

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

May 14, 2009
No
None.
Final Design Stage

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,794	1,130	41	1,623	400	500	723	0	0	0	0
Land	1,100	289	811	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2,148	0	581	1,567	100	400	1,067	0	0	0	0
Construction	16,224	92	0	16,132	4,000	5,500	6,632	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	22,266	1,511	1,433	19,322	4,500	6,400	8,422	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	12,227	1,429	515	10,283	4,500	5,061	722	0	0	0	0
Impact Tax	10,030	82	918	9,030	0	1,330	7,700	0	0	0	0
Intergovernmental	9	0	0	9	0	9	0	0	0	0	0
Total	22,266	1,511	1,433	19,322	4,500	6,400	8,422	0	0	0	0

OPERATING BUDGET IMPACT (\$000)

Maintenance				87	0	0	0	29	29	29
Energy				87	0	0	0	29	29	29
Net Impact				174	0	0	0	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' wide bikeway along the west side, and a 5' 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' 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

The Intergovernmental revenue shown in the funding schedule is from the Washington Suburban Sanitary Commission (WSSC) as its share of water and sewer relocation costs. Increase G O Bonds and decrease Impact Taxes

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1"> <tr> <td>Date First Appropriation</td> <td>FY05</td> <td>(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td>FY09</td> <td>21,544</td> </tr> <tr> <td>Current Scope</td> <td></td> <td></td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>21,544</td> </tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate	FY09	21,544	Current Scope			Last FY's Cost Estimate		21,544	State Highway Administration Maryland-National Capital Park & Planning Commission Maryland Department of the Environment CSXT Department of Permitting Services Department of Environmental Protection WSSC Allegheny Power Pepco Washington Gas Light Company Verizon Comcast AT&T Developers Special Capital Projects Legislation [Bill No. 13-04] was adopted by Council May 27, 2004.	See Map on Next Page
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