

Montrose Parkway West -- No. 500311

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

January 10, 2010
Yes
Yes.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	5,632	5,223	128	281	281	0	0	0	0	0	0
Land	34,722	33,719	1,003	0	0	0	0	0	0	0	0
Site Improvements and Utilities	1,684	845	491	348	348	0	0	0	0	0	0
Construction	34,156	32,436	1,720	0	0	0	0	0	0	0	0
Other	103	103	0	0	0	0	0	0	0	0	0
Total	76,297	72,326	3,342	629	629	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Contributions	35	0	35	0	0	0	0	0	0	0	0
Development Approval Payment	1,362	987	375	0	0	0	0	0	0	0	0
EDAET	5,206	5,206	0	0	0	0	0	0	0	0	0
G.O. Bonds	50,746	47,836	2,281	629	629	0	0	0	0	0	0
Impact Tax	17,568	16,917	651	0	0	0	0	0	0	0	0
Intergovernmental	655	655	0	0	0	0	0	0	0	0	0
Investment Income	98	98	0	0	0	0	0	0	0	0	0
Rental Income - Roads	2	2	0	0	0	0	0	0	0	0	0
Transportation Improvement Credit	625	625	0	0	0	0	0	0	0	0	0
Total	76,297	72,326	3,342	629	629	0	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				324	54	54	54	54	54	54
Energy				324	54	54	54	54	54	54
Net Impact				648	108	108	108	108	108	108

DESCRIPTION

This project provides a new four-lane divided road from a point on Montrose Road (starting 600 feet east of Tildenwood Drive) eastward to 'old' Old Georgetown Road (approximately 5,300 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot wide lanes and a 12- to 30-foot wide median. A 10-foot wide bikeway will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot wide sidewalk will run along the south side. Near Old Farm Creek the bikeway will pass under the Parkway and will continue westward on the south side of the Parkway to Tildenwood Drive. The 10-foot wide bikeway will continue westward from a point on Tildenwood Drive approximately 550 feet south of Montrose Road to the Montrose Road/North Farm Lane intersection within the land formerly reserved for the Rockville Facility. Montrose Road will be widened to six lanes with a median, and five-foot wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Noise barrier walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,700 feet behind homes in the Old Farm community in North Bethesda. A berm will be provided along Montrose Road behind the homes on the northern side of Tildenwood Lane to the east of Tildenwood Drive. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge on Montrose Road over Old Farm Creek to enhance wildlife passage, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

CAPACITY

By 2020, the Average Daily Traffic (ADT) Volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several Montrose Road intersections will fail.

ESTIMATED SCHEDULE

Construction of the 950-foot segment of the hiker/biker trail between Swim Club Way and Tildenwood Drive will begin in the spring of 2010 and will take approximately four months to complete.

JUSTIFICATION

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland Department of the Environment	See Map on Next Page
First Cost Estimate	U. S. Army Corps of Engineers	
Current Scope	Maryland Department of Natural Resources	
Last FY's Cost Estimate	Department of Permitting Services	
Appropriation Request	Maryland-National Capital Park and Planning Commission	
Appropriation Request Est.	Maryland State Highway Administration	
Supplemental Appropriation Request	Washington Suburban Sanitary Commission	
Transfer	Washington Gas	
Cumulative Appropriation	PEPCO	
Expenditures / Encumbrances	City of Rockville	
Unencumbered Balance	Montgomery County Department of Environmental Protection	
Partial Closeout Thru	Miscellaneous Stream Valley Improvements	
New Partial Closeout	Special Capital Projects Legislation [Bill No. 12-02] was adopted by Council May 23, 2002.	
Total Partial Closeout		

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turning movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

North Bethesda/Garrett Park Master Plan 1992, and Master Plan of Highways.

OTHER

As a permit requirement the project includes the construction of a bio-retention facility at the Tilden Woods Park and participation in the costs associated with the construction of 1,200 linear feet of the Booze Creek Stream Stabilization project. The project cost assumes acquisition of approximately 7.4 acres of the 16.7-acre Armstrong tract, the Maryland State Highway Administration (MSHA) right-of-way, and an approximately 130 foot right-of-way on the Wilgus tract. Consistent with Maryland-National Capital Park and Planning Commission's (M-NCPPC) staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot wide portion of Wilgus Parcel N231.

FISCAL NOTE

The intergovernmental and contribution revenue represent the Washington Suburban Sanitary Commission's (WSSC) share of the utility costs and developer's share of the project costs, respectively.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

