

Montrose Parkway West -- No. 500311

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Rockville
Five residences.

Date Last Modified
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Required Adequate Public Facility

May 23, 2005
11-85(03 App)
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	5,632	2,466	-156	3,322	790	504	630	711	687	0	0
Land	31,050	10,734	4,190	16,126	11,805	2,000	0	0	2,321	0	0
Site Improvements and Utilities	2,335	5	-5	2,335	0	0	0	2,161	174	0	0
Construction	29,011	57	-50	29,004	0	3,450	6,800	11,294	7,460	0	0
Other	147	2	0	145	0	0	0	29	116	0	0
Total	68,175	13,264	3,979	50,932	12,595	5,954	7,430	14,195	10,758	0	0

FUNDING SCHEDULE (\$000)

EDAET	4,956	4,725	0	231	231	0	0	0	0	0	0
G.O. Bonds	30,634	6,744	1,622	22,268	8,050	1,968	1,005	7,497	3,748	0	0
Contributions	35	0	0	35	0	0	35	0	0	0	0
Development Approval Payment	50	0	0	50	50	0	0	0	0	0	0
Impact Tax	31,634	1,167	2,357	28,110	4,264	3,986	6,390	6,460	7,010	0	0
Investment Income	1	1	0	0	0	0	0	0	0	0	0
Intergovernmental	238	0	0	238	0	0	0	238	0	0	0
Transportation Improvement Credit	625	625	0	0	0	0	0	0	0	0	0
Rental Income - Roads	2	2	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

Maintenance				35	0	0	0	0	0	35	0
Energy				12	0	0	0	0	0	12	0
Net Impact				47	0	0	0	0	0	47	0

DESCRIPTION

This project provides a new four-lane divided road from a point on Montrose Road (starting 600 feet east of Tildenwood Drive) eastward to 'old' Old Georgetown Road (approximately 5,300 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot wide lanes and a 12- to 30-foot wide median. A 10-foot wide bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot wide sidewalk will run along the south side. Near Old Farm Creek the bikeway will pass under the Parkway and will continue westward on the south side of the Parkway to Tildenwood Drive. The 10-foot wide bikeway will continue westward from a point on Tildenwood Drive approximately 550 feet south of Montrose Road to the Montrose Road/North Farm Lane intersection within the land formerly reserved for the Rockville Facility. Montrose Road will be widened to six lanes with a median, and five-foot wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Noise barrier walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,700 feet behind homes in the Old Farm community in North Bethesda. A berm will be provided along Montrose Road behind the homes on the northern side of Tildenwood Lane to the east of Tildenwood Drive. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge on Montrose Road over Old Farm Creek to enhance wildlife passage, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

Service Area

North Bethesda-Garrett Park.

Capacity

By 2020, the Average Daily Traffic (ADT) volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several Montrose Road intersections will fail.

JUSTIFICATION

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe turning

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		57,600
First Cost Estimate		
Current Scope	FY05	68,175
Last FY's Cost Estimate		68,175
Present Cost Estimate		68,175
Appropriation Request	FY06	0
Supplemental		
Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		68,175
Expenditures/		
Encumbrances		44,399
Unencumbered Balance		23,776
Partial Closeout Thru	FY03	0
New Partial Closeout	FY04	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Maryland Department of the Environment
Maryland Department of Natural Resources
U.S. Army Corps of Engineers
Department of Permitting Services
City of Rockville
Affected communities
Montrose Trail
Rockville Pike/Randolph Road/Montrose Road Intersection Improvements Project.

Special Capital Improvements Project Legislation was enacted by Council on May 23, 2002 (Bill No. 12-02).

MAP

See Map on Next Page

movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

Plans and Studies

North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways. A review of impacts to pedestrians, bicycles and ADA (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Specific Data

This project is the western portion of the master-planned Montrose Parkway. The eastern portion (east of the CSX Railroad) will start Phase I of the Facility Planning process and will be completed in FY06. The Randolph Road/Rockville Pike (MD 355)/Montrose Road grade-separated interchange, including a relocated Randolph Road over the CSX Railroad, is in the preliminary design stage by the Maryland State Highway Administration (MSHA). Schedules for both Montrose Parkway West and the MSHA's project are running concurrently. The scope of work has been revised to provide safe access to the office building at 2101 East Jefferson Street by constructing a 450-foot private access road to connect the property to Montrose Parkway. In addition, reforestation, a bikeway bridge over an unnamed tributary, and a berm along Montrose Road behind the homes on Tildenwood Lane to the east of Tildenwood Drive have been added to the scope of work. In coordination with M-NCPPC's recommendations for the Wilgus East development, the alignment of the Parkway east of East Jefferson Street was shifted to the south to allow for a greater distance between the Parkway and the residential development to the north.

Cost Change

Defer expenditures from FY05 to FY08 does not affect project completion.

STATUS

Final design stage.

OTHER

The project cost assumes acquisition of approximately 7.8 acres of the 16.7-acre Armstrong tract, the MSHA right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with M-NCPPC's staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231. This project is divided into two stages: Stage 1, funded for completion by FY08, includes designing the full project and acquiring land and construction of the project from East Jefferson Street to Tower Oaks Boulevard. Stage 2, funded in FY09, consists of acquiring land and construction of the project from East Jefferson Street to 'old' Old Georgetown Road, including the enhanced streetscaping in this section. Once the MSHA has programmed the funding for land acquisition and construction of the Randolph Road/Rockville Pike/Montrose Road grade-separated interchange, the Council will reconsider the timing of Stage 2. During the final design stage, further attempts will be undertaken to reduce community impacts. One objective will be to reduce frontage impacts and to improve parking and access for the Old Farm Pool and Paddle Tennis Club and Faith United Methodist Church.

FISCAL NOTE

The Intergovernmental and contribution revenue represent WSSC's share of the utility costs and developer's share of the project costs, respectively. Impact Tax funds are assumed for this project.