



Father Hurley Blvd. Extended

(P500516)

Category	Transportation	Date Last Modified	11/30/18
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	5,482	5,482	-	-	-	-	-	-	-	-	-
Land	1,125	1,125	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	666	303	363	-	-	-	-	-	-	-	-
Construction	12,777	12,211	566	-	-	-	-	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	20,053	19,124	929	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	17,507	16,794	713	-	-	-	-	-	-	-	-
Impact Tax	2,330	2,330	-	-	-	-	-	-	-	-	-
Intergovernmental	216	-	216	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	20,053	19,124	929	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY05
Cumulative Appropriation	20,053	Last FY's Cost Estimate	20,053
Expenditure / Encumbrances	19,128		
Unencumbered Balance	925		

PROJECT 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.

ESTIMATED SCHEDULE

Construction will start during spring 2010 and should be completed approximately 18 months later.

PROJECT 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 FY14, \$55,000 was transferred from this project to Stringtown Road (CIP #501208). In FY15, \$1,493,000 in GO Bonds was transferred to project #509974. In FY16, \$57,000 in GO Bonds was transferred to project #501420. In FY17, \$500,000 om G.O. Bonds was transferred to Bridge Renovation (#509753).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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.