



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	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,060	11,322	738	-	-	-	-	-	-	-	-

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	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,060	11,322	738	-	-	-	-	-	-	-	-

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

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.

