



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

## MEMORANDUM

TO: City Council

FROM: David J. Deutsch *DJD*  
City Manager

SUBJECT: Race Track Road

DATE: November 5, 2008

In 2005, City Council approved a cost sharing agreement with Prince George's County for the installation of traffic signals on Race Track Road at Marquette Lane and Idlewild Drive. The City share was indicated as "not to exceed \$100,000" and the total project cost was stated "shall not exceed \$200,000". Council has appropriated funds annually since FY05, including an \$80,000 allocation in the current FY09 Budget.

The County has expanded the project scope from a traffic signal project to a road improvement project/traffic signal project. The road project involves widening, reconstruction of the existing road, and drainage improvements. Prince George's County sought financial participation from Cornerstone Assembly of God but no agreement was reached. The Church had paid for some paving, curb and gutter and sidewalk improvements on Race Track Road as part of their expansion project, and they have a driveway access from Race Track Road which the County will not allow them to use until the roadwork and signal are implemented.

The Prince George's County Public Works Department's current position indicates that the traffic signal cannot be installed without the road improvements. The City Public Works Department reviewed the preliminary plans and cost estimate provided by the County for the improvements to Race Track Road. They believe some relatively minor curb and gutter and sidewalk work would be needed in the immediate area of the intersection in order to accommodate ADA requirements. However, the majority of the proposed work appears to simply be a renovation of the existing roadway with new curb and gutter, full depth pavement replacement and resurfacing, as well as upgrading and extending sidewalk. Extending new curb and gutter and sidewalk to Yorktown Drive is a desirable project that is long overdue to accommodate children walking to Yorktown Elementary School. However, it is not required in order to install the signal.

MAYOR G. Frederick Robinson    MAYOR PRO TEM Todd M. Turner

COUNCIL Dennis Brady ♦ James L. Marcos ♦ Diane M. Polangin ♦ Isaac C. Truth ♦ Geraldine Valentino-Smith    CITY MANAGER David J. Deutsch  
City Hall (301) 262-6200    FAX (301) 809-2302    TDD (301) 262-5013    WEB www.cityofbowie.org

The complete replacement of sections of the roadway pavement and resurfacing of the balance of the pavement is more of a maintenance project. Other local governments and the State Highway Administration don't resurface an entire roadway when they change the striping layout. They grind off the old striping and install new striping. An example of this is the intersection of Route 450 and Good Hope Road just east of Bowie. SHA recently upgraded this signalized intersection to meet ADA requirements by relocating and upgrading existing handicap ramps and crosswalk lines.

The County is now asking the City to pay 50% of the signal lighting updated cost, which is now estimated at \$225,000. The County is also seeking 50% of the \$773,000 road project (\$386,500). So, we have gone from a maximum commitment of \$100,000 (since the signal project was initially capped at a total of \$200,000) to a current County request of \$499,500.

Race Track Road is a County road, owned and maintained by Prince George's County. The County receives State Highway User Revenue based on the road's entire length from MD 450 to MD 197 (1.8 miles).

City Council supported the cost sharing for the signal light based on the fact that the "side streets" being signalized, Idlewild Drive and Marquette Lane, are City streets. The Idlewild and Marquette residents had expressed concerns about left turn safety for vehicles entering Race Track Road, given increasing volumes.

The County is asking the City to pay 50% of a capital project on its infrastructure. The precedent-setting ramifications of this decision are potentially enormous. One only has to look at the County CIP Budget for FY09-14 which included this statement about anticipated City funding of the estimated \$6.4 million Church Road project: "The City of Bowie has yet to commit their 50% funding portion of the project." No decision has been made by the City Council to participate in funding the Church Road project, nor has the City ever been formally requested to provide funding. The City has not funded other County capital projects.

Given the number of other County roads (Old Chapel, Mitchellville, Fletchertown, Chestnut, High Bridge, Governor Bridge, Mount Oak) in our City, the potential for the County to continue requesting funds from the City is obvious if this potential cost sharing on Race Track is implemented beyond the traffic signal project.

### Recommendation

Rather than agreeing to the request for 50% funding of the County road project, Council should request that the overall project be placed in the County's upcoming Capital Improvement Program for FY10-15.

Council should reiterate its commitment to funding 50% of the traffic signal and urge County Council Member Turner to seek the necessary CIP funds to implement the full project. (This week, County voters approved \$153,224,000 in borrowing for roads, bridges and other public works projects.)

DJD/asf

Attachments:

- October 17, 2008 Letter from DPW&T Deputy Director
- October 1, 2008 Agenda Materials from Meeting between City and County Staff
- September 5, 2007 City Council Letter to County Council Member Turner
- December 23, 2005 City Council Letter to County Councilman Peters
- November 22, 2005 Letter from County Councilman Peters to City Council
- March 4, 2004 Letter from Street Traffic Studies, Ltd. to Attorney Russell Warfel
- Prince George's County FY 2009-14 Proposed CIP, Page 292 – Church Road Improvements



Jack B. Johnson  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director



LD  
JH  
DM  
JF



October 17, 2008

OCT 24 2008

## City of Bowie

Mr. David Deutsch, City Manager  
City of Bowie  
2614 Kenhill Drive  
Bowie, Maryland 20715

Re: Race Track Road at Idlewild Drive and Marquette Lane  
Project No. 665531

Dear Mr. Deutsch:

This is a follow up to a meeting held on Wednesday, October 1, 2008, at Bowie City Hall, to discuss the above-referenced subject and was attended by staff from this office, as well as Mr. Jim Henrikson and Ms. Denise Mahoney from your staff.

During the meeting, the status of the design for the signal and geometric improvements was discussed. In the interest of moving this project forward, the county absorbed the costs of \$9,460 for signal design and \$81,451.04 for geometric design improvements, currently being conducted by county engineering consultants. However, project funding beyond the referenced design services, as well as our previous commitment to equally share traffic signal installation costs with the city, cannot be undertaken solely by the county due to funding constraints, which was discussed at-length in the meeting.

In discussing funding options, a request was made by city staff to separate this project into two phases - one phase (installation of traffic signals) to be done now and the other (geometric improvements) in the future - with the later phase funded by the county. Separating the project into phases is not feasible because one phase supports the other. Without the geometric improvements to address capacity constraints, excessive delays and potential safety issues, neither of the proposed traffic signals can be installed.

According to the updated traffic counts taken on August 26, 2008, Race Track Road will experience unacceptable queue lengths in the southbound and the northbound directions if the road is not widened to increase capacity once the intersections are

Inglewood Centre 3  
(301) 883-5600

9400 Peppercorn Place, Suite 300  
FAX (301) 883-5709

Largo, Maryland 20774  
TDD (301) 985-3894

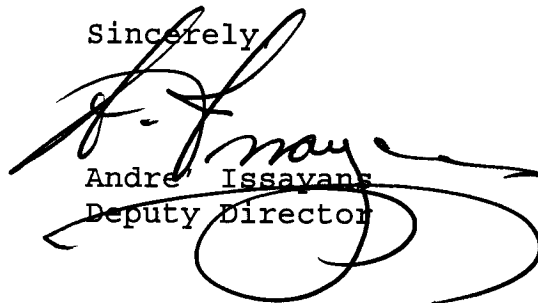
Mr. David Deutsch  
October 17, 2008  
Page 2

signalized. Consequently, the geometric improvements are necessary in order for the signals to work effectively and efficiently.

At this stage in the design, we have preliminary cost estimates for the construction of the signals and the geometric improvements. The signals will cost approximately \$225,000 and the geometric improvements to the roadway will cost an estimated \$773,000, which contains a 25 percent contingency due to the preliminary nature of the design. A detailed copy of the cost estimate for the geometric improvements is enclosed for your review.

As was discussed in the meeting, we are requesting that the city participate in a 50/50 cost sharing arrangement for the entire project, not just the portion of the project that entails the installation of the new traffic signals. However, if the city is not willing to participate in this joint project, as we do not have adequate funding to move forward, we have no other choice but to defer this project for future years and immediately halt all future design efforts. Consequently, a written decision from you on behalf of the city regarding joint funding of this project no later than October 31, 2008, would be appreciated.

Sincerely



Andre Issayans  
Deputy Director

Enclosure

cc: The Honorable Ingrid Turner, Prince George's County Council  
Haitham A. Hijazi, Director  
Edward J. Binseel, P.E., Associate Director, OPM  
James D. Wilson, P.E., Chief, Highways & Bridges Division, OPM  
Armen Abrahamian, Chief, Division of Traffic Safety, OE  
Susan D. Hubbard, Public Information Officer  
Denise Mahoney, Assistant to the City Manager, City of Bowie  
James Henrikson, Director, Department of Public Works,  
City of Bowie

## CONSTRUCTION COST ESTIMATE

**DATE:** 10/14/2008  
**ROUTE:** Race Track Road  
**JOB DESCRP:** From North of MD 450 to Yorktown Drive  
**IMPROV TYPE:** Pavement Rehabilitation, Curb/Gutter, Sidewalk  
**TYPICAL SEC:** 4 lanes  
**ALTERNATE:**  
**PREPARED BY:** WR&A

**PROJECT #:** SO4-018  
**FEDERAL #:**  
**PDMS:**  
**COUNTY:** Prince George's

**PRJ LENGTH:** 0.27 miles along Race Track Road  
**DIVISION:**

1	<b>PRELIMINARY:</b>	<b>30% OF 2, 4, 5, 6</b>			<b>\$115,726.80</b>
2	<b>GRADING</b>				<b>\$15,000.00</b>
	CLASS 1 EXC.	300 CY	\$30.00	<b>\$9,000.00</b>	
	REM. OF EX. PAVT.	25 CY	\$40.00	<b>\$1,000.00</b>	
	BORROW	500 CY	\$10.00	<b>\$5,000.00</b>	
3	<b>DRAINAGE:</b>	<b>25% OF 2, 4, 5, 6</b>			<b>\$96,439.00</b>
4	<b>STRUCTURES</b>				<b>\$35,000.00</b>
	RETAINING WALL	350 LF	\$100.00	<b>\$35,000.00</b>	
5	<b>PAVING</b>				<b>\$176,335.00</b>
	HMA SURFACE 2"	1,004 TON	\$100.00	<b>\$100,400.00</b>	
	HMA INTERMEDIATE 2"	482 TON	\$100.00	<b>\$48,200.00</b>	
	GRINDING 2"	615 SY	\$9.00	<b>\$5,535.00</b>	
	6" CONCRETE FOR DRIVEWAY	59 SY	\$100.00	<b>\$5,900.00</b>	
	MARKINGS	4,800 LF	\$3.00	<b>\$14,400.00</b>	
	SAW CUT	950 LF	\$2.00	<b>\$1,900.00</b>	
6	<b>SHOULDER</b>				<b>\$159,421.00</b>
	CURB AND GUTTER	1,726 LF	\$20.00	<b>\$34,520.00</b>	
	4" CONCRETE SIDEWALK	17,843 SF	\$7.00	<b>\$124,901.00</b>	
7	<b>LANDSCAPING</b>				<b>\$19,787.80</b>
	TURF ESTAB	% 2,4,5,6	5%	<b>\$19,287.80</b>	
	LANDSCAPE ARCH	1 LS	\$500.00	<b>\$500.00</b>	
8	<b>TRAFFIC</b>				<b>\$250.00</b>
	SIGNING	1 LS	\$250.00	<b>\$250.00</b>	
***	<b>SUBTOTAL OF CATEGORIES 2,4,5,6</b>			<b>\$385,756.00</b>	
<hr/>					
<b>SUBTOTAL ROADWAY COST</b>					<b>\$617,959.60</b>
<b>CONTINGENCY 25%</b>					<b>\$154,489.90</b>
<b>TOTAL ROADWAY COST</b>					<b>\$772,449.50</b>

**Race Track Road at Idlewild Drive and Marquette Lane  
Meeting with the City of Bowie and Prince George's County  
Wednesday, October 1, 2008 at 10:00 a.m.  
Agenda**

**Background Information**

- Executed Agreement between Prince George's County and the City of Bowie on January 30, 2006.
- Agreement is for the design, engineering, installation and inspection of the traffic control signal at Idlewild Drive/Marquette Lane.
- Agreement does allow for modification or rehabilitation of this traffic control signal due to changing traffic patterns or usefulness of equipment as determined solely by the County, after consultation with the City, subject to the availability of funds, the City agrees to bear one-half of the total cost for such modification.
- Originally, the developer was going to perform the geometric improvements to support the installation of the traffic signals.
- Since the developer is no longer performing the geometric improvements to support the traffic signals, the County retained the services of Whitman Requardt and Associates on February 28, 2008 in the amount of \$81,451.04
  - Proposal is for performing preliminary and final engineering design for the addition of through lanes on Race Track Road from north of MD 450 to Victoria Heights Drive. The roadway widening is required in conjunction with an installation of a new traffic signal for Idlewild Drive and Marquette Lane intersection which is currently under design by The Traffic Group.
- The County retained the services of The Traffic Group in February 2008 in the amount of \$9,460.00
  - Proposal is to perform the signal design for Idlewild Drive and Race Track Road as well as Marquette Lane and Race Track Road.

**Status Update on Design**

- Geometric improvements
  - Developed concept design and working on the preliminary design
  - Held field meeting on August 8, 2008
  - Cost estimate for geometric improvements is attached (does not include signal costs)
- Signal Design
  - Currently under review by the Traffic Safety Division

**Traffic Counts**

- Traffic counts were performed on August 26, 2008.
- Based on the numbers received with a minimum of 90 second cycle length, southbound Race Track Road will have a queue length of 460 feet and 340 feet along northbound direction during PM peak period in one lane if the road is not widened to increase capacity once it is signalized.
- Although we will experience queuing for the AM peak, numbers indicate PM to be the worst condition. These are numbers based on existing traffic and no additional forecasted volume was taken into account. If longer cycle length is required, then queue lengths will even become longer.

**Race Track Road at Idlewild Drive and Marquette Lane  
Meeting with the City of Bowie and Prince George's County  
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**Next Steps**

- Based on the downturn of the economy, it is more important now than ever to have the City participate in the design and construction costs for this project.
- Whenever the County installs a new traffic signal, there are always requirements to implement geometric improvements. Race Track Road is no exception. When the need for new traffic signals was identified, the County required the developer of the new development near the intersection to construct the geometric improvements to support the signals. The developer of the Church has since determined that they are unable to construct these improvements, so the design, construction and associated costs have fallen back onto the County. The design of the signals require the geometric improvements to properly accommodate the proposed through and turn lanes at Idlewild Drive and Marquette Lane.
- The request to separate this project into two projects is not feasible as one phase supports the other phase. If the geometric improvements are not performed, then we can not install either traffic signal.

# CONSTRUCTION COST ESTIMATE

**DATE:** 6/5/2008  
**ROUTE:** Race Track Road  
**JOB DESCRP:** From North of MD 450 to Victoria Heights Road  
 With Sidewalk Extended to Yorktown Drive  
**IMPROV TYPE:** Pavement Rehabilitation, Curb/Gutter, Sidewalk  
**TYPICAL SEC:** 4 lanes  
**ALTERNATE:**  
**PREPARED BY:** WR&A

**PROJECT #:** SO4-018  
**FEDERAL #:**  
**PDMS:**  
**COUNTY:** Prince George's  
**PRJ LENGTH:** 0.27 miles along Race Track Road  
**DIVISION:**

1	<b>PRELIMINARY: 30% OF 2, 4, 5, 6</b>			<b>\$120,502.50</b>
2	<b>GRADING</b>			<b>\$25,250.00</b>
	CLASS 1 EXC.	800 CY	\$30.00	<b>\$24,000.00</b>
	REM. OF EX. PAVT.	25 CY	\$40.00	<b>\$1,000.00</b>
	BORROW	25 CY	\$10.00	<b>\$250.00</b>
3	<b>DRAINAGE: 25% OF 2, 4, 5, 6</b>			<b>\$100,418.75</b>
4	<b>STRUCTURES</b>			<b>\$0.00</b>
		- SF		<b>\$0.00</b>
		- SF		<b>\$0.00</b>
		- SF		<b>\$0.00</b>
5	<b>PAVING</b>			<b>\$272,425.00</b>
	HMA SURFACE 2"	900 TON	\$100.00	<b>\$90,000.00</b>
	HMA INTERMEDIATE 2"	415 TON	\$100.00	<b>\$41,500.00</b>
	HMA BASE 4.5"	930 TON	\$100.00	<b>\$93,000.00</b>
	GRINDING 2"	60 SY	\$9.00	<b>\$540.00</b>
	GRINDING 6"	3,665 SY	\$9.00	<b>\$32,985.00</b>
	MARKINGS	4,800 LF	\$3.00	<b>\$14,400.00</b>
	SAW CUT	1,150 LF	\$2.00	<b>\$2,300.00</b>
6	<b>SHOULDER</b>			<b>\$104,000.00</b>
	CURB AND GUTTER	1,700 LF	\$20.00	<b>\$34,000.00</b>
	4" CONCRETE SIDEWALK	10,000 SF	\$7.00	<b>\$70,000.00</b>
7	<b>LANDSCAPING</b>			<b>\$20,583.75</b>
	TURF ESTAB	% 2,4,5,6	5%	<b>\$20,083.75</b>
	LANDSCAPE ARCH	1 LS	\$500.00	<b>\$500.00</b>
8	<b>TRAFFIC</b>			<b>\$250.00</b>
	SIGNING	1 LS	\$250.00	<b>\$250.00</b>
***	<b>SUBTOTAL OF CATEGORIES 2,4,5,6</b>			<b>\$401,675.00</b>
<b>SUBTOTAL ROADWAY COST</b>				<b>\$643,430.00</b>
<b>CONTINGENCY 25%</b>				<b>\$160,857.50</b>
<b>TOTAL ROADWAY COST</b>				<b>\$804,287.50</b>

\* This estimate does not include signal design or construction costs.

## AGREEMENT

THIS AGREEMENT, is made and entered into this 30<sup>th</sup> day of January, 200~~5~~<sup>6</sup>, by and between PRINCE GEORGE'S COUNTY, MARYLAND, a body corporate and politic, hereinafter called the "County", on behalf of the Prince George's County Department of Public Works and Transportation and the City of Bowie, a municipal corporation of the State of Maryland, hereinafter call the "City".

## RECITALS

WHEREAS, the City desires the installation of a multi-phase fully actuated traffic control signal which shall include a pedestrian phase for pedestrians to cross Race Track Road (the "Project") at the intersection of Race Track Road and Idlewild Drive/Marquette Lane, which is located in Bowie, Prince George's County, Maryland; and

WHEREAS, the Project includes the design, engineering, installation and inspection of the traffic control signal; and

WHEREAS, the County has determined that the intersection of Race Track Road and Idlewild Drive/Marquette Lane, which is located in Prince George's County, meets the criteria normally used to warrant signalization.

NOW, THEREFORE, in consideration of the premises and mutually dependant covenants herein contained, the parties hereto agree as follows:

1. The above Recitals are hereby incorporated by reference as operative provisions of this Agreement.
2. The design, engineering, installation and inspection of said traffic control signal will be performed by the County's Department of Public Works and Transportation.

3. The City shall grant the County permission to install and maintain such traffic signal equipment, traffic signs and pavement markings upon the City's property as the County may deem necessary for the safe and efficient operation of said traffic control signal.

4. The County will bear all costs required for normal maintenance and electrical energy consumed by the traffic signal at said intersection.

5. The parties agree that the total Project cost shall not exceed \$200,000.00 (Two hundred thousand dollars). The County and the City agree to share equally in the total Project cost. The County agrees to bear one-half of the costs of the total Project and the City agrees to bear one-half of the total cost of the Project.

6. Upon completion of the Project, the City agrees to reimburse the County for one-half of the total incurred Project cost, not to exceed \$100,000.00 (One hundred thousand dollars) as the City's share for the installation of said traffic control signal. The total cost of the Project shall include but not be limited to all direct and indirect design costs, all direct and indirect construction costs, inspection costs, and permit costs, not to exceed \$100,000.00.

7. Further, if at any time in the future, modification or rehabilitation of this traffic control signal is required due to changing traffic patterns, or usefulness of equipment, as determined solely by the County, after consultation with the City, subject to the availability of funds, the City agrees to bear one-half of the total cost for such modification. The County will provide a six (6) months notice to the City of all programmed modifications or rehabilitations, including cost estimates and plans, to allow the City an opportunity to put funding in place for the work.

8. The City within thirty (30) calendar days of presentation of bills will reimburse the County for all costs and expenses as set forth in Paragraphs 6 & 7 above.

9. A. Subject to the limitations contained in this section, and to the fullest extent permitted by the law, the City hereby agrees to indemnify and hold harmless the County, its officials, employees, agents, servants, successors and assigns from and against any losses or liabilities, claims, actions, and/or suits arising out of the acts or omissions or negligence of the City in connection with its responsibilities for design and engineering under this Agreement, or any act, omission or negligence of the City in connection with the placement or operation of the traffic control signal at the intersection of Race Track Road and Idlewild Drive/Marquette Lane. The parties hereby agree that the foregoing obligation shall survive the termination of this Agreement. The indemnification obligations of the City of Bowie as provided in this section §9A shall be limited to the amounts as set forth in the Local Government Tort Claims Act, Courts and Judicial Proceedings Article, Annotated Code of Maryland, Section 5-301 et seq.

B. Subject to the limitations contained in this section, and to the fullest extent permitted by the law, the County hereby agrees to indemnify and hold harmless the City, its officials, employees, agents, servants, successors and assigns from and against any losses or liabilities, claims, actions and/or suits arising out of the design, engineering, inspection, installation or maintenance of the traffic control signal, traffic signs or pavement markings installed or placed in the intersection of Race Track Road, Idlewild Drive, and Marquette Lane by the County or any willful or negligent act or omission relating to such placement in the aforesaid intersection. The parties hereby agree that the foregoing obligation shall survive the termination of this Agreement. The indemnification obligations of the County as provided in this section 9B shall be limited to the amounts as set forth in the Local Government Tort Claims Act, Courts and Judicial Proceedings Article, Annotated Code of Maryland, Section 5-301 et seq.

10. This Agreement shall commence upon the date first written above and shall continue until terminated as stated herein. The obligations contained herein shall continue as long as the traffic signal is located at the intersection of Race Track Road and Idlewild Drive/Marquette Lane. Any funding obligations of either party which go beyond any fiscal year shall be contingent upon the availability of said party's appropriations. Prior to the start of installation of said traffic control signal, any party hereto reserves the right to terminate this Agreement in writing subject to terms and conditions as follows:

A. If the Agreement is terminated in writing by mutual consent of the parties, all design and engineering costs under the Agreement shall be divided equally by both parties.

B. If any party terminates this Agreement without the consent of the other party, the party first giving notice of termination shall bear all design and engineering costs incurred under the Agreement.

11. The County agrees to permit the City and their agents the right to inspect, audit, and copy during normal business hours the County's records relating to the Project.

12. This Agreement shall be governed in accordance with the laws of the State of Maryland.

13. Nothing in this Agreement shall be construed to imply a joint venture, partnership, or principal-agent relationship among the parties. Each party is an independent contractor under this Agreement and no party has the authority to act or create any obligation, express or implied, on behalf of any other party.

14. Notices and communications required under the terms of this Agreement shall be made or sent to the following:

A. If to the City of Bowie:

David J. Deutsch, City Manager  
2614 Kenhill Drive  
Bowie, Maryland 20715

B. If to the COUNTY:

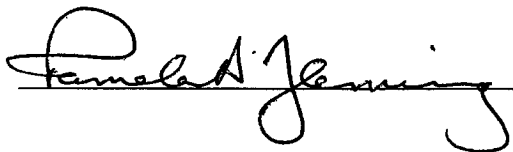
Haitham A. Hijazi  
Director  
Department of Public Works and Transportation  
Prince George's County  
9400 Peppercorn Place, Suite 300  
Largo, Maryland 20774

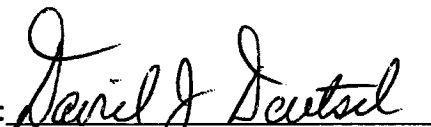
15. This Agreement sets forth all the agreements, promises, conditions and understandings between the parties with respect to this Project and if there should now exist any other agreement, promises, conditions and understandings between the parties with respect to this Project either oral or written, which conflict with the herein agreement, then this Agreement shall prevail. No subsequent alteration, amendment, change or addition shall be binding upon any of the parties unless reduced to writing and signed by both parties.

IN WITNESSETH WHEREOF, the parties hereto have caused these presents to be executed in duplicate by their proper officers duly authorized the day and year stated above.

ATTEST:

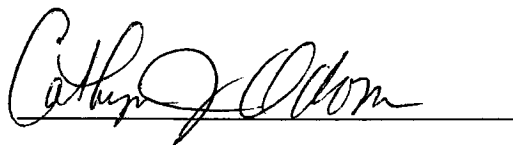
CITY OF BOWIE

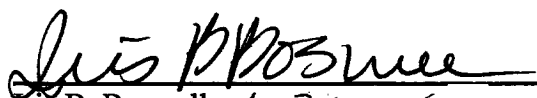
  
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By:   
David J. Deutsch, City Manager

ATTEST:


PRINCE GEORGE'S COUNTY, MARYLAND

  
\_\_\_\_\_

  
Iris B. Boswell 1-30-06  
Deputy Chief Administrative Officer for Budget  
Finance and Administration

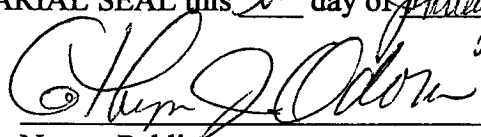
  
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Reviewed for Legal Form and Sufficiency

  
Reviewed and Approval Recommended  
Haitham A. Hijazi  
Director, DPW&T

STATE OF MARYLAND )  
 ) SS,  
COUNTY OF PRINCE GEORGE'S )

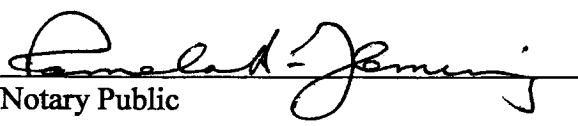
BEFORE ME, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Iris Boswell, Deputy Chief Administrative Officer, and that she, as Deputy Chief Administrative Officer, being authorized to do so, did acknowledge the foregoing agreement to be the act of said County.

WITNESS MY HAND AND NOTARIAL SEAL this 30<sup>th</sup> day of January, 2006.  
  
Notary Public

My commission expires: June 1, 2007

STATE OF MARYLAND )  
 ) SS,  
COUNTY OF PRINCE GEORGE'S )

BEFORE ME, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared David J. Deutsch, City Manager and that he, as City Manager, being authorized to do so, did acknowledge the foregoing agreement to be the act of said City.

WITNESS MY HAND AND NOTARIAL SEAL this 16 day of Nov, 2005.  
  
Notary Public

My commission expires: Sept 1, 2008

• copy for JMM



# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

September 5, 2007

The Honorable Ingrid M. Turner  
Prince George's County Council  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, MD 20772

RE: Race Track Road Traffic Signal at Idlewild Drive/Marquette Lane

Dear Councilwoman *Ingrid* Turner:

As we have discussed on previous occasions, the Bowie City Council is very anxious to see the approved traffic signal system planned for the Race Track Road intersections at Idlewild Drive and Marquette Lane installed as soon as possible. We are aware that signal design has been delayed due to a lack of commitment of funding to obtain engineering information for, and construction of, lane widening north of the Idlewild Drive intersection. The City's understanding is, without this funding, the signal system cannot be implemented.

The Cornerstone Assembly of God Church was required, as conditions of Detailed Site Plan #95092/07 from the Prince George's County Planning Board, to make widening improvements on Race Track Road between the proposed church entrance to Idlewild Drive and install a traffic signal at their driveway entrance, if found to be warranted in the future. Also, though not required, the church funded a substantial traffic engineering study that revealed the need to signalize the intersections at Idlewild Drive and Marquette Lane. To honor the agreement reached with the community during the public hearings, the City agreed to fund one-half of the construction cost of the traffic signal. The City has set aside \$80,000 in its previous and current year budgets, with the expectation that the signal system will be installed.

We further understand that meetings with church representatives and an adjacent developer over the past year have not resulted in their agreement to participate in funding the additional improvements. The City Council believes that Prince George's County must resolve this impasse by agreeing to accept responsibility for the remaining work, especially since Race Track Road is a County road. By completing the project, not only will safety issues be addressed at the intersections, but the flow of traffic all along Race Track Road will also improve.

The City Council requests your support and cooperation in obtaining the necessary County funding to complete the project this fiscal year.

Sincerely,

Bowie City Council  
G. Frederick Robinson  
Mayor



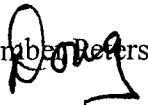
# City of Bowie

2614 Kenhill Drive  
Bowie, Maryland 20715

December 23, 2005

The Honorable Douglas J.J. Peters  
Prince George's County Council  
County Administration Building  
14741 Governor Oden Bowie Drive  
Upper Marlboro, Maryland 20772

RE: Your Letter of November 22, 2005  
Race Track Road Traffic Signal

Dear Council Member  Peters:

The City is in receipt of your recent letter in which you provided a copy of a memorandum from Mr. Haitham Hijazi, Director of the County's Department of Public Works and Transportation, regarding the status of the installation of the Idlewild Drive/Marquette Lane traffic signal. We appreciate your efforts to keep us apprised of the progress of this very important project.

As you know, the City recently executed a cost-share agreement to fund up to \$100,000 of the cost of the traffic signal. It is our understanding that Cornerstone Assembly of God Church has obtained their building permit and is proceeding with their construction plans. We also understand that the County's signal design work will not begin until after Cornerstone submits road plan geometrics to the County.

Please be advised that, according to Cornerstone's traffic consultant, the improvements at the referenced location must be extended north of the Idlewild Drive intersection to provide an adequate transition from the four-lane road section to the existing two-lane section (see attached plan and Recommendation #2, Page Five, of David A. Nelson's March 4, 2004 letter to Mr. Russell Warfel). During the development review process, Mr. Nelson of Street Traffic Studies, Ltd., demonstrated that these improvements, which will have to extend approximately 350 feet north of Idlewild Drive, are essential to guarantee that a bottlenecking situation does not occur at the new traffic signal. Please help to ensure that DPW & T staff recognize this detail and plan for it in their impending signal design work.

Also, the need for a left-turn storage lane on northbound Race Track Road at the Hilltop Shopping Center rear entrance should be investigated now, in light of the State Highway Administration's decisions regarding future truck access from Maryland Route 450 into the center.

Thank you for your attention to this matter.

Sincerely,



Bowie City Council  
G. Frederick Robinson  
Mayor

Enclosures

cc: Mr. Haitham Hijazi, DPW & T Director  
Mr. Andre Issayans, DPW & T  
Mr. Jim Henrikson, City Public Works Director  
Mr. David Nelson, STS Ltd.  
Mr. Russ Warfel, Esq. Meyers, Rodbell and Rosenbaum, P.A.



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3094

**DOUGLAS J.J. PETERS**  
Council Member, 4th District

November 22, 2005

Hon. G. Frederick Robinson, Mayor  
& City Council – City of Bowie  
2614 Kenhill Drive  
Bowie, MD 20715

**Bowie City Clerk's Office**

Dear Mayor Robinson:

I write to update you on the status of improvements to Race Track Road at the intersection of Idlewild Drive and Marquette Lane. As you are aware, as part of the review process last year the County and City of Bowie agreed to jointly fund the installation of a traffic signal at the above intersection as part of the improvements on Race Track Road.

Please find enclosed for your information a copy of the November 17, 2005 memorandum from Mr. Haitham Hijazi, Director of the Prince George's County Department of Public Works and Transportation, regarding the status of the installation of the traffic light. In addition, on November 14<sup>th</sup> the Bowie City Council voted to approve the cost sharing agreement with the County. I am hopeful that this will serve as an impetus for moving the project along.

My office will continue to work with the County, the City of Bowie, Cornerstone Assembly of God Church and the surrounding communities as this matter proceeds. Thank you again for your interest in this matter. If you need further assistance on any other matter, please do not hesitate to contact me at (301) 952-3094. I wish you a joyous Thanksgiving holiday.

Sincerely,

Douglas J.J. Peters  
County Council - District 4

DJJP/tmt

Enc.

County Administration Building — Upper Marlboro, Maryland 20772  
FAX-(301) 952-4910



Jack B. Johnson  
County Executive

# PRINCE GEORGE'S COUNTY GOVERNMENT



Department of Public Works and Transportation  
Office of the Director



NOV 21 2005

## MEMORANDUM

**DATE:** November 17, 2005

**TO:** The Honorable Douglas J.J. Peters, Council Member  
Prince George's County Council, District 4

**FROM:** *HW* Haitham A. Hijazi, Director

**RE:** Race Track Road, 1-4152

**CR:** Idlewild Drive (City of Bowie)

Thank you for your October 27, 2005 letter requesting the status of signal construction for the intersection of Race Track Road and Idlewild Drive.

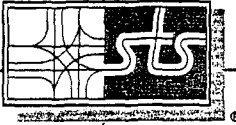
Please note that the final draft agreement for cost sharing is currently with the City of Bowie for execution. Once this agreement is signed, it will be forwarded to the Department of Public Works and Transportation, and the County Executive's Office for final signature and ratification.

In regard to the design and construction of this signal, please note that the Cornerstore Assembly of God Church has not come forward for the permitting process. In order for our staff to initiate design of this signal, geometric modifications must take place by the developer. Once we receive these changes, we will initiate the necessary design and program for construction. At this point, we do not have a concrete date for installation of this signal, since it is dependent on the timing of development construction.

If you have any questions regarding this matter, please contact me at (301) 883-5600 or J. Rick Gordon, Associate Director of our Office of Transportation, at (301) 883-5700.

HAA/AI/lf

cc: Alfonso N. Cornish, Deputy Chief Administrative Officer  
Adrian Howell, Council Liaison  
J. Rick Gordon, Associate Director, Office of  
Transportation



## Street Traffic Studies, Ltd.

March 4, 2004

Russell E. Warfel  
Meyers, Rodbell & Rosenbaum  
6801 Kenilworth Avenue  
Suite 400  
Riverdale, Maryland 20737-1385

Re: Race Track Road  
Cornerstone Assembly of God  
Detailed Site Plan

Dear Russ:

As we discussed, I have prepared the following summary, detailing our work effort to date both as it relates to the proposed Detailed Site Plan for the Cornerstone project and the independent evaluation of the Race Track Road corridor between MD 450 and Victoria Heights.

Cornerstone Assembly of God has two primary functions as it relates to the evaluation of potential traffic impacts. Sunday services including Sunday School both for children and adults and two worship services. **From a traffic perspective, the volume of traffic on the road network is significantly less than the weekday peaks such that the Sunday operations have a limited impact.**

**The school's primary weekday impact is during the morning peak hour** as students are dropped off, generally by their parents, and the faculty arrive. Because the school day ends at 3:00 PM, the majority of traffic associated with the pick up of students occurs well before the evening peak hour. The morning drop off is interesting though in that a high percentage of vehicles enter the school from the east as a right turn, drop off their children and then exit as a right turn, proceeding west along MD 450. Because of the traffic conditions along MD 450, we would assume that this routing is based to some extent on the limitations of the access.

We were initially contacted to review the current Church / school access plan focusing primarily on the safety aspects of the two existing access points to MD 450. **The initial studies quantified the capacity constraints of the access points, the severe sight distance constraints of the eastern access point, operational constraints due to the proximity of the Race Track Road intersection, and a review of the recorded accidents statistics along MD 450 in the vicinity of the site.** These studies were expanded to include a review of the planned widening

Russell Warfel  
March 4, 2004  
Page Two

of MD 450 (no design or construction money programmed) and the anticipated degradation due to ongoing growth in the corridor.

**It is apparent that the existing site access points currently experience capacity and safety constraints that affect not only drivers oriented to and from Cornerstone, but also to the motorists traveling along MD 450 itself.**

A supplemental access to Race Track Road from the site via the existing access easement was found to provide an alternative for some of the site traffic. For clarification purposes, **the proposed access to Race Track Road is anticipated as a supplement to their existing access to MD 450, not as a replacement.** While the site currently has two access points to MD 450, it effectively operates with only one (the western one) as the sight distance issues at the eastern location limit its effectiveness - it is gated for the majority of the week. In the future, with the widening of MD 450, the eastern access point will become the primary MD 450 access and the western one will be reduced to a right in, right out, due to its proximity to the Race Track Road intersection.

It is important to note that it is expected that at least half of the traffic that would use the proposed access point to Race Track Road is already traveling along the link and would be merely intercepted at the new access point instead of proceeding through the Race Track Road / MD 450 signal and entering the site along MD 450.

**Cornerstone has undertaken additional studies of Race Track Road in direct response to the issues raised by the residents during two Stakeholders meetings.** The purpose of these studies was to first detail current conditions, identify issues, and then develop a series of alternatives for consideration by DPW&T, the agency responsible for Race Track Road. **As it relates to Race Track Road and the intersections north of the driveway, these issues - speed, side street delay, and safety constraints exist today.** As traffic grows in the area, independent of changes at the church, these issues are expected to continue to degrade.

The alternative plans developed for Race Track Road have evolved over time through a series of working meetings with the City and the County. While we initially looked at an alternative that limited the mainline Race Track Road to a single lane and provided turning bays at the intersections, this alternative was superseded by the current concept to maintain a four lane section through the study area, consistent with the section in the vicinity of the proposed site access point.

An intermediate alternative was studied in response to comments by DPW&T that included widening Race Track Road to five lanes with a center turn lane from its intersection with MD

Russell Warfel  
March 4, 2004  
Page Three

450 north through the intersection with Victoria Heights. This alternative was dropped due to cost and potential environmental impacts.

Speed studies were conducted along Race Track Road in the vicinity of the Idlewild / Marquette intersection - just north of the proposed driveway access. The results of these studies confirmed the speeding conditions with **the 85<sup>th</sup> percentile speed of southbound vehicles exceeding 50 miles per hour (MPH)**, on a road section posted at 35 mph. Northbound speeds were recorded at just under 50 mph, still well in excess of the posted speed limit.

A formal intersection delay study was not conducted for the side street intersections however peak hour observations did note fairly significant side street delays during the peak periods due to a fairly continuous stream of traffic along Race Track Road. Additionally, due to the difficulty vehicles were experiencing entering onto Race Track Road, it was common to see a vehicle that had initially desired to turn left, end up turning right and either u-turning further up the road or choosing a different route further up Race Track Road.

The current phasing and timing of the MD 450 / Race Track Road intersection provides little in the way of gaps in the northbound traffic stream due to the provision of the right turn green arrow on the westbound approach. Discussions with the MSHA indicated their reluctance to limit the right turn green movement due to capacity and queuing concerns at that intersection.

Accident data was reviewed for the Race Track Road Corridor. The number of accident recorded were found to be well within the range expected for a roadway of its design and traffic loading. For example, only three accidents were recorded in the vicinity of the Idlewild intersection over the last three years.

Several traffic control alternatives were explored for the side street intersections in order to facilitate the safe movement of vehicular and pedestrian traffic. Typical options explored included the current side street stop control, round about, and traffic signalization. Due to the geometry and location of the existing roadways, installation of a round-about would not be cost effective in that roadways would have to be realigned, right of way purchased, and would require the taking of several residences.

Traffic signalization was reviewed specifically for the Idlewild subdivision. This subdivision includes more than 220 homes served by a single access point. Marquette is also a fairly large townhouse subdivision, also served by a single access point. **Based on the review of the traffic volume data collected, it was determined that the Idlewild intersection meets the Peak Hour Warrant, the Four Hour Warrant, and the Interruption of Continuous Flow Warrant.** It is important to recognize that the first two warrants are not typically used as an absolute

Russell Warfel  
March 4, 2004  
Page Four

basis to consider signalization of an intersection. Furthermore, the traffic data just meets the third warrant. The decision to allow the installation of a traffic signal is the responsibility of the controlling agency, in this case, the Prince Georges County DPW&T.

From an operational perspective, **if the Idlewild Drive intersection were to be signalized, the traffic movements of the Marquette Drive intersection would also be controlled as the fourth leg of the intersection**, due to the close proximity of the two intersections to each other. **Operating as a split phase operation, the single traffic signal operating in conjunction with the four lane proposal for Race Track Road was found to operate very well, with limited mainline queuing due to the demand actuated side street movements.**

The traffic signalization alternative as shown on the four-lane plan is noted as subject to the review and approval of the DPW&T. **While we have reviewed the option of signalizing the proposed Church access point to Race Track Road, the analysis indicates that it can operate effectively as a stop controlled intersection, considering the prime traffic movements associated with the church are expected off peak.** It would make sense to design the Idlewild signal to accommodate the addition of this signal in the future should the safety conditions justify its consideration. Again, similar to the Marquette signal, it would operate as part of a system with the Idlewild / Marquette signal. Even in its expanded form, these signals would not be designed, constructed, or operated as three separate signals, nor would they cost the equivalent of three signals. **While estimates have been given detailing signalization costs in excess of \$450,000, the cost of the Idlewild / Marquette intersection signal is estimated at \$150,000, (independent of the costs to implement the four lane section).**

Again, we would agree that signal controlling the proposed church access point to Race Track Road would be subject to further review upon the opening of the driveway, and even then there will more than likely be other options to consider.

SYNCHRO and SIMTRAFFIC studies have been conducted which model the proposed traffic control alternatives - specifically signal control of the Idlewild and Marquette intersections along with stop control at the Church drive. While we recognize this is not absolute picture of future conditions, it does provide a graphical depiction of the analysis, especially as it relates to potential queuing issues, which with the four lane alternative, do not exist along the mainline link. **As initially recognized by DPW&T, because the turning movements at the side streets are relatively low, operating Race Track Road as a four lane section with combination turn lane benefits the main line flow resulting in very little queuing at the intersection approaches.**

Russell Warfel  
March 4, 2004  
Page Five

From an implementation process, it would be appropriate to work towards the development of the four lane section through Idlewild, detail the appropriate traffic control measures for the Idlewild / Marquette intersections, and then in time evaluate the operation of the Church driveway with respect to the traffic control at the adjoining intersections.

We have reviewed Race Track Road in the vicinity of Idlewild Drive to identify the key elements that need to be implemented in order to achieve the four lane section as proposed.

1 - Improve the right hand shoulder of Race Track Road between the proposed Church access point, north to the Idlewild Drive intersection. This improvement would include the addition of new curb and gutter between the existing fillets, installation of new paving, and closed drainage system to accommodate the existing storm water. It would complete the four lane section from MD 450 to the Idlewild Drive intersection.

2 - Remove the existing guard rail along the right hand side of northbound Race Track Road from the Idlewild Drive intersection, north, approximately 350 feet. Install new guard rail adjacent to the existing fence line and install new curb and gutter (with curb openings to accommodate drainage flow, 2 feet offset from the new guard rail. This improvement will provide the adequate transition lane for the proposed two lane northbound movement to transition to a single lane northbound.

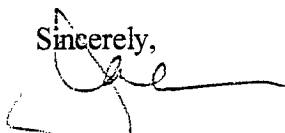
3 - Install the new lane markings and signage to support the proposed four lane section through the Idlewild Drive intersection including shared turning movements at Idlewild Drive, Marquette Lane and the proposed Church access.

4 - Install the traffic control devices at the Idlewild Drive / Marquette Lane intersection - signalization if accepted.

While milling and overlaying the pavement for the roadway section affected by the proposed change in traffic control would provide a "clean slate" for the new pavement markings, the proposal does not shift any of the lane line locations and for the most part, provides further clarification.

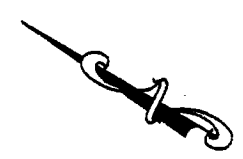
If you have any questions or require further information, please let me know.

Sincerely,



David A. Nelson, P.E.  
President

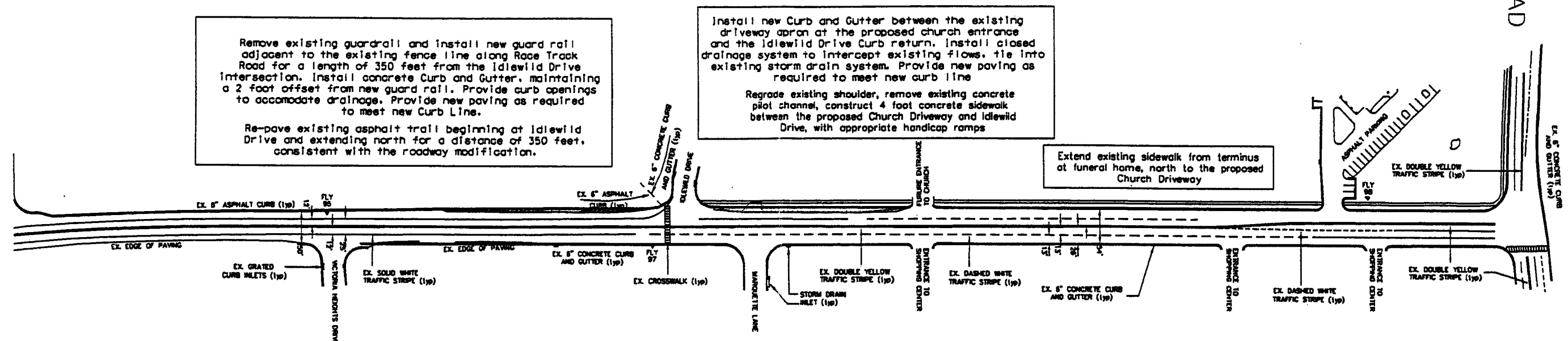
MD 450  
ANNAPOLIS ROAD  
(Variable R.O.W. Width)



Remove existing guardrail and install new guard rail adjacent to the existing fence line along Race Track Road for a length of 350 feet from the Idlewild Drive Intersection. Install concrete Curb and Gutter, maintaining a 2 foot offset from new guard rail. Provide curb openings to accommodate drainage. Provide new paving as required to meet new Curb Line.  
  
Re-pave existing asphalt trail beginning at Idlewild Drive and extending north for a distance of 350 feet, consistent with the roadway modification.

Install new Curb and Gutter between the existing driveway apron at the proposed church entrance and the Idlewild Drive Curb return. Install closed drainage system to intercept existing flows, tie into existing storm drain system. Provide new paving as required to meet new curb line  
  
Regrade existing shoulder, remove existing concrete pilot channel, construct 4 foot concrete sidewalk between the proposed Church Driveway and Idlewild Drive, with appropriate handicap ramps

Extend existing sidewalk from terminus at funeral home, north to the proposed Church Driveway



Remove existing guardrail along the west side of southbound Race Track Road between the Victoria Heights and Idlewild Drive Intersection. Extend the existing curb and gutter north from its existing terminus to the Intersection of Victoria Heights (approx 275 feet) and install new guard rail, 2 feet offset from the new curb line. adjust the grade of the shoulder and modify the existing asphalt trail to ensure a continuous pedestrian link. Surface Drainage along Race Track Road to be accommodated by curb cuts in the proposed curb line. Provide new paving as required to meet new Curb Line.

Existing street lights along the west side of Race Track Road will be checked to ensure the proper bulb type and wattage for existing conditions is provided.. adjust as necessary to meet current standards.  
  
Pavement markings and roadway signage will be modified in accordance with current Prince Georges County DP&T standards to accommodate the proposed four lane section as detailed on the design concept drawing.

# RACE TRACK ROAD

Implementation Concept Plan for a Four Lane Section  
Proposed Church Drive to Idlewild Drive  
Proposed Scope of Work

March 12, 2004  
Prepared by Street Traffic Studies, Ltd

**THE PRINCE GEORGE'S COUNTY FY 2009-2014 PROPOSED CAPITAL IMPROVEMENT PROGRAM**

CIP ID NO.	PROJECT NAME	AGENCY
FD664221	CHURCH ROAD IMPROVEMENTS	PUBLIC WORKS & TRANSPORT

OPERATING IMPACT (000,S)	
DEBT SERVICE	291
MAINTENANCE COSTS	0
OPERATING COSTS	0
<b>TOTAL</b>	<b>291</b>
COST SAVINGS	0

LOCATION AND CLASSIFICATION			
COUNCIL DIST	Four	STATUS	Projected
PLANNING AREA	Bowie Vicinity	CLASS	Rehabilitation
ADDRESS	Woodmore Road To Md 214	FUNCTION	Roads and Bridges

APPROPRIATION DATA (000,S)	
YEAR FIRST IN CIP	FY 2006
YEAR FIRST IN CAPITAL BUDGET	FY 2007
CURRENT AUTH. THRU	FY 08 6100
CUMULATIVE APPROP. THRU	FY 08 300
<b>APPROPRIATION REQUESTED</b>	<b>0</b>
BONDS SOLD	250
OTHER FUNDS	0
TOTAL FUNDS RECEIVED	250
EXPENDITURES & ENCUMBRANCES	250
UNENCUMBERED BALANCE	0

EXPENDITURE SCHEDULE (000,S)											
	TOTAL	THRU FY 07	EST. FY 08	TOTAL 6 YRS	BUD YR FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	BEYOND 6 YRS
PLANS	1148	0	250	898	0	0	0	150	450	298	0
LAND	500	0	0	500	0	0	0	0	400	100	0
CONST	4818	0	0	4818	0	0	0	0	2310	2508	0
EQUIP	0	0	0	0	0	0	0	0	0	0	0
OTHER	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>6466</b>	<b>0</b>	<b>250</b>	<b>6216</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>3160</b>	<b>2906</b>	<b>0</b>

FUNDING SCHEDULE (000,S)											
GO BDS											
	3234	0	250	2984	0	0	0	150	1544	1290	0
OTHER	3232	0	0	3232	0	0	0	0	1616	1616	0
<b>TOTAL</b>	<b>6466</b>	<b>0</b>	<b>250</b>	<b>6216</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>3160</b>	<b>2906</b>	<b>0</b>

PROJECT STATUS	
LAND STATUS	Alignment Not Selected
PROJECT STATUS	Design Not Begun
PERCENT COMPLETED	0
ESTIMATED COMPLETION DATE	07/2014

**DESCRIPTION AND JUSTIFICATION**

**DESCRIPTION:** This project provides geometric and safety improvements to Church Road between Woodmore Road and MD 214 (Central Avenue). Improvements will include intersection improvements, local realignment of the roadway, and the addition of shoulders and roadside drainage where necessary. City of Bowie has yet to commit their 50% funding portion of the project.

**JUSTIFICATION:** This improvement is needed to enhance safety along the roadway.

