

Montrose Parkway East -- No. 500717

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

May 14, 2009
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	5,914	299	1,505	2,841	500	1,026	0	0	449	866	1,269
Land	6,424	420	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	13,400	0	0	0	0	6,400	7,000	23,017
Other	0	0	0	0	0	0	0	0	0	0	0
Total	51,300	719	1,505	22,245	2,002	2,078	1,700	1,750	6,849	7,866	26,831

FUNDING SCHEDULE (\$000)

EDAET	504	0	0	504	0	504	0	0	0	0	0
G.O. Bonds	33,631	719	1,505	4,576	2,002	1,574	0	0	0	1,000	26,831
Impact Tax	17,165	0	0	17,165	0	0	1,700	1,750	6,849	6,866	0
Total	51,300	719	1,505	22,245	2,002	2,078	1,700	1,750	6,849	7,866	26,831

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.

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.

FISCAL NOTE

Replace Impact Taxes with G O Bonds.

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>FY07</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY09</td> <td>51,300</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>51,300</td> </tr> </table>	Date First Appropriation	FY07	(\$000)	First Cost Estimate	FY09	51,300	Current Scope			Last FY's Cost Estimate		51,300	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	See Map on Next Page
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