

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

May 17, 2012
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

| Cost Element | Total | Thru FY11 | Est. FY12 | Total 6 Years | FY13 | FY14 | FY15 | FY16 | FY17 | FY18 | Beyond 6 Years |
|-----------------------------------|----------------|--------------|--------------|---------------|--------------|--------------|--------------|----------|----------|---------------|----------------|
| Planning, Design, and Supervision | 6,968 | 2,890 | 738 | 1,738 | 320 | 0 | 0 | 0 | 0 | 1,418 | 1,602 |
| Land | 16,520 | 2,096 | 5,600 | 8,824 | 2,324 | 3,000 | 3,500 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 3,140 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,140 |
| Construction | 93,262 | 11 | 40 | 29,462 | 0 | 0 | 0 | 0 | 0 | 29,462 | 63,749 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 119,890 | 4,997 | 6,378 | 40,024 | 2,644 | 3,000 | 3,500 | 0 | 0 | 30,880 | 68,491 |

FUNDING SCHEDULE (\$000)

| | | | | | | | | | | | |
|-------------------------|----------------|--------------|--------------|---------------|--------------|--------------|--------------|----------|----------|---------------|---------------|
| EDAET | 504 | 504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| G.O. Bonds | 104,855 | 3,776 | 6,378 | 38,288 | 1,778 | 3,000 | 3,500 | 0 | 0 | 30,010 | 56,413 |
| Impact Tax | 8,798 | 717 | 0 | 1,736 | 866 | 0 | 0 | 0 | 0 | 870 | 6,345 |
| Intergovernmental | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| Recordation Tax Premium | 5,650 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,650 |
| Total | 119,890 | 4,997 | 6,378 | 40,024 | 2,644 | 3,000 | 3,500 | 0 | 0 | 30,880 | 68,491 |

DESCRIPTION

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park (PA30) and Aspen Hill (PA27) Master Plans. The roadway will be a closed section with 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 limits are between the eastern limit of the MD355/Montrose interchange and the intersection of Viers Mill Road and Parkland Drive. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Viers 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

The design and right-of-way acquisition phase is expected to be complete in the Spring of 2015. Due to fiscal constraints, construction is expected to start in FY18 and will be completed in approximately 3.5 years, according to the following funding schedule:

FY19: \$28,130,000 (construction)

FY20: \$23,000,000 (construction)

FY21: \$17,360,000 (construction and site improvements)

COST CHANGE

Cost increase due to inflation and overhead charges.

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 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 Road Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels are 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 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.

Reduce Impact Taxes in FY12 and offset with GO Bonds.

Expenditure schedule reflects fiscal capacity.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

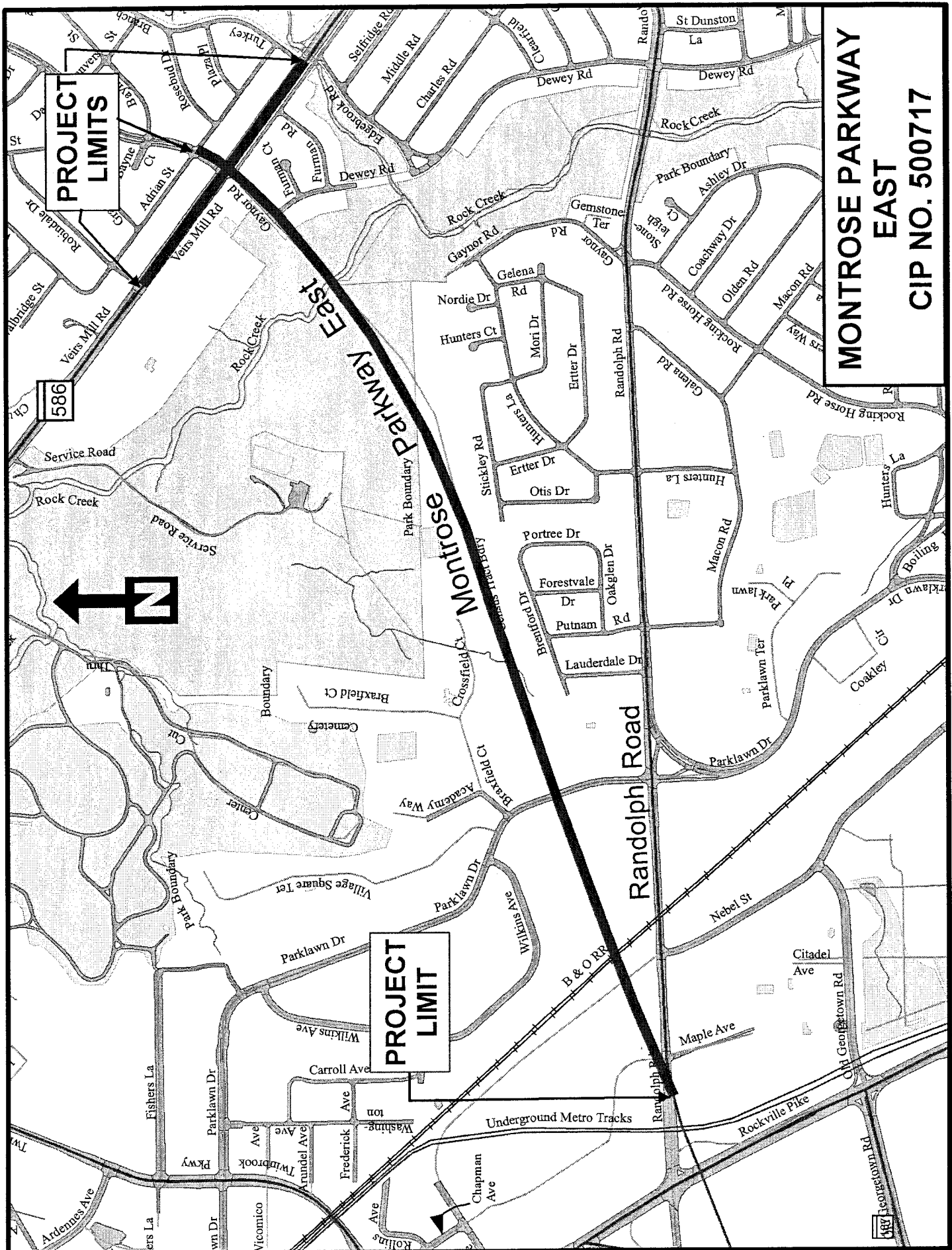
| | | |
|------------------------------------|------|---------|
| Date First Appropriation | FY07 | (\$000) |
| First Cost Estimate | FY13 | 119,890 |
| Current Scope | | |
| Last FY's Cost Estimate | | 119,495 |
| Appropriation Request | FY13 | 1,124 |
| Appropriation Request Est. | FY14 | 3,000 |
| Supplemental Appropriation Request | | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 12,895 |
| Expenditures / Encumbrances | | 5,701 |
| Unencumbered Balance | | 7,194 |
| Partial Closeout Thru | FY10 | 0 |
| New Partial Closeout | FY11 | 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

See Map on Next Page



**MONTROSE PARKWAY
EAST**
CIP NO. 500717