



Montrose Parkway East

(P500717)

Category	Transportation	Date Last Modified	12/21/17
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	9,409	3,751	554	5,104	98	65	1,393	1,168	1,193	1,187	-
Land	25,906	4,648	7,818	13,440	4,852	2,052	6,536	-	-	-	-
Site Improvements and Utilities	7,611	728	-	6,883	-	-	4,600	2,128	-	155	-
Construction	98,995	9	-	98,986	-	-	10,471	24,704	31,284	32,527	-
Other	16	16	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	141,937	9,152	8,372	124,413	4,950	2,117	23,000	28,000	32,477	33,869	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	127,861	4,163	3,315	120,383	3,542	223	22,272	28,000	32,477	33,869	-
Impact Tax	11,930	3,571	5,057	3,302	1,408	1,894	-	-	-	-	-
Intergovernmental	728	-	-	728	-	-	728	-	-	-	-
EDAET	504	504	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	914	914	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	141,937	9,152	8,372	124,413	4,950	2,117	23,000	28,000	32,477	33,869	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	1,408	Year First Appropriation	FY07
Appropriation FY 20 Request	1,894	Last FY's Cost Estimate	139,888
Cumulative Appropriation	21,618		
Expenditure / Encumbrances	9,798		
Unencumbered Balance	11,820		

Project Description

This project provides for a new four-lane divided arterial road as recommended in the 1992 North Bethesda/Garrett Park and 1994 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 noise walls and larger retaining walls to support the noise walls.

Project 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.

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 (CIP 500722), Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.