

Citadel Avenue Extended (P500310)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Rockville

Date Last Modified 12/27/12
 Required Adequate Public Facility No
 Relocation Impact None
 Status Under Construction

| Total | Thru FY12 | Rem FY12 | Total 6 Years | FY 13 | FY 14 | FY 15 | FY 16 | FY 17 | FY 18 | Beyond 6 Yrs |
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|
|-------|--------------|-------------|------------------|-------|-------|-------|-------|-------|-------|-----------------|

EXPENDITURE SCHEDULE (\$000s)

| | | | | | | | | | | |
|----------------------------------|--------------|--------------|--------------|----------|----------|----------|----------|----------|----------|----------|
| Planning, Design and Supervision | 554 | 1,278 | -724 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land | 2,349 | 367 | 1,982 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 1 | 15 | -14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 2,500 | 2,309 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 3 | 5 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,407 | 3,974 | 1,433 | 0 |

FUNDING SCHEDULE (\$000s)

| | | | | | | | | | | |
|------------------------------|--------------|--------------|--------------|----------|----------|----------|----------|----------|----------|----------|
| Development Approval Payment | 2,171 | 771 | 1,400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EDAET | 1,909 | 1,909 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 1,155 | 1,155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Intergovernmental | 172 | 139 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,407 | 3,974 | 1,433 | 0 |

OPERATING BUDGET IMPACT (\$000s)

| | | | | | | | | | | |
|-------------------|--|--|--|-----------|----------|----------|----------|----------|----------|----------|
| Energy | | | | 2 | 1 | 1 | 0 | 0 | 0 | 0 |
| Maintenance | | | | 8 | 4 | 4 | 0 | 0 | 0 | 0 |
| Net Impact | | | | 10 | 5 | 5 | 0 | 0 | 0 | 0 |

APPROPRIATION AND EXPENDITURE DATA (000s)

| | | |
|------------------------------------|-------|-------|
| Appropriation Request | FY 14 | 0 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 5,407 |
| Expenditure / Encumbrances | | 4,316 |
| Unencumbered Balance | | 1,091 |

| | | |
|--------------------------|-------|-------|
| Date First Appropriation | FY 03 | |
| First Cost Estimate | | |
| Current Scope | FY05 | 3,855 |
| Last FY's Cost Estimate | | 5,407 |

Description

This project provides an extension of Citadel Avenue from its current terminus south of Marinelli Road, to Nicholson Lane, a distance of approximately 650 feet. The road will align with Huff Court and eventually become a section of Chapman Avenue in accordance with the master plan. This road will be a two-lane business street consisting of a 40-foot wide roadway within a 70-foot right-of-way. The design will include a sidewalk on the west side of the roadway, streetlighting, parking on both sides, three retaining walls, and street trees between the curb and sidewalk.

Capacity

Upon completion, the road will have a capacity of 15,000 vehicles per day.

Justification

This project will provide a framework for local-circulation vehicle trips including shuttles, and will not compete with Nebel Street for north-south internal trips. This segment will provide a direct link between the Washington Metropolitan Area Transit Authority (WMATA) Metro Station at White Flint, the White Flint North Development, and White Flint Mall. The project will also provide another link in the proposed master-planned local circulation network. The Department of Public Works and Transportation (DPWT) prepared a study titled Chapman Avenue Final Report in December 1996. This study recommended that Chapman Avenue (of which Citadel Avenue is a segment) be extended south from Bou Avenue to connect to the proposed extension of Executive Boulevard. This recommendation is consistent with the approved North Bethesda-Garrett Park Master Plan.

Other

The project scope remains the same. The Intergovernmental funding represents WSSC's share of the cost of relocating the 66-inch water main by the County as part of the construction contract.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Washington Suburban Sanitary Commission, PEPCO, Department of Permitting Services, Annual Sidewalk Program