

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 23, 2011
No
Yes.
Final Design Stage**

EXPENDITURE SCHEDULE (\$000)

| Cost Element | Total | Thru FY10 | Rem. FY10 | Total 6 Years | FY11 | FY12 | FY13 | FY14 | FY15 | FY16 | Beyond 6 Years |
|-----------------------------------|----------------|--------------|--------------|------------------|--------------|--------------|---------------|---------------|---------------|---------------|-------------------|
| Planning, Design, and Supervision | 9,032 | 1,322 | 510 | 7,200 | 800 | 800 | 1,000 | 1,000 | 1,600 | 2,000 | 0 |
| Land | 12,453 | 2,006 | 1,567 | 8,880 | 1,890 | 3,990 | 3,000 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 2,700 | 0 | 0 | 2,700 | 0 | 0 | 0 | 0 | 2,700 | 0 | 0 |
| Construction | 95,310 | 10 | 0 | 95,300 | 0 | 0 | 20,300 | 24,800 | 26,200 | 24,000 | 0 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 119,495 | 3,338 | 2,077 | 114,080 | 2,690 | 4,790 | 24,300 | 25,800 | 30,500 | 26,000 | 0 |

FUNDING SCHEDULE (\$000)

| | | | | | | | | | | | |
|-------------------------|----------------|--------------|--------------|----------------|--------------|--------------|---------------|---------------|---------------|---------------|----------|
| EDAET | 504 | 504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 100,417 | 2,117 | 2,077 | 96,223 | 2,690 | 207 | 21,517 | 23,812 | 22,027 | 25,970 | 0 |
| Impact Tax | 12,894 | 717 | 0 | 12,177 | 0 | 4,583 | 2,783 | 1,988 | 2,823 | 0 | 0 |
| Intergovernmental | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 0 |
| Recordation Tax Premium | 5,650 | 0 | 0 | 5,650 | 0 | 0 | 0 | 0 | 5,650 | 0 | 0 |
| Total | 119,495 | 3,338 | 2,077 | 114,080 | 2,690 | 4,790 | 24,300 | 25,800 | 30,500 | 26,000 | 0 |

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway 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 the eastern limit of the MD355/Montrose interchange on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes a bridge over CSX, a grade-separated interchange with Parklawn Drive, and a tie-in to 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.

ESTIMATED SCHEDULE

Design and right-of-way acquisition phase is expected to be complete in the spring of 2012 followed by a construction period of approximately 3 1/2 years.

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.

Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the parkway's maintenance and in emergency situations.

FISCAL NOTE

Shift expenditures and funding from FY13 and FY14 to FY16 to reflect current implementation plan.

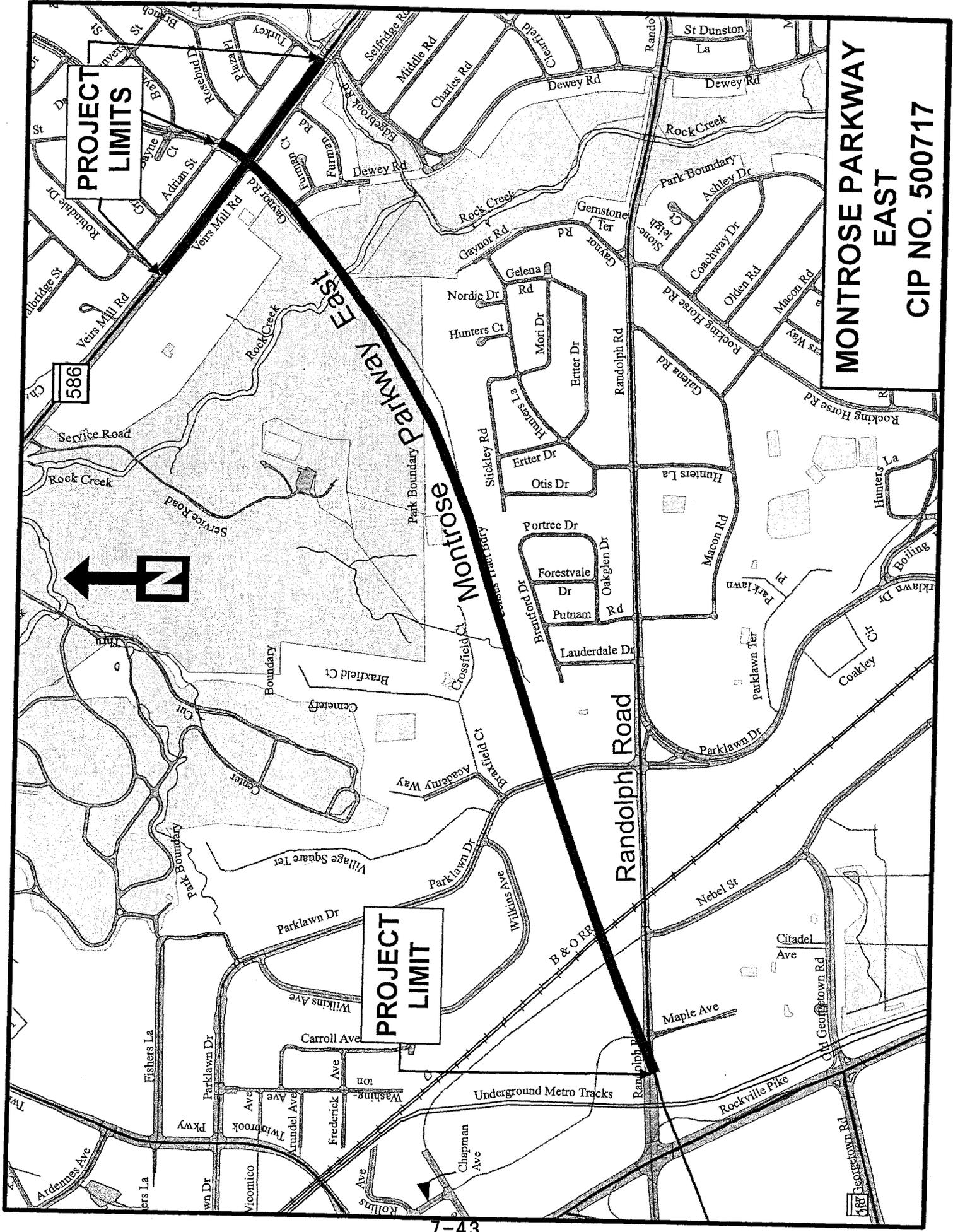
Reduce Impact Taxes in FY12 through FY15 and increase GO Bonds to offset.

\$9 million for the design of the segment between MD 355/Montrose interchange and Parklawn Drive is in the State Transportation Participation project. Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

OTHER DISCLOSURES

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

| APPROPRIATION AND EXPENDITURE DATA | COORDINATION | MAP |
|---------------------------------------|---|----------------------|
| Date First Appropriation FY07 (\$000) | Department of Fire and Rescue Services | See Map on Next Page |
| First Cost Estimate FY11 119,495 | Department of Transportation | |
| Current Scope FY11 119,495 | Department of Permitting Services | |
| Last FY's Cost Estimate 119,495 | Maryland-National Capital Park and Planning Commission | |
| Appropriation Request FY12 3,591 | Maryland State Highway Administration | |
| Supplemental Appropriation Request 0 | Maryland Department of Environment | |
| Transfer 0 | Washington Suburban Sanitary Commission | |
| Cumulative Appropriation 9,304 | Washington Gas | |
| Expenditures / Encumbrances 5,150 | PEPCO | |
| Unencumbered Balance 4,154 | Verizon | |
| Partial Closeout Thru FY09 0 | State Transportation Participation Project No. 500722 | |
| New Partial Closeout FY10 0 | Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008. | |
| Total Partial Closeout 0 | | |



**PROJECT
LIMITS**

586



**PROJECT
LIMIT**

**MONTROSE PARKWAY
EAST
CIP NO. 500717**