

# Nebel Street Extended -- No. 500401

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
North Bethesda-Garrett Park

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 10, 2010  
No  
Yes.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	780	461	89	230	230	0	0	0	0	0	0
Land	7,290	2,049	5,241	0	0	0	0	0	0	0	0
Site Improvements and Utilities	92	92	0	0	0	0	0	0	0	0	0
Construction	5,767	2	1,345	4,420	4,420	0	0	0	0	0	0
Other	2	2	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,931</b>	<b>2,606</b>	<b>6,675</b>	<b>4,650</b>	<b>4,650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

Development Approval Payment	242	242	0	0	0	0	0	0	0	0	0
G.O. Bonds	10,852	722	6,675	3,455	3,455	0	0	0	0	0	0
Impact Tax	1,195	0	0	1,195	1,195	0	0	0	0	0	0
PAYGO	1,642	1,642	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>13,931</b>	<b>2,606</b>	<b>6,675</b>	<b>4,650</b>	<b>4,650</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				25	0	5	5	5	5	5
Energy				25	0	5	5	5	5	5
<b>Net Impact</b>				<b>50</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>

### 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).

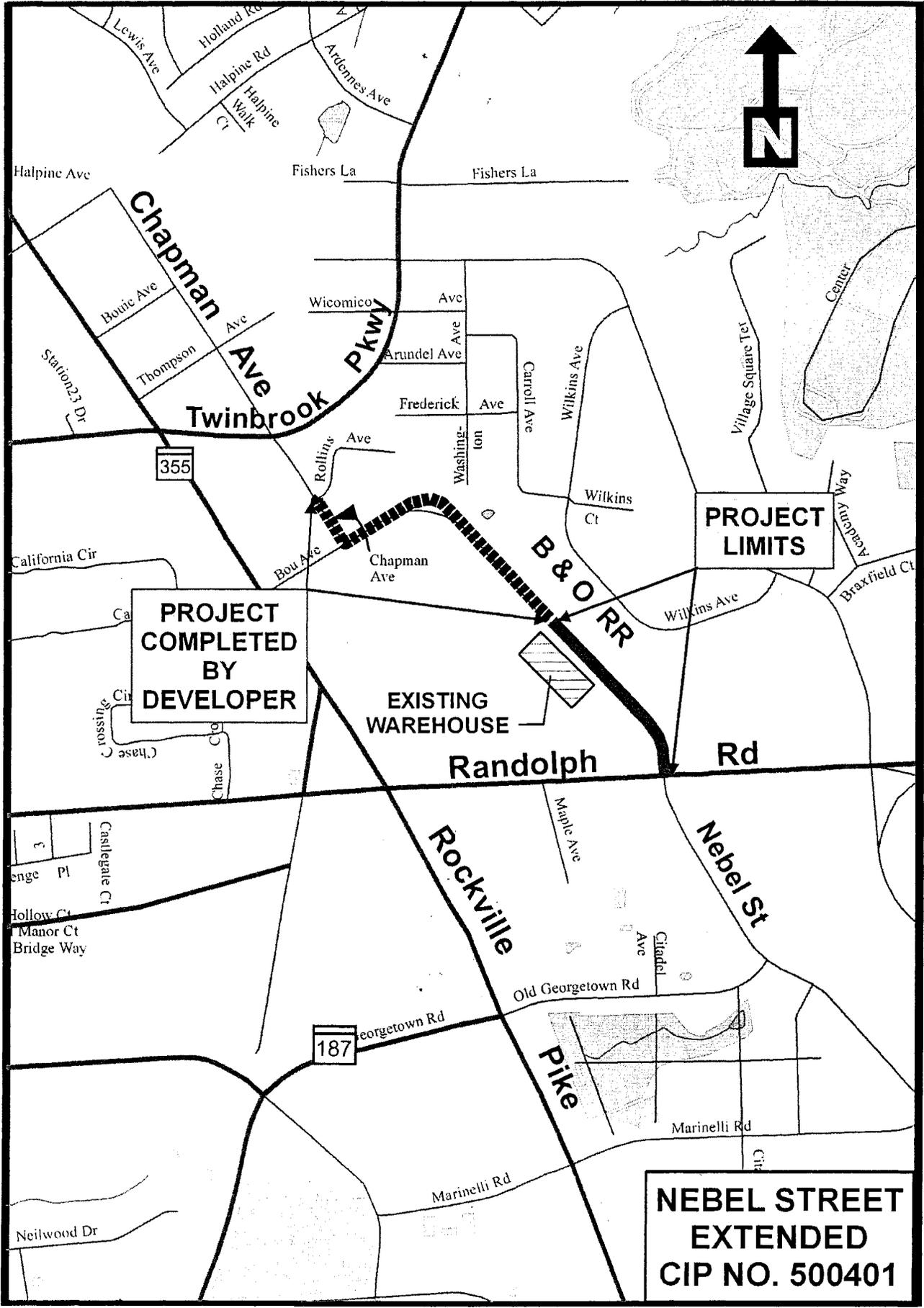
### OTHER

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.

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY04</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY05</td> <td>11,252</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>13,931</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td>FY11</td> <td>0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td>FY12</td> <td>0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>13,931</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td>4,937</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>8,994</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY08</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY09</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY04	(\$000)	First Cost Estimate	FY05	11,252	Current Scope			Last FY's Cost Estimate		13,931				Appropriation Request	FY11	0	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		13,931	Expenditures / Encumbrances		4,937	Unencumbered Balance		8,994				Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	<p><b>COORDINATION</b></p> <p>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.</p>	<p>See Map on Next Page</p>
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