

White Flint District East: Transportation (P501204)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 11/17/14
 Required Adequate Public Facility No
 Relocation Impact None
 Status Preliminary Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,894	713	662	3,304	600	500	377	1,827	0	0	1,215
Land	2	2	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	6,288	0	0	2,986	0	0	266	2,720	0	0	3,302
Construction	17,506	0	0	9,004	0	0	1,169	7,835	0	0	8,502
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,690	715	662	15,294	600	500	1,812	12,382	0	0	13,019

FUNDING SCHEDULE (\$000s)											
White Flint - Special Tax District	29,690	715	662	15,294	600	500	1,812	12,382	0	0	13,019
Total	29,690	715	662	15,294	600	500	1,812	12,382	0	0	13,019

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	489
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,988
Expenditure / Encumbrances		889
Unencumbered Balance		1,099

Date First Appropriation	FY 14	
First Cost Estimate		
Current Scope	FY 13	29,690
Last FY's Cost Estimate		29,690

Description

This project provides for design, engineering plans, and construction for three new roads and one new bridge in the White Flint District East area as follows: 1. Executive Boulevard Extended East (B-7)-Rockville Pike/MD 355 to a New Private Street - construct 1,100 feet of four-lane roadway. 2. Executive Boulevard Extended East (B-7)-New Private Street to new Nebel Street Extended - construct 600 feet of four-lane roadway. 3. Nebel Street (B-5)-Nicholson Lane South to a Combined Property site - construct 1,200 feet of four-lane roadway. 4. Bridge across Washington Metropolitan Area Transit Authority (WMATA) tracks adjacent to White Flint Metro Station - on future MacGrath Boulevard between MD 355 and future Station Street - construct 80-foot-long three-lane bridge. All the roadway segments will be designed in FY14 - FY18. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines where required, other utility relocations, and streetscaping. These projects will become stand-alone projects once engineering is complete and final construction costs can be accurately determined. This project also assumes the developers will dedicate the land needed for these sub-projects in a timely manner.

Location

North Bethesda

Estimated Schedule

Design of all road projects began in FY12 and has been delayed due to coordination with stakeholders. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street is scheduled to begin in FY19 and is expected to conclude in FY20, subject to tax district affordability. Design of Executive Boulevard East Extended was delayed due to coordination between the stakeholders over the road alignment. Design for the bridge across the the WMATA tracks adjacent to the White Flint Metro Station has been delayed due to negotiations between WMATA, State Highway Administration (SHA), the County, and the developers; bridge design will begin after a Memorandum of Understanding between the parties has been finalized.

Justification

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit-oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution 16-1300 adopted March 23, 2010.

Fiscal Note

Funding Sources: The ultimate funding source for these projects will be White Flint Development District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Cost Estimation: Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35 percent) phase. Final estimates for the construction of the bridge is unknown since a design has not yet been selected. A public-private partnership will be considered to expedite this project.

Disclosures

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A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, White Flint Sector Plan, Washington Metropolitan Area Transit Administration, Maryland State Highway Administration, Federal Agencies including the Nuclear Regulatory Commission, Developers, Department of Environmental Protection, Department of Permitting Services