

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

March 17, 2009
No
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	9,900	0	500	8,900	5,000	100	250	250	1,600	1,700	500
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	50,100	0	0	43,500	0	0	0	0	21,500	22,000	6,600
Other	0	0	0	0	0	0	0	0	0	0	0
Total	60,000	0	500	52,400	5,000	100	250	250	23,100	23,700	7,100

FUNDING SCHEDULE (\$000)

G.O. Bonds	55,000	0	0	47,900	500	100	250	250	23,100	23,700	7,100
Revenue Bonds: Liquor Fund	5,000	0	500	4,500	4,500	0	0	0	0	0	0
Total	60,000	0	500	52,400	5,000	100	250	250	23,100	23,700	7,100

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 FY09.

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY09</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY09</td> <td>60,000</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>60,000</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY09	60,000	Current Scope			Last FY's Cost Estimate		60,000	Maryland Transit Administration WMATA M-NCPPC Bethesda Lot 31 Parking Garage project Department of Transportation Department of General Services	See Map on Next Page
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