

Father Hurley Blvd. Extended -- No. 500516

Category
Subcategory
Administering Agency
Planning Area

Transportation
Roads
Transportation
Germantown

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

September 07, 2010
No
None.
Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,794	1,424	662	708	358	350	0	0	0	0	0
Land	1,078	485	493	100	100	0	0	0	0	0	0
Site Improvements and Utilities	2,234	1	141	2,092	1,092	1,000	0	0	0	0	0
Construction	16,052	53	6,640	9,359	5,687	3,672	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	22,158	1,963	7,936	12,259	7,237	5,022	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	19,819	1,881	5,688	12,250	7,228	5,022	0	0	0	0	0
Impact Tax	2,330	82	2,248	0	0	0	0	0	0	0	0
Intergovernmental	9	0	0	9	9	0	0	0	0	0	0
Total	22,158	1,963	7,936	12,259	7,237	5,022	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				116	0	0	29	29	29	29
Energy				116	0	0	29	29	29	29
Net Impact				232	0	0	58	58	58	58

DESCRIPTION

This project consists of a 1.2 mile extension of Father Hurley Boulevard from its existing terminus near Wisteria Drive, south, to Germantown Road (MD 118) as a four-lane divided highway with a bridge over the CSX railroad, two retaining walls (minimizing impacts to adjacent properties), an 8-foot wide bikeway along the west side, and a 5-foot wide sidewalk along the east side. The project will also include streetlighting, stormwater management, landscaping, and reforestation.

CAPACITY

Average Daily Traffic is projected to be 30,000 vehicles per day by design year 2025.

JUSTIFICATION

This project is recommended in the Germantown Master Plan as a major divided highway within a 120-foot right-of-way. Based on the Department of Transportation (DOT) Facility Planning Study, the projected traffic volume will be able to be accommodated by a four-lane facility. This road will connect Germantown communities currently separated by the railroad from the Town Center and the I-270 Employment Corridor. It will also improve access for emergency vehicles. Additionally, this project will provide desired redundancy, reduce future congestion, and enhance traffic flow. While segments of the roadway corridor have already been constructed, access is still limited because these developer-improved segments do not include critical links between Wisteria Drive and Dawson Farm Road, or between Germantown Road and Hopkins Road. After implementation of this project, the network will have continuity and will reduce the projected 2025 intersection delay at most of the intersections along the Germantown Road corridor, providing improved intersection levels-of-service at Wisteria Drive (from "E" to "C"), and at Middlebrook Road (from "F" to "E"). DOT prepared a "Transportation Facility Planning Study" in January 2003 which is consistent with the approved Germantown Master Plan.

OTHER

Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of water and sewer relocation costs.

FISCAL NOTE

In FY11, \$11,000 was transferred to the Advance Reforestation project #500112.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	FY05 (\$000)	See Map on Next Page
First Cost Estimate	FY09 21,544	
Current Scope	FY09 21,544	
Last FY's Cost Estimate	22,169	
Appropriation Request	FY11 0	
Appropriation Request Est.	FY12 0	
Supplemental Appropriation Request	0	
Transfer	-11	
Cumulative Appropriation	22,169	
Expenditures / Encumbrances	19,144	
Unencumbered Balance	3,025	
Partial Closeout Thru	FY08 0	
New Partial Closeout	FY09 0	
Total Partial Closeout	0	