



White Flint District East: Transportation (P501204)

Category	Transportation	Date Last Modified	10/02/25
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	9,340	755	19	-	-	-	-	-	-	-	8,566
Land	2	2	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	7,615	-	-	-	-	-	-	-	-	-	7,615
Construction	28,705	-	-	-	-	-	-	-	-	-	28,705
TOTAL EXPENDITURES	45,662	757	19	-	-	-	-	-	-	-	44,886

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
White Flint Special Tax District	45,662	757	19	-	-	-	-	-	-	-	44,886
TOTAL FUNDING SOURCES	45,662	757	19	-	-	-	-	-	-	-	44,886

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY14
Appropriation FY 28 Request	-	Last FY's Cost Estimate	29,690
Cumulative Appropriation	776		
Expenditure / Encumbrances	757		
Unencumbered Balance	19		

PROJECT DESCRIPTION

This project provides for design, engineering plans, and construction for three new roads and master planned bikeways in the White Flint District East side 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. Bikeway design and construction will be consistent with the adopted master plan staging requirements. 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 standalone 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. However, no agreements have been made for the land dedication so far. Also, this project previously included a new bridge across the WMATA tracks as an extension of future McGrath Boulevard. This bridge is no longer part of the plan for the redevelopment of the WMATA site, and has been removed from this scope and cost estimate.

LOCATION

North Bethesda

ESTIMATED SCHEDULE

Remaining design work and all construction has been delayed beyond FY32 due to affordability and other factors. Concept design of all road projects began 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 was delayed due to tax district affordability. Design of Executive Boulevard East Extended was delayed due to coordination between stakeholders over the alignment.

COST CHANGE

Construction cost increases are based on unit costs from similar past projects, not detailed designs. Final costs will be determined after the 35% preliminary engineering phase. Current estimates are substantially higher than those from FY12 due to inflation and rising material and labor costs.

PROJECT 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 bonds will be paid solely from White Flint Special Taxing District revenues. **Updated Cost Estimation (FY 26):** 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%) phase.

DISCLOSURES

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 Authority, Maryland State Highway Administration, Federal Agencies including the Nuclear Regulatory Commission, Developers, Department of Environmental Protection, Department of Permitting Services

