

Bethesda CBD Streetscape (P500102)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 5/9/16
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,997	413	500	410	0	0	0	0	0	410	674
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	910	0	0	0	0	0	0	0	0	0	910
Construction	2,814	0	0	0	0	0	0	0	0	0	2,814
Other	0	0	0	0	0	0	0	0	0	0	0
Total	5,721	413	500	410	0	0	0	0	0	410	4,398

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	5,721	413	500	410	0	0	0	0	0	410	4,398
Total	5,721	413	500	410	0	0	0	0	0	410	4,398

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,502
Expenditure / Encumbrances		431
Unencumbered Balance		1,071

Date First Appropriation	FY 01
First Cost Estimate	
Current Scope	FY 17 5,721
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 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

Bethesda CBD

Estimated Schedule

Project deferred until FY22 due to current pace of development activity within the CBD.

Cost Change

Cost decrease due to reduced scope of work as a result of developer activities in the CBD.

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

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