

Montrose Parkway East -- No. 500717

Category	Transportation	Date Last Modified	June 25, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,915	11	1,794	2,841	500	1,026	0	0	449	866	1,269
Land	6,423	419	0	6,004	1,502	1,052	1,700	1,750	0	0	0
Site Improvements and Utilities	2,545	0	0	0	0	0	0	0	0	0	2,545
Construction	36,417	0	0	18,400	0	0	0	0	6,400	12,000	18,017
Other	0	0	0	0	0	0	0	0	0	0	0
Total	51,300	430	1,794	27,245	2,002	2,078	1,700	1,750	6,849	12,866	21,831

FUNDING SCHEDULE (\$000)

G.O. Bonds	30,055	430	1,794	6,000	0	0	0	0	0	6,000	21,831
Impact Tax	21,245	0	0	21,245	2,002	2,078	1,700	1,750	6,849	6,866	0
Total	51,300	430	1,794	27,245	2,002	2,078	1,700	1,750	6,849	12,866	21,831

DESCRIPTION

This project is a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway (5,100 linear feet) will be a closed section with a 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limit is between Parklawn Drive on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes the tie-in to Parklawn Drive and Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

CAPACITY

Average daily traffic is projected to be 42,800 vehicles per day by 2020.

COST CHANGE

Increase due to the addition of construction, land, utilities, and site improvement costs.

JUSTIFICATION

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as a greenway.

The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. At the completion of the Phase I Facility planning process, a project prospectus was completed in June 2004. This project will connect to the Montrose Parkway West and SHA MD 355/Randolph Road Relocation project.

OTHER

Design of this project will take into consideration the future Veirs Mill Road Bus Rapid Transit (BRT) service.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate		
Current Scope	FY09	51,300
Last FY's Cost Estimate		2,705
Appropriation Request	FY09	2,547
Appropriation Request Est.	FY10	4,052
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,705
Expenditures / Encumbrances		453
Unencumbered Balance		2,252
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

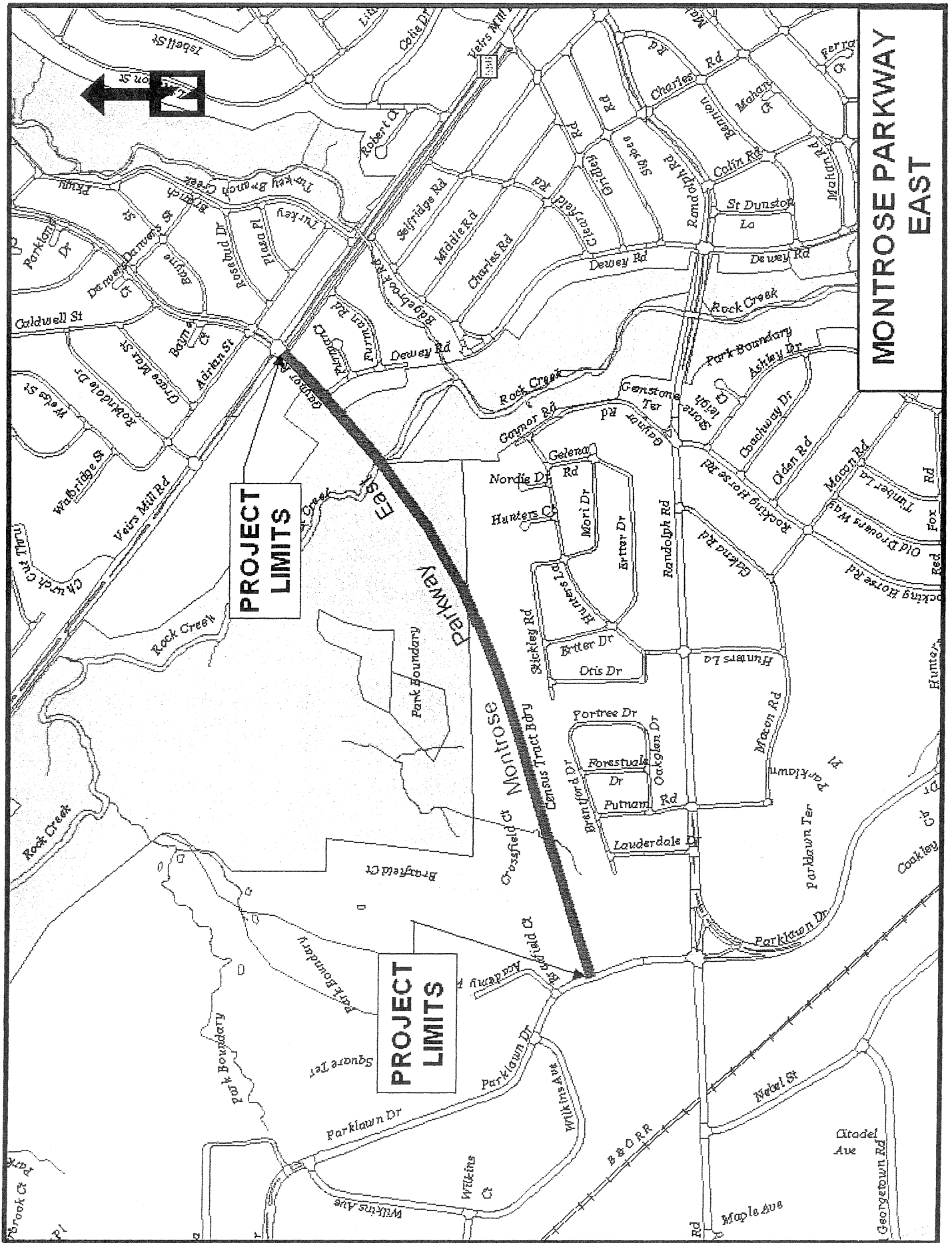
COORDINATION

Department of Fire and Rescue Services
 Department of Transportation
 Department of Permitting Services
 Maryland-National Capital Park and Planning Commission
 Maryland State Highway Administration
 Maryland Department of Environment
 Washington Suburban Sanitary Commission
 Washington Gas
 PEPCO
 Verizon

Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

MAP

See Map on Next Page



**MONTROSE PARKWAY
EAST**

**PROJECT
LIMITS**

**PROJECT
LIMITS**