

PM_{2.5} CONFORMITY DETERMINATION

**MD 4 (PENNSYLVANIA AVENUE)
FROM
SUITLAND PARKWAY TO DOWER HOUSE ROAD**

CONTRACT NO. PG618A21

PRINCE GEORGE'S COUNTY, MARYLAND



MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

January, 2009

Project Description

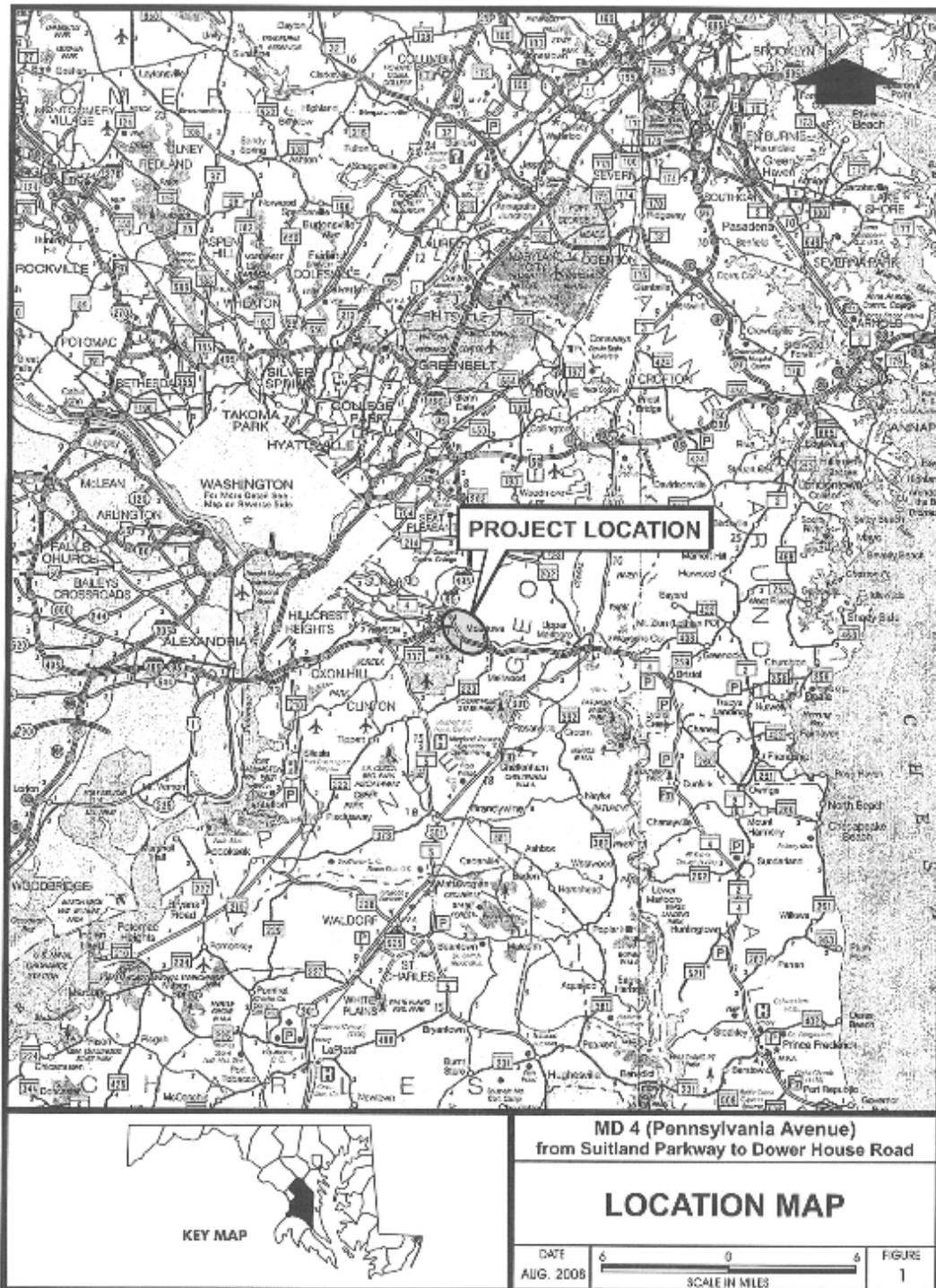
General

The purpose of the proposed MD 4 from Suitland Parkway to Dower House Road Project is to improve safety and provide sufficient capacity to address existing and projected travel demands throughout the corridor. MD 4 is a four to six lane major arterial that provides regional access from Calvert County and Southern Maryland to downtown Washington. MD 4 is the primary access roadway for the proposed Westphalia development. Suitland Parkway is a four lane major arterial that serves as a regional roadway between the Westphalia area/Andrews Air Force Base and downtown Washington. Suitland Parkway also serves as a major access point into the proposed Westphalia development via Presidential Parkway. Dower House Road is a two-lane roadway that serves as an access point to businesses and residences along Marlboro Pike among other areas.

Extensive growth in the next 10 to 15 years will increase the traffic on this section of MD 4 from Suitland Parkway to Dower House Road. Traffic increases will be comprised of local and commercial related trips and through trips from region to region. The Average Daily Traffic (ADT) in 2007 was 55,450 vehicles along MD 4 in the vicinity of Suitland Parkway. In 2008, the Average Daily Traffic (ADT) for Suitland Parkway approximately 0.2 miles west of MD 4 was 29,350 vehicles; and the Average Daily Traffic (ADT) volume for Dower House Road in the vicinity of MD 4 was 22,800 vehicles. By 2030, Average Daily Traffic is expected to grow to 84,450 vehicles for the No-build condition and 97,300 vehicles for the Build condition on MD 4; to 45,375 vehicles for the No-build condition and 52,250 vehicles for the Build condition on Suitland Parkway; and to 40,375 vehicles for the No-build condition and 47,500 vehicles for the Build condition on Dower House Road. In order to improve vehicular access between major state roadways, address safety, operational, and congestion concerns along MD 4 in the vicinity of both Suitland Parkway and Dower House Road, the Maryland State Highway Administration (SHA) is proposing to widen MD 4 and replace the existing intersections with grade-separated roadways.

Build Alternative

The Build Alternative consists of a fully access controlled freeway for MD 4 with interchanges at Suitland Parkway and Dower House Road. MD 4 will be widened to have three twelve-foot wide lanes in each direction with twelve-foot wide inside shoulders and ten-foot wide outside shoulders. The eastbound and westbound lanes will be separated by a 40-foot depressed grass median. The Suitland Parkway interchange consists of two flyover ramps with MD 4 traveling under Suitland Parkway. The Dower House Road interchange consists of two flyover ramps with MD 4 traveling under Dower House Road.



Transportation Conformity

The MD 4 from Suitland Parkway to Dower House Road Project is located in Prince George's County, Maryland, which is in the Washington, DC-MD-VA PM_{2.5} nonattainment area. This area was designated as nonattainment for PM_{2.5} on January 5, 2005 by the U.S Environmental Protection Agency.¹ This designation became effective on April 5, 2005, 90 days after EPA's published action in the Federal Register. Transportation conformity for the PM_{2.5} standards applied on April 5, 2006, after the one-year grace period provided by the Clean Air Act.

On March 10, 2006, EPA issued amendments to the Transportation Conformity Rule to address localized impacts of particulate matter: "PM_{2.5} and PM₁₀ Hot-Spot Analyses in Project-level Transportation Conformity Determinations for the New PM_{2.5} and Existing PM₁₀ National Ambient Air Quality Standards" (71 FR 12468). These rule amendments require the assessment of localized air quality impacts of federally-funded or approved transportation projects in PM₁₀ and PM_{2.5} nonattainment and maintenance areas deemed to be *projects of air quality concern*². Projects that require hotspot analysis for PM_{2.5} are those projects that are *Projects of Air Quality Concern* as enumerated in 40 CFR 93.123(b)(1):

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

As discussed in the examples to the preamble to the March 10, 2006 Final Rule for PM_{2.5} and PM₁₀ Hot-Spot Analyses in Project-Level Transportation Conformity Determinations (71FR12491), for projects involving the expansion of an existing highway, 40 CFR 93.123(b)(1)(i) has been interpreted as applying only to projects that would involve a significant increase in the number of diesel transit buses and diesel trucks on the existing facility. This has been further clarified in a proposed rule amendment as "*EPA is proposing to clarify this provision as ``New highway projects that have a significant number of diesel vehicles, and expanded projects that have a significant increase in the number of diesel vehicles.*"³

¹ As initially proposed in 73 FR 62945 and finalized in 74 FR 1146, EPA has determined that the Metropolitan Washington, DC-MD-VA PM_{2.5} nonattainment area has attained the 1997 PM_{2.5} NAAQS. [Federal Register: October 22, 2008 (Volume 73, Number 205, Page 62945), and January 12, 2009 (Volume 74, Number 7, Page 1146)] As discussed in 73 FR 62945, these actions would not constitute a redesignation to attainment under section 107(d)(3) of the Clean Air Act (CAA) because EPA does not yet have an approved maintenance plan for the area as required under section 175A of the CAA. In addition, by letter dated December 5, 2008, EPA intends to add Montgomery County and Prince George's, Maryland to the Baltimore nonattainment area for the 2006 24-hour PM_{2.5} standard. This revision has not been finalized.

² Criteria for identifying *projects of air quality concern* is described in 40 CFR 93.123(b)(1), as amended.

³ Transportation Conformity Rule Amendments to Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) [Federal Register: May 2, 2007 (Volume 72, Number 84)] [Proposed Rules] [Page 24489]

Conformity Determination

SHA has prepared the following analysis of the proposed improvements:

- The proposed construction will improve the operation and safety of MD 4 and provide sufficient capacity to address existing and projected travel demands throughout the MD 4 corridor. Traffic data is presented for the assumed Year of Opening (2011) and the Design Year (2030). The projected 2011 and 2030 No-Build and Build Average Daily Traffic (ADT) for MD 4, Suitland Parkway, and Dower House Road as shown in Table 1 thru Table 3 represent the unconstrained user demand. The traffic data provides worse case traffic volumes on critical roadway links. Based upon SHA staff interpretation of refined output from the regional travel demand model, travel demand forecasts were determined for No-Build and Build conditions; both of which were shown to be similar. ADT on the Build section is expected to increase, but not significantly increase. This increase is generally due to proposed development that is planned to take place north of the proposed interchanges. The proposed improvements are designed to accommodate future peak period demand on the study segments solely; they are not anticipated to induce traffic in the uncongested off-peak periods. A review of the data in Table 1 thru Table 3 below demonstrates that there will not be a significant increase in ADT, nor in the number of trucks, from the No-build condition to the Build for the following reasons:
 - Users will take the shortest origin-destination path. In addition, user unfamiliarity with alternative routes and conditions encourages drivers to remain on MD 4, Suitland Parkway, and Dower House Road despite the level of congestion and delay.
 - During peak traffic periods, diversion from what is the shortest path of travel between origin/destination points to alternate routes would not be attractive to the majority of users. Traffic conditions on these alternative routes are generally as bad as or worse during these peak travel periods, with significant congestion, slower speeds and numerous traffic lights, all factors translating into longer travel times. During off-peak periods, an uncongested interchange will be equally attractive to users for either the No-build or Build condition.
 - Trucks, which are the primary emitter of mobile source PM_{2.5}, will tend to stay on MD 4 since the alternative routes would require frequent stop/start conditions due to traffic signals, and may not have lane widths, roadway grades, and curves that suit these types of vehicles. Similarly, other users primarily traveling alternative routes under the No-build condition will tend to remain on these alternative routes for local trip use due to non-congestion-related reasons such as route familiarity, and aggressive driving associated with higher speeds on MD 4.
- The MD 4 from Suitland Parkway to Dower House Road Project does not have a significant increase in diesel vehicles due to construction of the project. As shown in Table 1, daily diesel truck traffic on MD 4 will increase by 780 diesel trucks in 2030. Although trucks are prohibited on Suitland Parkway west of MD 337, trucks are permitted on Suitland Parkway between MD 337 and MD 4. As shown in Table 2, daily diesel truck traffic on Suitland Parkway between MD 337 and MD 4 will increase by 176 diesel trucks in 2030. As shown in Table 3, daily diesel truck traffic on Dower House Road will increase by 1,062 diesel trucks in 2030. Also, based on memoranda from SHA dated May 23, 2008 and June 27, 2008, the percent of truck traffic is not expected to change between the Build and No-Build conditions. Depicted truck percentages represent the amount of light, medium and heavy truck activity along a given roadway segment in accordance with FHWA's 13 vehicle classification guidelines. Existing percentages are derived from 48-hour portable classified count data. Without the addition of significant truck land use generators to the traffic influence area, truck percentages would remain relatively unchanged between the No-Build and Build conditions. Current truck origin-destination patterns will dictate future patterns, unless changes are made in policy or there is a significant influx in truck generators to the traffic influence area - neither of which has been assumed by the approved Regional Transportation model.

- The MD 4 from Suitland Parkway to Dower House Road Project also does not meet the criteria set forth in 40 CFR 93.123(b)(1)(ii), as amended, to be considered a *project of air quality concern* because it affects intersections that will not “change to Level-Of-Service D, E or F because of increased traffic volumes from a significant increase in number of diesel vehicles related to the project.”
- Section 176(c) of the Clean Air Act and the federal conformity rule require that transportation plans and programs conform to the intent of the state implementation plan (SIP) through a regional emissions analysis in PM_{2.5} nonattainment areas. The National Capital Region 2007 Constrained Long Range Transportation Plan (CLRP) and the 2008-2013 Metropolitan Transportation Improvement Program (MTIP) have been determined to conform to the intent of the SIP. The CLRP is a comprehensive plan of transportation projects and strategies that the Transportation Planning Board realistically anticipates can be implemented over the next 30 years. The MTIP is a 6-year program that describes the time frame for federal funds to be obligated to state and local projects. The U.S. Department of Transportation made a PM_{2.5} conformity determination on the CLRP and the MTIP on June 11, 2008; thus, there are a currently conforming transportation plan and TIP in accordance with 40 CFR 93.114. The current conformity determination is consistent with the final conformity rule found in 40 CFR Parts 51 and 93. The MD 4 from Suitland Parkway to Dower House Road Project was included in the regional emissions analysis. There have been no significant changes in the project’s design concept or scope from that used in the conformity analyses. Therefore the project comes from a conforming plan and program in accordance with 40 CFR 93.115.
- Based on review and analysis as discussed above, it is determined that the MD 4 from Suitland Parkway to Dower House Road Project meets the Clean Air Act and 40 CFR 93.109 requirements. These requirements are met for particulate matter without a project-level hot-spot analysis, since the project has **not been found to be a project of air quality concern** as defined under 40 CFR 93.123(b)(1). Since the project meets the Clean Air Act and 40 CFR 93.109 requirements, the project will not cause or contribute to a new violation of the PM_{2.5} NAAQS, or increase the frequency or severity of a violation.
- By email dated January 5, 2009 the above analysis was approved by FHWA, and sent to MWCOG, EPA and MDE for Interagency Consultation. Approval with comments was received from MWCOG on January 12, 2009. The comments were addressed as describe in the errata included hereinafter. On January 22,2009 approval was received from EPA and on January 23, 2009 approval was received from MDE. FHWA, EPA, MDE and MWCOG agreed with the conclusion that the MD 4 Project **is not a project of air quality concern under 40 CFR 93.123(b)(1)**. As no other comments were received within the fifteen day Interagency Consultation period (January 20, 2009), this Conformity Determination will be placed on SHA’s website for a 15 day pubic review and comment period. Refer to the attached emails.

TABLE 1

MD 4

	2007 Existing	2030 No-Build	2030 Build	2011 No-build ⁴	2011 Build ⁵	Change: No-Build vs. Build.	
ADT volumes	55,450	84,450	97,300	60,500	60,500	<u>2030</u> 12,850	<u>2011</u> 0
Percent of Diesel Trucks - ADT	Diesel Truck Percentage is 6.07% Assumption would be made that diesel truck percentage would be 6.07% for future No-Build/Build conditions. Actual truck volumes would increase proportional to increase in overall traffic.						
Daily Truck Volumes	3,366	5,126	5,906	3,672	3,672	<u>2030</u> 780	<u>2011</u> 0

TABLE 2

Suitland Parkway

	2008 Existing	2030 No-Build	2030 Build	2011 No-Build ³	2011 Build ⁴	Change: No-Build vs. Build.	
ADT volumes	29,350	45,375	52,250	32,000	32,000	<u>2030</u> 6,875	<u>2011</u> 0
Percent of Diesel Trucks - ADT	Diesel Truck Percentage is 2.56% Trucks are prohibited on Suitland Parkway west of MD 337 (Allentown Road) but are permitted on Suitland Parkway east of MD 337						
Daily Truck Volumes	751	1,162	1,338	819	819	<u>2030</u> 176	<u>2011</u> 0

⁴ Increase in traffic volumes is primarily due to adjacent proposed development, which will not have occurred in 2011, the Year of Opening.

⁵ ibid

TABLE 3

Dower House Road

	2008 Existing	2030 No-Build	2030 Build	2011 No-build ⁶	2011 Build ⁷	Change: No-Build vs. Build.	
ADT volumes	22,800	40,375	47,500	25,050	25,050	<u>2030</u> 7,125	<u>2011</u> 0
Percent of Diesel Trucks - ADT	Diesel Truck Percentage is 14.91% Assumption would be made that diesel truck percentage would be 14.91% for future No-Build/Build conditions. Actual truck volumes would increase proportional to increase in overall traffic.						
Daily Truck Volumes	3,399	6,020	7,082	3,735	3,735	<u>2030</u> 1,062	<u>2011</u> 0

⁶ Increase in traffic volumes is primarily due to adjacent proposed development, which will not have occurred in 2011, the Year of Opening.

⁷ ibid

ERRATA
January 2009

MD 4 (PENNSYLVANIA AVENUE)
FROM
SUITLAND PARKWAY TO DOWER HOUSE ROAD
Responses to MWCOG Comment (1/12/2009)

***Comment:** Regarding the MD4 PM_{2.5} conformity project, I concur with FHWA's determination that it is not one of hotspot PM_{2.5} air quality concern. However, I disagree with the narrative in the 'Conformity Determination' section of the report, which states: "The proposed project ... does not increase the through capacity of MD 4..." The project, which we have in the 2008 CLRP and FY2009 TIP, does provide for facility widening and upgrade to freeway standards, each of which provides improved capacity.*

Response: The PM_{2.5} assessment has been revised to indicate that there is, in fact, an increase in capacity. Per the Purpose and Need Statement for the project: "The P/N for improvements to MD 4 from east of the I-95/I-495 interchange to west of MD 223 are to improve safety and provide sufficient capacity to address existing and projected travel demands throughout the corridor." This does not change the finding that the project is not of air quality concern, since the increase in traffic volumes is not significant.

Subject: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

Date: Monday, January 5, 2009 10:24 AM

From: King, Denise <Denise.King@fhwa.dot.gov>

To: "Arhin, Kwame" <Kwame.Arhin@fhwa.dot.gov>, <bhug@mde.state.md.us>, Don Sparklin <dsparklin@sha.state.md.us>, <GGreen@sha.state.md.us>, Joe Kresslein <jkresslein@sha.state.md.us>, "Johnson, Dan W." <DanW.Johnson@fhwa.dot.gov>, "King, Denise" <Denise.King@fhwa.dot.gov>, <kotsch.martin@epamail.epa.gov>, <mclifford@mwcog.org>, Mike Kelly <mkelly@wtbco.com>, <rudnick.barbara@epamail.epa.gov>

Conversation: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

Happy New Year Everyone,

Attached is the PM 2.5 Conformity Determination for the MD 4: from Suitland Parkway to Dower House Road project located in Prince George's County, Maryland.

FHWA has determined that this project is not of air quality concern and is requesting concurrence from the Interagency Consultation Group by close of business January 20th. FHWA approved the FONSI for MD 4: from East of the I-95/I-495 Interchange to West of Route 223 on May 19, 2000. The project is in design and the FONSI will be reevaluated early this year. This conformity determination will be put on SHA's website for a 15 day comment period.

*Denise Winslow King
Environmental Specialist
FHWA - DelMar Division
10 South Howard Street, Suite 2450
Baltimore, MD 21201*

(410) 779-7145

Subject: RE: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

Date: Monday, January 12, 2009 3:57 PM

From: Mike Clifford <mclifford@mwkog.org>

To: "King, Denise" <Denise.King@fhwa.dot.gov>, "Arhin, Kwame" <Kwame.Arhin@fhwa.dot.gov>, <bhug@mde.state.md.us>, Don Sparklin <dsparklin@sha.state.md.us>, <GGreen@sha.state.md.us>, Joe Kresslein <jkresslein@sha.state.md.us>, "Johnson, Dan W." <DanW.Johnson@fhwa.dot.gov>, <kotsch.martin@epamail.epa.gov>, Mike Kelly <mkelly@wtbco.com>, <rudnick.barbara@epamail.epa.gov>

Cc: Ron Kirby <rkirby@mwkog.org>, Lyn Erickson <lerickson@mdot.state.md.us>, Jane Posey <jposey@mwkog.org>

Conversation: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

Denise,

Regarding the MD4 PM2.5 conformity project, I concur with FHWA's determination that it is not one of hotspot PM2.5 air quality concern. However, I disagree with the narrative in the 'Conformity Determination' section of the report, which states: "The proposed project ... does not increase the through capacity of MD 4...". The project which we have in the 2008 CLRP and FY2009 TIP does provide for facility widening and upgrade to freeway standards, each of which provides improved capacity.

Mike

From: King, Denise [mailto:Denise.King@fhwa.dot.gov]

Sent: Monday, January 05, 2009 10:24 AM

To: Arhin, Kwame; bhug@mde.state.md.us; Don Sparklin; GGreen@sha.state.md.us; Joe Kresslein; Johnson, Dan W.; King, Denise; kotsch.martin@epamail.epa.gov; Mike Clifford; Mike Kelly; rudnick.barbara@epamail.epa.gov

Subject: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

Happy New Year Everyone,

Attached is the PM 2.5 Conformity Determination for the MD 4: from Suitland Parkway to Dower House Road project located in Prince George's County, Maryland.

FHWA has determined that this project is not of air quality concern and is requesting concurrence from the Interagency Consultation Group by close of business January 20th. FHWA approved the FONSI for MD 4: from East of the I-95/I-495 Interchange to West of Route 223 on May 19, 2000. The project is in design and the FONSI will be reevaluated early this year. This conformity determination will be put on SHA's website for a 15 day comment period.

*Denise Winslow King
Environmental Specialist
FHWA - DelMar Division
10 South Howard Street, Suite 2450
Baltimore, MD 21201*

(410) 779-7145

Subject: Re: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

Date: Thursday, January 22, 2009 8:05 AM

From: Kotsch.Martin@epamail.epa.gov

To: "King, Denise" <Denise.King@fhwa.dot.gov>

Cc: <Rudnick.Barbara@epamail.epa.gov>, <bhug@mde.state.md.us>, "Johnson, Dan W." <DanW.Johnson@fhwa.dot.gov>, "King, Denise" <Denise.King@fhwa.dot.gov>, Don Sparklin <dsparklin@sha.state.md.us>, <GGreen@sha.state.md.us>, Joe Kresslein <jkresslein@sha.state.md.us>, "Arhin, Kwame" <Kwame.Arhin@fhwa.dot.gov>, <mclifford@mwcog.org>, Mike Kelly <mkelly@wtbco.com>

Conversation: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

Agree with finding of not of air quality concern.

"King, Denise"
<Denise.King@fhwa.dot.gov>

01/05/2009 10:24 AM

To
"Arhin, Kwame"
<Kwame.Arhin@fhwa.dot.gov>,
<bhug@mde.state.md.us>, "Don Sparklin"
<dsparklin@sha.state.md.us>,
<GGreen@sha.state.md.us>, "Joe Kresslein"
<jkresslein@sha.state.md.us>,
"Johnson, Dan W."
<DanW.Johnson@fhwa.dot.gov>,
"King, Denise"
<Denise.King@fhwa.dot.gov>,
Martin Kotsch/R3/USEPA/US@EPA,
<mclifford@mwcog.org>, "Mike Kelly" <mkelly@wtbco.com>,
Barbara Rudnick/R3/USEPA/US@EPA
cc

Subject
PM 2.5 Interagency Consultation
for MD 4: Suitland Parkway to
Dower House Road

Happy New Year Everyone,

Attached is the PM 2.5 Conformity Determination for the MD 4: from Suitland Parkway to Dower House Road project located in Prince George's County, Maryland.

FHWA has determined that this project is not of air quality concern and is requesting concurrence from the Interagency Consultation Group by close of business January 20th. FHWA approved the FONSI for MD 4: from East of the I-95/I-495 Interchange to West of Route 223 on May 19, 2000. The project is in design and the FONSI will be reevaluated early this

Subject: Re: FW: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road
Date: Friday, January 23, 2009 7:48 AM
From: Brian Hug <bhug@mde.state.md.us>
To: Michael Kelly <mkelly@wtbco.com>
Conversation: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower House Road

MDE agrees with epa

sorry for the delay

>>> Michael Kelly <mkelly@wtbco.com> 1/22/2009 4:10 PM >>>
Brian

The consultation date for this (1/20/09) has passed. Does MDE intend to comment?

Mike Kelly

> ----- Forwarded Message
> From: "King, Denise" <Denise.King@fhwa.dot.gov>
> Date: Mon, 5 Jan 2009 10:24:15 -0500
> To: "Arhin, Kwame" <Kwame.Arhin@fhwa.dot.gov>, <bhug@mde.state.md.us>, Don
> Sparklin <dsparklin@sha.state.md.us>, <GGreen@sha.state.md.us>, Joe Kresslein
> <jkresslein@sha.state.md.us>, "Johnson, Dan W." <DanW.Johnson@fhwa.dot.gov>, <King, Denise" <Denise.King@fhwa.dot.gov>, <kotsch.martin@epamail.epa.gov>, <mclifford@mwcoog.org>, Mike Kelly <mkelly@wtbco.com>, <rudnick.barbara@epamail.epa.gov>
> Conversation: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to
> Dower House Road
> Subject: PM 2.5 Interagency Consultation for MD 4: Suitland Parkway to Dower
> House Road
>

> Happy New Year Everyone,
>
> Attached is the PM 2.5 Conformity Determination for the MD 4: from Suitland
> Parkway to Dower House Road project located in Prince George's County,
> Maryland.
>
> FHWA has determined that this project is not of air quality concern and is
> requesting concurrence from the Interagency Consultation Group by close of
> business January 20th. FHWA approved the FONSI for MD 4: from East of the
> I-95/I-495 Interchange to West of Route 223 on May 19, 2000. The project is in
> design and the FONSI will be reevaluated early this year. This conformity
> determination will be put on SHA's website for a 15 day comment period.
>
> Denise Winslow King



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

State Highway
Administration

John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

MEMORANDUM

TO: Mr. Joseph Kresslein
Assistant Division Chief
Project Planning Division

ATTN: Ms. Alexis Zimmerer
Environmental Manager

FROM: Morteza Tadayon
Assistant Division Chief
Project Planning Division

DATE: May 23, 2008

SUBJECT: Prince George's County
MD 4 at Suitland Parkway
Project Number: PG618A21
Environmental Traffic

In response to your recent request for Environmental Traffic Data for the subject project, we offer the following:

<u>MD 4 at Suitland Parkway</u>	<u>2007</u>	<u>2011</u>	<u>2030</u>	<u>2030</u>
		<u>No-Build</u>	<u>No-Build</u>	<u>Build</u>
Average Daily Traffic (ADT):	55,450	60,500	84,450	97,300
Design Hour Volume (DHV):	7%	7%	7%	7%
Directional Distribution of DHV:	66%	66%	66%	66%
Percent Trucks – ADT:	8%(4436)	8%(4840)	8%(6756)	8%(7784)
Percent Trucks – DHV:	8%(310)	8%(339)	8%(473)	8%(545)

The 2030 No-Build/Build scenario volumes are in reference to the building of the Suitland Parkway Interchange. The volumes for 2011 are assumed to be without the interchange in place. We do not believe the interchange could be in place by the year 2011. The 2030 volumes are constrained by the capacity of the roadway network that will allow only so much of the development traffic to traverse the MD 4 corridor.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Mr. Joseph Kresslein
Page Two

LOS C Volumes/Operating Speeds:

- No-Build (one-way) – 2,656 vph / 59 mph
- Build (one-way) – 3,985 vph / 59 mph

LOS D Volumes/Operating Speeds:

- No-Build (one-way) – 3,411 vph / 56 mph
- Build (one-way) – 5,117 vph / 56 mph

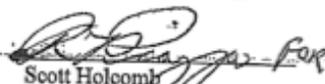
ADT and Design Hour Breakdown of Trucks:

<u>Average Daily Traffic</u>	<u>LIGHT</u>	<u>MEDIUM</u>	<u>HEAVY</u>	<u>TOTAL</u>
Gasoline powered	0.231%	1.467%	0.230%	1.928%
Diesel powered	0.231%	1.467%	4.374%	6.072%
Total	0.462%	2.934%	4.604%	8.000%

<u>Design Hour Volume</u>	<u>LIGHT</u>	<u>MEDIUM</u>	<u>HEAVY</u>	<u>TOTAL</u>
Gasoline powered	0.251%	1.644%	0.211%	2.106%
Diesel powered	0.251%	1.644%	3.999%	5.894%
Total	0.502%	3.288%	4.210%	8.000%

The diurnal traffic data and peak hour volumes are attached for your use.

If you have any questions, please contact the writer or Robert Piazza at 410-545-5645.

By: 
Scott Holcomb
Travel Forecasting Section
Project Planning Division

cc: Mr. Gary Green
Mr. Mike Kelly
Ms. Teri Soos



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

State Highway
Administration

John D. Forcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

MEMORANDUM

TO: Mr. Joseph Kresslein
Assistant Division Chief
Environmental Management Division

ATTN: Ms. Alexis Zimmerer
Environmental Manager

FROM: Lisa Shemmer
Assistant Division Chief
Travel Forecasting Division

DATE: June 27, 2008

SUBJECT: Prince Georges County
MD 4 – Suitland Parkway
Project Number: PG618A21
Traffic Data

In response to you recent request for Environmental Traffic for the subject project, we offer the following:

Suitland Parkway at MD 4

	<u>2008</u>	<u>2011</u> <u>No-Build</u>	<u>2030</u> <u>No-Build</u>	<u>2030</u> <u>Build</u>
Average Daily Traffic:	29,350	32,000	45,375	52,250
Design Hour Volume:	8%	8%	8%	8%
Directional Distribution of DHV:	74%	74%	74%	74%
Percent Trucks – ADT:*	3%(480)	3%(509)	3%(1568)	3%(1803)
Percent Trucks – DHV:*	3%(38)	3%(41)	3%(125)	3%(144)

* Note that the classified count used in this Title Sheet Traffic was taken .2M west of MD 4, where the count used in the May 23 memorandum, was from west of MD 337 intersection with Suitland Parkway. Therefore no trucks would have been counted since truck traffic is prohibited west of MD 337.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

Mr. Joseph Kresslein
Page Two

The 2030 No-Build/Build scenario volumes are in reference to the building of the Suitland Parkway Interchange. The volumes for 2011 are assumed to be without the interchange in place. We do not believe the interchange could be in place by the year 2011. The 2030 volumes are constrained by the capacity of the roadway network that will allow only so much of the development traffic to traverse the MD 4 corridor.

LOS C Volumes/Operating Speeds:

- No-Build (one-way) – 1300 vph/ 50 mph
- Build (one-way) – 1300 vph/ 50 mph

LOS D Volumes/Operating Speeds:

- No-Build (one-way) – 1700 vph/ 48.6 mph
- Build (one-way) – 1700 vph/ 48.6 mph

ADT and Design Hour Breakdown of Trucks:

<u>Average Daily Traffic</u>	<u>Light</u>	<u>Medium</u>	<u>Heavy</u>	<u>Total</u>
Gasoline powered	0.10%	0.225%	0.118%	
Diesel powered	<u>0.10%</u>	<u>0.225%</u>	<u>2.232%</u>	
Total	0.20%	0.450%	2.350%	3.00%

<u>Design Hour Volumes</u>	<u>Light</u>	<u>Medium</u>	<u>Heavy</u>	<u>Total</u>
Gasoline powered	0.138%	1.185%	0.132%	
Diesel powered	<u>0.138%</u>	<u>1.185%</u>	<u>0.222%</u>	
Total	0.276%	2.370%	0.354%	3.00%

Dower House Road – West of MD 4

	<u>2008</u>	<u>2011</u>	<u>2030</u>	<u>2030</u>
		<u>No-Build</u>	<u>No-Build</u>	<u>Build</u>
Average Daily Traffic:	22,800	25,050	40,375	47,500
Design Hour Volume:	7%	7%	7%	7%
Directional Distribution of DHV:	66%	66%	66%	66%
Percent Trucks – ADT:	20%	20%	20%	20%
Percent Trucks – DHV:	12%	12%	12%	12%

LOS C – Volumes/Operating Speed

- No-Build (one-way) – 2128 vph/ 50.0 mph
- Build (one-way) – 2128 vph/ 50.0 mph

LOS D – Volumes/ Operating Speed

- No-Build (one-way) – 2783 vph/ 48.6 mph
- Build (one-way) – 2783 vph/ 48.6 mph

The diurnal traffic data is attached for your use.

Mr. Joseph Kresslein
Page Three

If you have any questions please feel free to contact the writer at 410-545-5645 or Lisa Shemer,
Assistant Division Chief at 410-545-5640.

By: 
Robert L. Piazza
Travel Forecasting Division

cc: Ms Terri Soos
Ms. Allison Grooms

The Dower House Road

ADT	Light	Medium	Heavy	Total
Gasoline	1.453%	3.090%	0.546%	5.088%
Diesel	1.453%	3.090%	10.371%	14.913%
Total	2.905%	6.179%	10.917%	20.001%

The Dower House Road

DHV	Light	Medium	Heavy	Total
Gasoline	0.721%	2.249%	0.303%	3.273%
Diesel	0.721%	2.249%	5.757%	8.727%
Total	1.442%	4.498%	6.060%	12.000%