

Bethesda CBD Streetscape (P500102)

Category	Transportation	Date Last Modified	1/6/14
Sub Category	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	2,562	411	687	1,464	0	421	344	105	459	135	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,196	0	0	1,196	0	0	0	0	0	1,196	0
Construction	4,456	0	0	4,456	0	0	0	0	2,301	2,155	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	8,214	411	687	7,116	0	421	344	105	2,760	3,486	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	8,214	411	687	7,116	0	421	344	105	2,760	3,486	0
Total	8,214	411	687	7,116	0	421	344	105	2,760	3,486	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	765
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,098
Expenditure / Encumbrances		536
Unencumbered Balance		562

Date First Appropriation	FY 01
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	8,214

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 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. This project addresses streetscape improvements only and does not assume the undergrounding of utilities.

Estimated Schedule

Design will be completed in Spring 2018. Construction will start in Summer 2018 and will be completed by Spring 2020.

Justification

Staging in 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

Coordination with Pepco indicates that the installation of aesthetic coverings on existing utility poles is not technically feasible.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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