
June 27, 2024

Ms. Angie Rodgers
Deputy Chief Administrative Officer for Economic Development
Office of the County Executive
Curry Administration Building
1301 McCormick Drive
Largo MD 20774

Dear Ms. Rodgers:

Thank you for Prince George's County's feedback on the State Highway Administration's (SHA) I-95/I-495 at Medical Center Drive Interchange preferred alternative. After reviewing your feedback and understanding the County's needs, in a spirit of collaboration, SHA is recommending how best to advance this project.

The County proposed two options to alter alternative 3 modified (the diverging diamond interchange (DDI) concept developed through the planning process). We understand these alterations are to advance an interchange design that provides enhanced multimodal connectivity while balancing needs established as conditions for future development in the Largo area. Option 1 would modify the DDI to include a shared-use path on the inside of each structure. Option 2 would reallocate a portion of the northern bridge's typical section to provide a wider, 16-foot shared-use path, narrowing driving lanes accordingly.

The SHA design team completed a preliminary evaluation of the County's options to determine feasibility and consider impacts to the project's schedule, anticipated construction cost, utilities, and environmental features. Incorporating Option 1 into SHA's current design would result in substantial construction cost increases and schedule delays. Additionally, Option 1 has greater impact to forests, wetlands, and streams in the interchange's southeast quadrant and would impact the Washington Suburban Sanitary Commission's existing valve facilities in the southwest quadrant due to the need to shift ramp 7. Incorporating Option 2 would result in a construction cost increase (estimated under \$5 million), and delays of approximately 4 months. While Option 2 would increase impacts to forests, specimen trees, and streams compared to SHA's current design, these would be less than those created by Option 1. Narrowing vehicular lanes across the bridge is feasible, though the exact width may be subject to modification to ensure the safe operation of heavy vehicles and transit services. With appropriate modifications, it would be feasible to include a shared-use path of approximately 15½ to 16 feet wide.

Ms. Angie Rodgers
Page Two

Based on cost, schedule, and resource impacts, SHA will alter the design of alternative 3 modified to incorporate the County's requested Option 2, though with minor modifications to ultimate lane and path width, as discussed above. The SHA's next steps will focus primarily on receiving NEPA approval from the Federal Highway Administration (FHWA), based on alternative 3 modified with Option 2. These will include refining alternative 3 modified to provide a new limit of disturbance based on revised impacts; updating traffic models to determine the effect of the revised shared-use path on traffic operations; providing a preferred alternative/conceptual mitigation (PA/CM) update to FHWA and SHA's Interagency Review Meeting, which includes the county's transportation and planning departments. If the agencies' prior concurrence or comments remain applicable and valid, SHA will distribute a revised PA/CM reflecting Option 2. If not, SHA would request new or amended concurrence/question forms.

Thank you again for Prince George's County's feedback. I know our team looks forward to continuing to work with you and your colleagues to realize the county's transportation priorities. If you have any questions or concerns, please contact Eric Marabello, P.E., SHA Office of Highway Development (OHD) Director, at 410-545-8770 or emarabello@mdot.maryland.gov. Mr. Marabello will be happy to assist you.

Sincerely,



William Pines, P.E.
Administrator

cc: Mr. Matt Baker, Deputy Chief Engineer for Planning, Engineer, and Real Estate, SHA
Mr. Erv Beckert, Chief of Highway & Bridge Design Division – Prince George's County
Department of Public Works and Transportation (DPWT)
Mr. Dereck Berlage, Deputy Director – Maryland National Capital Park and Planning
Commission (MNCPPC) Prince George's Planning Department
Mr. Jim Chandler, Assistant Deputy Chief Administrator Officer
Jeff Davis, P.E., AICP, Deputy Director, Office of Highway Development (OHD), SHA
Mr. John Erzen, Deputy Chief of Staff to Angela Alsobrooks
Mr. Anthony Foster, Special Assistant to Deputy Chief Administrative Officer Floyd
Holt
Ms. Crystal Hancock, Planner Coordinator - MNCPPC Prince George's Planning
Department
Mr. Floyd Holt, Deputy Chief Administrator Officer
Ms. Lakisha Hull, Director – MNCPPC Prince George's Planning Department
Ms. Tara Jackson, Chief Administrative Officer
Michael D. Johnson, P.E., Director – Prince George's County DPWT

Ms. Angie Rodgers
Page Three

Eric Marabello, P.E., Director, OHD, SHA
Ms. Kate Mazzara, Associate Director – Prince George’s County DPWT
Ms. Oluseyi Olugbenle, Deputy Director – Prince George’s County DPWT
Sutapa Samanta, P.E., Chief Engineer, SHA
Ms. Katina Shoulars, Chief of Countywide Planning Division - MNCPPC Prince
George’s Planning Department
Mr. Victor Weissberg, Special Assistant to the Director – Prince George’s County DPWT
Chair Jolene Ivey – Prince George’s County Councilmember
Vice-Chair Sydney J. Harrison – Prince George’s County Councilmember
Wala Blegay, Esq. – Prince George’s County (District 5) Councilmember