

White Flint District East: Transportation -- No. 501204

Category
Subcategory
Administering Agency
Planning Area

**Transportation
Roads
Transportation
North Bethesda-Garrett Park**

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

**May 18, 2011
No
None.
Planning 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	6,360	0	0	4,600	0	1,200	1,000	1,050	650	700	1,760
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,860	0	0	3,520	0	0	0	100	0	3,420	2,340
Construction	17,180	0	0	3,000	0	0	0	3,000	0	0	14,180
Other	0	0	0	0	0	0	0	0	0	0	0
Total	29,400	0	0	11,120	0	1,200	1,000	4,150	650	4,120	18,280

FUNDING SCHEDULE (\$000)

White Flint - Special Tax District	29,400	0	0	11,120	0	1,200	1,000	4,150	650	4,120	18,280
Total	29,400	0	0	11,120	0	1,200	1,000	4,150	650	4,120	18,280

DESCRIPTION

This project provides for completing preliminary engineering to 35% plans, for three new roads and one bridge in the White Flint District East side area, as follows;

- Executive Boulevard Extended (East)(B-7) – Rockville Pike MD 355 to New Private Street - construct 1100' of 4 lane roadway.
- Executive Boulevard Extended (East)(B-7) – New Private Street to new Nebel Street Extended - construct 600' of 4 lane roadway.
- Nebel Street (B-5) – Nicholson Lane South to combined property - construct 1,200' of 4 lane roadway.
- Bridge across White Flint Metro Station – on future MacGrath Blvd. between MD 355 and future Station St.- construct 80' long 3 lane bridge.

All the roadway segments will be designed in FY 12-13. Various improvements to the roads will include new traffic lanes, shared-use paths, the undergrounding of overhead utility lines, other utility relocations and streetscaping.

This project also includes the estimated final design and construction costs for a bridge across the White Flint Metro Station, which is included in Resolution#16-1570, White Flint Sector Plan Implementation Strategy and Infrastructure Improvement List, Action item #12.

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

It is assumed that the developers will dedicate the land needed for this project.

ESTIMATED SCHEDULE

Design is expected to commence on all road projects in the summer of 2011 (FY12) and to conclude in the spring of 2013 (FY13).

Design for the bridge across the White Flint Metro Station will be completed in the spring of 2013 (FY13) and go to construction in the summer of 2013 (FY14).

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 16-1300 adopted March 23, 2010.

OTHER

Expenditure schedule provided below:

	FY12	FY13	FY14	FY15	FY16	TOTAL
Executive Blvd Ext East (B-7)	250	250	250	250	1,000	2,000
Executive Blvd Ext East (B-7)	150	150	200	200	1,570	2,270
Nebel St (B-5)	200	200	200	200	1,550	2,350
MacGrath Blvd Bridge over WMATA	600	400	3,500	0	0	4,500
TOTAL	1,200	1,000	4,150	650	4,120	11,120

FISCAL NOTE

Funding Sources:

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: right;">FY12</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: right;">FY12</td> <td style="text-align: right;">29,400</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY12	(\$000)	First Cost Estimate	FY12	29,400	Current Scope			Last FY's Cost Estimate		0	M-NCPPC White Flint Sector Plan WMATA City of Rockville Maryland State Highway Administration Federal Agencies including Nuclear Regulatory Commission Developers Department of Environmental Protection Department of Permitting Services	See Map on Next Page
Date First Appropriation	FY12	(\$000)												
First Cost Estimate	FY12	29,400												
Current Scope														
Last FY's Cost Estimate		0												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Appropriation Request</td> <td style="text-align: right;">FY12</td> <td style="text-align: right;">2,200</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Appropriation Request	FY12	2,200	Supplemental Appropriation Request		0	Transfer		0					
Appropriation Request	FY12	2,200												
Supplemental Appropriation Request		0												
Transfer		0												
Cumulative Appropriation	0													
Expenditures / Encumbrances	0													
Unencumbered Balance	0													
Partial Closeout Thru	FY09	0												
New Partial Closeout	FY10	0												
Total Partial Closeout		0												

White Flint District East: Transportation -- No. 501204 (continued)

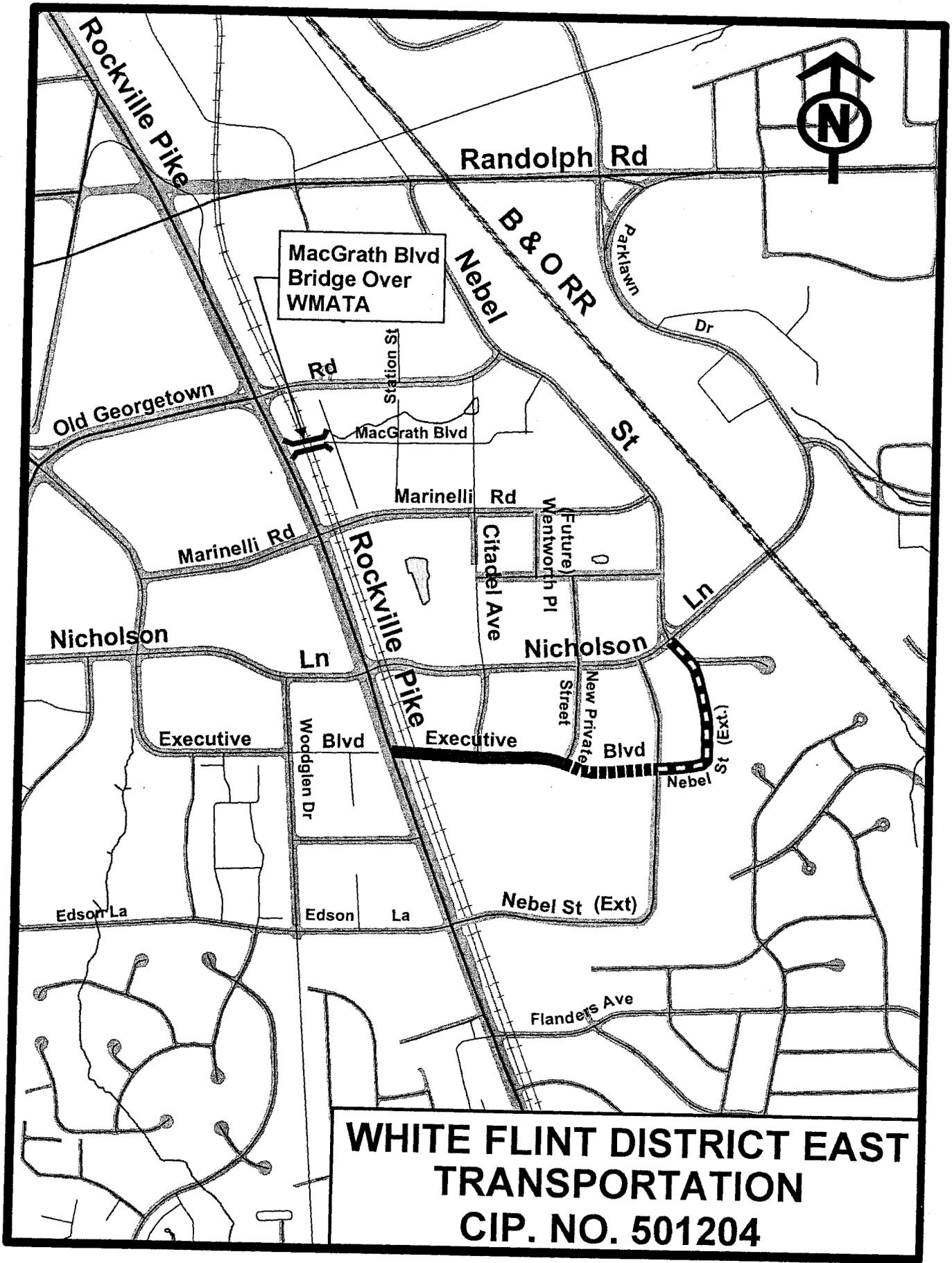
The ultimate funding source for these projects will be White Flint Special Taxing District tax revenues and related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from White Flint Special Taxing District revenues.

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. Construction cost estimates are based on concepts, projected from unit length costs of similar prior projects and are not based on quantity estimates or engineering designs. Final construction costs will be determined after the preliminary engineering (35%) phase.

OTHER DISCLOSURES

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



**WHITE FLINT DISTRICT EAST
TRANSPORTATION
CIP. NO. 501204**