

# Capital Crescent Trail (P501316)

Category	Transportation	Date Last Modified	1/8/13
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	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)

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
Planning, Design and Supervision	6,000	0	0	5,500	0	0	1,500	1,500	1,000	1,500	500
Land	1,400	0	0	0	0	0	0	0	0	0	1,400
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	42,100	0	0	15,780	0	0	0	2,160	5,480	8,140	26,320
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>49,500</b>	<b>0</b>	<b>0</b>	<b>21,280</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>3,660</b>	<b>6,480</b>	<b>9,640</b>	<b>28,220</b>

### FUNDING SCHEDULE (\$000s)

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
G.O. Bonds	49,500	0	0	21,280	0	0	1,500	3,660	6,480	9,640	28,220
<b>Total</b>	<b>49,500</b>	<b>0</b>	<b>0</b>	<b>21,280</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>3,660</b>	<b>6,480</b>	<b>9,640</b>	<b>28,220</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 13 49,500
Last FY's Cost Estimate	49,500

## 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'-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.

## Estimated Schedule

The interim trail along the Georgetown Branch right-of-way between Bethesda and Lyttonsville will be upgraded to a permanent trail between FY16 and FY18, concurrent with the Purple Line construction schedule in that segment. The new extension of the trail on the northeast side of the Metropolitan Branch Trail between Lyttonsville and the Silver Spring Transit Center will be built in FY19 and FY20. The Metropolitan Branch segment will be opened concurrently with the planned opening of the Purple Line in 2020.

## Cost Change

Reflects a delay of six months in the production schedule due to fiscal capacity. No impact on the schedule is expected due to the current lack of state construction funding for the Purple Line project. Also shifted \$1,000,000 in expenditures and funding from FY18 to Beyond 6 Years to offset Goshen Road South (CIP #501107) Subdivision Staging Policy adjustment.

## 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.

## 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