



# Montrose Parkway East

(P500717)

Category	Transportation	Date Last Modified	10/27/21
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
Planning, Design and Supervision	5,050	4,312	738	-	-	-	-	-	-	-	-
Land	6,004	6,004	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	728	728	-	-	-	-	-	-	-	-	-
Construction	108	108	-	-	-	-	-	-	-	-	-
Other	170	170	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>12,060</b>	<b>11,322</b>	<b>738</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY21	Est FY22	Total 6 Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Beyond 6 Years
EDAET	504	504	-	-	-	-	-	-	-	-	-
G.O. Bonds	5,363	4,625	738	-	-	-	-	-	-	-	-
Impact Tax	5,279	5,279	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	914	914	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>12,060</b>	<b>11,322</b>	<b>738</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 23 Request	-	Year First Appropriation	FY07
Appropriation FY 24 Request	-	Last FY's Cost Estimate	12,060
Cumulative Appropriation	12,060		
Expenditure / Encumbrances	11,703		
Unencumbered Balance	357		

## PROJECT DESCRIPTION

This project previously provided for a new four-lane divided arterial road as recommended in the 1992 North Bethesda/Garrett Park and 1994 Aspen Hill Master Plans. Planning funds are included to evaluate alternatives that address safety concerns regarding the railroad crossing and general traffic flow in a smaller, less costly manner.

## PROJECT JUSTIFICATION

The Montrose Road - Randolph Road railroad crossing is used by pedestrians, students, motorcycles, cars, trucks, buses and

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emergency personnel. It is ranked as the most dangerous railroad crossing in the entire state of Maryland. This grade separation project would eliminate the Randolph Road crossing.

## DISCLOSURES

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

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.

