

# Metropolitan Branch Trail (P501110)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Silver Spring	Status	Final Design Stage

Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,481	1,201	619	561	0	100	100	100	100	161	100
Land	1,770	8	22	1,740	1,740	0	0	0	0	0	0
Site Improvements and Utilities	431	0	0	431	0	0	100	331	0	0	0
Construction	7,465	0	0	5,165	0	0	0	789	1,630	2,746	2,300
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,147</b>	<b>1,209</b>	<b>641</b>	<b>7,897</b>	<b>1,740</b>	<b>100</b>	<b>200</b>	<b>1,220</b>	<b>1,730</b>	<b>2,907</b>	<b>2,400</b>

### FUNDING SCHEDULE (\$000s)

G.O. Bonds	12,147	1,209	641	7,897	1,740	100	200	1,220	1,730	2,907	2,400
<b>Total</b>	<b>12,147</b>	<b>1,209</b>	<b>641</b>	<b>7,897</b>	<b>1,740</b>	<b>100</b>	<b>200</b>	<b>1,220</b>	<b>1,730</b>	<b>2,907</b>	<b>2,400</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,366
Expenditure / Encumbrances		1,745
Unencumbered Balance		2,621

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 construction will be performed in two phases; the second phase will construct the trail across the historic rail station property and will include the crossing over Georgia Avenue. 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

Land acquisition will be completed in FY15. Final design will be completed in FY16. Utility relocations will be completed in FY18. Construction will begin in FY18 and will be completed in FY21.

## 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 County is currently negotiating with the Maryland Historical Trust and Maryland Preservation Inc. regarding right-of-way impacts and the final alignment of a pedestrian bridge crossing over Georgia Avenue. The initial design for this project was funded through Facility Planning: Transportation (CIP #509337). The expenditures reflects the previously approved FY13-18 alignment over Georgia Avenue, which provides a crossing that is safe, cost-effective, and has a more limited visual impact than other proposed alternatives. This project will be coordinated with the redevelopment of Progress Place and other construction activity in the Ripley district of Silver Spring to minimize impacts to surrounding property owners.

## Fiscal Note

Project is deferred in order to coordinate with the redevelopment of Progress Place and Ripley Street. 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