

Bethesda CBD Streetscape -- No. 500102

Category	Transportation	Date Last Modified	May 14, 2008
Subcategory	Roads	Required Adequate Public Facility	Yes
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Bethesda-Chevy Chase	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,107	79	100	628	123	105	0	0	200	200	300
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,226	0	21	1,205	390	815	0	0	0	0	0
Construction	7,716	0	0	5,416	0	1,690	0	0	1,726	2,000	2,300
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,049	79	121	7,249	513	2,610	0	0	1,926	2,200	2,600

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,049	79	121	7,249	513	2,610	0	0	1,926	2,200	2,600
Total	10,049	79	121	7,249	513	2,610	0	0	1,926	2,200	2,600

OPERATING BUDGET IMPACT (\$000)

Maintenance	20	0	0	5	5	5	5
Energy	20	0	0	5	5	5	5
Net Impact	40	0	0	10	10	10	10

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.

COST CHANGE

Cost estimate reduced due to the work completed in the Wisconsin Avenue segment.

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

This work will be completed in two stages. Stage 1, to be completed in FY10, will provide brick pavers, street trees, benches, and trash receptacles in all segments, and install the underground conduit for the Woodmont Avenue and East-West Highway segments. Stage 2, to be started in FY13 and finished beyond the six-year period, will complete the streetscaping work in these three segments.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY01</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">10,049</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">10,349</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">513</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">2,610</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">200</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">105</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">95</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY06</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY01	(\$000)	First Cost Estimate			Current Scope	FY09	10,049	Last FY's Cost Estimate		10,349				Appropriation Request	FY09	513	Appropriation Request Est.	FY10	2,610	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		200	Expenditures / Encumbrances		105	Unencumbered Balance		95				Partial Closeout Thru	FY06	0	New Partial Closeout	FY07	0	Total Partial Closeout		0	<p>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</p>	<p>See Map on Next Page</p>
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