



Capital Crescent Trail Tunnel

(P502512)

Category	Transportation	Date Last Modified	01/13/24
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	13,057	-	-	-	-	-	-	-	-	-	13,057
Site Improvements and Utilities	3,224	-	-	-	-	-	-	-	-	-	3,224
Construction	66,264	-	-	-	-	-	-	-	-	-	66,264
TOTAL EXPENDITURES	82,545	-	-	-	-	-	-	-	-	-	82,545

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	82,545	-	-	-	-	-	-	-	-	-	82,545
TOTAL FUNDING SOURCES	82,545	-	-	-	-	-	-	-	-	-	82,545

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

The project provides for design of life safety code requirements, construction bid preparation documents and construction for the pedestrian and bicycle tunnel beneath Wisconsin Avenue (MD 355) and Elm Street. The tunnel provides a connection from the Capital Crescent Trail at Elm Street Park to the Bethesda Purple Line Station.

ESTIMATED SCHEDULE

The bid document preparation, utility relocation and construction will be beyond six years.

PROJECT JUSTIFICATION

This tunnel will provide for a grade separated crossing of MD 355 and will serve pedestrians, bicyclists, joggers, and skaters, and will be compliant with the Americans with Disabilities Act of 1990 (ADA), the Bethesda CBD Sector Plan, and the Purple Line Functional

Master Plan. The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero.

FISCAL NOTE

Construction and life/safety design costs were previously included in the Capital Crescent Trail project (CIP #501316) and have been relocated to this project. Costs associated with construction of the tunnel have been adjusted for inflation to beyond six years.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Administration, Maryland Department of Transportation, State Highway Administration, Maryland-National Capital Park and Planning Commission, Bethesda Bikeway and Pedestrian Facilities, Coalition for the Capital Crescent Trail, CSX Transportation, Washington Metropolitan Area Transit Authority