

Resolution No.: 15-1658
Introduced: September 26, 2006
Adopted: October 31, 2006

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Amendment to the FY07-12 Capital Improvements Program (CIP)
Maryland-National Capital Park and Planning Commission (M-NCPPC)
Rock Creek Trail Pedestrian Bridge (No. 048703)

Background

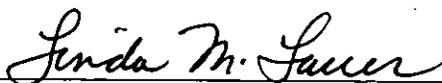
1. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of at least six Councilmembers.
2. M-NCPPC requests an amendment to the FY07-12 CIP for the Maryland-National Capital Park and Planning Commission for Rock Creek Trail Pedestrian Bridge (No. 048703) to substitute \$1,631,000 Program Open Space (POS) funds for General Obligation Bonds, as shown on the attached project description form. This change does not affect the timing or scope of the project.
3. This amendment is necessary because on May 2, 2006 the State of Maryland sent official notification of Montgomery County's FY07 POS apportionment, which is a significantly greater allocation than assumed in the Planning Board's requested FY07-12 CIP.
4. Notice of public hearing was given and a public hearing was held.
5. On October 23, 2006 the Planning, Housing, and Economic Development Committee held a worksession to consider M-NCPPC's request and recommended approval.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY07-12 Capital Improvements Program of the Maryland-National Capital Park and Planning Commission is amended as described above and as reflected on the attached project description form.

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council

Rock Creek Trail Pedestrian Bridge -- No. 048703

Category **M-NCPPC**
 Agency **M-NCPPC**
 Planning Area **Aspen Hill**
 Relocation Impact **None.**

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

September 21, 2006
NONE
NO

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	300	200	196	0	0	0	0
Land											
Site Improvements and Utilities	5,246	0	0	5,246	874	2,497	1,875	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	1,174	2,697	2,071	0	0	0	0

FUNDING SCHEDULE (\$000)

Program Open Space	1,631	0	0	1,631	587	1,044	0	0	0	0	0
TEA-21	2,368	0	0	2,368	587	1,348	433	0	0	0	0
G.O. Bonds	2,329	36	350	1,943	0	305	1,638	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

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

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.

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	5,439
Appropriation Req Est	FY08	198
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		691
Expenditures		558
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

STATUS

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

OTHER

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 (AASHTO), 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. FY07 Amendment replaced \$1,631,000 of GO Bonds with Program Open Space funds.