

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

Category	Transportation	Date Last Modified	June 23, 2008
Subcategory	Mass Transit	Required Adequate Public Facility	No
Administering Agency	General Services	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	10,300	0	500	9,800	5,000	500	500	1,000	2,300	500	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	49,700	0	0	49,700	0	0	0	14,000	29,000	6,700	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>60,000</b>	<b>0</b>	<b>500</b>	<b>59,500</b>	<b>5,000</b>	<b>500</b>	<b>500</b>	<b>15,000</b>	<b>31,300</b>	<b>7,200</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Revenue Bonds: Liquor Fund	5,000	0	500	4,500	4,500	0	0	0	0	0	0
G.O. Bonds	55,000	0	0	55,000	500	500	500	15,000	31,300	7,200	0
<b>Total</b>	<b>60,000</b>	<b>0</b>	<b>500</b>	<b>59,500</b>	<b>5,000</b>	<b>500</b>	<b>500</b>	<b>15,000</b>	<b>31,300</b>	<b>7,200</b>	<b>0</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 side 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. Five 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.

#### 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

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 FY08.

#### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY09	(\$000)
First Cost Estimate	FY09	60,000
Current Scope		
Last FY's Cost Estimate		0
Appropriation Request	FY09	500
Appropriation Request Est.	FY10	500
Supplemental Appropriation Request		0
Transfer		5,000
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	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.

#### MAP

