

**City Council
Work Session**

**Briefing by State Highway
Administration on Plans for
Beltway Interchange Ramps at
Greenbelt Metro Station**

**8 p.m.
Monday
September 21, 2015**

**Municipal Building
Council Chambers**

**CITY OF GREENBELT, MARYLAND
MEMORANDUM**

TO: Michael McLaughlin, City Manager *MM*
FROM: Jessica Bellah, Community Planner
DATE: September 17, 2015
SUBJECT: Greenbelt Metro Interchange Project

Mr. John Webster, a consultant project engineer for the State Highway Administration (SHA) and Mr. Sean C. Johnson, team leader in SHA's Community Design Division will present a status report on the Greenbelt Metro Interchange Project at the September 21, 2015 Council worksession.

Background

Over the past year, SHA has conducted traffic volume studies to evaluate what transportation improvements are needed to mitigate traffic associated with construction of transit oriented development (TOD) and a relocated FBI Headquarters at the Greenbelt Station North Core site.

Project Scope and Project Description

The project study area included improvements along 1-95/I-495 (Capital Beltway) from US 1 to the Baltimore Washington (B/W) Parkway and improvements to the Greenbelt Metro Station Interchange. The SHA team identified three priority sections within the project:

- Priority Area 1 - Greenbelt Metro Station to MD 201 (includes the Greenbelt Metro Interchange)
 - Includes a new flyover off-ramp from the Outer Loop of I-95/495 to the Greenbelt Metro Station and a new direct on-ramp from the Greenbelt Metro Station to the Inner Loop of I-95/495
 - Includes realignment of the existing on-ramp and off-ramp from the Greenbelt Metro Station to the Outer Loop of I-95/495
 - Includes widening of I-95/495 for full auxiliary lanes between the MD 201 and US 1
 - An extension of 2 box culverts for Indian Creek
 - Includes new noise barrier along the Inner Loop between Cherrywood Lane and MD 201 (at Franklin Park at Greenbelt Station) and potential Outer Loop noise barrier (at Capital Office Park)
 - Cost is about \$92.5 million (excluding Right-of-Way (ROW) acquisition)
 - Required for the Interstate Access Point Approval (IAPA)
- Priority Area 2 -US 1 to Greenbelt Metro Station
 - Cost is about \$53.2 million (excluding ROW acquisition)
 - Significant noise- barrier reconstruction on Outer and Inner Loop

- Contains private property impacts
- Reconstructs the I-95/495 bridges over Rhode Island Avenue.
- Priority Area 3 - MD 201 to the B/W Parkway
 - Cost is about \$56.7 million (excluding ROW acquisition)
 - Includes potential noise barrier
 - Impacts the National Park Service ROW (B/W Parkway)
 - Reconstructs the I-95/495 inner loop bridge over MD 193
 - Includes an auxiliary lane on the Inner Loop from MD 201 to the BW Parkway

SHA developed traffic models based on the revised traffic volumes for the FBI building and based on Level of Service (LOS) and Travel Delay concluded that only Priority Area 1 may be required to obtain Federal Highway Administration approval. At this time, SHA has indicated that they will only move forward with plans for Priority Area 1.

Staff Comments

Staff has participated in meetings with SHA and other involved agencies as plans have progressed through the information gathering and design processes. Staff will continue to monitor development of the project scope, raise issues, and brief Council as needed. While still in the planning and data collection phase, staff has identified the following items for the City to pay particular attention to as the project moves forward:

1. Explanation of work to occur within existing ROW and the potential need for additional ROW acquisition and associated impacts.
2. Anticipated tree/land/environmental impacts associated with widening.
3. The placement of noise walls and impacts on adjacent property owners.
4. What traffic impacts are anticipated during construction?
5. Future opportunities for public/city review and comment on the project scope and design.

Michael McLaughlin

From: Venu Nemani <VNemani@sha.state.md.us>
Sent: Thursday, June 11, 2015 5:46 PM
To: Michael McLaughlin
Cc: Cindy Murray
Subject: RE: Follow up to June 10 Meeting

Mike,

I have a couple of changes to the meeting notes below. I will work on following up on the action items noted below.

Thanks,

Venu

From: Michael McLaughlin [mailto:mmclaughlin@greenbeltmd.gov]
Sent: Thursday, June 11, 2015 5:32 PM
To: Celia Craze; Terri Hruby; Jessica Bellah; Jim Sterling; Jim Craze; Scott Yankowy; Gordon Pracht; Jim Parker; Marie Triesky; Thomas Kemp; Thomas Moreland
Cc: Venu Nemani; Cindy Murray; David Moran; Ed Putens (Home); Edward Putens; Emmett Jordan; Judith Davis; Konrad Herling; Leta Mach; Ed Putens (Work); Rodney Roberts; Silke Pope
Subject: Follow up to June 10 Meeting

Last evening Council met with Mr. Venu Nemani, Assistant District Engineer for SHA District 3, in a stake holder meeting. There were around 8 Greenbelt Station residents in attendance. Some key points of the meeting –

1. Construction of an intersection at Greenbelt Road and Greenbelt Station Parkway is underway and should be completed this fall. One traffic signal pole is in place already.
2. Design is well underway on the additional Beltway ramps at the Greenbelt Metro Station. Council is very interested in where noise barriers will be placed due to this project. Mr. Nemani suggested Council request a presentation on this project in the fall.
3. Jim S. – Mr. Nemani will forward the request to fix the transition area on Southway.

4. Mr. Nemani has requested SHA initiate a **project for installation of crosswalks and pedestrian facilities** on Southway at the ramp to/from the Parkway. **The design and construction of the traffic signal improvements with all the pedestrian crossing facilities (accessible pedestrian signals, countdown pedestrian signals, crosswalks, ADA ramps etc)** will likely take 12-18 months.
 - a. Related to this, Mr. Nemani said he is studying the whole area of Greenbelt Road from Southway to Hanover Parkway to improve pedestrian and bicycle access and safety.
5. Terri – there was confusion related to getting bus stops on Greenbelt Road at Greenbelt Station Parkway. The discussion of “pads” went back and forth on bus pads vs. landing pads for riders and who is responsible for which – SHA for pads in roadway but developer/County for rider landing pads. Please contact him directly on this to get clear.
 - a. Later in the meeting, there was discussion about getting WMATA and TheBus into the Greenbelt Station neighborhood, so that riders would not have to cross Greenbelt Road and the walk to the stops would be convenient.
 - b. Please invite Mr. Nemani to next transit work session.
6. Mr. Nemani had a copy of the Pedestrian and Bicycle Master Plan and noted that he had been reviewing it. He suggested that SHA and the City set up a small working group to meet quarterly on it as there are many items in the report which SHA is responsible for or can assist with. I would like to suggest the City’s representatives be Terri Hruby or Jessica Bellah and Traffic Officer Scott Yankowy. There could also be a representative from APB if the schedule can work.
7. Scott – Mr. Nemani will have the signal visibility issue checked into. Suggestions included installing a dark plate around the traffic signal for contrast. He will also file a work order to replace the signs and do an overall check for missing signs.
8. Mr. Nemani – please check on issue of sign clutter along Greenbelt Road especially as one approaches Southway.
9. Jim S. – can we stripe for two lanes at the intersection of Lakecrest Drive with Greenbelt Road.

Other stuff –

- a. The bridge on Powder Mill Road over the CSX tracks will be redecked starting this summer. It will take 6-12 months.
- b. Median grass is cut 3 to 4 times per season.
- c. A study of the signal timing along Greenbelt Road and Kenilworth Avenue will be done this fall. Normally they do it every three years and it was scheduled for 2014, but they fell behind.

Mr. Nemani – this did not get raised last night – please have someone check the road surfacing at the intersection of Greenbelt Road and Mandan Road – it is in bad condition with a deep pothole. **I have checked this in the field and will be forwarding the pictures to our maintenance department to take corrective action.**

Cindy – please add to “Mtgs to be scheduled” list - Schedule a presentation by SHA on Beltway ramps in Fall 2015

Cindy – anything else?

Thanks all

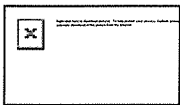
Mike

Michael McLaughlin

City Manager

City of Greenbelt

301-474-8000



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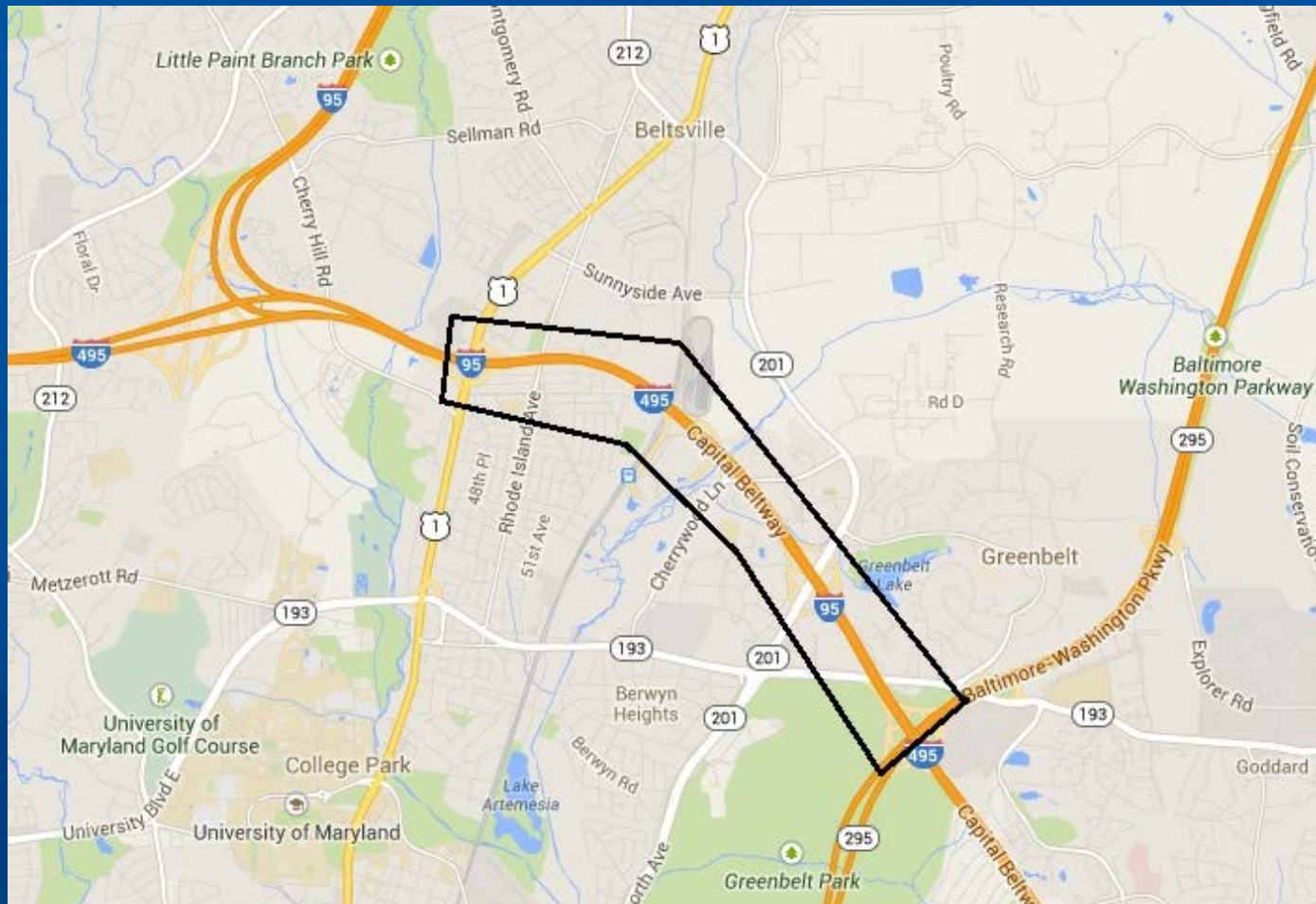
Greenbelt Metro Interchange Project

September 21, 2015

AGENDA

- Purpose and Need
- Project History
- Project Sections
- Noise Walls
- Maintenance of Traffic
- Environmental Impacts / Mitigation

STUDY AREA



PURPOSE AND NEED

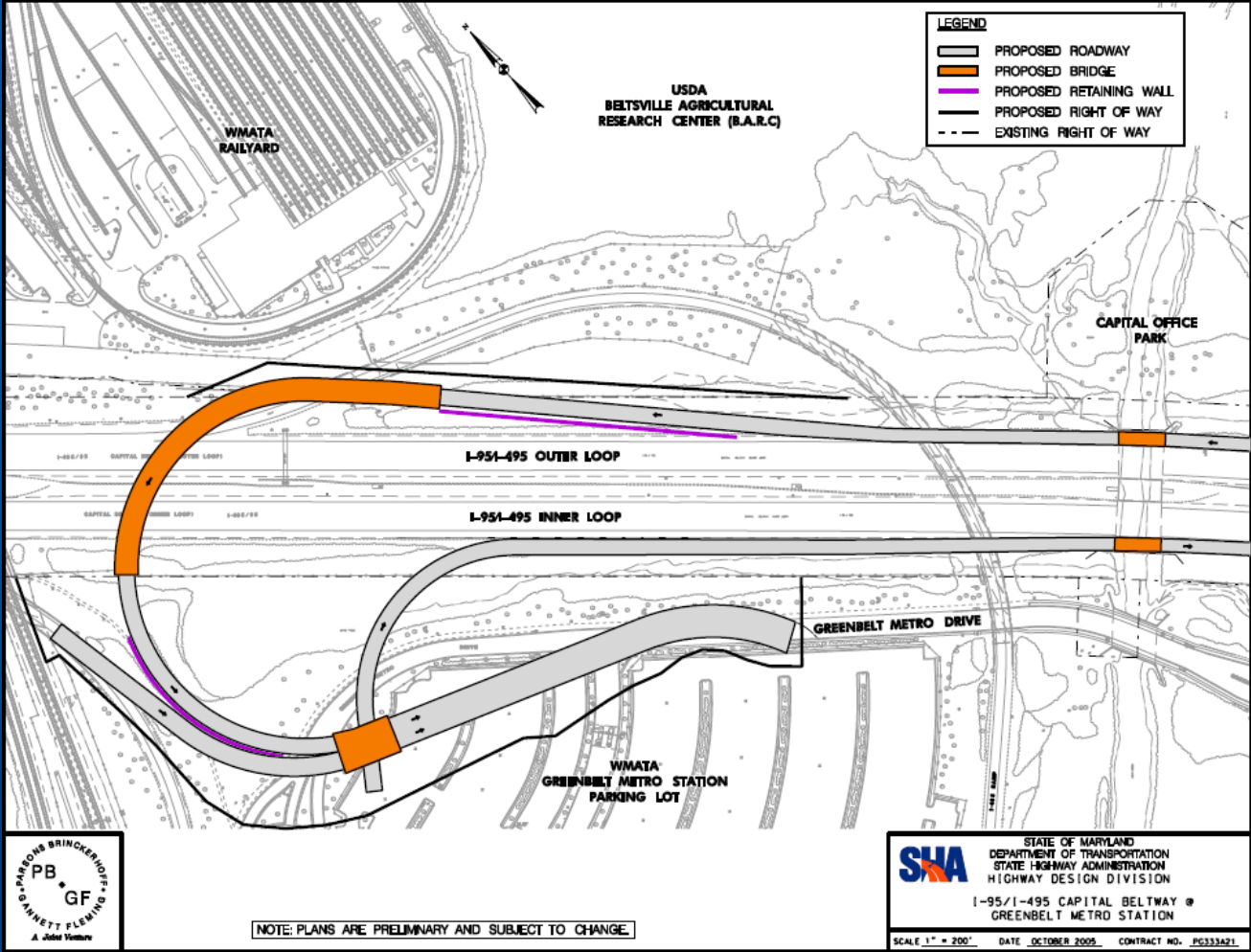
PURPOSE

- To facilitate planned Transit Oriented Development (TOD) by providing improved access to the Greenbelt Station
- Improve operations along I-95/495

NEED

- To provide sufficient level of access and mobility to support Transit Oriented Development efforts in the Greenbelt Metro Station Area.
- Congestion along I-95/495
- System preservation along I-95/495

2005 SHA PROJECT PLANNING CONCEPT



CHANGES SINCE 2005

- Increased traffic volumes on I-95/495
- Change in the site development plans
- Value Engineering Study
- Identification of system preservation needs
- Additional Studies conducted by SHA

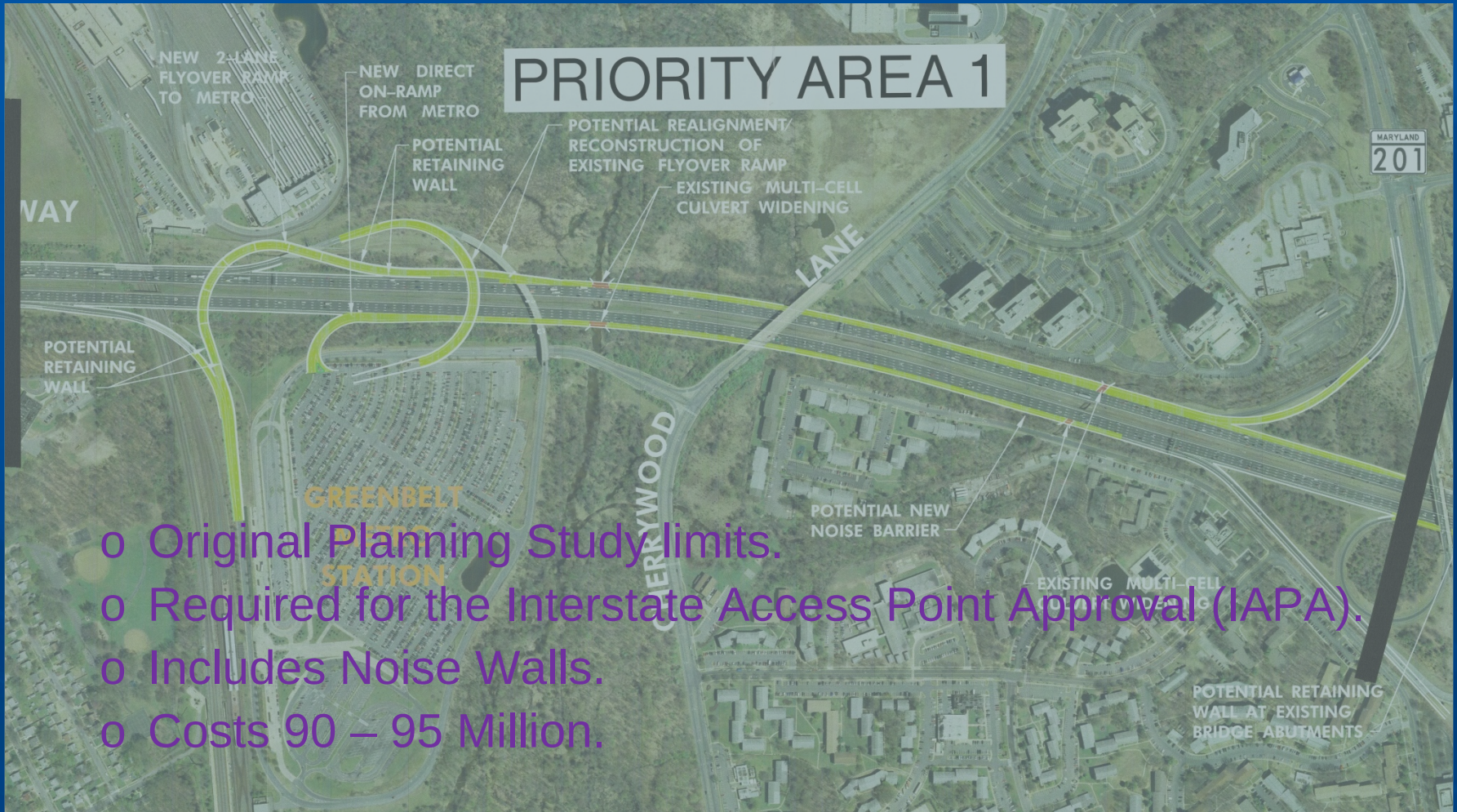
I – 95/495 GREENBELT METRO IMPROVEMENTS



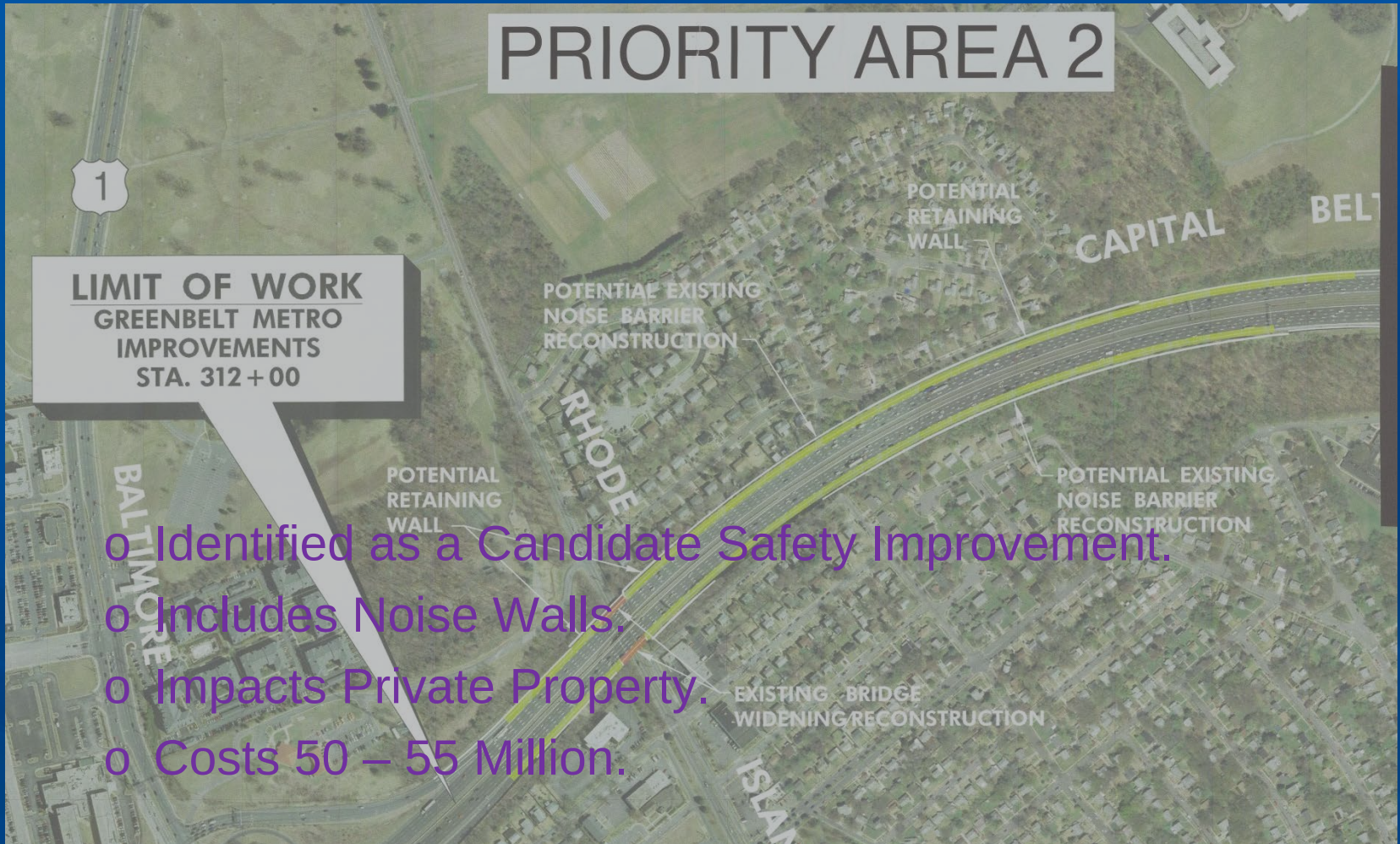
PROJECT SECTIONS

Project Sections

GREENBELT METRO INTERCHANGE – PRIORITY AREA 1

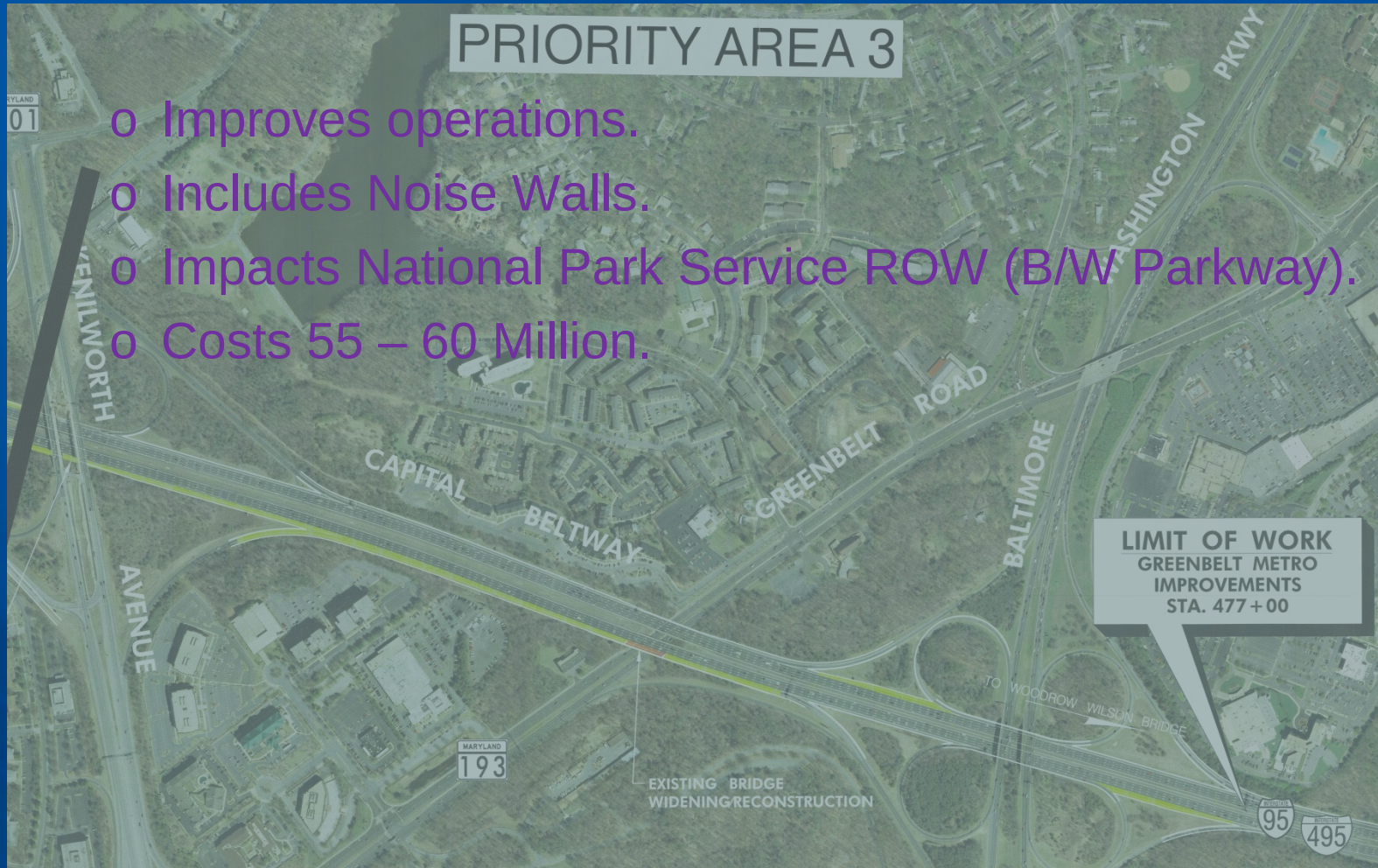


GREENBELT METRO INTERCHANGE – PRIORITY AREA 2



GREENBELT METRO INTERCHANGE – PRIORITY AREA 3

- o Improves operations.
- o Includes Noise Walls.
- o Impacts National Park Service ROW (B/W Parkway).
- o Costs 55 – 60 Million.



TRAFFIC ANALYSIS

Greenbelt Metro Interchange Project
VISSIM Comparison - True No-Build vs. Priority 1 Improvements
SHA DSED - May 8, 2015

Scenario	Peak Hour Travel Time (sec)				Free Flow Travel Time (sec)		Total Delay (Vehicle-Hour)				Total Peak Hour Delay Per Day (Vehicle-Hours)
	AM		PM				AM		PM		
	IL I-495	OL I-495	IL I-495	OL I-495	IL I-495	OL I-495	IL I-495	OL I-495	IL I-495	OL I-495	
2040 True No-Build	513	263	563	568	228	232	692	65	848	834	2440
2040 Priority 1	486	256	611	389	228	232	662	53	1024	412	2151

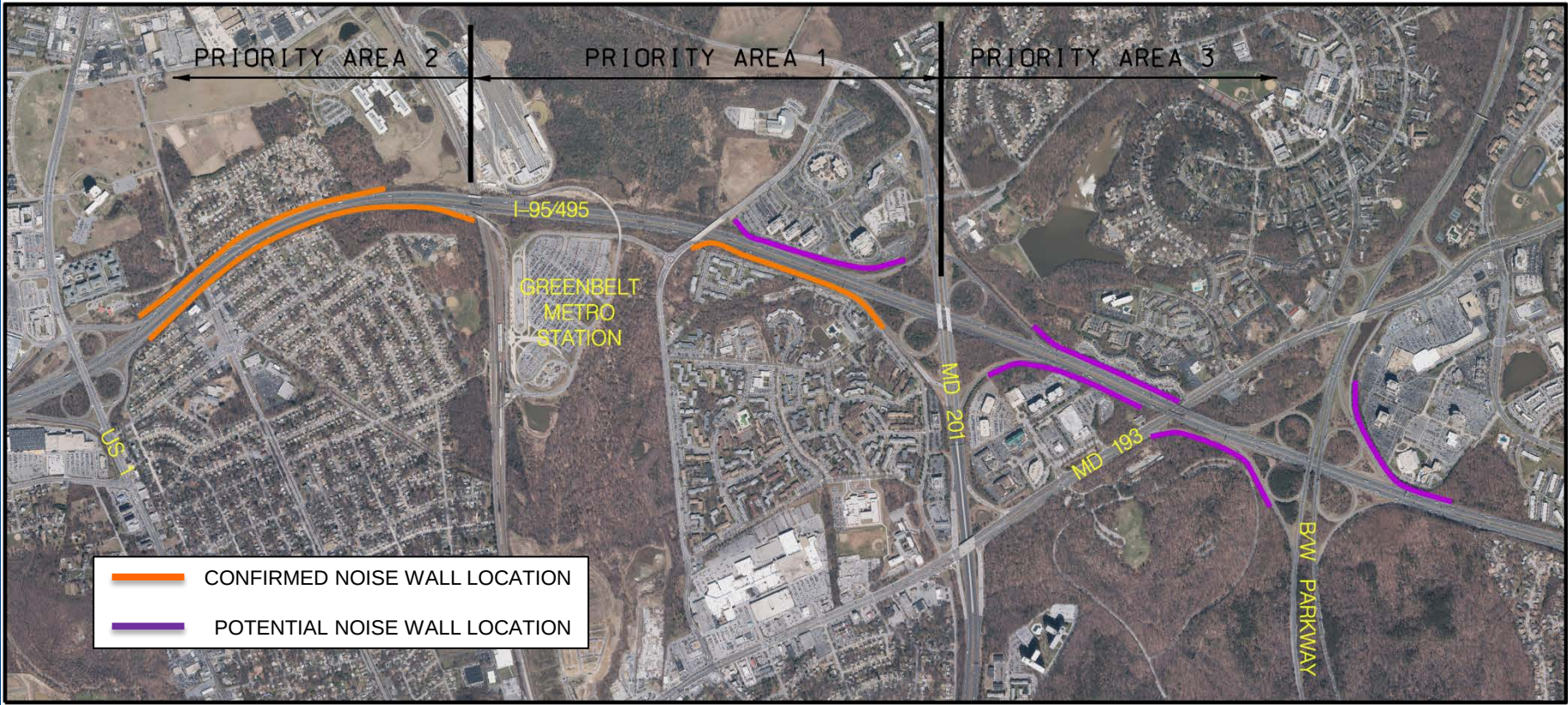
Notes: 1. "True No-Build" includes some development at Greenbelt Metro site, but no FBI traffic and no new ramps.

2. "Priority 1" includes FBI traffic, new ramps at the Greenbelt Metro interchange, and full auxiliary lanes between Greenbelt and MD 201.

NOISE BARRIERS

Potential Noise Barrier Locations

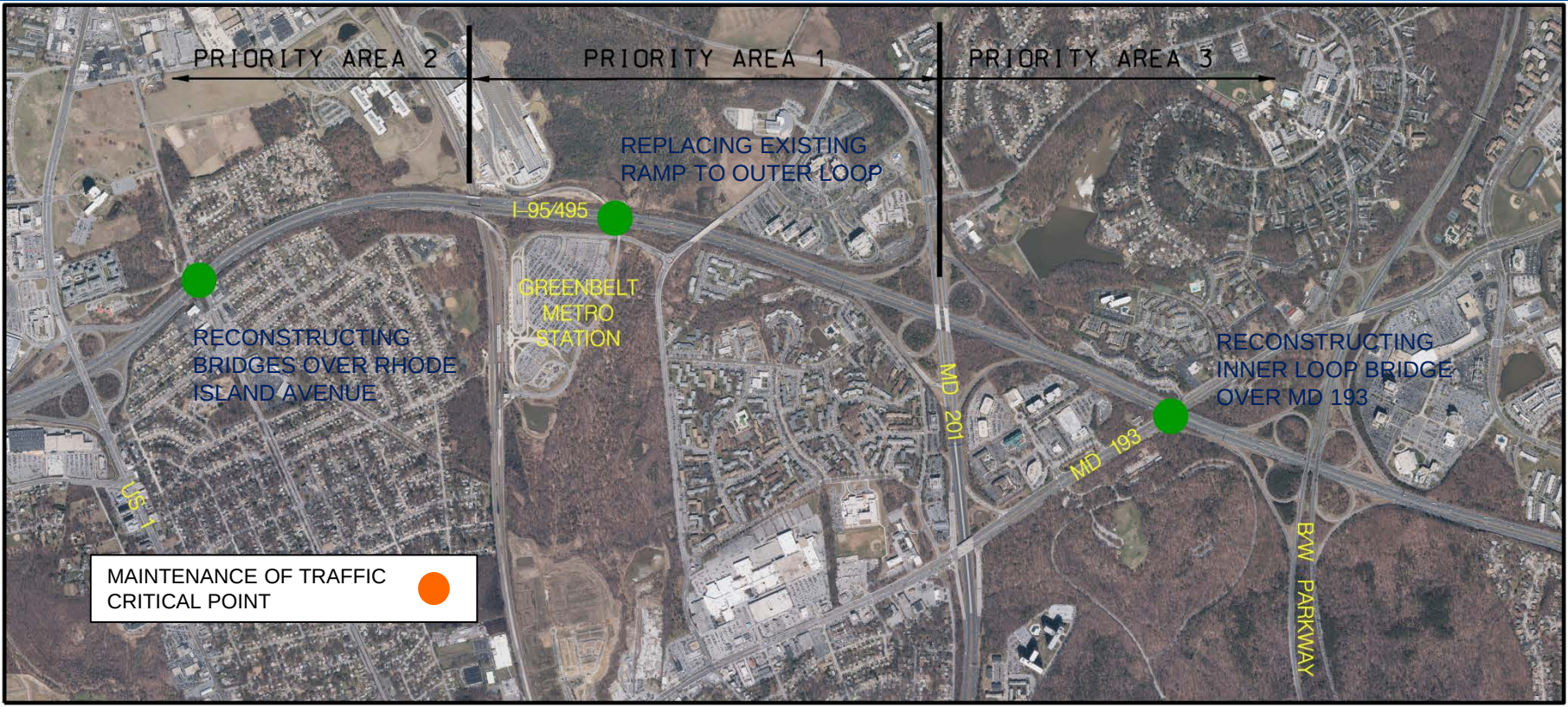
NOISE BARRIERS



MAINTENANCE OF TRAFFIC

Maintenance of Traffic Critical Points

MAINTENANCE OF TRAFFIC



PRELIMINARY ENVIRONMENTAL IMPACTS

Environmental Impacts / Mitigation

PRELIMINARY ENVIRONMENTAL IMPACTS

Environmental Impacts	Priority Areas			Total Impacts
	1	2	3	
Wetlands				
PFO/PSS	2.31 Ac.	0.00 Ac.	0.02 Ac.	2.33 Ac.
PEM	0.54 Ac.	0.00 Ac.	0.00 Ac.	0.54 Ac.
Stream Impacts				
Perennial / Intermittent	3988 LF	34 LF	499 LF	4521 LF
Ephemeral	1134 LF	0 LF	184 LF	1318 LF

- Impacts are preliminary
- All stream impacts are Use 1
- Mitigation site search has begun (approximately 25 potential sites identified in the vicinity of the Project Site)

PRELIMINARY ENVIRONMENTAL IMPACTS

- Most of the Environmental Impacts are in Priority Area 1
- Impacts are caused by:
 - Extension of Indian Creek culverts
 - Widening of I-495
 - Adding of additional interchange ramp movements

GREENBELT METRO INTERCHANGE PROJECT

THANK YOU



SEPTEMBER 21, 2015

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