

EXPEDITED
MONTGOMERY COUNTY HISTORIC PRESERVATION COMMISSION
STAFF REPORT

Address:	8100 Georgia Ave., Silver Spring	Meeting Date:	1/27/2021
Resource:	Master Plan Site #36/15 Silver Spring B & O Railroad Station	Report Date:	1/20/2021
Applicant:	Montgomery Preservation, Inc.	Public Notice:	1/13/2021
Review:	HAWP	Tax Credit:	n/a
Permit No.:	937095	Staff:	Dan Bruechert
Proposal:	Install a bike path with associated site improvements, railings, signage, and lighting, and to reconfigure the existing parking lot.		

STAFF RECOMMENDATION

☒ **Approve**
☐ **Approve with conditions**

ARCHITECTURAL DESCRIPTION

SIGNIFICANCE: Individually Listed Master Plan Site (*Silver Spring B & O Railroad Station #36/15*)
STYLE: Colonial Revival
DATE: 1945

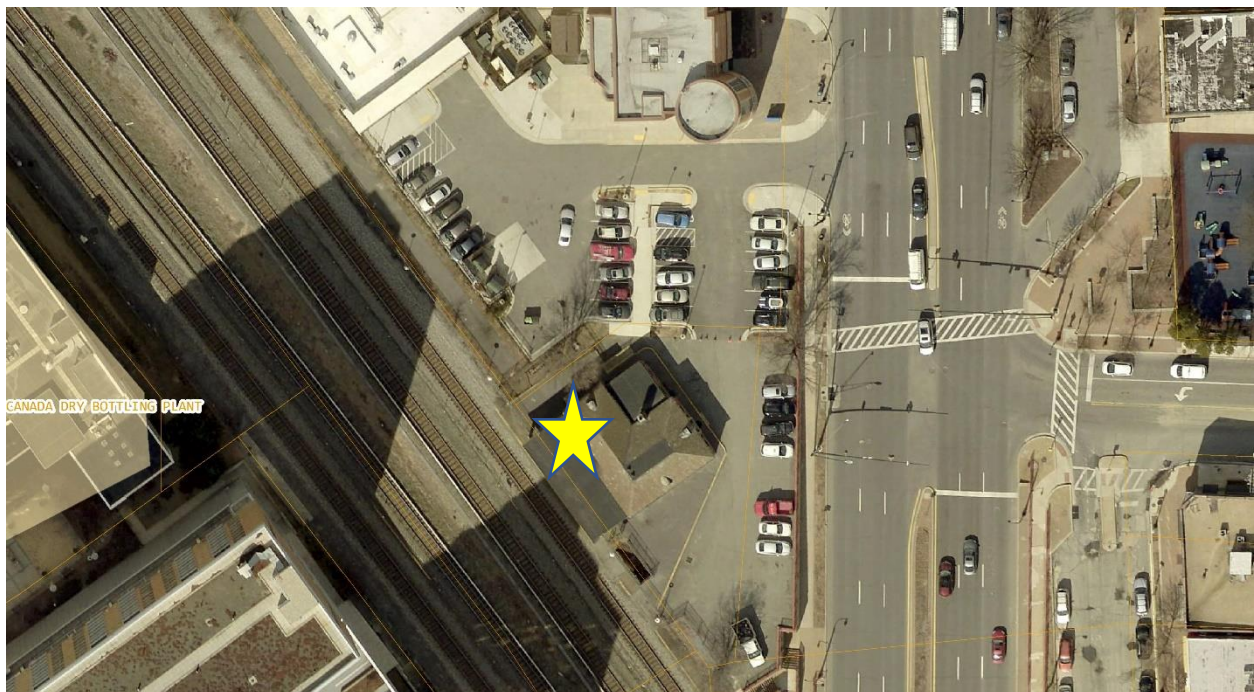


Figure 1: 8100 Georgia Ave.

PROPOSAL

A portion of the new Metropolitan Branch Trail will run through the site. This includes a 10' (ten-foot) trail, signage, railings, and lighting. Additionally, the applicant proposes to reconfigure the existing parking lot, which will result in a loss of one parking space.

The proposal was reviewed and approved by the Maryland Historical Trust Easement Committee.

APPLICABLE GUIDELINES

Policy On Use of Expedited Staff Reports for Simple HAWP Cases

IV. The Expedited Staff Report format may be used on the following type of cases:

1. Alterations to properties on which the Maryland Historical Trust (MHT) holds an easement and which have been reviewed and approved by the MHT Easement Committee.
2. Modifications to a property, which do not significantly alter its visual character.

Montgomery County Code; Chapter 24A-8

- (b) The commission shall instruct the director to issue a permit, or issue a permit subject to such conditions as are found to be necessary to ensure conformity with the purposes and requirements of this chapter, if it finds that:
 - (1) The proposal will not substantially alter the exterior features of an historic site or historic resource within an historic district; or
 - (2) The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter; or

Secretary of Interior's Standards for Rehabilitation

The Secretary of the Interior defines rehabilitation as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values." The relevant *Standards* are as follows:

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

STAFF RECOMMENDATION

Staff recommends that the Commission **approve** the HAWP application under the Criteria for Issuance in Chapter 24A-8(b)(1) and (2), having found that the proposal will not substantially alter the exterior features of the historic resource and is compatible in character with the district and the purposes of Chapter 24A;

and with the *Secretary of the Interior's Standards for Rehabilitation* #2;

and with the general condition that the applicant shall present the **3 permit sets of drawings, if applicable, to Historic Preservation Commission (HPC) staff for review and stamping** prior to submission for the Montgomery County Department of Permitting Services (DPS) building permits;

and with the general condition that final project design details, not specifically delineated by the Commission, shall be approved by HPC staff or brought back to the Commission as a revised HAWP application at staff's discretion;

and with the general condition that the applicant shall notify the Historic Preservation Staff if they propose to make **any alterations** to the approved plans. Once the work is completed the applicant will contact the staff person assigned to this application at 301-563-3400 or dan.bruechert@montgomeryplanning.org to schedule a follow-up site visit.
visit.



**APPLICATION FOR
HISTORIC AREA WORK PERMIT**
HISTORIC PRESERVATION COMMISSION
301.563.3400

FOR STAFF ONLY:

HAWP# 937095

DATE ASSIGNED _____

APPLICANT:

Name: Montgomery Preservation, Inc.

E-mail: mpi@montgomerypreservation.org

Address: P.O. Box 4661

City: Rockville Zip: 20849-4661

Daytime Phone: 301-495-4915

Tax Account No.: 03233376

AGENT/CONTACT (if applicable):

Name: Eileen McGuckian

E-mail: phileen3@verizon.net

Address: 11807 Dinwiddie Drive

City: Rockville Zip: 20852

Daytime Phone: 301-801-3128

Contractor Registration No.: _____

LOCATION OF BUILDING/PREMISE: MIHP # of Historic Property M:36-15

Is the Property Located within an Historic District? Yes/District Name _____

X No/Individual Site Name Silver Spring B&O Railroad Station

Is there an Historic Preservation/Land Trust/Environmental Easement on the Property? If YES, include a map of the easement, and documentation from the Easement Holder supporting this application.

Yes, supporting documentation is attached _____

Are other Planning and/or Hearing Examiner Approvals /Reviews Required as part of this Application? (Conditional Use, Variance, Record Plat, etc.?) If YES, include information on these reviews as supplemental information. Yes, record plat is attached _____

Building Number: 8100

Street: Georgia Avenue

Town/City: Silver Spring, MD

Nearest Cross Street: Sligo Ave

Lot: _____ Block: _____ Subdivision: 0001 Parcel: P857

TYPE OF WORK PROPOSED: See the checklist on Page 4 to verify that all supporting items for proposed work are submitted with this application. Incomplete Applications will not be accepted for review. Check all that apply:

- | | | |
|--|---|---|
| <input type="checkbox"/> New Construction | <input type="checkbox"/> Deck/Porch | <input type="checkbox"/> Shed/Garage/Accessory Structure |
| <input type="checkbox"/> Addition | <input checked="" type="checkbox"/> Fence | <input type="checkbox"/> Solar |
| <input checked="" type="checkbox"/> Demolition | <input checked="" type="checkbox"/> Hardscape/Landscape | <input type="checkbox"/> Tree removal/planting |
| <input checked="" type="checkbox"/> Grading/Excavation | <input type="checkbox"/> Roof | <input type="checkbox"/> Window/Door |
| | | <input checked="" type="checkbox"/> Other: <u>Shared-Use Path</u> |

I hereby certify that I have the authority to make the foregoing application, that the application is correct and accurate and that the construction will comply with plans reviewed and approved by all necessary agencies and hereby acknowledge and accept this to be a condition for the issuance of this permit.

Eileen S. McGuckian
Signature of owner or authorized agent

December 22, 2020
Date

HAWP APPLICATION: MAILING ADDRESSES FOR NOTIFYING
[Owner, Owner's Agent, Adjacent and Confronting Property Owners]

Owner's mailing address

Montgomery Preservation, Inc.
P.O. Box 4661
Rockville, MD 20849

Owner's Agent's mailing address

Eileen McGuckian
11807 Dinwiddie Drive
Rockville, MD 20852

Adjacent and confronting Property Owners mailing addresses

Silver Spring Fire Station
8110 Georgia Avenue
Silver Spring, MD 20910

Progress Place
8106 Georgia Avenue
Silver Spring, MD 20910

Description of Property: Please describe the building and surrounding environment. Include information on significant structures, landscape features, or other significant features of the property:

The Silver Spring B&O Railroad Station is located at the southern end of Montgomery County, a stop on the B&O's Metropolitan Branch that offered service between Washington DC and Point of Rocks in Frederick County starting in 1873. The original station on this site, built in 1878, was one of four first-class brick depots on this line. By 1936, when Silver Spring became a primary stop for passenger trains traveling from Washington to the Mid-West, the town had grown to accommodate new residential and commercial developments as well as increased automobile traffic. Heavier railroad usage during World War II helped spur replacement of the Victorian depot with a Colonial Revival design meant to evoke patriotism and the mid-20th century. The tunnel under the tracks opened in 1945, and the railroad bridge across Georgia Avenue dates from 1948. This station was in operation from December 1945 until February 1997. MPI took title to the damaged and neglected building the following year, restored it to opening day appearance, and (with Silver Spring Historical Society) launched a community gathering place and museum in 2002. The property is designated in the Montgomery County Master Plan for Historic Preservation and listed in the National Register of Historic Places for its historic and architectural significance.

The Silver Spring station is L-shaped with a hip roof, squared on the north corner by a smaller square flat-roofed block. Overall the building is 5 bays x 5 bays, with a projecting canopy on the southwest (track-side) facade and 2,250 s/f in size. The red brick building sits on a concrete base and features limestone trim and minimal architectural detailing. The slate roof, Flemish bond brick, walls, windows, floor plan, waiting room furniture, light fixtures, ticket office desks, master clock, telephone booth, lockers, display boards and signs are all original. Over the years, MPI has added other B&O fixtures. The Maryland Historical Trust holds exterior and interior easements for the building and grounds.

The environmental setting of the station today is 11,750 s/f (0.2697 acres) of land, much of which currently is an asphalt parking area. On the southeast sides of the building is a raised asphalt area bordered by a curb. Farther to the east is a red pipe railing that runs along the top of the retaining wall separating the station parking lot and busy Georgia Avenue. To the north of the station are two more recent 4-story buildings, Montgomery County Silver Spring Fire Station No. 1 and Progress Place. To access the existing B&O station parking lot, all vehicles must enter through the Fire Station and Progress Place parking lots. Except for a few trees that will be preserved, the small site does not current have any landscaping features.

Description of Work Proposed: Please give an overview of the work to be undertaken:

The proposed work at Silver Spring B&O Railroad Station site includes the construction of the 10'-wide Metropolitan Branch Trail along the north and east sides of the property. The shared-use path will connect to the existing trail on the north side of the property, continue along the north side of the property between the B&O Station parking lot and the fire station parking lot, turn toward the south and continues along the east side of the property between the B&O station parking lot between and Georgia Avenue, and then connect to the proposed pedestrian bridge over Georgia Avenue. The proposed design provides parking for five (5) vehicles. The proposed parking spaces are parallel to the shared-use path and measure 20'-0" long and 8'-0" wide. The shared-use path will be separated from the parking lot by a 2' trail shoulder and a curb & gutter. The curb will vary in height from 8" to 2'-0". Approaching the Georgia Avenue bridge, a bicycle railing will also be installed between the shared-use path and the parking lot. New perennials and ground cover will be installed along the shoulders of the shared-use path. After construction of the shared-use path and the Georgia Avenue pedestrian bridge is complete, the top 2" of asphalt on the B&O Station parking lot will be removed and the parking lot will receive 2" of new surface asphalt pavement. Two rails will be installed in the pavement at the entrance to the Silver Spring B&O Railroad Station parking lot. The rails will be bordered by brick-pavers with brick-pavers between the rails. The existing curb and platform area on the southeast side of the B&O Railroad Station building will be modified at a later date by MPI in order to accommodate adequate parking. Two possible configurations are shown in the attached Exhibit A.

The proposed lighting design includes one (1) new 80-watt LED Washington Globe Hard-Top luminaire on the B&O station property. Trail crossing signs will be installed where the shared-use path crosses the entrance into the B&O Railroad Station parking lot. Trail wayfinding, trail mile markers, and trail warning signs will also be installed in the vicinity of the B&O Railroad Station. At approximately station 114+00 left, a Silver Spring Heritage sign will be installed in the shoulder area of the trail. In addition to the new signs, a miniature flashing light signal and cross buck will be installed on the north side of the trail crossing at the entrance into the Silver Spring B&O Railroad station parking lot. Another proposed feature is a vintage B&O Railroad color position signal has been salvaged and is currently being stored on the Silver Spring B&O Railroad station property. The color position signal will be installed next to the existing ADA ramp. As noted in Exhibit B, the Maryland Historical Trust (MHT) Easement Committee has reviewed the proposed improvements and granted full approval for all proposed improvements to the Silver Spring B&O Railroad Station.

Work Item 1: Parking Lot/Shared-Use Path

Description of Current Condition:

The existing Silver Spring B&O Railroad Station parking lot provides parking for thirteen (13) vehicles. The existing parking spaces are perpendicular to Georgia Avenue and measure 17'-0" deep and 8'-6" wide. The existing parking lot surface is asphalt and is in fair condition. See photos 1 and 2.

Proposed Work:

The proposed design modifies the Silver Spring B&O Railroad Station parking lot to accommodate a 10'-wide shared-use path. The proposed design provides parking for five (5) vehicles. The proposed parking spaces are parallel to the shared-use path and measure 20'-0" long and 8'-0" wide. The shared-use path will be separated from the parking lot by a 2' trail shoulder and a curb & gutter. The curb will vary in height from 8" to 2'-0". Approaching the Georgia Avenue bridge, a bicycle railing will also be installed between the shared-use path and the parking lot. New perennials and ground cover will be installed along the shoulders of the shared-use path. After construction of the shared-use path and the Georgia Avenue pedestrian bridge is complete, the top 2" of asphalt on the B&O Station parking lot will be removed and the parking lot will receive 2" of new surface asphalt pavement. The existing storm drain inlet in the parking lot will be protected from sediment and debris during construction to ensure that the inlet will function properly throughout the duration of construction. Two rails will be installed in the pavement at the entrance to the Silver Spring B&O Railroad Station parking lot. The rails will be bordered by brick pavers with brick paver between the rails as shown on Sheet 9. The future condition will visually match the entrance prior to the construction of Progress Place as shown in Photo 3. The existing curb and platform area on the southeast side of the B&O Railroad Station (shown in Photos 4 and 5) building will be modified at a later date by MPI in order to accommodate adequate parking. Two possible configurations are shown in the attached Exhibit A.

Work Item 2: Georgia Avenue Pedestrian Bridge

Description of Current Condition:

The existing pedestrian bridge over Georgia Avenue is in fair condition. See photos 10 through 12. It was determined that the existing structure (Br. No. 15078) does not have excess load capacity to handle a widening of the sidewalk by further cantilevering off the existing exterior through girder. Therefore, a completely independent pedestrian bridge structure is proposed for the crossing of the Metropolitan Branch Trail over Georgia Avenue (US 29).

Proposed Work:

The proposed pedestrian bridge over Georgia Avenue is a new two (2) span through girder bridge (approximately 200' long) supported on a pier in the median of Georgia Avenue. The structure will be installed over US 29 (Georgia Avenue) parallel to the WMATA/CSXT tracks supported on new cast-in-place abutments and a micropile supported pier. There will be an 8' tall ornamental fence and a steel handrail along both sides of the bridge structure. The existing abutment and stairs on the west side of Georgia Avenue will be modified as shown on the plans.

Work Item 3: Signing and Lighting

Description of Current Condition:

The existing signing and lighting at the Silver Spring B&O Railroad Station will remain undisturbed.

Proposed Work:

The proposed design includes one (1) new 80-watt LED Washington Globe Hard-Top luminaire on a Silver Spring Decorative Pole to be installed adjacent to the trail on the B&O Railroad Station property. Additional Washington Globe lights will be installed in the vicinity of the B&O station. The decorative pole height will be 13'-2". Photo 6 shows the same style poles and luminaires that were installed along Phase 1 of the Metropolitan Branch Trail. Trail crossing signs will be installed where the shared-use path crosses the entrance into the B&O Railroad Station parking lot. Photo 7 shows the trail crossing signs that will be used. Trail wayfinding, trail mile markers, and trail warning signs will also be installed in the vicinity of the B&O Railroad Station. At approximately station 114+00 left, a Silver Spring Heritage sign will be installed in the shoulder area of the trail. Photo 8 shows a similar Silver Spring Heritage Sign. The design of the Silver Spring Heritage sign and post will be coordinated with the MPI and the Silver Spring Historical Society. Similar to the example in photo 9, green paint will be used where the shared-use path crosses the entrance into the B&O Railroad Station parking lot. The green colored pavement will increase safety for pedestrians and bicyclists at the crossing.

Work Item 4: Color Position Signal and Flashing Light Signal and Cross Buck

Description of Current Condition:

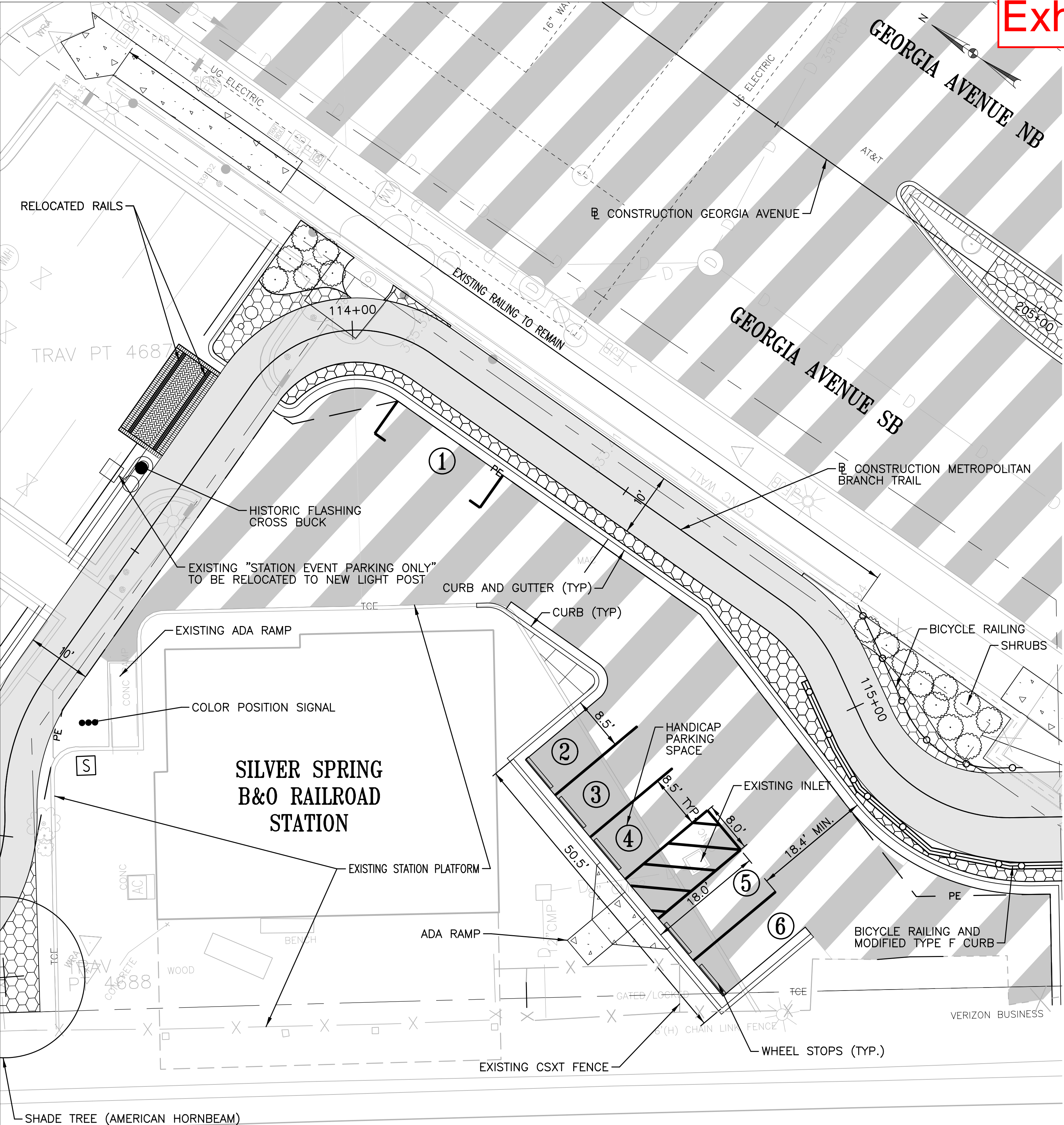
N/A Does not exist

Proposed Work:

A vintage B&O Railroad color position signal has been salvaged and is currently being stored on the Silver Spring B&O Railroad station property (see photo 13). The color position signal will be installed next to the existing ADA ramp shown in photos 14 and 15. Underground conduit and wiring will be installed from the Silver Spring B&O station to the vintage color position signal and the lights will be restored to be fully operational. A miniature flashing light signal and cross buck will be installed on the north side of the trail crossing at the entrance into the Silver Spring B&O Railroad station parking lot. The flashing light signal and cross buck will be installed on right side of the B&O station entrance shown in photo 16. Photo 17 shows a similar miniature flashing light signal and cross buck.

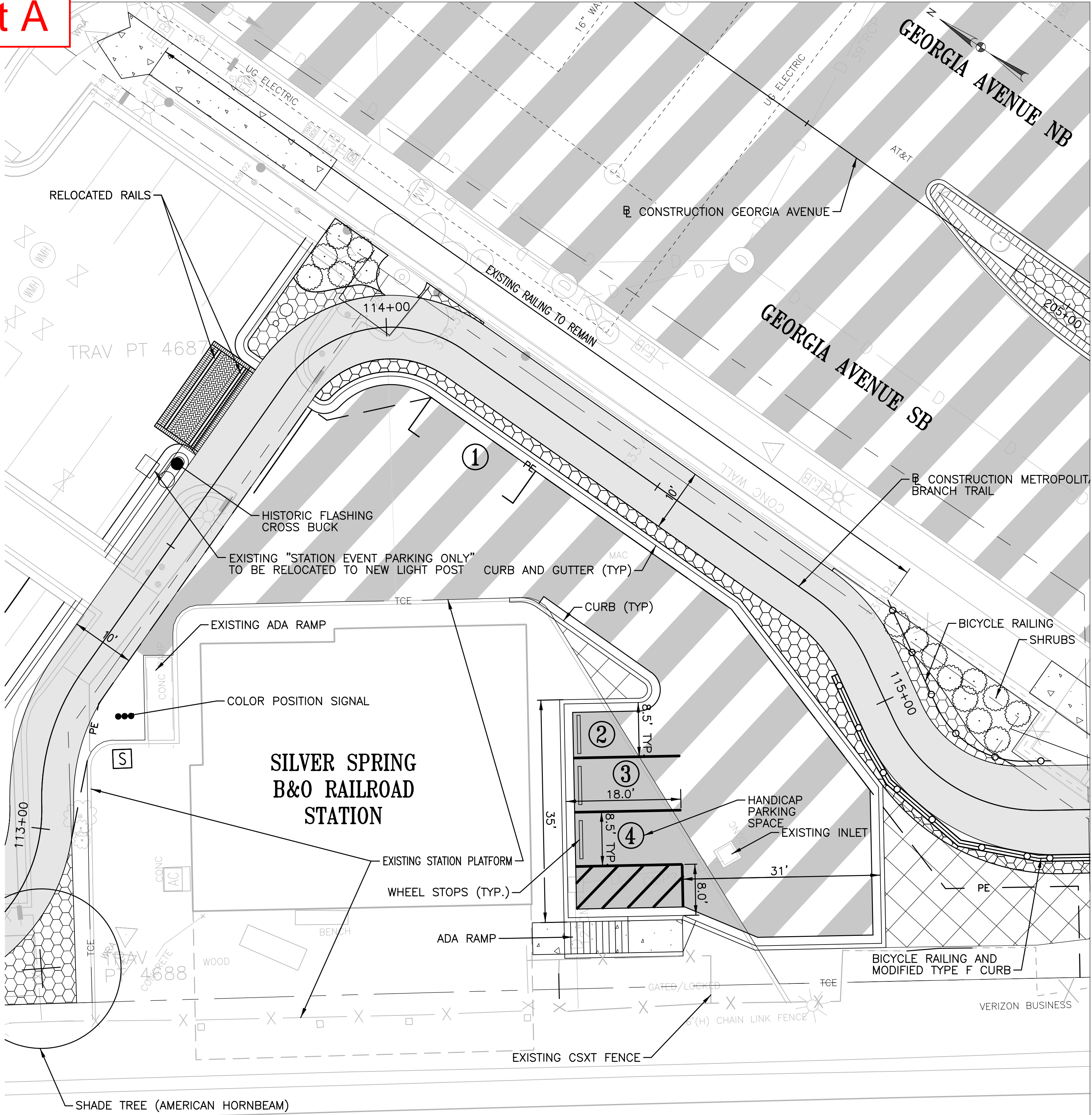
HISTORIC AREA WORK PERMIT CHECKLIST OF APPLICATION REQUIREMENTS

	Required Attachments						
Proposed Work	I. Written Description	2. Site Plan	3. Plans/ Elevations	4. Material Specifications	5. Photographs	6. Tree Survey	7. Property Owner Addresses
New Construction	*	*	*	*	*	*	*
Additions/ Alterations	*	*	*	*	*	*	*
Demolition	*	*	*		*		*
Deck/Porch	*	*	*	*	*	*	*
Fence/Wall	*	*	*	*	*	*	*
Driveway/ Parking Area	*	*		*	*	*	*
Grading/Exc avation/Land scaing	*	*		*	*	*	*
Tree Removal	*	*		*	*	*	*
Siding/ Roof Changes	*	*	*	*	*		*
Window/ Door Changes	*	*	*	*	*		*
Masonry Repair/ Repoint	*	*	*	*	*		*
Signs	*	*	*	*	*		*



LEGEND	
	HOT MIX ASPHALT FULL DEPTH PAVEMENT
	HOT MIX ASPHALT TRAIL
	GRIND AND HOT MIX ASPHALT OVERLAY
	CONCRETE
	GROUND COVER/PERENNIALS

FUTURE WORK BY MPI
B&O STATION PARKING LOT LAYOUT OPTION 1



LEGEND	
	HOT MIX ASPHALT FULL DEPTH PAVEMENT
	HOT MIX ASPHALT TRAIL
	GRIND AND HOT MIX ASPHALT OVERLAY
	CONCRETE
	GROUND COVER/PERENNIALS

FUTURE WORK BY MPI
B&O STATION PARKING LOT LAYOUT OPTION 2

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor



Robert S. McCord, Secretary
Sandy Schrader, Deputy Secretary

Maryland
DEPARTMENT OF PLANNING
MARYLAND HISTORICAL TRUST

November 18, 2020

Eileen McGuckian
President, Montgomery County Preservation, Inc.
11807 Dinwiddie Drive
Rockville, MD 20850

Re: Silver Spring B&O Railroad Station, Montgomery County – Change/Alteration
Maryland Historical Trust Preservation Easement

Dear Ms. McGuckian:

The Maryland Historical Trust (MHT) is in receipt of your additional information, received on October 8, 2020, submitted in response to my September 3, 2020 Director's letter. MHT's Easement Committee (Committee) reviewed the information on October 20, 2020.

Based on the review and recommendation of the Committee, I have determined that the architectural renderings of the bike path and site improvements are sufficient to satisfy the conditions of conceptual approval granted in my September 3rd letter. Therefore, I grant full approval of the request to install a bike path with associated site improvements, railings, signage, and lighting, and to reconfigure the existing parking lot at the Silver Spring B&O Railroad Station. This work is consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties, General Rehabilitation Standards 8 and 9*.

This approval is valid for a period of six months from the date of this letter. Should you require additional time to complete the project, make any changes to the scope of work as approved, or have any questions regarding this letter, please contact Casey DeHaven, Easement Administrator at (410) 697-9545 or by email at casey.dehaven@maryland.gov.

Sincerely,

Elizabeth Hughes
Director
Maryland Historical Trust

EH/CD

Exhibit C



Photo 1 - Existing Silver Spring B&O Railroad Station Parking Lot looking toward Sligo Avenue

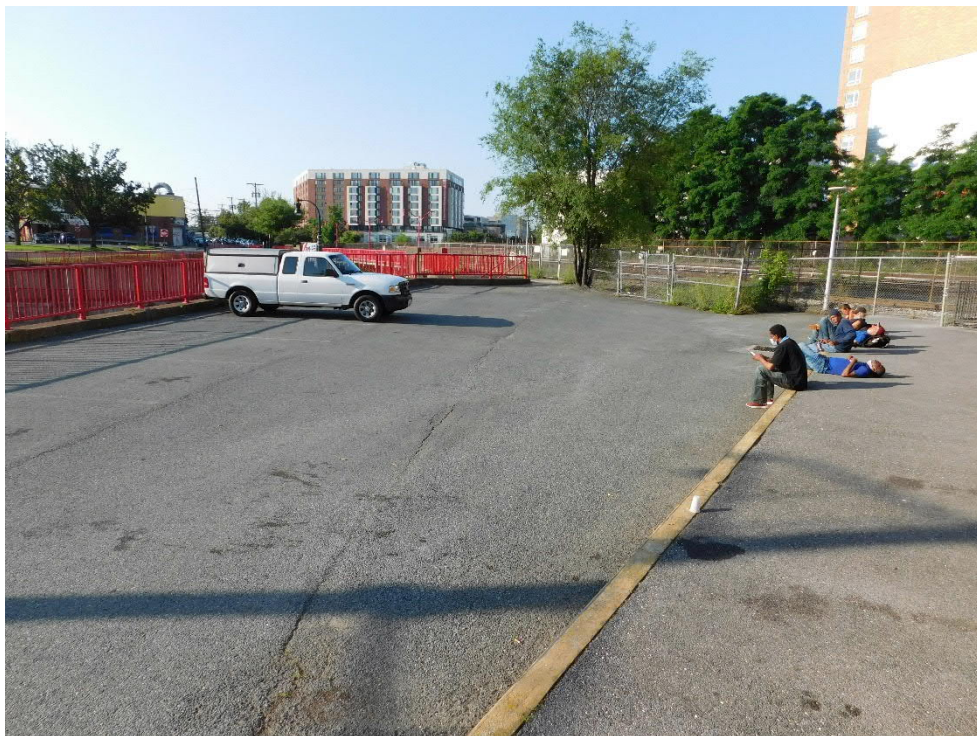


Photo 2 - Existing Silver Spring B&O Railroad Station Parking Lot looking toward CSXT



Photo 3 – Rails and Brick pavers installed at the entrance into the B&O Station Parking Lot prior to the construction of the Progress Place



Photo 4 – The existing curb and platform area on the southeast side of the B&O Railroad Station



Photo 5 – The existing curb and platform area on the southeast side of the B&O Railroad Station



Photo 6 – Light pole and luminaire to be installed along the trail



Photo 7 – Trail crossing signs



Photo 8 – Example Silver Spring Heritage sign



Photo 9 – Green paint to be used where the trail crosses the Silver Spring B&O Station entrance



Photo 10 – Existing pedestrian bridge over Georgia Avenue



Photo 11 – Existing pedestrian bridge over Georgia Avenue looking toward Selim Rd.

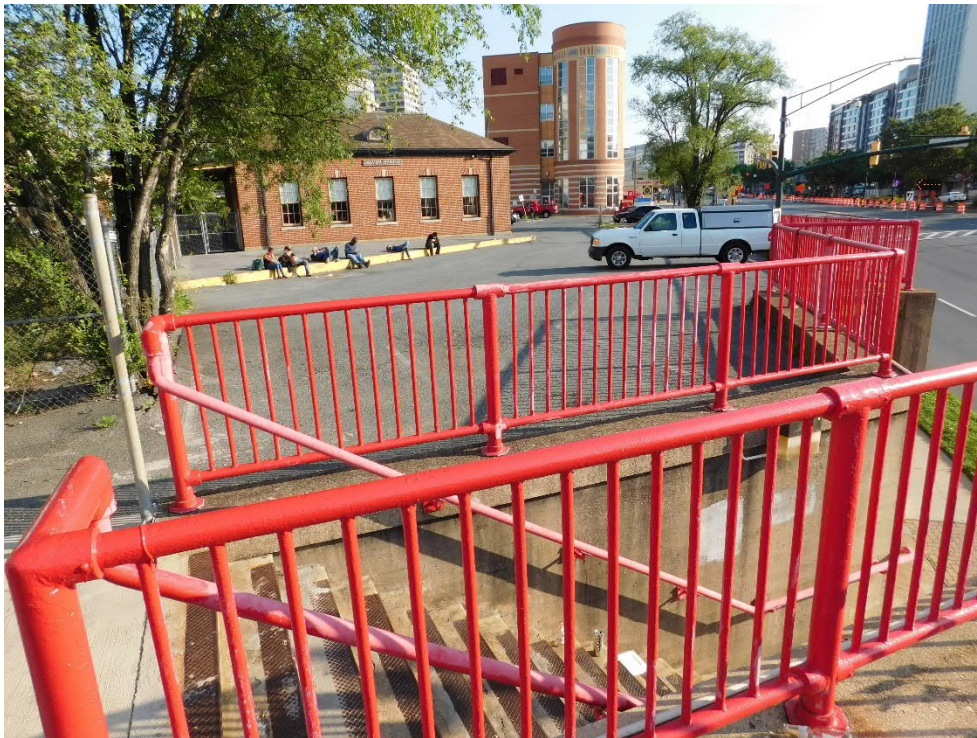


Photo 12 – Existing stairs from the B&O station parking lot to Georgia Avenue

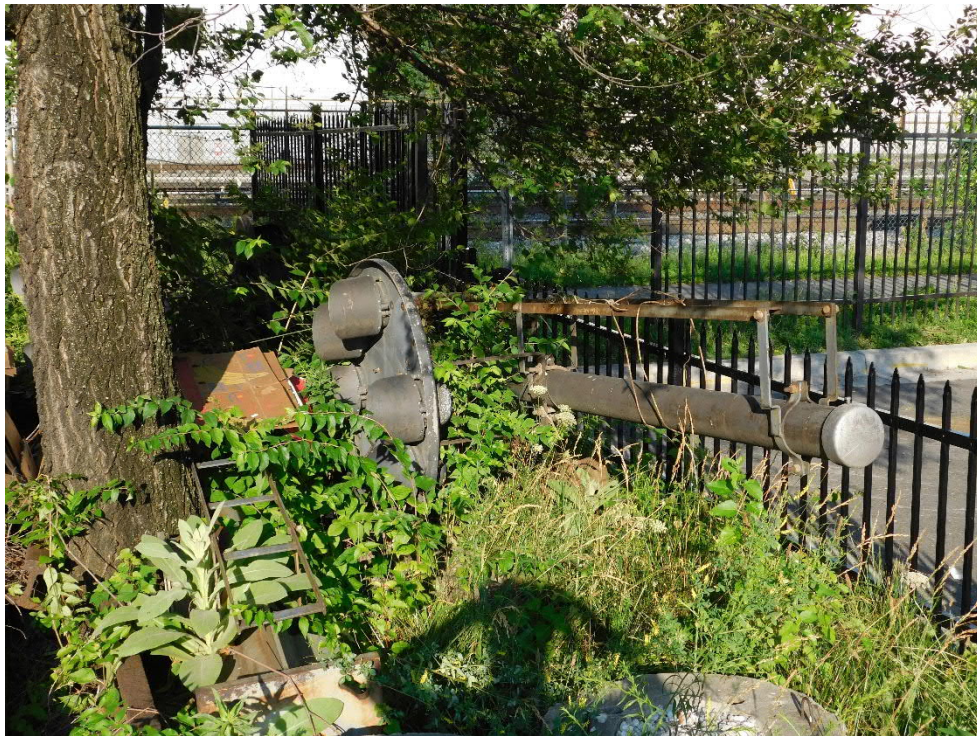


Photo 13 – Existing pedestrian bridge over Georgia Avenue



Photo 14 - Existing Silver Spring B&O Station Parking Lot

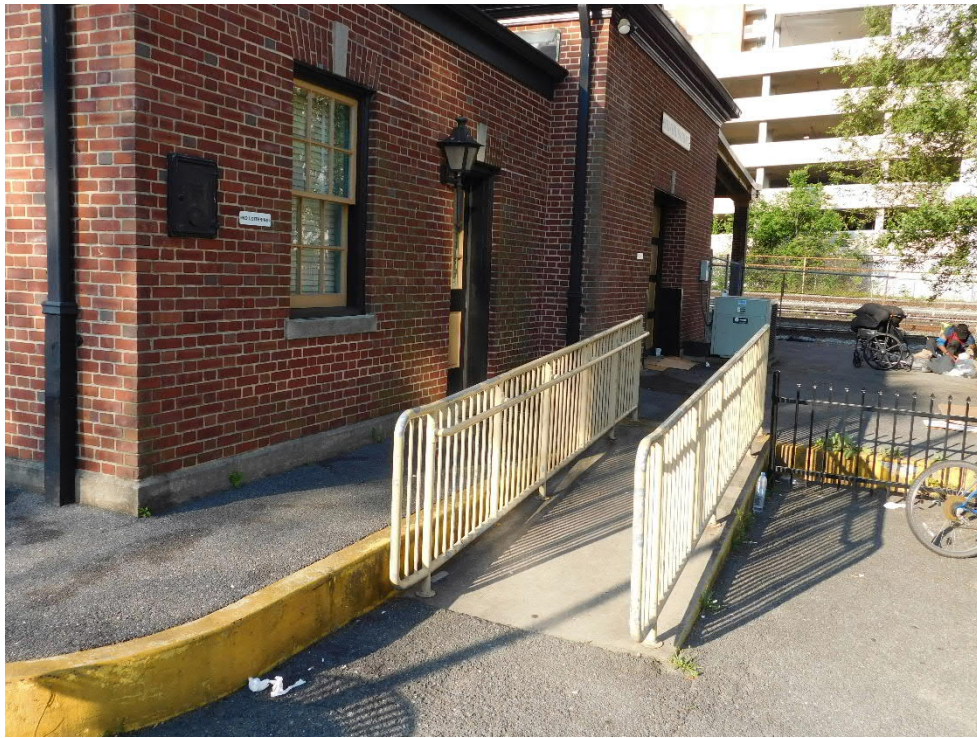


Photo 15 – Rails and Brick pavers installed at the entrance into the B&O Station Parking Lot prior to the construction of the Progress Place



Photo 16 - Existing Silver Spring B&O Station Parking Lot



Photo 17 – Miniature flashing light signal and cross buck



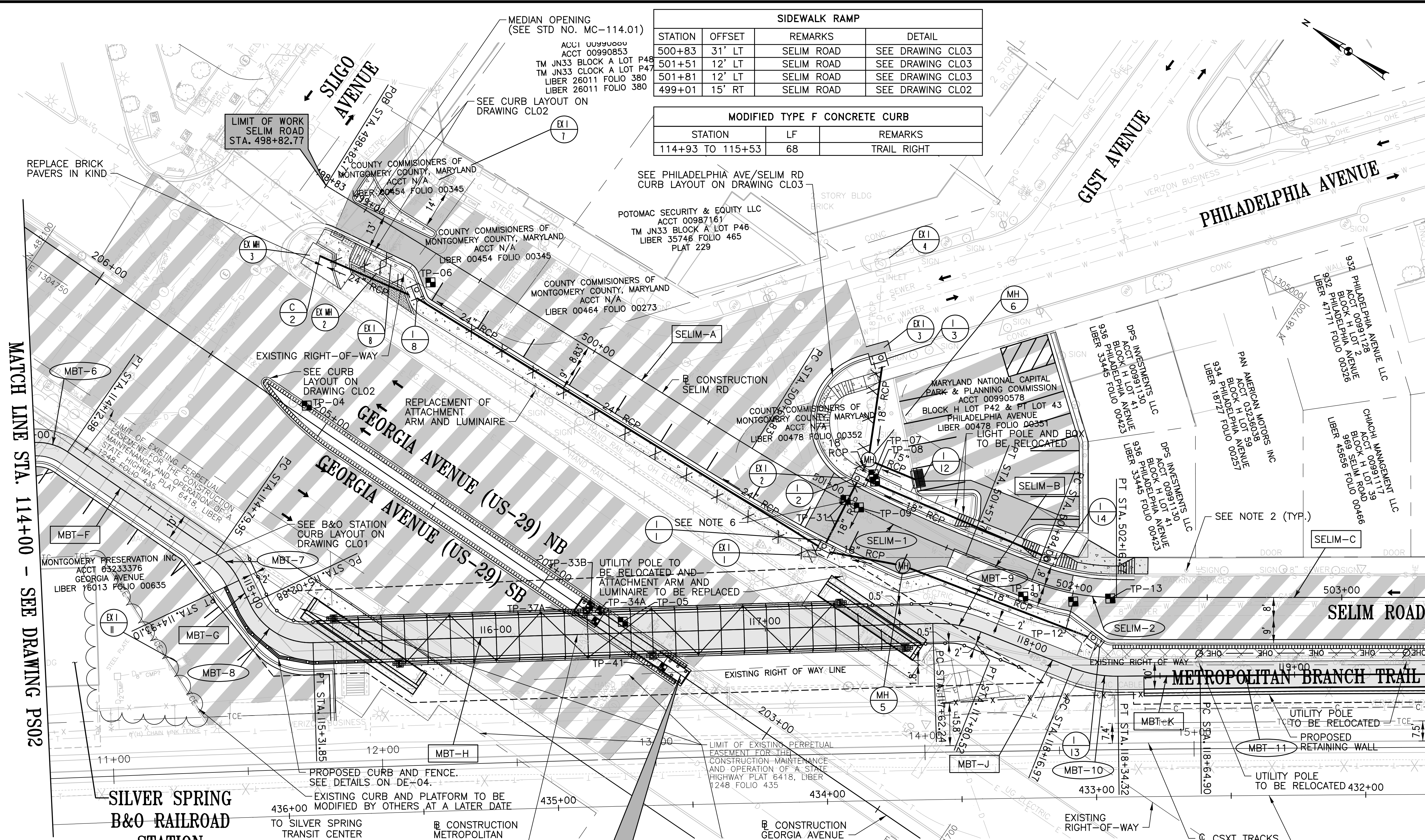
Photo 18 – Looking toward Montgomery County Fire Station #1 from the Silver Spring B&O Railroad station




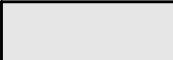



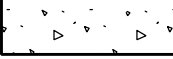
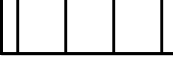
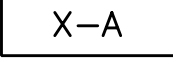
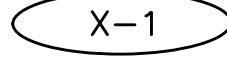
Photo 19 – Front entrance to the Silver Spring B&O Railroad Station



Photo 20 – Southeast side of the Silver Spring B&O Railroad Station



BICYCLE RAILING		
STATION	LF	REMARKS
114+87 TO 115+33	40	TRAIL LEFT
114+93 TO 115+54	68	TRAIL RIGHT
117+38 TO 117+81	46	TRAIL LEFT
117+58 TO 118+00	40	TRAIL RIGHT

LEGEND	
	HOT MIX ASPHALT FULL DEPTH PAVEMENT
	HOT MIX ASPHALT TRAIL
	GRIND AND HOT MIX ASPHALT OVERLAY
	CONCRETE DRIVEWAY
	PAVEMENT REMOVAL
	CONCRETE SIDEWALK
	BRICK EDGER
	HORIZONTAL LINE ID NUMBER
	HORIZONTAL CURVE ID NUMBER

REMOVE EXISTING MASONRY			
STATION, OFFSET	STRUCTURE TYPE	C.Y.	
501+08, 21.2' RT.	INLET - EX I-1 *	2	
501+08, 7.0' LT.	INLET - EX I-2 *	2	
499+16, 11.0' RT.	INLET - EX I-8	2	
500+94, 53.0', LT.	INLET - EX I-3 *	4	
499+16, 16.8' RT.	MANHOLE - EX MH-2	4	

* COST OF REMOVAL OF STRUCTURE IS
INCIDENTAL TO COST OF INSTALLATION
OF INLETS.

REMOVE EXISTING PIPE - ANY SIZE			
STATION, OFFSET	SIZE	TYPE	LENGTH
501+08, 21' RT. TO 501+08, 7' LT.	18"	RCP	28'
501+08, 21' RT. TO 499+16, 16' RT.	21"	RCP	190'
499+16, 11' RT. TO 499+16, 16' RT.	18"	RCP	2'
500+94, 53' LT. TO 501+08, 7' LT.	18"	RCP	42'
498+93, 24' RT. TO 499+16, 16' RT.	24"	RCP	21'

* COST OF REMOVAL OF PIPE IS INCIDENTAL
TO COST OF INSTALLATION OF 18" RCP
BETWEEN INLETS.

TYPE A CONCRETE CURB (STD. NO. MD-620.02)		
STATION	LF	REMARKS
203+39 TO 205+29	384	GEORGIA AVENUE LEFT/RIGHT

DETECTABLE WARNING SURFACE (STD. NO. MD-655.40)		
STATION	SF	REMARKS
498+99 TO 499+04	11	SELIM ROAD LEFT
498+99 TO 499+04	10	SELIM ROAD LEFT
500+81 TO 500+84	16	SELIM ROAD LEFT
498+99 TO 499+04	10	SELIM ROAD RIGHT

7" CONCRETE DRIVEWAY (STD. NO. MC 302.01)		
STATION	SY	REMARKS
501+50 TO 501+82	18	SELIM ROAD LEFT
501+92 TO 502+28	26	SELIM ROAD LEFT

SIDEWALK RAMP			
STATION	OFFSET	REMARKS	DETAIL
500+83	31' LT	SELIM ROAD	SEE DRAWING CLO3
501+51	12' LT	SELIM ROAD	SEE DRAWING CLO3
501+81	12' LT	SELIM ROAD	SEE DRAWING CLO3
499+01	15' RT	SELIM ROAD	SEE DRAWING CLO2

MODIFIED TYPE F CONCRETE CURB		
STATION	LF	REMARKS
114+93 TO 115+53	68	TRAIL RIGHT

SEE PHILADELPHIA AVE/SELIM RD
CURB LAYOUT ON DRAWING CLO3

MODIFIED COMBINATION CONCRETE CURB AND GUTTER (DRAWING DE02)				
STATION	LF	WIDTH	HEIGHT	REMARKS
501+29 TO 501+40	11	0'-3"	11"	SELIM ROAD LEFT
501+55 TO 502+02	75	2'	6"	SELIM ROAD LEFT

REMOVAL OF EXISTING COMBINATION CURB & GUTTER		
STATION	LF	REMARKS
499+03 TO 503+33	447	SELIM ROAD RIGHT

BRICK EDGER		
STATION	SF	REMARKS
118+32 TO 119+50	157	TRAIL LEFT
203+39 TO 205+29	506	GEORGIA AVENUE LEFT/RIGHT
499+06 TO 499+36	102	SELIM ROAD RIGHT

PROFESSIONAL CERTIFICATION.
I HEREBY CERTIFY THAT THESE DOCUMENTS
WERE PREPARED OR APPROVED BY ME, AND
THAT I AM A DULY LICENSED PROFESSIONAL
ENGINEER UNDER THE LAWS OF THE STATE
OF MARYLAND, LICENSE NO. _____
EXPIRATION DATE: _____



Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231

[illegible]

MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
GAITHERSBURG, MARYLAND

RECOMMENDED FOR APPROVAL

Chief, Transportation Planning and Design Section

Date

APPROVED

Chief, Division of Transportation Engineering

Date

Designed by: DTB

Drawn by: DTB

Checked by: BJR

PS03 - ROADWAY PLAN

METROPOLITAN BRANCH TRAIL
PHASE II
FROM SILVER SPRING TRANSIT CENTER
TO KING STREET

SCALE : 1"=20' JUNE 2020

REMOVE AND DISPOSE OF EXISTING FENCE		
STATION	LF	REMARKS
117+64 TO 119+50	182	TRAIL RIGHT

8 FOOT GALVANIZED CHAIN LINK FENCE		
STATION	LF	REMARKS
117+64 TO 118+44	76	TRAIL RIGHT

5" CONCRETE SIDEWALK			
STATION		SF	REMARKS
202+67	TO 203+16	295	GEORGIA AVENUE RIGHT*
204+10	TO 204+70	368	GEORGIA AVENUE LEFT*
498+94	TO 499+27	158	SELIM ROAD LEFT
500+81	TO 501+50	475	SELIM ROAD LEFT
501+82	TO 501+92	46	SELIM ROAD LEFT
498+91	TO 502+11	1796	SELIM ROAD RIGHT

* REPLACE SIDEWALK TO THE NEAREST EXISTING JOINT PAST LIMITS OF ABUTMENT CONSTRUCTION.

TYPE A COMBINATION CONCRETE CURB AND GUTTER (STD. NO. MC-100.01)			
STATION		LF	REMARKS
114+00	To 115+40	158	B&O STATION PARKING LOT
500+79	To 502+23	175	SELIM ROAD LEFT
498+91	To 503+33	456	SELIM ROAD RIGHT
501+26	To 501+56	40	SELIM RD LEFT / PARKING LOT
501+57	To 501+76	98	SELIM RD LEFT / PARKING LOT

MODIFIED TYPE D CONCRETE CURB		
STATION	LF	REMARKS
498+91 TO 499+08	20	SELIM ROAD RIGHT
499+05 TO 499+36	33	SELIM ROAD RIGHT
501+10 TO 501+25	15	SELIM ROAD LEFT

DIVIDER CURB		
STATION	LF	REMARKS
498+94 TO 498+99	5	SELIM ROAD RIGHT

MODIFIED TYPE E CONCRETE CURB		
STATION	LF	REMARKS
498+93 TO 499+28	81	SELIM ROAD LEFT

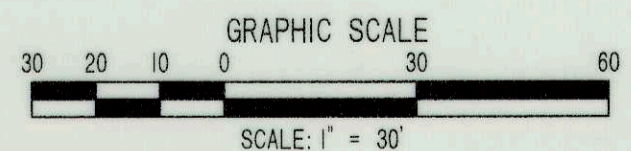
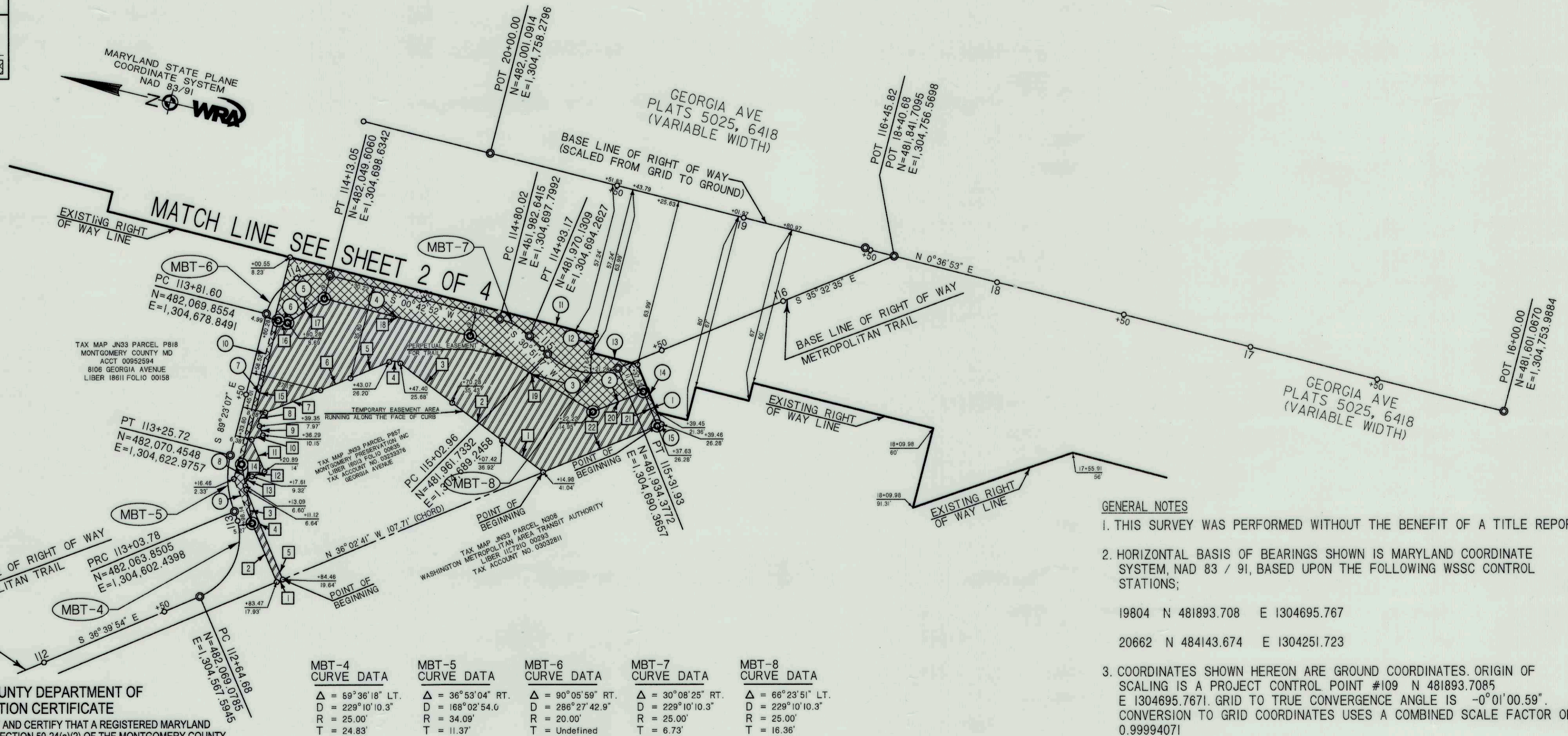
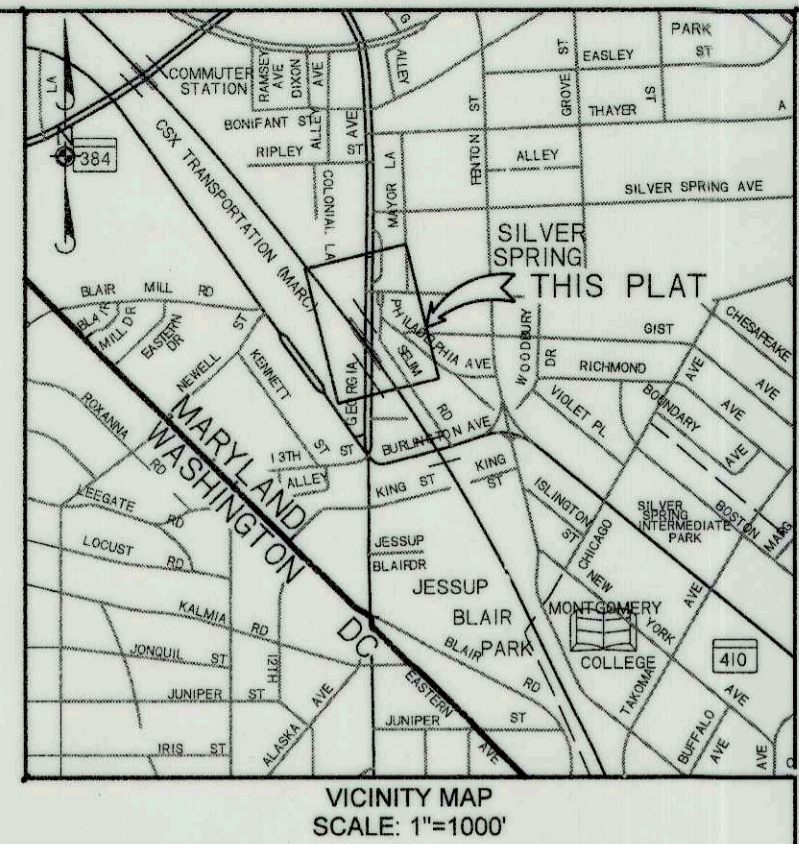
REMOVAL OF EXISTING PAVEMENT		
STATION	CY	REMARKS
499+03 TO 503+33	133	SELIM ROAD RIGHT
117+57 TO 118+01	7	TRAIL RIGHT

- NOTES:**
1. SEE GEOMETRY SHEET GS01 FOR HORIZONTAL CURVE AND LINE DATA.
 2. THE MCDOT DIVISION OF PARKING MANAGEMENT WILL REMOVE ALL PARKING METERS ALONG EAST SIDE OF SELIM ROAD. THE PARKING METERS ALONG THE WEST SIDE OF SELIM ROAD WILL BE RELOCATED AS NEEDED BY THE MCDOT DIVISION OF PARKING MANAGEMENT. CONTACT THE MCDOT DIVISION OF PARKING MANAGEMENT AT 240-777-8740 TO COORDINATE PARKING METER REMOVAL OR RELOCATION.
 3. SEE STRUCTURE SHEETS FOR STAIR, BRIDGE, AND RETAINING WALL LOCATION.
 4. ONCE THE DRAINAGE AREAS ARE STABILIZED, THE STORM DRAIN SYSTEM BETWEEN UPSTREAM INLETS AND EXISTING MANHOLE EX MH-3, INCLUDING EXISTING INLETS EX 1-4, EX 1-7 AND EX 1-11, MUST BE FLUSHED BY BLOCKING THE MOST DOWNSTREAM STRUCTURE AND COLLECTING ALL SEDIMENT-LADEN FLUSHED FLOWS VIA VACUUM TRUCK OR OTHER APPROVED MEANS. ALL SEDIMENT-LADEN WATER SHALL BE REMOVED AND DISCARDED OFFSITE AT AN APPROVED DISPOSAL SITE. PIPE CLEANING FOR NEW PIPES SHALL BE INCIDENTAL TO THE COST OF THE PIPE.
 5. SEE DRAWING PP02 FOR STORM DRAIN STRUCTURE AND PIPE SCHEDULES. COST OF PIPE CONNECTIONS TO EXISTING MANHOLE AND C-2, IS INCIDENTAL TO COST OF PIPE INSTALLATION.
 6. EXISTING 2" GAS LINE HAS AN APPROXIMATE INVERT ELEVATION OF 337.62'. CONTRACTOR TO VERIFY EXACT LOCATION OF GAS LINE BEFORE EXCAVATION AND INSTALLATION OF 18" RCP. IF RELOCATION OF GAS LINE IS NECESSARY, COORDINATE WITH WASHINGTON GAS.

MONTGOMERY PRESERVATION, INC TAX ACCT. 03233376		
1	N 54°27'25" E	14.30'
2	N 35°32'35" W	20.82'
3	N 18°03'01" E	55.15'
4	N 00°42'52" E	57.57'
5	N 46°50'14" W	16.75'
6	N 00°36'53" E	3.70'
7	N 89°23'45" W	56.90'
8	S 66°06'37" W	22.90'
9	N 53°43'49" E	18.32'
10	S 89°23'07" E	87.34'
11	S 00°36'53" W	120.63'
12	N 89°23'07" W	6.75'
13	S 00°36'53" W	18.16'
14	S 54°21'59" W	24.76'
15	R = 14315.41' L=1.83'	
	CHD. N 35°38'13" W	1.83'
PERPETUAL EASEMENT AREA FOR CREATION AND MAINTENANCE OF TRAIL 2,455 SQ. FT. OR 0.05638 ACRES+ SHOWN THUS:		

MONTGOMERY PRESERVATION, INC TAX ACCT. 03233376		
1	N 23°54'13" E	19.71'
2	N 23°46'52" E	24.15'
3	N 23°47'04" E	24.86'
4	R = 4.38' L=4.57'	
	CHD. N 06°07'25" W	4.36'
5	N 36°01'55" W	16.03'
6	N 35°31'09" W	12.33'
7	N 35°50'36" W	22.75'
8	R = 4.09' L=6.35'	
	CHD. N 80°18'21" W	5.73'
9	S 55°13'54" W	3.75'
10	N 34°53'05" W	4.63'
11	S 54°25'22" W	13.27'
12	N 35°06'10" W	5.16'
13	R = 3.97' L=4.66'	
	CHD. N 68°42'50" W	4.40'
14	N 66°06'37" E	8.36'
15	S 89°23'45" E	56.90'
16	S 00°36'53" W	3.70'
17	S 46°50'14" E	16.75'
18	S 00°42'52" W	57.57'
19	S 18°03'01" W	55.15'
20	S 35°32'35" E	20.82'
21	S 54°27'25" W	14.30'
22	R = 14315.41' L=47.13'	
	CHD. N 35°44'05" W	47.13'
TEMPORARY EASEMENT AREA FOR CONSTRUCTION 3,932 SQ. FT. OR 0.09028 ACRES+ SHOWN THUS:		

MONTGOMERY PRESERVATION, INC TAX ACCT. 03233376		
1	R = 14315.41' L=2.44'	
	CHD. N 36°15'54" W	2.44'
2	N 53°43'49" E	24.40'
3	N 66°06'37" E	12.94'
4	S 54°32'43" W	21.04'
5	S 53°52'13" W	16.00'
TEMPORARY EASEMENT AREA FOR CONSTRUCTION 77 SQ. FT. OR 0.00177 ACRES+ SHOWN THUS:		



I HEREBY CERTIFY TO MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION THAT THE INFORMATION SHOWN HEREON IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT IT DEPICTS A PLAT OF THE AREA OF THE PROPOSED IMPROVEMENTS FOR METROPOLITAN BRANCH TRAIL; THAT IT IS BASED UPON AN ACTUAL FIELD SURVEY; AND THAT IT DELINEATES THE LAND TO BE ACQUIRED FOR FEE SIMPLE PARCELS AND TEMPORARY EASEMENTS FOR MONTGOMERY COUNTY IN CONNECTION WITH THESE IMPROVEMENTS AND PREPARED UNDER MY DIRECT SUPERVISION.

Gregory King 7/26/2017
GREGORY KING DATE
MARYLAND REGISTERED PROPERTY LINE SURVEYOR NO. 281
LICENSE EXPIRATION / RENEWAL DATE: AUGUST 9, 2018



WRA
Whitman, Requardt & Associates, LLP
801 South Caroline Street, Baltimore, Maryland 21231
Telephone: (410)235-3450 Fax: (410)235-2695
Date: 7/24/2017 File: pPL-P501110C_MetroBrTrail
Drawn: DHann Project No: 31681-010

PREPARED FOR
MONTGOMERY COUNTY
DEPARTMENT OF TRANSPORTATION
100 EDISON PARK DRIVE
GAITHERSBURG, MARYLAND 20878
240-777-7220
C.I.P. PROJECT NUMBER 501110

RIGHT OF WAY PLAT SHT. 1 of 4
METROPOLITAN BRANCH TRAIL
PERPETUAL AND TEMPORARY EASEMENT FOR
MONTGOMERY PRESERVATION, INC
STA. 112+00 TO STA. 115+37.34
13TH ELECTION DISTRICT
MONTGOMERY COUNTY, MARYLAND
RIGHT OF WAY PLAT NO. 1106



DEPARTMENT OF PERMITTING SERVICES

Marc Elrich
County Executive

Mitra Pedoeem
Director

HISTORIC AREA WORK PERMIT APPLICATION

Application Date: 12/22/2020

Application No: 937095
AP Type: HISTORIC
Customer No: 1393597

Comments

The Maryland Historical Trust (MHT) Easement Committee has reviewed the proposed improvements and granted full approval for all proposed improvements to the Silver Spring B&O Railroad Station.

Affidavit Acknowledgement

The Homeowner is the Primary applicant
This application does not violate any covenants and deed restrictions

Primary Applicant Information

Address 8100 GEORGIA AVE
SILVER SPRING, MD 20910
Othercontact Beaver (Primary)

Historic Area Work Permit Details

Work Type CONST

Scope of Work The proposed work at Silver Spring B&O Railroad Station site includes the construction of the 10'-wide Metropolitan Branch Trail along the north and east sides of the property. The shared-use path will connect to the existing trail on the north side of the property, continue along the north side of the property between the B&O Station parking lot and the fire station parking lot, turn toward the south and continues along the east side of the property between the B&O station parking lot between and Georgia Avenue, and then connect to the proposed pedestrian bridge over Georgia Avenue.