

Bethesda CBD Streetscape -- No. 500102

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

April 24, 2012
Yes
None.
Preliminary Design Stage

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	2,562	391	707	1,447	0	0	0	60	897	490	17
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,196	0	0	0	0	0	0	0	0	0	1,196
Construction	4,456	0	0	3,268	0	0	0	0	1,286	1,982	1,188
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,214	391	707	4,715	0	0	0	60	2,183	2,472	2,401

FUNDING SCHEDULE (\$000)

G.O. Bonds	8,214	391	707	4,715	0	0	0	60	2,183	2,472	2,401
Total	8,214	391	707	4,715	0	0	0	60	2,183	2,472	2,401

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, and roadway signs. The county will additionally coordinate with the utility company for installation of aesthetic covering over existing utility poles within the project area. This project addresses streetscape improvements only and does not assume the undergrounding of utilities.

ESTIMATED SCHEDULE

Design will be completed in the Fall of 2017. Construction will start in the Summer of 2017 and will be completed by Spring 2019.

COST CHANGE

Decrease due to more accurate design costs, offset by inflation and overhead charges.

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.

Bethesda CBD Sector Plan, approved and adopted July 1994; and Bethesda Streetscape Plan Standards, updated April 1992.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY01</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY13</td> <td>8,214</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>10,049</td> </tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate	FY13	8,214	Current Scope			Last FY's Cost Estimate		10,049	Maryland-National Capital Park and Planning Commission Montgomery County Public Schools Department of Permitting Services Maryland State Highway Administration Utility Companies Bethesda-Chevy Chase Regional Services Center	See Map on Next Page
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