

Metropolitan Branch Trail (P501110)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Silver Spring

Date Last Modified 1/7/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,959	504	544	1,911	762	118	295	460	276	0	0
Land	3,019	8	0	3,011	1,000	1,000	325	195	491	0	0
Site Improvements and Utilities	934	0	0	934	0	0	0	643	291	0	0
Construction	5,235	0	0	5,235	0	0	0	2,302	2,933	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,147	512	544	11,091	1,762	1,118	620	3,600	3,991	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,147	512	544	11,091	1,762	1,118	620	3,600	3,991	0	0
Total	12,147	512	544	11,091	1,762	1,118	620	3,600	3,991	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,118
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,818
Expenditure / Encumbrances		1,663
Unencumbered Balance		1,155

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 13 12,147
Last FY's Cost Estimate	12,147

Description

This project provides for completing preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62 mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations, and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls.

Estimated Schedule

Final design will be completed in FY14. Land acquisition is currently in progress and will be completed in FY17. Construction and utility relocations will begin in FY16 and will be completed in FY17.

Cost Change

Shift in expenditures and funding between FY15 through FY17 reflects production schedule slippage.

Justification

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: Silver Spring Central Business District Sector Plan.

Other

The initial design for this project was under Facility Planning: Transportation.

Fiscal Note

Federal Transportation Enhancement Funds will be pursued after property acquisition is complete.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services