

Bethesda CBD Streetscape -- No. 500102

Category **Transportation**
 Subcategory **Roads**
 Administering Agency **Transportation**
 Planning Area **Bethesda-Chevy Chase**

Date Last Modified
 Required Adequate Public Facility
 Relocation Impact
 Status

November 23, 2010
Yes
None.
Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,053	305	0	1,448	408	385	105	150	200	200	300
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	665	0	0	665	0	0	0	0	665	0	0
Construction	7,331	0	0	5,031	0	0	205	1,100	1,726	2,000	2,300
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,049	305	0	7,144	408	385	310	1,250	2,591	2,200	2,600

FUNDING SCHEDULE (\$000)

G.O. Bonds	10,049	305	0	7,144	408	385	310	1,250	2,591	2,200	2,600
Total	10,049	305	0	7,144	408	385	310	1,250	2,591	2,200	2,600

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.

ESTIMATED SCHEDULE

Survey and utility designation started in the fall of 2009 and is expected to conclude in the summer of 2010. Utility relocation design to commence in the fall of 2010 and to conclude by the summer of 2012. Streetscape design to commence in the summer of 2012 and to conclude by summer 2013. Utility relocations to start the fall of 2013 and to conclude by spring of 2014. Construction of the first of three segments will start in 2013 and each segment will take approximately 12 months to complete.

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

Installation of electrical conduit for future use by the electrical power company and installation of conduit will necessitate the relocation of existing underground utilities. PDF will be revisited when relocation design has been completed.

This work will be completed in two stages. Stage 1, expected to be completed in FY14, 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 commence in FY16 and finish 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																																																
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