



Chapman Avenue Extended

(P500719)

Category	Transportation	Date Last Modified	11/30/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

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	1,623	1,623	-	-	-	-	-	-	-	-	-
Land	14,380	14,380	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,282	1,067	215	-	-	-	-	-	-	-	-
Construction	3,778	3,778	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	21,063	20,848	215	-	-	-	-	-	-	-	-

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
G.O. Bonds	16,210	15,997	213	-	-	-	-	-	-	-	-
Impact Tax	4,809	4,807	2	-	-	-	-	-	-	-	-
Intergovernmental	44	44	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	21,063	20,848	215	-	-	-	-	-	-	-	-

OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Maintenance	18	3	3	3	3	3	3
Energy	18	3	3	3	3	3	3
NET IMPACT	36	6	6	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	-	Year First Appropriation	FY07
Cumulative Appropriation	21,063	Last FY's Cost Estimate	21,063
Expenditure / Encumbrances	20,878		
Unencumbered Balance	185		

PROJECT 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: five-foot sidewalks on both sides, 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.

LOCATION

North Bethesda-Garrett Park

ESTIMATED SCHEDULE

Construction was completed in June 2016.

PROJECT 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 this area. 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

In FY17, \$300,000 in G.O. Bonds was transferred to Platt Ridge Drive Extended CIP. The funding schedule reflects the addition of \$67,000 in impact taxes and an offsetting decrease in GO bonds in FY16. Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, PEPCO, Verizon, Washington Gas, Washington Suburban Sanitary Commission, Special Capital Projects Legislation [Bill No. 14-11] adopted by Council June 14, 2011.