To submit comments on this report please use the contact information below:

Mr. Moreshwar Kulkarni, Project Manager, Office of Highway Development

Email: mkulkarni@sha.state.md.us

Address: SHA Highway Design Division, Mail Stop C-102, 707 North Calvert Street, Baltimore, MD 21202

Ms. Chrissy Brandt, SHA Environmental Manager

Email: cbrandt@sha.state.md.us

Address: SHA Environmental Planning Division, Mail Stop C-301, 707 North Calvert Street, Baltimore, MD 21202

CONFORMITY DETERMINATION

MD 4 (PENNSYLVANIA AVENUE)
AT
SUITLAND PARKWAY
INTERCHANGE IMPROVEMENTS

CONTRACT NO. PG618A21

PRINCE GEORGE'S COUNTY, MARYLAND

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

November 14, 2013

Project Description

General

The purpose of the proposed MD 4 at Suitland Parkway Project is to improve safety and traffic operations 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, D.C. 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, D.C.

Extensive growth in the next 10 to 15 years will increase the traffic on this section of MD 4. Traffic increases will be comprised of local and commercial related trips and through trips from region to region. The Average Daily Traffic (ADT) in 2011 was 60,500 vehicles along MD 4 at Suitland Parkway. In 2011, the Average Daily Traffic (ADT) for Suitland Parkway approximately 0.2 miles west of MD 4 was 32,000 vehicles. By 2030, ADT is expected to grow to 84,450 vehicles for the No-build condition and 97,300 vehicles for the Build condition on MD 4, and to 45,375 vehicles for the No-build condition and 52,250 vehicles for the Build condition on Suitland Parkway. In order to improve vehicular access between major state roadways, address safety, operational, and congestion concerns along MD 4 in the vicinity of Suitland Parkway, the Maryland State Highway Administration (SHA) is proposing to widen MD 4 and replace the existing intersection with Suitland Parkway with grade-separated roadways.

Build Alternative

The Build Alternative consists of a fully access controlled freeway for MD 4 with an interchange at Suitland Parkway. Work along MD 4 will extend from east of Old Marlboro Pike to Dower House Road, with the lane configurations of the project limits matching those currently existing for a distance of approximately 6,000 feet (see attached plans).

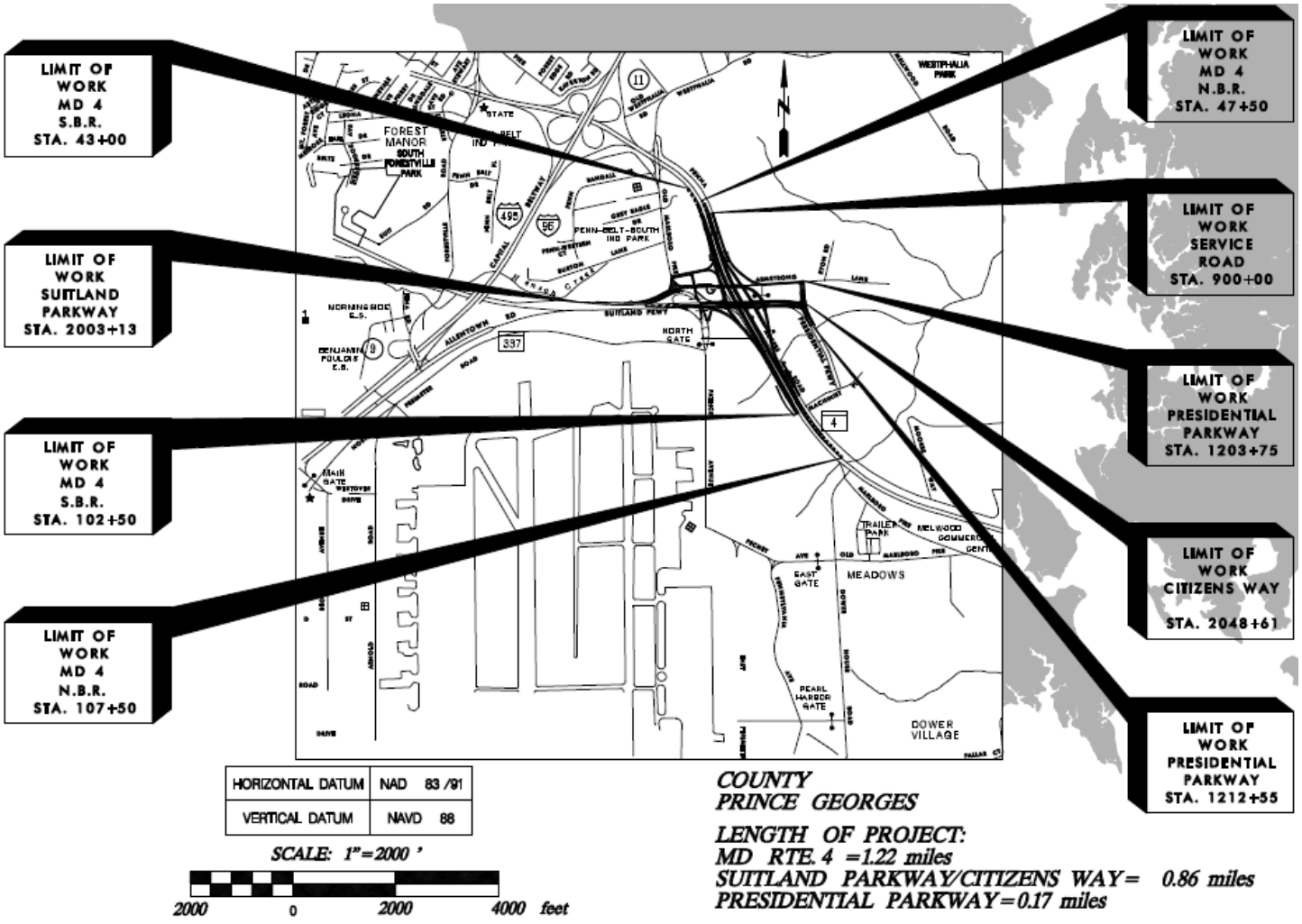
Northbound (NB) MD 4 improvements start at the Dower House Road intersection. The existing three through lanes will widen to four, with the right two lanes becoming a flyover ramp to westbound (WB) Suitland Parkway. The flyover ramp also provides a ramp option to an intersection with Citizens Way. The intersection with Citizens Way will include a right turn lane, a shared through-left turn lane, and a left turn lane leading to either Eastbound (EB) Citizens Way, WB Suitland Parkway, or a ramp to NB MD 4. Three northbound through lane continue on MD 4 through the interchange to tie into the existing three lanes at Old Marlboro Pike.

Southbound (SB) MD 4 improvements start at the merging lane from NB Old Marlboro Pike. The existing two lanes will widen to five, including three through lanes and a two lane off ramp to an intersection with Suitland Parkway. The two-lane off ramp includes access to Old Marlboro Pike and from Old Marlboro Pike and Patrick Avenue. The intersection approach to Suitland Parkway includes two left turn lanes, one through lane to SB MD 4, and a right turn lane to westbound Suitland Parkway. The three southbound lanes on MD 4 narrow to two lanes prior to a merge with the two lane ramp from Suitland Parkway. The four lanes narrow to tie into the existing three lanes approaching Dower House Road.

The EB Suitland Parkway improvements start at the diverge to Patrick Avenue where a fourth lane develops for a two lane to SB MD 4 and three lanes continue to an intersection with the SB MD 4 ramps. EB Suitland Parkway widens to five lanes at the bridge over MD 4. Suitland Parkway becomes Citizens Way at MD 4 and the approach to the NB MD 4 ramp includes two left turn lanes and three through lanes. These three through lanes widen to four east of the intersection and develops into an approach to Presidential Parkway with two left turn lanes, three through lanes, and a right turn lane.

WB Suitland Parkway/Citizens Way improvements begin at the new intersection with Presidential Parkway where three through lanes widened to five at the approach to the intersection with the NB MD 4 ramp. This approach includes one right turn lane to NB MD 4 and four through lanes across the bridge over MD 4. The approach to the intersection with SB MD 4 includes two through lanes and two left turn lanes to SB MD 4. West of the intersection Suitland Parkway contains three lanes that narrow to the existing two lanes west of the bridge to Patrick Avenue.

This project also includes the relocation of a service road in the northeast quadrant of the interchange.



Transportation Conformity

The MD 4 at Suitland Parkway 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.

[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.

On March 10, 2006, EPA issued amendments to the Transportation Conformity Rule to address localized impacts of particulate matter: "$PM_{2.5}$ and PM_{10} Hot-Spot Analyses in Project-level Transportation Conformity Determinations for the New $PM_{2.5}$ and Existing PM_{10} 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 PM_{10} 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 PM_{10} 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]

As mentioned above the MD 4 at Suitland Parkway Project is located in Prince George's, Maryland, which is included as a part of the Washington, DC-MD-VA Metropolitan Statistical Area (MSA). A portion of the MSA within Prince George's County (Election Districts 2,6,12,16,17 & 18) had been non-attainment for carbon monoxide; however, this area has been re-designated as a CO Maintenance Area. A portion of the MD 4 at Suitland Parkway Project is along the boundary of Election District 6, and therefore, is considered within this CO Maintenance Area and a qualitative CO assessment has been included.

The Division of Air Quality, within the Maryland Department of the Environment is responsible for implementing and enforcing regulations to ensure that the air that Maryland citizens breathe is clean and healthful. This mission is accomplished through several methods, including air pollution monitoring. The MDE CO air monitoring stations nearest to the study area are located at the Howard University Laboratory in Beltsville, Maryland and the NARSTO (North American Research Strategy for Tropospheric Ozone) site in Arendtsville, Pennsylvania. The MDE $PM_{2.5}$ air monitoring stations nearest to the study area are located at 18530 Roxbury Road in Hagerstown, Maryland and the Lathrop E. Smith Environmental Education Center in Rockville, Maryland. These sites are in EPA Region 3. Monitored air quality data within or near the study area for the years 2010-2012 is presented in **Table 1.**

[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]

TABLE 1

Ambient Air Quality Data 2010-2012								
			Site 42-001-0001 Arendtsville Adams County, PA			**Site 24-033-0030 12003 Old Baltimore Pike Beltsville, Maryland**		
			2010	***2011***	***2012***	***2010***	***2011***	***2012***
Carbon Monoxide (CO) [ppm]	1-Hour	Maximum	0.8	0.7	0.8	1.5	1.7	1.3
		2nd Maximum	0.7	0.2	0.7	1.3	1.3	1.2
		# of Exceedances	0	0	0	0	0	0
	8-Hour	Maximum	0.5	0.3	0.7	1	1.1	1.2
		2nd Maximum	0.4	0.3	0.6	1	0.8	0.9
		# of Exceedances	0	0	0	0	0	0
			Site 24-043-0009 18530 Roxbury Road Hagerstown, Maryland			**Site 24-031-3001 5110 Meadowside Lane Rockville, Maryland**		
			2010	***2011***	***2012***	***2010***	***2011***	***2012***
Particulate Matter [ug/m^3]	$PM_{2.5}$	98th Pct. 24-Hour	31	28	27	28	25	23
		# of Exceedances	0	0	0	0	0	0
		Mean Annual	12.6*	11.5	10.8	11.1	10.9	10.3
		# of Exceedances	0	0	0	0	0	0

*Exceeds the primary annual $PM_{2.5}$ NAAQS of 12 µg/m^3

Conformity Determination

SHA has prepared the following analysis of the proposed improvements:

1. Carbon Monoxide (CO) Assessment

As mentioned, a portion of the Washington, DC-MD-VA Metropolitan Statistical Area (MSA) is considered to be a maintenance area in terms of carbon monoxide (CO). This maintenance area only encompasses Election Districts 4, 7 and 13 in Montgomery County and Election Districts 2, 6, 12, 16, 17 and 18 in Prince George's County. The project area is in Prince George's County, along the boundary of Election District 6. There has not been a local violation of the CO standard since 1988. Code of Federal Regulations Title 40, Part 93-Subpart A (40CFR93A) implements section 176(c) of the Clean Air Act (CAA), as amended (42 U.S.C. 7401 *et seq.*). Paragraph 40CFR93.102 (b): *Geographic Applicability* states that the provisions of the subpart apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance plan. Since the study area is along a CO maintenance area, a qualitative assessment considering local factors in conformance with 40 CFR 93.123(a) is provided hereinafter.

As shown in **Table 1**, the maximum 1-hour monitored CO concentration between 2010 and 2012 is 1.7 ppm at MDE site 24-0330030 in 2011, located in Beltsville, Maryland. This concentration is only 4.9 percent of the 1-hour CO NAAQS of 35.0 ppm. The maximum 8-hour monitored CO concentration between 2010 and 2012 is 1.2 ppm at this same site in 2012, which is only 13.3 percent of the 8-hour NAAQS of 9.0 ppm.

A review of data provided, including traffic data summarized in **Tables 2** and **3**, demonstrates that the MD 4 at Suitland Parkway Project does not result in significant traffic volumes, or changes in vehicle mix or other factors that would cause an increase in CO emissions relative to the No-Build conditions. This project has been designed to improve safety and traffic operations, rather than increase roadway capacity; therefore, there is no significant increase in the number of diesel vehicles expected in the No-Build and Build traffic volumes or vehicle mix.

In conclusion, because the data in **Table 1** demonstrates monitored CO concentrations are a small percentage of the CO NAAQS, and data in **Tables 2** and **3** demonstrates the vehicle mix will not be altered by the project, this project will not cause or contribute to a new violation of the CO NAAQS.

2. Particulate Matter ($PM_{2.5}$) Assessment

- The proposed construction will improve the operation and safety of MD 4 and addresses existing and projected travel demands throughout the MD 4 corridor. Traffic data is presented for the Existing Conditions (2011) and the Design Year (2030). The projected 2030 No-Build and Build Average Daily Traffic (ADT) for MD 4 and Suitland Parkway, as shown in **Table 2** and **Table 3**, represent the unconstrained user demand. The traffic data provides worse case traffic volumes on critical roadway links. Travel demand forecasts were determined for No-Build and Build conditions; both of which were shown to be similar. ADT in the Build condition is expected to increase, but not substantially. 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 2** and **Table 3** below demonstrates that there will not be a substantial increase in the number of diesel vehicles from the No-build condition to the Build for the following reasons:
    - Roadway users will take the shortest origin-destination path. In addition, user unfamiliarity with alternative routes and conditions encourages drivers to remain on MD 4 and Suitland Parkway 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 heavy 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 at Suitland Parkway Project does not have a significant increase in diesel vehicles due to construction of the project. As shown in **Table 2**, daily diesel truck traffic on MD 4 will increase by 671 diesel trucks in 2030 under Build conditions compared to No-Build conditions. Trucks are prohibited on Suitland Parkway west of MD 337, though trucks are permitted on Suitland Parkway between MD 337 and MD 4. As shown in **Table 3**, a small amount of daily truck traffic will occur on Suitland Parkway, increasing by 69 trucks in 2030 under Build conditions compared to No-Build conditions. Also, based on memoranda from SHA dated May 21, 2013, the percent of truck traffic is not expected to change between the Build and No-Build conditions (see attached) on either roadway.

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. Without the addition of substantial 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 major influx in truck generators to the traffic influence area - neither of which has been assumed by the approved Regional Transportation model.

TABLE 2

MD 4 at Suitland Parkway

	2011 Existing	2030 No-Build	2030 Build	Change: 2030 No-Build vs. Build.
ADT volumes	60,500	84,450	97,300	12,850
Percent of Diesel Trucks - ADT	5.218			
Daily Diesel Truck Volumes	3,157	4,407	5,078	671

TABLE 3

Suitland Parkway west of MD 4

	2011 Existing	2030 No-Build	2030 Build	Change: 2030 No-Build vs. Build.
ADT volumes	32,000	45,375	52,250	6,875
Percent of Trucks - ADT	1			
Daily Truck Volumes	320	454	523	69

- 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 2013 Constrained Long Range Transportation Plan (CLRP) and the 2013-2018 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 Metropolitan Washington Council of Governments made an air quality conformity determination on the CLRP and the MTIP on July 17, 2013; 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 at Suitland Parkway Project was included in the regional emissions analysis as well as TIP ID 3547. On April 5, 2013, an amendment to the 2013-2018 TIP was adopted by the Transportation Planning Board, approving right of way funding that is exempt from conformity. Other than this, there have been no major 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 at Suitland Parkway 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.

Copies of this air quality analysis were circulated to the Federal Highway Administration (FHWA), the Environmental Protection Agency (EPA), the Maryland Department of the Environment (MDE), and the Metropolitan Washington Council of Governments (MWCOG) for a 15-day Interagency Consultation review and comment period via email on October 30, 2013. All agencies agreed no quantitative hot-spot analysis is required for this project and FHWA had two minor editorial comments that were addressed. This Air Quality Analysis will be placed on SHA's website for a 15 day public review and comment period.

TO UPPER MARLBORO

MATCHLINE STA. 40+00 SEE SHEET PS-02

EXISTING RIGHT-OF-WAY

PENNSYLVANIA AVENUE ACCESS ROAD

WETLAND WP050

NORTHBOUND MARYLAND ROUTE 4

SOUTHBOUND MARYLAND ROUTE 4

WESTPHALIA ROAD

B/L MD 4

OLD MARLBORO PIKE

EXISTING RIGHT-OF-WAY

TO WASHINGTON DC

N 426750 E 1352000

N 426750 E 1351500

N 426000 E 1351500

36+00 +50 37+00 +50 38+00 +50 39+00 +50 40

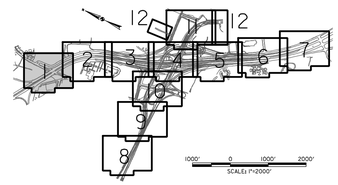
35+00 +50 34+00 +50 33+00 +50 32+00 +50 31+00 +50 30+00 +50 29+00 +50 28+00 +50

Scale: 1" = 50'-0"

50 25 0 50
(IN FEET)

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

QUANTITY NOTES



SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

AMT
A. Morton Thomas and Associates, Inc.
Consulting Engineers

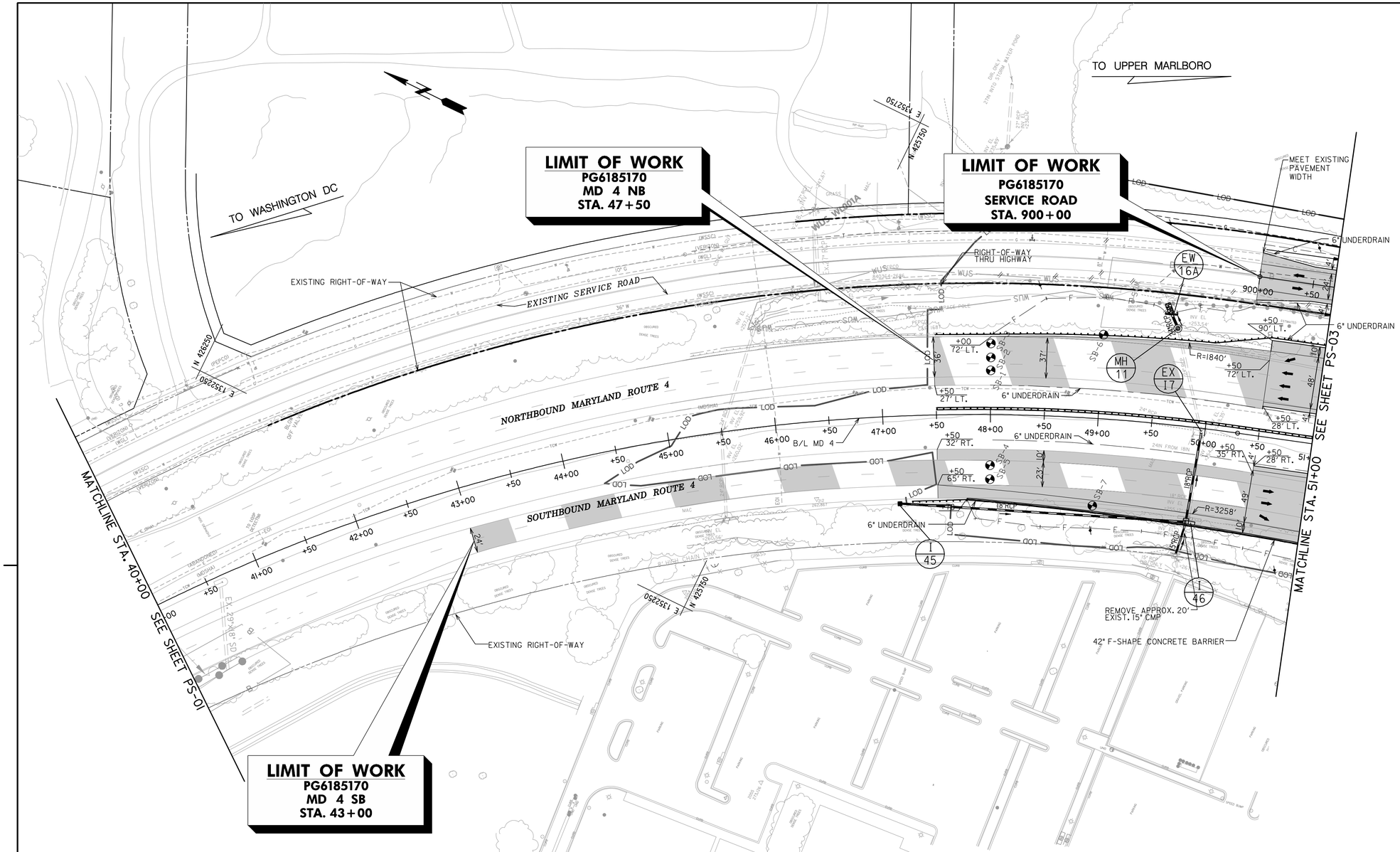
R / W PLAT NUMBER	CROSS REFERENCE		REVISIONS
	ITEM	SHEET NOs.	CONSTRUCTABILITY REVIEW
	TYPICAL SHEETS	5 – 11	
	SUPERELEVATION SHEETS	27	
	PIPE & DRAINAGE SCHEDULE	141 – 159	
	GEOMETRIC LAYOUT SHEETS	19 – 21	
	ROADWAY PLAN SHEETS	28 – 39	
	ROADWAY PROFILE SHEETS	40 – 49	
	TRAFFIC CONTROL SHEETS	63 – 126	
	EROSION & SEDIMENT CONTROL	160 – 329	
	SIGNING & MARKING PLANS	637 – 657	
	LANDSCAPE PLAN SHEETS	658 – 666	
	UTILITIES	NA	

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-01 SHEET NO. 28 OF 670



LEGEND

- FULL DEPTH PAVEMENT (SEE DETAIL DE-02)
- GRIND AND RESURFACE (SEE DETAIL DE-02)
- RIP-RAP

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

QUANTITY NOTES

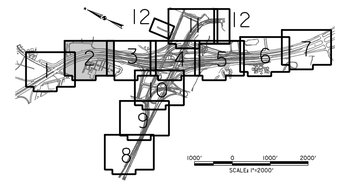
TRAFFIC BARRIER END TREATMENT		
TYPE D END TREATMENT (MD-605.05) TYPE B END TREATMENT (MD-605.02)	MD 4 - STA. 47+50 (5.7' LT) MD 4 - STA. 47+25 (79.0' RT)	1 EA 1 EA

W BEAM MEDIAN TRAFFIC BARRIER		
MD 605.28-01	MD 4 - STA. 47+50 - 51+00 (5.7' LT)	350 LF

W BEAM SINGLE FACE TRAFFIC BARRIER (NORMAL POSTS)		
MD-605.25 MD-605.25	MD 4 - STA. 47+50 - 51+00 MD 4 - STA. 47+25 - 47+75 (79.0' RT)	350 LF 50 LF

TRAFFIC BARRIER END SECTION/ANCHORAGE		
ANCHOR TO V-FACE (MD 605.43)	MD 4 47+75 (79' LT)	1 EA

42" F-SHAPE CONCRETE BARRIER		
MD 648.54	MD 4 - STA. 47+75 79' RT - 51+00 (94' RT)	325 LF



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

R /W PLAT NUMBER	CROSS REFERENCE		REVISIONS
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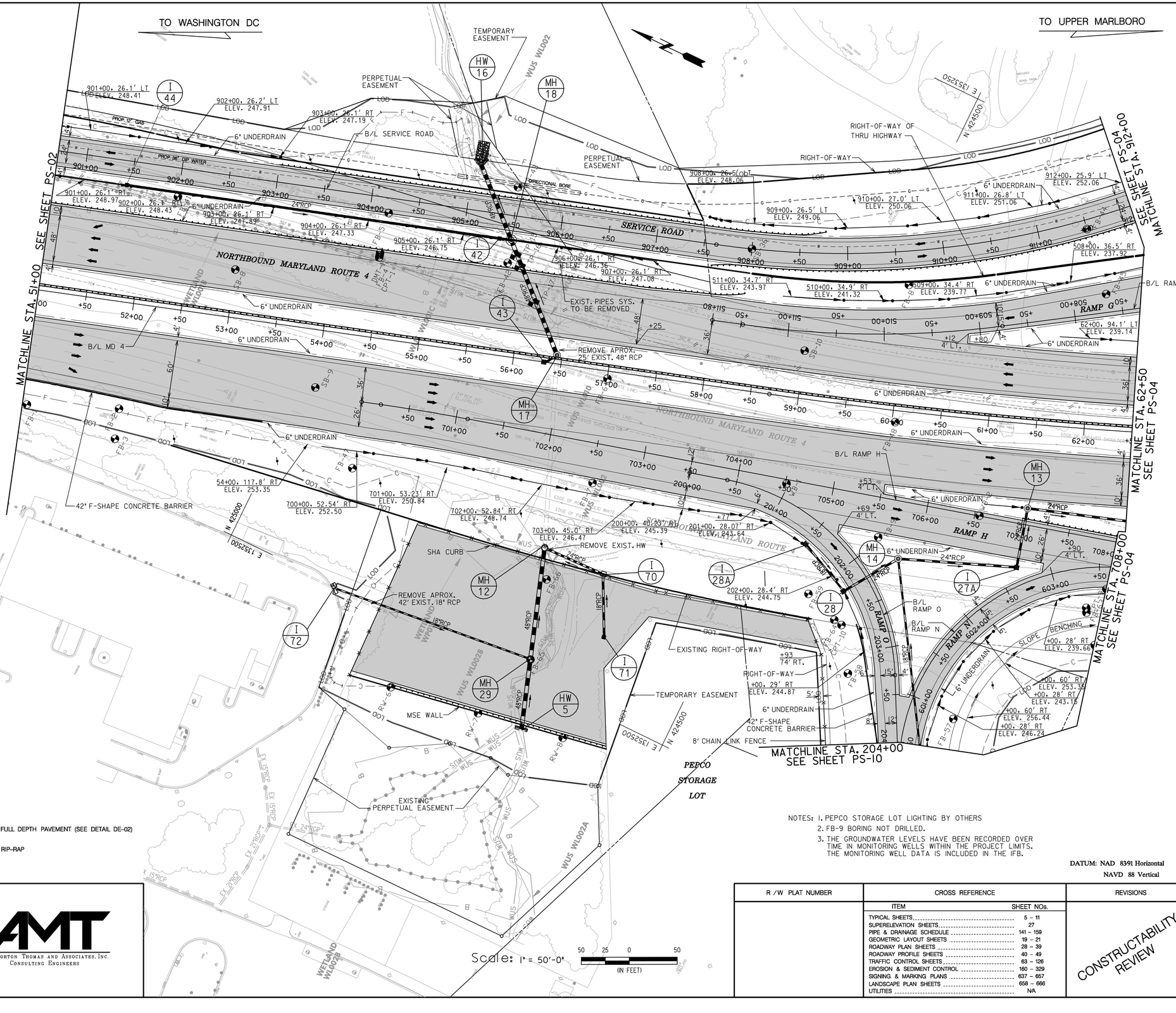
	LANDSCAPE PLAN SHEETS	658 – 666	
	UTILITIES	N/A	

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-02 SHEET NO. 29 OF 670



LEGEND

FULL DEPTH PAVEMENT (SEE DETAIL DE-02)

RIP-RAP

NOTES:
1. PEPCO STORAGE LOT LIGHTING BY OTHERS
2. FB-9 BORING NOT DRILLED.
3. THE GROUNDWATER LEVELS HAVE BEEN RECORDED OVER TIME IN MONITORING WELLS WITHIN THE PROJECT LIMITS. THE MONITORING WELL DATA IS INCLUDED IN THE IFB.

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

QUANTITY NOTES

TRAFFIC BARRIER END TREATMENT

TYPE B END TREATMENT (MD-605.02)	SERVICE RD - STA. 907+60 - 907+98 (18.0' RT)	1 EA
TYPE B END TREATMENT (MD-605.02)	SERVICE RD - STA. 908+40 - 908+78 (18.0' LT)	1 EA
TYPE B END TREATMENT (MD-605.02)	MD 4 - STA. 56+00 - 58+38 (92.0' LT)	1 EA
TYPE C END TREATMENT (MD-605.03)	RAMP H - STA. 707+00 - 707+50 (6.0' LT)	1 EA
TYPE C END TREATMENT (MD-605.03)	SERVICE RD - STA. 903+00 - 903+50 (18.0' LT)	1 EA

W BEAM MEDIAN TRAFFIC BARRIER

MD-605.28-01	MD 4 - STA. 51+00 - 62+50 (5.7' LT)	1150 LF

W BEAM SINGLE FACE TRAFFIC BARRIER (NORMAL POSTS)

MD-605.25	MD 4 - STA. 51+00 - 58+00 (84.0' LT)	700 LF
MD-605.25	SERVICE RD - STA. 903+00 - 908+40 (18.0' LT)	540 LF
MD-605.25	SERVICE RD - STA. 907+98 - 912+00 (18.0' RT)	402 LF
MD-605.25	RAMP H - STA. STA. 707+00 - 708+00 (6.0' LT)	50 LF
MD-605.25	PEPCO STORAGE LOT	235 LF

42" F-SHAPE CONCRETE BARRIER

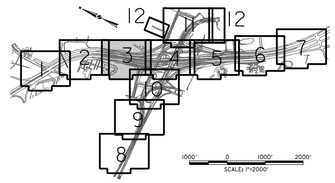
STD. NO. MD. 648.54	MD 4 - STA. 51+00 - 53+50	250 LF
STD. NO. MD. 648.54	RAMP O - STA. 202+65 - 203+05 (30' RT)	40 LF
STD. NO. MD. 648.54	RAMP O - STA. 203+05 (30' RT) - 204+00 (21' RT)	95 LF

CONCRETE CURB & GUTTER (MD 620.02, TYPE A) 8" DEPTH

PEPCO STORAGE LOT	420 LF

8' CHAIN LINK FENCE (MD 690.01)

PEPCO STORAGE LOT	730 LF



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A. Morton Thomas and Associates, Inc.
Consulting Engineers

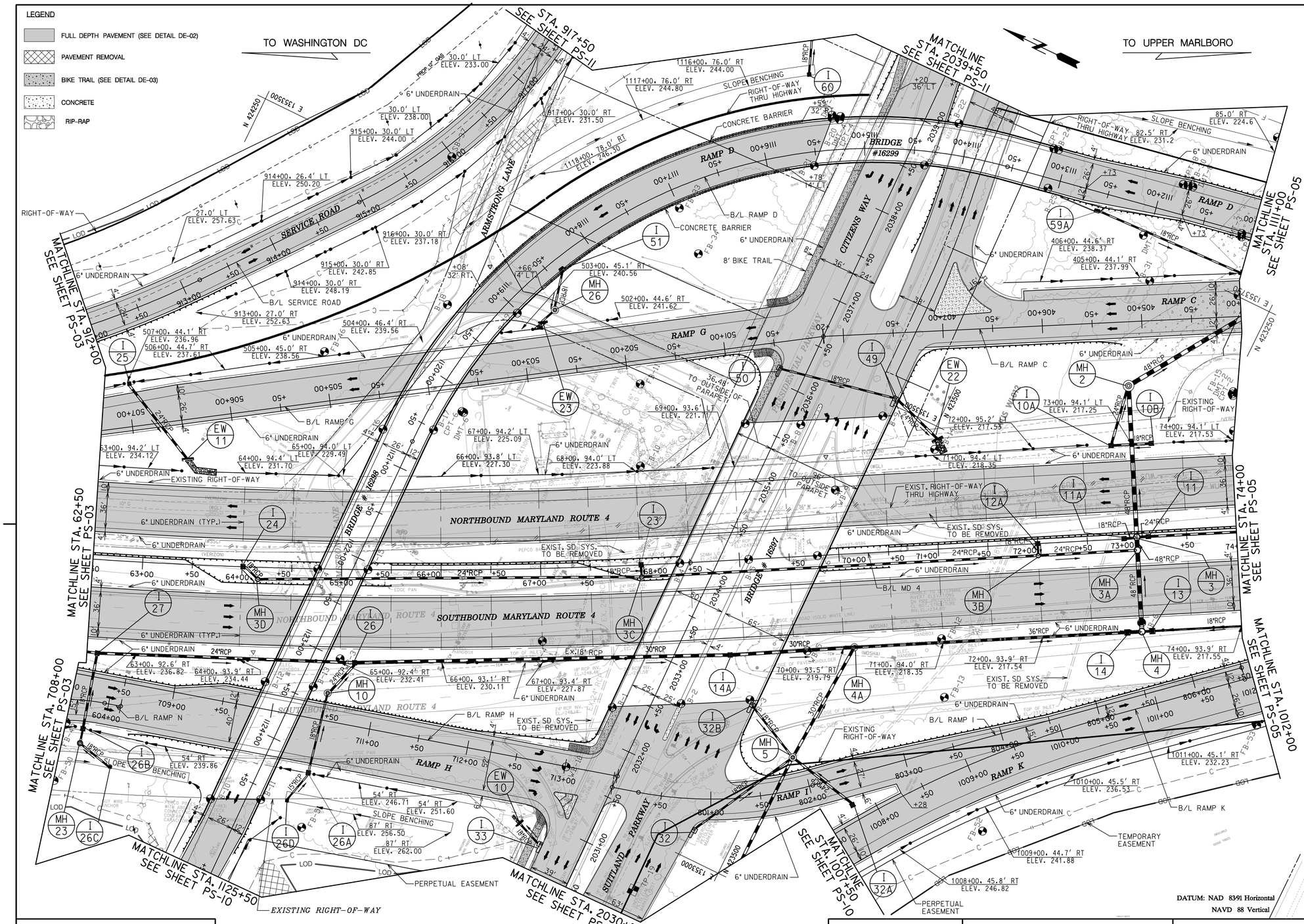
R /W PLAT NUMBER	CROSS REFERENCE		REVISIONS
	ITEM	SHEET NOs.	CONSTRUCTABILITY REVIEW
	TYPICAL SHEETS	5 – 11	
	SUPERELEVATION SHEETS	27	
	PIPE & DRAINAGE SCHEDULE	141 – 159	
	GEOMETRIC LAYOUT SHEETS	19 – 21	
	ROADWAY PLAN SHEETS	28 – 39	
	ROADWAY PROFILE SHEETS	40 – 49	
	TRAFFIC CONTROL SHEETS	63 – 126	
	EROSION & SEDIMENT CONTROL	160 – 329	
	SIGNING & MARKING PLANS	637 – 657	
	LANDSCAPE PLAN SHEETS	658 – 666	
	UTILITIES	N/A	

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-03 SHEET NO. 30 OF 670



NOTES: 1. FOR INTERSECTION DETAILS: SEE SHEETS DE-09 TO DE-12

2. THE GROUNDWATER LEVELS HAVE BEEN RECORDED OVER TIME IN MONITORING WELLS WITHIN THE PROJECT LIMITS. THE MONITORING WELL DATA IS INCLUDED IN THE IFB.

QUANTITY NOTES

TRAFFIC BARRIER END TREATMENT

TYPE B END TREATMENT (MD-605.02)	RAMP C - STA. 405+20 - 405+57 (18.0' LT)	1 EA
TYPE C END TREATMENT (MD-605.03)	CITZ. WAY - STA. 2037+75 - 2038+15	1 EA
TYPE C END TREATMENT (MD-605.03)	SERVICE RD. STA. 913+00 - 913+50 (18.0' RT)	1 EA
TYPE C END TREATMENT (MD-605.03)	MD 4 - SRA. 63+43 - 63+75 (4.0' LT)	1 EA
TYPE C END TREATMENT (MD-605.03)	MD 4 - STA. 67+43 - 67+75 (4.0' LT)	1 EA
TYPE K END TREATMENT (MD-605.10)	RAMP D - STA. 1125+21.5 (14.0' LT)	1 EA
TYPE K END TREATMENT (MD-605.10)	RAMP D - STA. 1125+42 (32.0' RT.)	1 EA

W BEAM MEDIAN TRAFFIC BARRIER

MD-605.28-01	MD 4 - STA. 62+50 - 74+00 (5.7' LT)	1100 LF

W BEAM SINGLE FACE TRAFFIC BARRIER (NORMAL POSTS)

MD-605.25	MD 4 - STA. 63+75 - 65+50 RT.	200 LF
MD-605.25	MD 4 - STA. 67+75 - 70+50 RT.	300 LF
MD-605.25	SERVICE RD - STA. 912+00 - 913+50 (180.0' RT)	100 LF
MD-605.25	RAMP H - STA. 708+00 - 713+32 (6.0' + LT)	532 LF
MD-605.25	RAMP I - K - STA. 801+16 - 806+93 (6.0' + LT)	537 LF
MD-605.25	RAMP G - STA. 500+76 - 501+40 (6.0' + LT)	130 LF
MD-605.25	RAMP C - STA. 405+55 - 407+58 (6.0' + LT)	232 LF
MD-605.25	RAMP D - STA. 1111+00 - 1112+92 (36.0' RT)	192 LF
MD-605.25	RAMP D - STA. 1111+00 - 1112+94 (6.0' + LT)	194 LF
MD-605.25	RAMP D - STA. 1124+86.5 - 1125+21.5 (14.0' LT)	35 LF
MD-605.25	RAMP D - STA. 1125+07 - 1125+42 (32.0' RT)	35 LF
MD-605.25	CITZ. WAY - STA. 2038+15 - 2038+65	50 LF
MD-605.25	CITZ. WAY - STA. 2039+10 - 2039+50	40 LF
MD-605.25	CITZ. WAY - STA. 2039+00 - 2039+50 (51.0' LT)	50 LF

TRAFFIC BARRIER END SECTION/ANCHORAGE

W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP H - STA. 713+32 (65.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP I - STA. 801+16 (94.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP G - STA. 501+40 (6.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP C - STA. 405+20 (22.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP D - STA. 1112+92 (36.0' RT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP D - STA. 1112+94 (22.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP D - STA. 1124+86.5 (14.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP D - STA. 1125+07 (32.0' RT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	SUITLAND PKWY 2032+03 (36.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	SUITLAND PKWY 2032+66 (96.0' RT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	CITIZENS WAY - STA. 2035+83 (36.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	CITIZENS WAY - STA. 2036+43 (96.0' RT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	CITIZENS WAY - STA. 2038+65 (39.0' RT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.42)	CITIZENS WAY - STA. 2039+10 (21.0' RT)	1 EA

4' MONOLITHIC CONCRETE MEDIAN (MD 645.01)

TYPE A-1 SUITLAND PARKWAY STA. 2032+26 - BRIDGE	40 LF
TYPE A-1 BRIDGE - CITIZENS WAY STA. 2035+99	17 LF

42" SINGLE FACE TYPE 2 BARRIER (MD 648.53) (PROVIDE WEEPHOLES AT 20' SPACING)

RAMP D STA. 1115+59 - STA. 1119+08, 32' RT	349 LF
RAMP D STA. 1115+78 - STA. 1118+66, 14' LT	288 LF

EASTERN FEDERAL LANDS CURB (SEE DETAIL DE-03)

3" CURB SUITLAND PKWY, 2030+50, 39' LT. - 2031+09, 70' LT.	85 LF
3" CURB SUITLAND PKWY, 2030+50, 83' RT. - 2031+71, 99' RT.	125 LF
6" CURB, TRAFFIC ISLAND, 2031+40, LT.	102 LF
6" CURB, MEDIAN, 2030+50 - 2031+50	213 LF

CONCRETE CURB & GUTTER (MD 620.02, TYPE A) 9" DEPTH

SUITLAND PKWY 2031+75, 56' LT. - 2032+40, 24' LT.	84 LF
SUITLAND PKWY 2032+13, 102' RT. - 2033+00, 90' RT.	91 LF
CITIZENS WAY 2035+54, 24' LT. - 2036+19, 58' LT.	104 LF
CITIZENS WAY 2036+64, 63' LT. - 2039+50, 36' LT.	298 LF
CITIZENS WAY 2036+15, 90' RT. - 2036+92, 93' RT.	78 LF
CITIZENS WAY 2037+79, 167' RT. - 2039+50, 81' RT.	160 LF
CITIZENS WAY MEDIAN 2037+09 - 2039+50	500 LF
CITIZENS WAY TRAFFIC ISLAND 2037+50, RT.	188 LF

DETECTABLE WARNING SURFACE (MD655.40)

RAMP G, 500+41 RT.	20 SF	RAMP H, 712+87 RT.	20 SF
RAMP G, 500+61 LT.	20 SF	RAMP H, 713+11 LT.	20 SF

5' CONCRETE SIDEWALK

RAMP G, 500+41 RT. (TRAIL RAMP)	120 SF	RAMP H, 712+87 RT. (TRAIL RAMP)	120 SF
RAMP G, 500+61 LT. (TRAIL RAMP)	120 SF	RAMP H, 713+11 LT. (TRAIL RAMP)	120 SF
RAMP H, 713+00 RT. (ISLAND)	460 SF	RAMP C, 406+75 RT. (ISLAND)	1340 SF

PAVEMENT REMOVAL

SERVICE ROAD, 916+50 RT.	47 CY	RAMP D, 1125+40 RT.	11 CY
RAMP D, 1125+40 LT.	61 CY		

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE IMPROVEMENTS

AMT
A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

R /W PLAT NUMBER	CROSS REFERENCE		REVISIONS
	ITEM	SHEET NOs.	CONSTRUCTABILITY REVIEW
	TYPICAL SHEETS	5 – 11	
	SUPERELEVATION SHEETS	27	
	PIPE & DRAINAGE SCHEDULE	141 – 159	
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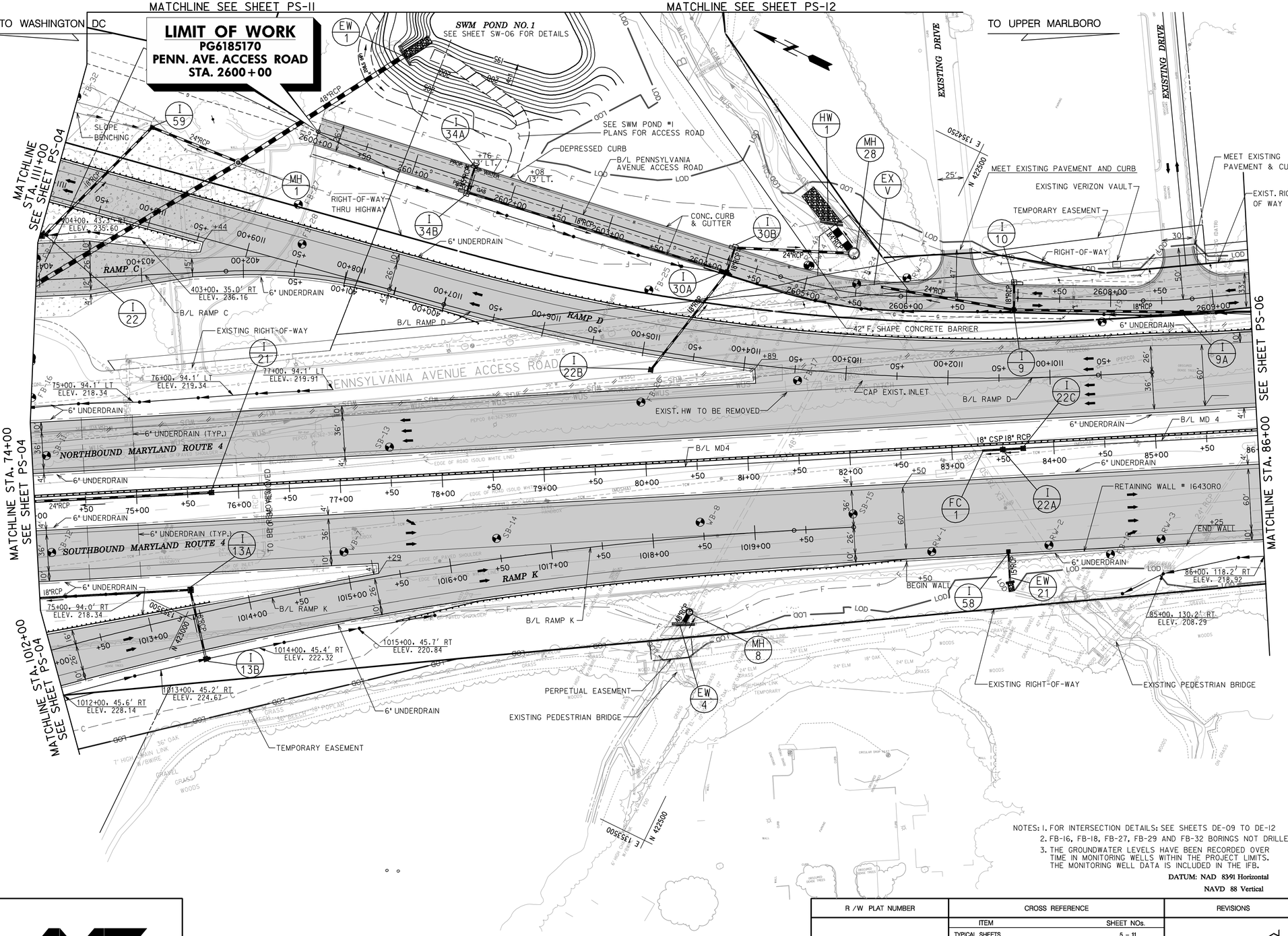
	TRAFFIC CONTROL SHEETS	63 – 126	
	EROSION & SEDIMENT CONTROL	160 – 329	
	SIGNING & MARKING PLANS	637 – 657	
	LANDSCAPE PLAN SHEETS	658 – 666	
	UTILITIES	N/A	

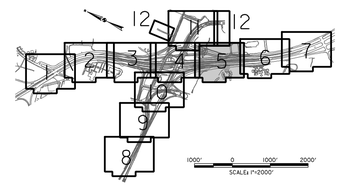
ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-04 SHEET NO. 31 OF 670





QUANTITY NOTES

TRAFFIC BARRIER END TREATMENT

TYPE C END TREATMENT (MD-605.03)	RAMP D - STA. 1109+50 - 1110+00 (6.0' LT)	1 EA
TYPE A END TREATMENT (MD-605.02)	RAMP K - STA. 1015+38 - 1015+51 (38.0' RT)	1 EA
TYPE K END TREATMENT (MD-605.10)	RAMP C - STA. 401+00 (6' LT)	1 EA
TYPE K END TREATMENT (MD-605.10)	RAMP K - STA. 1013+50 (9' LT)	1 EA

W BEAM MEDIAN TRAFFIC BARRIER

MD-605.28-01	MD 4 - STA. 74+00 - 86+00 (5.7' LT)	1200 LF

W BEAM SINGLE FACE TRAFFIC BARRIER (NORMAL POSTS)

MD-605.25	RAMP 1- K - STA. 1012+00 - 1013+62 (6.0' + LT)	162 LF
MD-605.25	RAMP D - STA. 1100+00 - 1111+00 (36.0' RT)	1100 LF
MD-605.25	RAMP D - STA. 1110+00 - 1111+00 (6.0' + LT)	100 LF
MD-605.25	RAMP K - STA. 1015+51 - 1020+72 (38.0' LT)	521 LF
MD-605.25	MD 4 - STA. 85+00 - 86+00 (104' LT.)	100 LF

TRAFFIC BARRIER END SECTION / ANCHORAGE

W BEAM ANCHORAGE TO V. FACE (MD-605.42)	RAMP K - STA. 82+50 (102' RT)	1 EA

42" F-SHAPE CONCRETE TRAFFIC BARRIER

MD 648.54	PENN. AVE. ACCESS ROAD STA. 2604+00-2609+37 (14' RT)	537 LF

CONCRETE CURB AND GUTTER (MD 620.02, TYPE A) 9" DEPTH

PENN. AVE. ACCESS ROAD 2600+00 - 2609+37, LT.	965 LF
PENN. AVE. ACCESS ROAD 2600+00 - 2609+37, RT.	937 LF

NOTES: 1. FOR INTERSECTION DETAILS: SEE SHEETS DE-09 TO DE-12
2. FB-16, FB-18, FB-27, FB-29 AND FB-32 BORINGS NOT DRILLED.
3. THE GROUNDWATER LEVELS HAVE BEEN RECORDED OVER TIME IN MONITORING WELLS WITHIN THE PROJECT LIMITS. THE MONITORING WELL DATA IS INCLUDED IN THE IFB.

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

LEGEND
FULL DEPTH PAVEMENT (SEE DETAIL DE-02)
RIP-RAP

Scale: 1" = 50'-0"
50 25 0 50
(IN FEET)

R /W PLAT NUMBER

CROSS REFERENCE	
ITEM	SHEET NOs.
TYPICAL SHEETS	5 – 11
SUPERELEVATION SHEETS	27
PIPE & DRAINAGE SCHEDULE	141 – 159
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SIGNING & MARKING PLANS	637 – 657
LANDSCAPE PLAN SHEETS	658 – 666
UTILITIES	N/A

REVISIONS
CONSTRUCTABILITY REVIEW

SHA
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

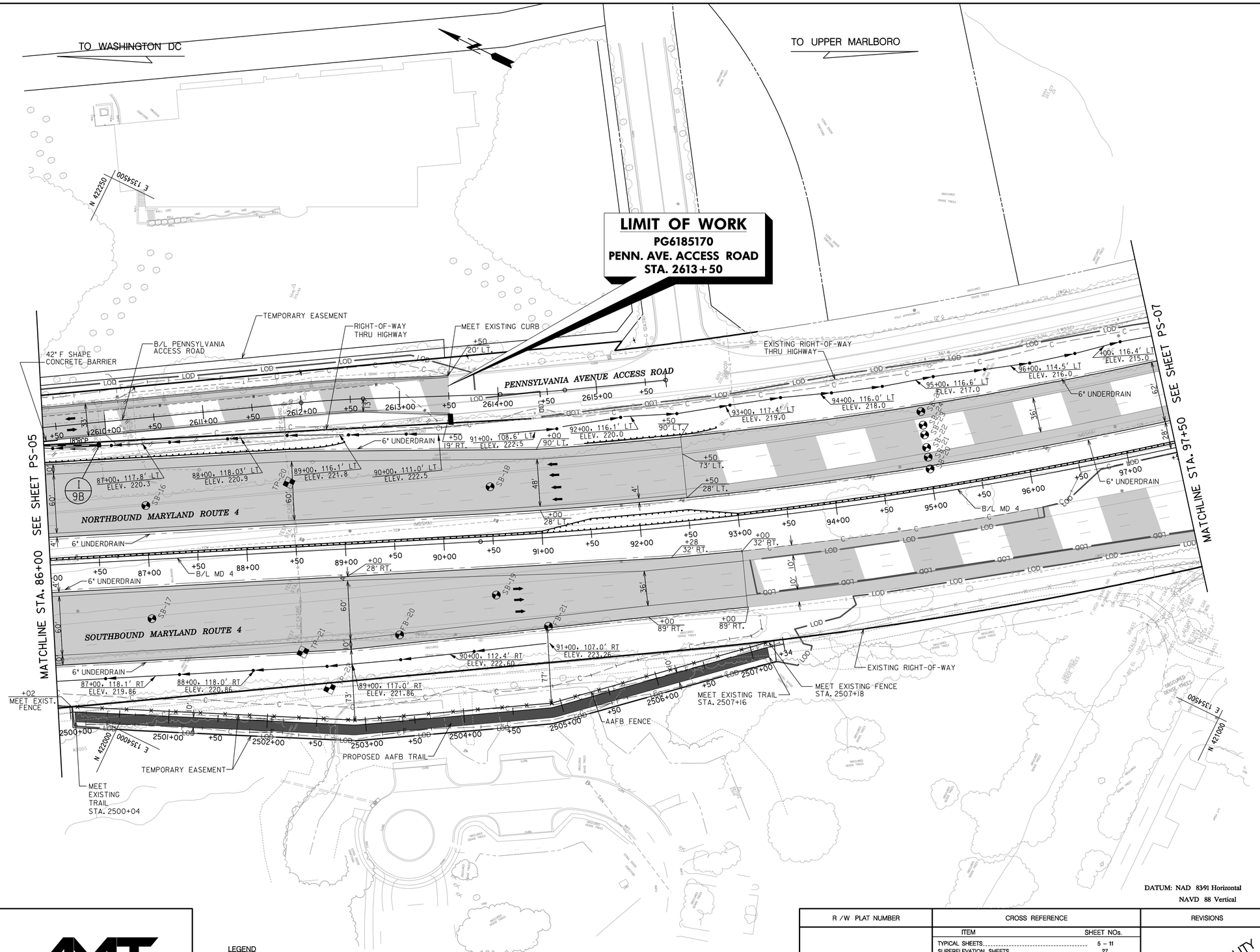
MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-05 SHEET NO. 32 OF 670



DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

LEGEND

- FULL DEPTH PAVEMENT (SEE DETAIL DE-02)
- GRIND AND RESURFACE (SEE DETAIL DE-02)
- AAFB TRAIL (SEE DETAIL DE-03)

Scale: 1" = 50'-0"

50 25 0 50
(IN FEET)

QUANTITY NOTES

TRAFFIC BARRIER END TREATMENT		
TYPE B END TREATMENT (MD-605.02)	MD 4 - STA. 88+67 - 89+05 (104' LT)	1 EA
TYPE K END TREATMENT (MD-605.10)	MD 4 - 92+50, 16' LT.	1 EA
TYPE K END TREATMENT (MD-605.10)	MD 4 - 93+50, 17' RT.	1 EA

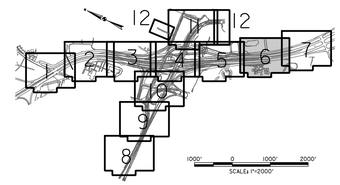
W BEAM MEDIAN TRAFFIC BARRIER		
MD-605.28-01	MD 4 - STA. 86+00 - 97+50 (5.7' LT)	1150 LF

W BEAM SINGLE FACE TRAFFIC BARRIER (NORMAL POSTS)		
MD-605.25	MD 4 - STA. 86+00 - 88+67 (104' LT)	267 LF

42" F-SHAPE CONCRETE TRAFFIC BARRIER (MD 648.54)	
PENN. AVE. ACCESS ROAD - STA. 2609+37-2609+50 (14' RT)	13 LF

CONCRETE CURB AND GUTTER (MD 620.02, TYPE A) 9" DEPTH		
STD. NO. MD 620.02	2609+50-2613+50 RT	400 LF
STD. NO. MD 620.02	2609+37-2613+40 LT	403 LF

AAFB SECURITY FENCE (DETAIL SHEET DE-03)		
DETAIL DE-02	STA 2500+00 - 2507+20	720 LF



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

R/W PLAT NUMBER	CROSS REFERENCE		REVISIONS
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	TYPICAL SHEETS	5 – 11	
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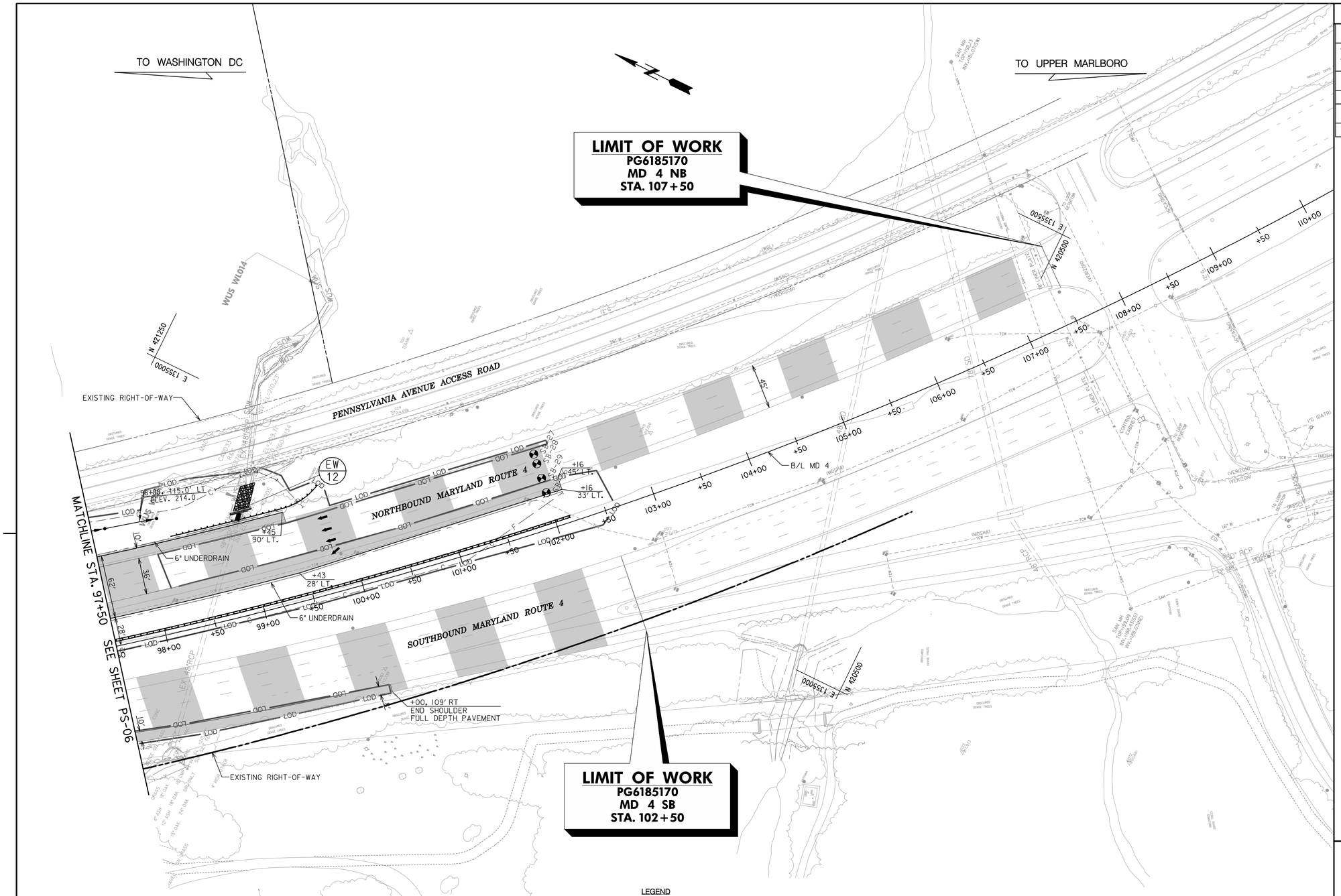
	UTILITIES	N/A	

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-06 SHEET NO. 33 OF 670



LEGEND

- FULL DEPTH PAVEMENT (SEE DETAIL DE-02)
- GRIND AND RESURFACE (SEE DETAIL DE-02)
- RIP-RAP (SEE PROFILE PP-03)

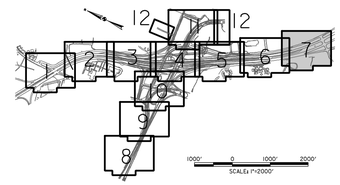
Scale: 1" = 50'-0"

50 25 0 50
(IN FEET)

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

QUANTITY NOTES

TRAFFIC BARRIER END TREATMENT		
TYPE D END TREATMENT (MD-605.05)	MD 4 - STA. 101+85 - 102+16 (5.7' LT)	1 EA
TYPE B END TREATMENT (MD-605.02)	MD 4 - STA. 99+50 + 99+87	1 EA
W BEAM MEDIAN TRAFFIC BARRIER		
MD-605.28-01	MD 4 - STA. 97+50 - 101+85 (10.7' LT)	435 LF
W BEAM SINGLE FACE TRAFFIC BARRIER (NORMAL POSTS)		
MD-605.25	MD 4 - STA. 98+50 - 99+50 (93.5' LT.)	100 LF



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

R / W PLAT NUMBER	CROSS REFERENCE		REVISIONS
	ITEM	SHEET NOs.	CONSTRUCTABILITY REVIEW
	TYPICAL SHEETS	5 – 11	
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	UTILITIES	N/A	

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
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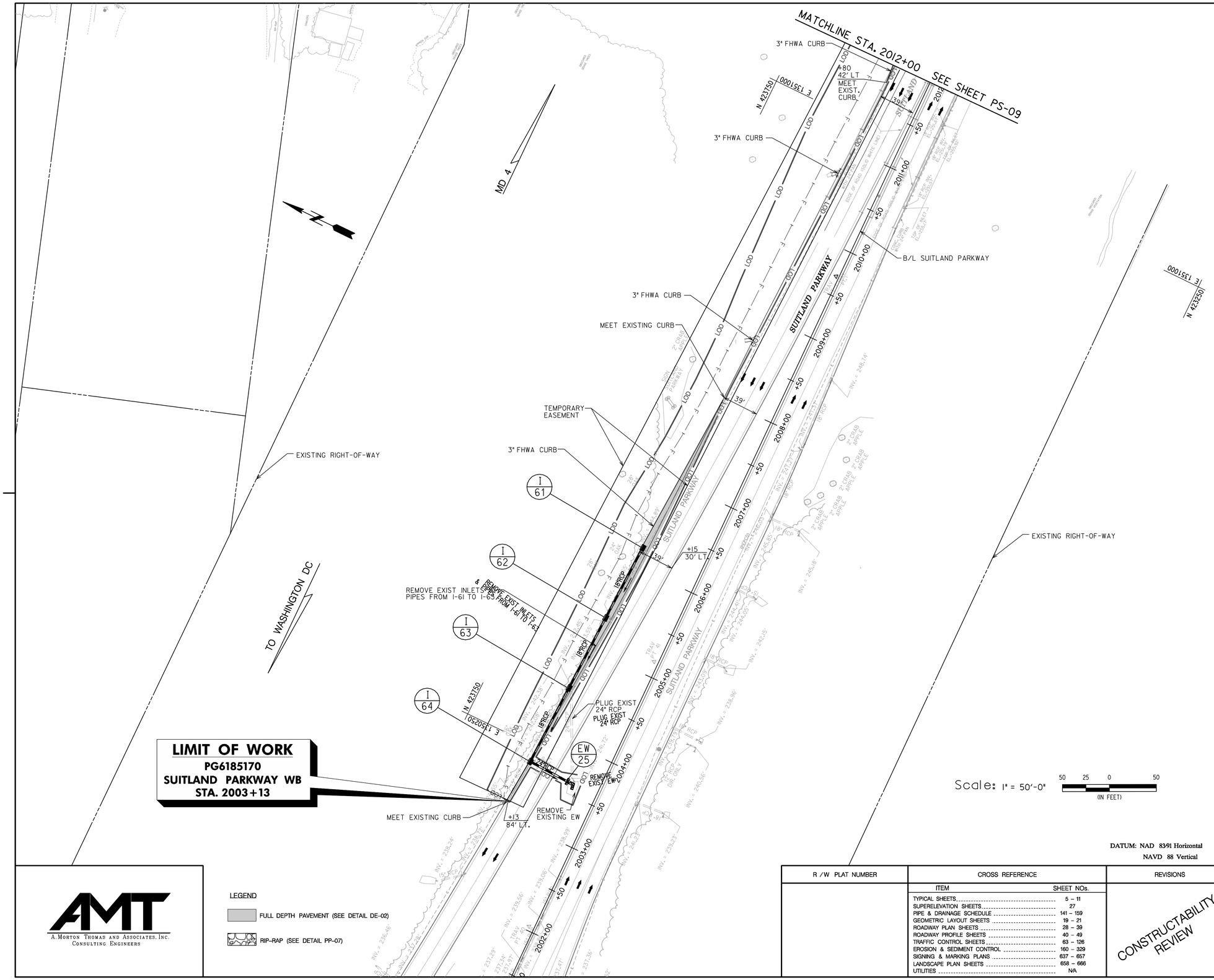
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-07 SHEET NO. 34 OF 670

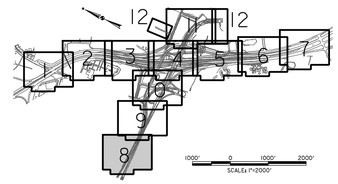


DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

QUANTITY NOTES

FHWA EASTERN FEDERAL LANDS CURB (SEE SHEET DE-3)	
3" CURB SUITLAND PARKWAY - STA. 2003+14 - 2008+00, LT.	486 LF
3" CURB SUITLAND PARKWAY - STA. 2008+72•, LT.	15 LF
3" CURB SUITLAND PARKWAY - STA. 2010+73•, LT.	15 LF
3" CURB SUITLAND PARKWAY - STA. 2011+80 - 2012+00, LT.	20 LF

•CONSTRUCT CURB TO CLOSE OFF EXISTING CURB OPENINGS



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

LEGEND

FULL DEPTH PAVEMENT (SEE DETAIL DE-02)

RIP-RAP (SEE DETAIL PP-07)

R /W PLAT NUMBER	CROSS REFERENCE		REVISIONS
	ITEM	SHEET NOs.	CONSTRUCTABILITY REVIEW
	TYPICAL SHEETS	5 – 11	
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	UTILITIES	N/A	

SHA
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

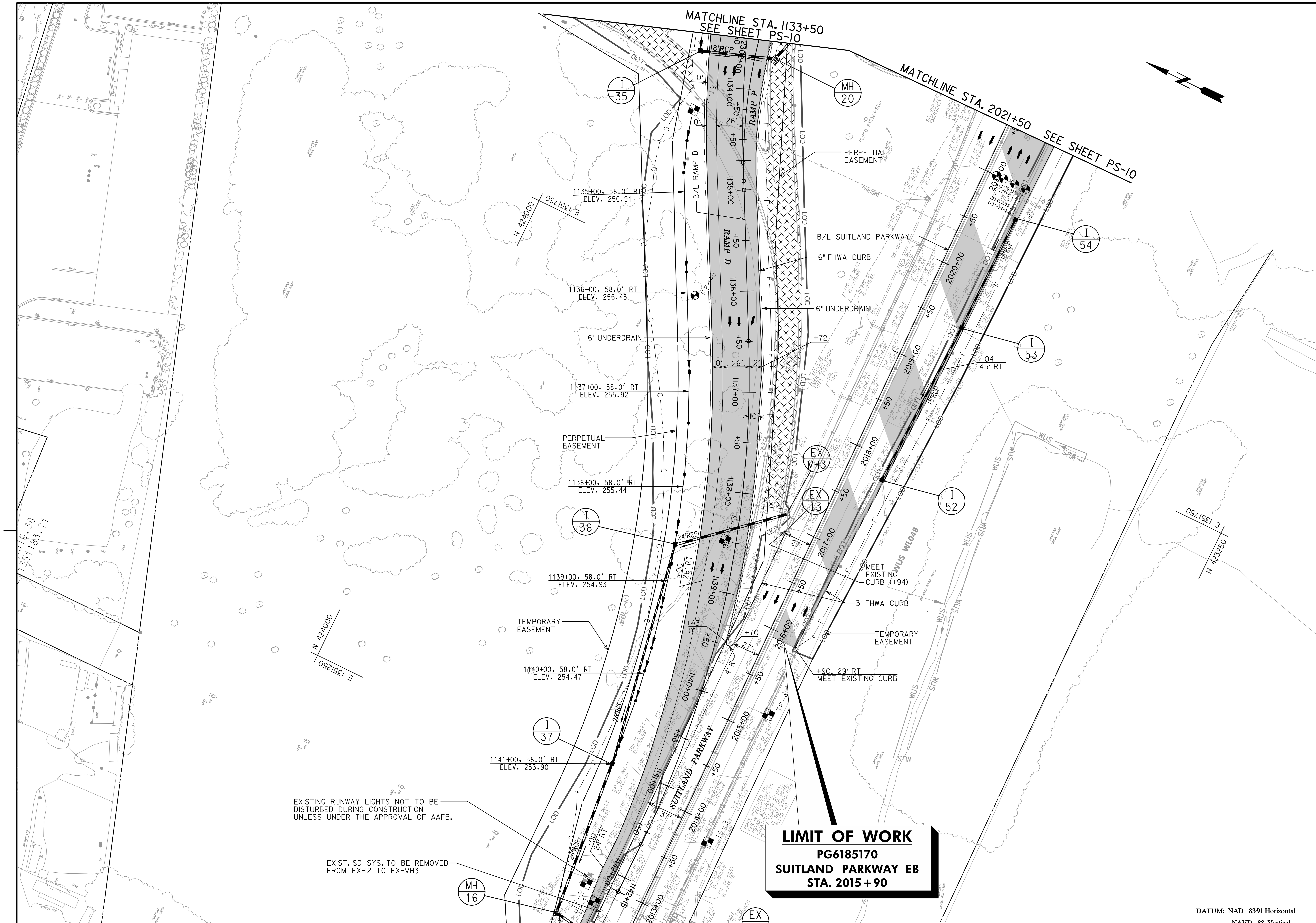
MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

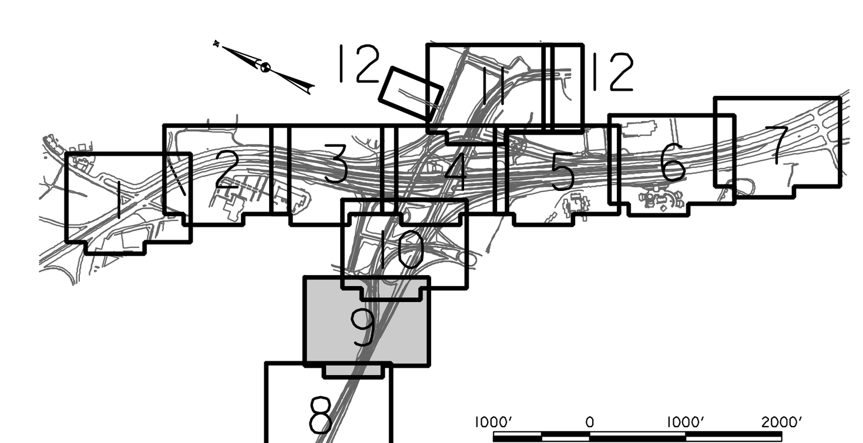
DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-08 SHEET NO. 35 OF 670



QUANTITY NOTES

TRAFFIC BARRIER (SEE DETAIL DE-07, DE-08)	
SUITLAND PARKWAY 2012+50 TO 2013+50, LT	100 LF
FHWA EASTERN FEDERAL LANDS CURB (SEE SHEET DE-3)	
3" CURB SUITLAND PARKWAY - STA. 2015+90 - 2021+50, RIGHT	550 LF
6" CURB RAMP D - STA. 1133+50 - 1139+43, LEFT	593 LF
3" CURB SUITLAND PARKWAY - STA. 2015+70 - 2016+94, LEFT	124 LF
3" CURB SUITLAND PARKWAY - STA. 2012+00 - 2013+17, LEFT	117 LF
PAVEMENT REMOVAL	
RAMP D, STA. 1133+50 - 1139+30 LT.	1050 CY
RAMP D, STA. 1133+50 - 1134+00 RT.	160 CY



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE IMPROVEMENTS

LEGEND

- FULL DEPTH PAVEMENT (SEE DETAIL DE-02)
- GRIND AND RESURFACE (SEE DETAIL DE-02)
- PAVEMENT REMOVAL

Scale: 1" = 50'-0" (IN FEET)

A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

R/W PLAT NUMBER

CROSS REFERENCE

ITEM	SHEET NOs.
TYPICAL SHEETS	5 - 11
SUPERELEVATION SHEETS	27
PIPE & DRAINAGE SCHEDULE	141 - 159
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ROADWAY PROFILE SHEETS	40 - 49
TRAFFIC CONTROL SHEETS	63 - 126
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SIGNING & MARKING PLANS	637 - 657
LANDSCAPE PLAN SHEETS	658 - 666
UTILITIES	N/A

REVISIONS

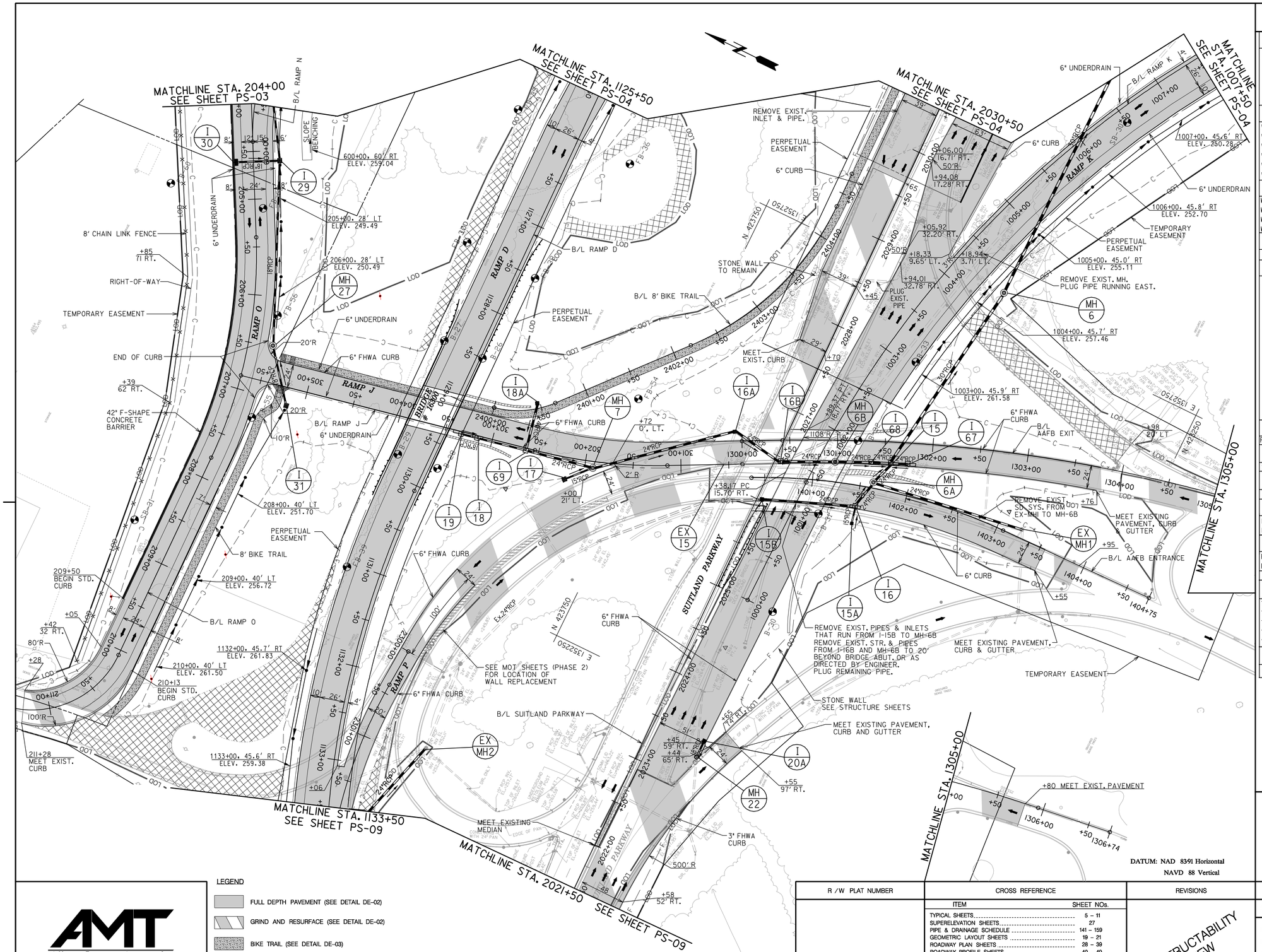
CONSTRUCTABILITY REVIEW

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY	KV	COUNTY	PRINCE GEORGES
DRAWN BY	KV	LOGMILE	08.430
CHECKED BY	KW	HORIZONTAL SCALE	AS SHOWN
F.A.P. NO.	SEE TITLE SHEET	VERTICAL SCALE	AS SHOWN

DRAWING NO. PS-09 SHEET NO. 36 OF 670



QUANTITY NOTES

TRAFFIC BARRIER END TREATMENT

TYPE B END TREATMENT (MD-605.02)	RAMP D - STA.1127+11.0 - 1127+48.5 (6.0' LT)	1 EA
TYPE B END TREATMENT (MD-605.02)	RAMP D - STA. 1128+04.5 - 1128+42.0 (38.0' RT)	1 EA
TYPE K END TREATMENT (MD-605.10)	RAMP D - STA. 1130+19.5 (6.0' LT)	1 EA
TYPE K END TREATMENT (MD-605.10)	RAMP D - STA. 1130+28.0 (38.0' RT)	1 EA
TYPE B END TREATMENT (MD-605.02)	S. PKWY - STA. 2025+00.0 - 2025+37.5 (11' RT)	1 EA
TYPE B END TREATMENT (MD-605.02)	S. PKWY - STA. 2025+62.5 - 2026+00.0 (2' RT)	1 EA

W BEAM TRAFFIC BARRIER (NORMAL POSTS)

W BEAM SINGLE FACE (MD-605.25)	RAMP D - STA. 1127+48.5 - 1128+47.5 (6.0' LT)	99 LF
W BEAM SINGLE FACE (MD-605.25)	RAMP D - STA. 1128+42.0 - 1128+56.0 (38.0' RT)	14 LF
W BEAM SINGLE FACE (MD-605.25)	RAMP D - STA. 1129+80.0 - 1130+19.5 (6.0' LT)	39 LF
W BEAM SINGLE FACE (MD-605.25)	RAMP D - STA. 1129+89.0 - 1130+28.0 (38.0' RT)	39 LF
W BEAM SINGLE FACE (MD-605.25)	S. PKWY - STA. 2025+37.5 - 2026+00.0 (11' RT)	62.5 LF
W BEAM SINGLE FACE (MD-605.25)	S. PKWY - STA. 2025+00.0 - 2025+62.5 (2' RT)	62.5 LF

TRAFFIC BARRIER END SECTION / ANCHORAGE

W BEAM ANCHORAGE TO V. FACE (MD-605.43)	RAMP D - STA. 1128+47.5 (6.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.43)	RAMP D - STA. 1128+56.0 (38.0' RT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.43)	RAMP D - STA. 1129+80.0 (6.0' LT)	1 EA
W BEAM ANCHORAGE TO V. FACE (MD-605.43)	RAMP D - STA. 1129+89.0 (38.0' RT)	1 EA

42" F-SHAPE CONCRETE BARRIER

STD. NO. MD. 648.54	RAMP O - STA. 204+00 - 209+50	550 LF

FHWA EASTERN FEDERAL LANDS CURB (SEE SHEET DE-3)

6" AAFB EXIT - STA. 1300+00 - 1303+76, 0' LT.	376 LF
6" AAFB EXIT - STA. 1301+15 - 1303+76, 24' RT.	261 LF
6" AAFB ENTRANCE - STA. 1401+15 - 1403+55, 0' LT.	240 LF
6" AAFB ENTRANCE - STA. 1400+36 - 1403+55, 24' RT.	319 LF
6" RAMP J - STA. 300+36 - 305+52, 24' RT.	520 LF
6" RAMP J - STA. 301+70 - 305+52, 0' LT.	460 LF
6" SUITLAND PARKWAY - STA. 2027+70, 28' LT. - 2030+50, 40' LT.	300 LF
6" SUITLAND PARKWAY - STA. 2022+10, 5' RT. - 2026+00, 14.5 RT.	350 LF
6" SUITLAND PARKWAY - STA. 2026+80, 16' RT. - 2030+50, 16' RT.	400 LF
6" RAMP P - STA. 1130+65, 74' LT. - 2301+37, 8' RT.	237 LF
6" RAMP P - STA. 1130+75, 97' LT. - 2301+78, 12' LT.	270 LF
3" CURB SUITLAND PKWY 2021+50, 52' RT. - 2023+55, 97' RT.	245' LF
6" CURB SUITLAND PKWY 2029+00, 72' RT. - 2030+50, 72' RT.	150' LF
6" CURB SUITLAND PKWY 2026+70, 0' RT. - 2030+50, 0' LT.	380' LF
6" CURB SUITLAND PKWY 2023+61, 75' RT. - 2026+15, 66' RT.	360' LF

CONCRETE CURB AND GUTTER (MD 620.02, TYPE A) 9" DEPTH

RAMP O-STA. 209+50 - 211+28, 20' RT.	178 LF	RAMP O-STA. 210+13 - 211+28, 20' LT.	115 LF

6' MONOLITHIC MEDIAN

STD. CONCRETE MEDIAN TYPE B (MD645.02)	SUITLAND PKWY-STA. 2022+00 - 2022+50	50 LF

DETECTABLE WARNING SURFACE (MD 655.40)

RAMP J 305+27, LT.	20 SF	RAMP J 305+27, RT.	20 SF

5" CONCRETE SIDEWALK

RAMP J - TRAIL RAMP (MD 655.11) - STA. 305+27, LT.	120 SF
RAMP J - TRAIL RAMP (MD 655.12) - STA. 305+27, RT.	120 SF

PAVEMENT REMOVAL

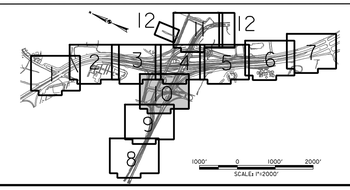
RAMP D, STA. 1125+50 - 1128+70 RT.	315 CY	RAMP D, STA. 1130+00 - 1133+50 RT.	1140 CY
RAMP D, STA. 1125+50 - 1126+90 LT.	308 CY	RAMP D, STA. 1132+30 - 1133+50 LT.	60 CY
AAFB EXIT RAMP, STA. 1302+25 - 1304+00 LT.		420 CY	

STONE GUARDWALL (SEE SHEETS DE-04, DE-05 & DE-06)

TYPE I GUARDWALL AAFB ENTRANCE RAMP 1401+36 - 1402+25	89 LF
TYPE I GUARDWALL AAFB EXIT RAMP 1301+37 - 1301+60	27 LF
TYPE I GUARDWALL RAMP J 302+69 - 303+39 RT.	70 LF
TYPE I GUARDWALL RAMP J 302+77 - 303+48 LT.	71 LF
TYPE II GUARDWALL AAFB ENTRANCE RAMP (SEE TP-08 FOR LIMITS)	260 LF

8' CHAIN LINK FENCE (MD 690.01)

RAMP O STA. 204+00 - 210+25 RT.	625 LF



LEGEND

- FULL DEPTH PAVEMENT (SEE DETAIL DE-02)
- GRIND AND RESURFACE (SEE DETAIL DE-02)
- BIKE TRAIL (SEE DETAIL DE-03)
- STONE GUARDWALL (SEE DETAIL DE-04)
- PAVEMENT REMOVAL

Scale: 1" = 50'-0"

50 25 0 50 (IN FEET)

A. Morton Thomas and Associates, Inc.
Consulting Engineers

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

R /W PLAT NUMBER

CROSS REFERENCE	
ITEM	SHEET NOs.
TYPICAL SHEETS	5 – 11
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LANDSCAPE PLAN SHEETS	658 – 666
UTILITIES	NA

REVISIONS
CONSTRUCTABILITY REVIEW

ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-10 SHEET NO. 37 OF 670

LIMIT OF WORK
PG6185170
SERVICE ROAD
STA. 926+90

LIMIT OF WORK
PG6185170
CITIZENS WAY
STA. 2048+61

LIMIT OF WORK
PG6185170
PRESIDENTIAL PARKWAY
STA. 1212+55

TO WASHINGTON DC

TO UPPER MARLBORO

PRESIDENTIAL PARKWAY

CITIZENS WAY

SERVICE ROAD

EXISTING ARMSTRONG LANE

WOODS PROPERTY DRIVEWAY

B/L PRESIDENTIAL PARKWAY

B/L CITIZENS WAY

B/L SERVICE ROAD

STANDARD TYPE A CURB

STANDARD TYPE A CURB AND GUTTER

6" UNDERDRAIN

8' BIKE TRAIL

RIGHT-OF-WAY

EXISTING RIGHT-OF-WAY

PERPETUAL EASEMENT

TEMPORARY EASEMENT

EXISTING SWM EASEMENT

MEET EXISTING SIDEWALK, PAVEMENT, CURB AND GUTTER

925+00, 26.0' LT ELEV. 205.67

925+00, 30.0' RT ELEV. 203.68

924+00, 26.2' LT ELEV. 208.37

923+00, 26.4' LT ELEV. 211.66

923+00, 30.0' RT ELEV. 209.68

922+00, 26.2' LT ELEV. 214.97

922+00, 30.0' RT ELEV. 212.99

921+00, 26.1' LT ELEV. 218.29

921+00, 30.0' RT ELEV. 216.29

920+00, 25.9' LT ELEV. 221.60

920+00, 30.0' RT ELEV. 219.60

919+00, 25.7' LT ELEV. 224.90

919+00, 30.0' RT ELEV. 222.90

918+02, 26.9' LT ELEV. 228.35

918+00, 30.0' RT ELEV. 226.46

SWM POND NO. 2 ACCESS ROAD SEE SHEET SWM POND DETAILS

SWM POND NO. 2
SEE SHEET SW-04 FOR DETAILS

SWM POND NO. 1
SEE SHEET SW-06 FOR DETAILS

EXIST SD SYS. TO BE REMOVED UP TO EXI-1A

REMOVE EXIST. 24" PIPE FROM EXI-1 TO POND OUTLET.

INTERSECTION DETAILS: SEE SHEETS DE-09 TO DE-12

STA. 2803+50 SEE SHEET PS-12

STA. 917+50 SEE SHEET PS-04

MATCHLINE STA. 2039+50 SEE SHEET PS-04

MATCHLINE STA. 1213+00 SEE SHEET PS-12

MATCHLINE SEE SHEET PS-05

N 424250 E 1354250

N 423250 E 1354750

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

LEGEND

- FULL DEPTH PAVEMENT (SEE DETAIL DE-02)
- BIKE TRAIL (SEE DETAIL DE-03)
- RIPRAP (SEE DETAIL PP-01)

Scale: 1" = 50'-0"

50 25 0 50
(IN FEET)

QUANTITY NOTES

TRAFFIC BARRIER END TREATMENT

TYPE B END TREATMENT (MD-605.02)	PRES. PKWY - STA. 1204+21 - 1204+58 (62.0' RT)	1 EA
TYPE K END SECTIONS (MD-605.10)	PRESIDENTIAL PKWY - STA. 1205+50 (42.0' LT)	1 EA
TYPE C END TREATMENT (MD-605.03)	CITIZENS WAY - STA. 2039+62 TO 2040+00	1 EA

W BEAM TRAFFIC BARRIER (NORMAL POSTS)

W BEAM SINGLE FACE (MD-605.25)	CITZ. TO PRES. - STA. 2039+50 - 1204+58 (VARIES)	952 LF
W BEAM SINGLE FACE (MD-605.25)	PRES. PKWY - STA. 1205+50 - 1207+27 (42.0' LT)	377 LF
W BEAM SINGLE FACE (MD-605.25)	CITIZENS WAY - STA. 2039+50 - 2039+60 (VARIES)	10 LF

CONCRETE CURB AND GUTTER (MD 620.02, TYPE A) 9" DEPTH

PRESIDENTIAL PARKWAY - STA. 1204+25, 51' RT. - 1212+55, 51' RT.	740 LF
PRESIDENTIAL PARKWAY - STA. 1230+87, 27' LT. - 1212+55, 27' LT.	868 LF
PRESIDENTIAL PARKWAY MEDIAN - STA. 1204+34 - 1208+56	844 LF
PRESIDENTIAL PARKWAY MEDIAN - STA. 1210+51 - 1212+55	408 LF
CITIZENS WAY MEDIAN - STA. 2039+50 - 2044+69	1038 LF
CITIZENS WAY - STA. 2039+50 - 2046+20, 78' RT.	670 LF
CITIZENS WAY - STA. 2039+50 - 2046+20, 36' LT.	670 LF

6' MONOLITHIC MEDIAN (MD 645.01)

CITIZENS WAY 2044+69 - 2046+40 TYPE A-1	171 LF

DETECTABLE WARNING SURFACE (MD655.40)

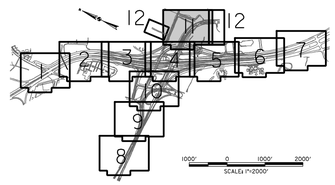
PRESIDENTIAL PKY, 1208+39 LT.	20SF
PRESIDENTIAL PKY, 1208+28 RT.	20SF
CITIZENS WAY, 2047+49 LT.	20SF
CITIZENS WAY, 2048+44 RT.	20SF

5" CONCRETE SIDEWALK

PRESIDENTIAL PKY - TRAIL RAMP - 1208+39 LT.	75SF
PRESIDENTIAL PKY - TRAIL RAMP - 1208+28 RT.	75SF
PRESIDENTIAL PKY - TRAIL RAMP - 1208+45 RT.	145SF
CITIZENS WAY - TRAIL RAMP - 2047+49 LT.	75SF
CITIZENS WAY - TRAIL RAMP - 2048+44 RT.	75SF

WICK DRAIN SCHEDULE

QUANTITY - STATION LIMITS	MAX. FILL HEIGHT	AVE. WICK BOT. ELEV.	ESTIMATED SETTLEMENT
11,080 SF - PRESIDENTIAL PKWY, STA. 1206+50 TO STA. 1207+25	-	-	-



A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE IMPROVEMENTS

R /W PLAT NUMBER

CROSS REFERENCE ITEM	SHEET NOs.
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UTILITIES	N/A

REVISIONS

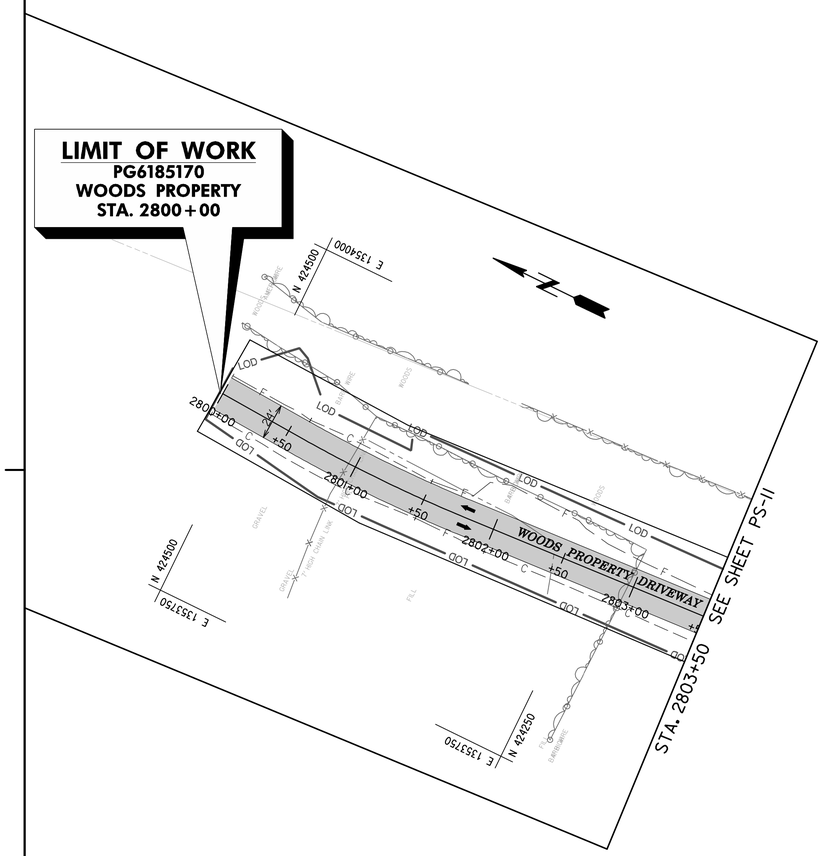
CONSTRUCTABILITY REVIEW

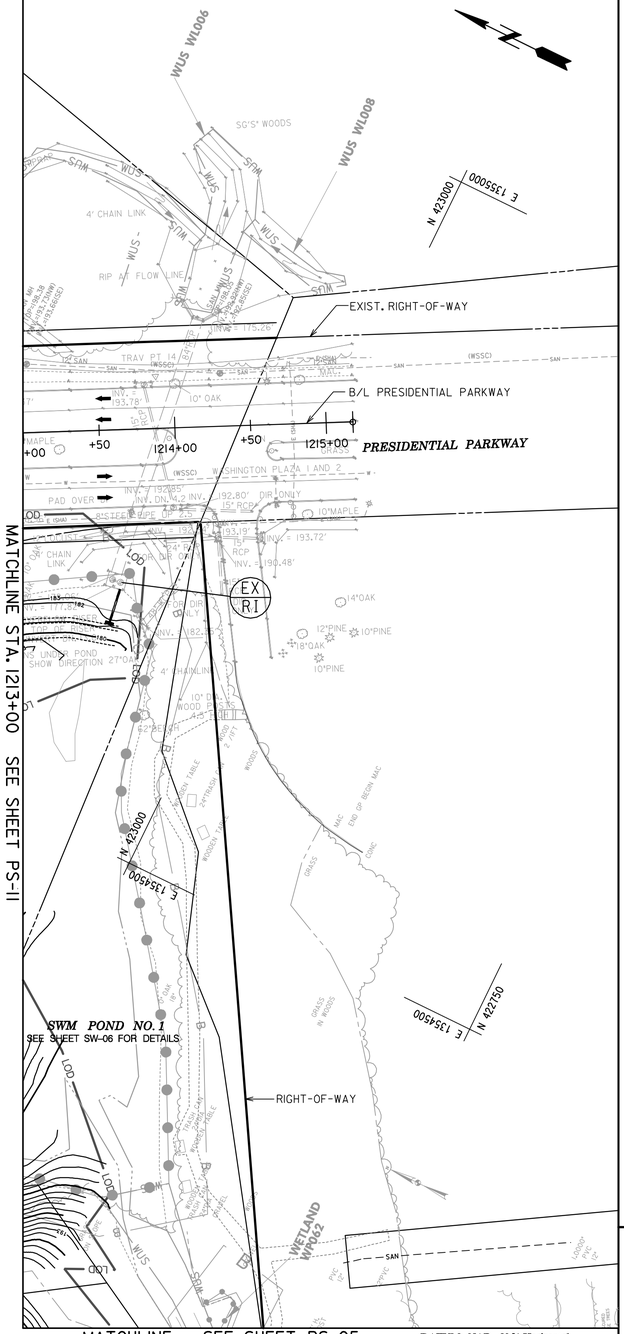
ROADWAY PLAN

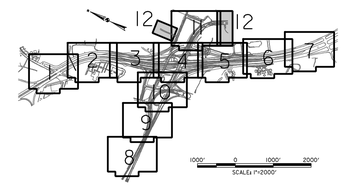
SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-11 SHEET NO. 38 OF 670







LEGEND

FULL DEPTH PAVEMENT (SEE DETAIL DE-02)

Scale: 1" = 50'-0"

50 25 0 50

(IN FEET)

DATUM: NAD 8391 Horizontal
NAVD 88 Vertical

A. MORTON THOMAS AND ASSOCIATES, INC.
CONSULTING ENGINEERS

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
HIGHWAY DESIGN DIVISION

MD 4 AT SUITLAND PARKWAY INTERCHANGE
IMPROVEMENTS

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ROADWAY PLAN

SCALE AS SHOWN DATE JULY 2010 CONTRACT NO. PG6185170

DESIGNED BY KV COUNTY PRINCE GEORGES
DRAWN BY KV LOGMILE 08.430
CHECKED BY KW HORIZONTAL SCALE AS SHOWN
F.A.P. NO. SEE TITLE SHEET VERTICAL SCALE AS SHOWN

DRAWING NO. PS-12 SHEET NO. 39 OF 670

MEMORANDUM

TO: Mr. Joseph Kresslein, Assistant Division Chief
Environmental Planning Division
Office of Planning & Preliminary Engineering

ATTN: Ms. Alexis Morris

FROM: Morteza Tadayon, Division Chief
Data Services Engineering Division
Office of Planning & Preliminary Engineering

DATE: May 21, 2013

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:

MD 4 at Suitland Parkway	**2011**	**2020**	**No Build 2030**	**Build 2030**
Average Daily Traffic (ADT):	60,500	72,475	84,450	97,300
Design Hour Volume (DHV):	7%	7%	7%	7%
Directional Distribution of DHV:	66%	66%	66%	66%
Percent Trucks – ADT:	8%	8%	8%	8%
Percent Trucks – DHV:	8%	8%	8%	8%

Suitland Parkway–West of MD 4	**2011**	**2020**	**No Build 2030**	**Build 2030**
Average Daily Traffic (ADT):	32,000	38,690	45,375	52,250
Design Hour Volume (DHV):	8%	8%	8%	8%
Directional Distribution of DHV:	74%	74%	74%	74%
Percent Trucks – ADT:	1%	1%	1%	1%
Percent Trucks – DHV:	1%	1%	1%	1%

MD 4 LOS C Volumes/Operating Speeds:

- **No-Build**
  - 2-lane Arterial (one-way) = 2,735 vph / 60 mph
  - 3-lane Arterial (one-way) = 4,102 vph / 60 mph
- **Build**
  - 2-lane Freeway (one-way) = 2,944 vph / 64 mph
  - 3-lane Freeway (one-way) = 4,417 vph / 64 mph

MD 4 LOS D Volumes/Operating Speeds:

- **No-Build**
  - 2-lane Arterial (one-way) = 3,511 vph / 57 mph
  - 3-lane Arterial (one-way) = 5,267 vph / 57 mph
- **Build**
  - 2-lane Freeway (one-way) = 3,643 vph / 59 mph
  - 3-lane Freeway (one-way) = 5,465 vph / 59 mph

Note: vph (vehicle per hour)
mph (miles per hour)

ADT and Design Hour Breakdown of Trucks:

Average Daily Traffic	Light	Medium	Heavy	Total
Gasoline powered	0.703	1.944	0.135	2.782%
Diesel powered	0.703	1.944	2.571	5.218%
Total	1.406	3.888	2.706	8.000%

Design Hour	Light	Medium	Heavy	Total
Gasoline powered	0.631	2.109	0.126	2.866%
Diesel powered	0.631	2.109	2.394	5.134%
Total	1.262	4.218	2.520	8.000%

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

If you have any questions, please contact me at 410-545-5644 or Lisa Shemer, Assistant Division Chief for the Travel Forecasting and Analysis Division at 410-545-5640.

By: _____

Robert Piazza
Travel Forecasting Analysis
Data Services Engineering Division

Attachments

cc: Mr. Vaughn Lewis
Ms. Heather Lowe
Mr. Robert Piazza
Mr. John Zanetti

Diurnal Curve

Location: MD 4 – South of I-95

Beginning Hours	Percentage of ADT
AM	
12:00	0.95
1:00	0.52
2:00	0.45
3:00	0.64
4:00	1.29
5:00	4.02
6:00	6.12
7:00	7.12
8:00	6.55
9:00	5.08
10:00	4.88
11.00	5.20
PM	
12:00	5.13
1:00	5.32
2:00	5.73
3:00	6.40
4:00	6.83
5:00	6.04
6:00	5.38
7:00	4.71
8:00	4.09
9:00	3.61
10:00	2.31
11:00	1.63
Total 24 Hours	**100.00 Percent**

Shawn Burnett

From: Christina Brandt [CBrandt@sha.state.md.us]
Sent: Thursday, November 14, 2013 11:16 AM
To: Shawn Burnett; Nicole M. Hebert
Subject: FW: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

---

From: Jeanette.Mar@dot.gov [mailto:Jeanette.Mar@dot.gov]
Sent: Thursday, November 14, 2013 11:15 AM
To: Christina Brandt
Subject: RE: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

Hi Chrissy:

I concur that the MD 4 at Suitland Parkway project meets the requirements of the CAA and 40 CFR 93 and does not need an additional quantitative hot-spot analysis.

I have two minor editorial comments on page 6, please change "Table 1" to Table 2 and "Table 2" to Table 3. These tables were incorrectly referenced in the text.

Thanks!

Jeanette

Jeanette Mar
Environmental Program Manager
FHWA - DelMar Division
10 South Howard Street, Suite 2450
Baltimore, MD 21201
phone (410) 779-7152
fax (410) 962-4054

From: Christina Brandt [mailto:CBrandt@sha.state.md.us]
Sent: Wednesday, October 30, 2013 10:29 AM
To: 'bhug@mde.state.md.us'; Mar, Jeanette (FHWA); 'McCurdy.Alaina@epa.gov'; 'Rudnick.Barbara@epamail.epa.gov'; 'Becoat, gregory'; 'Khadr, Asrah'; 'molly.berger@maryland.gov'; 'jrohlfs@mwcog.org'
Cc: 'Shawn Burnett'; 'Nicole M. Hebert'
Subject: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

Good Morning,

Attached is the PM2.5 Conformity Determination for the MD 4 Suitland Parkway project located in Prince George's County, Maryland.

SHA is requesting concurrence that this project meets the requirements of the Clean Air Act and 40 CFR 93 without an additional quantitative hot-spot analysis.

The project is included in the FY 2013-2018 TIP as Project ID 3547.

Please review and provide concurrence/comments prior to November 13, 2013.

Thank you,

Chrissy

Christina Brandt

Environmental Manager

OPPE-Environmental Planning Division

MD State Highway Administration

707 North Calvert Street, Mail Stop C-301

Baltimore, MD 21202

Phone: 410-545-2874

E-mail: cbrandt@sha.state.md.us

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Maryland now features 511 traveler information!
Call 511 or visit: www.md511.org

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Shawn Burnett

From: Christina Brandt [CBrandt@sha.state.md.us]
Sent: Wednesday, November 27, 2013 10:42 AM
To: Shawn Burnett; Nicole M. Hebert
Subject: FW: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

---

From: Joan Rohlfs [mailto:jrohlfs@mwcog.org]
Sent: Wednesday, November 27, 2013 10:40 AM
To: Christina Brandt
Subject: RE: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

No, the project meets Clean Air Act requirements as it was included in the 2013 conformity analysis for the FY2013-FY2018 TIP.

Joan Rohlfs
Environmental Resources Program Director
Metropolitan Washington Council of Governments
777 North Capitol St., NE
Washington, D.C. 20002-4239
Tel: 202-962-3358
Fax: 202-962-3203

From: Christina Brandt [mailto:CBrandt@sha.state.md.us]
Sent: Wednesday, November 27, 2013 9:57 AM
To: 'molly.berger@maryland.gov'; Joan Rohlfs
Subject: FW: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

Good Morning,

I am following up to see if you have any comments on the attached report.

Thank You!

Chrissy

From: Christina Brandt
Sent: Wednesday, October 30, 2013 10:29 AM
To: 'bhug@mde.state.md.us'; 'jeanette.mar@dot.gov'; 'McCurdy.Alaina@epa.gov'; 'Rudnick.Barbara@epamail.epa.gov'; 'Becoat, gregory'; 'Khadr, Asrah'; 'molly.berger@maryland.gov'; 'jrohlfs@mwcog.org'
Cc: 'Shawn Burnett'; 'Nicole M. Hebert'
Subject: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

Good Morning,

Attached is the PM2.5 Conformity Determination for the MD 4 Suitland Parkway project located in Prince George's County, Maryland.

SHA is requesting concurrence that this project meets the requirements of the Clean Air Act and 40 CFR 93

without an additional quantitative hot-spot analysis.

The project is included in the FY 2013-2018 TIP as Project ID 3547.

Please review and provide concurrence/comments prior to November 13, 2013.

Thank you,

Chrissy

Christina Brandt

Environmental Manager

OPPE-Environmental Planning Division

MD State Highway Administration

707 North Calvert Street, Mail Stop C-301

Baltimore, MD 21202

Phone: 410-545-2874

E-mail: cbrandt@sha.state.md.us

Maryland now features 511 traveler information!
Call 511 or visit: www.md511.org

Shawn Burnett

From: Christina Brandt [CBrandt@sha.state.md.us]
Sent: Thursday, November 14, 2013 8:11 AM
To: Shawn Burnett; Nicole M. Hebert
Subject: FW: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

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From: Khadr, Asrah [mailto:Khadr.Asrah@epa.gov]
Sent: Wednesday, November 13, 2013 3:22 PM
To: Christina Brandt
Cc: McCurdy, Alaina; Rudnick, Barbara; Becoat, gregory
Subject: RE: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

EPA concurs with SHA's recommendation that this project does not require a quantitative hot-spot analysis.

Asrah Khadr, Environmental Engineer, EIT
U.S. Environmental Protection Agency, Region III
Air Protection Division
Office of Air Program Planning
1650 Arch Street
Philadelphia, PA 19103
Phone: 215-814-2071

From: Christina Brandt [mailto:CBrandt@sha.state.md.us]
Sent: Wednesday, October 30, 2013 10:29 AM
To: 'bhug@mde.state.md.us'; 'jeanette.mar@dot.gov'; McCurdy, Alaina; Rudnick, Barbara; Becoat, gregory; Khadr, Asrah; 'molly.berger@maryland.gov'; 'jrohlfs@mwcog.org'
Cc: 'Shawn Burnett'; 'Nicole M. Hebert'
Subject: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

Good Morning,

Attached is the PM2.5 Conformity Determination for the MD 4 Suitland Parkway project located in Prince George's County, Maryland.

SHA is requesting concurrence that this project meets the requirements of the Clean Air Act and 40 CFR 93 without an additional quantitative hot-spot analysis.

The project is included in the FY 2013-2018 TIP as Project ID 3547.

Please review and provide concurrence/comments prior to November 13, 2013.

Thank you,

Chrissy

Christina Brandt

Environmental Manager

OPPE-Environmental Planning Division

Shawn Burnett

Subject: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

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From: Molly Berger -MDE- [mailto:molly.berger@maryland.gov]
Sent: Tuesday, December 03, 2013 11:32 AM
To: Christina Brandt
Cc: Brian Hug -MDE-
Subject: Re: FW: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

Chrissy,

MDE is fine with the MD 4 at Suitland Parkway Air Quality Analysis.

Thanks,

Molly

On Wed, Nov 27, 2013 at 9:57 AM, Christina Brandt <CBrandt@sha.state.md.us> wrote:
Good Morning,
I am following up to see if you have any comments on the attached report.
Thank You!
Chrissy

From: Christina Brandt
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To: 'bhug@mde.state.md.us'; 'jeanette.mar@dot.gov'; 'McCurdy.Alaina@epa.gov'; 'Rudnick.Barbara@epamail.epa.gov'; 'Becoat, gregory'; 'Khadr, Asrah'; 'molly.berger@maryland.gov'; 'jrohlfs@mwcog.org'
Cc: 'Shawn Burnett'; 'Nicole M. Hebert'
Subject: MD 4 at Suitland Parkway - Air Quality Interagency Consultation

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Please review and provide concurrence/comments prior to November 13, 2013.

Thank you,

Chrissy

Christina Brandt
Environmental Manager
OPPE-Environmental Planning Division
MD State Highway Administration
707 North Calvert Street, Mail Stop C-301