



Citadel Avenue Extended

(P500310)

Category	Transportation	Date Last Modified	11/30/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Rockville	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	1,685	1,685	-	-	-	-	-	-	-	-	-
Land	407	407	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	15	15	-	-	-	-	-	-	-	-	-
Construction	3,295	2,837	458	-	-	-	-	-	-	-	-
Other	5	5	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	5,407	4,949	458	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Development Approval Payment	2,087	1,629	458	-	-	-	-	-	-	-	-
EDAET	1,909	1,909	-	-	-	-	-	-	-	-	-
G.O. Bonds	1,155	1,155	-	-	-	-	-	-	-	-	-
Intergovernmental	256	256	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	5,407	4,949	458	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY03
Cumulative Appropriation	5,407	Last FY's Cost Estimate	5,407
Expenditure / Encumbrances	4,949		
Unencumbered Balance	458		

PROJECT 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.

PROJECT 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. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

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