

AGENDA ITEMS #17-18  
June 14, 2011  
**Public Hearing/Action**

**MEMORANDUM**

June 10, 2011

TO: County Council

FROM: <sup>GO</sup> Glenn Orlin, Deputy Council Staff Director

SUBJECT: **Public Hearing/Action:**  
Bill 14-11, Special Capital Improvements Project – Chapman Avenue Extended  
Bill 15-11, Special Capital Improvements Project – Travilah Road

Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$12,732,000 in FY12 dollars. On April 14 the County Executive requested these two Special Capital Improvements Project bills associated with his recommendations for the amended FY11-16 Capital Improvements Program.

<u>This packet contains</u>	<u>Circle(s)</u>
Executive's April 14, 2011 transmittal letter	1
Bill 14-11 and Legislative Request Report	2-5
Bill 15-11 and Legislative Request Report	6-10

BILL



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GO  
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OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

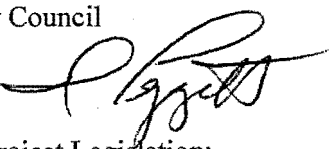
MEMORANDUM

April 14, 2011

RECEIVED  
MONTGOMERY COUNTY  
COUNCIL

2011 APR 19 PM 12:18

TO: Valerie Ervin, President, County Council

FROM: Isiah Leggett, County Executive 

SUBJECT: Special Capital Improvements Project Legislation:  
Chapman Avenue Extended  
Travilah Road

In accordance with Section 302 of the County Charter and Section 20-1 of the Montgomery County Code, I am forwarding the attached Special Capital Improvements Project Legislation and Legislative Request Report for the following projects:

- Chapman Avenue Extended (No. 500719)
- Travilah Road (No. 500101)

This request is necessary because the local cost of the above two projects exceeds the FY12 Special Capital Improvements Project Legislation threshold of \$12,732,000 as set by Executive Order. The purpose of each project is set forth below.

The Chapman Avenue Extended project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road, is the last link in the Chapman Avenue/Citadel Avenue Roadway corridor, and is needed to meet traffic and safety demands of existing and future land uses in the White Flint area.

The Travilah Road project provides for the design, land acquisition, and construction of a 14,400 section of Travilah Road between Darnestown Road and Dufief Mill Road; to improve vehicular safety, roadside drainage efficiency, and provide bikeway and pedestrian connectivity.

I recommend prompt passage of this legislation, so as to advance these projects.

IL:bh

Attachments

Bill No. 14-11  
Concerning: Chapman Avenue Extended  
Revised: \_\_\_\_\_ Draft No. \_\_\_\_\_  
Introduced: May 17, 2011  
Expires: November 17, 2012  
Enacted: \_\_\_\_\_  
Executive: \_\_\_\_\_  
Effective: \_\_\_\_\_  
Sunset Date: None  
Ch. \_\_\_\_\_, Laws of Mont. Co. \_\_\_\_\_

## COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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By: Council President at the Request of the County Executive

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**AN ACT** to authorize the planning, design and construction of the Chapman Avenue Extended, Project No. 500719, in the White Flint Metro Policy area.

By adding to the laws of Montgomery County 2011

<b>Boldface</b>	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
[Single boldface brackets]	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
[[Double boldface brackets]]	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

*The County Council for Montgomery County, Maryland approves the following Act:*

1 Section 1. The laws of Montgomery County, Maryland, are amended to read as  
2 follows:

3 Montgomery County, Maryland, is authorized to plan, design, acquire land,  
4 and construct Chapman Avenue Extended, Project No. 500719, in the White Flint  
5 Metro Policy area. This authorization includes all necessary planning, design,  
6 land, site improvements, construction, and utilities.

7 *Approved:*

8  
\_\_\_\_\_  
Valerie Ervin, President, County Council Date

9  
10 *Approved:*

11  
\_\_\_\_\_  
Isiah Leggett, County Executive Date

12 *This is a correct copy of Council action.*

13  
\_\_\_\_\_  
Linda M. Lauer, Clerk of the Council Date

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## LEGISLATIVE REQUEST REPORT

Bill 14-11

### *Chapman Avenue Extended*

- DESCRIPTION:** The County Executive requests that capital project No. 500719, Chapman Avenue Extended, be authorized as a "Special Capital Improvements Project" pursuant to Section §302 of the County Charter and Section §20-1 of the Montgomery County Code.
- PROBLEM:** Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$12,732,000 in FY12 dollars. The estimated locally-funded cost of this project in the Recommended County Executives FY12 Capital Budget and FY11-16 Capital Improvements Program (as amended) is \$12,864,000 for planning, design, land, site improvement and utilities, and construction costs.
- GOALS AND OBJECTIVES:** This project provides for the planning, design, land acquisition, site improvements and utilities, and construction of Chapman Avenue Extended.
- COORDINATION:** This project has been coordinated with the Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, PEPCO, Verizon, Washington Gas, and Washington Suburban Sanitary Commission.
- FISCAL IMPACT:** The total estimated cost for this project is \$12,928,000. Of this, \$1,285,000 is for planning, design, and supervision; \$7,265,000 is for land; \$1,527,000 is for site improvements and Utilities; and \$2,851,000 is for construction. The estimated locally-funded cost is \$12,864,000. The total funding sources for this project are \$7,478,000 of General Obligation Bonds, \$5,386,000 of Impact Tax, and \$64,000 of Intergovernmental.
- ECONOMIC IMPACT:** The project will extend Chapman Avenue from Randolph Road to Old Georgetown Road, is the last link in the Chapman Avenue/Citadel Avenue Roadway corridor, and is needed to meet traffic and safety demands of existing and future land uses in the White Flint area.
- EVALUATION:** Capital projects are evaluated biennially by the County Executive and County Council as part of the Capital Improvements Program review.
- EXPERIENCE ELSEWHERE:** Not Applicable.
- SOURCE OF INFORMATION:** Arthur Holmes, Director, Department of Transportation, and, Sogand Seirafi, Chief, Department of Transportation – Transportation Planning and Design Section.
- APPLICATION WITHIN MUNICIPALITIES:** Not Applicable.
- PENALTIES:** None Required.

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# Chapman Avenue Extended -- No. 500719

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
North Bethesda-Garrett Park

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

December 20, 2010  
No  
Yes.  
Final Design Stage

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	1,285	442	0	843	283	79	200	281	0	0	0
Land	7,265	243	4,942	2,080	1,162	918	0	0	0	0	0
Site Improvements and Utilities	1,527	9	238	1,280	300	900	33	47	0	0	0
Construction	2,851	0	0	2,851	0	0	1,190	1,661	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,928</b>	<b>694</b>	<b>5,180</b>	<b>7,054</b>	<b>1,745</b>	<b>1,897</b>	<b>1,423</b>	<b>1,989</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	7,478	694	5,180	1,604	922	682	0	0	0	0	0
Impact Tax	5,386	0	0	5,386	823	1,215	1,423	1,925	0	0	0
Intergovernmental	64	0	0	64	0	0	0	64	0	0	0
<b>Total</b>	<b>12,928</b>	<b>694</b>	<b>5,180</b>	<b>7,054</b>	<b>1,745</b>	<b>1,897</b>	<b>1,423</b>	<b>1,989</b>	<b>0</b>	<b>0</b>	<b>0</b>

## OPERATING BUDGET IMPACT (\$000)

Maintenance				6	0	0	0	0	3	3
Energy				6	0	0	0	0	3	3
<b>Net Impact</b>				<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>

### DESCRIPTION

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

### ESTIMATED SCHEDULE

Final design to be completed in the spring of 2010, right-of way acquisition to be completed in the winter of 2010, utility relocations to be completed by winter 2012, and construction should begin in the winter of 2013 and last approximately 12 months.

### COST CHANGE

Cost increase due to construction cost escalation, higher material costs for traffic signals, streetlights, and higher utility costs.

### JUSTIFICATION

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for this area. This project supports the master plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity, and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor.

The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda Garrett Park Master Plan.

### OTHER

Special Capital Projects Legislation will be proposed by the County Executive.

### FISCAL NOTE

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984.

### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland State Highway Administration	
First Cost Estimate	Maryland-National Capital Park and Planning Commission	
Current Scope	Department of Permitting Services	
Last FY's Cost Estimate	PEPCO	
	Verizon	
Appropriation Request	Washington Gas	
Supplemental Appropriation Request	Washington Suburban Sanitary Commission	
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

5

See Map on Next Page

Bill No. 15-11  
Concerning: Travilah Road  
Revised: \_\_\_\_\_ Draft No. \_\_\_\_\_  
Introduced: May 17, 2011  
Expires: November 17, 2012  
Enacted: \_\_\_\_\_  
Executive: \_\_\_\_\_  
Effective: \_\_\_\_\_  
Sunset Date: None  
Ch.     , Laws of Mont. Co. 2011

## COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND

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By: Council President at the Request of the County Executive

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**AN ACT** to authorize the planning, design and construction of Travilah Road, Project No. 500101, in the North Potomac Policy area.

By adding to the laws of Montgomery County 2011

<b>Boldface</b>	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law by original bill.</i>
<b>[Single boldface brackets]</b>	<i>Deleted from existing law by original bill.</i>
<u>Double underlining</u>	<i>Added by amendment.</i>
<b>[[Double boldface brackets]]</b>	<i>Deleted from existing law or the bill by amendment.</i>
* * *	<i>Existing law unaffected by bill.</i>

*The County Council for Montgomery County, Maryland approves the following Act:*

1 Section 1. The laws of Montgomery County, Maryland, are amended to read as  
2 follows:

3 Montgomery County, Maryland, is authorized to plan, design, acquire land,  
4 and construct Travilah Road No. 500101, in the North Potomac Policy area. This  
5 authorization includes all necessary planning, design, land, site improvements,  
6 construction, and utilities.

7 *Approved:*

8  
\_\_\_\_\_  
Valerie Ervin, President, County Council Date

9  
10 *Approved:*

11  
\_\_\_\_\_  
Isiah Leggett, County Executive Date

12 *This is a correct copy of Council action.*

13  
\_\_\_\_\_  
Linda M. Lauer, Clerk of the Council Date



## LEGISLATIVE REQUEST REPORT

Bill 15-11

*Travilah Road*

- DESCRIPTION:** The County Executive requests that capital project No. 500101, Travilah Road, be authorized as a "Special Capital Improvements Project" pursuant to Section §302 of the County Charter and Section §20-1 of the Montgomery County Code.
- PROBLEM:** Section §302 of the County Charter and Section §20-1 of the County Code require certain capital improvement projects to be individually authorized by law if the locally-funded cost is projected to exceed \$12,732,000 in FY12 dollars. The estimated locally-funded cost of this project in the Recommended County Executives FY12 Capital Budget and FY11-16 Capital Improvements Program (as amended) is \$12,880,000 for planning, design, land, site improvement and utilities, and construction costs.
- GOALS AND OBJECTIVES:** This project provides for the design, land acquisition, and construction of a 14,400 section of Travilah Road between Darnestown Road and Dufief Mill Road.
- COORDINATION:** This project has been coordinated with the Maryland-National Capital Park and Planning Commission, PEPCO, Verizon, Department of Permitting Services, Washington Gas, Washington Suburban Sanitary Commission, Department of Environmental Protection, Maryland Department of Environment, U.S. Army Corps of Engineers.
- FISCAL IMPACT:** The total estimated cost for this project is \$12,989,000. Of this, \$2,103,000 is for planning, design, and supervision; \$4,897,000 is for land, \$878,000 is for site improvements and Utilities; \$5,099,000 is for construction; and \$12,000 is for other. The estimated locally-funded cost is \$12,880,000. The total funding sources for this project are \$89,000 in Contributions, \$5,328,000 of General Obligation Bonds, \$20,000 of Intergovernmental, and \$7,552,000 of PAYGO.
- ECONOMIC IMPACT:** The project will improve vehicular safety, roadside drainage efficiency, and provide bikeway and pedestrian connectivity.
- EVALUATION:** Capital projects are evaluated biennially by the County Executive and County Council as part of the Capital Improvements Program review.
- EXPERIENCE ELSEWHERE:** Not Applicable.
- SOURCE OF INFORMATION:** Arthur Holmes, Director, Department of Transportation, and, Sogand Seirafi, Chief, Department of Transportation – Transportation Planning and Design Section.
- APPLICATION WITHIN MUNICIPALITIES:** Not Applicable.
- PENALTIES:** None Required.

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# Travilah Road -- No. 500101

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Roads  
Transportation  
Potomac-Travilah

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

April 11, 2011  
No  
None.  
Under Construction

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	2,103	1,926	0	177	79	66	32	0	0	0	0
Land	4,897	4,605	0	292	0	292	0	0	0	0	0
Site Improvements and Utilities	878	449	0	429	0	249	180	0	0	0	0
Construction	5,099	4,565	0	534	0	394	140	0	0	0	0
Other	12	12	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,989</b>	<b>11,557</b>	<b>0</b>	<b>1,432</b>	<b>79</b>	<b>1,001</b>	<b>352</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Contributions	89	89	0	0	0	0	0	0	0	0	0
G.O. Bonds	5,328	3,916	0	1,412	59	1,001	352	0	0	0	0
Intergovernmental	20	0	0	20	20	0	0	0	0	0	0
PAYGO	7,552	7,552	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>12,989</b>	<b>11,557</b>	<b>0</b>	<b>1,432</b>	<b>79</b>	<b>1,001</b>	<b>352</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Energy				42	7	7	7	7	7	7
<b>Net Impact</b>				<b>42</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>

#### DESCRIPTION

This project provides funds for the design, land acquisition, and construction of the 14,400-foot section of Travilah Road between Darnestown Road and Dufief Mill Road. The improvements will be constructed in two phases: Phase I: construction of a closed-section roadway from Darnestown Road to Nolan Drive, with a pavement width that will transition to 24 feet at a point 400 feet west of Nolan Drive; widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; an 8-foot wide paved bikeway along the northern side of the roadway from Darnestown Road to Dufief Mill Road; a 4-foot wide grass shoulder and a drainage ditch along the northern side of the roadway from a point 400 feet west of Nolan Drive to Dufief Mill Road; vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; streetlights along the southern side of the roadway and lighting along the bikeway; landscaping along the northern side of the roadway; and a right-turn lane into Piney Meetinghouse Road. Phase II: construction of missing bikeway sections from Darnestown Road to Piney Meetinghouse Road, which includes; 700 feet along Travilah Road NE from Piney Meetinghouse Road; 500 feet along Travilah Road from the Darnestown Road intersection; and 900 feet along Darnestown Road from Travilah Road to Great Seneca Highway.

#### CAPACITY

The 1997 and design year 2010 average daily traffic volumes are 7,400 and 11,000 vehicles, respectively.

#### ESTIMATED SCHEDULE

Phase I is complete and Phase II design will begin in 2011 and construction is expected to start in 2012 and be completed by the fall of 2013.

#### COST CHANGE

Cost increase in order to complete the missing bikeway sections from Darnestown Road to Piney Meeting House Road.

#### JUSTIFICATION

Travilah Road between Nolan Drive and Dufief Mill Road is an open-section roadway which lacks shoulders and adequate roadside drainage; pavement width varies from 20 to 22 feet, leaving inconsistent roadway cross-sections and isolated segments of sidewalk. Thirty-seven reported traffic accidents occurred on this section of the road over a 3-year period, and localized roadway flooding occurs during rainstorms. The project will improve vehicular safety, roadside drainage efficiency, and provide bikeway and pedestrian connectivity.

#### OTHER

Preliminary design costs were funded from the Facility Planning: Transportation project. Phase II will be constructed in stages as development occurs along the south side of the roadway. The County will participate with developers in the construction of Phase II improvements during the development of adjacent subdivisions.

Special Capital Projects Legislation will be proposed by the County Executive.

#### FISCAL NOTE

\$852,500 was transferred from the Watkins Mill Road Extended project No. 500724.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY01 (\$000)	Maryland-National Capital Park and Planning Commission	See Map on Next Page
First Cost Estimate FY11 12,136	PEPCO	
Current Scope	Verizon	
Last FY's Cost Estimate 12,989	Department of Permitting Services	
Appropriation Request FY12 567	Washington Gas and Light	
Supplemental Appropriation Request 0	Washington Suburban Sanitary Commission	
Transfer 0	Department of Environmental Protection	
Cumulative Appropriation 12,722	Maryland Department of the Environment	
Expenditures / Encumbrances 11,564	U. S. Army Corps of Engineers	
Unencumbered Balance 1,158	Facility Planning: Transportation	
Partial Closeout Thru FY09 0		
New Partial Closeout FY10 0		
Total Partial Closeout 0		

## Travilah Road -- No. 500101 (continued)

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### OTHER DISCLOSURES

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