

**Greenbelt City Council
Work Session**

Sunnyside Bridge Replacement

**March 19, 2018
8:00 p.m.**

**Council Room
Greenbelt Municipal Building
25 Crescent Road**

Agenda

- Introductions
- Presentation
- Council Discussion
- Questions and Answers
- Other

**DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
OFFICE OF ENGINEERING & PROJECT MANAGEMENT
HIGHWAYS AND BRIDGES DIVISION**

BID OPENING DOCUMENTATION

Project Name: Replacement of Bridge No. P-0189 Sunnyside Avenue over Indian Creek

Contract No.: 901-H (G)

Date and Time Recorded: February 27, 2018 10:15 a.m. **Recorded by:** Kristina Aguillard

BIDDERS	Cianbro Corp.	Kibler Construction Co.	AB Construction Co.		
BOND					
ADDENDUMS					
# 1					
# 2					
# 3					
# 4					
TOTAL	\$ 13,567,036.50	\$ 11,187,589.51	\$ 10,057,497.97		
RANKING BEFORE MBE BONUS POINTS					
MBE BONUS CREDIT					
EVALUATION TOTAL					
MBE RANKING					
REMARKS:					

Project Manager certifies the above Bid Results

Signature

Date

DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
OFFICE OF ENGINEERING & PROJECT MANAGEMENT
HIGHWAYS AND BRIDGES DIVISION

BID OPENING DOCUMENTATION

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BIDDERS	Joseph B. FAY Co.	Corman Kokosing Construction Co.	Concrete General	Fort Myer Construction Co.	Rustler Construction Inc.
BOND					
ADDENDUMS					
# 1					
# 2					
# 3					
# 4					
TOTAL	\$11,983,531.70	\$11,960,409.68	\$12,118,821.68	\$12,389,714.51	\$10,312,333.98
RANKING BEFORE MBE BONUS POINTS					
MBE BONUS CREDIT					
EVALUATION TOTAL					
MBE RANKING					
REMARKS:					

Project Manager certifies the above Bid Results

Signature

Date

Shaniya Lashley-Mullen

From: Beckert, Erv T. <ETBeckert@co.pg.md.us>
Sent: Sunday, January 28, 2018 8:29 PM
To: Shaniya Lashley-Mullen; Bonita Anderson; David Moran
Cc: Mazzara, Kate; Ward, Courtney N.; Jones, Paulette L.; Shah, Jashwantkumar D.; Lasker, Andrea
Subject: RE: Sunnyside Ave., Bridge Replacement CIP project

Good Evening Ms. Lashley-Mullen, Ms. Anderson and Mr. Moran,

My pleasure. I will be there, as requested, to provide a brief presentation on the project and answer questions.

Thank you,

Erv

From the Desk of:

Erv T. Beckert, PE
Chief, Highway and Bridge Design Division
Office of Engineering and Project Management
Prince George's County DPW&T
9400 Peppercorn Place, Suite 400
Largo, Maryland 20774
Phone: 301-883-5642
Fax: 301-883-5131
e-mail: etbeckert@co.pg.md.us
Mobile: 240-508-9610
Direct: 301-883-5714



From: Shaniya Lashley-Mullen [<mailto:slashley-mullen@greenbeltmd.gov>]
Sent: Wednesday, January 24, 2018 12:52 PM
To: Beckert, Erv T. <ETBeckert@co.pg.md.us>
Cc: Bonita Anderson <banderson@greenbeltmd.gov>; David Moran <dmoran@greenbeltmd.gov>
Subject: Sunnyside Ave., Bridge Replacement CIP project

Greenbelt City Council Work Session

Good afternoon,

Thank you for confirming the Monday, March 19, 2018 Work Session at 8:00 pm. It will be held in the Council Chambers of the Municipal Building, 25 Crescent Road.

I will send an agenda next week or two on possible questions that Council might ask.

Thank you,

Shaniya Lashley-Mullen
City of Greenbelt
25 Crescent Road
Greenbelt, MD 20770
Phone: 301-474-8000

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Ms. Pope moved that Council direct staff to use poured in place playground surfacing for the new Laurel Hill/Hillside playground. Ms. Mach seconded.

Mr. Jordan mentioned his preference for the rubber tile surfacing. Ms. Mach said she needed more information on tile surface and did not want to further delay the completion of the project.

Mayor Davis noted her preference for the poured in place surfacing due to its safety aspects, easy accessibility, and low maintenance requirements which frees up Public Works crews for their other duties.

The motion passed 5-2. (Jordan, Roberts)

Mayor Davis moved that Council refer "Playground Surface Options for Future Playgrounds" to the Park and Recreation Advisory Board, Public Safety Advisory Committee and Youth Advisory Committee. She requested that they look at all options available and report back to Council. Ms. Mach seconded. The motion passed 6-1. (Roberts)

Mr. Jordan asked for an estimated completion date for the playground. Mr. McLaughlin said he will check and provide this information to Council.

ADVISORY PLANNING BOARD REPORT #2013-1 (SUNNYSIDE AVENUE BRIDGE REPLACEMENT PROJECT): Mayor Davis read the agenda comments.

Ms. Mach asked if the twelve points identified in the Advisory Planning Board (APB) Addendum report contradicted the four points identified by APB in their Report #2013-1. Brian Gibbons, APB Chair, said no and explained that the APB had met again on the matter on June 19, 2013, and the 12 points identified in the Addendum Report were just more in depth than those in the APB original report.

Mr. Roberts said that the County shouldn't be permitted to separate the Sunnyside Bridge project as a stand-alone project and claim that it is not associated with the Edmonston Road construction project or any other project in the same watershed. He asked if APB took into consideration a past lawsuit involving the Beltsville Agricultural Research Center (BARC) and the State Highway Administration (SHA) over this same area and a violation of the Clean Water Act. He requested communication on this matter be sent to the Army Corps of Engineers and any other watershed regulatory agencies.

Mr. Roberts moved that Council send a letter to the Prince George's County Department of Public Works and Transportation expressing its opposition to the proposed plans for the Sunnyside Avenue Bridge Replacement Project and forward the questions as listed in the APB Report Addendum. Mr. Putens seconded.

Mayor Davis requested the letter be sent to the Army Corps of Engineers, Environmental Protection Agency, and any other regulatory agency involved with the Clean Water Act, as well as County Councilmember Mary Lehman and County Council Chair Andrea Harrison to provide to all County councilmembers. She also requested the letter indicate that the City would appreciate a response.

Ms. Mach suggested the introductory paragraph of the letter note the City's opposition to the plans as currently proposed but note that if the plans were adjusted to address the all concerns raised by the City, then it would be a complete green street and supported.

Mayor Davis suggested the letter note that the City had consulted local watershed groups who indicated their agreement with the APB report.

Mr. Roberts and Mr. Putens questioned what the next course of action for the City would be if the County does not accept the recommendations. Mr. Manzi said he would look into it and let Council know.

Mr. Jordan suggested the letter emphasize the need for green/complete streets for Sunnyside Avenue from Rhode Island Avenue to Edmonston Road and suggest traffic calming between Rhode Island Avenue and the railroad tracks. Mr. Gibbons suggested the need for green/complete streets include the entirety of Sunnyside Avenue up to US Route 1.

The motion passed 7-0.

Cary Coppock, 9-D Ridge Road, said he supported all the questions noted in the APB Report Addendum. He said it was not necessary for the County to spend the funds to construct a bridge that would support four lanes of traffic even though it is designed for two lanes of traffic. Mr. Coppock suggested the letter include language addressing this concern.

Mr. Orleans, Greenbelt, asked and was provided answers to questions.

BREKFORD SPEED CAMERA PROGRAM – CAMERA CERTIFICATION

Mayor Davis read the agenda comments.

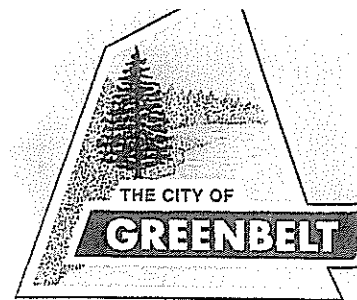
Captain Schinner and MPO Lowndes explained that the City had been notified by Brekford Corporation, its speed camera vendor, that two radar units assigned to the City's speed camera program were out of compliance with State law for annual calibration for a period of one month. MPO Lowndes reported that during this one month period, a total of 664 erroneous citations from these two units were issued.

Eric Weisz, Program Manager for Brekford Corporation, explained the radar calibration problem on two radar units assigned to the Greenbelt program was an oversight on his part. He said Brekford has taken steps, including contracting with a new company for future radar certifications, to assure this problem won't happen again.

Mr. Weisz reported that Brekford is gathering information for response to the letter sent by Chief Craze on June 18, 2013, which detailed the corrective actions the City expects Brekford to take to rectify the situation. Mayor Davis asked if Brekford would take the same corrective actions for Greenbelt as they had provided to the City of Hagerstown who experienced the same problem. Mr. Weisz advised Brekford would take appropriate actions. Mr. McLaughlin advised staff will work with Brekford on the corrective steps outlined in Chief Craze's letter and Council will be kept updated.

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



July 11, 2013

Mr. Darrell B. Mobley, Director
Prince George's County
Department of Public Works and Transportation
9400 Peppercorn Place, Suite 300
Largo, MD 20774

Darrell
Dear Mr. Mobley:

CITY COUNCIL
Judith F. Davis, Mayor
Emmett V. Jordan, Mayor Pro Tem
Konrad E. Herling
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

At its meeting of July 8, 2013, the Greenbelt City Council considered the project to replace the Sunnyside Avenue bridge. While the need to replace the bridge is understood and supported due to the frequency with which this portion of Sunnyside Avenue floods, the proposed widening is too much.

While the City supports the concepts of complete and green streets, this proposal disturbs too much of the flood plain and has too great a "foot print" to be considered "green" or sustainable. The City recommends that the proposed project be modified to:

1. Retain two lane traffic, with turn lanes at Edmonston Road and the entrance to the WMATA maintenance yard.
2. Eliminate the paved shoulder.
3. Include a 6-foot bike lane in both travel directions.
4. Construct sidewalks as shown on plans.

The City further requests that the following questions be answered before any additional work proceeds on this project.

1. Is the proposed cross section intended to provide additional road width in anticipation of future travel lane additions?
2. How will the county address green/complete streets along the entirety of Sunnyside Avenue (those areas not included in this project), to ensure continuous and safe access for all modes of travel?
3. How does this proposed project fit into alternatives for Edmonston Road widening or ICC system improvements?
4. What planning/engineering has been done to minimize disturbance in floodplains, forested areas and wetlands?
5. Were alternative designs considered, and if so, what were those designs?
6. Will there be any increase in the volume of storm water passing through the Indian Creek watershed as a result of the proposed construction plan?



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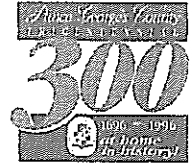
Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation
Office of the Director

August 19, 2013



The Honorable Judith F. Davis
Mayor
City of Greenbelt
25 Crescent Road
Greenbelt, MD 20770-1886

Received
AUG 26 2013
City of Greenbelt

Re: Replacement of Bridge No. P-0189, Sunnyside Avenue over Indian Creek

Dear Mayor Davis:

Thank you for your letter of July 11, 2013, concerning the above mentioned project. While we acknowledge the City's interest in the roadway, we are also quite cognizant of the fact that the road and bridge are considerably beyond the City's corporate limits, on the other side of the Beltsville Agricultural Research Center. Accordingly, we offer the following:

Existing Conditions/Project Need

Sunnyside Avenue is classified as a collector roadway that provides an east-west route between Edmonston Road (MD 201) and Baltimore Avenue (US 1) north of the Capital Beltway (I-495). Note however, that the 2009 Master Plan of Transportation recommends that C-120 (Sunnyside Avenue) go to a 120 foot wide right of way with four to six lanes while the underlying 2001 sector plan refers to a six lane roadway between the CSX tracks and MD 201. The average daily traffic, recorded in 2008 was 12,174 vehicles per day on Sunnyside Avenue east of Rhode Island Avenue. Further traffic counts conducted in 2009 at the bridge found that the average daily traffic (ADT) had grown to 12,599 vehicles per day, with truck traffic accounting for approximately four percent of the traffic volume. We note that the future projected average daily traffic for 2030 is 19,670 vehicles per day.

Bridge No. P-0189 is a single span steel beam, concrete decked bridge supported by two concrete cantilever abutments with wing walls that was originally built in 1946. The bridge spans thirty-seven feet over Indian Creek, providing a twenty-two foot clear roadway carrying two lanes of traffic. The bridge sits approximately four feet above the water and floods frequently. The approach roadways are twenty-two feet wide, lack shoulders, and are paved with asphalt. There are overhead utilities located along both sides of the road. There are also several buried utilities in the vicinity of the structure. In addition, a six-inch diameter gas line runs parallel to the existing bridge. The existing roadway is overtopped by storm water several times a year due to the low roadway elevation and the short length of the bridge span. The bridge is severely hydraulically undersized.

Inglewood Centre 3
(301) 883-5600

9400 Peppercorn Place, Suite 300
FAX (301) 883-5709

Largo, Maryland 20774
TDD (301) 985-3894

The purpose of the project is to replace the existing bridge structure. Bridge No. P-0189 is in a state of distress with a Bridge Sufficiency Rating of 48.2 out of 100 and a Superstructure Rating of 4 out of 10. The majority of the deterioration of this structure is due to the repeated flooding of the bridge by Indian Creek. The existing structure is considered to be functionally obsolete due to the narrow roadway width of twenty-two feet and the lack of shoulders.

Proposed bridge

The proposed scope of work includes removal of the existing Bridge No. P-0189. A new bridge will be constructed, measuring 385.5 feet long by 68 feet wide. It will accommodate two 12-foot traffic lanes of traffic and two 5-foot-wide bike lanes, along with two 9-foot shoulders and two 6-foot wide sidewalks. The proposed roadway profile raises the existing bridge approximately 8 feet to accommodate the 25-year flood event. To avoid impacts to Indian Creek, the abutments of the new bridge structure will be constructed outside of the waterway. In keeping with all projects currently undertaken, this project will be complete and green.

The complex nature of the work and the extensive utility relocations that will be required will result in a construction duration that will approach 18 months. Staged construction will be required to maintain two-way traffic during the construction.

Responses to your comments and concern are as follows:

- Retain two lane traffic with turn lanes at Edmonston Road and the entrance to the WMATA.

Two lane traffic with turn lanes at Edmonston Road will be maintained. At the entrance to WMATA, to match the existing Sunnyside Ave. section, there will be four (4) lanes with all turning movements made from a thru lane. The current volumes are such that no separate turn lanes are necessary.

- Eliminate the paved shoulder.

Well-designed and properly maintained shoulders have the following advantages:

- 1. Space is provided away from the traveled way for vehicles to stop because of mechanical difficulties, flat tires, or other emergencies.*
- 2. Space is provided for motorists to stop occasionally to consult road maps or for other reasons.*
- 3. Space is provided for evasive maneuvers to avoid potential crashes or reduce their severity.*
- 4. The sense of openness created by shoulders of adequate width contributes to driving ease and reduced stress.*
- 5. Space is provided for maintenance operations such as snow removal and storage.*
- 6. Lateral clearance is provided for signs and guardrails.*

*7. Storm water can be discharged farther from the traveled way, and seepage adjacent to the traveled way can be minimized. This may directly reduce pavement failures and overall maintenance costs.
The shoulders will not be eliminated.*

- Include a 6-foot bike lane in both travel directions.

A 5-foot bike lane is provided per County standard. However, a 6-foot bike lane can be accommodated by reducing the shoulder width to eight feet.

- Construct Sidewalk as shown on Plans.

6-foot sidewalks will be provided on both sides of the roadway.

- Is the proposed cross section intended to provide additional road width in anticipation of future travel lane additions?

The proposed two traffic lanes will satisfy the needs of the current traffic volumes. While at present there is no intention to provide additional travel lanes, the design will not preclude it.

- How will the County address green/complete street along the entirety of Sunnyside Avenue (those are not included in this project) to ensure continuous and safe access for all mode of travel?

This project is a federal aid funded project that is limited to the reconstruction of the bridge and approach roadways. There are no current plans to address the remainder of Sunnyside Avenue at this time due to the limited County funding available and other priority projects.

- How does this proposed project fit into alternatives for the Edmonston Road widening or ICC system improvement?

This is a standalone bridge replacement project and is unrelated to the ICC and the future Edmonston Road widening. However, the improvements were coordinated with the SHA and the County's Sunnyside Avenue bridge project is not in conflict with the state's plans.

- What planning/engineering has been done to minimized disturbance in flood plains, forested areas and wetland?

There has been extensive coordination to minimize the disturbance to the flood plain, forested area and wetlands to meet the requirements of the SHA, MDE and FHWA. For example, the widening of the bridge is occurring on the south side of the existing road, instead of the north side where 2 streams are

converging. To reduce the in-stream disturbances, the bridge piers are of the bent type, without concrete footings, etc.

- Were alternative designs considered, and if so, what are those designs?

As it relates to the types of structures considered during the TS&L (Type, Size and Location) phase of the project, different alternatives were investigated, including prestressed concrete AASHTO I-beam, prestressed concrete slabs, and steel girder superstructures. Different span lengths were also evaluated, with the goal being to reduce environmental impacts and long-term maintenance costs while providing for the needs of all projected users of the roadway. This study is available upon request. As it relates to the planned roadway section, the design is consistent with existing Sunnyside Avenue and the County's Master Plan of Transportation.

Will there be any increase in the volume of storm water passing through the Indian Creek watershed as a result of the proposed construction plan?

No. The proposed construction will not change the volume of storm water flowing in Indian Creek.

- Was there an option with the roadway segment at two lanes width (no lane-width shoulder) even if the bridge were constructed to be four (4) lane width?

No. The provisions for a shoulder were an original requirement for the project. This is also somewhat related to the maintenance of traffic schemes that will maintain two lanes of traffic at all times during the phased construction of the traffic, roadway alignment issues, and the need for the turn lanes at MD 201.

- Is there an environment impact analysis available to the public? If not, why not?

The environment impacts were studied. They were included in the wetland permit application to MDE, and NEPA application (CE letter) to SHA and FHWA. The environmental reports are available upon request.

- What is the projected speed limit?

The roadway design speed is 40 MPH. However, the roadway will be posted at 30 MPH to match the 30 MPH speed posted for the rest of Sunnyside Avenue.

- Is there any traffic calming or automated speed enforcement in the plan?

Traffic calming and automated speed enforcement measures are not included in the current plans.

The Honorable Judith F. Davis

August 19, 2013

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- Are there plans to use physical or other barriers to prevent driving/passing on the "shoulder" lane or other plans for barriers or physical alerts (reflective flex posts, reflective lane markings and hard bollards or zebra barriers) to protect bike lanes from traffic?

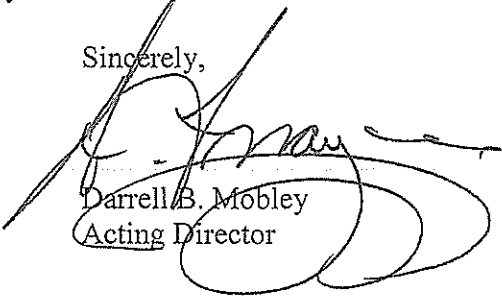
There are no plans to provide a physical barrier between the thru lanes and the rest of the roadway.

- The city does not support, under any circumstances, the four-lane wide (2 travel lanes + 2 full-width shoulders) cross section of Sunnyside Avenue. If, however, the four-lane cross section is built, will the County consider adding "permanent" concrete curbs to support chicanes and bulb-outs to reduce travel speeds?

Your position is noted.

The design of the project is currently 95 percent complete, and rapidly proceeding to completion. The right of way acquisition process is currently ongoing and the coordination with the utility companies is proceeding for the relocation of their facilities. We hope to take the project to construction within the next 18 months. If you have any further questions regarding the project, please let me know or contact Edward Binseel, our Associate Director for Engineering and Project Management. He may be reached at 301-883-5640.

Sincerely,


Darrell B. Mobley
Acting Director

DBM:EJB:jmf

cc: The Honorable Mary A. Lehman, Council Member, District 1
André Issayans, Deputy Director, DPW&T
Edward J. Binseel, PE, Associate Director, OE&PM, DPW&T
Carol Terry, Public Information Officer, DPW&T
Jay Shah, PE, Project Manager, OE&PM, DPW&T
Kerry R. Watson, County Council Liaison
Bimal Patel, Project Manager, Stantec

ALEXANDER & CLEAVER

ATTORNEYS AT LAW
Professional Association

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James A. Cleaver ^{MD/DC}

Robert J. Garagiola ^{MD/VA}

Todd K. Pounds ^{MD/DC}

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James K. McGee ^{MD/DC}

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Josh Howe

Admitted to Practice in State

February 16, 2018

Nicole Ard
City Manager
25 Crescent Road
Greenbelt, MD 20770

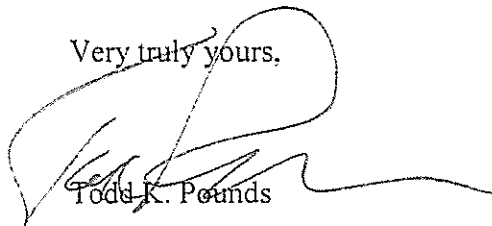
Dear Ms. Ard,

At a recent Council meeting, I was asked to obtain further information with regard to the status of the review by COG as it relates to the Sunnyside Bridge project in Greenbelt.

In contacting COG, I spoke with Kanti Srikmkh, Director, Planning Board, as to the status. Presently, there is not any construction or any types of bids going on on the project, but, he did forward me the attached Resolution as it relates to this project. As you will see, this Resolution indicates that the Steering Committee of the National Capital Region Transportation Planning Board changed the funding for the Sunnyside Avenue Bridge Replacement project. He indicated that this was normal for the Steering Committee to make these changes to similar projects.

I hope this answers the questions that were being presented and if you or the Council has any other questions, please feel free to contact the undersigned.

Very truly yours,



Todd K. Pounds

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2017-2022 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE SUNNYSIDE AVENUE
BRIDGE REPLACEMENT PROJECT, AS REQUESTED BY THE PRINCE GEORGE'S COUNTY
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T)**

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 the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on November 16, 2016 the TPB adopted the FY 2017-2022 TIP; and

WHEREAS, in the attached letter of November 27, DPW&T has requested that the FY 2017-2022 TIP be amended to include \$11.379 million in Bridge Replacement and Rehabilitation program (BR) and local matching funds between FY 2017 and FY 2019 for planning and engineering (PE), construction (CO), and other phasing for the Sunnyside Avenue Bridge Replacement project (TIP ID 5808), as described in the attached materials; and

WHEREAS, this project is associated with a larger project to widen Sunnyside Avenue from 2 to 4 lanes between US 1 and MD 201 (CON ID 181), which is included in the Air Quality Conformity Analysis of the 2016 CLRP Amendment and the FY 2017-2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2017-2022 TIP include \$11.379 million in BR and local matching funds between FY 2017 and FY 2019 for PE, CO, and other phasing for the Sunnyside Avenue Bridge Replacement project (TIP ID 5808), as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on December 1, 2017.



Maryland Department of Transportation
The Secretary's Office

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor

Pete K. Rahn
Secretary

November 27, 2017

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

Dear Chairman Newton:

The Maryland Department of Transportation (MDOT) requests the following amendment, on behalf of the Prince George's County Department Public Works and Transportation (DPW&T), to the suburban Maryland portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP). This project was previously in the FY 2015-2020 TIP and is being added to the FY 2017-2022 TIP as described below and in the attached memo. The change reflects DPW&T's advancement of the project through securing federal bridge funds. The Sunnyside Avenue Bridge Replacement Project is included in the approved air quality conformity determination; the additional funds for this action do not impact or alter the project's or region's air quality conformity.

TIP ID#	Project	Phase	Amount of New Funding	Comment
5808	Sunnyside Avenue Bridge Replacement	PE CO	\$11,379,000	Add funding for preliminary engineering and construction.

The MDOT requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its December 1, 2017 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

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

The Honorable Bridget Donnell Newton
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.state.md.us. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

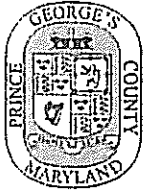
Sincerely,

A handwritten signature in black ink, appearing to read "Tyson Byrne", with a long horizontal flourish extending to the right.

Tyson Byrne
Manager, Regional Planning
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Darrell B. Mobley
Director

November 30, 2017

The Honorable Bridget Donnell Newton
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002

Dear Chairman Newton:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the State Highway Administration's portion of the National Capital Region Transportation Planning Board's (TPB) FY 2017-2022 Transportation Improvement Program (TIP), as identified in the attachment. The purpose of this amendment is to update a TIP project, called the "Bridge Replacement – Sunnyside Avenue," by adjusting programmed funding and extending the estimated completion date to FY 2019. The TIP amendment reflects the current programming, which is a total project cost of \$12,382,000.

The Sunnyside Avenue Bridge over Indian Creek is a 24-foot wide by 33-foot long steel beam structure with a concrete deck. The bridge was built in 1946, and has been rehabilitated twice, in 1966 and 1974. Now, the deteriorating bridge and its approaches are prone to flooding, which frequently necessitates the closing of the roadway.

The project, "Bridge Replacement – Sunnyside Avenue", will replace the existing bridge and widen the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). Funding is anticipated to be 80% Federal Aid for the bridge design and construction. In addition, it is anticipated that right-of-way, wetlands mitigation, and roadway reconstruction beyond the bridge and approach limits would be 100% County-funded. This project is already included in the Constrained Long Range Plan (CLRP) for air quality conformity analysis.

The Honorable Bridget Donnell Newton
November 30, 2017
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Prince George's County requests that this amendment be approved by the Transportation Planning Board (TPB) Steering Committee at its December 1, 2017 meeting. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact, Mr. Victor Weissberg at (301) 883-5600 or via email at vweissberg@co.pg.md.us. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read 'Darrell B. Mobley', with a large, stylized initial 'D'.

Darrell B. Mobley
Director

Attachments

cc: Kanti Srikanth, Director of Transportation, Metropolitan Washington Council of Governments
Lyn Erickson, Director, Plan Development and Program Coordination, Metropolitan Washington Council of Governments
Andrew Austin, Transportation Planner IV, Metropolitan Washington Council of Governments
Gwendolyn T. Clerkley, Deputy Director, Prince George's County Department of Public Works and Transportation
Martin L. Harris, Deputy Director, Prince George's County Department of Public Works and Transportation
Victor Weissberg, Special Assistant to the Director, Prince George's County Department of Public Works and Transportation
Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Kari Snyder, Office of Planning and Capital Programming, Maryland Department of Transportation

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

FY 2017 - 2022

Source	Fed/ST/Loc	Previous Funding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Source Total
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Prince George's County

TIP ID: 5808	Agency ID:	Title: Sunnyside Avenue Bridge Replacement				Complete: 2019			Total Cost: \$12,382
Facility: Bridge Replacement – Sunnyside Avenue	BR	80/0/20	66 a	580 a	105 a	7,300 c			11,379
From: Over Indian Creek			50 e	50 e	3,344 c				
To:									
Total Funds:									11,379

Description: This Project replaces the Sunnyside Avenue Bridge over Indian Creek and widens the roadway west of the CSX crossing to Kenilworth Avenue (MD 201). The original bridge design was built in 1946, and rehabilitated in 1966 and 1974. Funding is anticipated to be 80% Federal Aid for bridge design and construction. Right-of-way, wetlands mitigation, and roadway reconstruction beyond the bridge and approach limits are anticipated to be 100% County-funded.

Amendment: Add Project

Approved on: 12/1/2017

Amend project into the FY 2017-2022 TIP with \$630,000 in BR and match funding in FY 2017 for PE and other, \$3,449 million in BR/match funding in FY 2019 for PE and Construction, and \$7.3 million in FY 2019 for Construction. This project was previously in the FY 2015-2020 TIP.

