

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 04, 2012
No
None.
Preliminary 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	14,064	189	1,711	11,474	500	2,900	2,950	3,535	1,589	0	690
Land	11,000	0	0	1,000	600	0	200	200	0	0	10,000
Site Improvements and Utilities	3,162	0	0	2,351	0	0	0	1,741	610	0	811
Construction	70,381	0	0	69,539	0	0	0	6,069	4,681	58,789	842
Other	35	0	35	0	0	0	0	0	0	0	0
Total	98,642	189	1,746	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343

FUNDING SCHEDULE (\$000)

Current Revenue: General	0	189	-189	0	0	0	0	0	0	0	0
White Flint - Special Tax District	98,642	0	1,935	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343
Total	98,642	189	1,746	84,364	1,100	2,900	3,150	11,545	6,880	58,789	12,343

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 undergirding 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 + \$217k 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 (\$520k PDS + \$200k Land).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive - 6,300 feet of 6-8 lane roadway (\$9.6m PDS + \$412k 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 (\$615k 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 (\$5,008,000).
2. Main Street/Market Street (LB-1)-Old Georgetown Rd. (MD 187) to Woodglen Rd. (MD 355) -Construct 1,700 feet of bikeway (\$1,738,000).
3. Executive Blvd. Extended (B-15)-Marinelli Rd. to Old Georgetown Rd. (MD 187)-New 900 feet of 4 lane roadway (\$23,536,000).
4. Rockville Pike (MD 355) (M-6)-Flanders Avenue to Hubbard Drive- Reconstruct 6,300 feet of 6-8 lane roadway (\$68,113,000).

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 began on all projects with the exception of the Rockville Pike segment and will conclude in the Spring of 2013. Some property acquisition may occur in 2012-2013 (FY13). Design of 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 moving expenditures into FY17 and FY18 from beyond the 6 years.

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY11 (\$000)	WMATA City of Rockville MSHA	See Map on Next Page
First Cost Estimate FY12 98,642	Town of Garrett Park Neighborhood Civic Associations Developers	
Current Scope FY12 98,642		
Last FY's Cost Estimate 98,642		
Appropriation Request FY13 0		
Appropriation Request Est. FY14 0		
Supplemental Appropriation Request 0		
Transfer 0		
Cumulative Appropriation 2,435		
Expenditures / Encumbrances 272		
Unencumbered Balance 2,163		
Partial Closeout Thru FY10 0		
New Partial Closeout FY11 0		
Total Partial Closeout 0		

White Flint District West: Transportation -- No. 501116 (continued)

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

The expenditure schedule for the proposed projects is as follows:

	FY11	FY12	FY13	FY14	FY15	FY16	FY17	FY18	Beyond	TOTAL
Main St/ Market St (B-10)	\$0	\$400	\$200	\$250	\$200	\$1,606	\$2,177	\$0	\$0	\$4,833
Main St/ Market St (LB-1)	\$0	\$0	\$0	\$50	\$50	\$1,513	\$0	\$0	\$0	\$1,613
Executive Blvd (B-15)	\$0	\$200	\$450	\$400	\$500	\$5,926	\$3,631	\$0	\$12,343	\$23,450
Old Georgetown Rd (M-4A)	\$0	\$450	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Rockville Pike MD 355 (M-6)	\$0	\$0	\$0	\$2,200	\$2,400	\$2,500	\$1,072	\$58,789	\$0	\$66,961
Hoya St (M-4A)	\$0	\$500	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Analysis & Studies	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35
TOTAL	\$35	\$1,550	\$1,100	\$2,900	\$3,150	\$11,545	\$6,880	\$58,789	\$12,343	\$98,292

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 Woodglan Drive. Construction of Woodglan 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:

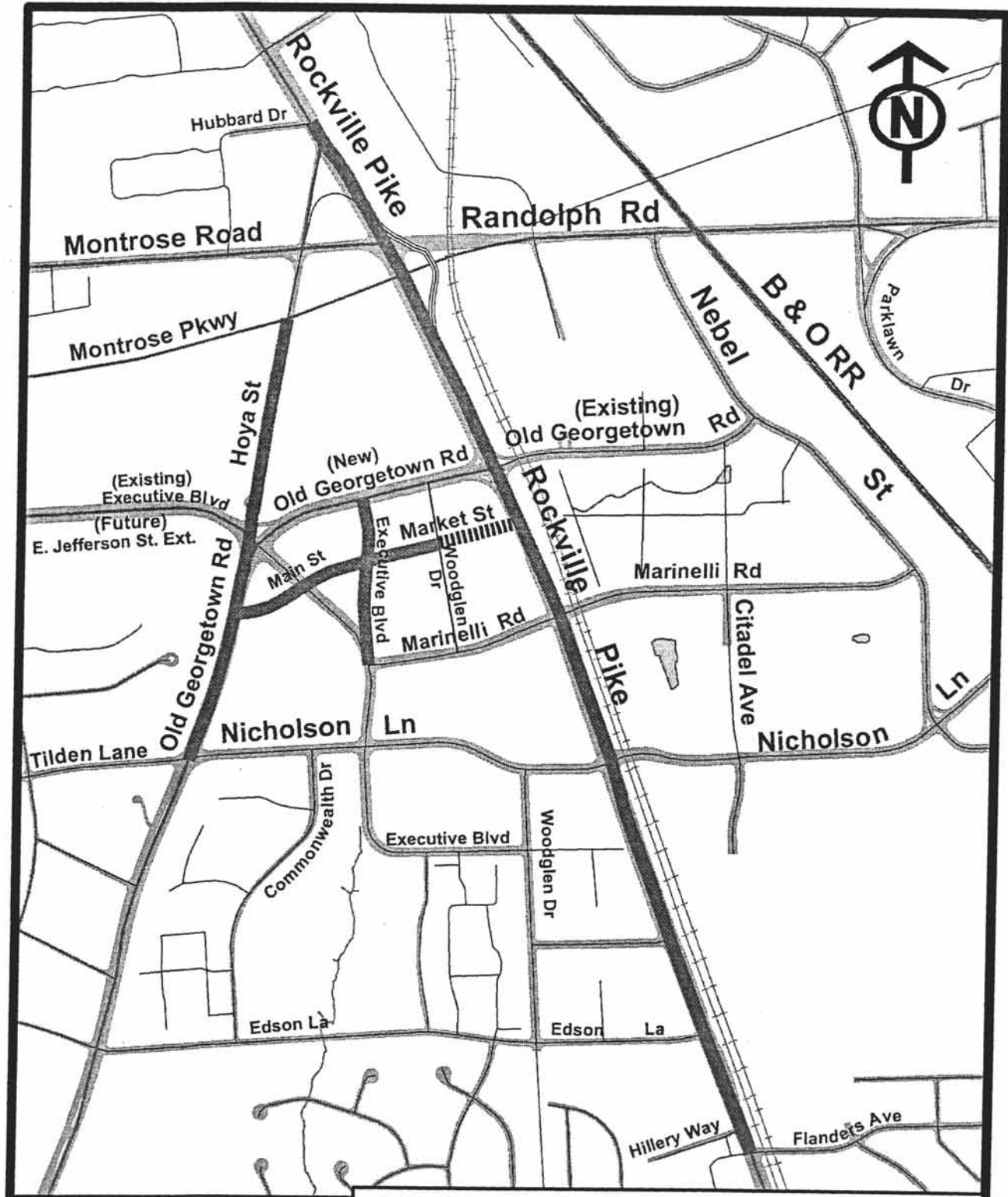
As each of the infrastructure items to be designed under this Project reach the 35% design level and are programmed for construction in a stand-alone PDF, the details of the financing plan and any repayment plan in accordance with the implementation strategy will be determined and reflected in the individual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



LEGEND

	35% Design only
	Final Design & Construction

**WHITE FLINT DISTRICT WEST
TRANSPORTATION
CIP. NO. 501116**