

Metropolitan Branch Trail (P501110)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

11/17/14
No
None
Final Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	4,590	1,525	739	2,326	233	1,064	1,029	0	0	0	0
Land	2,967	8	2,959	0	0	0	0	0	0	0	0
Site Improvements and Utilities	626	0	10	616	10	35	571	0	0	0	0
Construction	10,110	0	274	9,836	266	7,426	2,144	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	18,293	1,533	3,982	12,778	509	8,525	3,744	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	18,293	1,533	3,982	12,778	509	8,525	3,744	0	0	0	0
Total	18,293	1,533	3,982	12,778	509	8,525	3,744	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	509
Appropriation Request Est.	FY 18	12,269
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,515
Expenditure / Encumbrances		1,658
Unencumbered Balance		3,857

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 16 18,293
Last FY's Cost Estimate	18,293

Description

This project provides for the design, land acquisition, utility relocations, and construction of the 0.6 mile segment of the 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 12 feet in width. The construction will be performed in three phases: the initial phase will construct the trail segment along Fenton Street and King Street; the second phase will extend the trail to Georgia Avenue; the final phase will construct a new bridge over Georgia Avenue and extend the trail to Ripley Street. The design for the second phase will include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, and the construction of retaining walls. Two sections of the trail north of the B&O train station will be constructed by a developer during the development of the new progress place and the redevelopment of the existing progress place sites. This project's scope of work includes connecting the two developer installed trail segments and widening the existing section at Ripley Street.

Estimated Schedule

Phase I final design and land acquisition will be completed in FY16. Phase I construction will begin in FY16 and be completed in FY17. Phase II utility relocations will be completed in FY18. Phase II construction will begin in FY18 and Phase III will start in FY19. Phases II and III construction will be completed in FY19.

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. 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 the project was funded through Facility Planning: Transportation (CIP#509337). The expenditures reflect 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

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. Special Capital Projects Legislation was enacted on June 23, 2015 and signed into law on July 6, 2015 (Bill No. 29-15).

