Aspen Hill Road at an unsignalized crosswalk and cross Veirs Mill Road at a signalized crosswalk. Trail users encounter high levels of vehicle traffic when using both crosswalks, which are also used by transit users accessing and transferring between adjacent WMATA and County Ride-On bus stops.

On February 13, 2001, the County Council adopted Resolution 14-773 pertaining to the improvement of Veirs Mill Road/Aspen Hill intersection. Listed among the County Council's recommendations was "accommodation of a potential Rock Creek Hiker-Biker Trail bridge over Veirs Mil Road. The Council will seek State funding for this pedestrian/bicycle bridge."

Plans and Studies

The Planning Board approved the facility plan on September 11, 2003. Aspen Hill Master Plan, approved 1994. Countywide Plan of Trails, approved 1998.

Specific Data

Design

Cost Change

Construction cost increase due to industry-wide increases in materials and inflation.

STATUS

Final design stage. Construction anticipated August 2006 through January 2007.

OTHER

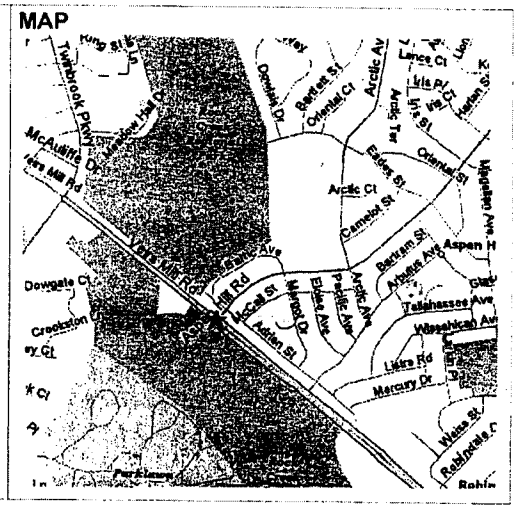
APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	($000)
Initial Cost Estimate		5,760
First Cost Estimate Current Scope	FY05	5,760
Last FY's Cost Estimate		5,760
Present Cost Estimate		6,328
Appropriation Request	FY07	5,291
Appropriation Req. Est.	FY08	346
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		691
Expenditures/ Encumbrances		558
Unencumbered Balance		133
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Facility Planning: Non-Local Parks PDF 958776
Trails: Hard Surface Design and Construction PDF 768673
Montgomery County Department of Public Works and Transportation
State of Maryland Department of Transportation

MAP



The Public Arts Trust of the Arts and Humanities Council identified this project as an ideal project for incorporation of public art. The trust funded $10,000 to include an artist on the design team during the facility planning phase.

The design and planning stages, as well as final completion of the project, will comply with the Department of Public Works and Transportation (DPWT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASTO), and Americans with Disabilities Act (ADA) standards.

FISCAL NOTE

In FY05 a special appropriation was approved for $691,000, general obligation bonds, for design of this project.