



I-95/I-495 from US 1 to MD 295 Greenbelt Metro Interchange Project



PROJECT NEWSLETTER • FALL 2015

PROJECT DESIGN MOVES FORWARD; PUBLIC MEETING SCHEDULED

The Maryland Department of Transportation's State Highway Administration (SHA) is moving forward with the design of the Greenbelt Metro Interchange Project along I-95/I-495 (Capital Beltway) from US 1 to MD 295 (Baltimore/Washington Parkway) in Prince George's County. This 3.2-mile-long project will facilitate the planned Transit-Oriented Development at the Greenbelt Metro Station and the potential relocation of the FBI headquarters to the Greenbelt Metro Station area.

For additional information, you are invited to attend a public meeting on Wednesday, December 9, 2015, at Eleanor Roosevelt High School, from 7:00 P.M. to 9:00 P.M. The project team will display the current project design and will be available to answer your project-related questions. **There will be no formal presentation.** You may arrive at any time during meeting hours and walk through the display area at your own pace. (See back of newsletter for meeting details.)

PROJECT OVERVIEW AND PURPOSE

The Greenbelt Metro Station, which is owned and operated by the Washington Metropolitan Area Transit Authority (WMATA), is connected to the Capital Beltway with a partial interchange that provides access from the inner loop only and returns vehicles to the outer loop only. WMATA's Joint Development Program proposes Transit-Oriented Development (TOD) at the Greenbelt Metro Station. (TOD is a mixed-use residential and commercial area designed to maximize access to public transport and encourage transit ridership.) In addition, the U.S. General Services Administration (GSA) has shortlisted the Greenbelt Metro Station as one of three potential sites for the new FBI headquarters complex that would house approximately 11,000 employees. Those proposed developments would increase traffic volume at the Greenbelt Metro Station.

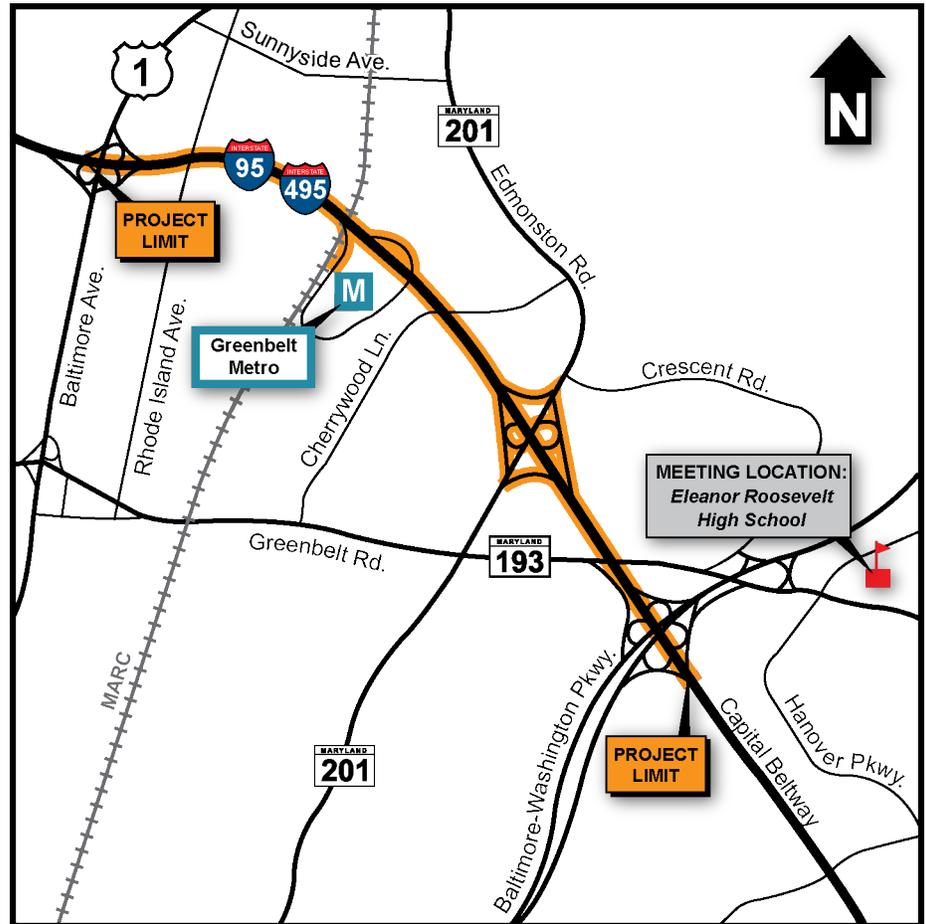
The full scope of the project proposes to reconstruct the partial interchange between I-95/I-495 and the Greenbelt Metro Station as a full interchange and add auxiliary lanes along I-95/I-495 between US 1 and the Baltimore/Washington Parkway to reduce congestion. The scope also includes the reconstruction of the I-95/I-495 inner and outer loop bridges over Rhode Island Avenue and the inner loop bridge over MD 193.

SHA is investigating the possibility of breaking the project into phases. The first phase would involve the reconstruction of the interchange and auxiliary lanes from the Greenbelt Metro Station to MD 201. The second phase would focus on the auxiliary lanes from US 1 to the Greenbelt Metro Station and would include the reconstruction of the inner and outer loop bridges over Rhode Island Avenue. The final phase would focus on the auxiliary lanes from MD 201 to the Baltimore/Washington Parkway and the inner loop bridge over MD 193.

PROJECT SCHEDULE

SHA expects to deliver the project in phases. The first phase would involve the reconstruction of the interchange and auxiliary lanes from the Greenbelt Metro Station to MD 201. The Phase 1 schedule includes:

- Complete 70 Percent Design January 2016
- Complete 100 Percent Design October 2016
- Begin Construction. May 2017



PROJECT BACKGROUND

During the Project Planning process that began in July 2000, SHA evaluated eight alternatives for the Greenbelt Metro Interchange Project. An Alternatives Public Workshop followed in June 2002 to familiarize the public with the project and present those alternatives. Three alternatives, including the No-Build Alternative, were carried forward for detailed study and presented at the Location/Design Public Hearing in January 2004. Following the public hearing, SHA chose Alternative 3 as the Selected Alternative. Alternative 3 provided a full interchange at the Greenbelt Metro Station, with a directional ramp from the outer loop to the station and a slip ramp from the station to the inner loop. The auxiliary lanes for the new ramps were extended to the MD 201 Interchange. The Federal Highway Administration granted Location Approval in March 2005. In July 2014, GSA announced that the Greenbelt Metro Station was one of three sites shortlisted for the new FBI headquarters complex. SHA completed Preliminary Investigation plans (30 percent Design) in December 2014 and funded the project for Construction in July 2015

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WHEN:	WHERE:
<p>Wednesday, December 9, 2015 7:00 PM to 9:00 PM <i>There will be no formal presentation</i></p>	<p>Eleanor Roosevelt High School (Cafeteria) 7601 Hanover Parkway Greenbelt, MD 20770</p>
<p>*SNOW DATE: December 15, 2015 *Meeting will be held on snow date if county public schools are closed or if the county's snow emergency plan is in effect.</p>	

FOR MORE INFORMATION

For additional information about the project, please visit SHA's website at www.roads.maryland.gov and click on **Projects, SHA Projects Page**, select **Prince George's County, I-95/I-495 Capital Beltway – Baltimore Washington Parkway to US 1 Interchange**, or use the QR Code.

You may also contact:

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PROJECT BACKGROUND

The Maryland Relay Service can assist teletype users at 7-1-1. Persons requiring assistance to participate (interpreter for hearing/speech difficulties or assistance with the English language) should contact John Webster by December 2, 2015.

Attend the Public Meeting!

SHA appreciates the patience and cooperation of the community and apologizes for any inconvenience. SHA reminds motorists to "Think Orange" when driving through work zones by staying alert and slowing down. Always buckle up, and please drive safely.

Larry Hogan, Governor | Boyd K. Rutherford, Lt. Governor | Pete K. Rahn, Secretary | Gregory C. Johnson, P.E., Administrator

