

# Muncaster Road Improvements -- No. 509943

Category **Transportation**  
 Agency **Public Works & Transportation**  
 Planning Area **Upper Rock Creek**  
 Relocation Impact **None**

Date Last Modified  
 Previous PDF Page Number  
 Required Adequate Public Facility

August 4, 2005  
 11-88(03 App)  
 NO

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,171	628	275	268	28	225	15	0	0	0	0
Land	354	38	136	180	180	0	0	0	0	0	0
Site Improvements and Utilities	711	0	475	236	16	220	0	0	0	0	0
Construction	1,463	0	0	1,463	0	1,286	177	0	0	0	0
Other											
<b>Total</b>	<b>3,699</b>	<b>666</b>	<b>886</b>	<b>2,147</b>	<b>224</b>	<b>1,731</b>	<b>192</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	3,048	666	881	1,501	224	1,277	0	0	0	0	0
Federal Aid	645	0	0	645	0	454	191	0	0	0	0
Intergovernmental	6	0	5	1	0	0	1	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

Energy				16	0	0	4	4	4	4	0
Net Impact				16	0	0	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. A review of impacts to pedestrians, bicyclist and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

### Cost Change

Increase due to higher than anticipated costs for design, land, and construction.

### STATUS

Final design stage.

### OTHER

The scope has been updated to replace the superstructure of the bridge rather than attempt to salvage the existing steel beams. 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 approximately six months. Preliminary design costs were funded from the Facility Planning - Transportation project. The intergovernmental revenue shown in the funding schedule is from WSSC as its share of utility relocation costs.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																												
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