Father Hurley Blvd. Extended -- No. 500516

Category	Transportation	Date Last Modified	January 11, 2008
Subcategory	Roads	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Germantown	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	2,771	878	293	1,600	400	500	700	0	0	0	0
Land	1,725	16	1,709	0	0	0	0	0	0	0	0
Site Improvements and Utilities	500	0	0	500	100	400	0	0	0	0	0
Construction	16,548	48	0	16,500	4,000	5,500	7,000	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**21,544**	**942**	**2,002**	**18,600**	**4,500**	**6,400**	**7,700**	**0**	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

G.O. Bonds	6,682	942	1,002	4,738	0	0	4,738	0	0	0	0
Impact Tax	14,853	0	1,000	13,853	4,500	6,391	2,962	0	0	0	0
Intergovernmental	9	0	0	9	0	9	0	0	0	0	0
Total	**21,544**	**942**	**2,002**	**18,600**	**4,500**	**6,400**	**7,700**	**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.

COST CHANGE

Increase due to higher land costs, Maryland State Highway Administration's (SHA) requirement of a second left-turn lane, and CSX's requirement for a longer bridge to accomodate a possible third track.

JUSTIFICATION

This project is recommended in the Germantown Master Plan as a major divided highway within a 120' right-of-way. Based on the DPWT 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"). DPWT 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.

OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA

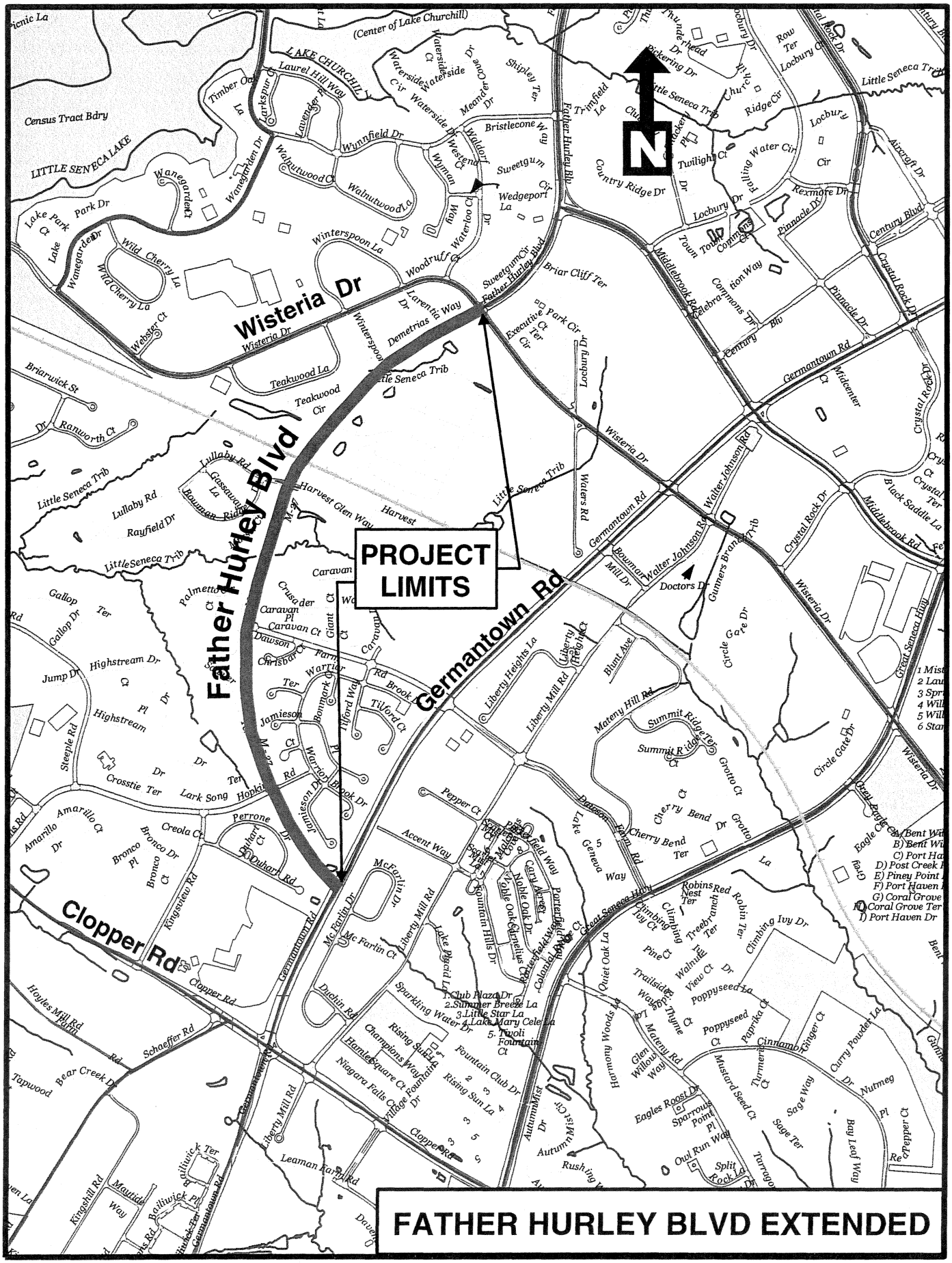
Date First Appropriation	FY05	($000)
First Cost Estimate Current Scope	FY09	21,544
Last FY's Cost Estimate		16,291
Appropriation Request	FY09	5,253
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,291
Expenditures / Encumbrances		1,399
Unencumbered Balance		14,892
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

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.

MAP

See Map on Next Page



FATHER HURLEY BLVD EXTENDED