



Montrose Parkway East (P500717)

Category	Transportation	Date Last Modified	05/17/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Final Design Stage

	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	10,909	3,751	554	5,117	1,233	65	65	1,393	1,168	1,193	1,487
Land	25,906	4,648	7,818	13,440	2,426	2,426	2,052	6,536	-	-	-
Site Improvements and Utilities	7,611	728	-	6,728	-	-	-	4,600	2,128	-	155
Construction	101,495	9	-	62,459	-	-	-	10,471	24,704	27,284	39,027
Other	16	16	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	145,937	9,152	8,372	87,744	3,659	2,491	2,117	23,000	28,000	28,477	40,669

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	131,861	4,163	3,315	83,714	2,251	597	1,389	23,000	28,000	28,477	40,669
Impact Tax	11,930	3,571	5,057	3,302	1,408	1,894	-	-	-	-	-
Recordation Tax Premium (MCG)	914	914	-	-	-	-	-	-	-	-	-
Intergovernmental	728	-	-	728	-	-	728	-	-	-	-
EDAET	504	504	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	145,937	9,152	8,372	87,744	3,659	2,491	2,117	23,000	28,000	28,477	40,669

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 FY22. Construction is expected to start in FY22 and be complete in FY25.

COST CHANGE

Cost increases due to the addition of noise walls, larger retaining walls to support the noise walls, and widening of the shared use path.

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. Beyond 6 years total of \$36,669,000 all to be spent in FY25.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. The County Executive asserts that this project conforms to the requirement 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 (CIP 500722), Special Capital Projects Legislation will be proposed by the County Executive to reauthorize this project.