

Travilah Road -- No. 500101

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Potomac-Travilah
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

March 16, 2005
7-62(04 App)
NO

EXPENDITURE SCHEDULE (\$000)

| Cost Element | Total | Thru FY04 | Remain. FY04 | Total 6 Years | FY05 | FY06 | FY07 | FY08 | FY09 | FY10 | Beyond 6 Years |
|----------------------------------|---------------|------------|--------------|---------------|------------|--------------|--------------|----------|----------|----------|----------------|
| Planning, Design and Supervision | 1,670 | 853 | 215 | 462 | 37 | 225 | 200 | 0 | 0 | 0 | 140 |
| Land | 2,790 | 129 | 974 | 1,687 | 687 | 1,000 | 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 | 1,000 | 2,166 | 0 | 0 | 0 | 560 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 10,198 | 989 | 1,189 | 7,020 | 724 | 2,325 | 3,971 | 0 | 0 | 0 | 1,000 |

FUNDING SCHEDULE (\$000)

| | | | | | | | | | | | |
|-------------------|--------|-----|-------|-------|-----|-------|-------|---|---|---|-------|
| G.O. Bonds | 10,178 | 989 | 1,189 | 7,000 | 724 | 2,325 | 3,951 | 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

Defer expenditures from FY05 to FY07 does not affect project completion.

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 | COORDINATION | MAP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------|---------|---------|-----------------------|--|-------|---------------------|--|--|---------------|------|--------|-------------------------|--|--------|-----------------------|--|--------|-----------------------|------|-------|--------------|--|--|-----------------------|------|---|----------|--|---|--------------------------|--|-------|---------------|--|--|--------------|--|-------|----------------------|--|-------|-----------------------|------|---|----------------------|------|---|------------------------|--|---|--|-----------------------------|
| <table border="1"> <tr> <td>Date First Appropriation</td> <td>FY01</td> <td>(\$000)</td> </tr> <tr> <td>Initial Cost Estimate</td> <td></td> <td>8,260</td> </tr> <tr> <td>First Cost Estimate</td> <td></td> <td></td> </tr> <tr> <td>Current Scope</td> <td>FY05</td> <td>10,198</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td>10,198</td> </tr> <tr> <td>Present Cost Estimate</td> <td></td> <td>10,198</td> </tr> <tr> <td>Appropriation Request</td> <td>FY06</td> <td>3,717</td> </tr> <tr> <td>Supplemental</td> <td></td> <td></td> </tr> <tr> <td>Appropriation Request</td> <td>FY05</td> <td>0</td> </tr> <tr> <td>Transfer</td> <td></td> <td>0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td>5,481</td> </tr> <tr> <td>Expenditures/</td> <td></td> <td></td> </tr> <tr> <td>Encumbrances</td> <td></td> <td>1,427</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td>4,054</td> </tr> <tr> <td>Partial Closeout Thru</td> <td>FY03</td> <td>0</td> </tr> <tr> <td>New Partial Closeout</td> <td>FY04</td> <td>0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td>0</td> </tr> </table> | Date First Appropriation | FY01 | (\$000) | Initial Cost Estimate | | 8,260 | First Cost Estimate | | | Current Scope | FY05 | 10,198 | Last FY's Cost Estimate | | 10,198 | Present Cost Estimate | | 10,198 | Appropriation Request | FY06 | 3,717 | Supplemental | | | Appropriation Request | FY05 | 0 | Transfer | | 0 | Cumulative Appropriation | | 5,481 | Expenditures/ | | | Encumbrances | | 1,427 | Unencumbered Balance | | 4,054 | Partial Closeout Thru | FY03 | 0 | New Partial Closeout | FY04 | 0 | Total Partial Closeout | | 0 | <p>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</p> | <p>See Map on Next Page</p> |
| Date First Appropriation | FY01 | (\$000) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Initial Cost Estimate | | 8,260 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First Cost Estimate | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Current Scope | FY05 | 10,198 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Last FY's Cost Estimate | | 10,198 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Present Cost Estimate | | 10,198 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Appropriation Request | FY06 | 3,717 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supplemental | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Appropriation Request | FY05 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Transfer | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cumulative Appropriation | | 5,481 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Expenditures/ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Encumbrances | | 1,427 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unencumbered Balance | | 4,054 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Partial Closeout Thru | FY03 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| New Partial Closeout | FY04 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total Partial Closeout | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |