



FORESTVILLE  
TNI AREA

# PEDESTRIAN ACCESSIBILITY STUDY

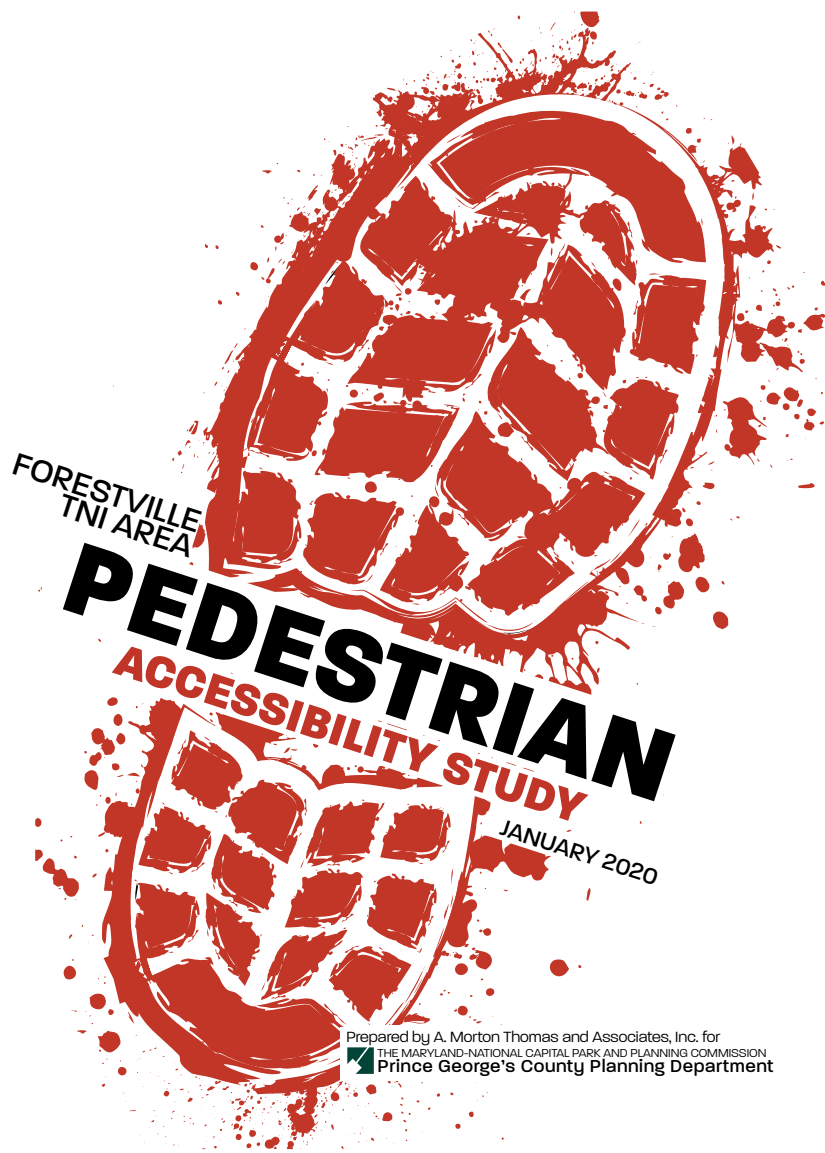
JANUARY 2020

Prepared by A. Morton Thomas and Associates, Inc. for  
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Prince George's County Planning Department

# Abstract

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<b>Author</b>	A. Morton Thomas and Associates, Inc. for The Maryland-National Capital Park and Planning Commission
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The Forestville TNI Area Pedestrian Accessibility Study report provides an assessment of the pedestrian infrastructure within the Forestville TNI area and expands on the pedestrian improvement recommendations of the 2010 *Approved Subregion 4 Master Plan and Sectional Map Amendment*. The report reflects a collaborative effort between community stakeholders' input and governmental entities that focuses on the implementation of policies and recommendations to improve pedestrian mobility/connectivity and safety throughout the study area.



January 2020

Prepared by A. Morton Thomas and Associates, Inc.

**The Maryland-National Capital Park and Planning Commission**  
Prince George's County Planning Department  
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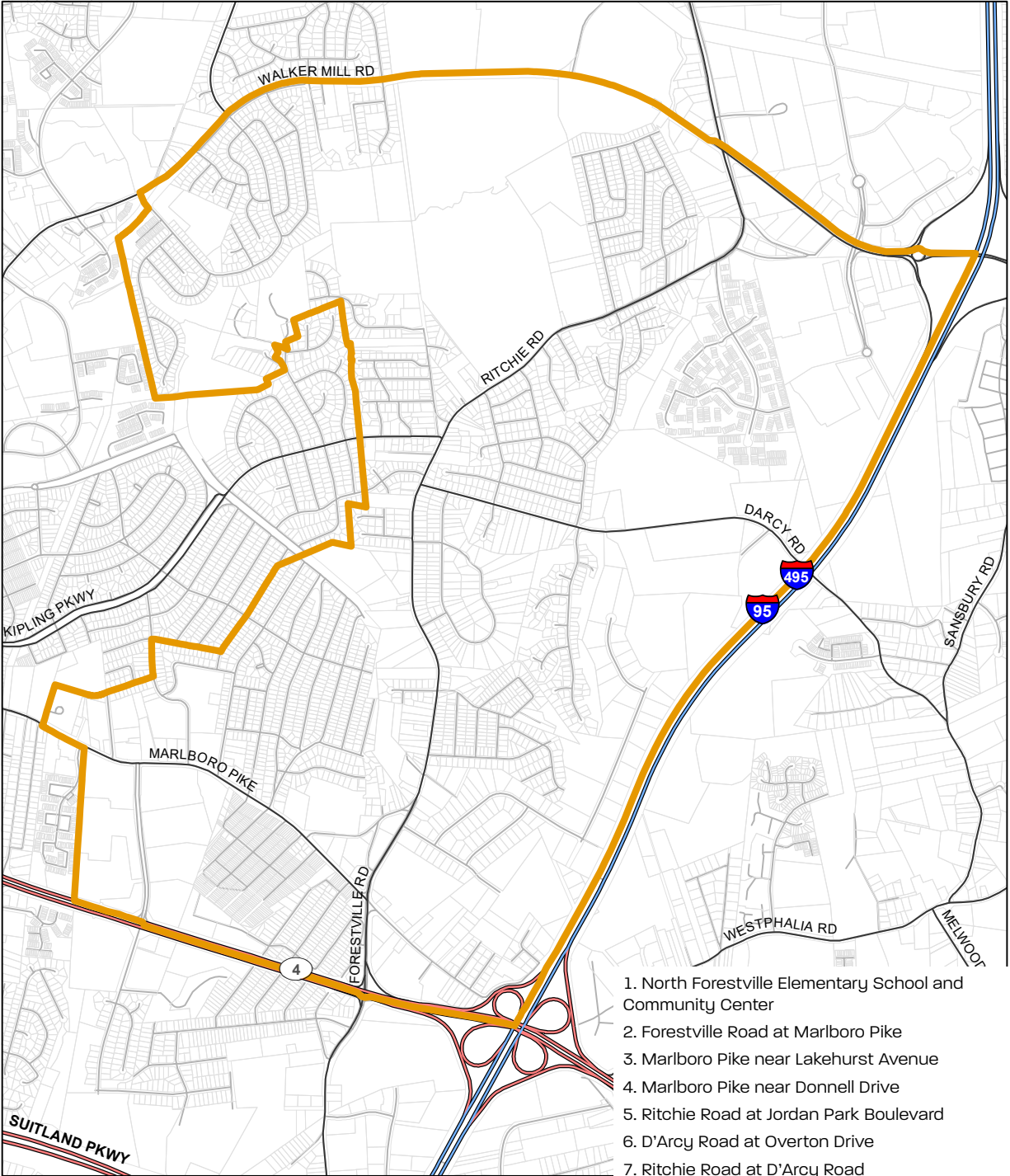
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**Forestville TNI**  
 Prince George's County, Maryland

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Map 1. Site Locations



# Executive Summary

A. Morton Thomas and Associates, Inc. (AMT) provided traffic engineering services to undertake the assessment of the pedestrian infrastructure within the Forestville Transforming Neighborhoods Initiative (TNI) area in order to improve pedestrian mobility and safety at key locations. The Forestville TNI is within the boundary of the 2010 Approved Subregion 4 Master Plan and Sectional Map Amendment. The master plan specifically identifies incomplete sidewalk networks, lack of pedestrian crosswalks at key intersections, lack of pedestrian access to parks and safe routes to schools as detrimental to safe pedestrian mobility. This report focuses on the implementation of complete street policies and recommendations to improve pedestrian mobility/connectivity and safety. These include the need to retrofit sidewalk construction along roads to metro stations, park schools and activity centers.

AMT investigated various locations within the TNI area as identified by M-NCPPC staff and the community. This evaluation was made through various methods including site visits, field surveys and interactions with the community and stakeholder

groups. Additional community meetings were held throughout the process to gather information and feedback. M-NCPPC staff and AMT held a community meeting in October 2018 and another in June 2019, where feedback of additional locations was obtained and these were incorporated in the report.

AMT also had additional stakeholder meetings with DPW&T and MDOT SHA D-3 in December 2018 and May 2019 to gather their feedback and input on the study locations as well as potential design recommendations. Twelve study locations were identified in the Forestville TNI area. The study locations are shown in Figure 1. Recommendations for improving safety included crosswalk restriping, installing pedestrian crossing signals and providing additional intersection lighting, near crosswalks where existing utility poles are available.

Rights-of-way, utility relocations, stormwater management, existing curb and gutter and other geometric constraints will need to be considered when preparing construction documents and constructing improvements.



# Existing Conditions Analysis

# Crash History

The Fatal Collision Report, provided by M-NCPPC, detailed pedestrian fatalities during a five-year period (2013-2017) in the Forestville TNI area. The information helped determine if the locations were safe for pedestrian activity. Table 1 shows there were three fatal pedestrian collisions in the TNI area over the past five years.

**Table 1.** Fatal Pedestrian Collisions in Past Five Years

DATE	TIME	LOCATION	DISTRICT	AGE OF VICTIM
11/26/13	0615	Pennsylvania Avenue and Forestville Road	3	52
01/18/14	2038	Pennsylvania Avenue and Donnell Drive	3	24
07/04/14	2111	Pennsylvania Avenue and Forestville Road	4	60

SOURCE: COLLISION ANALYSIS RECONSTRUCTION UNIT

# Road Safety Audit

AMT conducted a road safety audit of the major roads including Marlboro Pike, Ritchie Road, D'Arcy Road, Asheville Road and Walker Mill Road. The 12 study locations have missing sidewalks or sidewalks in poor condition, sidewalk connectivity issues from bus stops to neighborhoods, poor crosswalks, and poor signage.

# North Forestville Elementary School and Community Center



**Figure 1.** Conditions at North Forestville Elementary School and Community Center

Ritchie Road is a two-lane, two-way undivided county road with a posted speed limit of 35 mph within the school zone at North Forestville Elementary School and Community Center (3735 and 2311 Ritchie Road in Forestville), shown in Figure 1.

The driveway from Ritchie Road to the school parking lot is approximately 500 feet. There are no sidewalks on either side of the driveway to the school, shown in Photo 1. School children walk along the side of the driveway, which is also used by vehicles and school buses. This is detrimental to pedestrian safety.

The northbound and southbound bus stops on Ritchie Road are just north of its intersection with the driveway. These bus stops lack pedestrian connectivity to the school and community center, which is detrimental to pedestrian safety.

There are no sidewalks on the southbound side of Ritchie Road connected to the bus stop, shown in Photo 2. Although there is a crosswalk across Ritchie Road at the south leg of the intersection, there is no crosswalk across the driveway.

There also are no sidewalks connecting the bus stop on the northbound side of Ritchie Road, shown in Photo 3, to the crosswalk south of the intersection.



Eastbound school driveway facing Ritchie Road



Ritchie Road at school driveway southbound bus stop



Ritchie Road at school driveway northbound bus stop

SOURCE: PGATLAS

PHOTOS BY AMT ENGINEERING, INC.

# Forestville Road At Marlboro Pike

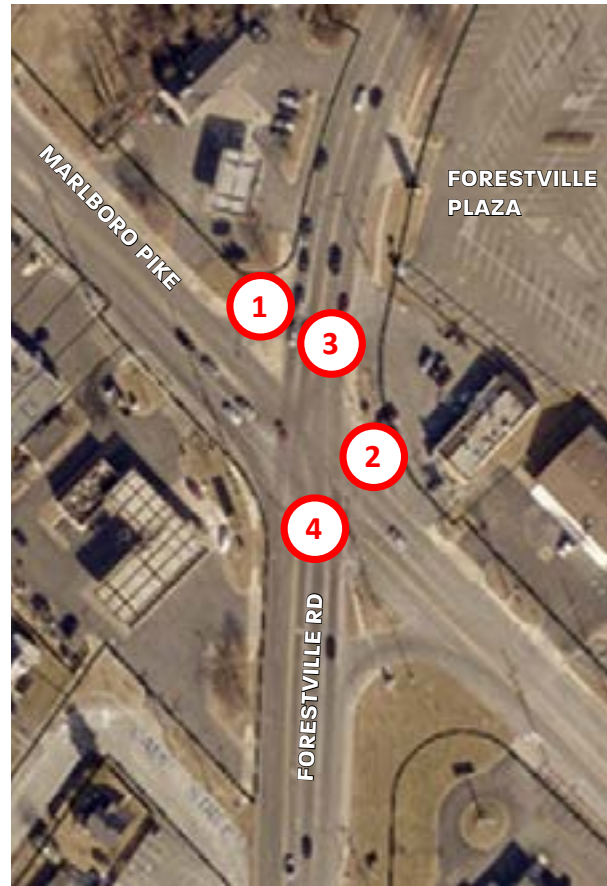
The intersection of Forestville Road and Marlboro Pike, as shown in Figure 2, is in the southeast section of the TNI region. Forestville Road, a north-south county road, is a five-lane road south of the intersection and a four-lane road north of the intersection. Marlboro Pike, an east-west county road, is a five-lane road at the intersection. There are right-turn channelized lanes on the northwest and southeast quadrants of the intersection.

There is heavy vehicle and pedestrian traffic at this intersection. The crosswalks are faded and barely visible, which can reduce drivers' reaction time when pedestrians use the crosswalks. Most of the ADA-compliant ramps are in poor condition and some of the sidewalks need repair. These factors create an unsafe environment for pedestrians crossing the intersection.

The crosswalk across the southbound right-turn channelized lane of Forestville Road is faded and barely visible, as shown in Photo 1. The ADA-compliant ramps and the sidewalks are also in poor condition.

The crosswalk across the east leg of the intersection, shown in Photo 2, is faded and barely visible.

The crosswalks across the north, Photo 3, and west, Photo 4, legs of the intersection are also faded. The ramps and the sidewalks are in poor condition.



**Figure 2.** Conditions at Forestville Road at Marlboro Pike Intersection



Southbound right-turn, channelized lane



Crosswalk across east leg



Crosswalk across north leg



Crosswalk across west leg

SOURCE: PGATLAS

PHOTOS BY AMT ENGINEERING, INC.

# Marlboro Pike near Lakehurst Avenue



SOURCE: PGATLAS

**Figure 3.** Conditions along Marlboro Pike near Lakehurst Avenue

The sidewalks along Marlboro Pike abruptly end near its intersection with Lakehurst Avenue; pedestrians must walk along the road to continue to the residential neighborhood, shown in Figure 3.

There are no sidewalks along the residential streets of Martha Street (photo 1), Lakehurst Avenue (photo 2), or Millvale Avenue. Residents who walk to the bus stops on Marlboro Pike must walk along the road, which is unsafe for pedestrians.

At the Marlboro Pike-Lakehurst Avenue intersection, shown in Photo 3, the crosswalk is in poor condition, the striping is faded, and the ADA ramp is not adjacent to the crosswalk.

The sidewalk on Marlboro Pike from Lakehurst Avenue to Kirkland Avenue, in Photo 4, does not meet the minimum ADA width of five feet. The ADA ramps are in poor condition, and no crosswalks are provided to cross the minor legs of the intersections.



Along Martha Avenue



Along Lakehurst Avenue



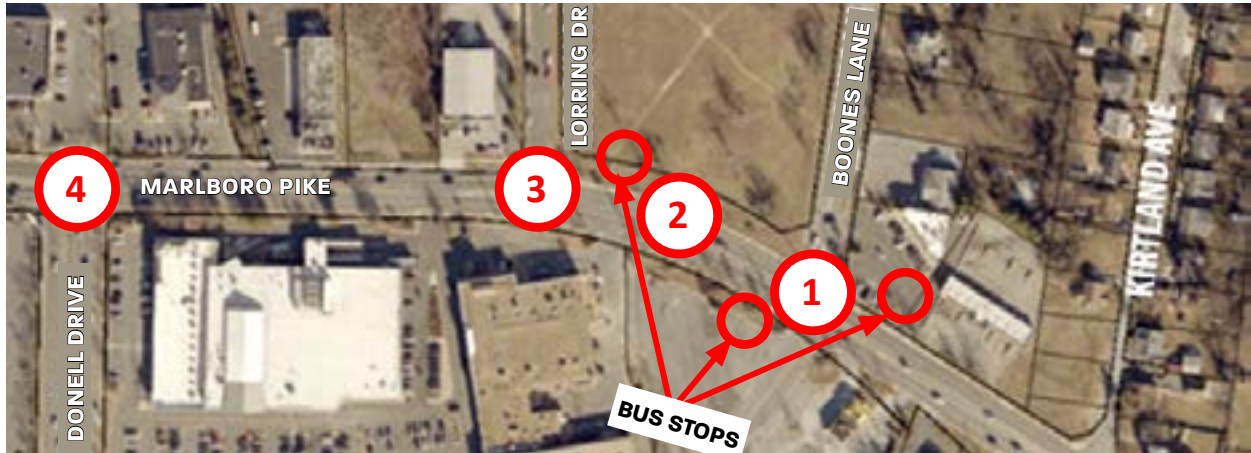
Marlboro Pike/Lakehurst Avenue intersection



Sidewalk along Marlboro Pike

PHOTOS BY AMT ENGINEERING, INC.

# Marlboro Pike near Donnell Drive



SOURCE: PGATLAS

**Figure 4.** Conditions along Marlboro Pike near Donnell Drive

At the Marlboro Pike/Boones Lane intersection, shown in Figure 4, the bus stop on the westbound approach is too close to the stop bar. The bus stop is barely visible and does not have a shelter or benches.

Photo 1 shows westbound Marlboro Pike at Boones Lane intersection, where the crosswalks are in very poor condition and the striping is barely visible. Photo 2, at the same intersection, shows there are no crosswalks across Boones Lane and the sidewalk ramp is not ADA compliant.

The sidewalk along westbound Marlboro Pike between Boones Lane and Lorring Drive, shown in Photo 2, needs repair, as existing conditions could cause serious injury to pedestrians.

At the Marlboro Pike/Lorring Drive intersection, shown in Photo 3, the ramps are not ADA compliant, the crosswalks are in poor condition, and the sidewalks are too narrow.

At the Marlboro Pike and Donnell Drive intersection, shown in Photo 4, the crosswalks are barely visible.



Marlboro Pike at Boones Lane



Marlboro Pike between Boones Lane and Lorring Drive



Marlboro Pike at Lorring Drive

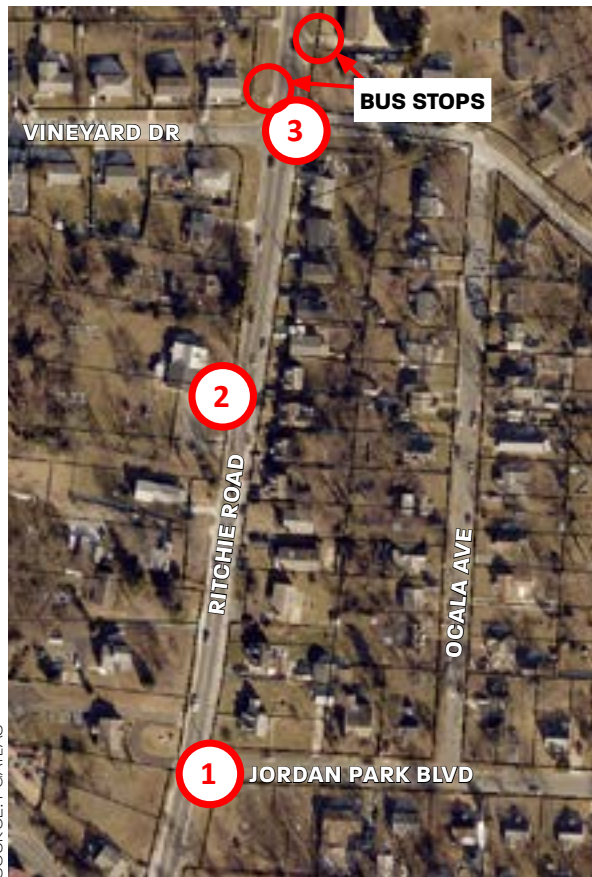


Marlboro Pike at Donnell Drive

PHOTOS BY AMT ENGINEERING, INC.



# Ritchie Road at Jordan Park Boulevard



SOURCE: PGATLAS

Although Ritchie Road from Jordan Park Boulevard to Vineyard Drive, Figure 6, is a residential neighborhood, there are few sidewalks and no crosswalks across Ritchie Road.

There is a sidewalk along the northbound side of Ritchie Road north of Jordan Park Boulevard; however, it is too narrow and unsafe for pedestrians, shown in Photo 1. There are no sidewalks on the opposite side of Ritchie Road or along Jordan Park Boulevard.

There are no sidewalks or crosswalks in the vicinity of the daycare center at 2709 Ritchie Road, shown in Photo 2, making it unsafe for pedestrians.

There are no sidewalks along either side of Vineyard Drive or Ritchie Road at their intersection, shown in Photo 3. Two bus stops on Ritchie Road are proximate to this intersection, but there is no sidewalk connectivity or crosswalks.

**Figure 6.** Conditions along Ritchie Road



Ritchie Road at Jordan Park Boulevard



2709 Ritchie Road



Ritchie Road at Vineyard Drive

PHOTOS BY AMT ENGINEERING, INC.

# D'arcy Road at Overton Drive



SOURCE: PGATLAS

**Figure 7.** Conditions at D'Arcy Road at Overton Drive

The intersection of D'Arcy Road and Overton Drive, shown in Figure 7, is east of the Ritchie Road-D'Arcy Road intersection and is primarily a residential community.

There are no ADA-compliant ramps or crosswalks across Overton Drive at its intersection with D'Arcy Road, shown in Photo 1a. The stop bar, shown in Photo 1b, on southbound Overton Drive should be moved back toward the stop sign to prevent vehicles from waiting at the intersection where pedestrians are crossing.

Photo 2 shows the east leg of the intersection and that there are no crosswalks or ADA-compliant ramps.

Although there are sidewalks along Overton Drive that continue eastbound on D'Arcy Road, they abruptly end, shown in Photo 3; therefore, there is no sidewalk connectivity to the bus stops on Ritchie Road.



D'Arcy Road at Overton Drive south leg



Southbound Overton Drive north of intersection with D'Arcy Road



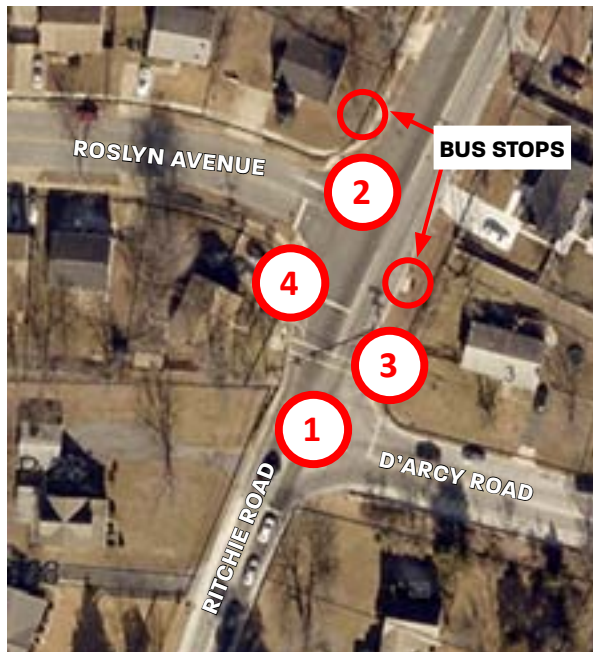
D'Arcy Road east of Overton Drive intersection



D'Arcy Road east of Overton Drive intersection

PHOTOS BY AMT ENGINEERING, INC.

# Ritchie Road At D'arcy Rd and Roslyn Ave.



**Figure 8.** Conditions at Ritchie Road at D'Arcy Road and Roslyn Avenue

The intersections of Ritchie Road at D'Arcy Road and Roslyn Avenue, shown in Figure 8, are west of the D'Arcy Road-Overton Drive intersection. This is primarily a residential community.

There are no sidewalks along D'Arcy Road. The crosswalk across Ritchie Road at the north leg of the intersection, shown in Photo 1, ends at a guardrail on the west side of Ritchie Road that protects the signal pole and house. There are no sidewalks or ramps connected to the crosswalk.

The southbound bus stop, Photo 2, is just north of the Ritchie Road and Roslyn Avenue intersection and is connected to a sidewalk that continues along Roslyn Avenue. There are no crosswalks across Roslyn Avenue for pedestrians to safely cross.

The northbound bus stop, just north of the Ritchie Road-D'Arcy Road intersection, is a concrete pad with no interconnecting sidewalk, shown in Photo 3.

Photos 4 show the sidewalks and the ramp at the west leg at Roslyn Avenue. Although there are ramps, there is no crosswalk for pedestrians.



Intersection of D'Arcy Road and Ritchie road looking west.



Bus stop on southbound Ritchie Road



Bus stop on northbound Ritchie Road



Sidewalk on Roslyn Avenue

# Ritchie Road At Napier Drive

The two bus stops on Ritchie Road at Napier Drive, shown in Figure 9, have no connectivity and present safety issues.

There is a wooded area behind the bus stop that is north of the intersection on southbound Ritchie Road, Photo 2a. The concrete pad bus stop has very little visibility, Photo 2b, especially at night. A crosswalk connects to this bus stop, Photo 2c; however, there is no sidewalk connectivity to Napier Drive. To access this bus stop, pedestrians walk on the grass along Napier Drive.

The bus stop for on northbound Ritchie Road is south of the intersection. It has no sidewalk connectivity with Napier Drive, which is a safety issue for pedestrians.

Photo 1 shows the bus stop on the northbound approach. It is a concrete pad lacking sidewalks connecting to the bus stop. There are no sidewalks along Napier Drive. Pedestrians who access the bus stop have to walk along the side of the road.



SOURCE: PGATLAS

**Figure 9.** Conditions at Ritchie Road at Napier Drive intersection



Ritchie Road northbound bus stop



Ritchie Road southbound bus stop



Ramp at north leg of intersection



Ramp and crosswalk at north leg of intersection

PHOTOS BY AMT ENGINEERING, INC.

# Ritchie Road At Overton Drive

The Ritchie Road at Overton Drive intersection, shown in Figure 10, is located south of the Ritchie Road and Napier Drive intersection.

There are no crosswalks across Ritchie Road or Overton Drive for pedestrians to safely cross either road at the intersection.

There are two bus stops north of the intersection, one on each side of Ritchie Road, shown in Photos 1 and 2. There are no sidewalks on either side of Ritchie Road connecting to those bus stops, nor are there sidewalks on either side of Overton Drive, shown in Photo 4. To access the bus stops, pedestrians must walk along the side of the roads.

There are no crosswalks across Overton Drive where it intersects with Ritchie Road, shown in Photo 3, nor are there connecting ramps or crosswalks on either side.



SOURCE: PGATLAS

**Figure 10.** Ritchie Road at Overton Drive Intersection Photos



Ritchie Road northbound bus stop



Ritchie Road southbound bus stop



Ritchie Road at Overton Drive intersection



From Overton Drive looking toward Ritchie Road

PHOTOS BY AMT ENGINEERING, INC.

# Ritchie Road at Asheville Road

The Ritchie Road-Asheville Road intersection, shown in Figure 11, is south of the Ritchie Road-Walker Mill Road intersection.

There is a crosswalk across Ritchie Road just south of the intersection. The northbound bus stop is connected by a sidewalk; however, there is no crosswalk across Asheville road.

The southbound bus stop on Ritchie Road lacks a concrete pad and has no sidewalk connectivity, shown in Photo 1. People waiting at the bus stop must stand in the grass where the ground slopes upward.



**Figure 11.** Conditions at Ritchie Road at Asheville Road intersection



Ritchie Road southbound bus stop

# Asheville Road at Bonny Drive



SOURCE: PGATLAS

**Figure 12.** Conditions at Asheville Road and Bonny Drive intersection

At the southwest corner of the Asheville Road and Bonny Drive intersection, shown in Figure 12, the sidewalk is at grade to the roadway, shown in Photos 1a and 1b. The current elevation of the sidewalk could be due in part to its settlement over the years and successive resurfacing. This causes rain water to pond on the sidewalk and creates unsafe conditions for pedestrians as vehicles turn at the intersection.

A 100-foot section of sidewalk along the south side of Bonny Drive, west of Asheville Road, was recently replaced; however, the southwest corner is still at grade to the roadway.

There are no crosswalks at the intersection and the sidewalk ramps, shown in Photo 2, are in poor condition and not ADA compliant.



Sidewalk on southwest corner of intersection



Sidewalk on southwest corner of intersection



Sidewalk on the northeast corner of intersection

PHOTOS BY AMT ENGINEERING, INC.

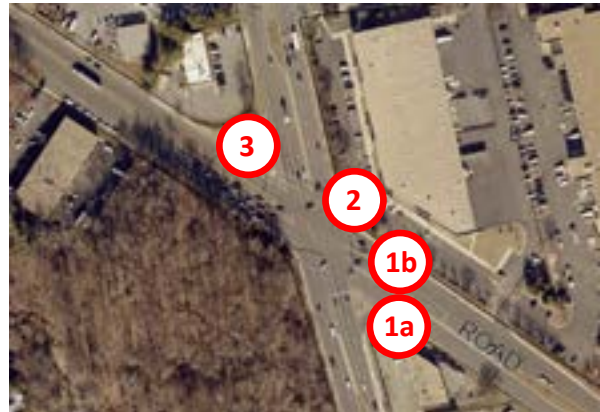
# Ritchie Road At Walker Mill Road

The intersection of Ritchie Road and Walker Mill Road, shown in Figure 13, is at the northern border of the Forestville TNI area. The striping of the crosswalks at this intersection has faded and the sidewalks and ramps are in poor condition, which lead to unsafe conditions for pedestrians.

The striping is faded on the crosswalk on the northbound right turn channelized lane, shown in Photo 1. This reduces visibility for the drivers and is detrimental to pedestrian safety.

The crosswalk at the north leg of the intersection, Photo 2, is barely visible as the striping is completely faded.

The striping is faded for the crosswalk on the east leg of the intersection, shown in Photo 3, which creates visibility issues for the drivers. The ADA-compliant ramp is also in poor shape.



SOURCE: PGATLAS

**Figure 13.** Conditions at Ritchie Road at Walker Mill Road

The striping on crosswalk across the southbound right turn channelized lane, shown in Photo 4, has completely faded.



Crosswalk on northbound right turn lane



Crosswalk on east leg



Crosswalk at north leg



Crosswalk on southbound right turn channelized lane

PHOTOS BY AMT ENGINEERING, INC.



# Community/ Stakeholder Meetings

# Community Meeting **October 25, 2018**

A community meeting was conducted on Thursday, October 25, 2018 at the North Forestville Community Center located at 3735 Ritchie Road in Forestville. This meeting was held in coordination with TNI, M-NCPPC and members of the community. At this meeting, AMT provided an introduction to the project, shared the project's findings which included identifying various locations within the TNI area which lack pedestrian amenities and shared draft preliminary concepts for transportation improvements that might occur in the area. At the meeting, AMT and M-NCPPC also received input and feedback regarding the community's desires, opportunities and potential recommendations.

The feedback from this meeting includes the following:

- Provide existing conditions assessments for the

intersection of Ritchie Road and Overton Drive.

- Provide existing conditions assessment for bike and pedestrian infrastructure at the intersection of Ritchie Road and Walker Mill Road.
- Provide existing conditions assessment for bike and pedestrian infrastructure at the intersection of Ritchie Road and Asheville Road.
- Provide sidewalks along Lorry Drive to the community center.
- At the corner of Asheville Road and Bonny Drive, the sidewalk is low and at level with the road.

Based on the feedback received from the community meeting, the study locations were finalized. The meeting minutes from the community meeting are provided in Appendix A.

# Stakeholder Meeting (MDOT SHA District 3, DPW&T) **December 6, 2018**

An agency stakeholder meeting was conducted on Thursday, December 6, 2018 at the Prince Georges County DPW&T Marburger Building located at 8400 D'Arcy Road in Forestville. This meeting was held in coordination with TNI officials, M-NCPPC staff and representatives from Prince Georges County DPW&T and MDOT SHA District 3. At this meeting, AMT provided an overview of the project which included the existing conditions of the study locations as well as design concept renderings based on the feedback from the previous meeting.

The feedback from this meeting includes the following:

- Need additional coordination with WMATA and The Bus to relocate bus stops.
- Discuss with the Transit Planning staff for assistance with locating funds for possible mid-block locations on County roads.
- Check the CIP schedule for Marlboro Pike. Currently, there is a 2 phase sidewalk upgrades project. Phase 1 – Marlboro Pike from Silver Hill Road to Brooks Drive and Phase 2 – Marlboro Pike from Brooks Drive to DC Line. A separate sidewalk project could be Phase 3.
- MDOT SHA does not prefer midblock crossings. Prefer pedestrian crossings closer to or at

intersections.

- Sometimes midblock crossings are necessary if signalized intersections have a greater spacing than normal. Advanced signage is important with midblock crossings. Bulbouts and chokers are important to slow traffic down.
- Fencing down the median is an option to deter midblock crossings. However, the community does not prefer fencing.
- Narrowing lane widths depending on the amount of truck traffic can be a form of traffic calming.
- North Forestville ES/Community Center: Has a Safe Routes to School grant that might include the sidewalk from Ritchie Road to the building (500 feet). DPW&T agrees with the sidewalk along the driveway and the crosswalk across the driveway. The school will be consulted for crosswalks not on County property.
- Consider extending sidewalk along Ritchie Road from Napier Drive to Laura Lane.

Based on the feedback received from the agency stakeholder meeting, AMT held a conference call with the Transit Planning staff to discuss bus pads and bus shelters. The meeting minutes from this agency stakeholder meeting as well as with the staff are provided in Appendix A.

# Stakeholder Meeting (MDOT SHA District 3, DPW&T) **May 29, 2019**

A second agency stakeholder meeting was conducted on Wednesday, May 29, 2019 at the Prince Georges County DPW&T building located at 9400 Peppercorn Place, Suite 300 in Largo. This meeting was held in coordination with TNI officials, M-NCPPC staff and representatives from Prince Georges County DPW&T. At this meeting, AMT provided a final overview of the project which included the existing conditions of the study locations as well as design concept renderings based on the feedback from the previous agency stakeholder meeting.

The feedback from this meeting includes the following:

- Discuss the impact of right-of-way and utility costs, as well as, constructability. Some locations cannot be made ADA compliant or fully accessible even after DPW&T's reasonable attempts for compliance.
- Sidewalks and bus pads/shelters can trigger right-of-way and utility issues.

- Street lighting is always a good recommendation along sections of roadway where there are pedestrian crossings and bus stops. It is feasible to install a street light to an existing utility pole.
- For bus stops along open section roadways with or without a bus pad, install a 10-inch white line in front of the bus stop to bring more attention to the motorist, as well as reduce speed with a slightly reduced travel lane.
- Vertical pavement marking improvements fall under "Review and Correction" and typically have a 90-120 day schedule. DPW&T prioritizes high incident locations first.
- Install crosswalks close to the intersection. Avoid mid-block crossings. Flashing pedestrian warning signs are recommended.

The meeting minutes from this community meeting are provided in Appendix A.

# Community Meeting **June 13, 2019**

A second community meeting was conducted on Thursday, June 13, 2019 at the North Forestville Community Center located at 3735 Ritchie Road in Forestville. This meeting was held in coordination with TNI officials, M-NCPPC staff and members of the community. At this meeting, AMT provided a final overview of the project which included the existing conditions of the study locations as well as design concept renderings based on the feedback from the previous community and agency stakeholder meetings.

The feedback from this meeting includes the following:

- AMT reiterated several times that construction of new sidewalks is contingent on the availability of ROW, potential utility conflicts and stormwater management design.

- Safety at bus stop locations that are adjacent to forested areas where there is a lack of lighting is a huge concern for the residents.
- It was reiterated at the meeting that in order to report safety concerns and issues, residents should call the Prince Georges County's 311 number.
- Several residents commented that they would like to see a Prince Georges County DPW&T representative at future community meetings to answer their questions.

Based on the feedback received from the community meeting, the study locations were finalized. The meeting minutes from the community meeting are provided in Appendix A.



Design  
Concept  
Development

# Design Concept Development

Based on the existing conditions analysis and assessment of the study locations, community input and agency stakeholder feedback, AMT developed a design concept plan view for each study location and a design concept rendering for select study locations along with preliminary construction cost estimates.

Each study location includes a recommendation and discussion section. The recommendation section consists of improvements to be constructed that would enhance pedestrian safety. This section is comprised of AMT's initial recommendations along with feedback from DPW&T and MDOT SHA District 3. The discussion section consists of valued information to consider when recommending improvements and developing construction costs.

Each preliminary construction cost estimate included the materials and quantities needed to construct the recommended design concept. Since these design

improvements are in the concept stage, contingency items were included as part of the cost estimate that are normally addressed during the entire design process. The contingency items included maintenance of traffic, utilities, right-of-way, and stormwater management. Depending upon the type of recommendation improvement (i.e., crosswalks, sidewalks), a contingency of 50 percent was applied to select cost estimates to account for unknown contingency items during the design concept stage. For study locations in which only crosswalks are being recommended for installation, a contingency of 10 percent was applied to the cost estimate to account for maintenance of traffic. Detailed preliminary concept cost estimates are provided in Appendix B.

The study locations were categorized as short-term (less than 2 years), mid-term (within 2 to 6 years), and long-term (more than 6 years) improvements.

# North Forestville Elementary School and Community Center



**Figure 14.** North Forestville Elementary School and Community Center Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at North Forestville Elementary School and Community Center, as shown in Figure 14.

### RECOMMENDATION

- Install new crosswalk across the school/community center driveway.
- Construct a sidewalk on the left side of the driveway for pedestrians to safely walk to and from the elementary school/community center and the bus stops on Ritchie Road.
- Install ADA-compliant ramps on both sides of the school driveway.
- Install pedestrian crossing signs at the crosswalk to improve awareness and visibility.
- Review existing street lighting and provide lighting on an existing utility pole.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$40,000 with a short-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on right-of-way, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.
- The sidewalk along the driveway from Ritchie Road will be constructed after coordination with the school and DPW&T.

Estimated cost

**\$40,000**

Time Frame

**SHORT  
TERM**

# Forestville Road at Marlboro Pike



**Figure 15.** Forestville Road at Marlboro Pike Intersection Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at the intersection, as shown in Figure 15.

### RECOMMENDATION

- Restripe all crosswalks across all legs of the intersection to improve visibility.
- Construct new ADA-compliant ramps.
- Reconstruct existing sidewalk along north side of Marlboro Pike, east of Forestville Road.

These improvements will enhance pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$60,000 with a short-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Pavement marking improvements fall under “Review and Correction” and typically have a 90-120 day schedule.
- DPW&T prioritizes high incident locations. DPW&T will prioritize this location based on the crash history.

Estimated cost

**\$60,000**

Time Frame

**SHORT TERM**



# Marlboro Pike near Lakehurst Avenue



**Figure 16.** Locations Along Marlboro Pike (near Lakehurst Avenue) Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at the locations along Marlboro Pike near Lakehurst Avenue, as shown in Figure 16.

### RECOMMENDATION:

- Construct new sidewalks and ADA-compliant ramps along Lakehurst Avenue and Millvale Avenue.
- Reconstruct the narrow sidewalk along Marlboro Pike with a 5-foot wide sidewalk and install new ADA-compliant ramps.
- Reconstruct buckled section of sidewalk between Boones Lane and Lorrying Drive.\*
- Install new crosswalks across the side streets along Marlboro Pike including Lakehurst Avenue, Kirtland Avenue, and Boones Lane.
- Install new crosswalk across Marlboro Pike at Lakehurst Avenue.
- Install pedestrian crossing signs at the crosswalks along Marlboro Pike.
- Provide street lighting near crosswalks if existing utility pole is present.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$535,000 with a long-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on ROW, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

\* This portion of the project also borders the Marlboro Pike near Donnell Drive project. Because of its proximity to each project, it is included and budgeted in both.

Estimated cost

**\$535,000**

Time Frame

**LONG TERM**

# Marlboro Pike near Donnell Drive



**Figure 17.** Locations along Marlboro Pike near Donnell Drive Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared which shows the improvements at the locations along Marlboro Pike near Donnell Drive, as shown in Figure 17.

### RECOMMENDATION

- Reconstruct existing sidewalk along Marlboro Pike between Lorryng Drive and Donnell Drive.
- Reconstruct buckled section of sidewalk between Boones Lane and Lorryng Drive.\*
- Construct new ADA-compliant ramps that will tie into the existing sidewalks along Marlboro Pike.
- Restripe the crosswalks across Marlboro Pike and Donnell Drive.
- Install new crosswalks across Boones Lane and Lorryng Drive.

Estimated cost  
**\$145,000**  
 Time Frame  
**LONG TERM**

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$145,000 with a long-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on ROW, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.
- Pavement marking improvements fall under “Review and Correction” and typically have a 90-120 day schedule.
- DPW&T prioritizes high incident locations. DPW&T will prioritize this location based on the crash history.

\* This portion of the project also borders the Marlboro Pike near Lakehurst Avenue project. Because of its proximity to each project, it is included and budgeted in both.

# Ritchie Road at Jordan Park Boulevard



Figure 19. Locations Along Ritchie Road at Jordan Park Boulevard Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at the locations along Ritchie Road at Jordan Park Boulevard, as shown in Figure 19.

### RECOMMENDATION

- Construct new sidewalks along Ritchie Road and Vineyard Drive.
- Install a crosswalk, pedestrian refuge, and a new sidewalk at the edge of the daycare parking facility at 2709 Ritchie Road.
- Construct new crosswalk and ADA-compliant sidewalk ramps across Jordan Park Boulevard.
- Install 10-inch thick white line in front of bus stops 50 feet in both directions to help to improve visibility and safety.
- Install pedestrian crossing signs at the crosswalk across Ritchie Road.
- Provide street lighting near crosswalks if existing utility pole is present.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$110,000 with a long-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on ROW, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost  
**\$110,000**  
 Time Frame  
**LONG TERM**

# Ritchie Road at Jordan Park Boulevard



**Figure 20.** Ritchie Road at Jordan Park Boulevard Design Concept Rendering

## Design Concept Rendering

The before and after pictures in Figure 20 show the existing conditions and the recommended design concept rendering on Ritchie Road near the daycare.

New sidewalks along Ritchie Road would improve pedestrian connectivity from the bus stops along Ritchie Road to the residential neighborhoods. The rendering also shows a newly constructed crosswalk and a pedestrian refuge island across Ritchie Road.

# D'Arcy Road at Overton Drive



**Figure 21.** D'Arcy Road at Overton Drive Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at the D'Arcy Road and Overton Drive intersection as shown in Figure 21.

### RECOMMENDATION

- Install a new crosswalk across Overton Drive.
- Install ADA-compliant ramps to connect the crosswalk at the two existing sidewalks along Overton Drive.
- Install a new stop bar behind the new crosswalk.
- Install new sidewalk for approximately 200 feet along the south side of D'Arcy Road east of Overton Drive.
- Remove the existing sidewalk spurs at the intersection leading to D'Arcy Road. This is not a safe crossing location as there are no sidewalks on the north side of D'Arcy Road.
- Provide street lighting near crosswalks if existing utility pole is present.

These improvements will enhance pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$45,000 with a mid-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on ROW, utility costs, and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost  
**\$45,000**  
 Time Frame  
**MID TERM**

# D'Arcy Road at Overton Drive



**Figure 22.** D'Arcy Road at Overton Drive Design Concept Rendering

## Design Concept Rendering

The before and after pictures in Figure 22 show the existing conditions and the recommended design concept rendering on D'Arcy Road at Overton Drive.

The improvements include a new crosswalk being installed behind the stop bar. This crosswalk is connected with newly constructed ADA-compliant ramps along the sidewalk at Overton Drive.

# Ritchie Road at D'arcy Road & Roslyn Ave.



**Figure 23.** Ritchie Road at D'Arcy Road & Roslyn Avenue Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared to identify the improvements at Ritchie Road and D'Arcy Road and Roslyn Avenue intersections, as shown in Figure 23.

### RECOMMENDATION

- Construct new sidewalks along Ritchie Road and D'Arcy Road, which will connect to the existing sidewalks.
- Install new crosswalks across Roslyn Avenue and D'Arcy Road.
- Install new ADA-compliant ramps across Ritchie Road.
- Remove the guardrail blocking the crosswalk northwest of the Ritchie Road/D'Arcy Road intersection.

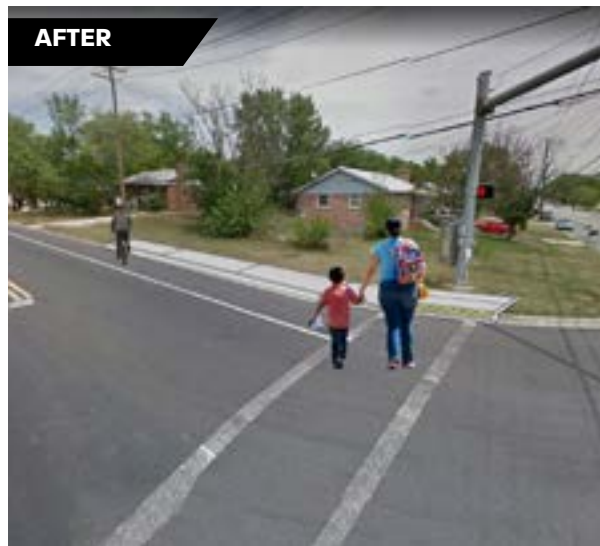
These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$65,000 with a mid-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on ROW, utility costs, and geometric constraints. Planning, survey and design needs to be conducted to determine constructability.
- Ideally, the portion of the existing guardrail in front of the crosswalk should be removed for pedestrian access. However, it cannot be removed as it protects the pedestrian signal pole that was previously hit and keeps vehicles from entering the resident's front yard.
- There is a striped portion parallel to Ritchie Road next to the crosswalk towards Roslyn Avenue that pedestrians use.

Estimated cost  
**\$65,000**  
 Time Frame  
**MID TERM**

# Ritchie Road at D'arcy Road & Roslyn Ave.



PHOTOS BY GOOGLE MAPS

**Figure 24.** Ritchie Road at D'Arcy Road & Roslyn Avenue Design Concept Rendering

## Design Concept Rendering

The before and after pictures in Figure 24 show the existing conditions and the recommended design concept rendering for Ritchie Road at D'Arcy Road and Roslyn Avenue.

The intersection of Ritchie Road and Roslyn Avenue, top left, needs a newly striped crosswalk across Roslyn Avenue.

The crosswalk on the north leg of Ritchie Road/D'Arcy Road intersection, top right, needs to be connected by a newly constructed ADA-compliant ramp and a sidewalk along Ritchie Road.



# Ritchie Road at Napier Drive



**Figure 25.** Ritchie Road at Napier Drive Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the proposed improvements at Ritchie Road and Napier Drive intersection, as shown in Figure 25.

### RECOMMENDATION

- Construct new sidewalks along Ritchie Road connecting to the bus stops, as well as Laura Lane to the north and Overton Drive to the south.
- Install a new crosswalk and ADA-compliant ramps at Napier Drive.
- Construct new ADA-compliant ramp along northbound Ritchie Road just north of Napier Drive.
- Install new bus shelters on both sides of Ritchie Road.
- Install 10-inch thick white line in front of bus stops 50 feet in both directions to help improve visibility and safety.
- Add yellow reflectors along the guard rail leading up to the bus stop pad to improve visibility.
- Install pedestrian crossing signs at the crosswalk across Ritchie Road.
- Review street lighting at intersection and provide extra street lighting near crosswalks if existing utility pole is present.

Estimated cost  
**\$260,000**  
 Time Frame  
**MID TERM**

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$260,000 with a mid-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on ROW, utility costs and geometric constraints.

# Ritchie Road at Napier Drive



PHOTOS BY GOOGLE MAPS

**Figure 26.** Ritchie Road at Napier Drive Design Concept Rendering

## Design Concept Rendering

The before and after pictures in Figure 26 show the existing conditions and the recommended design concept rendering for Ritchie Road at Napier Drive.

The improvements include a new crosswalk across Napier Drive with new ADA-compliant ramps, new ADA-compliant ramps across Ritchie Road, two bus shelters at the bus stops on Ritchie Road, and a new sidewalk that connects the southern bus stop to the intersection.

# Ritchie Road at Overton Drive



**Figure 27.** Ritchie Road at Overton Drive Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at Ritchie Road at Overton Drive intersection, as shown in Figure 27.

### RECOMMENDATION

- Construct new sidewalks along Ritchie Road to connect the bus stops.
- Construct new sidewalk along Ritchie Road, north of Overton Drive, to connect with the sidewalk from the Ritchie Road/Napier Drive intersection.
- Construct new crosswalks across Ritchie Road and Overton Drive with new ADA-compliant ramps.
- Construct new bus pads on both sides of Ritchie Road just north of Overton Drive.
- Install 10-inch thick white line in front of bus stops 50 feet in both directions.
- Install pedestrian crossing signs at the crosswalk across Ritchie Road.
- Install extra street lighting near crosswalks if an existing utility pole is present.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$190,000 with a mid-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Construction of sidewalks will be dependent on ROW, utility costs and geometric constraints. Planning, survey, and design need to be conducted to determine constructability.

Estimated cost  
**\$190,000**  
 Time Frame  
**MID TERM**

# Ritchie Road at Overton Drive



PHOTOS BY GOOGLE MAPS

**Figure 28.** Ritchie Road at Overton Drive Design Concept Rendering

## Design Concept Rendering

The before and after pictures in Figure 28 show the existing conditions and the recommended design concept rendering for Ritchie Road and Overton Drive.

The improvements call for new crosswalks across Ritchie Road and Overton Drive connected with ADA-compliant sidewalk ramps and new sidewalks are along Ritchie Road and Overton Drive connecting the bus stops along Ritchie Road.

# Ritchie Road at Asheville Road



**Figure 29.** Ritchie Road at Asheville Road Intersection Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at Ritchie Road and Asheville Road intersection, as shown in Figure 29.

### RECOMMENDATION

- Install a new bus shelter along southbound Ritchie Road just north of Asheville Road.

This improvement will enhance pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$15,000 with a short-term implementation time frame once the project is approved and funded.

### DISCUSSION

- New sidewalk has been constructed along the northeast quadrant of the Ritchie Road/Asheville Road intersection.
- Ideally, a bus shelter would provide a safe haven for pedestrians. However, DPW&T looked into the issue of the proposed bus shelter location at the sloping grass section. Unless a ROW agreement is obtained from the property owner, no improvement can be made.

Estimated cost  
**\$15,000**  
 Time Frame  
**SHORT TERM**

# Ritchie Road at Asheville Road



PHOTOS BY GOOGLE MAPS

**Figure 30.** Ritchie Road at Asheville Road Design Concept Rendering

## Design Concept Rendering

The before and after pictures in Figure 30 show the existing conditions and the recommended design concept rendering of the Ritchie Road at Asheville Road intersection.

A new bus shelter is recommended at this location. In Spring 2019, a new crosswalk with new ADA-compliant ramps and new sidewalk have been constructed across Asheville Road and along Ritchie Road.

# Asheville Road at Bonny Drive



**Figure 31.** Asheville Road at Bonny Drive Intersection Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at Asheville Road and Bonny Drive intersection, as shown in Figure 31.

### RECOMMENDATION

- Reconstruct the portion of the sidewalk on the southwest corner of the intersection, which is currently at grade with the pavement, along with a 6-inch curb and gutter to improve drainage and prevent water from accumulating.
- Construct new ADA-compliant ramps at the intersection.

These improvements will enhance sidewalk connectivity and pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$20,000 with a short-term implementation time frame once the project is approved and funded.

Estimated cost

**\$20,000**

Time Frame

**SHORT TERM**

### DISCUSSION

- The water ponding issue at the northwest corner of Asheville Road and Bonny Drive is due to the sidewalk being at grade to the roadway. DPW&T stated that similar issues should be called in to the 311 system.
- New sidewalk was recently constructed along the north leg of Asheville Road.

# Asheville Road at Bonny Drive



PHOTOS BY GOOGLE MAPS

**Figure 32.** Asheville Road at Bonny Drive Design Concept Rendering

## Design Concept Rendering

The before and after pictures in Figure 32 show the existing conditions and the recommended design concept rendering of Asheville Road at Bonny Drive.

Looking west at the Asheville Road/Bonny Drive intersection, the images show a new sidewalk and ADA-compliant ramp at the southwest corner of the intersection, on the left, and a 6-inch curb and gutter to improve drainage and pedestrian safety. A new ADA-compliant ramp is also constructed in the northwest corner, on right of the after photo.



# Ritchie Road at Walker Mill Road



**Figure 33.** Ritchie Road at Walker Mill Road Design Concept Plan View

## Design Concept Plan View

Based on the existing conditions site analysis, a design concept plan view was prepared that shows the improvements at Ritchie Road and Walker Mill Road intersection, as shown in Figure 33.

### RECOMMENDATION

- Construct new ADA-compliant ramps and restripe faded crosswalks across all legs of the intersections and within the channelized right-turn lanes.
- Extend the existing median on all approaches and add a median pedestrian refuge with a pedestrian signal push button on the pole, detectable warning surface and curbing. This will allow pedestrians to stop on the median and wait for traffic to stop before continuing to cross the intersection if they are unable to do so on one cycle.

Estimated cost  
**\$105,000**  
 Time Frame  
**SHORT TERM**

These improvements will enhance pedestrian safety. Based on the design concept plan, the preliminary construction cost is estimated to be approximately \$105,000 with a short-term implementation time frame once the project is approved and funded.

### DISCUSSION

- Pavement marking improvements fall under “Review and Correction” and typically have a 90-120 day schedule.
- DPW&T prioritizes high incident locations.



# Implementation Plan

# Implementation Strategy Matrix

Based on M-NCPPC, stakeholders and community feedback, twelve (12) locations were identified within the TNI area for proposed improvements to pedestrian safety. The improvements ranged from restriping existing crosswalks to installing new sidewalks along with new ADA-compliant ramps and new crosswalk pavement markings. Table 2 below provides a matrix of the twelve (12) locations and their corresponding implementation time frame, agency responsibility, additional potential funding sources, and preliminary construction cost estimate. The potential funding sources category is for additional money needed above and beyond an agency's allocated budget.

**Table 2.** Implementation Strategy Matrix

LOCATION	TIME FRAME	RESPONSIBLE PARTIES	LEAD REVIEW AGENCIES	POTENTIAL FUNDING SOURCES	* COST ESTIMATE
North Forestville Elementary School and Community Center	Short term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning	BUILD, Safe Routes to School, FAST Act, CDBG	\$40,000
Forestville Road at Marlboro Pike	Short term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning	BUILD, FAST Act, CDBG	\$60,000
Locations along Marlboro Pike (near Lakehurst Ave.)	Long term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST Act, CDBG	\$535,000
Locations along Marlboro Pike (near Donnell Drive)	Long term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST Act, CDBG	\$145,000
Locations along Ritchie Road	Long term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST Act, CDBG	\$110,000
D'Arcy Road at Overton Drive	Mid term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST Act, CDBG	\$45,000
Ritchie Road at D'Arcy Road	Mid term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning, PEPCO	BUILD, FAST Act, CDBG	\$65,000
Ritchie Road at Napier Drive	Mid term	M-NCPPC, WMATA, DPW&T	DPIE, M-NCPPC Planning, PEPCO, WMATA	BUILD, FAST Act, CDBG	\$260,000
Ritchie Road at Overton Drive	Mid term	M-NCPPC, WMATA, DPW&T	DPIE, M-NCPPC Planning, PEPCO, WMATA	BUILD, FAST Act, CDBG	\$190,000
Ritchie Road at Asheville Road	Short term	M-NCPPC, WMATA, DPW&T	DPIE, M-NCPPC Planning, WMATA	BUILD, FAST Act, CDBG	\$15,000
Asheville Road at Bonny Drive	Short term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning	BUILD, FAST Act, CDBG	\$20,000
Ritchie Road at Walker Mill Road	Short term	M-NCPPC, DPW&T	DPIE, M-NCPPC Planning	BUILD, FAST Act, CDBG	\$105,000
<b>TOTAL</b>					<b>\$1,590,000</b>

Time frame: Short term is less than 2 years; Mid term is 2 to 6 years; Long term is more than 6 years.

\* Cost estimates: See Appendix C for detailed preliminary construction cost estimates

Note: M-NCPPC does not construct sidewalks or crosswalks. However, M-NCPPC can help identify funding sources and apply for a grant with the support of DPW&T or MDOT SHA depending upon agency road ownership.

# Gap Analysis

A gap analysis was performed for the Forestville TNI Pedestrian Accessibility Study to identify potential funding sources that could aid in providing the additional money needed to support the design and construction costs of transportation related projects. Potential federal and state funding sources, allocate funding for on and off-road pedestrian facilities and roadway projects to improve pedestrian access and safety to public transportation.

**BUILD (Better Utilizing Investments to Leverage Development) Transportation Grant (formerly known as Transportation Investment Generating Economic Recovery)** is a federal program through the U.S. Department of Transportation that supports roadway infrastructure projects with \$1.5 billion in funding. Application Process: obtain a Data Universal Numbering System number, register with the System for Award Management (SAM), and create a Grants.gov username and password. This process takes 2-4 weeks to complete before submitting final application. For more information, visit [www.transportation.gov/BUILDgrants](http://www.transportation.gov/BUILDgrants).

**FAST (Fixing America's Surface Transportation) Act** is a federal program through the U.S. Department of Transportation/Federal Highway Administration that supports funding for surface transportation infrastructure planning for highways, highway and motor vehicle safety, and public transportation. For more information, visit [www.fhwa.dot.gov/fastact](http://www.fhwa.dot.gov/fastact).

**SRTS (Safe Routes to School)** is a federally funded reimbursement program administered by MDOT SHA that supports infrastructure and non-infrastructure activities and encourages children in grades K-8 to walk or bike to school. Application process: visit MDOT SHA's Grant Program Application System at [https://marylandsha.secure.force.com/rofas/ROFAS\\_Main\\_Entry](https://marylandsha.secure.force.com/rofas/ROFAS_Main_Entry) and submit a plan, cost estimate, and timeline for implementation of improvements. The school must submit a School Participation Letter stating that it supports the project.

**CDBG (Community Development Block Grant)** is a program headed by Prince George's County Department of Housing and Community Development that receives \$4.5 million annually from the federal Housing and Urban Development to benefit low- to moderate-income persons. Application package is due in October. Proposals are reviewed by an advisory group and the County Executive makes recommendations to the County Council. The County Council holds public hearings in April and adopts the Annual Action Plan in May. Projects are implemented July 1. For more information, visit [princegeorgescountymd.gov/1106/Community-Development-Block-Grant](http://princegeorgescountymd.gov/1106/Community-Development-Block-Grant).



# Appendix A

Community/Stakeholder  
Meeting Minutes



## FORESTVILLE TNI COMMUNITY MEETING MINUTES

**Date:** October 25, 2018 (6:00pm-7:30pm)  
**Location:** North Forestville Community Center  
**Attendees:** Anirban Das (AMT)  
Jack Goode (AMT)  
Nicole Jackson-Young (Forestville TNI Program Manager)  
John Wooden (MNCPPC)  
Approximately Seventeen (17) Residents

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John introduced AMT and Jack and Anirban presented their powerpoint presentation. Below are comments provided by the attending residents.

- Provide an existing conditions assessment at the intersection of **Ritchie Road and Overton Road**.
- Two (2) residents would like to see Ritchie Road widened to 4 lanes due to the severe vehicle backups it incurs when there is a crash on the Beltway or when it is basically used as a cut-through from Walker Mill Road to Allentown Road (MD 337) if the Beltway is backed up. It is also difficult to exit the residential side streets during the AM and PM peak periods. Is there a way to reduce the number of vehicles cutting through?
- There was an inquiry if the draft report will be submitted to WMATA and The Bus in order to update them on the needs for bus stop and bus route improvements.
- Before new sidewalk can be built, the existing infrastructure needs to be improved. For example, the existing ground foundations need to be improved so new sidewalk is not being built on unsatisfactory soils.
- The intersection of **Ritchie Road and Walker Mill Road** needs an existing conditions assessment for a bike and pedestrian infrastructure.
- The intersection of **Ritchie Road and Asheville Road** needs an existing conditions assessment for a bike trail and sidewalk along Asheville Road.
- Sidewalks are needed along **Lorring Lane (or Lorring Drive?)** to the community center.
- How does Prince George's County decide which properties to take via eminent domain?
- What would be the minimum width of the proposed pedestrian refuge along Ritchie Road between Jordan Park Boulevard and Vineyard Drive? Jack responded with a 5-foot minimum width.
- Can traffic signals be installed along Ritchie Road so vehicles can get out of their neighborhood easier?



- Nicole mentioned to the residents that they need to report their safety concerns/issues and general questions to Prince George's County's 311.
- John noted to the residents that it is important to voice their concerns with regards to pedestrian safety and sidewalk improvements so it can be included as part of the final study report. The report is the beginning to help in obtaining funding for various improvements through MDOT SHA, Prince George's County DPW&T, and other grants.

Sincerely,

Jack A. Goode, II, P.E., PTOE  
Associate



## **FORESTVILLE AND SUITLAND METRO STATION-SILVER HILL TNI STAKEHOLDER MEETING MINUTES**

**Date:** December 6, 2018 (1:30pm-3:00pm)  
**Location:** Prince George's County DPW&T / 8400 D'Arcy Road / Marburger Building  
**Attendees:** Bryan Barnett-Woods (MNCPPC)  
Taylor Brown (Silver Hill TNI Program Manager)  
Peter Campanides (MDOT SHA District 3)  
Anirban Das (AMT)  
Jack Goode (AMT)  
Semia Hackett (Prince George's County DPW&T)  
Nicole Jackson-Young (Forestville TNI Program Manager)  
Karyn McAlister (Prince George's County DPW&T)  
Erica Rigby (MDOT SHA District 3)  
Vernon L. Stinnett, Jr. (Prince George's County DPW&T)  
Chidy Umeozulu (MNCPPC)  
John Wooden (MNCPPC)

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Jack and Anirban presented their powerpoint presentations for both the Forestville and Suitland Metro Station-Silver Hill TNI areas. Below are comments provided by the attendees.

### **Forestville TNI Presentation**

- Need additional coordination with WMATA and The Bus to relocate bus stops.
- The Bus contact – Anthony Foster (Chief of Planning – Prince George's DPW&T). His phone number is 301-883-5656. Also, Dwight Joseph is a contact person. Anthony has a contact person for WMATA. Anthony is currently working with the Office of Engineering to look at midblock crossing relocations. He can assist with locating funds for possible mid-block locations on County roads.
- Check out the CIP schedule for Marlboro Pike. Currently, there is a 2 phase sidewalk upgrades project: Phase 1 – Marlboro Pike from Silver Hill Road to Brooks Drive and Phase 2 – Marlboro Pike from Brooks Drive to DC Line. A separate sidewalk project could be Phase 3.
- MDOT SHA does not prefer midblock crossings. Prefer pedestrian crossings closer or at intersections.
- Sometimes midblock crossings are necessary if signalized intersections have a greater spacing than normal. Advanced signage is important with midblock crossings. Bulbouts and chokers are important to slow traffic down.

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- Fencing down the median is a possibility to deter unsafe midblock crossings. Communities do not like the fencing. MD 214 near the Addison Road Metro Station and MD 202 in front of Largo HS have fencing down the median.
- Narrowing lane widths depending on the amount of truck traffic is a form of traffic calming.
- North Forestville ES/Community Center: Has a Safe Routes to School grant that might include the sidewalk from Ritchie Road to the building (500 feet). Sherif Elkabbani (Prince George's County DPW&T) agrees with the sidewalk along the driveway and the crosswalk across the driveway. The school will have to be consulted for crosswalks not on County property.
- Staff at MNCPPC will research the status of a development application on Marlboro Pike for a Lidl grocery store, to the west of Boones Lane, whereby the developer will be asked to add sidewalks along Marlboro Pike, Boones Lane, and at key intersections near their grocery store.
- Consider extending sidewalk along Ritchie Road from Napier Drive to Laura Lane. Currently, there is existing sidewalk (~ 135 feet) that extends from Laura Lane to the west along Ritchie Road.

**Suitland Metro Station-Silver Hill TNI Presentation**

- Discuss with Anthony Foster about bus pads versus bus shelters. Bus shelters require funding. People start to ask for bus shelters but they do provide sight distance issues if not located properly.
- Sidewalks and bus pads/shelters can trigger right-of-way and utility issues. Topography/grading and SWM will have to be considered once the design phase begins. SWM is a bigger issue now due to the new watershed regulations at the state level.
- Construction along Dianna Drive and Swann Road near William Beanes Elementary School is complete.
- The Sidewalk Retrofit Program may be a funding source for communities in need providing the site is in the Priority Funding Area, the jurisdiction covers 25% of the cost and agrees to secure the R-O-W and maintain.
- Erica Rigby and Claudine Myers (MDOT SHA District 3), as well as, Jared Paper-Evers (MDOT SHA Office of Highway Development) should be included on all sidewalk requests along state roadways.
- At a minimum, a Right of Entry agreement is needed to install a sidewalk on someone's property. It is a quicker and cheaper but it can be voided easily. MDOT SHA prefers to buy the needed right-of-way.
- Portions of sidewalk cannot be built on Navy Day Place due to drainage concerns from previous efforts.

Sincerely,

Jack A. Goode, II, P.E., PTOE  
Associate



**FORESTVILLE AND SILVER HILL TNI BUS STOP LOCATIONS**  
**CONFERENCE CALL MINUTES**

**Date:** January 28, 2019  
**Location:** Conference Call  
**Attendees:** Anirban Das (AMT)  
Anthony Foster and Staff Members (PG DPW&T – Transit Planning)  
Jack Goode (AMT)

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**General:**

- Coordinate with the Maintenance office on other bus stop projects (Vernon Stinnett).
- For the installation of benches at a bus stop, the threshold of riders is 10 per day or if the bus stop location is near a senior citizen facility or elementary/middle school.
- For the installation of bus shelters at a bus stop, the threshold of riders is 25 per day or if the bus stop location is near a senior citizen facility or elementary/middle school. The shelters cost roughly \$12,000 each. They are ordered from the west coast so they are likely to be ordered in bulk (i.e., 10 at a time).
- There is a Bus Stop Improvement Program. Phase 2 looked at bus stops in Greenbelt and Hyattsville. Phase 3 will look at other county roadways.

**Forestville:**

- Bus stops were looked at the intersection of D'Arcy Road and Overton Drive but then were taken off of the table.

**Suitland/Silver Hill:**

- There are bus shelters ready to be installed along Silver Hill Road. No major improvements are needed for those bus stop location prior to installation. Anthony will send a list of proposed bus stop locations in this area.

Sincerely,

Jack A. Goode, II, P.E., PTOE  
Associate

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## **FORESTVILLE AND SUITLAND METRO STATION-SILVER HILL TNI** **STAKEHOLDER MEETING MINUTES**

**Date:** May 29, 2019 (1:30pm-3:00pm)  
**Location:** Prince George's County DPW&T / 9400 Peppercorn Place Suite 300  
**Attendees:** Vanessa Akins (via phone) (MNCPPC)  
Erv Beckert (Prince George's County DPW&T)  
Gwen Clerkley (Prince George's County DPW&T)  
Anirban Das (AMT)  
Jack Goode (AMT)  
Anwar Karim (Prince George's County DPW&T)  
Kate Mazzara (Prince George's County DPW&T)  
Hadi Quaiyum (Prince George's County DPW&T)  
Chidy Urmezulu (MNCPPC)

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Jack and Anirban presented their powerpoint presentations for both the Forestville and Suitland Metro Station-Silver Hill TNI areas. Below are comments provided by the attendees.

### **General Comments**

- Gwen Clerkley is establishing a Transportation Improvement Working Group within DPW&T.
- Discuss the impact of right of way and utility costs, as well as, constructability in the Executive Summary. Current construction costs need to be increased by a factor of four (4). AMT will provide DPW&T with the current cost estimates for review and comment.
- DPW&T will provide language from the Department of Justice (DOJ) to include in the final reports to discuss the reason(s) why some locations cannot be made ADA compliant or fully accessible and DPW&T's reasonable attempts for compliance.
- Street lighting is always a good recommendation along sections of roadway where there are pedestrian crossings and bus stops. With the typical 200-foot street light spacing, it is feasible to install a street light within the line or a lighting arm to an existing utility pole if in close proximity to a pedestrian crossing or bus stop.
- For bus stops along open section roadways with or without a bus pad, installing a 10-inch white line in front of the bus stop can help in bringing it more attention to the motorist, as well as, reduce their speed with a slightly reduced travel lane.
- Long term projects are considered 6 years or more to coincide with the CIP schedule.

- Vertical pavement marking improvements fall under "Review and Correction" and typically have a 90-120 day schedule.
- DPW&T prioritizes High Incident Locations first.
- Signal improvements should be included at all signalized intersections particularly with sidewalk and ramp improvements.
- Install crosswalks as close to intersections as possible. Avoid mid-block crossings. Flashing pedestrian warning signs are recommended as at McCormick Drive and Basil Court.
- The entire intersection should be considered for pedestrian improvements and not just a portion of it. Everything should be improved to ADA compliance.
- The price per bus shelter is approximately \$15,000.

#### **Forestville TNI Presentation**

- On Slide 7, do not mention Phase 2 bus stop improvements in Greenbelt and Hyattsville at the community meeting. They are outside of the Forestville TNI area.
- Traffic signal upgrades are planned at Boones Lane and Marlboro Pike.
- North Forestville ES improvements – keep the existing crosswalk where it is now. Look to extend the existing sidewalk along Ritchie Road to the existing bus stop.
- Marlboro Pike will have ongoing restriping during the month of June 2019.
- On Slide 28, remove note about removing the guardrail that is blocking the sidewalk. The guardrail is protecting the pedestrian signal pole that has been hit previously, as well as, keeping vehicles from entering the resident's front yard.
- On Slide 30, yellow reflectors will be installed on the guardrail leading up to the bus stop pad along Ritchie Road near Napier Drive.
- On Slide 37, the Asheville Road at Ritchie Road bus stop area will remain as is due to the steep grade. Unless a right of entry agreement is obtained from the property owner, no improvements can be made.
- On Slide 39, the water ponding issue at the corner of Asheville Road and Bonnie Drive will be called in to the 311 system. The current resident states that the water flows back onto their property during a rainstorm. The top of the sidewalk is flush with the top of the roadway from numerous pavement overlays over the years.

#### **Suitland Metro Station-Silver Hill TNI Presentation**

- William Beanes ES improvements are completed.
- On Slide 23, relocate the proposed crosswalk to the channelized island and create two (2) crossings from both sides of the channelized island. It is too dangerous to have a mid-block crosswalk where traffic has to merge onto the mainline.

- On Slide 35, Phase 1 – Swann Road is completed.
- On Slide 38, improvements along Navy Day Drive could include adding pavement marking edge lines to create a small shoulder that is connectable between intersections along the roadway. This will depend on the existing width of the roadway which may only be 22 feet. MDOT SHA is modifying the traffic signal at the intersection of Silver Hill Road and Navy Day Drive in which construction is tentatively slated to begin in Fall 2019. DPW&T states that this would help with pedestrian safety along Navy Day Drive with alleviating traffic queues from the Silver Hill Road/Navy Day Drive intersection. The community is mainly concerned with school children not having a safe place to stand while waiting for the school bus at the intersection of Navy Day Drive and Navy Day Place.

Sincerely,

Jack A. Goode, II, P.E., PTOE  
Associate



## FORESTVILLE TNI COMMUNITY MEETING MINUTES

**Date:** June 13, 2019 (6:30pm-8:00pm)  
**Location:** North Forestville Community Center  
**Attendees:** Anirban Das (AMT)  
Jack Goode (AMT)  
Nicole Jackson-Young (Forestville TNI Program Manager)  
Chidy Umeozulu (MNCPPC)  
Approximately Thirteen (13) Residents.

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Nicole introduced AMT and Jack and Anirban performed their presentation. Below are comments provided by the attending residents.

- Nicole explained that the TNI will be discontinued but similar projects under the current TNI will continue as part of a countywide program.
- Anirban and Jack reiterated several times that the construction of new sidewalks is contingent on the availability of right-of-way, potential utility conflicts, and stormwater management design in areas where an open section roadway is converted to a closed section. We stated that DPWT is not likely to construct new sidewalk due to these reasons because of the significant costs. DPWT would be looking for "low hanging fruit" type improvements that would include new pavement markings and pedestrian warning signs and street lighting.
- One (1) resident (same one from the 11/8/18 meeting) would like to see Ritchie Road widened to 4 lanes due to the severe vehicle backups it incurs when there is a crash on the Beltway or when it is basically used as a cut-through from Walker Mill Road to Allentown Road (MD 337) if the Beltway is backed up. It is also difficult to exit the residential side streets during the AM and PM peak periods.
- Several residents commented that they would like to see a Prince George's County DPWT representative at future community meetings to answer their questions.
- Safety at bus stop locations that are adjacent to forested areas where there is a lack of lighting is a huge concern for residents.
- One (1) resident would like the final report to include a non-compliant ramp (neighborhood side) at the corner of Woodlark Drive and Richville Drive near 8403 Richville Drive.
- One (1) resident who lives at 1628 Tulip Avenue says the sidewalk in front of her house is buckling.
- Nicole, Anirban, and Jack mentioned to the residents that they need to report their safety concerns/issues and general questions to Prince George's County's 311.

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- Nicole noted to the residents that it is important to voice their concerns with regards to pedestrian safety and sidewalk improvements so it can be included as part of the final study report. The report is the beginning to help in obtaining funding for various improvements through MDOT SHA, Prince George's County DPW&T, and other grants.

Sincerely,

Jack A. Goode, II, P.E., PTOE  
Associate



# Appendix B

## Detailed Concept Preliminary Cost Estimates

The preliminary construction estimates consist of the quantities and materials needed to construct the recommended design concept. Further detailed study and analysis must be conducted to determine a more precise project budget, as well as other improvements that may be needed before executing the design concept. For locations where more construction activity (such as new sidewalks) was involved, a 50 percent contingency was used to include possible items such as right-of-way acquisition, maintenance of traffic, utility relocation, and stormwater management that may be associated with implementing the design concept. A 10 percent contingency was used at locations with less construction activity (such as crosswalks and ramps) and only involved maintenance of traffic in order to implement the design concept. Therefore, the final construction cost of each design concept could be plus or minus the represented total.

**Table 3.** North Forestville Elementary School and Community Center

Item No.	Description	Unit	Quantity	Unit Price	Total Price	
Grading						
1	Unclassified excavation	CY	50	\$45.00	\$2,250.00	
Curb, Gutter, Sidewalk						
2	Furnish and install concrete sidewalk	SF	1,325	\$8.50	\$11,262.50	
3	Furnish and install standard concrete curb and gutter	LF	265	\$40.00	\$10,600.00	
4	Furnish and install detectable warning surface at curb ramps	SF	12	\$48.00	\$576.00	
Signage and striping						
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	70	\$8.00	\$560.00	
6	Wood sign support 4" x 4"	LF	32	\$28.00	\$896.00	
7	Furnish and install W11-2 Pedestrian sign w/ W16-7P diagonal arrow	SF	22	\$25.00	\$550.00	
					<b>Subtotal</b>	<b>\$26,694.50</b>
Contingent items						
8	Maintenance of traffic					
9	Utilities					
10	Right-of-way					
11	Storm water management					
					<b>Contingency (50%)</b>	<b>\$13,347.25</b>
					<b>TOTAL</b>	<b>\$40,041.75</b>

**Table 4.** Forestville Road at Marlboro Pike

Item No.	Description	Unit	Quantity	Unit Price	Total Price	
Grading						
1	Unclassified excavation	CY	38	\$45.00	\$1,710.00	
Curb, Gutter, Sidewalk						
2	Furnish and install concrete sidewalk	SF	1,395	\$8.50	\$11,857.50	
3	Furnish and install standard concrete curb and gutter	LF	330	\$40.00	\$13,200.00	
4	Furnish and install detectable warning surface at curb ramps	SF	102	\$48.00	\$4,896.00	
Signage and striping						
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	790	\$8.00	\$6,320.00	
					<b>Subtotal</b>	<b>\$37,983.50</b>
Contingent items						
6	Maintenance of traffic					
7	Utilities					
8	Right-of-way					
9	Storm water management					
					<b>Contingency (50%)</b>	<b>\$18,991.75</b>
					<b>TOTAL</b>	<b>\$56,975.25</b>

**Table 5.** Marlboro Pike near Lakehurst Avenue

Item No.	Description		Quantity	Unit Price	Total Price	
Grading						
1	Unclassified excavation	CY	665	\$45.00	\$29,925.00	
Curb, Gutter, Sidewalk						
2	Furnish and install concrete sidewalk	SF	17,875	\$8.50	\$151,937.50	
3	Furnish and install standard concrete curb and gutter	LF	3,575	\$40.00	\$143,000.00	
4	Furnish and install detectable warning surface at curb ramps	SF	54	\$48.00	\$2,592.00	
Signage and striping						
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	650	\$8.00	\$5,200.00	
6	Wood sign support 4" x 4"	LF	32	\$28.00	\$896.00	
7	Furnish and install W11-2 Pedestrian sign w/ W16-7P diagonal arrow	SF	22	\$25.00	\$550.00	
Street Lights						
8	Furnish and install street light	EA	2	\$10,000.00	\$20,000.00	
					<b>Subtotal</b>	<b>\$354,100.50</b>
Contingent items						
9	Maintenance of traffic					
10	Utilities					
11	Right-of-way					
12	Storm water management					
					<b>Contingency (50%)</b>	<b>\$177,050.25</b>
					<b>TOTAL</b>	<b>\$531,150.75</b>

**Table 6.** Marlboro Pike near Donnell Drive

Item No.	Description		Quantity	Unit Price	Total Price	
Grading						
1	Unclassified excavation	CY	735	\$45.00	\$33,075.00	
Curb, Gutter, Sidewalk						
2	Furnish and install concrete sidewalk	SF	3,200	\$8.50	\$27,200.00	
3	Furnish and install standard concrete curb and gutter	LF	640	\$40.00	\$25,600.00	
4	Furnish and install detectable warning surface at curb ramps	SF	42	\$48.00	\$2,016.00	
Signage and striping						
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	1,180	\$8.00	\$9,440.00	
					<b>Subtotal</b>	<b>\$97,331.00</b>
Contingent items						
7	Maintenance of traffic					
8	Utilities					
9	Right-of-way					
10	Storm water management					
					<b>Contingency (50%)</b>	<b>\$48,665.50</b>
					<b>TOTAL</b>	<b>\$145,998.50</b>

**Table 7. Ritchie Road at Jordan Park Boulevard**

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	120	\$45.00	\$5,400.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk (includes concrete for pedestrian refuge)	SF	3,500	\$8.50	\$29,750.00
3	Furnish and install standard concrete curb and gutter	LF	560	\$40.00	\$22,400.00
4	Furnish and install detectable warning surface at curb ramps	SF	36	\$48.00	\$1,728.00
Signage and striping					
5	Furnish and install 10" white preformed thermoplastic pavement marking lines	LF	200	\$8.00	\$1,600.00
6	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	150	\$8.00	\$1,200.00
7	Furnish and install W11-2 pedestrian sign w/ W16-7P diagonal row	SF	22	\$25.00	\$550.00
8	Wood sign support 4" x 4"	LF	32	\$28.00	\$896.00
Street lights					
9	Furnish and install street light	EA	1	\$10,000.00	\$10,000.00
<b>Subtotal</b>					<b>\$73,524.50</b>
Contingent items					
10	Maintenance of traffic				
11	Utilities				
12	Right-of-way				
13	Storm water management				
<b>Contingency (50%)</b>					<b>\$36,762.00</b>
<b>TOTAL</b>					<b>\$110,286.00</b>

**Table 9.** D'Arcy Road at Overton Drive

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	35	\$45.00	\$1,575.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	950	\$8.50	\$8,075.00
3	Furnish and install standard concrete curb and gutter	LF	190	\$40.00	\$7,600.00
4	Furnish and install detectable warning surface at curb ramps	SF	12	\$48.00	\$576.00
Signage and striping					
5	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	80	\$8.00	\$640.00
6	Furnish and install 24" white preformed thermoplastic pavement marking lines	LF	20	\$26.75	\$535.00
Street lights					
7	Furnish and install street light	EA	1	\$10,000.00	\$10,000.00
<b>Subtotal</b>					<b>\$29,001.00</b>
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
11	Storm water management				
<b>Contingency (50%)</b>					<b>\$14,500.50</b>
<b>TOTAL</b>					<b>\$43,501.50</b>

**Table 8.** D'Arcy Road and Roslyn Avenue

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	75	\$45.00	\$3,375.00
Paving					
2	Remove existing end treatment	EA	1	\$500.00	\$500.00
3	Remove existing traffic barrier w/beam	LF	75	\$10.00	\$750.00
4	Type C traffic barrier end treatment	EA	1	\$3,000.00	\$3,000.00
Curb, Gutter, Sidewalk					
5	Furnish and install concrete sidewalk	SF	2,000	\$8.50	\$17,000.00
6	Furnish and install standard concrete curb and gutter	LF	400	\$40.00	\$16,000.00
7	Furnish and install detectable warning surface at curb ramps	SF	12	\$48.00	\$576.00
Signage and striping					
8	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	90	\$8.00	\$720.00
<b>Subtotal</b>					<b>\$41,921.00</b>
Contingent items					
9	Maintenance of traffic				
10	Utilities				
11	Right-of-way				
12	Storm water management				
<b>Contingency (50%)</b>					<b>\$20,960.50</b>
<b>TOTAL</b>					<b>\$62,881.50</b>

**Table 10. Ritchie Road at Napier Drive**

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	280	\$45.00	\$12,600.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	7,500	\$8.50	\$63,750.00
3	Furnish and install standard concrete curb and gutter	LF	1,500	\$40.00	\$60,000.00
4	Furnish and install detectable warning surface at curb ramps	SF	18	\$48.00	\$864.00
5	Furnish and install 10' x 5' concrete bus pad	SF	100	\$8.50	\$850.00
Signage and striping					
6	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	250	\$8.00	\$2,000.00
7	Furnish and install W11-2 pedestrian sign w/ W16-7P diagonal arrow	LF	22	\$25.00	\$550.00
8	Wood sign support 4" x 4"	LF	32	\$28.00	\$896.00
9	Furnish and install 10" white preformed thermoplastic pavement marking lines	LF	200	\$8.00	\$1,600.00
10	Furnish and install yellow object markers on existing guardrail	EA	20	\$8.00	\$160.00
11	Furnish and install bus shelters	EA	2	\$10,000.00	\$20,000.00
				<b>Subtotal</b>	<b>\$171,830.00</b>
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
11	Storm water management				
				<b>Contingency (50%)</b>	<b>\$85,915.00</b>
				<b>TOTAL</b>	<b>\$257,745.00</b>



**Table 12. Ritchie Road at Overton Drive**

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	225	\$45.00	\$10,125.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	6,000	\$8.50	\$51,000.00
3	Furnish and install standard concrete curb and gutter	LF	1,200	\$40.00	\$48,000.00
4	Furnish and install detectable warning surface at curb ramps	SF	18	\$48.00	\$864.00
5	Furnish and install 10' x 5' concrete bus pad	SF	100	\$8.50	\$850.00
Signage and striping					
6	Furnish and install W11-2 pedestrian sign w/ W16-7P diagonal arrow	SF	22	\$25.00	\$550.00
7	Wood sign support 4" x 4"	LF	32	\$28.00	\$896.00
8	Furnish and install 10" white preformed thermoplastic pavement marking lines	LF	200	\$8.00	\$1,600.00
9	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	75	\$8.00	\$2,006.25
Street lights					
10	Furnish and install street light	EA	1	\$10,000.00	\$10,000.00
<b>Subtotal</b>					<b>\$125,325.00</b>
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
11	Storm water management				
<b>Contingency (50%)</b>					<b>\$62,662.50</b>
<b>TOTAL</b>					<b>\$187,987.50</b>

**Table 11. Ritchie Road at Asheville Road**

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	2	\$45.00	\$900.00
Curb, Gutter, Sidewalk					
4	Furnish and install bus shelters	EA	1	\$10,000.00	\$10,000.00
5	Furnish and install 10' x 5' concrete bus pad	SF	50	\$8.50	\$425.00
<b>Subtotal</b>					<b>\$10,515.00</b>
Contingent items					
6	Maintenance of traffic				
7	Utilities				
8	Right-of-way				
9	Storm water management				
<b>Contingency (50%)</b>					<b>\$5,257.50</b>
<b>TOTAL</b>					<b>\$15,772.50</b>

**Table 13. Ritchie Road at Bonny Drive**

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	25	\$45.00	\$1,125.00
Curb, Gutter, Sidewalk					
2	Furnish and install concrete sidewalk	SF	600	\$8.50	\$5,100.00
3	Furnish and install standard concrete curb and gutter	LF	120	\$40.00	\$4,800.00
4	Furnish and install detectable warning surface at curb ramps	SF	18	\$48.00	\$864.00
<b>Subtotal</b>					<b>\$11,889.00</b>
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
11	Storm water management				
<b>Contingency (50%)</b>					<b>\$5,944.50</b>
<b>TOTAL</b>					<b>\$17,833.50</b>

**Table 14. Ritchie Road at Walker Mill Road**

Item No.	Description	Unit	Quantity	Unit Price	Total Price
Grading					
1	Unclassified excavation	CY	25	\$45.00	\$1,125.00
Curb, Gutter, Sidewalk					
2	Furnish and install ADA compliant ramps	SF	660	\$8.50	\$5,610.00
3	Furnish and install concrete curb and gutter	LF	165	\$40.00	\$6,600.00
4	Furnish and install detectable warning surface at curb ramps	SF	66	\$48.00	\$3,168.00
Signage and striping					
4	Furnish and install 12" white preformed thermoplastic pavement marking lines	LF	1,470	\$8.00	\$11,760.00
6	Traffic signal and equipment	EA	1	\$40,000.00	\$40,000.00
<b>Subtotal</b>					<b>\$68,263.00</b>
Contingent items					
8	Maintenance of traffic				
9	Utilities				
10	Right-of-way				
11	Storm water management				
<b>Contingency (50%)</b>					<b>\$34,131.50</b>
<b>TOTAL</b>					<b>\$102,394.50</b>

# Acknowledgments

Andree Green Checkley, Esq.	Planning Director
Derick Berlage	Acting Deputy Director
Kipling Reynolds	Division Chief, Community Planning

## Project Team Core Members

Vanessa C. Akins	Special Projects Coordinator, Community Planning
Chidy E. Umeozulu	Planner Coordinator, Community Planning
John Wooden	Former Planner Coordinator, Community Planning

## Project Team Resource Members

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Bryan Barnett-Woods	Planning Supervisor, Countywide Planning Division

## Technical and Administrative Assistance

Carly Brockinton	Publications Specialist, Planning Director's Office
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## Department of Public Works & Transportation



Semia Hackett	Vernon L. Stinnett
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Karyn McAlister	Anthony Foster
Gwen Clerkley	Kate Mazzara
Hadi Quaiyum	

## TNI Team

Taylor Brown	Silver Hill TNI Program Manager
Nicole Jackson-Young	Forestville TNI Program Manager

## Maryland State Highway Administration



Peter Campanides	Erica Rigby
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## Consultant Team (A. Morton Thomas & Associates, Inc.)



Jack A. Goode, II	Associate, P.E., P.T.O.E.
Anirban Das	Senior Project Engineer

## Councilmembers

The Honorable Jolene Ivey	District Five
The Honorable Rodney C. Streeter	Vice-Chair, District Seven

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**Prince George's County Planning Department**

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