

# WASHINGTON GROVE CONNECTOR

# WELCOME

HYBRID PUBLIC MEETING  
APRIL 13, 2023



# WASHINGTON GROVE CONNECTOR

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# WASHINGTON GROVE CONNECTOR

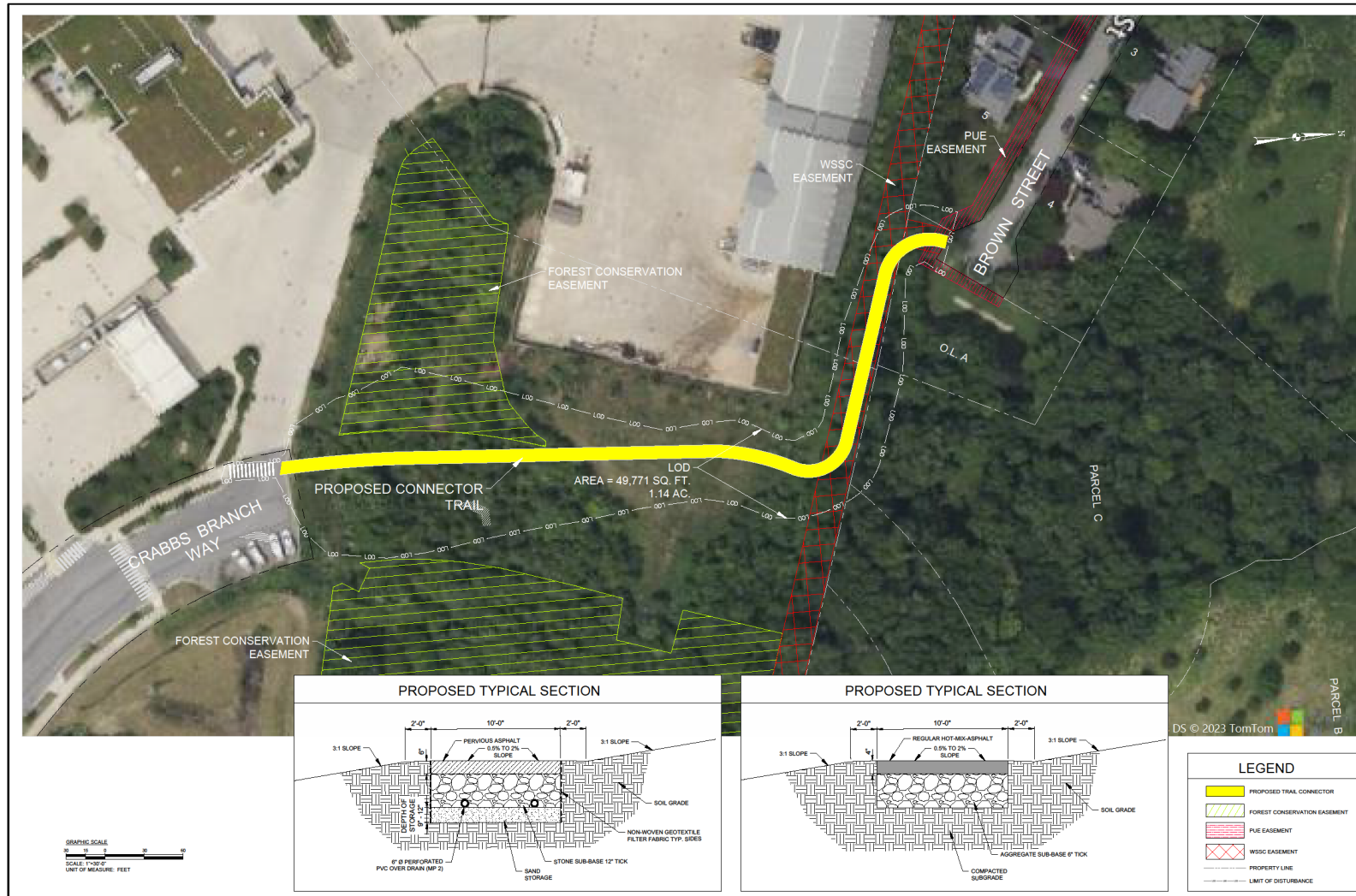
## Outline

- Washington Grove Connector
  - 15% Design
  - Construction Cost Estimate
  - Permitting
  - Schedule
- Q&A/Comments



# WASHINGTON GROVE CONNECTOR

## BROWN STREET CONNECTION

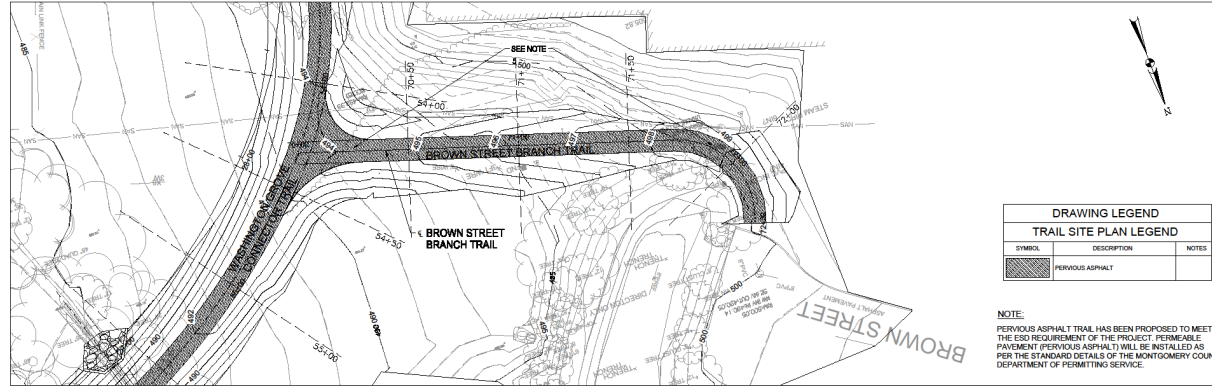


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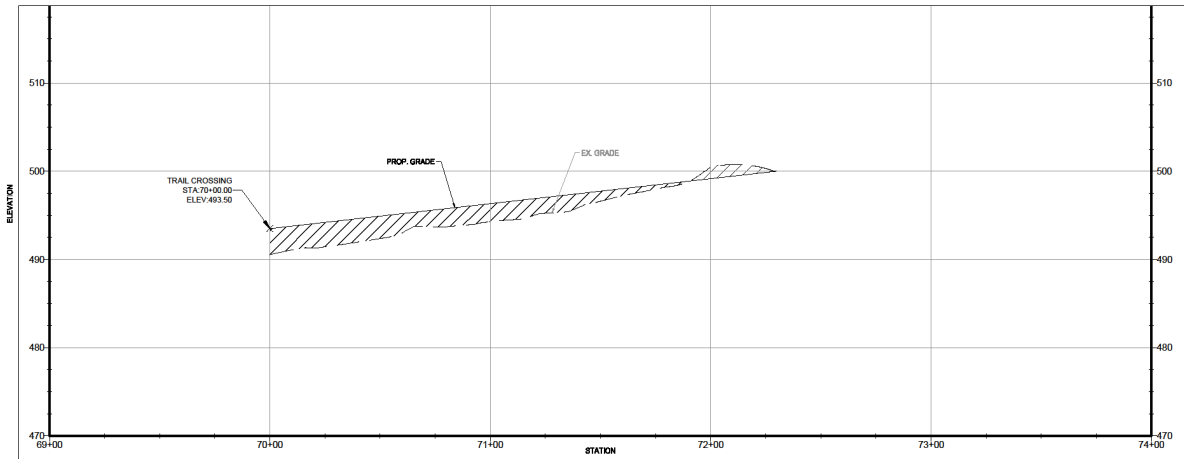


# WASHINGTON GROVE CONNECTOR

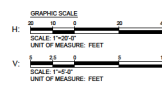
## BROWN STREET CONNECTION



**PLAN VIEW:**  
1" = 20'

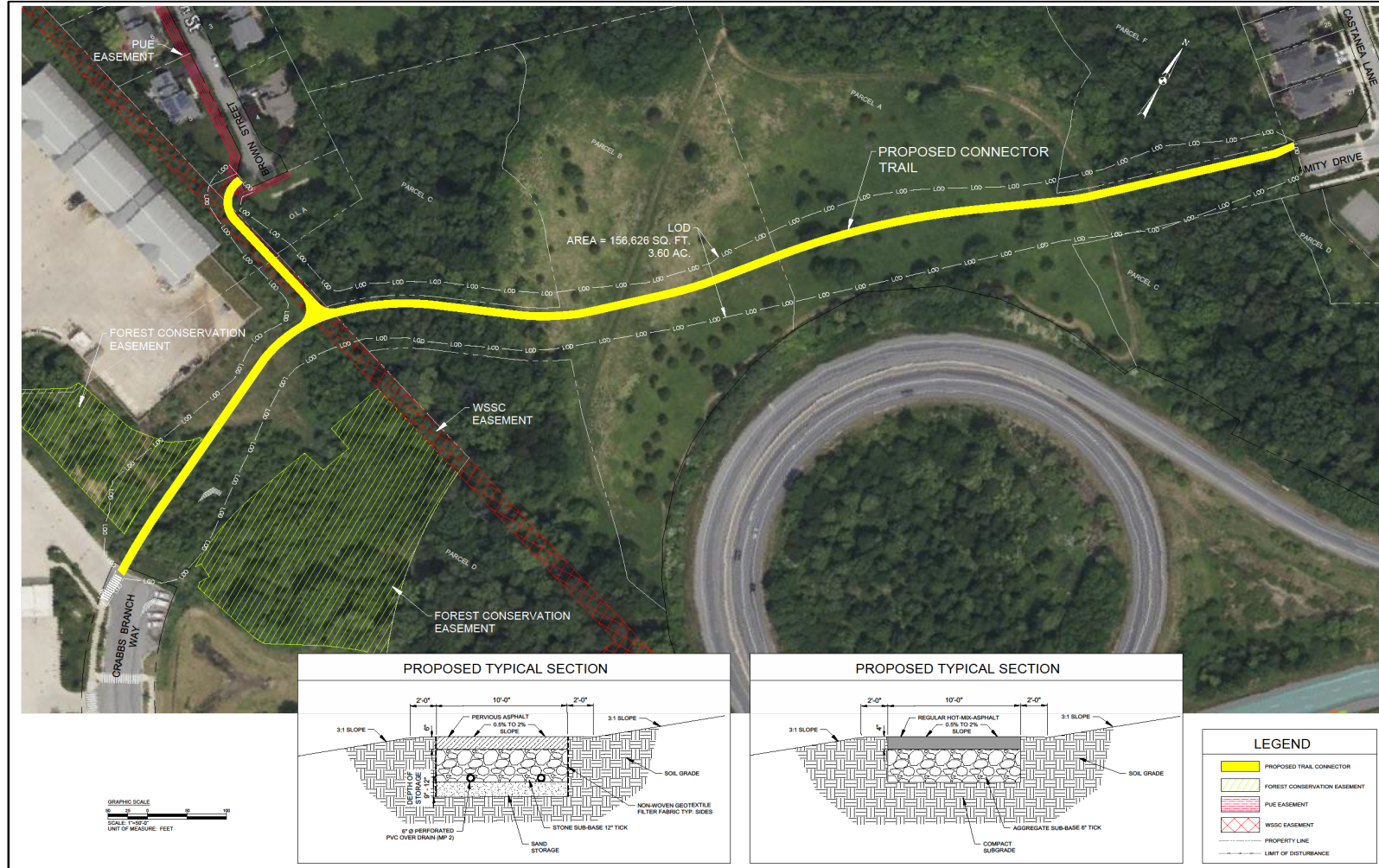


- REFERENCE NOTE:**
1. FOR GENERAL NOTES, SEE DRAWING G-002.
  2. FOR PERVIOUS ASPHALT DETAIL, SEE DRAWING C-401, DETAIL 1.



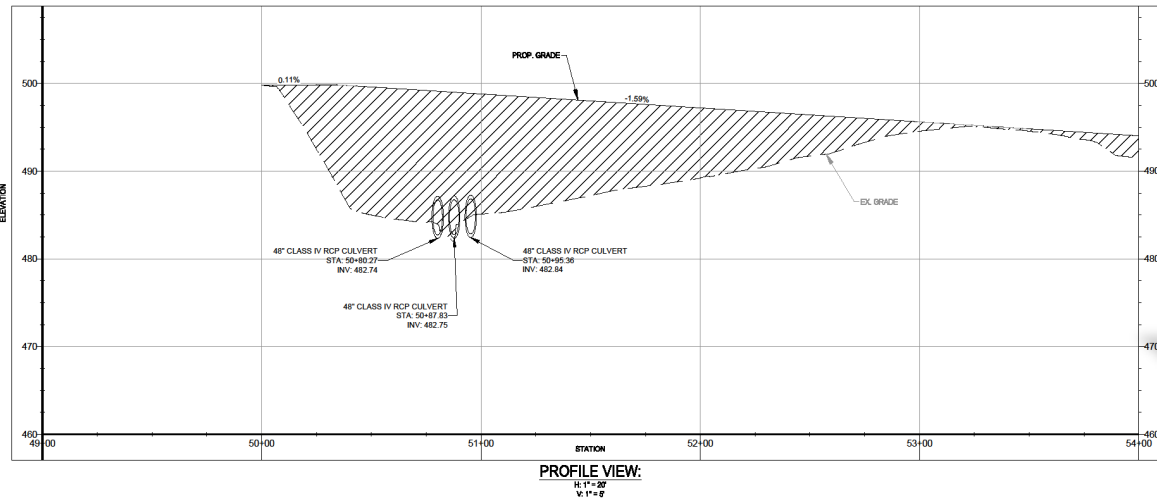
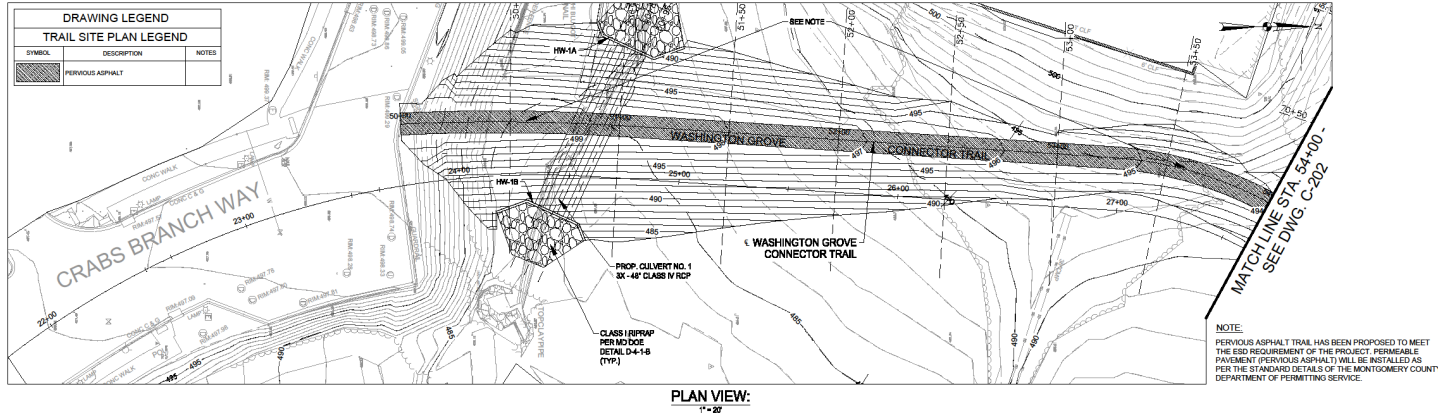
# WASHINGTON GROVE CONNECTOR

## CRABBS BRANCH WAY TO AMITY DRIVE (PENDING UPON M-NCPPC APPROVAL)



# WASHINGTON GROVE CONNECTOR

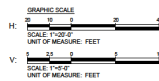
## CRABBS BRANCH WAY TO AMITY DRIVE (PENDING UPON M-NCPPC APPROVAL)



### 5.1 Site Grading and Earthwork

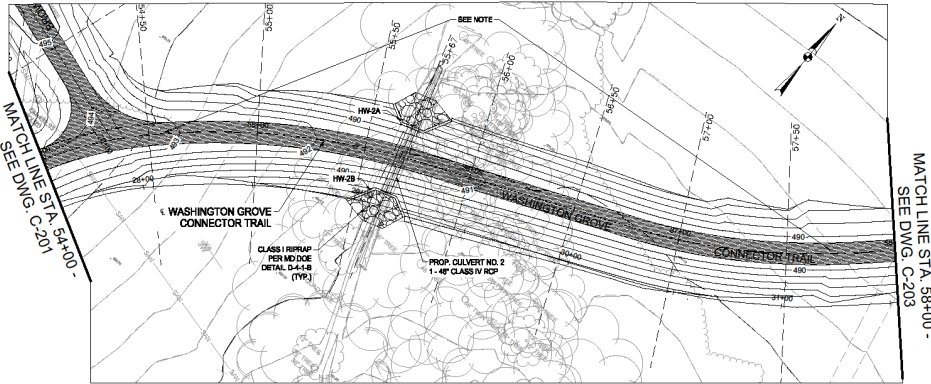
Three culverts are planned below the new trail. Preliminary fill depths at the culvert locations may range from 7 to 14 feet deep. The weight of these deeper fills may cause excessive settlements of the new culvert pipes and headwalls because of settlement of the on-site soils below these new structures and embankments. The evaluation of potential ground settlements, and measures to minimize the settlements and support the new pipes should be considered in a future design phase. Moreover, the potential exists that weathered to relatively unweathered rock may be encountered within the proposed construction footprint. Recommendations for compacted fill, subgrade preparation, fill soil requirements, placement and compaction criteria, and evaluating rock excavation are presented in subsequent sections.

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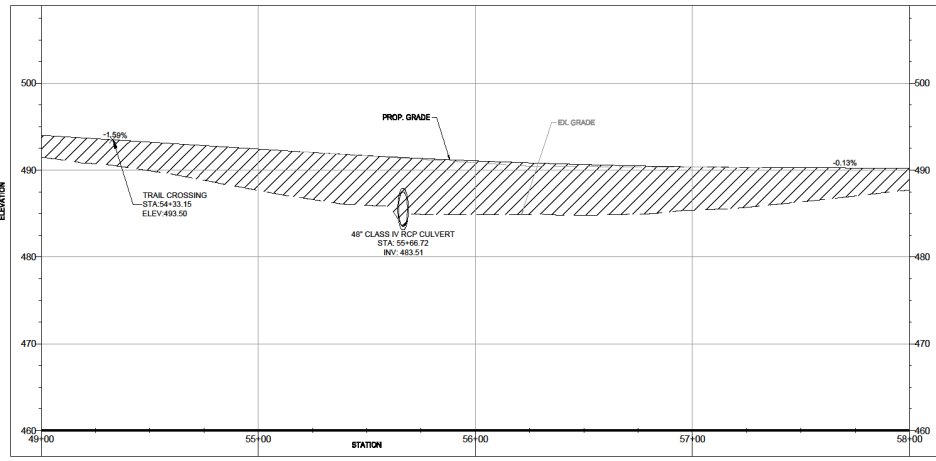
# WASHINGTON GROVE CONNECTOR

## CRABBS BRANCH WAY TO AMITY DRIVE (PENDING UPON M-NCPPC APPROVAL)



DRAWING LEGEND		
TRAIL SITE PLAN LEGEND		
SYMBOL	DESCRIPTION	NOTES
	PERVIOUS ASPHALT	

NOTE:  
PERVIOUS ASPHALT TRAIL HAS BEEN PROPOSED TO MEET THE ESD REQUIREMENT OF THE PROJECT. PERMEABLE PAVEMENT (PERVIOUS ASPHALT) WILL BE INSTALLED AS PER THE STANDARD DETAILS OF THE MONTGOMERY COUNTY DEPARTMENT OF PERMITTING SERVICE.



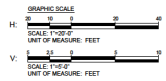
### 5.1.2 Trail Subgrades in Wetlands

Some of the trail will cross floodplains and areas mapped as wetlands. We expect that the surface soils in these areas will be soft and not suitable as compacted fill subgrades. Thus, we expect these areas will fail the proofroll tests and will require undercutting and replacement with compacted fill. For planning purposes, we suggest that 100 percent of the trail subgrades through the areas mapped as wetlands be assumed to require undercutting and placement of a bridge lift as described below.

Due to the soft/loose and wet soils in the wetland areas, we expect that treatment of the subgrades will be necessary. Due to groundwater levels at the site, undercutting to a firm subgrade material may be impractical. At a minimum, deleterious material such as topsoil, organic soil, and loose material should be removed. If the subgrades are still deemed unsuitable by the Geotechnical Engineer after the removal of the deleterious and organic materials, a bridge lift may be placed to facilitate compaction in the first layers of new compacted fill.

Bridge lifts should consist of crushed stone. The stone is expected to consist of AASHTO Size No. 2 or similar depending on the condition of the subgrade at the time of construction. This bridge lift should be

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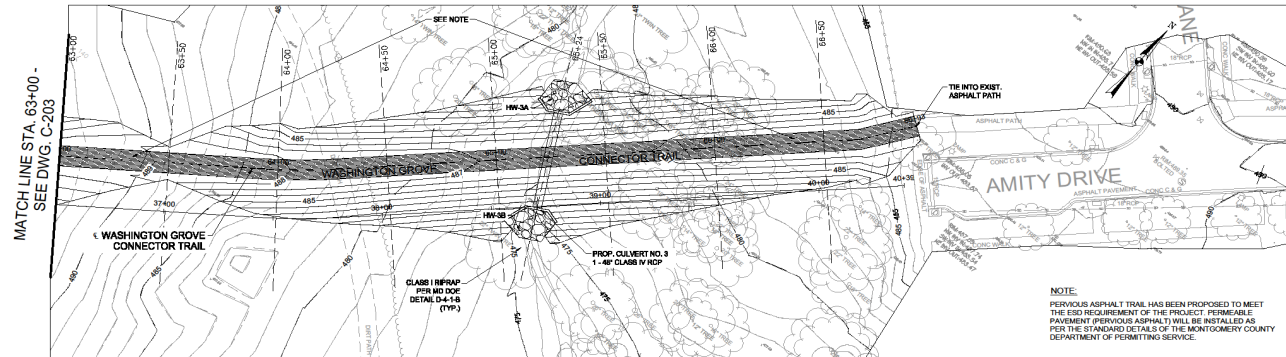




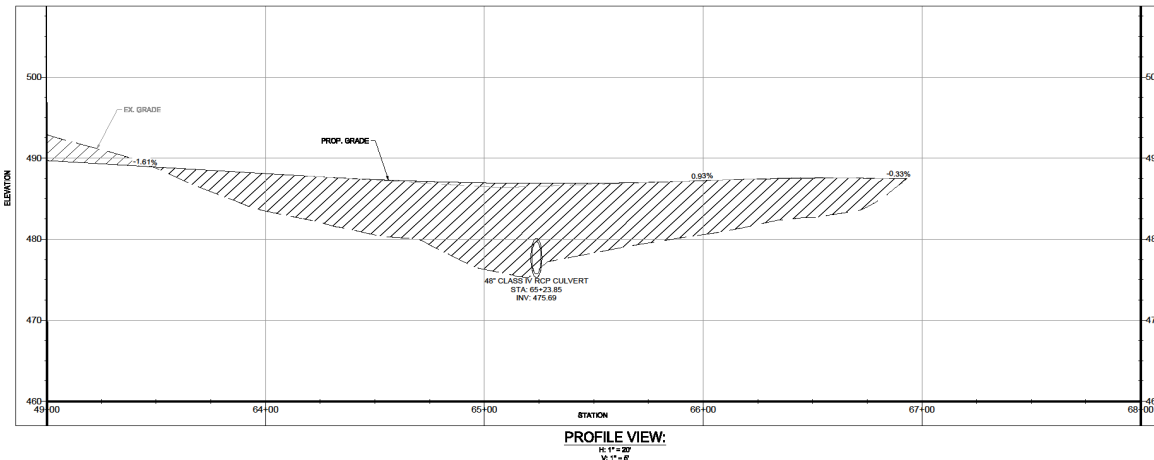


# WASHINGTON GROVE CONNECTOR

## CRABBS BRANCH WAY TO AMITY DRIVE (PENDING UPON M-NCPPC APPROVAL)



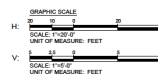
DRAWING LEGEND		
TRAIL SITE PLAN LEGEND		
SYMBOL	DESCRIPTION	NOTE
	PERVIOUS ASPHALT	



### 5.2 Slopes

We expect that site grading for the trail will require the construction of some new 3H:1V cut and fill slopes. The slope heights are expected to be less than 6 ft. We generally believe that 3H:1V cut and fill slopes are feasible. Where new fills will be placed to construct the slopes, the new fills should be constructed as described in Sections 5.1.1, 5.1.2, and 8.1.

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**LEGEND**

- - - - - TRAIL CENTER LINE
  - — — — — TRAIL LIMIT OF DISTURBANCE
  - TRAIL AREA
  - LIMIT OF STUDY
  - - - - - WETLAND AREA
  - CONSERVATION EASEMENT
  - - - - - SANITARY SEWER
  - - - - - PARCEL LINE / ROW CONTOURS
- 500

MONTEREY COUNTY  
 DEPARTMENT OF TRANSPORTATION  
**WASHINGTON CONECTOR /  
 CRABBS BRANCH WAY**  
**PICEA RIDGE CONNECTOR**  
 SCALE: 1" = 100'

# WASHINGTON GROVE CONNECTOR

## Construction Cost Estimate Comparison

	WASH GROVE CONN	BROWN STREET ONLY- PRELIM
CATEGORY 1 - PRELIMINARY	\$302,400	\$180,675
CATEGORY 2 - GRADING	\$632,700	\$215,100
CATEGORY 3 - DRAINAGE	\$87,370	\$27,040
CATEGORY 4 - STRUCTURES	\$332,019	\$190,197
CATEGORY 5 - PAVING	\$284,300	\$106,240
CATEGORY 6 - SHOULDERS	\$18,008	\$10,988
CATEGORY 7 - LANDSCAPING	\$88,692	\$36,577
CATEGORY 8 - TRAFFIC AND UTILITIES	\$349,098	\$153,363
SUBTOTAL	\$2,094,587	\$920,180
CONTINGENCY AT 30%	\$628,376	\$276,054
<b>TOTAL</b>	<b>\$2,722,962</b>	<b>\$1,196,234</b>

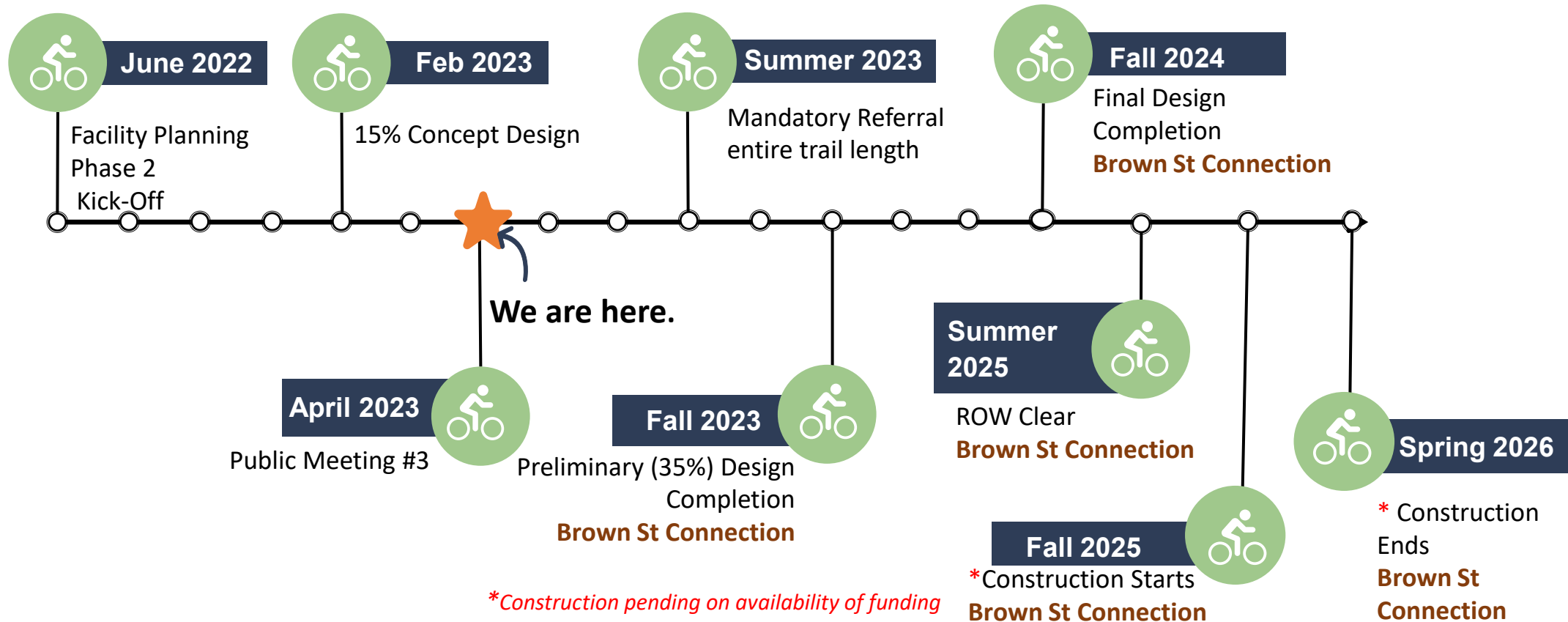
# WASHINGTON GROVE CONNECTOR

## Permits

- Preliminary (35%) Design
  - Department of Permitting Services (DPS)-Stormwater Management (SWM) Concept Review
  - Maryland-National Capital Park and Planning Commission (M-NCPPC)
    - Natural Resources Inventory/Forest Standard Delineation (NRI/FSD)
    - Parks Concept Review
    - Mandatory Referral
- Final Design
  - DPS-Sediment Control Permit
  - Parks Construction Permit

# WASHINGTON GROVE CONNECTOR

## Project Schedule



# WASHINGTON GROVE CONNECTOR

## Contact



Rebecca Park, PE – Project Manager



240-777-7263



Rebecca.Park@montgomerycountymd.gov



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



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Questions or Comments?

