

Chapman Avenue Extended (P500719)

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

Date Last Modified 4/21/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,516	620	85	811	268	543	0	0	0	0	0
Land	14,400	11,479	1,676	1,245	1,000	245	0	0	0	0	0
Site Improvements and Utilities	2,005	19	1,132	854	754	100	0	0	0	0	0
Construction	3,442	59	0	3,383	1,160	2,223	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	21,363	12,177	2,893	6,293	3,182	3,111	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	15,568	8,926	1,470	5,172	2,061	3,111	0	0	0	0	0
Impact Tax	5,751	3,251	1,423	1,077	1,077	0	0	0	0	0	0
Intergovernmental	44	0	0	44	44	0	0	0	0	0	0
Total	21,363	12,177	2,893	6,293	3,182	3,111	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				12	0	0	3	3	3	3
Maintenance				12	0	0	3	3	3	3
Net Impact				24	0	0	6	6	6	6

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	4,711
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,652
Expenditure / Encumbrances		12,232
Unencumbered Balance		4,420

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 13 21,363
Last FY's Cost Estimate	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: 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

Final design completed in Spring 2010 and right-of-way acquisition completed in Winter 2013. Utility relocations to be completed by Summer 2014 and construction will start in Summer 2014 and will end in Spring 2016.

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] adopted by Council June 14, 2011.