

Burtonsville Access Road -- No. 500500

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Fairland-Beltsville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2009
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	920	413	88	419	0	0	0	193	226	0	0
Land	3,200	49	3,151	0	0	0	0	0	0	0	0
Site Improvements and Utilities	12	12	0	0	0	0	0	0	0	0	0
Construction	3,817	0	0	3,817	0	0	0	1,093	2,724	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,949	474	3,239	4,236	0	0	0	1,286	2,950	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	7,886	474	3,239	4,173	0	0	0	1,223	2,950	0	0
Intergovernmental	63	0	0	63	0	0	0	63	0	0	0
Total	7,949	474	3,239	4,236	0	0	0	1,286	2,950	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance	4	0	0	0	0	0	0	0	0	0	4
Energy	4	0	0	0	0	0	0	0	0	0	4
Net Impact	8	0	8								

DESCRIPTION

This project provides a new roadway between Spencerville Road (MD 198) and the School Access Road in Burtonsville. This roadway will consist of two 12-foot lanes, closed section, for a length of approximately 1,400 linear feet. The project also includes an eight-foot parking lane, curb and gutter, five-foot sidewalks, landscaping, and streetlighting.

CAPACITY

The roadway and intersection capacities for year 2025 Average Daily Traffic (ADT) for MD 198 is projected to be 40,700 vehicles per day.

COST CHANGE

Project schedule was accelerated due to area redevelopment initiatives.

JUSTIFICATION

This project implements the recommendations of the Fairland Master Plan. The proposed modifications to MD 198 (US 29 to Old Columbia Pike), which the Maryland State Highway Administration (SHA) will undertake to correct the high incidence of accidents and improve capacity of the road, will eliminate access off MD 198 to the businesses along the north side of MD 198. The proposed roadway will provide rear access to businesses and will create a more unified and pedestrian-friendly downtown Burtonsville.

Project has been developed based on a planning study for Burtonsville Access Road, and as called for by the Fairland Master Plan. The Department of Transportation (DOT) has completed Phase I Facility Planning Study and the Phase II preliminary engineering is being completed under Facility Planning.

FISCAL NOTE

Intergovernmental funding includes WSSC contribution to water and sanitary sewer relocations.

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;">FY05</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">6,252</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">7,949</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">0</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;">6,252</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">475</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">5,777</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY08</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	FY05	(\$000)	First Cost Estimate	FY07	6,252	Current Scope			Last FY's Cost Estimate		7,949				Appropriation Request	FY10	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		6,252	Expenditures / Encumbrances		475	Unencumbered Balance		5,777				Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p>COORDINATION</p> <p>Maryland-National Capital Park and Planning Commission Maryland State Highway Administration (MSHA) Montgomery County Public Schools Facility Planning: Transportation Department of Public Libraries Department of Transportation Department Technology Services Department of Permitting Services Washington Suburban Sanitary Commission Washington Gas Pepco Verizon</p>	<p>See Map on Next Page</p>
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Chapman Avenue Extended -- No. 500719

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2009
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	1,195	143	472	580	10	142	100	100	228	0	0
Land	7,350	5	2,500	4,845	2,845	1,000	1,000	0	0	0	0
Site Improvements and Utilities	1,200	0	0	1,200	0	0	0	1,200	0	0	0
Construction	2,447	0	0	2,447	0	0	0	0	2,447	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,192	148	2,972	9,072	2,855	1,142	1,100	1,300	2,675	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	6,796	148	2,972	3,676	2,855	0	821	0	0	0	0
Impact Tax	5,386	0	0	5,386	0	1,142	269	1,300	2,675	0	0
Intergovernmental	10	0	0	10	0	0	10	0	0	0	0
Total	12,192	148	2,972	9,072	2,855	1,142	1,100	1,300	2,675	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance	3	0	0	0	0	0	0	0	0	3
Energy	3	0	0	0	0	0	0	0	0	3
Net Impact	6	0	6							

DESCRIPTION

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

JUSTIFICATION

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for implementation by 2008. This project supports the master plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor.

The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda Garrett Park Master Plan.

FISCAL NOTE

Project schedule is amended to reflect current implementation plan. Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between the Department of Transportation and WSSC dated November 30, 1984.

OTHER DISCLOSURES

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

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