

# White Flint District East: Transportation (P501204)

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

Date Last Modified            1/6/14  
 Required Adequate Public Facility    No  
 Relocation Impact            None  
 Status                            Preliminary Design Stage

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	6,383	620	1,483	2,880	1,620	400	460	400	0	0	1,400
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	1,240	100	800	340	0	0	0	4,620
Construction	17,447	0	0	9,867	3,267	0	3,300	3,300	0	0	7,580
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>29,690</b>	<b>620</b>	<b>1,483</b>	<b>13,987</b>	<b>4,987</b>	<b>1,200</b>	<b>4,100</b>	<b>3,700</b>	<b>0</b>	<b>0</b>	<b>13,600</b>

### FUNDING SCHEDULE (\$000s)

White Flint - Special Tax District	29,690	620	1,483	13,987	4,987	1,200	4,100	3,700	0	0	13,600
<b>Total</b>	<b>29,690</b>	<b>620</b>	<b>1,483</b>	<b>13,987</b>	<b>4,987</b>	<b>1,200</b>	<b>4,100</b>	<b>3,700</b>	<b>0</b>	<b>0</b>	<b>13,600</b>

### OPERATING BUDGET IMPACT (\$000s)

Maintenance				2	0	0	0	0	1	1
<b>Net Impact</b>				<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	740
Appropriation Request Est.	FY 16	1,200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,350
Expenditure / Encumbrances		825
Unencumbered Balance		5,525

Date First Appropriation	FY 14	
First Cost Estimate		
Current Scope	FY 13	29,400
Last FY's Cost Estimate		29,400

## 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 - FY16. 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.

## Estimated Schedule

Design of all road projects began in FY12 and is expected to conclude in FY16. Construction of Executive Boulevard Extended East from Rockville Pike/MD 355 to a New Private Street will begin in FY17 and is expected to conclude in FY18, 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.

## Cost Change

Cost increase of \$290,000 due to revised inflation estimates resulting from delays in the 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

## White Flint District East: Transportation (P501204)

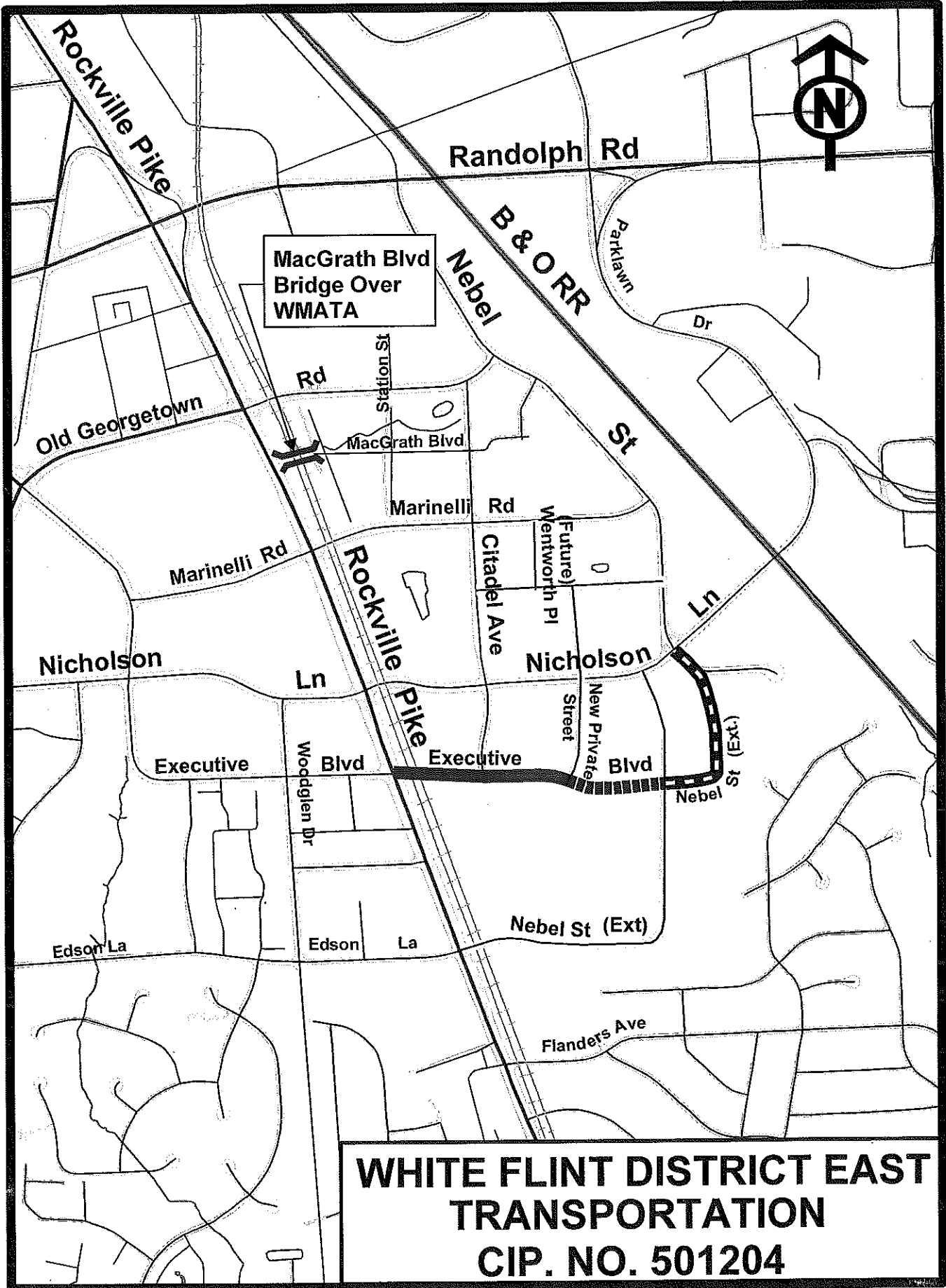
**Funding Sources:** The ultimate funding source for these projects will be White Flint Development District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. **Cost Estimation:** 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.

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



MacGrath Blvd  
Bridge Over  
WMATA

**WHITE FLINT DISTRICT EAST  
TRANSPORTATION  
CIP. NO. 501204**