

Bethesda Bikeway and Pedestrian Facilities -- No. 500119

Category
Subcategory
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 07, 2012
Yes
None.
On-going

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	1,454	1,107	0	347	0	0	260	87	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	200	80	0	120	0	0	60	60	0	0	0
Construction	1,865	1,256	0	609	0	0	0	609	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,520	2,444	0	1,076	0	0	320	756	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,520	2,444	0	1,076	0	0	320	756	0	0	0
Total	3,520	2,444	0	1,076	0	0	320	756	0	0	0

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

This project is on hold for construction of the Bethesda Lot 31 Parking Garage (No. 500932). The construction costs and estimated schedule for the remaining projects (Bethesda Avenue and Willow Lane bike facilities) will be updated upon completion of the parking garage.

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.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
First Cost Estimate	FY01	3,366
Last FY's Cost Estimate		3,420
Appropriation Request	FY13	0
Appropriation Request Est.	FY14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,420
Expenditures / Encumbrances		2,473
Unencumbered Balance		947
Partial Closeout Thru	FY10	0
New Partial Closeout	FY11	0
Total Partial Closeout		0

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

MAP

See Map on Next Page

