

Nebel Street Extended (P500401)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 12/27/12
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	780	801	-21	0	0	0	0	0	0	0
Land	7,268	4,962	2,306	0	0	0	0	0	0	0
Site Improvements and Utilities	107	485	-378	0	0	0	0	0	0	0
Construction	5,742	3,825	1,917	0	0	0	0	0	0	0
Other	9	9	0	0	0	0	0	0	0	0
Total	13,906	10,082	3,824	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Development Approval Payment	242	242	0	0	0	0	0	0	0	0
G.O. Bonds	10,827	7,003	3,824	0	0	0	0	0	0	0
Impact Tax	1,195	1,195	0	0	0	0	0	0	0	0
PAYGO	1,642	1,642	0	0	0	0	0	0	0	0
Total	13,906	10,082	3,824	0	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				30	5	5	5	5	5	5
Maintenance				30	5	5	5	5	5	5
Net Impact				60	10	10	10	10	10	10

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,906
Expenditure / Encumbrances		10,615
Unencumbered Balance		3,291

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY05 11,252
Last FY's Cost Estimate	13,906

Description

This project provides a 1,300-foot extension of Nebel Street from its existing terminus at Randolph Road to a terminus at the Target store site. The proposed roadway improvements include: a 4-lane closed section roadway with a typical cross section that includes four 12-foot travel lanes; a 5-foot concrete sidewalk adjacent to a 7-foot tree panel along the west side of the road; an 8-foot asphalt bike path adjacent to a 7-foot wide tree panel along the east side of the road, streetlighting and landscape trees provided on both sides of the roadway; improvements at the intersection of Nebel Street and Randolph Road; and modification of the existing traffic signal at the intersection of Chapman and Bou Avenues.

Estimated Schedule

Construction will start in the spring of 2010 and will take approximately 13 months.

Justification

This project is needed to relieve traffic congestion along MD 355 between the White Flint Mall and Twinbrook Parkway area. In addition, Nebel Street Extended would be a component of a local circulation network parallel to Rockville Pike that is essential to the overall transportation goals of the region. The project offers redundancy for shorter, more focused trips, and facilitates pedestrian movements. Nebel Street Extended will link the employment areas adjacent to the Metro Stations at White Flint and Twinbrook and provide access to the proposed MARC station at Montrose Crossing. The sidewalk and bike path provide a foundation for a safe, convenient, and well-connected system for pedestrians and bicyclists, as outlined in the Master Plan. This road is classified as business road B-5 in the North Bethesda/Garrett Park Master Plan. A project prospectus was completed and funded under the Facility Planning: Transportation project (No. 509337).

Other

The developer completed design and construction of the project from the intersection of Bou Avenue and Chapman Avenue to the south end of the developer's property.

Fiscal Note

Appropriation was reallocated to other projects in the CIP in FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Nebel Street Extended (P500401)

Facility Planning: Transportation, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration-Randolph Road Relocated, Washington Metro Area Transit Authority, PEPCO, Department of Permitting Services, Verizon, Washington Suburban Sanitary Commission, CSXT, Developers, City of Rockville, Maryland Transit Administration (MARC), Special Capital Projects Legislation [Bill No. 17-08] was adopted by Council June 10, 2008.