

# White Flint District West: Transportation -- No. 501116

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
North Bethesda-Garrett Park

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 10, 2011  
No  
None.  
Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	14,064	0	0	11,785	350	1,550	500	2,900	2,950	3,535	2,279
Land	11,000	0	0	1,000	0	0	600	0	200	200	10,000
Site Improvements and Utilities	3,162	0	0	1,741	0	0	0	0	0	1,741	1,421
Construction	70,381	0	0	6,069	0	0	0	0	0	6,069	64,312
Other	35	0	0	35	35	0	0	0	0	0	0
<b>Total</b>	<b>98,642</b>	<b>0</b>	<b>0</b>	<b>20,630</b>	<b>385</b>	<b>1,550</b>	<b>1,100</b>	<b>2,900</b>	<b>3,150</b>	<b>11,545</b>	<b>78,012</b>

### FUNDING SCHEDULE (\$000)

Current Revenue: General	0	0	0	0	385	-385	0	0	0	0	0
White Flint - Special Tax District	98,642	0	0	20,630	0	1,935	1,100	2,900	3,150	11,545	78,012
<b>Total</b>	<b>98,642</b>	<b>0</b>	<b>0</b>	<b>20,630</b>	<b>385</b>	<b>1,550</b>	<b>1,100</b>	<b>2,900</b>	<b>3,150</b>	<b>11,545</b>	<b>78,012</b>

#### DESCRIPTION

This project provides for completing preliminary engineering, to 35% plans, and initial land acquisition for one new road, one relocated road, improvements to three existing roads, and one new bikeway in the White Flint District area for Stage 1. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping.

The proposed projects for preliminary engineering are as follows:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) -New 2 lane 1,700 foot roadway (\$500k PDS + \$200k Land).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Rockville Pike (MD 355) - 1,700 feet of bikeway (\$100k PDS).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187) -New 900 feet of 4 lane roadway (\$500k PDS + \$200k Land).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive - 6,300 feet of 6-8 lane roadway (\$6.7m PDS + \$400k Land).
5. Old Georgetown Rd. (MD 187) (M-4)-Nicholson Ln./Tilden Ln. to Executive Blvd. - 1,600 feet of 6 lane roadway (\$700k PDS + \$200k Land).
6. Hoya St. (formerly 'Old' Old Georgetown Rd.) (M-4A)-Executive Blvd. to Montrose Parkway - 1,100 feet of 4 lane roadway (\$600k PDS).

This project also includes the estimated final design, construction, and land acquisition costs for the projects approved in Resolution #16-1570, White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List, Action items #7 and #10.

The proposed projects for construction are:

1. Main Street/Market Street (B-10)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355)- New 2 lane 1,700 foot roadway (\$4,233,000).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355) -Construct 1,700 feet of bikeway (\$1,613,000).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187)-New 900 feet of 4 lane roadway (\$22,800,000).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive- Reconstruct 6,300 feet of 6-8 lane roadway (\$59,861,000).

These projects will become stand-alone projects once preliminary engineering up to 35% is complete and final construction costs can be determined.

This project also provides for consulting fees for the analysis and studies necessary to implement the district, which are programmed in the "Other" cost element for FY11. Effective FY12 consulting fees are programmed in the White Flint Redevelopment Program project #151200.

#### ESTIMATED SCHEDULE

Design is expected to commence on all projects except the Rockville Pike section in the Spring of 2011 (FY11) and to conclude in the Spring of 2013 (FY13). Some property acquisition may occur in 2012-13 (FY13). Design on the Rockville Pike section will begin in the Fall of 2013 (FY14) and be complete in the Spring of 2016 (FY16). Some property acquisition may occur on this section in 2015 (FY15) and 2016 (FY16).

#### COST CHANGE

Cost increase due to the addition of estimated final design, construction, and land costs for the projects approved in Resolution #16-1570.

#### JUSTIFICATION

The vision for the White Flint District is for a more urban core with a walkable street grid, sidewalks, bikeways, trails, paths, public use space, parks and recreational facilities, mixed-use development, and enhanced streetscape to improve the areas for pedestrian circulation and transit oriented development around the Metro station. These road improvements, along with other District roads proposed to be constructed by developers will fulfill the strategic program plan for a more effective and efficient transportation system. The proposed improvements are in conformance with the White Flint Sector Plan Resolution

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY11</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY12</td> <td>98,642</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>0</td> </tr> </table>	Date First Appropriation	FY11	(\$000)	First Cost Estimate	FY12	98,642	Current Scope			Last FY's Cost Estimate		0	WMATA City of Rockville MSHA Town of Garrett Park Neighborhood Civic Associations Developers	See Map on Next Page
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<table border="1"> <tr> <td>Appropriation Request</td> <td>FY12</td> <td>2,050</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> </table>	Appropriation Request	FY12	2,050	Supplemental Appropriation Request		0	Transfer		0					
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## White Flint District West: Transportation -- No. 501116 (continued)

16-1300 adopted March 23, 2010.

**OTHER**

The expenditure schedule for the proposed projects is as follows:

	F Y11	F Y12	FY13	FY14	FY15	FY16	Beyond	TOTAL
Main St/ Market St (B-10)	100	400	200	250	200	1,606	2,177	4,933
Main St/ Market St (LB-1)	100	0	0	50	50	1,513	0	1,713
Executive Blvd (B-15)	50	200	450	400	500	5,926	15,974	23,500
Old Georgetown Rd (M-4A)	100	450	350	0	0	0	0	900
Rockville Pike MD 355 (M-6)	0	0	0	2,200	2,400	2,500	59,861	66,961
Hoya St (M-4A)	0	500	100	0	0	0	0	600
Analysis & Studies	35	0	0	0	0	0	0	35
<b>TOTAL</b>	<b>385</b>	<b>1,550</b>	<b>1,100</b>	<b>2,900</b>	<b>3,150</b>	<b>11,545</b>	<b>78,012</b>	<b>98,642</b>

The 35% design of the Main Street/Market Street projects (projects 1 and 2 from the above list) will be from Old Georgetown to MD 355. The final design and construction will be from Old Georgetown Rd to Woodglen Drive. Construction of Woodglen Drive to MD 355 will be funded by the developer.

**FISCAL NOTE**

**Funding Sources:**

The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues. Resolution No 16-1570 states that "The County's goal is that the White Flint Special Taxing District special tax rate must not exceed 10% of the total tax rate for the District, except that the rate must be sufficient to pay debt service on any bonds that are already outstanding." With an overall goal of providing infrastructure financing to allow implementation in a timely manner, the County will conduct feasibility studies to determine the affordability of special obligation bond issues prior to the funding of the projects 1, 2, 3 and 4 listed in the Description section above. If district revenues are not sufficient to fund these projects then the County will utilize forward funding, advance funding, and management of debt issuance or repayment in a manner to comply with the goal.

Current Revenue: General in FY11 will be repaid by White Flint Development District Tax funding sources in FY12.

**Programming:**

As each of the infrastructure items to be designed under this Project reach the 35% design level and are programmed for construction in a stand-alone PDF, the details of the financing plan and any repayment plan in accordance with the implementation strategy will be determined and reflected in the individual PDF.

**Cost Estimation:**

Project cost estimates are in FY10 dollars and have been projected with very limited definition of the project scope of work and without any engineering design having been performed. Furthermore, construction cost estimates are projected from unit length of road costs of similar prior projects and are not based on quantity estimates. Final construction costs will be determined after the preliminary engineering (35%) phase.

**OTHER DISCLOSURES**

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

