

# Montrose Parkway East (P500717)

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

Date Last Modified 11/17/14  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Final Design Stage

Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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### EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	18,512	3,282	170	11,566	190	319	640	3,315	2,696	4,406	3,494
Land	18,056	3,916	7,350	6,790	2,659	2,431	1,700	0	0	0	0
Site Improvements and Utilities	6,490	0	0	3,300	1,250	1,250	200	200	200	200	3,190
Construction	96,830	0	0	70,223	0	0	2,366	19,591	18,943	29,323	26,607
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>139,888</b>	<b>7,198</b>	<b>7,520</b>	<b>91,879</b>	<b>4,099</b>	<b>4,000</b>	<b>4,906</b>	<b>23,106</b>	<b>21,839</b>	<b>33,929</b>	<b>33,291</b>

### FUNDING SCHEDULE (\$000s)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	111,773	4,163	1,308	73,011	3,300	4,000	1,922	20,744	15,842	27,203	33,291
Impact Tax	20,319	1,617	6,212	12,490	799	0	2,984	2,362	3,172	3,173	0
Intergovernmental	728	0	0	728	0	0	0	0	0	728	0
Recordation Tax Premium	6,564	914	0	5,650	0	0	0	0	2,825	2,825	0
<b>Total</b>	<b>139,888</b>	<b>7,198</b>	<b>7,520</b>	<b>91,879</b>	<b>4,099</b>	<b>4,000</b>	<b>4,906</b>	<b>23,106</b>	<b>21,839</b>	<b>33,929</b>	<b>33,291</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	799
Appropriation Request Est.	FY 18	1,199
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		20,819
Expenditure / Encumbrances		7,474
Unencumbered Balance		13,345

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 17 139,888
Last FY's Cost Estimate	119,890

#### Description

This project provides for a new four-lane divided arterial road as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will have a curb and gutter section with 11-foot wide lanes, a ten-foot wide bikepath on the north side, and a five-foot wide sidewalk on the south side. The limits of the 1.6 mile project are between the recently constructed MD 355/Montrose interchange on the west and the existing Veirs Mill Road/Parkland Drive/Gaynor Road intersection on the east. The Maryland State Highway Administration (SHA) is preparing the construction plans for the western portion of the project (the "SHA-designed portion"), which meet the County-prepared plans at a point 800 feet east of Parklawn Drive. The project includes a 230-foot bridge spanning the CSX railroad tracks and Nebel Street, a single-point urban interchange (SPUI) with a 198-foot bridge over Parklawn Drive, a 107-foot pedestrian bridge carrying Rock Creek Trail over Montrose Parkway, a 350-foot roadway bridge over Rock Creek, and an at-grade tie-in to Veirs Mill Road. State-of-the-art stormwater management, landscaping, and reforestation practices are included within the scope of the project.

#### Capacity

Average daily traffic is projected to be 42,000 vehicles per day by 2020.

#### Estimated Schedule

Design and land acquisition phase is expected to be complete in FY18. Construction is expected to start in FY19 and be completed in FY23.

#### Cost Change

Cost increases due to the addition of inflation and updated estimates for construction of the SHA-designed portion between Parklawn Drive and MD355.

#### Justification

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as providing a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as Arterial A-270. The Phase I Facility Planning process was completed in June 2004 with a final project prospectus recommending implementation.

#### Other

Design of this project will take into consideration the master planned Veirs Mill Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels will be prohibited from Montrose Parkway East between Parklawn Drive and Veirs Mill Road, except for trucks allowed for the parkway's maintenance and in emergency situations.

#### Fiscal Note

\$9 million for the design of the SHA segment between the MD 355/Montrose Parkway interchange and Parklawn Drive is funded through State Transportation Participation (CIP #500722). Intergovernmental revenue represents the Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs.

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### **Disclosures**

A pedestrian impact analysis has been completed for this project.

### **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, State Transportation Participation, Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.