

Chapman Avenue Extended (P500719)

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

Date Last Modified 1/7/13
 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	1,516	582	-9	943	90	70	50	733	0	0	0
Land	14,400	10,128	722	3,550	3,027	523	0	0	0	0	0
Site Improvements and Utilities	2,064	19	0	2,045	0	1,200	845	0	0	0	0
Construction	3,383	0	300	3,083	0	0	133	2,950	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	21,363	10,729	1,013	9,621	3,117	1,793	1,028	3,683	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	15,647	7,478	1,013	7,156	1,694	927	852	3,683	0	0	0
Impact Tax	5,672	3,251	0	2,421	1,423	866	132	0	0	0	0
Intergovernmental	44	0	0	44	0	0	44	0	0	0	0
Total	21,363	10,729	1,013	9,621	3,117	1,793	1,028	3,683	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				6	0	0	0	0	3	3
Maintenance				6	0	0	0	0	3	3
Net Impact				12	0	0	0	0	6	6

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,270
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,382
Expenditure / Encumbrances		10,781
Unencumbered Balance		4,601

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY08
Last FY's Cost Estimate	12,192
	21,363

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: 5-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.

Estimated Schedule

Final design was completed in Spring 2010, right-of-way acquisition to be completed in Fall 2012, utility relocations to be completed by Summer 2014, and construction will start in Summer 2014 and will end Summer 2015.

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

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984. Funding schedule reflects a \$927,000 reduction in impact taxes and an offsetting increase in GO bonds in FY14.

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] was adopted by Council June 14, 2011.