



Montrose Parkway West

(P500311)

Category	Transportation	Date Last Modified	11/30/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Under Construction
Required Adequate Public Facility	Yes		

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	6,288	6,288	-	-	-	-	-	-	-	-	-
Land	39,641	39,640	1	-	-	-	-	-	-	-	-
Site Improvements and Utilities	1,045	1,019	26	-	-	-	-	-	-	-	-
Construction	33,687	33,687	-	-	-	-	-	-	-	-	-
Other	206	206	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	80,867	80,840	27	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Contributions	27	-	27	-	-	-	-	-	-	-	-
Development Approval Payment	1,353	1,353	-	-	-	-	-	-	-	-	-
EDAET	5,206	5,206	-	-	-	-	-	-	-	-	-
G.O. Bonds	55,400	55,400	-	-	-	-	-	-	-	-	-
Impact Tax	17,498	17,498	-	-	-	-	-	-	-	-	-
Intergovernmental	655	655	-	-	-	-	-	-	-	-	-
Investment Income	98	98	-	-	-	-	-	-	-	-	-
Rental Income: Roads	5	5	-	-	-	-	-	-	-	-	-
Transportation Improvement Credit	625	625	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	80,867	80,840	27	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY03
Cumulative Appropriation	80,842	Last FY's Cost Estimate	80,867
Expenditure / Encumbrances	80,840		
Unencumbered Balance	2		

PROJECT 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.

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.

ESTIMATED SCHEDULE

Construction of the 950-foot segment of the hiker/biker trail between Swim Club Way and Tildenwood Drive will begin in the spring of 2010 and will take approximately four months to complete.

PROJECT 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 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. North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways.

OTHER

As a permit requirement the project includes the construction of a bio-retention facility at the Tilden Woods Park and participation in the costs associated with the construction of 1,200 linear feet of the Booze Creek Stream Stabilization project. The project cost assumes acquisition of approximately 7.4 acres of the 16.7-acre Armstrong tract, the Maryland State Highway Administration (MSHA) right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with Maryland-National Capital Park and Planning Commission's (M-NCPPC) staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231.

FISCAL NOTE

The intergovernmental and contribution revenue represent the Washington Suburban Sanitary Commission's (WSSC) share of the

utility costs and developer's share of the project costs, respectively. In FY11, \$74,000 was transferred to the Advance Reforestation project #500112. In FY15, \$361,000 in G.O. Bonds was transferred to the Silver Spring Transit Center project #509974.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Maryland Department of the Environment, U. S. Army Corps of Engineers, Maryland Department of Natural Resources, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Washington Suburban Sanitary Commission, Washington Gas, PEPCO, City of Rockville, Montgomery County Department of Environmental Protection, Miscellaneous Stream Valley Improvements, Special Capital Projects Legislation [Bill No. 12-02] was adopted by Council May 23, 2002.