

North Bethesda Trail -- No. 509922

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **North Bethesda-Garrett Park**
 Relocation Impact **None**

Date Last Modified
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 Required Adequate Public Facility

May 20, 2005
7-215 (04 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	455	329	8	118	18	100	0	0	0	0	0
Land	386	36	350	0	0	0	0	0	0	0	0
Site Improvements and Utilities	175	0	0	175	75	100	0	0	0	0	0
Construction	454	2	0	452	52	400	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,470	367	358	745	145	600	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Enhancement	547	0	0	547	106	441	0	0	0	0	0
G.O. Bonds	586	367	21	198	39	159	0	0	0	0	0
Impact Tax	337	0	337	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides a 10-foot wide hiker-biker trail for the missing and sub-standard segments of the 3,600 linear feet of trail already located on the alignment of the old Washington and Rockville Trolley, from Bethesda to Rockville.

Service Area

Bethesda-Chevy Chase Policy Area, North Bethesda Policy Area

JUSTIFICATION

There is a need to provide a network of pedestrian and bicycle facilities in the County to serve public transit, provide a safe alternative to automobile use, and improve air quality. Trails and paths are identified from area master plans; the Parks, Recreation and Open Space Master Plan: "Planning Guide to Trails for Montgomery County Parks"; and by the Department of Public Works and Transportation to provide safety and connectivity throughout the County. Projects are listed in the Metropolitan Washington Council of Governments (MWCOC) Transportation Improvement Program (TIP) or will be listed in the next TIP.

Plans and Studies

This trail is recommended in the North Bethesda-Garrett Park Master Plan as a hiker-biker facility to be constructed along the old alignment of the Washington and Rockville Trolley line. The trail begins at the Twinbrook Metro Station and ends at the intersection of Norfolk Avenue and Rugby Avenue. A review of impacts to pedestrians, bicyclists, and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Cost Change

Not applicable.

STATUS

Final Design Stage

OTHER

The project scope has changed. The segment along MD 187 from West Cedar Lane to Charles Street has been eliminated.

FISCAL NOTE

The State of Maryland has awarded \$547,000 in Enhancement funding.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY99	(\$000)
Initial Cost Estimate		1,193
First Cost Estimate		
Current Scope	FY05	1,470
Last FY's Cost Estimate		1,470
Present Cost Estimate		1,470
Appropriation Request	FY06	0
Supplemental		
Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		1,470
Expenditures/		
Encumbrances		780
Unencumbered Balance		690
Partial Closeout Thru	FY03	0
New Partial Closeout	FY04	0
Total Partial Closeout		0

COORDINATION

Project formerly known as : Bethesda Trolley Trail
 Maryland State Highway Administration
 North Bethesda Trail Bridges
 Annual Bikeway Program
 M-NCPPC
 City of Rockville
 Department of Environmental Protection
 Department of Permitting Services
 Maryland Department of Transportation
 Maryland Historic Trust
 Maryland Department of Natural Resources
 US Fish and Wildlife Service
 Maryland Transit Administration

MAP

