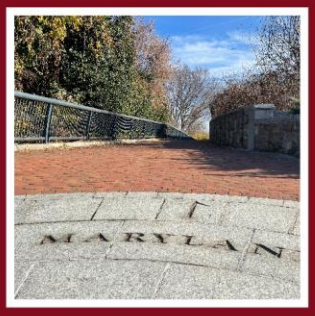
MD 210 Bicycle and Pedestrian Connectivity Project: Phase I Improvements




2024 RAISE Grant Application: Project Budget

Parks & Recreation
M-N C P P C
PRINCE GEORGE'S COUNTY, MD

MDOT
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

State Highway Administration
707 N Calvert St
Baltimore, MD 21202

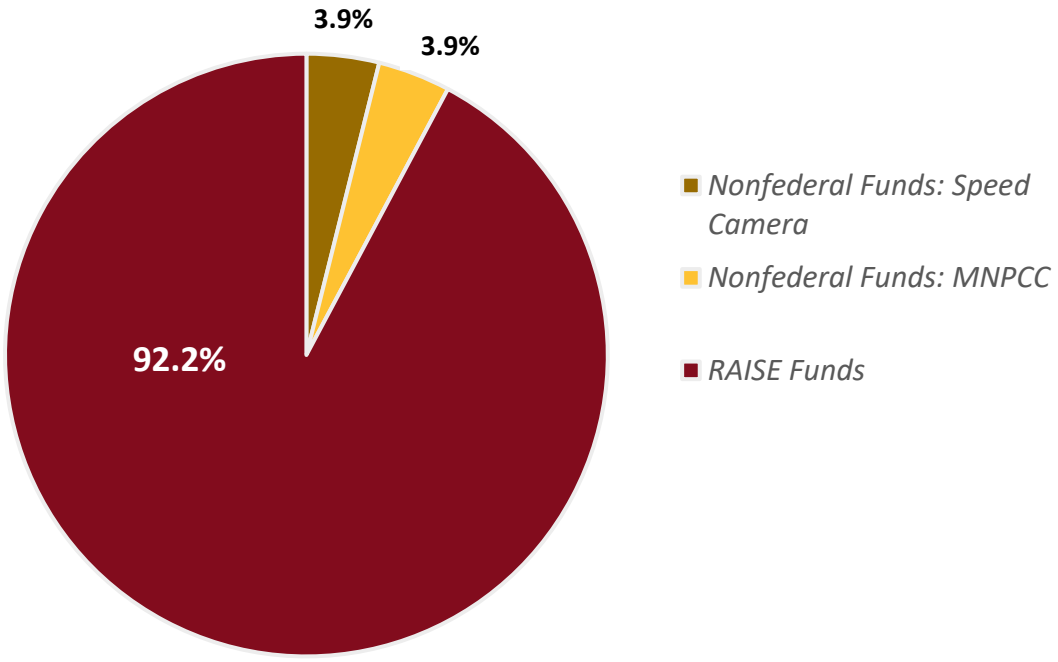
1. Budget

Sources, Uses, and Availability of Funds

The total project cost for the MD 210 Bicycle and Pedestrian Connectivity Project: Phase I Improvements (project) is $12.85 million, not including previously incurred design costs. The total future costs consist of design from 30 percent to final design, utility, right-of-way (ROW), and construction costs.

The Maryland Department of Transportation (MDOT) is requesting $11.85 million in Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funding to complete the project. This represents approximately 92.2% of future eligible project costs. The federal funding for this project includes RAISE funds alone and no other federal sources, totaling approximately 92.2% percent of the project funding. The local match (non-federal funds) of $1 million will come to 7.8% of project costs overall, with a higher local match provided for improvements falling within census tracts that are not classified as disadvantaged. Figure 1 shows the break-out between RAISE funds and local match sources.

Figure 1 Sources of Funds



Note that the majority of the project falls within a historically disadvantaged community as defined in the RAISE Notice of Funding Opportunity. The nonfederal sources include speed camera funds, which is sourced from proceeds from speed cameras near the project area, along with local funds from project partner Maryland-National Capital Park and Planning Commission: Prince George's County Parks and Recreation (MNCPPC). Table 1 (below) summarizes the costs and funding sources for the project.

Project Components

Project Improvement 1: The Bald Eagle Road bridge improvements include upgrades for bicycle compatibility by restriping the northbound and southbound lanes and providing 5-foot-wide bicycle lanes.

Project Improvement 2: The existing sidewalk along Oxon Hill Road will be upgraded to a 10-foot-wide shared-use path from the Bald Eagle Road bridge to Clipper Way. Clipper Way and Oxon Hill Road to the east of Clipper Way have existing bicycle lanes for the new path to feed into. Clipper Way leads to Oxon Hill High School.

Project Improvement 3: The on-road connection between the existing bicycle lanes on Clipper Way and Southlawn Park consists of restriping and signing Carson Avenue, Crawford Street, and other local roads to implement a designated bicycle facility. A shared-use path will be constructed along the edge of Southlawn Park from Carson Avenue to the proposed shared-use path along Maryland Route 210 (MD 210) in Improvement 4.

Project Improvement 4: The path from Southlawn Park to Livingston Road/Kerby Hill Road improvement includes a 10-foot-wide shared-use path behind the existing noise barrier along the eastern side of MD 210.

Project Improvement 5: The on-road upgrades to Kerby Hill Road from MD 210 to Oxon Hill Road include restriping of Kerby Hill Road to add a westbound 6-foot-wide bicycle lane connecting to the existing bicycle lanes on Oxon Hill Road and an 11-foot-wide shared bicycle and vehicle lane in the westbound and eastbound directions.

Project Improvement 6: The shared-use path improvement from Kerby Hill Road/Livingston Road to the Henson Creek Trail consists of the following:

- Upgrading the existing 5-foot-wide sidewalk to a 10-foot-wide shared-use path between the crosswalk and Murray Hill Drive
- Constructing a new 10-foot-wide shared-use path behind the existing noise barrier from the end of the existing sidewalk along Murray Hill Drive to the existing service road near Alcoa Drive
- Restriping and signing the existing service road for shared vehicle and bicycle lanes and maintaining the existing sidewalk from Barrett Road to the right-in/right-out intersection near the River Pointe Apartments
- Permanently closing the existing service road south of the River Pointe Apartments to the southern terminus
- Constructing a new shared-use path from the existing service road's southern terminus to a connection with the Henson Creek Trail

Sources and Uses of Funds

The project is broken down into six improvements, which include final design, construction, utility, and ROW as well as a 25% contingency. Table 1 shows the project budget summary by component and funding source (RAISE funds, federal funds, and nonfederal funds).

Note that no local match is provided for improvements 3 and 4, which fall entirely within a disadvantaged community (see Tables 4, 5, and 6 for details). A local match of 25% is provided for improvements 1, 2, and 5 while a local match of 20% is provided for improvement 6. Table 6

shows project component by census tract, while Tables 4 and 5 show project costs by 2020 and 2010 census tracts, respectively.

Table 1. Project Budget Summary by Component and Funding Source (in million U.S. dollars)

Improvement		1	2	3	4	5	6	Total Funding
Funding Source	***Description***							
RAISE Funds		0.04	0.68	0.11	8.22	0.66	2.14	11.85
Other Federal Funds		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Nonfederal Funds	MDOT SHA Speed Camera Funds	0.01	0.11	0.00	0.00	0.11	0.27	0.50
	M-NCPPC/ PGCP Local Funds	0.01	0.11	0.00	0.00	0.11	0.27	0.50
Total Project Cost		**0.05**	**0.91**	**0.11**	**8.22**	**0.88**	**2.67**	**12.85**

Table 2 breaks down the budget costs for each improvement and phase. Based on the current concepts, the design team anticipates that ROW acquisitions will be limited to strip takes from the rear of the properties directly adjacent to the proposed path. The design team does not anticipate any total takes.

Table 2. Project Budget Breakdown by Component (in million U.S. dollars)

Improvement	Final Design	Construction	Utility	ROW	TOTAL
1	0.03	0.03	0.00	0.00	**0.05**
2	0.17	0.67	0.07	0.00	**0.91**
3	0.05	0.06	0.01	0.00	**0.11**
4	0.90	5.97	0.65	0.70	**8.22**
5	0.17	0.65	0.06	0.00	**0.88**
6	0.29	1.87	0.21	0.30	**2.67**
Total	**1.60**	**9.25**	**1.00**	**1.00**	**12.85**

Contingency Amount

The current project budget has a built-in contingency of 25 percent based on the MDOT State Highway Administration's internal cost guidance for feasibility level concept design. Future budget iterations are anticipated to have a smaller contingency as concepts are refined and additional information is made available as the project draws closer to final design.

Level of Design

Currently, the project is at 15 percent design using prior federal funding (not included in the following budget) that will allow progression to 30 percent design and NEPA approval, expected this summer.

Cost Estimates

Cost estimates were created in February 2024.

Cost Share or Nonfederal Funding Match

Two sources of non-federal funds will be dedicated to the project: speed camera funds in the amount of 500,000 and M-NCPPC local funds as identified in the M-NCPPC Capital Improvement Program allocation.

Documentation of Funding Commitments

Please refer to the attached correspondence committing $500,000 in speed camera proceeds funding signed by Secretary Paul J. Wiedefeld, MDOT, and M-NCPPC's Capital Improvement Program reallocation commitment.

Pre-award Authority

If granted an award, MDOT State Highway Administration would propose seeking pre-award authority to pursue final design activities associated with the RAISE request in advance of a grant agreement. This would ensure the project will be able to continue to advance toward construction in a timely manner and ensure State speed camera funds associated with design activities may be expended in a timely manner, as required by State statute.

Project Costs by Location

The project directly impacts five census tracts within Prince George's County, Maryland. All census tracts are designated as urban, and approximately 69 percent of project costs fall within Historically Disadvantaged Community (HDC)–designated census tracts: Census tract 8014.05 accounts for most of the project costs with approximately 69 percent of the total project costs (Tables 3 to 5). Tract 8014.05 is located along the northeastern border of the project area and consists of single-family neighborhoods, a neighborhood park, commercial businesses along Livingston Road, and Oxon Hill High School. Both 2020 and 2010 census tracts are the same in the project area.

Table 3. 2020 Census Tract(s) Project Costs per Census Tract

2020 Census Tract(s)	Project Costs per Census Tract
801404	$787,150.00
801405 (HDC)	$8,922,850.00
801409	$2,672,000.00
801411	$442,000.00
801500	$27,000.00
Total Project Cost	**$12,851,000.00**

Table 4. 2010 Census Tract(s) Project Costs per Census Tract

2010 Census Tract(s)	Project Costs per Census Tract
801404	$787,150.00
801405 (HDC)	$8,922,850.00
801409	$2,672,000.00
801411	$442,000.00
801500	$27,000.00
Total Project Cost	**$12,851,000.00**

Table 5. Urban and Rural Project Costs

Urban/Rural	Project Costs
Urban (2020 Census-designated urban area with a population greater than 200,000)	$12,851,000.00
Rural (located outside a 2020 Census-designated urban area with a population greater than 200,000)	$0.00
Total Project Cost	**$12,851,000.00**

Table 6 shows a detailed breakdown of each improvement by census tract. Note that improvements 3 and 4 are entirely located within a historically disadvantaged community.

Table 6. Project Costs per Census Tract by Component

Improvement	Census Tract(s)	% of Improvement Included	Improvement Cost	Cost Split
1	801500	50%	$54,000.00	$27,000.00
1	801404	50%		$27,000.00
2	801404	35%	$909,000.00	$318,150.00
2	801405 (HDC)	65%		$590,850.00
3	801405 (HDC)	100%	$112,000.00	$112,000.00
4	801405 (HDC)	100%	$8,220,000.00	$8,220,000.00
5	801404	50%	$884,000.00	$442,000.00
5	801411	50%		$442,000.00
6	801409	100%	$2,672,000.00	$2,672,000.00