

Montrose Parkway East -- No. 500717

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
North Bethesda-Garrett Park

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

June 10, 2010
No
Yes.
Final Design Stage

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	9,033	829	1,004	7,200	800	800	1,000	1,000	1,600	2,000	0
Land	12,453	1,973	1,600	8,880	1,890	3,990	3,000	0	0	0	0
Site Improvements and Utilities	2,700	0	0	2,700	0	0	0	0	2,700	0	0
Construction	95,309	9	0	95,300	0	0	22,300	28,800	26,200	18,000	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,495	2,811	2,604	114,080	2,690	4,790	26,300	29,800	30,500	20,000	0

FUNDING SCHEDULE (\$000)

EDAET	504	0	504	0	0	0	0	0	0	0	0
G.O. Bonds	98,693	2,811	2,100	93,782	2,180	1,354	22,773	26,645	20,860	19,970	0
Impact Tax	14,618	0	0	14,618	510	3,436	3,527	3,155	3,990	0	0
Intergovernmental	30	0	0	30	0	0	0	0	0	30	0
Recordation Tax Premium	5,650	0	0	5,650	0	0	0	0	5,650	0	0
Total	119,495	2,811	2,604	114,080	2,690	4,790	26,300	29,800	30,500	20,000	0

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park and Aspen Hill Master Plans. The roadway will be a closed section with a 11-foot wide lanes, a 10-foot wide bikepath on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limit is between the eastern limit of the MD355/Montrose interchange on the west and the intersection of Veirs Mill Road and Parkland Road on the east. The project includes a bridge over CSX, a grade-separated interchange with Parklawn Drive, and a tie-in to Veirs Mill Road. Appropriate stormwater management facilities and landscaping will be included.

CAPACITY

Average daily traffic is projected to be 42,800 vehicles per day by 2020.

ESTIMATED SCHEDULE

Design and right-of-way acquisition phase is expected to be complete in the spring of 2012 followed by a construction period of approximately 3 1/2 years.

COST CHANGE

Cost increase due the incorporation of the segment between MD 355/Montrose interchange and Parklawn Drive, as well as more detailed design and construction cost escalation.

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 a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. At the completion of the Phase I Facility Planning process, a project prospectus was completed in June 2004. This project will connect to the Montrose Parkway West and SHA MD 355/Randolph Road Relocation project.

OTHER

Design of this project will take into consideration the future Veirs Mill Road Bus Rapid Transit (BRT) service.

FISCAL NOTE

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

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY07	(\$000)
First Cost Estimate	FY11	119,495
Current Scope		
Last FY's Cost Estimate		51,300
Appropriation Request	FY11	0
Appropriation Request Est.	FY12	3,591
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,304
Expenditures / Encumbrances		3,704
Unencumbered Balance		5,600
Partial Closeout Thru	FY08	0
New Partial Closeout	FY09	0
Total Partial Closeout		0

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 Project No. 500722
Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

MAP

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