

Shady Grove Access Bike Path -- No. 500600

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Shady Grove Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 08, 2010
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	976	592	322	62	62	0	0	0	0	0	0
Land	16	16	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	166	1	0	165	165	0	0	0	0	0	0
Construction	1,582	0	584	998	998	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,740	609	906	1,225	1,225	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Enhancement	1,256	0	703	553	553	0	0	0	0	0	0
G.O. Bonds	1,484	609	203	672	672	0	0	0	0	0	0
Total	2,740	609	906	1,225	1,225	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				25	0	5	5	5	5	5
Energy				25	0	5	5	5	5	5
Net Impact				50	0	10	10	10	10	10

DESCRIPTION

This project provides a new 10-foot bike path from Shady Grove Road to Redland Road along the east side of the Washington Metropolitan Area Transit Authority (WMATA) Metro Access Road (approximately 4,700 feet), a bikeway ramp from the new bike path to an existing bikeway on Crabbs Branch Way (approximately 500 feet), and a Metro access bikeway connection (approximately 200 feet) to provide an access from the new bike path to the WMATA Shady Grove Metrorail Station.

ESTIMATED SCHEDULE

Construction will start in spring 2010 and is expected to be completed within 12 months.

COST CHANGE

Cost increase due to extensive coordination with WMATA and additional permitting requirements.

JUSTIFICATION

There is a need to provide a safe pedestrian/biker access to the WMATA Shady Grove Rail Station and a connection to the sidewalk/bikeway network in the vicinity, including the existing and proposed sidewalks/bikeways on Shady Grove Road, Crabbs Branch Way, Redland Road, Needwood Road, Midcounty Highway, and the future InterCounty Connector (ICC). Approximately 10 existing communities within 2 miles of the project site will benefit from this project for daily commutes. Maryland-National Capital Park and Planning Commission (M-NCPPC) recognizes the need for this project and includes the proposed bikeways in this project in the Shady Grove Sector Plan Planning Board Draft, dated July 2004.

OTHER

The costs for the preliminary engineering up to 35 percent design are covered in the Annual Bikeway Program Project.

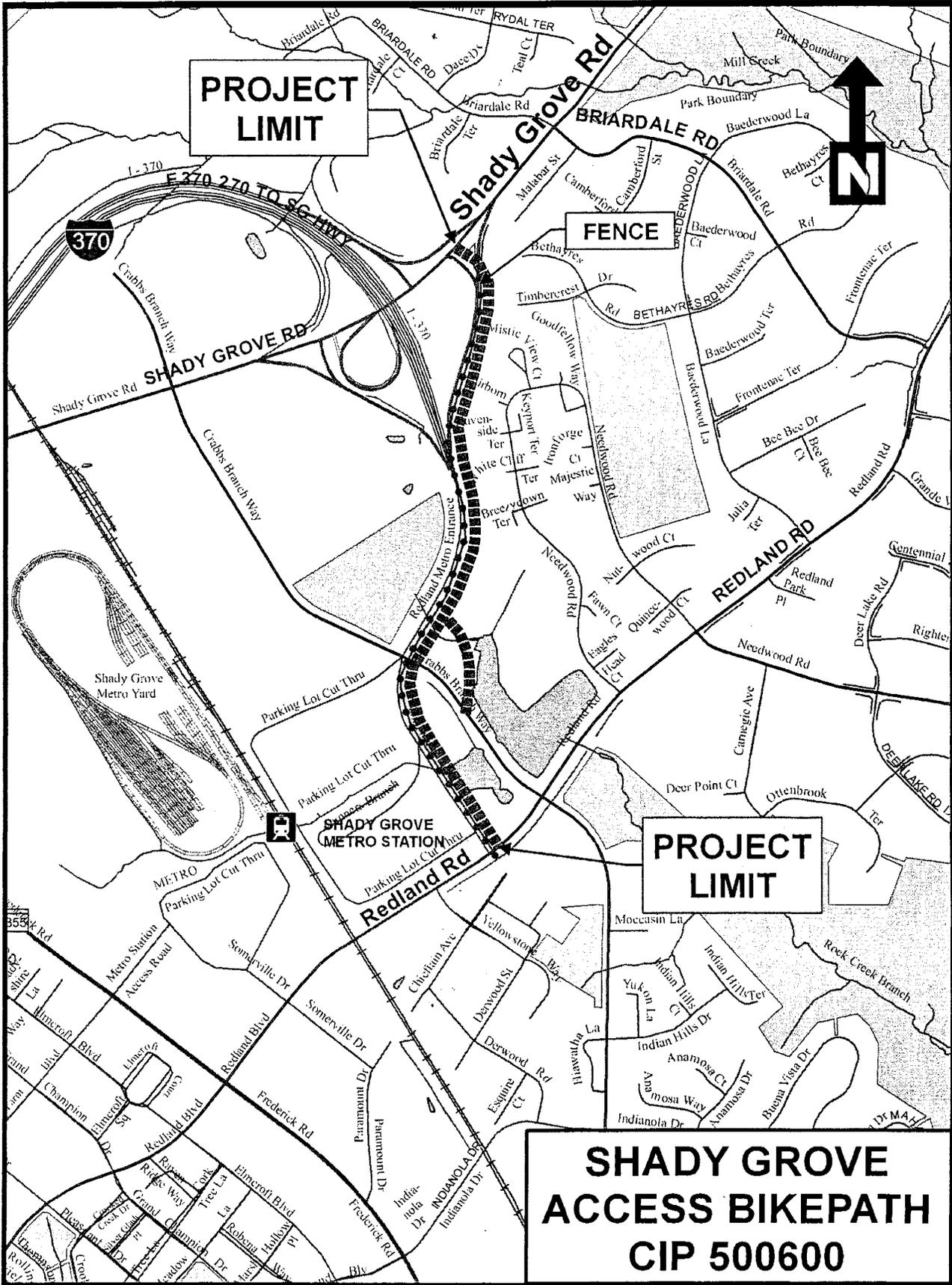
FISCAL NOTE

This project has been approved for Federal Transportation Enhancement Program funds, which are allocated to the State.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	FY06	See Map on Next Page
First Cost Estimate	FY07	
Current Scope	2,714	
Last FY's Cost Estimate	2,714	
Appropriation Request	FY11	
Appropriation Request Est.	FY12	
Supplemental Appropriation Request	0	
Transfer	0	
Cumulative Appropriation	2,714	
Expenditures / Encumbrances	634	
Unencumbered Balance	2,080	
Partial Closeout Thru	FY08	
New Partial Closeout	FY09	
Total Partial Closeout	0	



**SHADY GROVE
ACCESS BIKEPATH
CIP 500600**