



Summit Avenue Extension (P502311)

Category	Transportation	Date Last Modified	03/12/26
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	2,820	-	-	2,820	-	990	500	890	440	-	-
Land	21,490	-	-	21,490	-	-	14,600	3,310	3,580	-	-
Construction	7,180	-	-	7,180	-	-	-	3,210	3,970	-	-
TOTAL EXPENDITURES	31,490	-	-	31,490	-	990	15,100	7,410	7,990	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
GROWTH District	31,490	-	-	31,490	-	990	15,100	7,410	7,990	-	-
TOTAL FUNDING SOURCES	31,490	-	-	31,490	-	990	15,100	7,410	7,990	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Approp. Request	-	Year First Appropriation	
Appropriation FY 28 Approp. Request	990	Last FY's Cost Estimate	31,445
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the extension of Summit Avenue in Kensington from Plyers Mill Road to Farragut Road, improvement of Farragut Road, and reconfiguration of the intersection of Connecticut Avenue (MD 185)/University Boulevard (MD 193)/Farragut Road.

ESTIMATED SCHEDULE

Final design will begin in FY28. Land acquisition will start in FY29. Construction will start in FY30 and complete in FY31.

COST CHANGE

Cost increase due to update of previous cost estimate for inflation.

PROJECT JUSTIFICATION

This project will provide an alternate route and improve mobility along Connecticut Ave, University Blvd and Plyers Mill Rd. The new roadway will provide easier access to local businesses, add bicycle and pedestrian facilities, and enhance community character.

FISCAL NOTE

Funding for this project includes Growing Opportunity, Workforce, Transportation, and Housing (GROWTH) District revenues established to fund new transportation infrastructure improvements in the County, and from related special obligation bond issues. Debt service on the special obligation bond issues will be paid solely from GROWTH District revenues.

DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

COORDINATION

Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, U.S. Army Corps of Engineers, Department of Permitting Services, Utilities, Municipalities, affected communities, Commission on Aging, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee