Travilah Road -- No. 500101

Category	**Transportation**	Date Last Modified	**January 10, 2004**
Agency	**Public Works & Transportation**	Previous PDF Page Number	**7-62(04 App)**
Planning Area	**Potomac-Travilah**	Required Adequate Public Facility	**NO**
Relocation Impact	**None.**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,670	635	433	462	37	225	200	0	0	0	140
Land	2,790	67	1,036	1,687	1,687	0	0	0	0	0	0
Site Improvements and Utilities	2,005	0	0	1,705	0	100	1,605	0	0	0	300
Construction	3,733	7	0	3,166	0	2,000	1,166	0	0	0	560
Other	0	0	0	0	0	0	0	0	0	0	0
Total	10,198	709	1,469	7,020	1,724	2,325	2,971	0	0	0	1,000

FUNDING SCHEDULE ($000)

G.O. Bonds	10,178	709	1,469	7,000	1,724	2,325	2,951	0	0	0	1,000
Intergovernmental	20	0	0	20	0	0	20	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

Energy				21	0	0	0	7	7	7	0
Net Impact				21	0	0	0	7	7	7	0

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: 1) 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; 2) widening the pavement to 24 feet between Nolan Drive and Lake Winds Way; 3) a left-turn lane on Travilah Road at the Piney Meetinghouse Road intersection; 4) widening the pavement to 22 feet from Lake Winds Way to Dufief Mill Road; 5) an 8-foot wide paved bikeway along the northern side of the roadway from Darnestown Road to Dufief Mill Road; 6) 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; 7) vertical alignment revisions at the Mount Prospect Drive intersection and a location 400 feet west of Welland Terrace; 8) streetlights along the southern side of the roadway and lighting along the bikeway; 9) landscaping along the northern side of the roadway; and 10) a right-turn lane into Piney Meetinghouse Road. The Phase II improvements along the southern side of the roadway would include: 1) an 8-foot wide grass shoulder and drainage ditch from 400 feet west of Nolan Drive to Dufief Mill Road; 2) relocation of the roadside utility poles; and 3) landscaping.

Service Area

Potomac subregion. The master plan designates Travilah Road between Dufief Mill Road and Darnestown Road as a primary roadway.

Capacity

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

JUSTIFICATION

Travilah Road between Nolan Drive and Dufief Mill Road is an open-section roadway that 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.

Plans and Studies

A project prospectus and the preliminary plans have been completed. A review of impacts to pedestrian, bicyclist, and ADA (Americans with Disabilities Act of 1991) requirements has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways, and other pertinent issues have been considered in the project design to ensure pedestrian safety.

Cost Change

Increase. Lastest cost estimate reflects semi-final plans and current unit prices, partially offset by modification of the original scope.

STATUS

Final design stage.

OTHER

Preliminary design costs were funded from the Facility Planning: Transportation project. Phase II is to be constructed in stages as development occurs along the southern side of the roadway. The County will participate with developers in the construction of Phase II roadside improvements during the development of adjacent subdivisions. The right-turn lane from Travilah Road onto Piney Meetinghouse Road could not be constructed as a part of the Piney Meetinghouse project due to a WSSC vault. That work is now programmed in the Subdivision Roads Participation project.

APPROPRIATION AND EXPENDITURE DATA

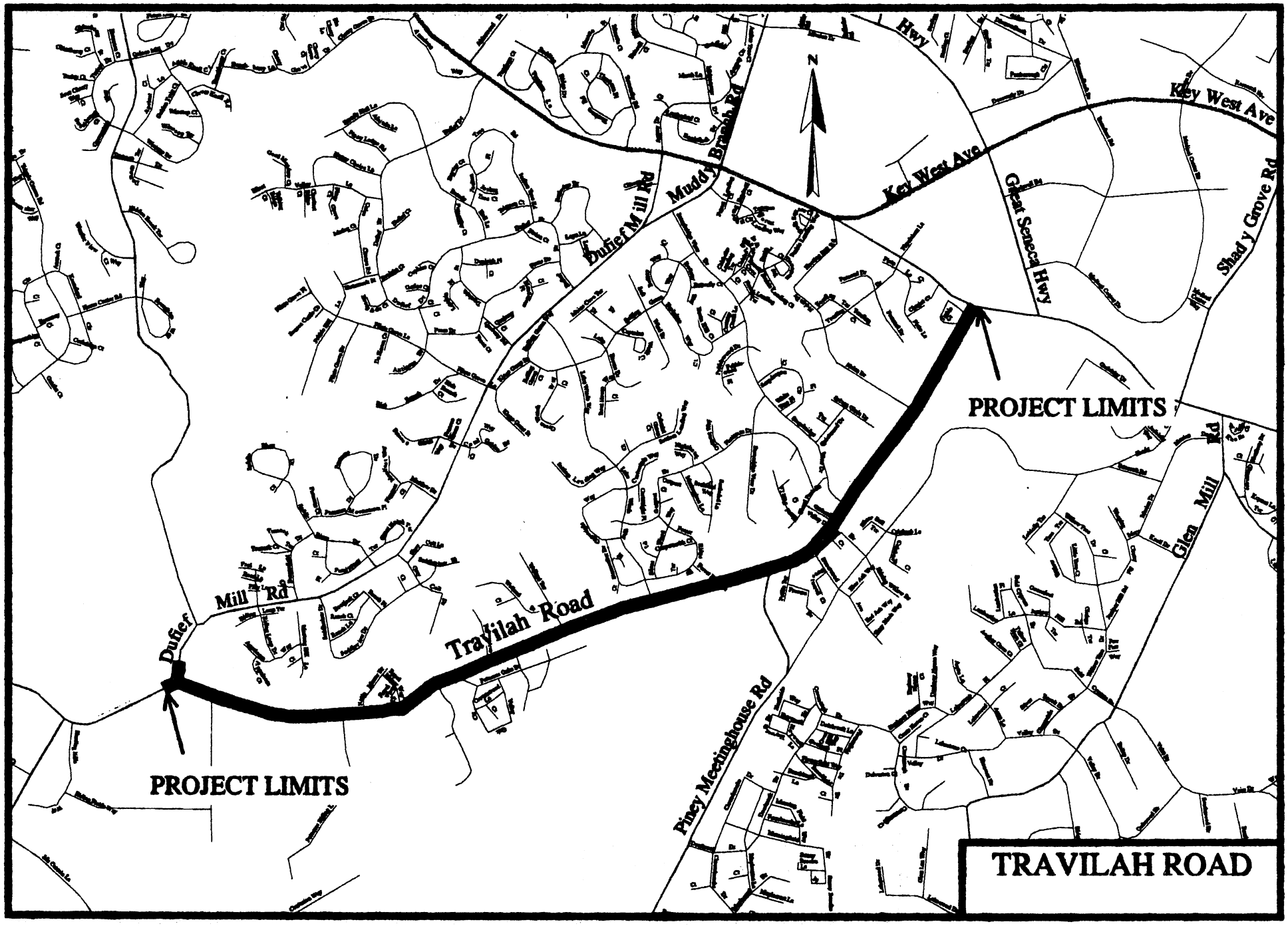
Date First Appropriation	FY01	($000)
Initial Cost Estimate		8,260
First Cost Estimate Current Scope	FY05	10,198
Last FY's Cost Estimate		9,000
Present Cost Estimate		10,198
Appropriation Request	FY05	0
Appropriation Request Est.	FY06	4,717
Supplemental Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		5,481
Expenditures/ Encumbrances		938
Unencumbered Balance		4,543
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
PEPCO
Verizon
Department of Permitting Services
Washington Gas and Light
WSSC
Department of Environmental Protection
Maryland Department of the Environment
U. S. Army Corps of Engineers
Facility Planning: Transportation
Subdivision Roads Participation Project: Piney Meetinghouse Road

MAP

See Map on Next Page


Key West Ave
Key West Ave
Great Seneca Hwy
Shady Grove Rd
Muddy Branch Rd
Dufief Mill Rd
Dufief Mill Rd
Travilah Road
Piney Meetinghouse Rd
Glen Mill Rd
PROJECT LIMITS
PROJECT LIMITS
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TRAVILAH ROAD

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