



Maryland Department of Transportation

The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Secretary

Harold M. Bartlett
Deputy Secretary

April 27, 2010

Mr. Nelson J. Castellanos
Division Administrator
Attn: Mr. Kwame Arhin
Federal Highway Administration
10 South Howard Street
Suite 2450
Baltimore MD 21201

Ms. Letitia Thompson
Regional Administrator
Attn: Ms. Gail McFadden-Roberts
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia PA 19103

RE: Amendment to the Fiscal Year (FY) 2010 Maryland Statewide Transportation Improvement Program (STIP) to Reflect an Amendment to the FY 2010 Washington Region Transportation Improvement Program to Add Funding for the Design of BRAC Related Intersections near Joint Base Andrews in Prince Georges County. MDOT Control #10-11.

Dear Mr. Castellanos and Ms. Thompson:

The Maryland Department of Transportation (MDOT) hereby amends the FY 2010 Maryland Statewide Transportation Improvement Program to reflect an amendment to the FY 2010 Washington Region Transportation Improvement Program which was approved by the Transportation Planning Board Steering Committee on April 9, 2010. The amendment will program funding for design work for two BRAC intersection improvement projects near Joint Base Andrews in Prince Georges County. These are new projects which will be funded through a Public Lands Fund Earmark. Documentation is attached including a resolution, project location information and a TIP form. The information is also summarized below:

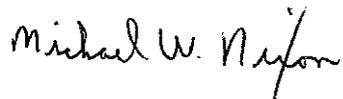
Project Name	STIP #	TIP #	Funding Source Fed%/State%	New Total Project Cost
BRAC Intersections Joint Base Andrews		5759	Public Lands Funding Earmark 100% Federal	\$2.5 million



Mr. Nelson J. Castellanos
Ms. Letitia Thompson
Page Two

The Maryland Statewide Transportation Improvement Program continues to be fiscally constrained. If you have any questions or need additional information, please do not hesitate to contact me at 410-865-1295, toll-free at 888-713-1414 or via email at mnixon@mdot.state.md.us. Thank you for your assistance.

Sincerely,



Michael W. Nixon, Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Mary Deitz, Chief, Regional and Intermodal Planning Division, State Highway Administration
Ms. Lyn Erickson, Manager, Regional Planning and Federal Liaison, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

April 15, 2010

To: Transportation Planning Board

From: Ronald F. Kirby
Director, Department of
Transportation Planning

RE: Steering Committee Actions

At its meeting of April 9, 2010, the TPB Steering Committee approved the following resolution:

- TPB SR20-2010 on an amendment to the FY2010-2015 Transportation Improvement Program (TIP) that is exempt from the Air Quality Conformity Requirement to add Funding for the Design of BRAC-Related Intersection Improvements Near Joint Base Andrews In Prince George's County, as Requested by the Maryland Department of Transportation (MDOT).

The TPB Bylaws provide that the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action."

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO
THE FY 2010- 2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS
EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO ADD
FUNDING FOR THE DESIGN OF BRAC-RELATED INTERSECTION
IMPROVEMENTS NEAR JOINT BASE ANDREWS IN PRINCE GEORGE'S COUNTY
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on July 15, 2009 the TPB adopted the FY 2010-2015 TIP; and

WHEREAS, in the attached letter of April 7, 2010 MDOT has requested an amendment to the FY 2010-2015 TIP to add \$2.5 million in Public Lands funding for the design of BRAC-related improvements to the intersection of MD 337 (Allentown Road) and the I-495/95 northbound off-ramp, and the intersection of MD 337 and MD 218 (Suitland Road)/Westover Drive in Prince George's County, as described in the attached materials; and

WHEREAS, the project design is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the May 6, 2005, *Federal Register*;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2010-2015 TIP to add \$2.5 million in Public Lands funding for the design of BRAC-related improvements to the intersection of MD 337 (Allentown Road) and the I-495/95 northbound off-ramp, and the intersection of MD 337 and MD 218 (Suitland Road)/Westover Drive in Prince George's County, as described in the attached materials.

Adopted by the Steering Committee of the Transportation Planning Board at its regular meeting on April 9, 2010.



Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor

Beverley K. Swaim-Staley, Secretary
Neil J. Pedersen, Administrator

MEMORANDUM

Maryland Department of Transportation

TO: Mr. Don Halligan, Director
Office of Planning and Capital Programming, MDOT

ATTN: Mr. Mike Nixon
Ms. Lyn Erikson
MDOT

FROM: Mary Deitz, Chief *MD*
Regional and Intermodal Planning Division

DATE: April 5, 2010

SUBJECT: Amendment to the Fiscal Year 2010 Transportation Improvement Program (TIP) FY 2010-2015: BRAC Intersections near Joint Base Andrews

The State Highway Administration (SHA) hereby requests to amend the Washington Region's FY 2010 Transportation Improvement Program (TIP) to add design funding to the BRAC Intersections near Joint Base Andrews (new project).

The SHA has received an earmark to begin design on two intersections near Joint Base Andrews. The first intersection is MD 337 (Allentown Road) at I-495/I-95 northbound off-ramp. In 2011, with the influx of new employees, this intersection's Level of Service (LOS) decreases from a D to an F in the am peak period. The second intersection is MD 337 at MD 218 (Suitland Road)/Westover Drive. This intersection will fail in the AM and PM peak periods with the new employees assigned to the base.

The FY2010 TIP for the National Capital Region will review the TIP amendment at the next Transportation Planning Board Steering Technical Committee on Friday, April 9, 2010. The appropriate worksheets are attached.

If you have any question, please contact me or Reena Mathews at 410-545-5668.

Attachments

cc: Mr. Eric Beckett, Assistant Regional Planner, Regional and Intermodal Planning Division, SHA
Ms. L'Kiesha Markley, Assistant Chief, Regional and Intermodal Planning Division, SHA
Ms. Reena Mathews, Regional Planner, Regional and Intermodal Planning Division, SHA





Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor
Anthony G. Brown
Lt. Governor
Beverley K. Swaim-Staley
Secretary
Harold M. Bartlett
Deputy Secretary

April 7, 2010

The Honorable David Snyder, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, N.E.
Suite 300
Washington DC 20002

Dear Chairman Snyder:

The Maryland Department of Transportation (MDOT) requests an amendment to the Washington Region FY 2010-2015 Transportation Improvement Program (TIP) to add a new project for the design of BRAC intersections in Prince George's County.

The State Highway Administration (SHA) has received an earmark to begin design on the two intersections near Joint Base Andrews. The first intersection is MD 337 (Allentown Road) at I-495/I-95 northbound off-ramp. In 2011, with the influx of new employees, this intersection's Level of Service (LOS) decreases from a D to an F in the AM peak period. The second intersection is MD 337 at MD218 (Suitland Road)/Westover Drive. This intersection will fail in the AM and PM peak periods with the new employees assigned to the base.

MDOT requests that this amendment request be presented to the Transportation Planning Board Steering Committee on April 9, 2010 for review. The TIP amendment worksheet is attached.

We appreciate your cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Mr. Michael Nixon at 410-865-1295, toll-free 888-713-1414 or via email at mnixon@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland
Department of Transportation
Mr. Michael Nixon, Manager, Regional Planning, Office of Planning and Capital Programming,
Maryland Department of Transportation
Mr. Neil J. Pedersen, Administrator, State Highway Administration

My telephone number is
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

7/15/2009 FY 2010 - 2015

**SUBURBAN MARYLAND
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)**

Source	Fed/ST/Loc	Previous Funding	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Source Total	
MDOT/State Highway Administration										
Secondary										
BRAC Intersections near Joint Base Andrews										
TIP ID: 5759	Agency ID:	Title: BRAC Intersections near Joint Base Andrews								Complete: 2040
Facility: Intersections near Joint Base Andrews	PL	100/0/0	2,500 a						2,500	
From:									Total Funds: 2,500	
To:										

Description: Intersection improvements at key locations along access routes to Joint Base Andrews in Prince George's County. Bicycle and pedestrian improvements will be provided where appropriate

Amendment - Add New Project
Add new project (Study/PE only) to FY 2010-2015 TIP with \$2.5 million in Public Lands funding in FY 2010. Approved 4/9/2010

Description of Short-Term Intersection Concepts

As noted previously, many of the intersections in the study area are part of other projects, or in the case of Intersection 10: Old Alexandria Ferry Road at Virginia Avenue, the intersection of two County roads. Therefore, five of the 11 intersections projected to operate at LOS F in 2011 were not included in the development of concepts, as discussed below:

Improvements for Intersection 6: MD 4 (Pennsylvania Avenue) @ Suitland Parkway/Presidential Parkway are currently in the detailed design phase (these improvements are unrelated to the BRAC effort). Thus, this intersection was removed from consideration in the AAFB Traffic and Intersection Improvement Study.

MD 4, from I-495/I-95 to MD 223, is currently in the planning phase by SHA for upgrading to a multi-lane freeway. The limits of that study encompass Intersection 7: MD 4 (Pennsylvania Avenue) @ Dower House Road and Intersection 26: MD 4 (Pennsylvania Avenue) @ Westphalia Road/Old Marlboro Pike. Because of the inclusion of these two intersections in the larger MD 4 planning study, and because preliminary analyses of these two intersections revealed that there were no low cost, low impact at-grade solutions which were feasible, these two intersections were also removed from consideration in the AAFB Traffic and Intersection Improvement Study.

Traffic analysis showed that Intersection 10: Old Alexandria Ferry Road @ Virginia Avenue is expected to operate at LOS F in both the AM and PM peak hours in 2011. Because this is an intersection of two County roads, SHA shared this information with Prince George's County but did not develop improvements for this location.

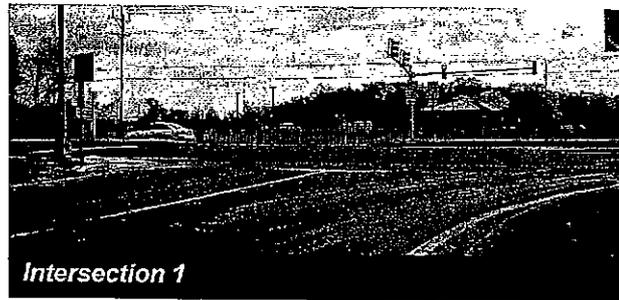
Intersection 15: MD 5 (Branch Avenue) @ Auth Road/I-495/I-95 SB On-Ramps is included as part of the Metro Green Line Access Project. Phase I of the project, described in the 2011 No BRAC traffic section of this report, has already been completed. Phase II is currently in design, and will involve construction of a new Metro access road to connect the Branch Avenue Metro Station to MD 5 and improvements to Auth Place, Auth Road, and Auth Way. Intersection 15 currently operates at LOS F during the PM peak hour, and is projected to fail during the PM peak in 2011. However, it was determined that short-term solutions to achieve LOS E or better were not compatible with the long-term Metro Green Line Access Project. Therefore,

no further recommendations were developed as part of the AAFB Traffic and Intersection Improvement Study.

Intersection improvement concepts were developed for the remaining six locations. These improvement concepts are described below, and are depicted on aerial mapping, which can be found in **Appendix A, Table 3** on page 17 summarizes the traffic data, cost estimates, and impacts for each intersection. It should be noted that these concepts are preliminary and subject to modification as they are refined during detailed design.

Intersection 1: MD 337 (Allentown Road) @ I-495/I-95 NB Off-Ramp

This intersection currently operates at LOS D during the AM peak with a v/c of 0.89, and LOS A during the PM peak with a v/c of 0.53. In 2011, this location is projected to fail due to a combination of BRAC traffic and background growth. Without improvements, this intersection is forecasted to



operate in 2011 at LOS F during the AM peak, with a v/c of 1.21, and at LOS B during the PM peak, with a v/c of 0.66. Making the recommended improvements will allow the intersection to function at LOS D during the AM peak hour, with a v/c of 0.83, and LOS A during the PM peak hour, with a v/c of 0.58. The proposed improvement is to change the right turn lane on the I-495 NB Off-Ramp to a shared right/left turn lane, and to add a third through lane to EB MD 337.

These proposed improvements would impact two properties, totaling 0.39 acres but would have no total displacements. Approximately 0.16 acres of forest would also be impacted. The total cost is estimated at approximately \$9.5 - \$14.5 million.

Intersection 2: MD 337 (Allentown Road) @ MD 218 (Suitland Road)/Westover Drive

This intersection currently operates at LOS D during the AM peak hour, with a v/c of 0.87 and LOS F



during the PM peak with a v/c of 1.31. In 2011, this location is projected to fail due to a combination of BRAC traffic and background growth. Without improvements, this intersection is forecasted to operate in 2011 at LOS F during both peak hours, with an AM peak v/c ratio of 1.26 and a PM peak v/c ratio of 1.63. Making the recommended improvements will allow the intersection to function at LOS D during the AM peak hour, with a v/c ratio of 0.91, and LOS F during the PM peak hour, with a v/c ratio of 1.00. The recommended improvements include:

- Converting the shared through/left and through/right lanes to through lanes and adding a separate free right turn lane on MD 218 in the southbound direction
- Adding a second left turn lane and separating the shared through/right lane into one through and one free right turn lane on MD 218 in the northbound direction
- Adding a second left turn lane and separating the shared through/right lane into one through and one right turn lane on MD 337 in the westbound direction.

These proposed improvements would impact five properties, totaling 1.10 acres, but would have no total displacements. No environmental features would be impacted. The total cost is estimated at approximately \$25.5 – \$33.0 million.

Originally, a concept was developed that would allow this intersection to function at LOS D during the AM peak hour with a v/c of 0.91 and LOS E during the PM peak hour with a v/c of 0.99. The improvements under this concept included:

- Separating the shared through/left lane into one left and one through lane, and separating the shared through/right lane into one through and one right turn lane on MD 218 in the southbound direction
- Adding a second left turn lane and separating the shared through/right lane into one through and one right turn lane on MD 218 in the

northbound direction

- Adding a second left turn lane on MD 337 in the westbound direction.

However, because this concept involves adding two additional lanes on MD 218 in the southbound direction, it would require lengthening the two I-495/I-95 bridges over MD 218 to accommodate the roadway widening. As the goal of this study was to develop short term intersection improvements and lengthening the bridges would be a very costly undertaking for a very small improvement in v/c (a difference of only 0.01), it was determined that this improvement concept was not feasible and was not recommended.

Intersection 5: Forestville Road @ I-495/I-95 SB Off-Ramp

This intersection currently operates at LOS D during the AM peak hour with a v/c of 0.87, and LOS E during the PM peak hour with a v/c of 0.91. In 2011, this location is projected to fail due to background growth, but will not require any additional improvements to accommodate BRAC traffic. Without improvements, in 2011 this intersection is



forecasted to operate at LOS F during both peak hours with an AM peak v/c ratio of 1.17 and a PM peak v/c ratio of 1.19. Making the recommended improvements will allow the intersection to function at LOS B during the AM peak hour, with a v/c ratio of 0.68, and LOS D during the PM peak hour, with a v/c ratio of 0.83. The recommended improvement is to separate the shared left/right lane into one left turn and one free right turn lane on the I-495/I-95 Off-Ramp.

This proposed improvement would impact one property, totaling 0.13 acres, would have no total displacements, and would impact 0.58 acres of forest. The total cost is estimated at approximately \$22.0 - \$29.0 million.

Intersection 13/14: MD 337 (Allentown Road) @ MD 5 (Branch Avenue) Ramps



U.S. Department
of Transportation
**Federal Highway
Administration**

DELMAR Division – Maryland

**10 S. Howard St., Suite 2450
Baltimore, Maryland 21201**

April 28, 2010

In Reply Refer To: HDA-MD
709

Mr. Don Halligan Director,
Office of Planning and Capital Programming, MDOT
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

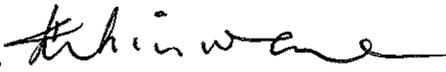
Dear Mr. Halligan:

We have completed our review of the State request (MDOT Control # 10-11) to amend the Fiscal Year (FY) 2010 Statewide Transportation Improvement Program (STIP) and FY 2010-2015 Transportation Improvement Program (TIP) of the National Capital Region Transportation Planning Board. The STIP/TIP is being amended to add funding for the design of BRAC-Related Intersection Improvements near Joint Base Andrews in Prince George's County. The total cost of this new project is \$2.5 million.

We accept this amendment and find that it was developed based on a continuing, cooperative, and comprehensive transportation planning process, in accordance with 23 U.S.C. 134, 23 U.S.C. 135 and 49.

If you have any questions, regarding this STIP/TIP amendment please contact Kwame Arhin at (410) 779.7158.

Sincerely yours,


for Nelson J. Castellanos
Division Administrator

cc:

Heather Murphy SHA
Mike Nixon, MDOT
Jeff Smith, SHA
Scott Pomento, SHA
Mary Deitz, SHA
Reena Matthews, SHA
Ron Kirby, TPB
Sandra Jackson, FHWA D.C. Division
Jitesh Parikh, Delmar

