

T&E COMMITTEE #1  
October 25, 2011

**M E M O R A N D U M**

October 21, 2011

TO: Transportation, Infrastructure, Energy and Environment Committee

FROM: <sup>GO</sup> Glenn Orlin, Deputy Council Staff Director

SUBJECT: Bethesda Metro Station escalators and the Bethesda Metro Station South Entrance project

As part of its program to refurbish/replace the escalators in the Metrorail system, the Washington Metropolitan Area Transit Authority (WMATA) plans to replace its three escalators connecting the bus bay and mezzanine levels at the Bethesda Metro Station. The work is currently scheduled to commence in January 2014 and to be completed in early-to-mid 2015. WMATA staff has been asked to brief the Committee regarding how Metro riders accessing and leaving the station will be accommodated during this period, and in the time up to this period.

In 2008 the County Council programmed \$60 million for the design and construction of a new entrance to the south end of the Bethesda Metro Station, both to supplement the current entrance and to provide a direct connection with the western terminus of the planned Purple Line. The project is being managed by the Maryland Transit Administration (MTA) and its consultants. The current design calls for a total of six high-speed elevators: four that would operate solely between a new Metro mezzanine and the Purple Line station beneath the Apex Building, and two others that would stop at the Metro mezzanine, the Purple Line station, and the south side of Elm Street just west of Wisconsin Avenue. The elevators would be similar to those providing access to the Forest Glen Metro Station, and each is much larger and faster than the existing elevator for people with disabilities at the northwest corner of Wisconsin and Montgomery Avenues. The schedule in the County's FY11-16 Capital Improvements Program shows construction beginning in FY15 and completed in FY17 (©1). A summary of the scope and location of the southern entrance project is on ©2-6.

During the past several weeks the Action Committee for Transit and the Bethesda-Chevy Chase Chamber of Commerce have advocated accelerating the schedule for the southern entrance to provide an alternative access to the Metro station during the period when WMATA is scheduled to replace the escalators. This worksession will explore the escalator and southern entrance projects and their schedules with WMATA and MTA, respectively.

After some brief introductions and presentations by WMATA and MTA, the Committee Chair will call on representatives and certain stakeholder groups to provide input to the Committee and staffs. The officials anticipated to be present for this worksession are:

Kathy Porter, Alternate Director, Board of Directors, WMATA  
Rodrigo Bitar, General Superintendent for Elevators & Escalators, WMATA  
Charlie Scott, Government Relations Officer-Maryland, WMATA  
Scott Lyle, Project Manager, Facilities Engineering, MTA  
Joe Romanowski, Engineering Design Manager, Purple Line PMC

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## Bethesda Metro Station South Entrance -- No. 500929

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Mass Transit  
General Services  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

May 20, 2011  
No  
None.  
Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,735	0	5,035	700	250	250	50	50	50	50	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	53,700	0	0	43,700	0	0	0	0	20,100	23,600	10,000
Other	565	565	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>60,000</b>	<b>565</b>	<b>5,035</b>	<b>44,400</b>	<b>250</b>	<b>250</b>	<b>50</b>	<b>50</b>	<b>20,150</b>	<b>23,650</b>	<b>10,000</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	54,594	159	35	44,400	250	250	50	50	20,150	23,650	10,000
PAYGO	406	406	0	0	0	0	0	0	0	0	0
Revenue Bonds: Liquor Fund	5,000	0	5,000	0	0	0	0	0	0	0	0
<b>Total</b>	<b>60,000</b>	<b>565</b>	<b>5,035</b>	<b>44,400</b>	<b>250</b>	<b>250</b>	<b>50</b>	<b>50</b>	<b>20,150</b>	<b>23,650</b>	<b>10,000</b>

#### DESCRIPTION

This project provides access from Elm Street west of Wisconsin Avenue to the southern end of the Bethesda Metrorail Station. The Metrorail Red Line runs below Wisconsin Avenue through Bethesda more than 120 feet below the surface, considerably deeper than the Purple Line right-of-way. The Bethesda Metrorail station has one entrance, near East West Highway. The Metrorail station was built with accommodations for a future southern entrance.

The Bethesda light rail transit (LRT) station would have platforms located just west of Wisconsin Avenue on the Georgetown Branch right-of-way. This platform allows a direct connection between LRT and Metrorail, making transfers as convenient as possible. Up to six station elevators would be located in the Elm Street right-of-way, which would require narrowing the street and extending the sidewalk.

The station would include a new south entrance to the Metrorail station, including a new mezzanine above the Metrorail platform, similar to the existing mezzanine at the present station's north end. The mezzanine would use the existing knock-out panel in the arch of the station and the passageway that was partially excavated when the station was built in anticipation of the future construction of a south entrance.

#### ESTIMATED SCHEDULE

Design: Fall 2009 through Fall 2012.

Construction: To take 24 months but must be coordinated with State Purple Line project that is dependent upon State and Federal funding.

#### OTHER

Part of Elm Street west of Wisconsin Avenue will be closed for a period during construction. Every effort will be taken so that this temporary road closure does not coincide with the temporary closure of Woodmont Avenue during the construction of the Bethesda Lot 31 Parking Garage project.

#### FISCAL NOTE

\$1,600,000 shifted from FY13 to FY15.

The funds for this project were initially programmed in the State Transportation Participation project. Appropriation of \$5 million for design was transferred from the State Transportation Participation project in FY09.

Project schedule has been delayed as implementation plan is subject to the construction of the Purple Line.

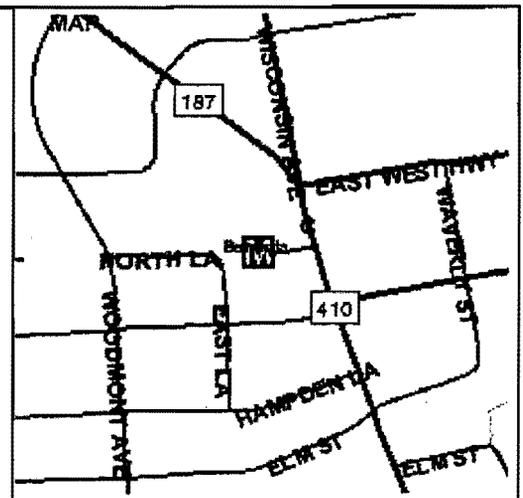
#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	60,000
Current Scope		60,000
Last FY's Cost Estimate		60,000
Appropriation Request	FY12	10,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,100
Expenditures / Encumbrances		565
Unencumbered Balance		5,535
Partial Closeout Thru	FY09	0
New Partial Closeout	FY10	0
Total Partial Closeout		0

#### COORDINATION

Maryland Transit Administration  
WMATA  
M-NCPPC  
Bethesda Lot 31 Parking Garage project  
Department of Transportation  
Department of General Services

Special Capital Projects Legislation [Bill No. 19-08] was adopted by Council June 10, 2008.



# Project Description



- The purpose of this project is to construct a new entrance to accommodate future demand between Elm Street, the proposed Purple Line Terminal Station and the Metro Red Line
- The project includes:
  - High speed elevators (125 feet from Elm Street to Red Line mezzanine)
  - Vent shafts
  - ② Emergency stairs from Metro to Elm Street
  - Stairs from Purple Line to Elm Street
  - New mezzanine and pedestrian passageway at the south end of the Bethesda Metro Station
  - Service rooms required for the Bethesda Metro Station and Purple Line Terminal Station



# Project Benefits

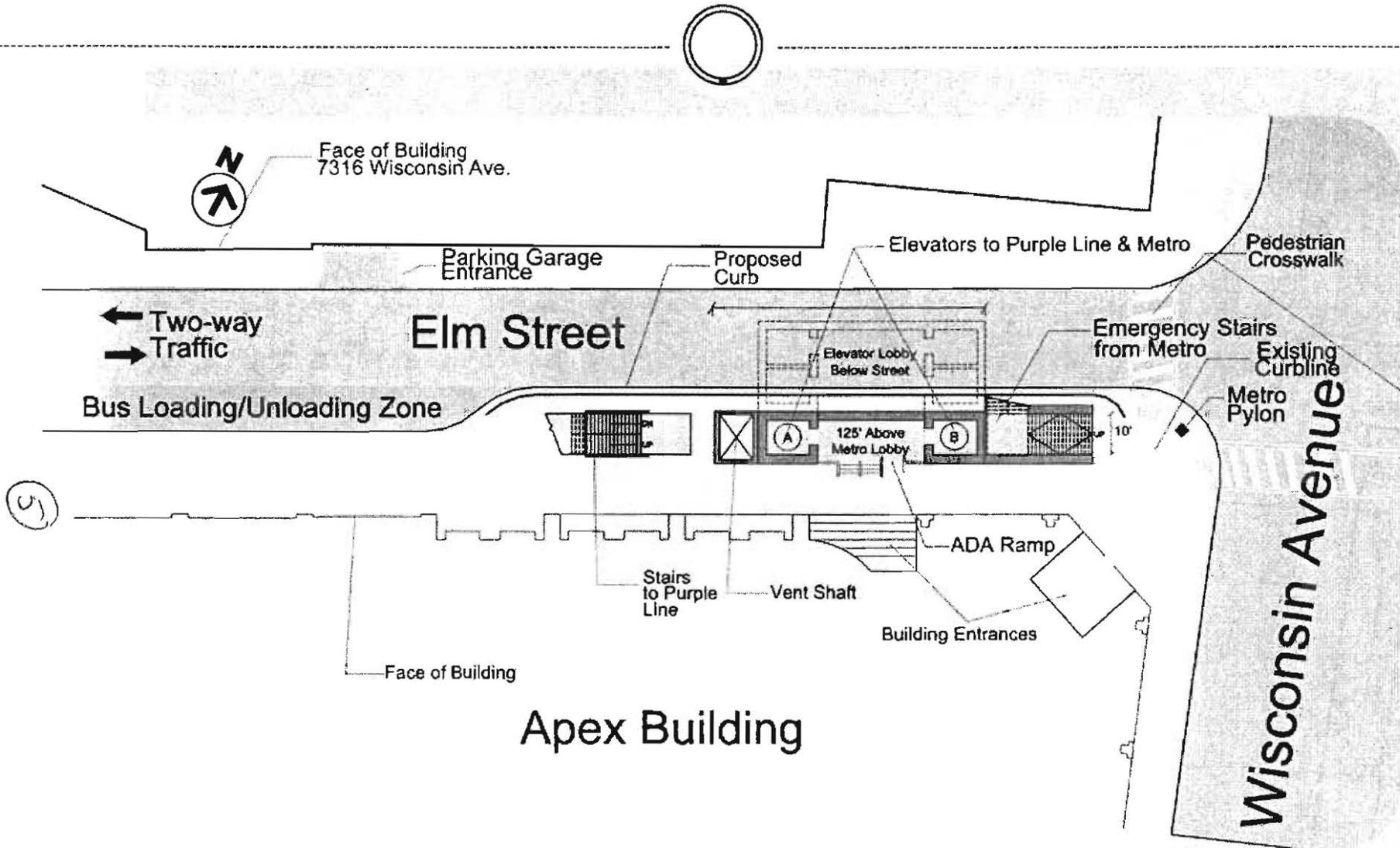


- The addition of the new entrance:
  - expands ADA accessibility
  - enhances safety, circulation and usability of the station
  - will provide travel time savings and convenience for many Metro riders
  - enhances access to metro platform
  - provides alternative means of emergency egress
  - supports the Montgomery County Master Plan
  - connects Elm Street, the Bethesda Metro Station and the proposed Purple Line Transitway
- This project can be an independent project designed to accommodate construction of the Purple Line.





# Current Plan- Elm St. Level



2011

Bethesda Station South Entrance

# Sectional Rendering

