



Century Boulevard

(P501115)

Category	Transportation	Date Last Modified	12/01/19
SubCategory	Roads	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Under Construction

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,213	3,213	-	-	-	-	-	-	-	-	-
Land	548	345	203	-	-	-	-	-	-	-	-
Site Improvements and Utilities	227	204	23	-	-	-	-	-	-	-	-
Construction	8,073	7,829	244	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,061	11,591	470	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Contributions	2,264	1,794	470	-	-	-	-	-	-	-	-
G.O. Bonds	9,797	9,797	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,061	11,591	470	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY11
Appropriation FY 22 Request	-	Last FY's Cost Estimate	12,061
Cumulative Appropriation	13,461		
Expenditure / Encumbrances	11,594		
Unencumbered Balance	1,867		

PROJECT DESCRIPTION

This project provides for the design, utilities and construction of a new four-lane divided, closed section roadway from its current terminus south of Oxbridge Tract to its intersection with future Dorsey Mill Road, a distance of approximately 2,565 feet. The project has been coordinated to accommodate the Corridor Cities Transitway (CCT) within its right-of-way. The new road will be constructed below Father Hurley Boulevard at the existing bridge crossing. This project will also provide construction of a new arch culvert at the existing stream crossing with a five-foot concrete sidewalk along the east side, retaining walls, and an eight-foot bike way along the west side of the road.

ESTIMATED SCHEDULE

Design phase completed in Winter 2011. Land acquisition completed in Summer 2012. Construction started in Summer 2012 and

completed in Fall 2013. The roadway is currently open and operational.

PROJECT JUSTIFICATION

This project provides a vital link in the Germantown area. The new roadway segment provides the necessary link to the future Dorsey Mill Road overpass over I-270, thus providing a connection to Clarksburg without using I-270. This link creates a connection between economic centers on the east and west side of I-270. The linkage to Dorsey Mill Road also establishes a roadway alternative to congested north-south roadways such as I-270 and MD 355. In addition, the CCT will operate within the right-of-way of Century Boulevard.

OTHER

This project was initially funded under the County's Subdivision Road Participation program (CIP No. #508000). This project became a stand-alone project in FY11.

FISCAL NOTE

The schedule reflects the terms and conditions regarding contributions from the developer for the repayment of County funds and are specified within a Memorandum of Understanding (MOU) between the County and the developer. In FY14, \$530,000 in GO Bonds was reallocated to MacArthur Boulevard Bikeway Improvements (P500718). In FY15, \$120,000 in GO Bonds was reallocated to Greentree Road Sidewalk (P500506). In FY16, \$202,000 in GO Bonds was reallocated to the Bridge Design CIP (P509732). In FY17, \$900,000 in GO Bonds was reallocated to the Wapakoneta Road Improvements CIP (P501101). In FY17, \$500,000 in GO Bonds was reallocated to project #509974. In FY18, \$1.4M is reallocated to Bridge Renovation (#509753).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Transit Authority (Corridor Cities Transitway), Developers, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Washington Suburban Sanitary Commission, Allegheny Power, Washington Gas Light Company, Verizon, Annual Bikeway Program