

WASHINGTON GROVE CONNECTOR & CRABBS BRANCH WAY EXTENSION

VIRTUAL PUBLIC MEETING
2-17-2021



Outline

- Study Overview
- Washington Grove Connector
 - Public Input Summary
 - Alternatives
 - Impacts
 - Costs
- Crabbs Branch Way Extension
 - Public Input Summary
 - Alternatives
 - Impacts
 - Costs
- Discussion

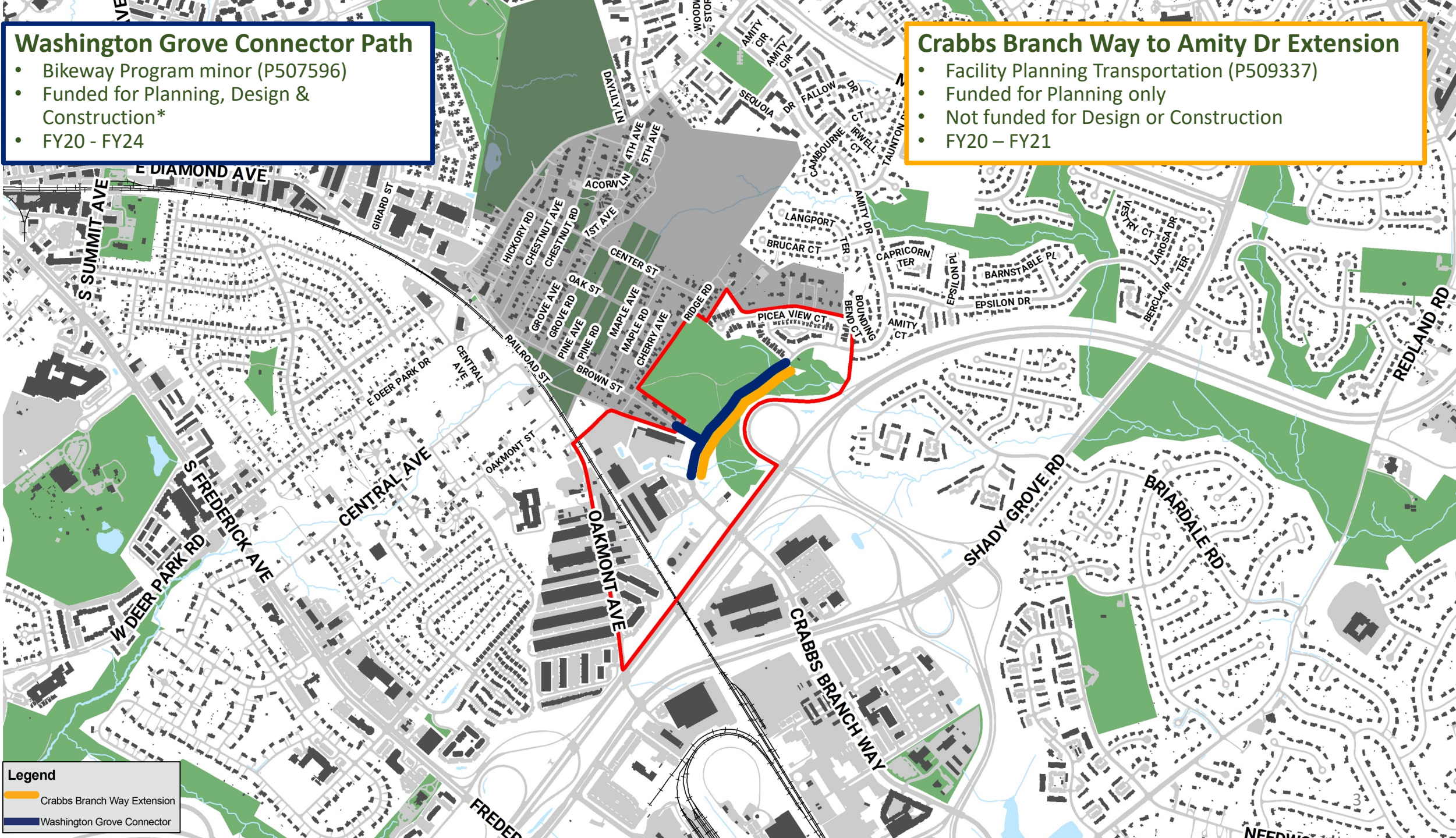


Washington Grove Connector Path

- Bikeway Program minor (P507596)
- Funded for Planning, Design & Construction*
- FY20 - FY24

Crabbs Branch Way to Amity Dr Extension

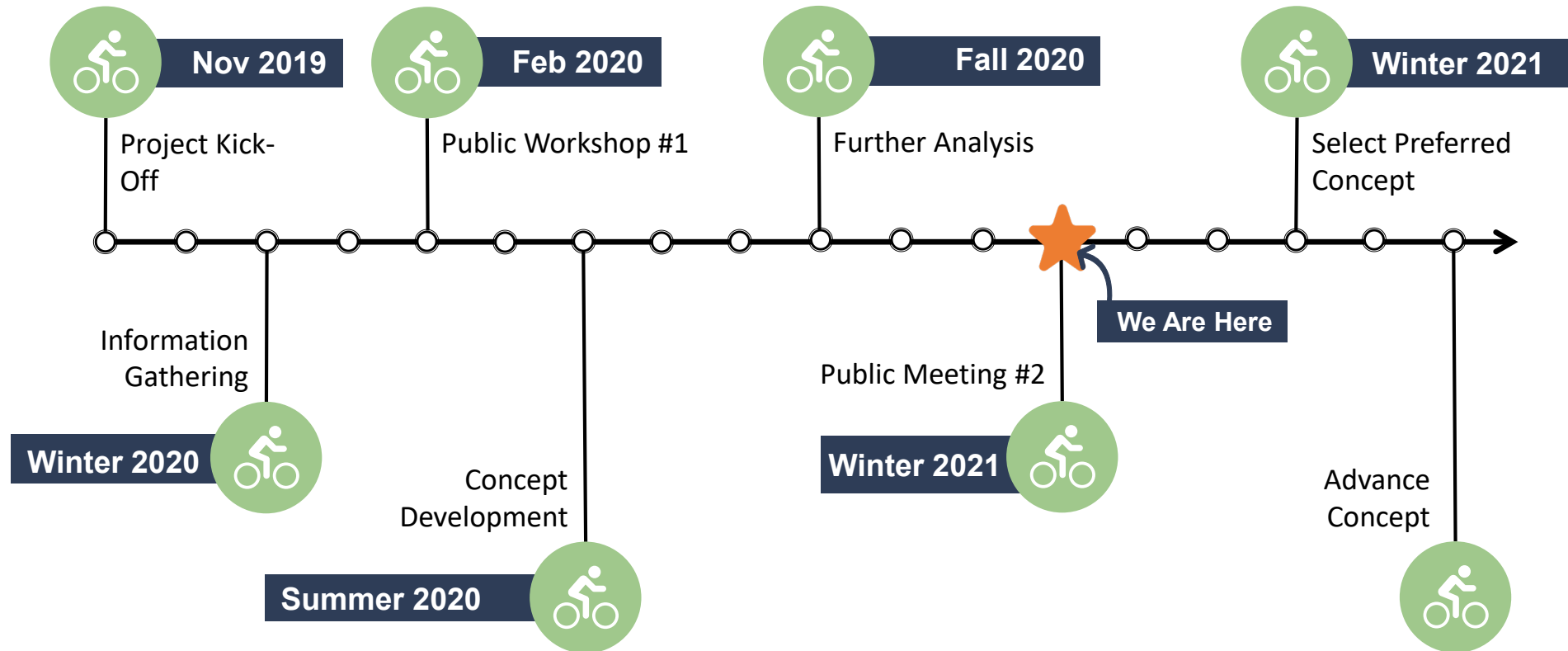
- Facility Planning Transportation (P509337)
- Funded for Planning only
- Not funded for Design or Construction
- FY20 – FY21



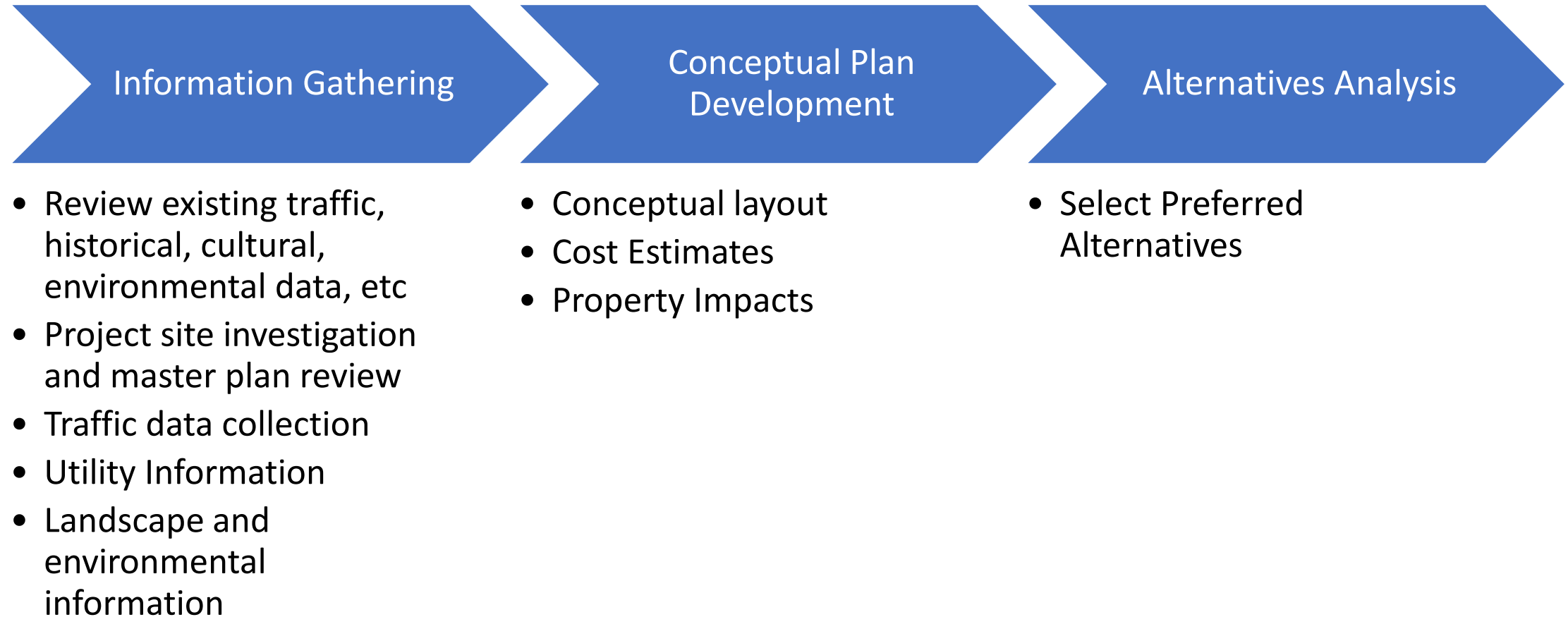
Legend

- Crabbs Branch Way Extension
- Washington Grove Connector

Project Schedule



Process

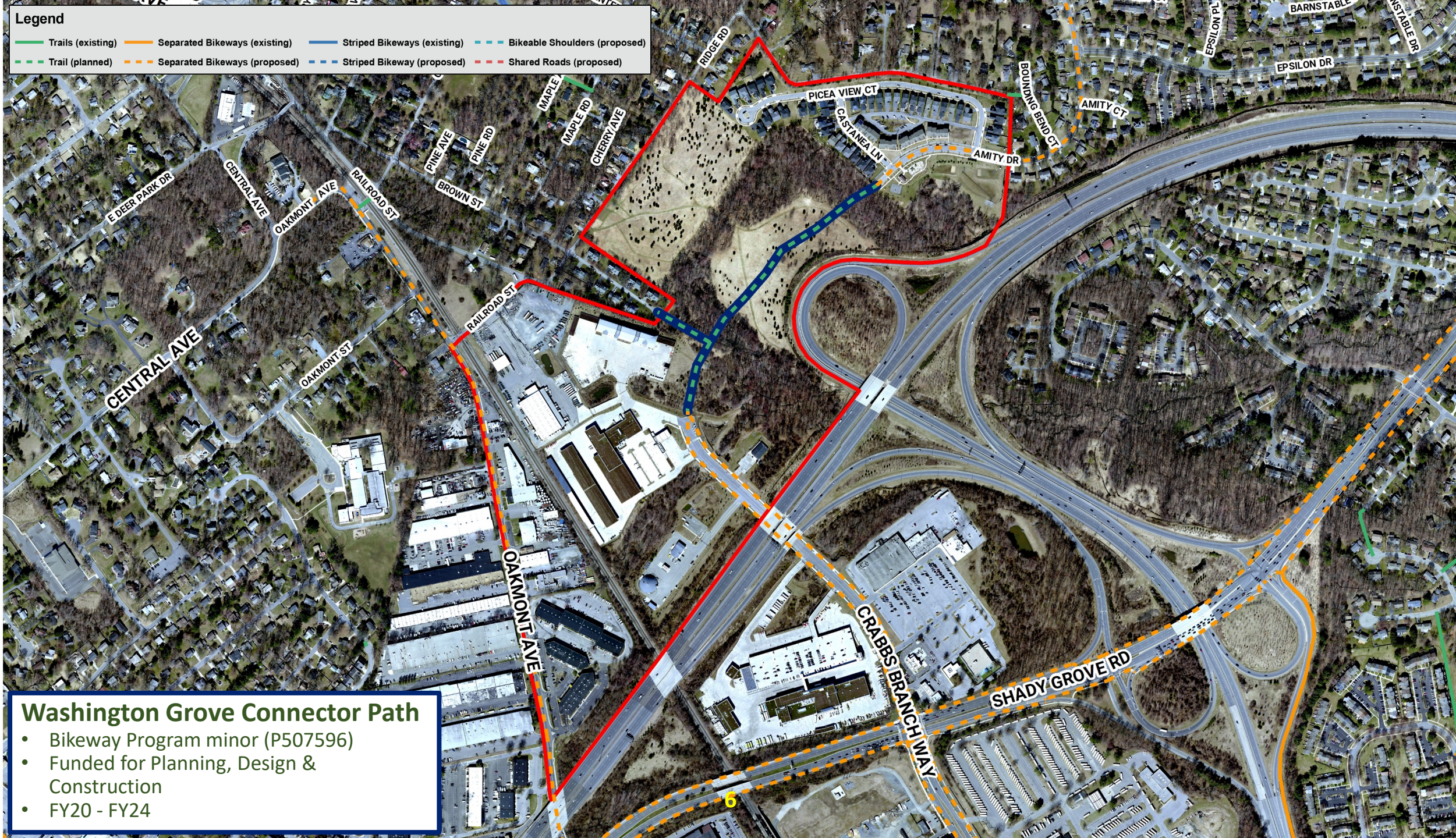


Legend

- | | | | |
|--|--|---|--|
|  Trails (existing) |  Separated Bikeways (existing) |  Striped Bikeways (existing) |  Bikeable Shoulders (proposed) |
|  Trail (planned) |  Separated Bikeways (proposed) |  Striped Bikeway (proposed) |  Shared Roads (proposed) |

Washington Grove Connector Path

- Bikeway Program minor (P507596)
- Funded for Planning, Design & Construction
- FY20 - FY24



Public Input Summary

Washington Grove Connector







Brown St Connection

- 10 Support – 14 Oppose
- Positive
 - Included in County Master Plans and Town Resolutions
 - Most Direct Route
 - Least amount of construction
 - Minimizes tree loss
 - Limited vehicular traffic as it is a dead-end street and only residents use it
 - Houses have larger driveways so on-street park may not be needed
 - Most direct route and would incur fewer environmental impacts
- Negative
 - Unsafe:
 - Steep slope allows bicyclists to accelerate downhill quickly
 - Poor visibility
 - Narrow roadway
 - Cars park along road and doors could interfere with bicyclists
 - Cars backing out of driveways might not see bicyclists
 - Garbage trucks, propane fueling trucks and delivery vehicles must back out of street
 - Unusual wetland configuration
 - Stormwater retention pond at bottom of Brown St fills quickly (more so after EMOC was constructed)
 - Mature Tree Loss
 - Mature trees between Brown St and EMOC / ICC are the only visual barrier and would need to be removed in order to construct path



Roberts Oxygen / Railroad St

- 8 Support – 1 Oppose
- Positive
 - Avoids using Washington Grove roads
 - Gradual incline compared to Brown St
 - Less backlash from Brown St residents
 - Minimizes distance traveled on Brown street
 - If a path were added to Railroad street, it would connect the City of Gaithersburg, Town of Washington Grove, and Montgomery County.
- Negative
 - Requires acquisition of private property
 - Railroad Street is dangerous and a retrofit would be very expensive
 - Not the shortest route
 - Not an inviting route as path would be sandwiched between salt barn and houses



Conservation Meadow

- 3 Support – 1 Oppose
- Positive
 - Least disruptive for Brown St Residents
 - Gradual incline compared to Brown St
 - Most scenic option
- Negative
 - Should not be consider for paved surfaces at all



Oakmont Ave



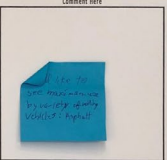


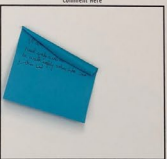



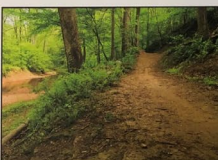
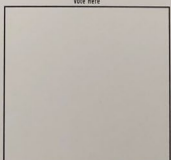
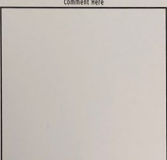
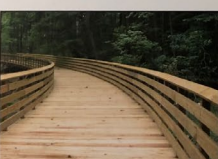
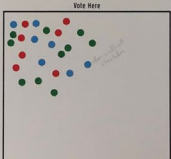
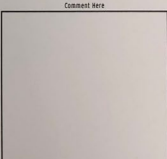
- 2 Support – 0 Oppose
- There is currently no connected sidewalks here, so building a shared use path would be a huge boost to pedestrian and bicyclist safety



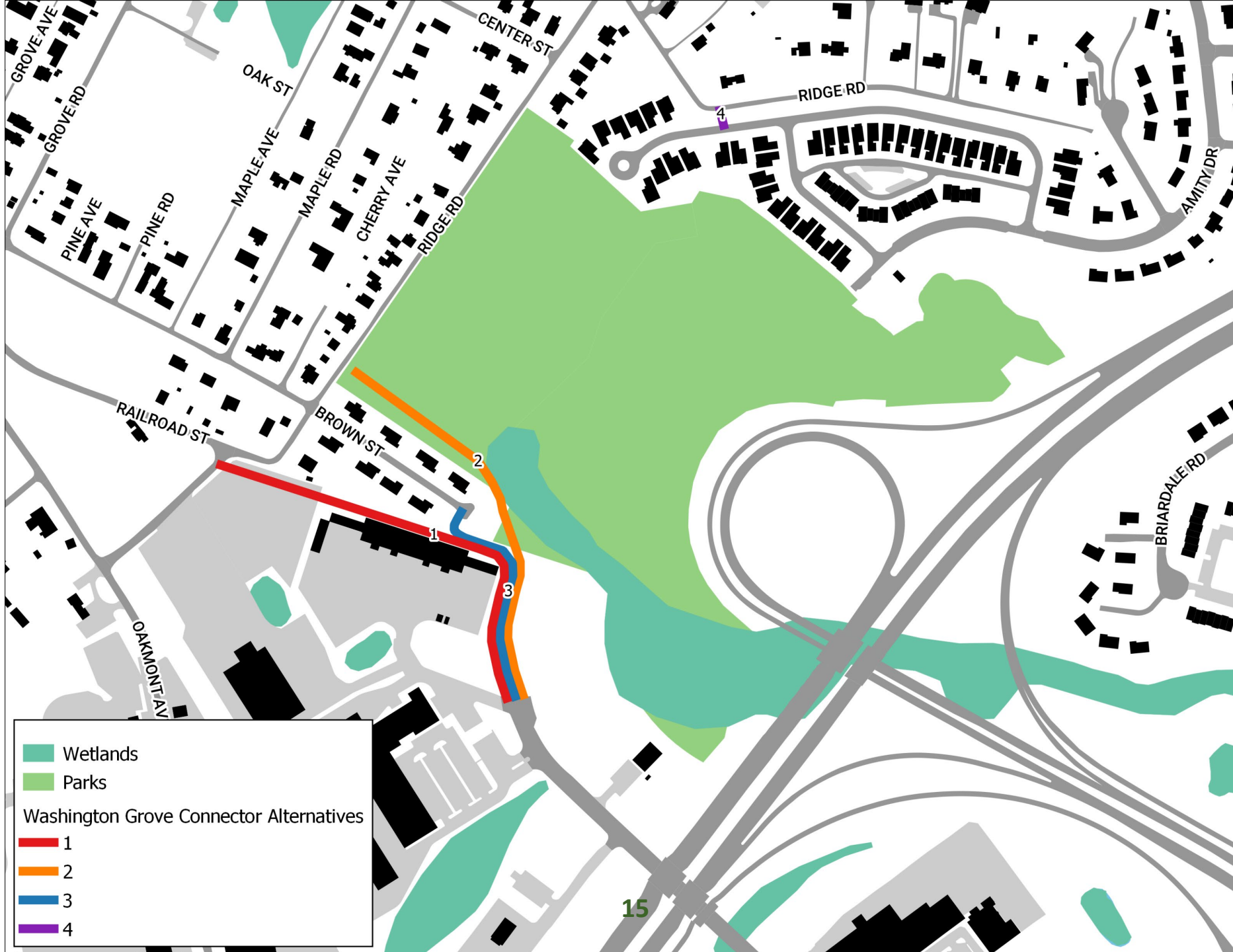
Trail Type Results

- **Raised Board Walk – 24 Votes**
- Comments:
 - Preserve all native wetlands and trees. Very sensitive water area
 - As resident with MS, I'd like a wheelchair friendly surface (behind salt barn for flatter path)
 - Do it so the boardwalk over the wetlands is smooth for wheelchairs.
 - Raised boardwalk is needed for the wetlands and stream area. Otherwise use permeable as
- **Permeable Asphalt / Concrete – 9 Votes**
- Comments:
 - Want to walk: need safe side area to walk safely when ??? come this land
- **Asphalt / Concrete – 4 Votes**
- Comments:
 - ADA-accessible asphalt/concrete or boardwalk
 - Would like to see maximum use by variety of rolling vehicles; asphalt
- **Crushed Stone – 1 Vote**
- **Natural Surface – 0 Votes**
 - Comments: Bike's can't go here, don't do it.

Trail Type Preference
Please Place a Sticker Next to your Preferred Trail Type

Asphalt / Concrete 		
Permeable Asphalt / Concrete 		
Crushed Stone 		
Natural Surface 		
Raised Wooden Boardwalk 		

Trail Alternatives



Parks Tree Replacement Policy

- All trees 6" or greater are to be replaced at an inch caliper per inch DBH (Diameter at Breast Height) removed.
- If there is not enough space for replacement onsite, Parks will accept \$100/inch DBH removed to support other parkland planting efforts.





Trailhead Examples

Washington Grove Connector

Alignment #1 – Railroad Street











Alignment #1 - Impacts

Impact	Unit	Total
Surface Area	SQ FT	21,000
Forest	SQ FT	26,000
Stream Crossing	LF	15
Wetlands	SQ FT	1,000
Flood Plain	SQ FT	2,000
ROW Acquisition	SQ FT	16,000
Permanent Easement	SQ FT	500



Alignment #1 - Costs

ITEM	UNIT	QTY	COST
Picea View Ct to Ridge Rd – 10 ft Asphalt Trail with 2 ft Grass Shoulders	LF	100	\$8,000
10 ft Asphalt Trail with 2 ft Grass Shoulders	LF	1,350	\$108,000
Wooden Retaining Wall	LF	130	\$16,900
10 ft Stream Crossing/Ped Bridge	LS	1	\$80,000
10 ft Elevated Boardwalk	SF	1,000	\$65,000
Row Acquisition	LS	16,000	\$160,000
Permanent Easement	LS	500	\$5,000
Subtotal			\$442,900
Total (+30% Contingency)			\$575,770

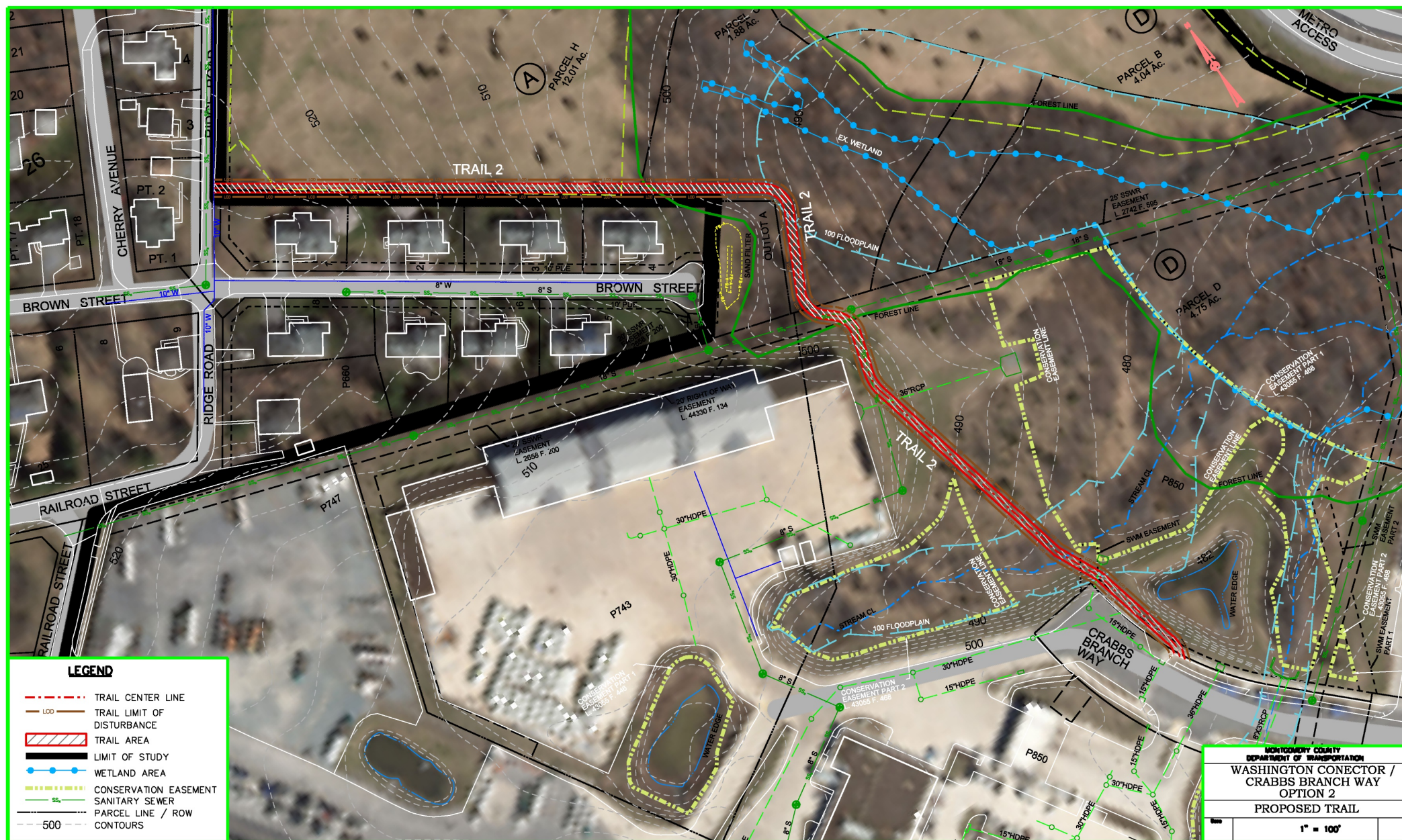
*Costs are for comparison and do not include Stormwater Management, Utilities, Lighting, Site Prep, etc.



Washington Grove Connector

Alignment #2 – Ridge Road







Alignment #2 - Impacts

Impact	Unit	Total
Surface Area	SQ FT	20,000
Forest	SQ FT	15,000
Stream Crossing	FT	15
Wetlands	SQ FT	1,000
Flood Plain	SQ FT	2,000
ROW Acquisition	SQ FT	0
Permanent Easement	SQ FT	500



Alignment #2 - Costs

ITEM	UNIT	QTY	COST
Picea View Ct to Ridge Rd – 10 ft Asphalt Trail with 2 ft Grass Shoulders	LF	100	\$8,000
10 ft Asphalt Trail with 2 ft Grass Shoulders	LF	1,280	\$102,400
Wooden Retaining Wall	LF	130	\$16,900
10 ft Stream Crossing/Ped Bridge	LS	1	\$80,000
10 ft Elevated Boardwalk	SF	1,000	\$65,000
Row Acquisition	LS	-	-
Permanent Easement	LS	500	\$5,000
Subtotal			\$277,300
Total (+30% Contingency)			\$360,490

*Costs are for comparison and do not include Stormwater Management, Utilities, Lighting, Site Prep, etc.



Washington Grove Connector

Alignment #3 – Brown Street













Alignment #3 - Impacts

Impact	Unit	Total
Surface Area	SQ FT	11,000
Forest	SQ FT	12,000
Stream Crossing	FT	15
Wetlands	SQ FT	1,000
Flood Plain	SQ FT	2,000
ROW Acquisition	SQ FT	2,500
Permanent Easement	SQ FT	500



Alignment #3 - Costs

ITEM	UNIT	QTY	COST
Picea View Ct to Ridge Rd – 10 ft Asphalt Trail with 2 ft Grass Shoulders	LF	100	\$8,000
10 ft Asphalt Trail with 2 ft Grass Shoulders	LF	640	\$51,200
Wooden Retaining Wall	LF	130	\$16,900
10 ft Stream Crossing/Ped Bridge	LS	1	\$80,000
10 ft Elevated Boardwalk	SF	1,000	\$65,000
Row Acquisition	LS	2,500	\$25,000
Permanent Easement	LS	500	\$5,000
Subtotal			\$251,100
Total (+30% Contingency)			\$326,430

*Costs are for comparison and do not include Stormwater Management, Utilities, Lighting, Site Prep, etc.



Brown Street Connection History

- Ward Corporation – *Proposal for Annexation – January 10, 1994*
 - “After meeting with the Town’s planning commission on January 4, 1994; Ward or his assigns, agree with the following conditions of annexation:
 - The Development of the site will provide...a bike path which connects the Brown Street Extension with the future Amity Way.”
- Resolution 94-04 – *Resolution Authorizing the Annexation to the Town of Washington Grove of Approximately 2.88 Acres of Land Located at the intersection of Brown Street and Ridge Road*
 - “Dedication of an outlot to the Town, such outlot to include stormwater facility required by the County, an area for afforestation, and a bike path connecting Brown Street and future Amity Drive;”



Trail Alternatives Comparison

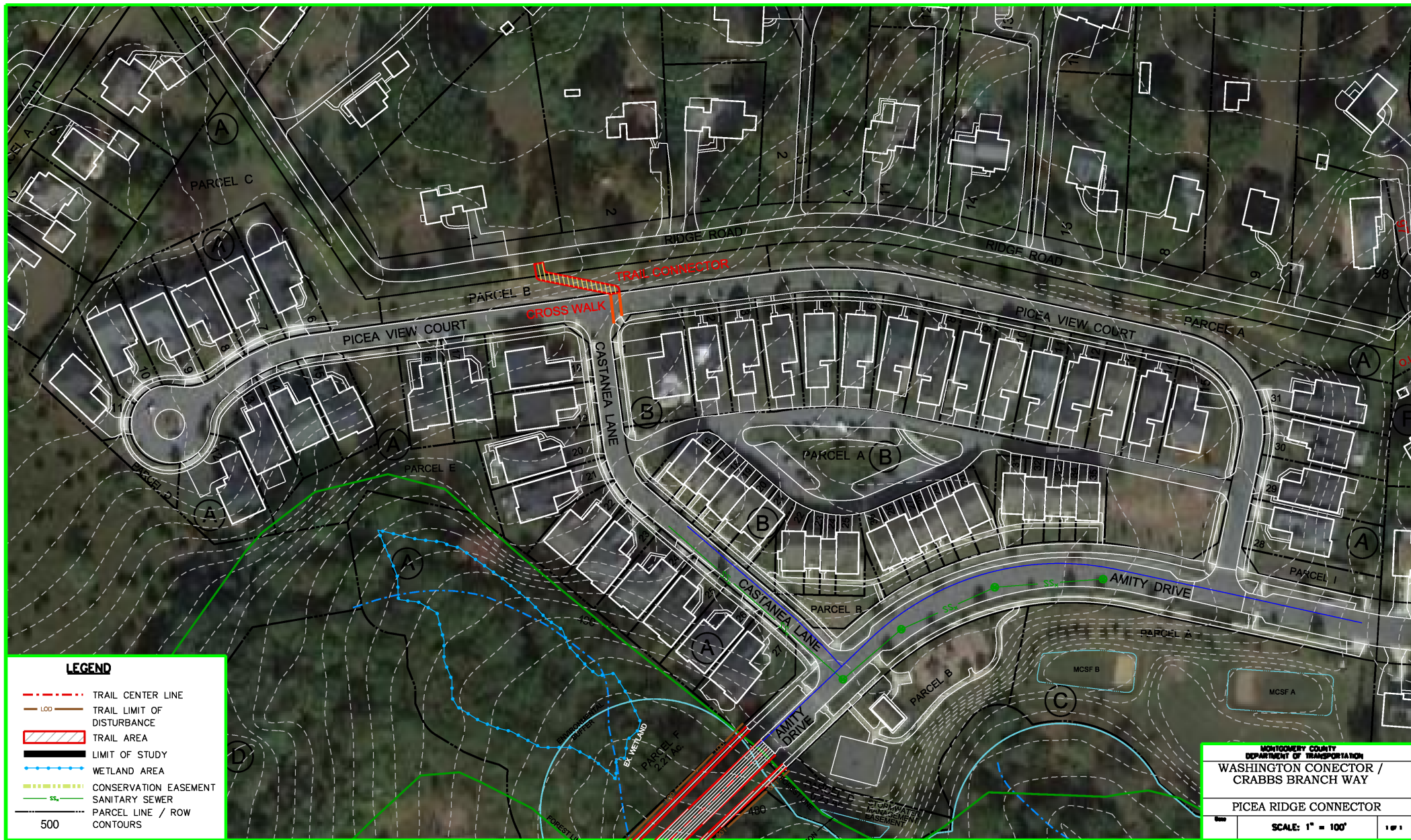
Impact	Unit	Alt #1	Alt #2	Alt #3
Surface Area	SQ FT	21,000	20,000	11,000
Forest	SQ FT	26,000	15,000	12,000
Stream Crossing	FT	15	15	15
Wetlands	SQ FT	1,000	1,000	1,000
Flood Plain	SQ FT	2,000	2,000	2,000
ROW Acquisition	SQ FT	16,000	0	2,500
Permanent Easement	SQ FT	500	500	500
Max Slope	%	4.0%	4.5%	4.5%
Cost	\$	\$575,770	\$360,490	\$326,430



Washington Grove Connector

Picea View Ct Connector







Crabbs Branch Way to Amity Dr Extension

- Facility Planning Transportation (P509337)
- Funded for Planning only
- Not funded for Design or Construction
- FY20 – FY21

Public Input Summary

Crabbs Branch Way Extension



Public Input

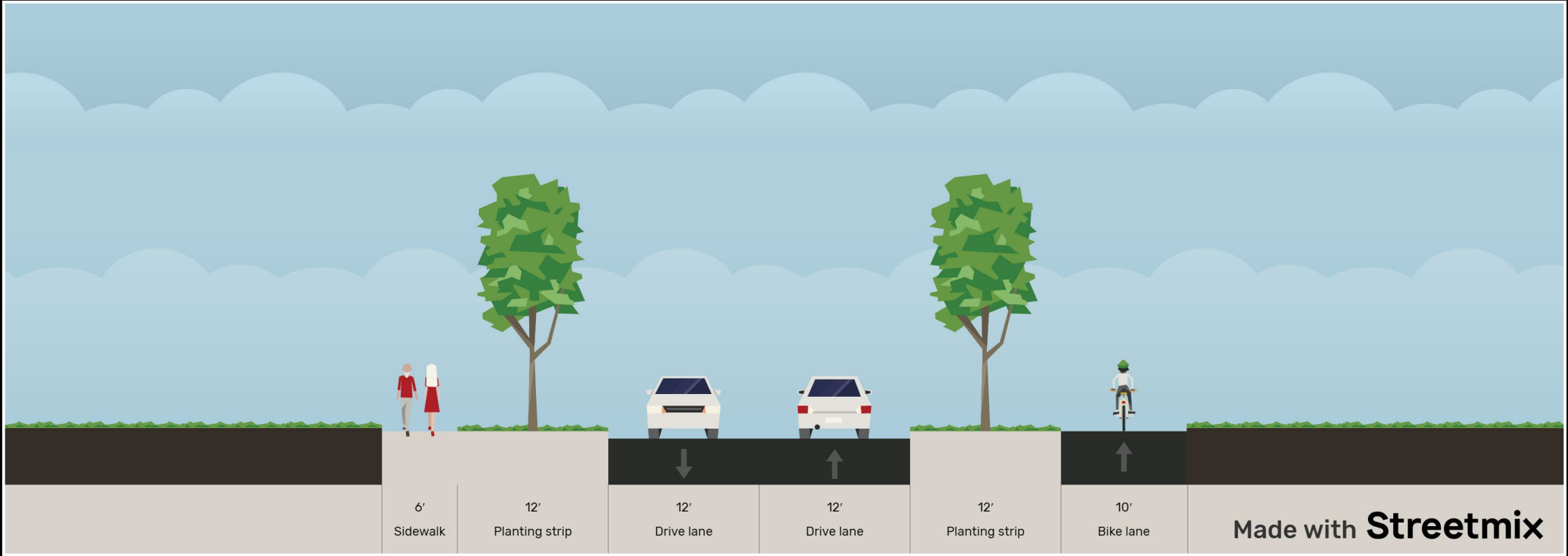
- Five comments opposed the Crabbs Branch Way Extension
- Comments:
 - Road would disturb peace
 - Impacts on community safety, noise level, and air-quality
 - Lots of through traffic
 - Park Safety - Increased traffic would impact park safety
 - Air Pollution
 - Noise (sound barrier walls being taken down)
 - Loitering from homeless people or others who can walk to Amity Dr now
 - Speeding
 - Loss of habitat for wildlife
 - Construction

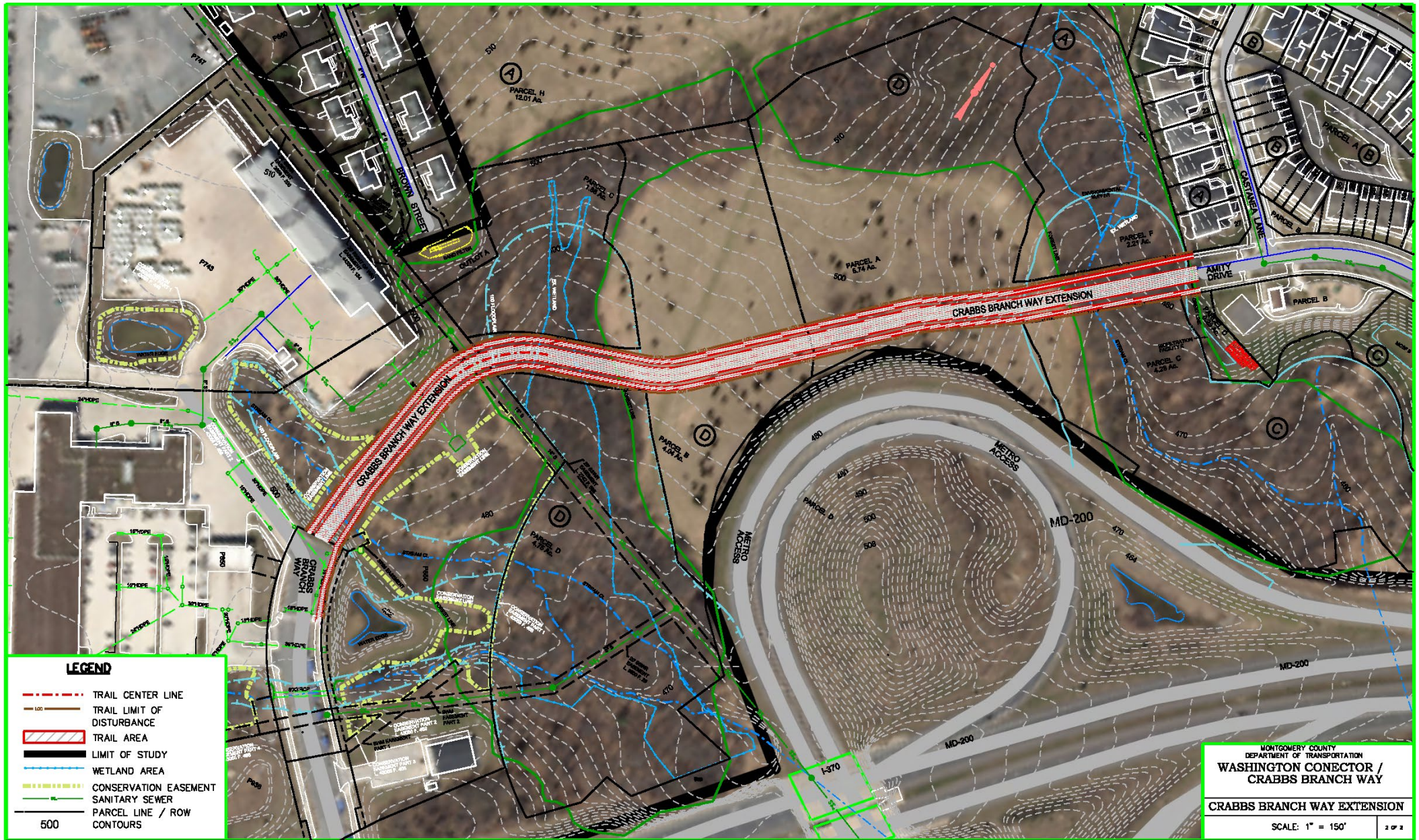


Crabbs Branch Way Extension

Roadway Alignment







Crabbs Branch Way Extension - Impacts

Impact	Unit	Total
Surface Area	SQ FT	98,000
Forest	SQ FT	48,000
Stream Crossing	FT	15
Wetlands	SQ FT	6,000
Flood Plain	SQ FT	7,500
ROW Acquisition	SQ FT	0
Permanent Easement	SQ FT	2,000



Crabbs Branch Way Extension - Costs

ITEM	UNIT	QTY	COST
Wooden Retaining Wall	LF	260	\$33,800
24FT Asphalt Roadway (Connector)	MILE	0.31	\$1,178,000
24FT Roadway Culvert	LS	1	\$200,000
8ft Asphalt Trail With 2 ft Grass Shoulders (Shared Path Connector)	LF	1,500	\$97,500
8 ft Elevated Boardwalk (Shared Path Connector)	LF	800	\$48,000
6ft Asphalt Trail with 2 ft Grass Shoulders (Sidewalk Connector)	LF	1,500	\$75,000
6 ft Elevated Boardwalk (Sidewalk Connector)	LF	600	\$33,000
Permanent Easement	LS	2,000	\$20,000
Subtotal			\$1,693,300
Total (+30% Contingency)			\$2,201,290



Crabbs Branch Way Extension

Amity Drive Trail Connector





Amity Drive Trail Connector - Impacts

Impact	Unit	Total
Surface Area	SQ FT	20,000
Forest	SQ FT	14,000
Stream Crossing	FT	0
Wetlands	SQ FT	1,200
Flood Plain	SQ FT	0
ROW Acquisition	SQ FT	0
Permanent Easement	SQ FT	20



Amity Drive Trail Connector - Costs

ITEM	UNIT	QTY	COST
10 ft Asphalt Trail with 2 ft Grass Shoulders	LF	1,450	\$116,000
Subtotal			\$116,000
Total (+30% Contingency)			\$150,800



Questions?

Please submit feedback to Kyle.Lukacs@montgomerycountymd.gov or
www.tinyurl.com/WashGroveConnectorSurvey

Contact



Kyle Lukacs, AICP – Project Manager



240-777-7207



Kyle.Lukacs@montgomerycountymd.gov



<https://www.montgomerycountymd.gov/dot-dte/projects/washgroveconnector/index.html>



www.tinyurl.com/WashGroveConnectorSurvey



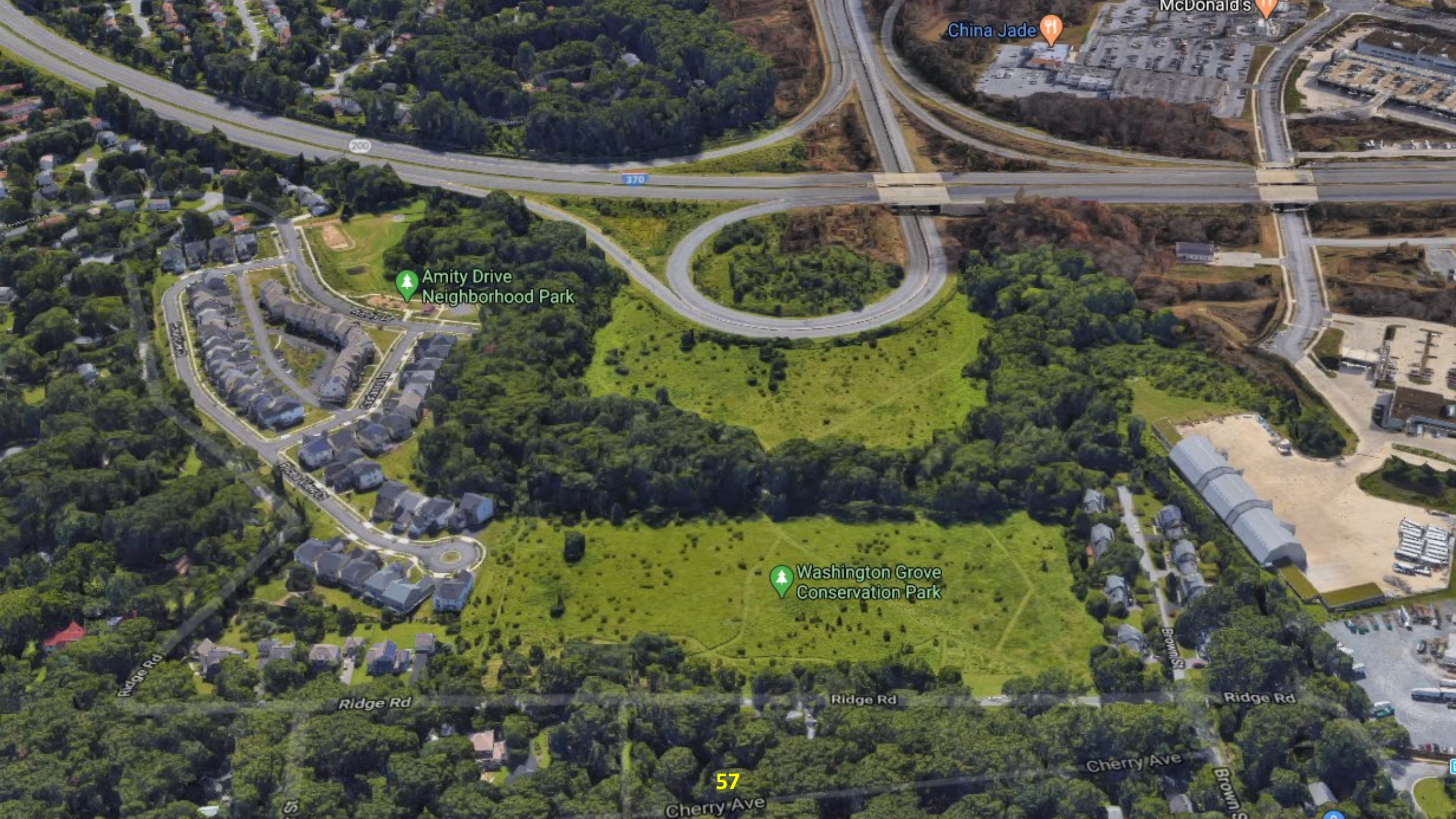
Washington Grove
Conservation Park

80'

Amity Drive
Neighborhood Park

56





China Jade

McDonald's

Amity Drive
Neighborhood Park

Washington Grove
Conservation Park

57

Ridge Rd

Ridge Rd

Ridge Rd

Ridge Rd

Cherry Ave

Cherry Ave

Brown St

Brown St



Woodward
Park

Roberts Oxygen



Washington
Grove

Amity D
Neighb

59

370

200

200