



Bethesda CBD Streetscape

(P500102)

Category	Transportation	Date Last Modified	01/03/20
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,997	416	-	945	-	-	-	-	535	410	636
Site Improvements and Utilities	910	-	-	-	-	-	-	-	-	-	910
Construction	2,814	-	-	-	-	-	-	-	-	-	2,814
TOTAL EXPENDITURES	5,721	416	-	945	-	-	-	-	535	410	4,360

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	5,721	416	-	945	-	-	-	-	535	410	4,360
TOTAL FUNDING SOURCES	5,721	416	-	945	-	-	-	-	535	410	4,360

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	(1,086)	Year First Appropriation	FY01
Appropriation FY 22 Request	-	Last FY's Cost Estimate	5,721
Cumulative Appropriation	1,502		
Expenditure / Encumbrances	434		
Unencumbered Balance	1,068		

PROJECT DESCRIPTION

This project provides for the design and construction of pedestrian improvements to complete unfinished streetscapes along approximately 2,670 feet of Central Business District (CBD) streets in Bethesda as identified in the Bethesda CBD Sector Plan. This includes 475 feet along Woodmont Avenue between Old Georgetown Road and Cheltenham Drive; 1,825 feet along Wisconsin Avenue between Cheltenham Drive and the northern end of the CBD; and 370 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.

LOCATION

ESTIMATED SCHEDULE

Final Design will start in FY25. Utility relocations and construction will occur beyond six years.

PROJECT JUSTIFICATION

Bethesda Downtown Sector Plan, approved and adopted May 2017; and Bethesda Streetscape Plan Standards, updated April 1992.

OTHER

Since the current scope was approved in FY13, developers have been required to construct portions of the work along East-West Highway, Woodmont Avenue and Wisconsin Avenue. This project will study potential replacement segments that can be completed with the savings derived from the developer-built segments. Potential candidate segments on Norfolk Avenue, Woodmont Avenue, and Cordell Avenue will be considered. Coordination with Pepco revealed 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

