

Bethesda Bikeway and Pedestrian Facilities -- No. 500119

Attachment B

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Bethesda-Chevy Chase
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

January 6, 2004
7-34(04 App)
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,147	1	188	958	189	281	315	173	0	0	0
Land	407	0	0	407	0	0	407	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,786	0	0	1,786	370	145	0	0	0	0	0
Other	0	0	0	0	0	0	0	1,271	0	0	0
Total	3,340	1	188	3,151	559	426	722	1,444	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,340	1	188	3,151	559	426	722	1,444	0	0	0
------------	-------	---	-----	-------	-----	-----	-----	-------	---	---	---

ANNUAL OPERATING BUDGET IMPACT (\$000)

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.

Service Area

Bethesda Central Business District.

Capacity

These improvements provide capacity by adding bicycle and pedestrian routes.

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.

Plans and Studies

Bethesda Central Business District Sector Plan, July 1994. A review of impacts to pedestrians, bicyclists and ADA (Americans with Disabilities Act of 1991) is performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Specific Data

Specific bikeway and pedestrian network improvements (described in detail in Table 5.2 in the Sector Plan) include: Woodmont Avenue and Montgomery Lane intersection improvement, Woodmont Avenue and Bethesda Avenue intersection improvement, Route E - Bike-Friendly improvements in the Woodmont Triangle, pedestrian bump outs and bike lanes on Norfolk Ave., Route I - Bike lanes on Cheltenham Drive from Woodmont Avenue to Tilbury Street, and on Tilbury Street to Sleaford Road, Route A2 - shared use paths on Bethesda Avenue, 47th Avenue, and Willow Avenue, Route C - shared use path on Woodmont Avenue, pavement marking and striping on Hampden Lane and East Lane, Route H - shared use path on Wilson Lane, pavement marking and striping on Clarendon Road and Edgemoor Lane.

STATUS

Design and Construction Stage.

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. The Wisconsin Avenue and East West Highway pedestrian improvement will be constructed by a developer. The County will continue to pursue a signalized pedestrian crossing at Wisconsin Avenue and Middleton Lane.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		3,366
First Cost Estimate		
Current Scope	FY01	3,340
Last FY's Cost Estimate		3,340
Present Cost Estimate		3,340
Appropriation Request	FY05	965
Appropriation Request Est.	FY06	20
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		189
Expenditures/Encumbrances		8
Unencumbered Balance		181
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

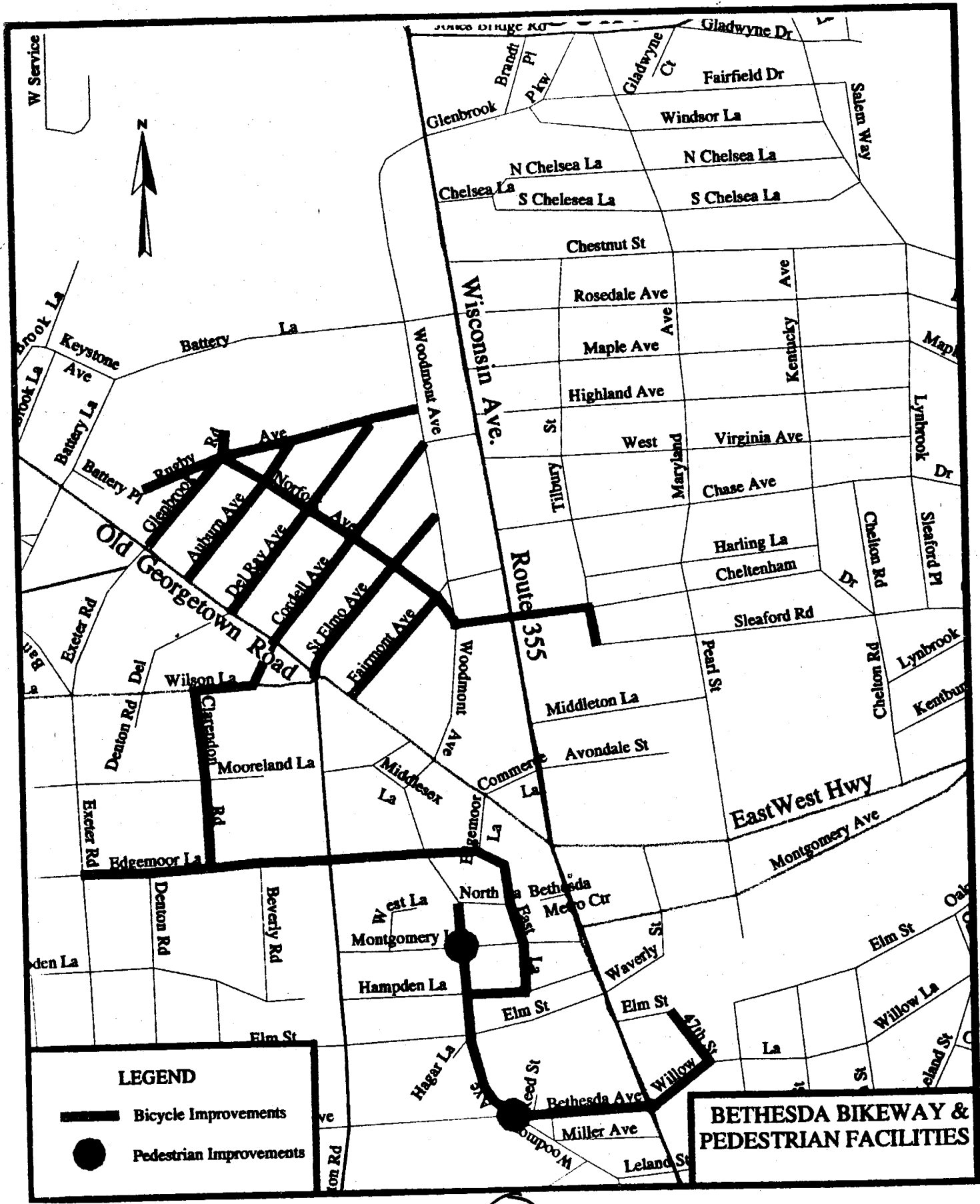
COORDINATION

Bethesda Urban Partnership
Montgomery Bicycle Action Group
Department of Public Works and Transportation,
Division of Highway Services
M-NCPPC
Maryland State Highway Association
Bethesda CBD Streetscaping
Hard Surface Trail Design and Construction
Resurfacing Park Roads - Bridges
Maryland Transit Administration
Washington Metropolitan Transit Authority

MAP

See Map on Next Page

4



5

Bethesda CBD Streetscape -- No. 500102

Category **Transportation**
 Agency **Public Works & Transportation**
 Planning Area **Bethesda-Chevy Chase**
 Relocation Impact **None**

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

January 10, 2004
7-36(04 App)
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	400	5	195	200	0	0	120	80	0	0	0
Land											
Site Improvements and Utilities	1,175	0	0	1,175	0	0	380	795	0	0	0
Construction	2,000	0	0	2,000	0	0	0	2,000	0	0	0
Other											
Total	3,575	5	195	3,375	0	0	500	2,875	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,575	5	195	3,375	0	0	500	2,875	0	0	0
------------	-------	---	-----	-------	---	---	-----	-------	---	---	---

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 5,425 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 1,125 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive, 3,550 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD and 750 feet along East-West Highway between Waverly Street and Pearl Street. It is intended to fill in the gaps between private development projects which have been constructed or are approved in the CBD. The design elements include the replacement and widening, where possible, of sidewalks, new vehicular and pedestrian lighting, street trees, street furniture, roadway signs and the installation of conduit for the future undergrounding of existing overhead utility lines. The removal of the overhead utility lines and their placement in the underground conduits is not included.

Service Area

Bethesda CBD.

JUSTIFICATION

Staging of the Bethesda CBD Sector Plan recommends implementation of transportation improvements and facilities identified in Stage I prior to moving to Stage II.

Plans and Studies

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992. A review of impacts to pedestrians, bicyclists and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and address this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Specific Data

All improvements will be coordinated with the Maryland State Highway Administration (MSHA), as appropriate, and integrated with private sector improvements to ensure their completion in a timely, cohesive and cost effective manner.

Cost Change

Not applicable

STATUS

Preliminary design stage.

OTHER

The cost estimates are order-of-magnitude. Upon the completion of the preliminary engineering plans in FY04, the cost estimates will be updated. The study is on-going to determine what impacts the installation of underground conduits for the overhead utilities will have on existing underground utilities.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		3,575
First Cost Estimate		
Current Scope	FY01	3,575
Last FY's Cost Estimate		3,575
Present Cost Estimate		3,575

Appropriation Request	FY05	0
Appropriation Request Est.	FY06	0
Supplemental		
Appropriation Request	FY04	0
Transfer		0

Cumulative Appropriation	200
Expenditures/	
Encumbrances	73
Unencumbered Balance	127

Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

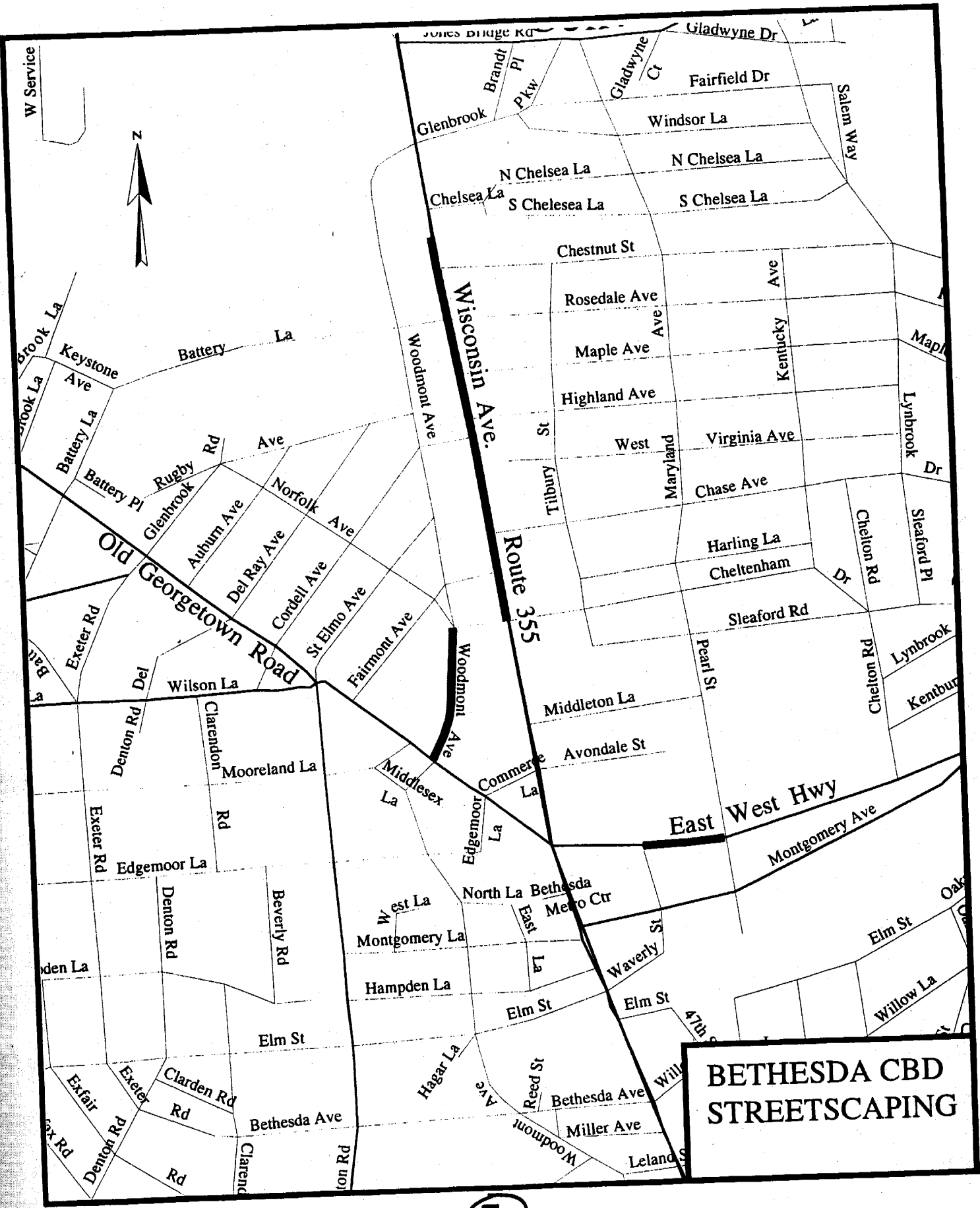
COORDINATION

Maryland-National Capital Park and Planning Commission
 Montgomery County Public Schools
 Department of Permitting Services
 Maryland State Highway Administration

MAP

See Map on Next Page

6



**BETHESDA CBD
STREETSCLAPING**

7

Jones Bridge Rd @ Rockville Pike -- No. 500140

Category: Transportation
 Agency: Public Works & Transportation
 Planning Area: Bethesda-Chevy Chase
 Relocation Impact: None

Date Last Modified
 Previous PDF Page Number
 Required Adequate Public Facility

January 8, 2004
 11-119(03 App)
 NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	223	118	85	20	20	0	0	0	0	0	0
Land	70	5	65	0	0	0	0	0	0	0	0
Site Improvements and Utilities	300	0	85	215	215	0	0	0	0	0	0
Construction	697	36	491	170	170	0	0	0	0	0	0
Other											
Total	1,290	159	726	405	405	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,165	59	726	380	380	0	0	0	0	0	0
Development											
Approval Payment	125	100	0	25	25	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the reconstruction of the intersection of Rockville Pike (MD 355) and Jones Bridge Road/Center Lane for congestion mitigation. Anticipated improvements include construction of additional turning lanes and widening the westbound portion of Jones Bridge Road. The project will be constructed in two phases. Phase one will be on Jones Bridge Road. Phase two will be along Rockville Pike and Center Lane.

Service Area

Bethesda-Chevy Chase.

JUSTIFICATION

The a.m. Level of Service (LOS) at this intersection is "E" and the p.m. LOS is "F." After the project is implemented the a.m. Level of Service (LOS) will improve from "E" to "D," with a reduction in Critical Lane Volume (CLV) of 51 vehicles. The p.m. LOS will remain at "F;" however, the CLV will be reduced by 142 vehicles and will improve the traffic flow.

Plans and Studies

Accident and congestion studies conducted by DPWT Traffic Engineering and Operations Section and Parking Operations Section and comprehensive consultant studies indicate that the intersection on this roadway segment is currently in need of congestion relief. The physical modifications to this intersection will improve the level of service and reduce operational problems.

Specific Data

Implementation of phase two of this project is under evaluation due to homeland security concerns because it involves work on the roadway adjacent to the National Institutes of Health.

Cost Change

Not applicable.

STATUS

Phase I complete. Phase II preliminary design.

OTHER

This project is part of a coordinated effort to mitigate congestion at some of the County's most congested intersections.

FISCAL NOTE

Development Approval Payments (DAP) collected through FY01 have been programmed in this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY01	(\$000)
Initial Cost Estimate		1,070
First Cost Estimate		
Current Scope	FY03	1,433
Last FY's Cost Estimate		1,433
Present Cost Estimate		1,290
Appropriation Request	FY05	0
Appropriation Request Est.	FY06	0
Supplemental		
Appropriation Request	FY04	0
Transfer		-143
Cumulative Appropriation		1,433
Expenditures/		
Encumbrances		316
Unencumbered Balance		1,117
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

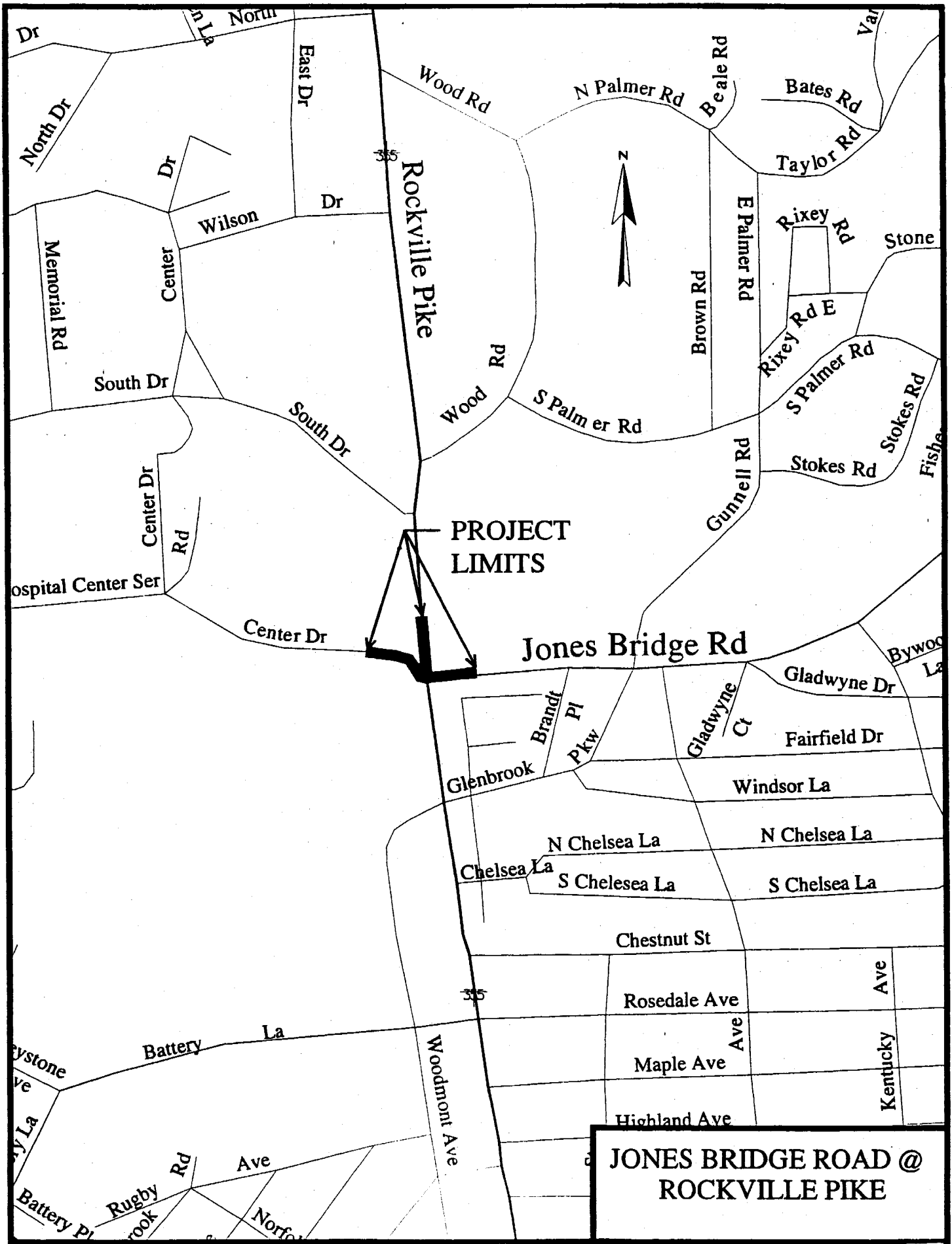
COORDINATION

Maryland-National Capital Parks and Planning Commission
 Maryland State Highway Administration
 Department of Permitting Services
 Department of Environmental Protection
 WSSC
 Utilities

MAP

See Map on Next Page

8



**JONES BRIDGE ROAD @
ROCKVILLE PIKE**