

Montrose Parkway East (P500717)

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

Date Last Modified 1/3/17
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

Total	Thru FY16	Rem 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	18,780	3,530	190	7,566	190	319	340	615	2,696	3,406	7,494
Land	17,060	4,496	5,774	6,790	1,258	1,039	1,068	1,970	1,455	0	0
Site Improvements and Utilities	7,218	728	0	3,300	0	0	0	0	3,100	200	3,190
Construction	96,830	0	0	45,143	0	0	0	0	20,749	24,394	51,687
Other	0	0	0	0	0	0	0	0	0	0	0
Total	139,888	8,754	5,964	62,799	1,448	1,358	1,408	2,585	28,000	28,000	62,371

FUNDING SCHEDULE (\$000s)

EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	88,349	4,163	1,308	45,507	649	1,358	0	223	22,003	21,274	37,371
Impact Tax	18,743	3,173	4,656	10,914	799	0	1,408	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
State Aid	25,000	0	0	0	0	0	0	0	0	0	25,000
Total	139,888	8,754	5,964	62,799	1,448	1,358	1,408	2,585	28,000	28,000	62,371

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		21,618
Expenditure / Encumbrances		8,983
Unencumbered Balance		12,635

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

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 by FY21. Construction is expected to start in FY21 and be complete in FY24.

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

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\$25 million in State Aid is programmed in the Beyond 6-Years; the County will continue to pursue additional state funding for the construction of the portion of the roadway between MD 355 and Parklawn Drive. \$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.

Disclosures

A pedestrian impact analysis has been completed for this project.

The Executive asserts that this project conforms to the requirements 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, State Transportation Participation, Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.