Muncaster Road Improvements -- No. 509943

Category	**Transportation**	Date Last Modified	**January 6, 2006**
Agency	**Public Works & Transportation**	Required Adequate Public Facility	**NO**
Planning Area	**Upper Rock Creek**		
Relocation Impact	**None**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY05	Est. FY06	Total 6 Years	FY07	FY08	FY09	FY10	FY11	FY12	Beyond 6 Years
Planning, Design and Supervision	1,171	707	419	45	45	0	0	0	0	0	0
Land	354	191	163	0	0	0	0	0	0	0	0
Site Improvements and Utilities	711	1	577	133	133	0	0	0	0	0	0
Construction	1,462	0	1,371	91	91	0	0	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,699	900	2,530	269	269	0	0	0	0	0	0

FUNDING SCHEDULE ($000)

G.O. Bonds	2,970	894	2,076	0	0	0	0	0	0	0	0
Federal Aid	723	0	454	269	269	0	0	0	0	0	0
Intergovernmental	6	6	0	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

Energy				20	0	4	4	4	4	4	0
Net Impact				20	0	4	4	4	4	4	0

DESCRIPTION

This project provides roadway improvements along Muncaster Road including horizontal and vertical realignment for approximately 3,300 linear feet from Hollingsworth Drive to the entrance of the Agricultural History Farm Park and replacement of the existing bridge superstructure over Rock Creek. The pavement section will be increased from a 20-foot width to a 24-foot width with 8-foot grass shoulders on both sides. Streetlighting will be provided within the project limits.

Service Area

Redland and vicinity (Rural Policy Area).

Capacity

Average Daily Traffic (ADT) has been projected to increase from the current 9,000 vehicles per day to 14,000 vehicles per day by design year 2020.

JUSTIFICATION

The original master plan scope consisted of a two-lane roadway following the existing alignment from MD 108 to the Agricultural History Farm Park and then turned westward to align opposite Shady Grove Road at Airpark Drive. The reduced scope focuses on the need to provide safety improvements at localized spots. The two locations which exhibited the highest accident rate are included in this project.

Plans and Studies

A 1994 study of the Upper Rock Creek Master Plan reviewed a comprehensive set of issues in regard to the proposed master plan. After public meetings, the scope of this project was reduced from the master plan scope to reduce impacts on adjacent property owners. Pedestrian safety was considered during design.

Cost Change

Not applicable.

STATUS

Bids let.

OTHER

The construction cost for the replacement of the bridge superstructure and 600 feet of the approach road are eligible for 80 percent Federal funding. The bridge over Rock Creek will be closed for a maxium of four months. Preliminary design costs were funded from the Facility Planning - Transportation project.

APPROPRIATION AND EXPENDITURE DATA

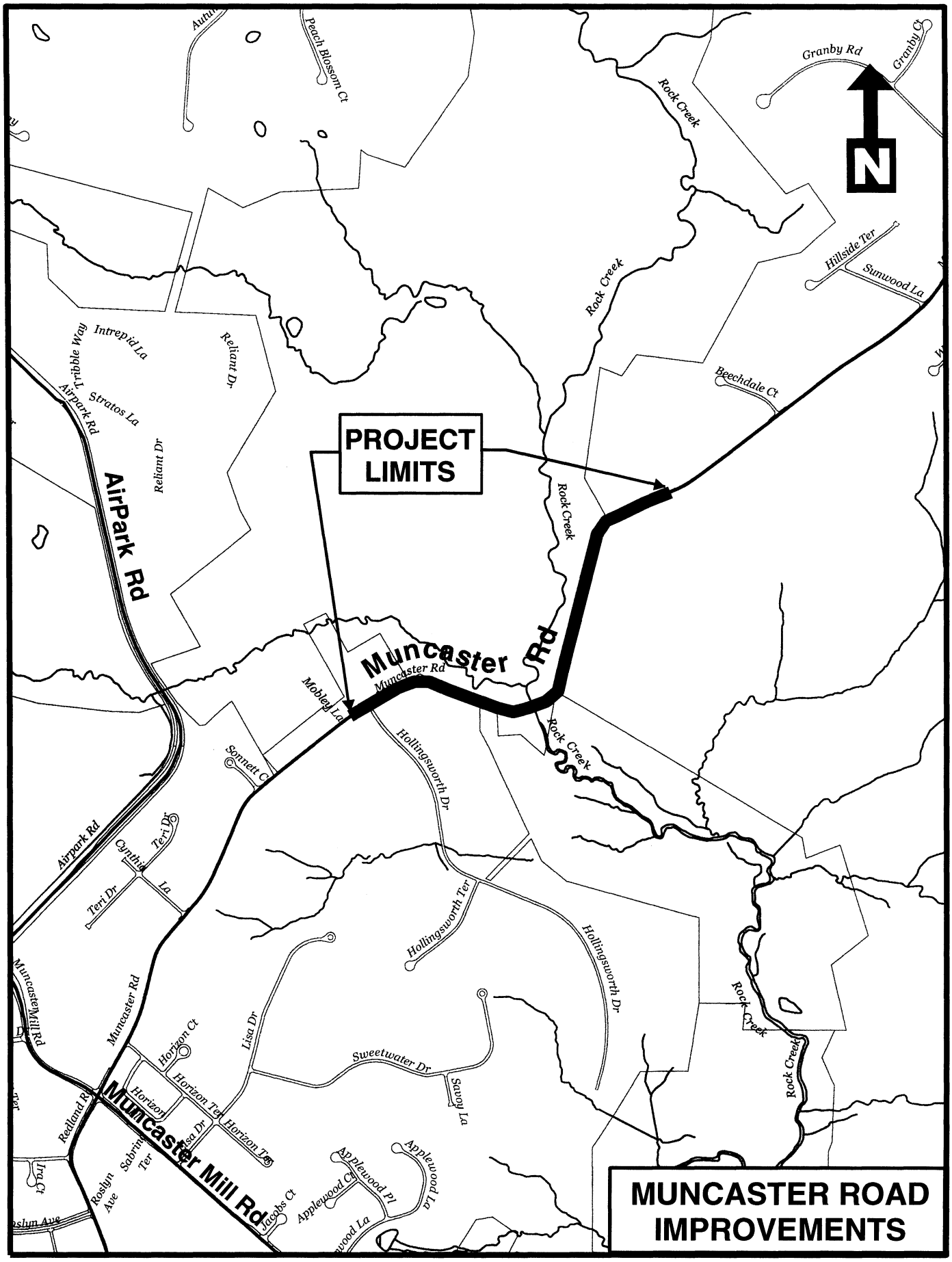
Date First Appropriation	FY99	($000)
Initial Cost Estimate		1,510
First Cost Estimate Current Scope	FY05	3,449
Last FY's Cost Estimate		3,449
Present Cost Estimate		3,699
Appropriation Request	FY07	0
Appropriation Request Est.	FY08	0
Supplemental Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,699
Expenditures/ Encumbrances		3,378
Unencumbered Balance		321
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Department of Environmental Protection
Facility Planning: Transportation
Maryland Department of Natural Resources
Maryland-National Capital Park and Planning Commission
Maryland State Highway Administration
Department of Permitting Services
U.S. Army Corps of Engineers
Washington Gas Light Company
Washington Suburban Sanitary Commission
Verizon
PEPCO

MAP

See Map on Next Page



MUNCASTER ROAD IMPROVEMENTS