

April 24, 2006

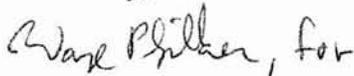
Councilmember Nancy Floreen
Chair, Transportation and Environmental Committee,
Montgomery County Council
Council Office Building
100 Maryland Avenue
Rockville, MD 20850

Dear Councilmember Floreen:

We are writing to request that \$195,000 be included in the FY 2007 budget to repair a section of the Georgetown Branch interim trail, east of the Rock Creek trestle. The trail in this area is becoming unusable due to severe erosion. The Coalition for the Capital Crescent Trail (CCCT) has requested that the trail be repaired and stabilized by paving with asphalt. This request raised concerns among transit supporters that asphalt paving would create the perception that the interim trail was being converted to a permanent trail and could compromise a decision about transit uses in this corridor. Glenn Orlin suggested that CCCT and transit supporters in the community find a mutually acceptable repair plan, with assistance from M-NCPPC trail designer Marian Elsasser.

CCCT, Action Committee for Transit (ACT), the Coalition to Build the Inner Purple Line (CBIPL), and the Washington Area Bicyclist Association (WABA) have participated in the gathering of information with assistance from staff at DPWT and M-NCPPC. Field investigation by county staff determined that there is a storm drain problem impacting the trail that must be rectified to ensure that repairs will remain in place. That drain problem is also a significant environmental issue. We therefore understand that this project must include interagency cooperation between M-NCPPC, MCDEP and DPWT. Assuming the storm water maintenance issue is resolved, the attached description summarizes a repair plan that is acceptable to the four organizations cooperating in these discussions. The plan is one of several options suggested at an April 6 meeting between representatives for CCCT, ACT, M-NCPPC (Marian Elsasser), and DPWT (Bikeways Coordinator Gail Tait-Nouri). We hope you will support this funded in the FY07 Operating Budget.

Sincerely,



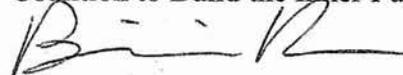
Ernie Brooks, Chair
Coalition for the Capital Crescent Trail



Eric Gilliland, Executive Director
Washington Area Bicyclist Association



Webb Smedley, Chair
Coalition to Build the Inner Purple Line



Ben Ross, President
Action Committee for Transit

cc.: Councilmember George Leventhal
Councilmember Tom Perez
Deputy Council Staff Director Glenn Orlin

Montgomery County Council FY '07 Operating Budget Item:
Proposed Georgetown Branch Interim Trail Repair Plan
April 21, 2006

The Georgetown Branch interim trail east of the Rock Creek trestle is becoming unusable due to severe erosion. M-NCPPC staff has made a preliminary assessment that the large storm drain system located on private properties between Stewart Avenue and Lyttonsville Place is significantly clogged, causing a loss of capacity. Although the drain is several feet below the trail, the erosion pattern, supported by observations from local residents during major storm events, suggests that water from this area periodically backs up over the trail.

This situation will continue to negatively impact the trail with storm water runoff unless corrected. There is also a significant environmental impact, since debris laden storm water runoff flows into Rock Creek. The large inlet structure in question appears to receive substantial trash and debris from neighboring areas. The debris clogs the throat opening and requires regular maintenance for the system to remain clear and functional. The County may need to consider modifications to both the inlet structure (e.g. providing additional throat opening, adding trash racks, and stabilizing the area surrounding the inlet) to reduce long-term maintenance costs and ensure system integrity. The cost of these efforts will be carried by either the private property owners or by the County, depending upon who has legal responsibility for this portion of the storm drainage system.

In coordination with the needed maintenance of this storm water system, there is a need to repair approximately ½ mile of the Interim CCT between milepost 0.5 near the Lyttonsville Place overpass and the beginning of the trail fence on the east side of the trestle in FY07. The work will require:

- field surveying the trail to get detailed topographical data,
- regrading portions of the trail, and creating consistent stabilized side swales to assure positive drainage. In addition the scope should include
- placement of three or four drainage pipes under the trail to allow water to pass from the south side swale to the north side swale without eroding the trail surface,
- placement of recycled concrete sub-base where needed to stabilize the base grade in washed out areas of the trail, and
- resurfacing deteriorated sections with a crushed gravel/sand/clay mix similar to that used on the National Mall and C&O Canal towpath (a.k.a. "Mall Mix"). If recycled concrete and/or "Mall Mix" are not available then alternate materials that have similar cost and stability characteristics can be used, such as crushed stone and/or stabilized soil. Asphalt should not be used because it may create the perception that the interim trail is becoming permanent in its current configuration.

The estimated cost of these improvements is \$195,000. M-NCPPC should provide guidance for planning and design with DPWT supervising construction.