

Bethesda Bikeway and Pedestrian Facilities (P500119)

Category Transportation
 Sub Category Pedestrian Facilities/Bikeways
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 1/7/13
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Ongoing

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,454	1,126	0	328	0	241	87	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	200	80	0	120	0	60	60	0	0	0
Construction	1,865	1,256	0	609	0	0	609	0	0	0
Other	1	1	0	0	0	0	0	0	0	0
Total	3,520	2,463	0	1,057	0	301	756	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	3,520	2,463	0	1,057	0	301	756	0	0	0
Total	3,520	2,463	0	1,057	0	301	756	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	100
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,420
Expenditure / Encumbrances		2,473
Unencumbered Balance		947

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 13 3,520
Last FY's Cost Estimate	3,520

Description

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

Estimated Schedule

The development of the Bethesda Lot 31 Parking Garage (No. 500932) is expected to be complete in Winter 2014 (FY15). The design and construction for the remaining projects (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY15.

Cost Change

Cost change due to escalation in construction costs and overhead charges.

Justification

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development. Bethesda Central Business District Sector Plan, July 1994.

Other

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process.

Fiscal Note

Reflects acceleration of \$19,000 from FY13 into FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Bethesda Chevy Chase Regional Services Center (BCC), Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscaping, Hard Surface Trail Design and Construction, Resurfacing Park Roads - Bridges, Maryland Mass Transit Administration, Washington Metropolitan Area Transit Authority