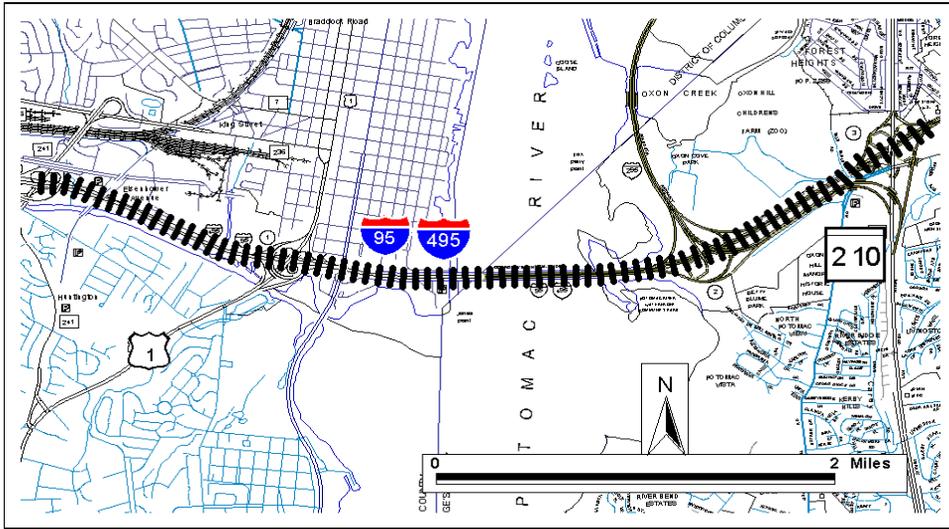


Prince George's



PROJECT: I-95/I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to address congestion and operational problems associated with the Woodrow Wilson Bridge. The limits of the project are from Telegraph Road in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility was included in this project.

JUSTIFICATION: The bridge was nearing the end of its structural life and operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- MD 210, MD 228 to I-95/I-495 (Line 18)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 19)

STATUS: Open to Service. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	26435	17052	0	0	0	WWB/HP

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	96,189	95,466	723	0	0	0	0	0	0	723	0
Right-of-way	3,578	3,578	0	0	0	0	0	0	0	0	0
Construction	1,218,525	1,151,921	12,909	0	0	0	0	0	0	12,909	53,695
Total	1,318,292	1,250,965	13,632	0	0	0	0	0	0	13,632	53,695
Federal-Aid	1,150,155	1,138,714	10,381	0	0	0	0	0	0	10,381	1,060

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

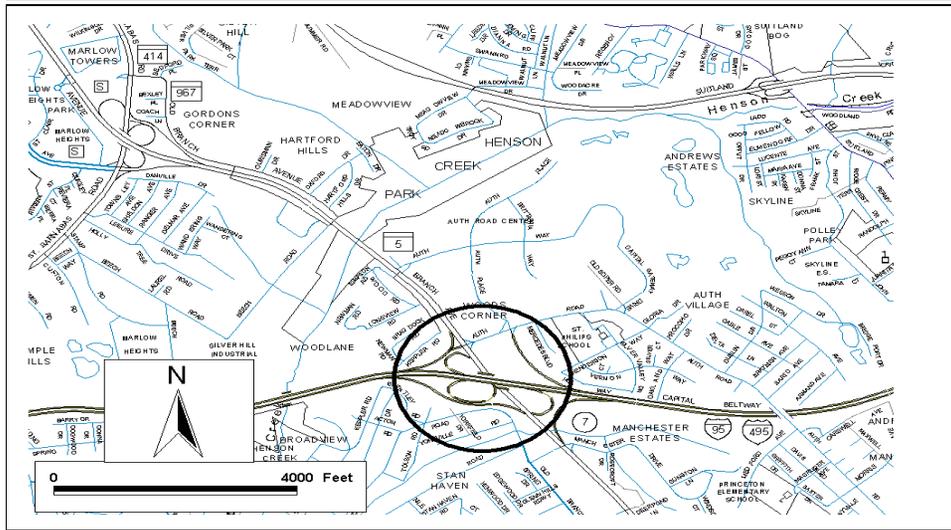
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 178,725

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$821,800 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Reconstructed the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This included the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities were included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods resulting in severe congestion.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 12)
- MD 5, US 301 to I-95/I-495 (Line 16)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.2 million is due to additional maintenance of traffic, pile modifications and storm water marnagement .

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	3,464	3,464	0	0	0	0	0	0	0	
Right-of-way	10,887	10,830	57	0	0	0	0	0	57	
Construction	37,809	37,170	639	0	0	0	0	0	639	
Total	52,160	51,464	696	0	0	0	0	0	696	
Federal-Aid	36,324	35,796	528	0	0	0	0	0	528	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

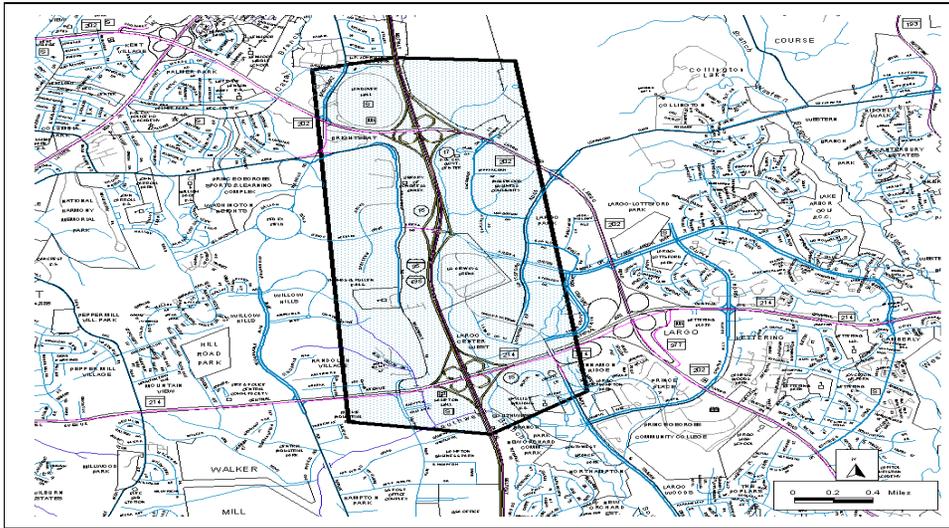
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 126,300 (MD 5)
187,750 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

OPERATING COST IMPACT: \$72,000 per year



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Converted the I-95/I-495 interchange at Arena Drive from a part time interchange to a full time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station (2.80 miles).

JUSTIFICATION: This interchange provides access to existing and proposed development in the area and relieves safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
MD 202, at Brightseat Road (Line 26)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.6 million is due to ramp modifications and widening.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,413	1,413	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	32,426	28,215	4,211	0	0	0	0	0	4,211	0
Total	33,841	29,630	4,211	0	0	0	0	0	4,211	0
Federal-Aid	29,026	25,288	3,738	0	0	0	0	0	3,738	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

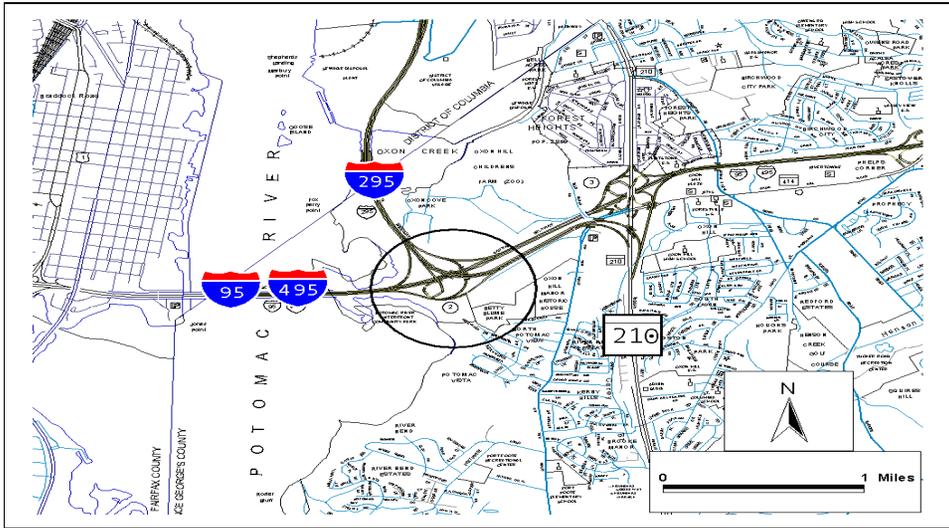
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 198,200

PROJECTED (2030) - 222,600

OPERATING COST IMPACT: \$49,800 per year



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- MD 210, MD 228 to I-95/I-495 (Line 18)
- MD 210, Interchange at Kerby Hill/Livingston Road (Line 19)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	532	300	232	0	0	0	0	0	0	0	232	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	38,518	30,290	8,228	0	0	0	0	0	0	0	8,228	0
Total	39,050	30,590	8,460	0	0	0	0	0	0	0	8,460	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

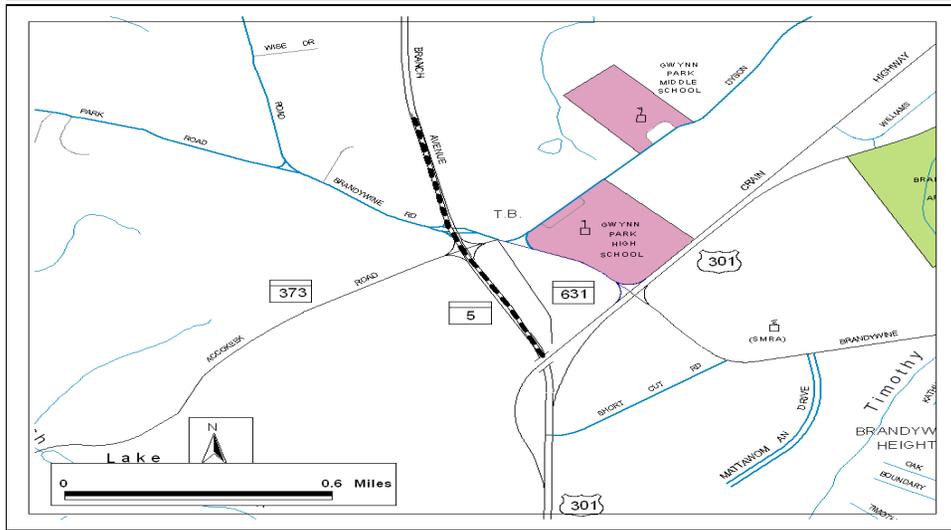
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 197,200

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$15,800 per year



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Widen existing MD 5 from 4 to 6 lanes from north of MD 373 to US 301 (1.07 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20)
- US 301, Waldorf Area Project (Line 22)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$3.5 million is due to a favorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4788	0	0	0	0	STP/HP

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,747	782	2,000	965	0	0	0	0	0	2,965	0
Construction	5,520	33	2,886	2,601	0	0	0	0	0	5,487	0
Total	9,267	815	4,886	3,566	0	0	0	0	0	8,452	0
Federal-Aid	7,711	636	4,064	3,011	0	0	0	0	0	7,075	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

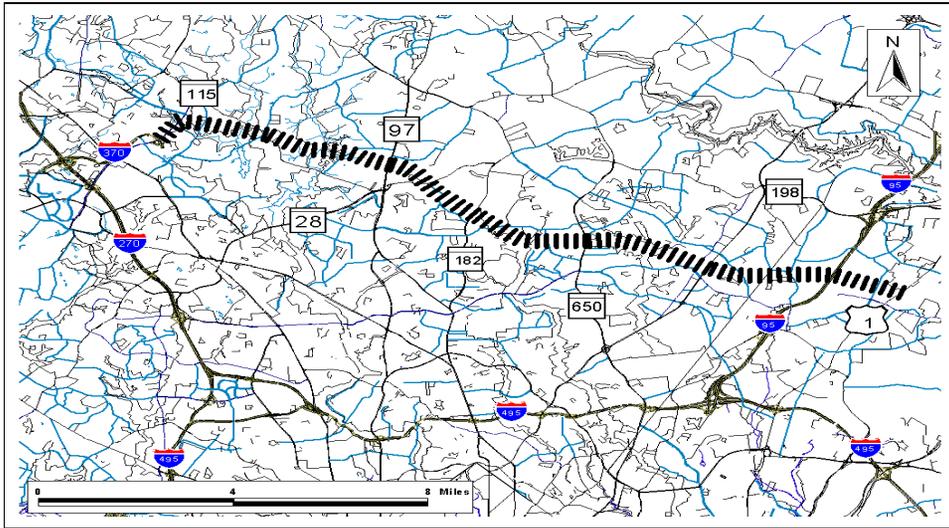
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 64,500

PROJECTED (2030) - 97,700

OPERATING COST IMPACT: \$19,000 per year



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

JUSTIFICATION: This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/Contee Road Interchange (Line 9)
- MD 28/MD 198, MD 97 to I-95 (Line 23)
- MD 201 Ext/US 1, I-95 to Contee Road (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0	0	0

FUNCTION:

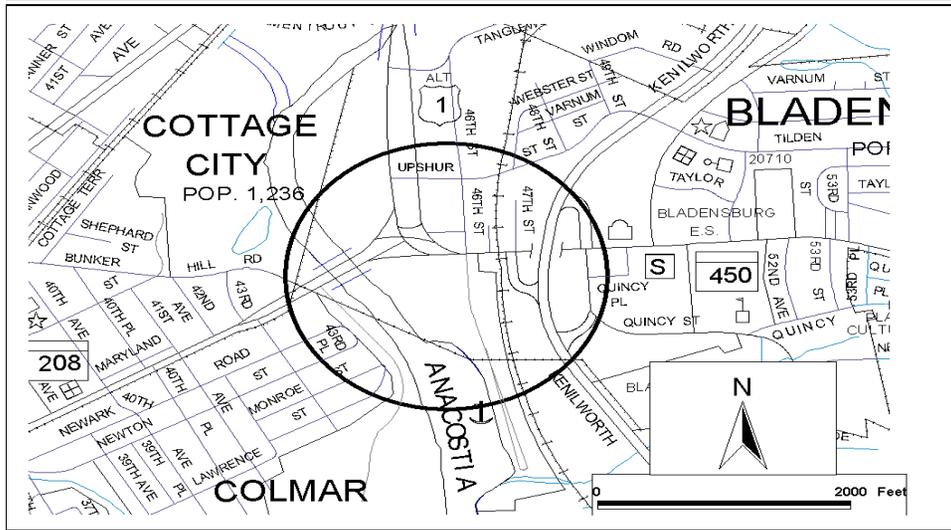
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) - N/A
- PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Constructed a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross in Bladensburg.

JUSTIFICATION: This project improved safety and relieved major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	576	576	0	0	0	0	0	0	0	0
Engineering	3,528	3,510	18	0	0	0	0	0	18	0
Right-of-way	10,410	10,375	35	0	0	0	0	0	35	0
Construction	60,922	57,179	3,743	0	0	0	0	0	3,743	0
Total	75,436	71,640	3,796	0	0	0	0	0	3,796	0
Federal-Aid	65,691	62,283	3,408	0	0	0	0	0	3,408	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

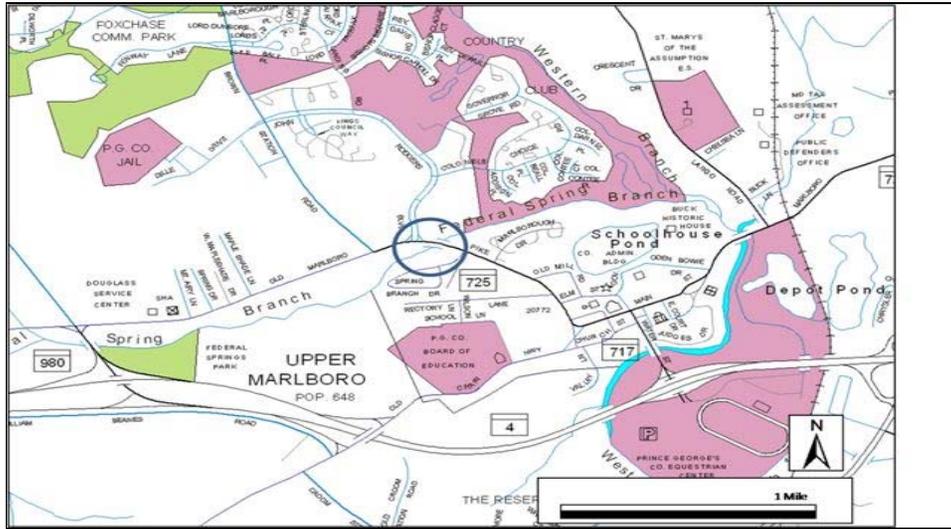
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 39,600

PROJECTED (2030) - 62,475

OPERATING COST IMPACT: N/A



PROJECT: MD 725, Old Marlboro Road

DESCRIPTION: Replace Bridge 16009 over Federal Spring Branch. Shoulders and sidewalks will accommodate bicycles and pedestrians. (ARRA)

JUSTIFICATION: The existing bridge is structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1855	0	0	0	0	ARRA

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,006	942	64	0	0	0	0	0	0	64	0
Right-of-way	157	98	59	0	0	0	0	0	0	59	0
Construction	1,855	0	770	1,085	0	0	0	0	0	1,855	0
Total	3,018	1,040	893	1,085	0	0	0	0	0	1,978	0
Federal-Aid	2,710	780	845	1,085	0	0	0	0	0	1,930	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Minor Arterial

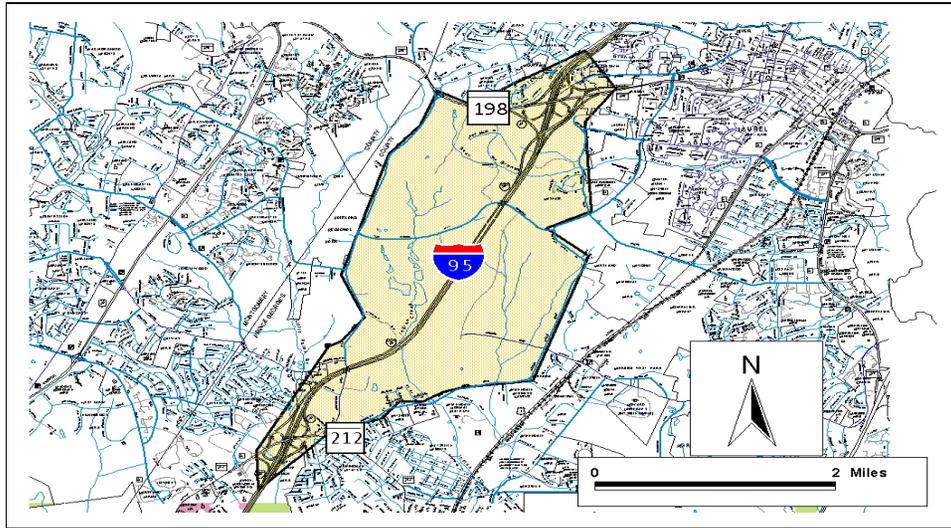
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,050

PROJECTED (2030) - 18,000

OPERATING COST IMPACT: N/A



PROJECT: I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 6)
- MD 28/MD 198, MD 97 to I-95 (Line 23)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway with Developer and Section 1961 funds. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$7.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.9 million of Federal Funds (Section 1961) to Engineering.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2010		
Planning	1,313	1,313	0	0	0	0	0	0	0	0	0	0
Engineering	2,574	1,713	861	0	0	0	0	0	0	0	861	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,887	3,026	861	0	0	0	0	0	0	0	861	0
Federal-Aid	2,270	1,409	861	0	0	0	0	0	0	0	861	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

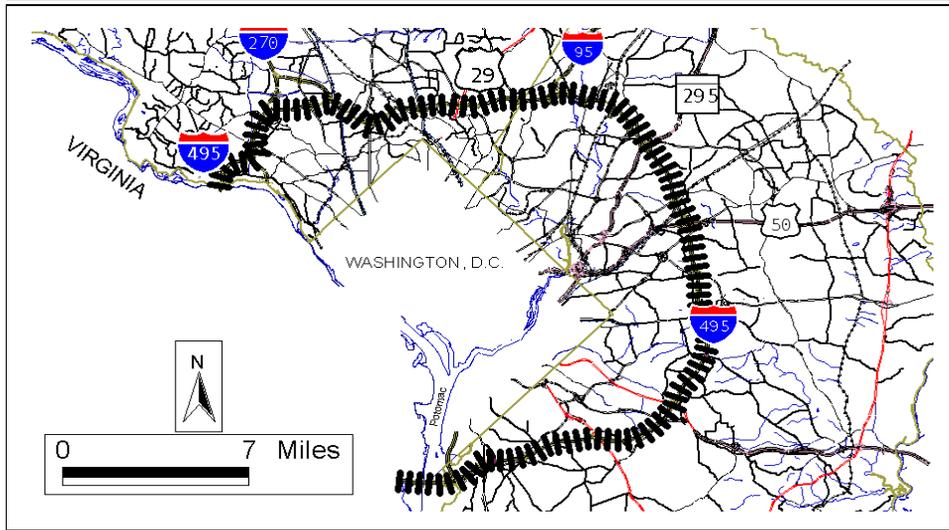
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 186,775

PROJECTED (2030) - 245,300

OPERATING COST IMPACT: N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- I-95/I-495, Greenbelt Metro Station (Line 11)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 12)
- MD 4, Interchange at Suitland Parkway (Line 14)

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	11,043	11,038	5	0	0	0	0	0	0	5
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,043	11,038	5	0	0	0	0	0	0	5
Federal-Aid	7,731	7,727	4	0	0	0	0	0	0	4

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

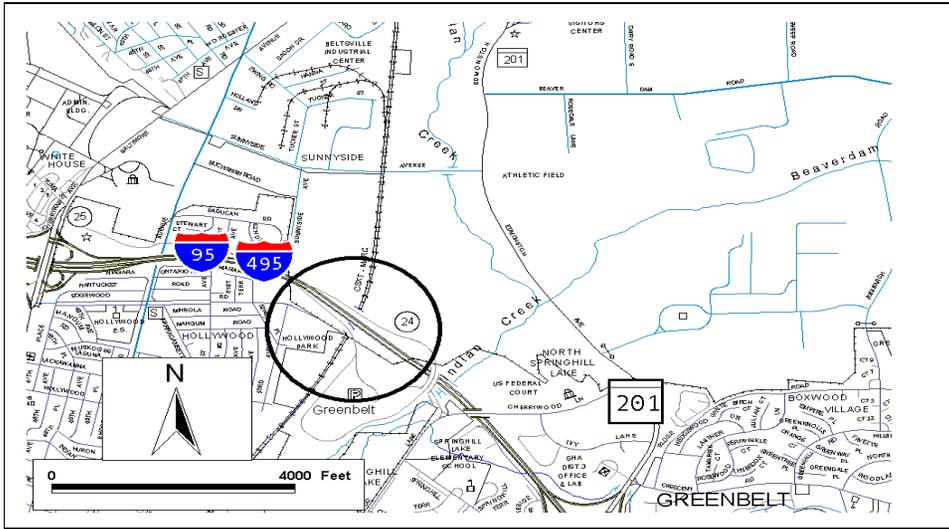
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 114,025 - 248,175

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT: N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	212	212	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,773	1,773	0	0	0	0	0	0	0	0	0
Federal-Aid	1,265	1,265	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

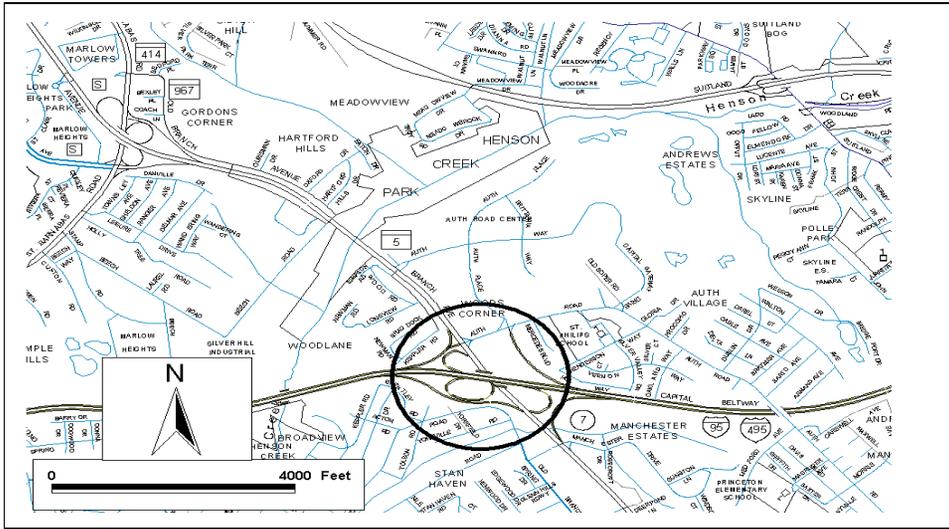
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 239,875

PROJECTED (2030) - 282,800

OPERATING COST IMPACT: N/A



PROJECT: I-95/I-495, Capital Beltway

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	3,832	2,252	700	550	200	130	0	0	0	1,580	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,609	3,029	700	550	200	130	0	0	0	1,580	0
Federal-Aid	3,052	1,788	560	440	160	104	0	0	0	1,264	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

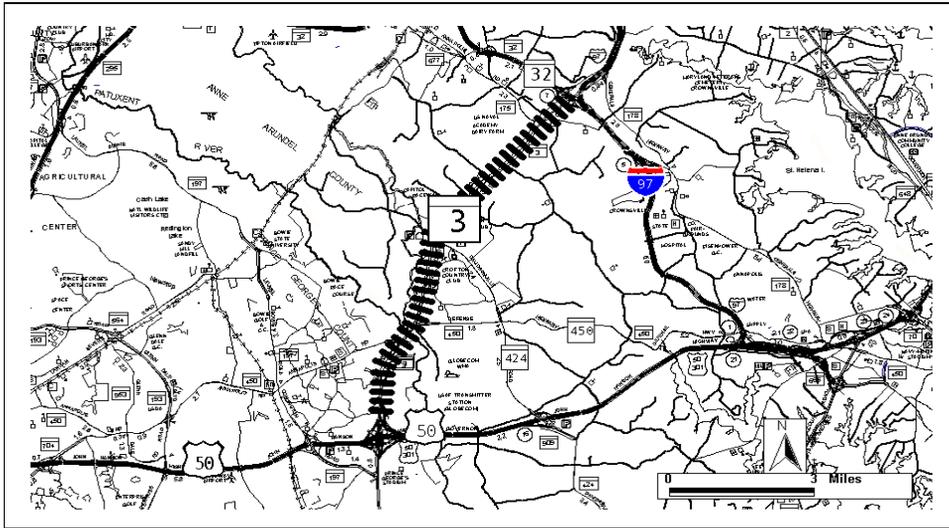
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 122,800 (MD 5) 187,750 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5) 204,400 (I-95/495)

OPERATING COST IMPACT: N/A



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 20)
- US 301, North of Mount Oak Road to US 50 (Line 21)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	3,978	3,629	349	0	0	0	0	0	0	349	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,651	4,651	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,629	8,280	349	0	0	0	0	0	0	349	0
Federal-Aid	2,785	2,540	245	0	0	0	0	0	0	245	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

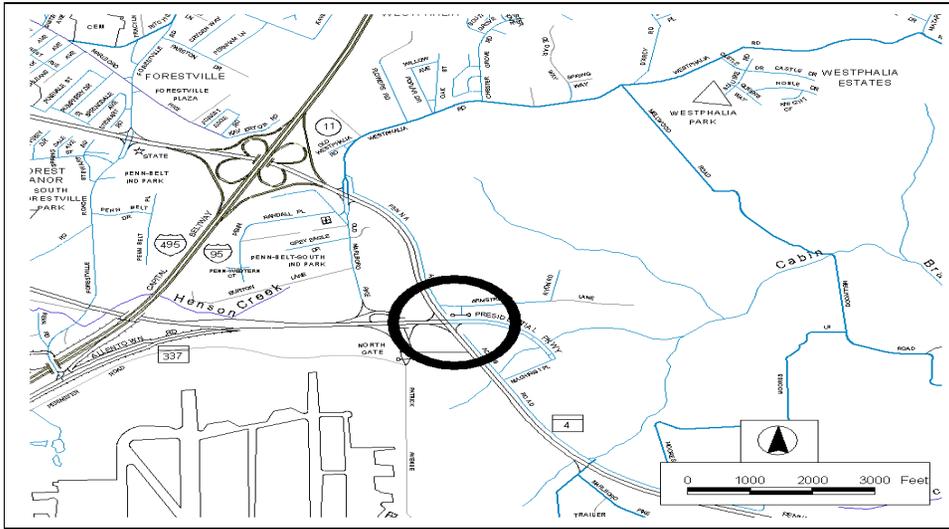
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,350

PROJECTED (2030) - 124,800

OPERATING COST IMPACT: N/A



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate.(BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate planned development.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
MD 4, MD 223 to I-95/I-495 (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$0.8 is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.5 million is due to the addition of FY09 Federal Aid Appropriation Funds.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,995	6,263	500	232	0	0	0	0	0	732	0
Right-of-way	1,451	1,451	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,446	7,714	500	232	0	0	0	0	0	732	0
Federal-Aid	6,876	6,153	491	232	0	0	0	0	0	723	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

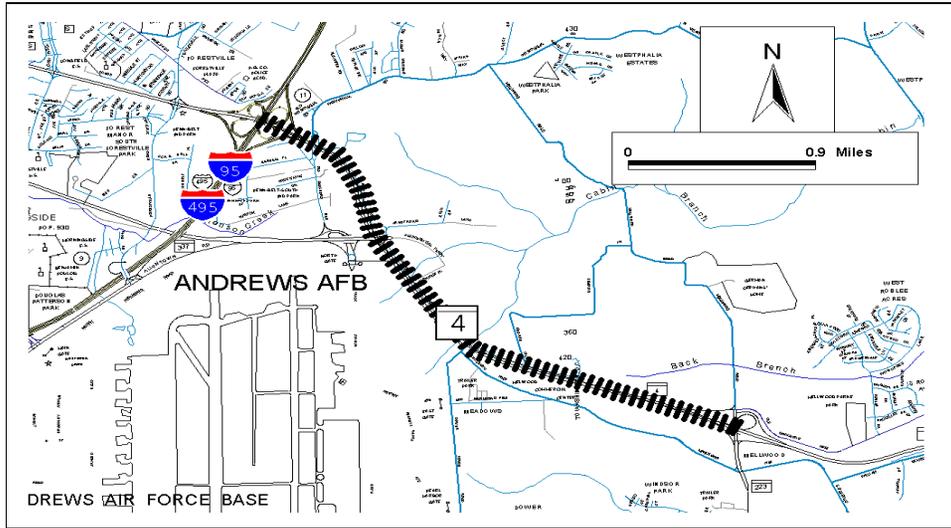
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 78,875

PROJECTED (2030) - 99,350

OPERATING COST IMPACT: N/A



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
MD 4, Interchange at Suitland Parkway (Line 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway - Expressway

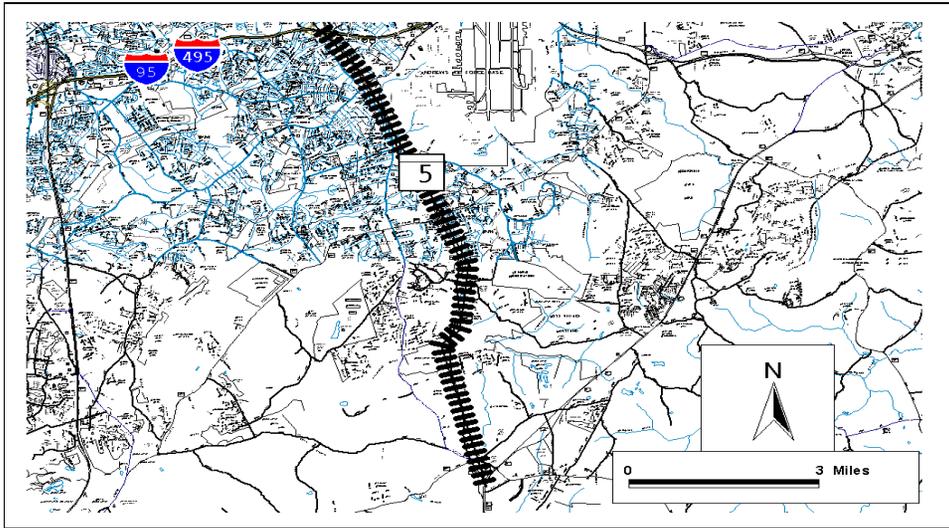
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 56,150

PROJECTED (2030) - 99,325

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
- MD 5, MD 373 to US 301 (Line 5)
- I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 12)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20, 21)
- US 301, Waldorf Area Project (Line 22)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,597	1,738	859	0	0	0	0	0	0	859	0
Engineering	1,722	1,722	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,488	11,629	859	0	0	0	0	0	0	859	0
Federal-Aid	6,565	6,372	193	0	0	0	0	0	0	193	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

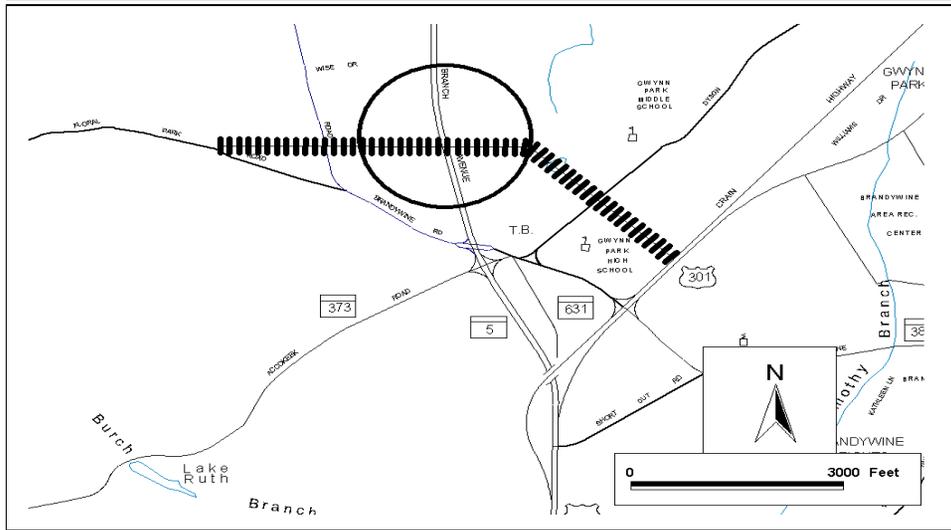
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 102,450

PROJECTED (2030) - 141,000

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 5)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 16)
- US 301, South Corridor Transportation Study (Line 20)
- US 301, Waldorf Area Project (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	2,165	500	1,150	1,150	2,716	0	0	0	5,516	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,681	2,165	500	1,150	1,150	2,716	0	0	0	5,516	0	0
Federal-Aid	5,945	1,643	390	897	897	2,118	0	0	0	4,302	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

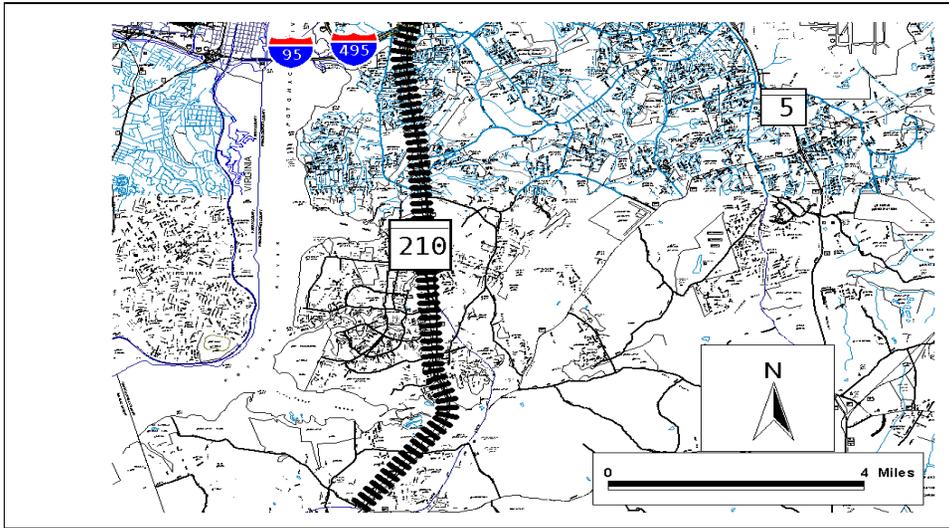
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 64,525

PROJECTED (2030) - 97,700

OPERATING COST IMPACT: N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	3,042	3,042	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,025	4,025	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

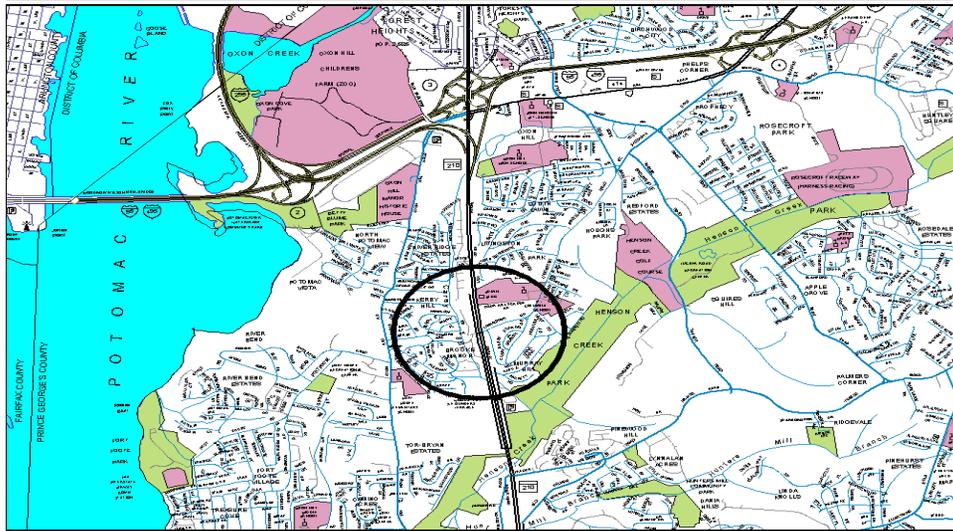
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,750

PROJECTED (2030) - 126,350

OPERATING COST IMPACT: N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)
- MD 210, MD 228 to 95/I-495 (Line 18)

STATUS: Partial Engineering underway. An additional \$5.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,419	561	500	358	0	0	0	0	0	858	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,419	561	500	358	0	0	0	0	0	858	0
Federal-Aid	1,106	438	390	278	0	0	0	0	0	668	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

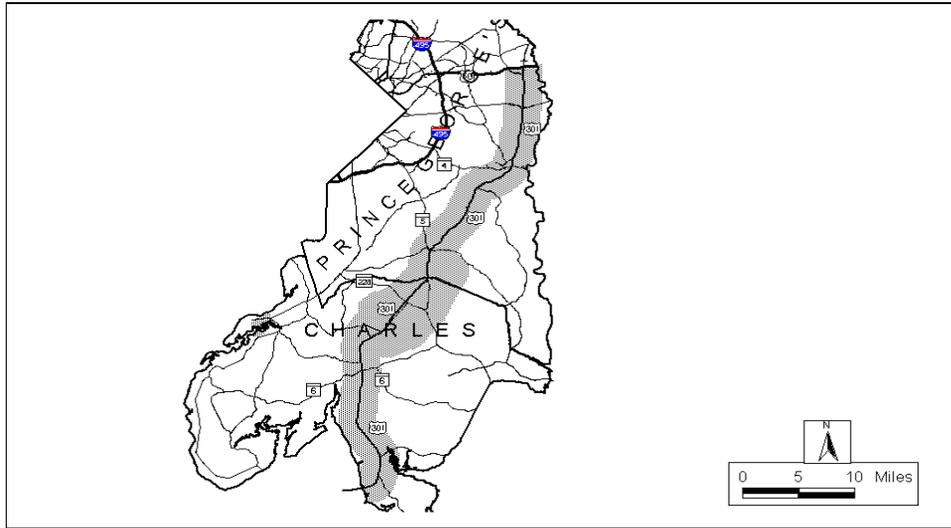
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,750

PROJECTED (2030) - 126,350

OPERATING COST IMPACT: N/A



PROJECT: US 301 South Corridor Transportation Study

DESCRIPTION: Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

JUSTIFICATION: This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 5)
- MD 3, US 50 to MD 32 (Line 13)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, North of Mount Oak Road to US 50 (Line 21)
- US 301, Waldorf Area Project (Line 22)

STATUS: Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$4.6 million is due to funds being added in FY15 for protective Right-of way and revised Right-of-way estimates.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	10,747	10,565	182	0	0	0	0	0	0	182	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	56,071	44,431	5,300	500	1,000	1,840	0	3,000	11,640	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	66,818	54,996	5,482	500	1,000	1,840	0	3,000	11,822	0	0
Federal-Aid	7,523	7,396	127	0	0	0	0	0	127	0	0

FUNCTION :

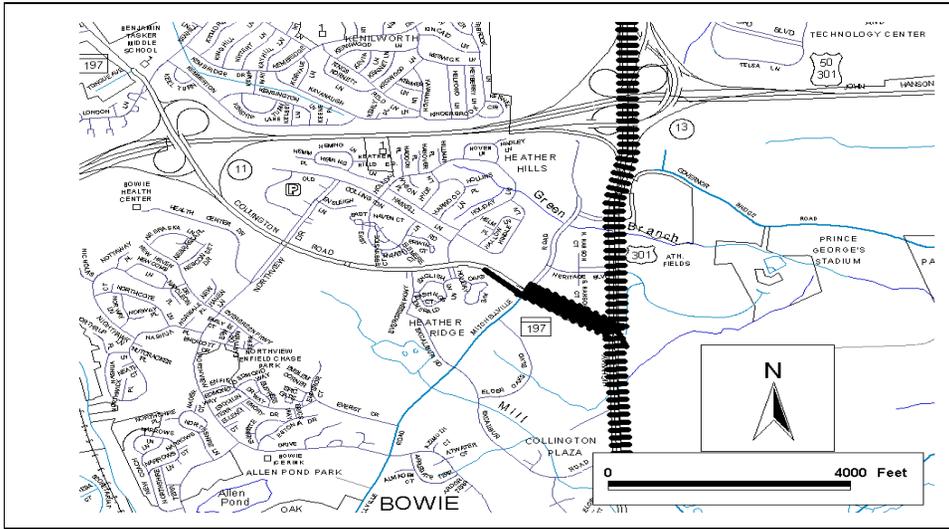
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 18,600(Charles) - 87,125 (Prince George's)
- PROJECTED (2030) -** 27,300 (Charles) - 114,300 (Prince George's)

OPERATING COST IMPACT: N/A



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- MD 3, US 50 to MD 32 (Line 13)
- US 301, South Corridor Transportation Study (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	2,518	2,504	14	0	0	0	0	0	14	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,518	2,504	14	0	0	0	0	0	14	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

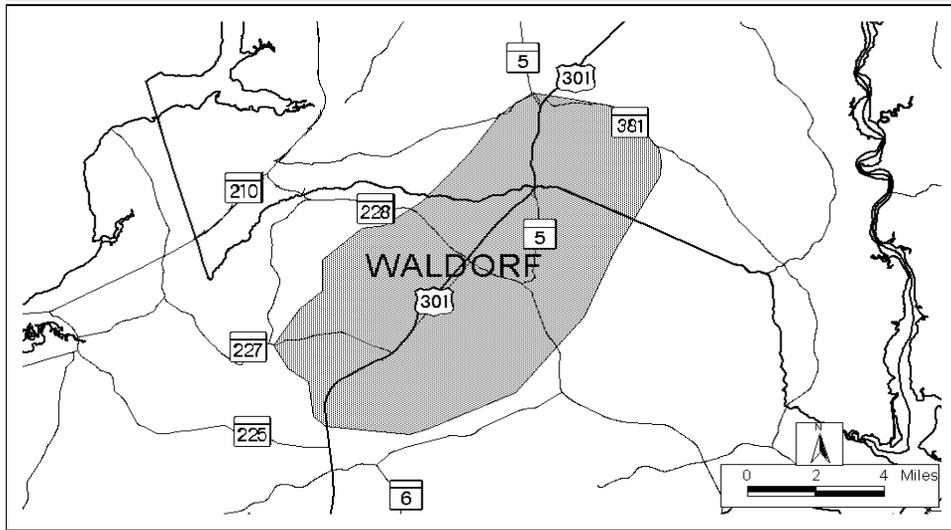
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 68,225

PROJECTED (2030) - 116,500

OPERATING COST IMPACT: N/A



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

JUSTIFICATION: Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 5)
- MD 5, US 301 to I-95/I-495 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. An additional \$2.9 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.7 million FY09 Federal Aid Appropriation Funds.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	10,512	9,567	945	0	0	0	0	0	0	945	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,512	9,567	945	0	0	0	0	0	0	945	0
Federal-Aid	7,866	6,991	875	0	0	0	0	0	0	875	0

FUNCTION :

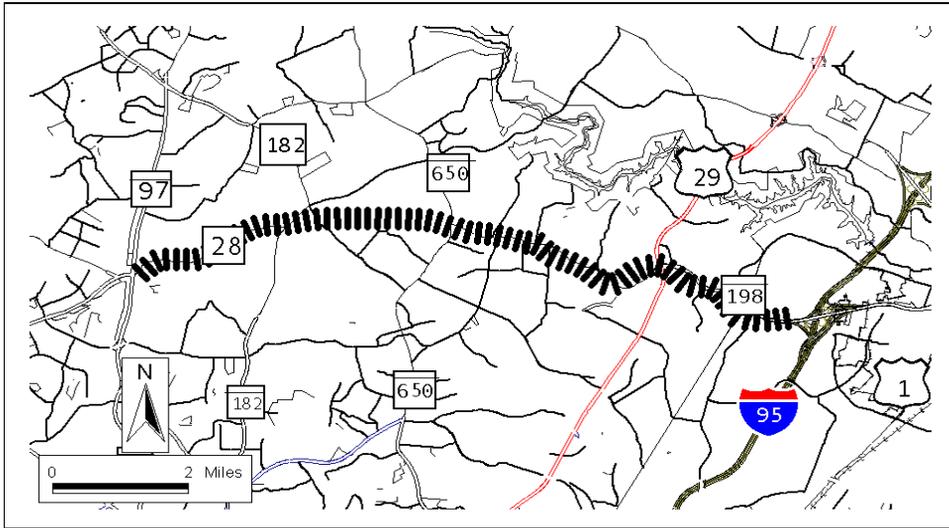
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 63,000 (Charles) - 86,000 (Prince George's)
- PROJECTED (2030) -** 75,000 (Charles) - 116,000 (Prince George's)

OPERATING COST IMPACT: N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 6)
- I-95/Contee Road Interchange (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	4,033	4,030	3	0	0	0	0	0	0	3	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,035	4,032	3	0	0	0	0	0	0	3	0
Federal-Aid	2,823	2,821	2	0	0	0	0	0	0	2	0

FUNCTION :

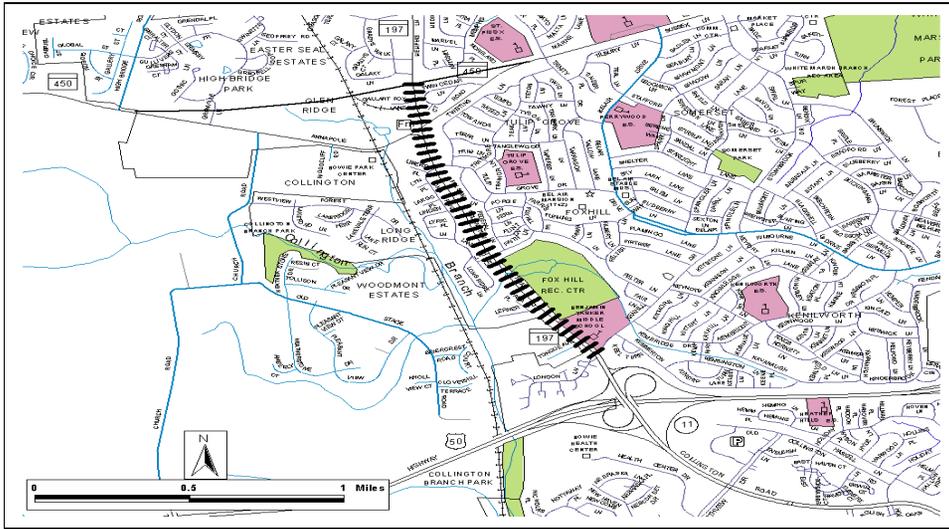
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 24,850 - 45,800 (MD 28)
21,0500 - 52,775 (MD 198)
- PROJECTED (2030) -** 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)

OPERATING COST IMPACT: N/A



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....			.....2015.....
Planning	700	308	392	0	0	0	0	0	392	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	700	308	392	0	0	0	0	0	392	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

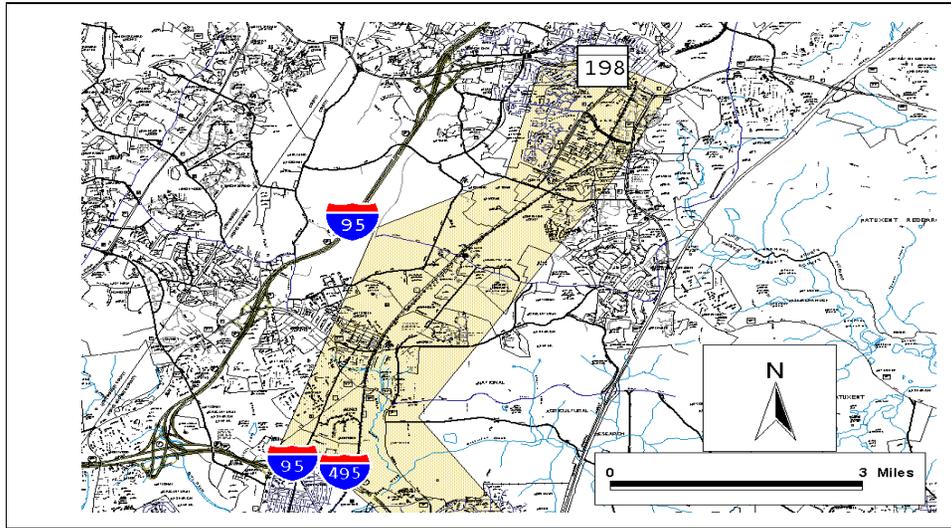
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,075

PROJECTED (2030) - 57,925

OPERATING COST IMPACT: N/A



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 6)
- I-95/Contee Road Interchange (Line 9)
- US 1, College Avenue to Sunnyside Avenue (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		<u>PROJECT CASH FLOW</u>							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	<u>FOR PLANNING PURPOSES ONLY</u>						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	6,839	6,839	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	6,839	6,839	0	0	0	0	0	0	0	0	
Federal-Aid	4,787	4,787	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

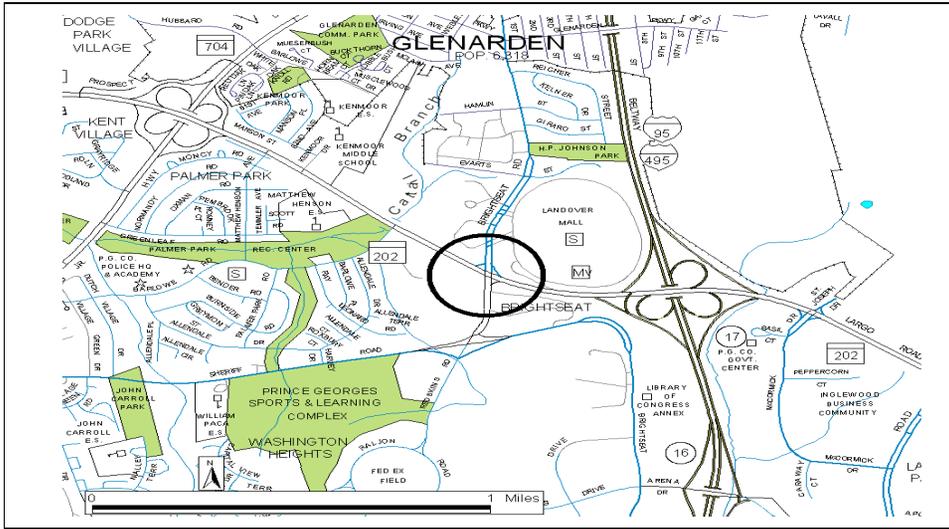
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 55,075

PROJECTED (2030) - 62,300

OPERATING COST IMPACT: N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Interchange at Arena Drive (Line 3)
- I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	458	457	1	0	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	458	457	1	0	0	0	0	0	0	1	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

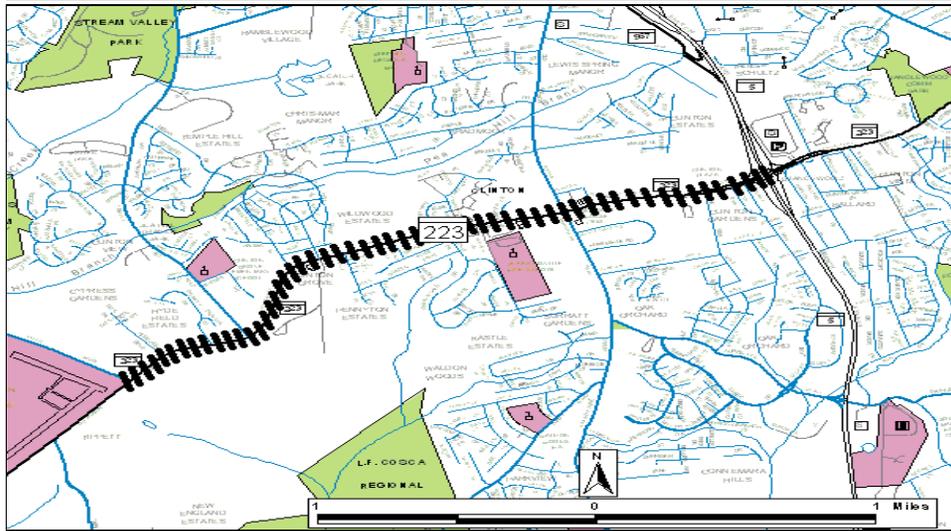
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 56,500

PROJECTED (2030) - 68,575

OPERATING COST IMPACT: N/A



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Steed Road to MD 5.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	672	672	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	672	672	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - N/A

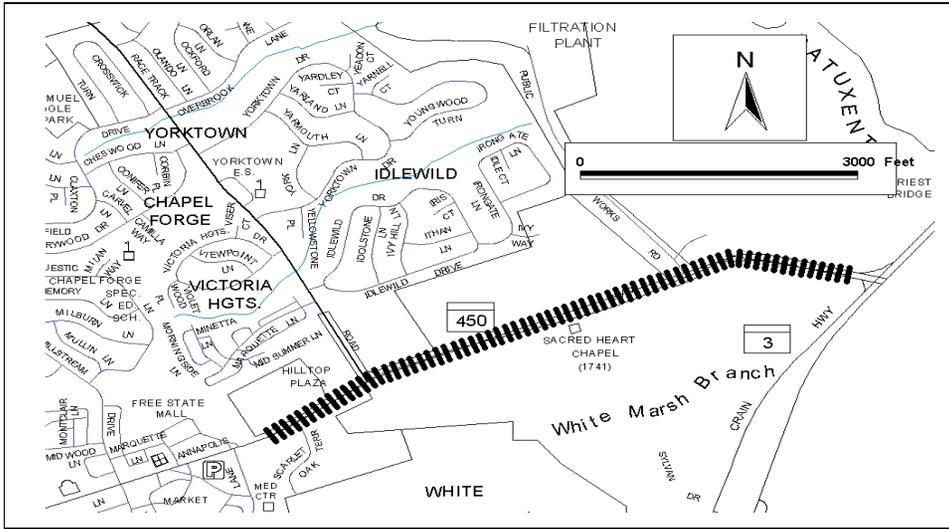
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 39,875

PROJECTED (2030) - 50,900

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 13)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL PROJECT CASH FLOW					FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	2012	2013	2014	2015	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,725	1,442	50	100	100	20	13	0	283	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,059	2,776	50	100	100	20	13	0	283	0
Federal-Aid	1,380	1,154	40	80	80	16	10	0	226	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

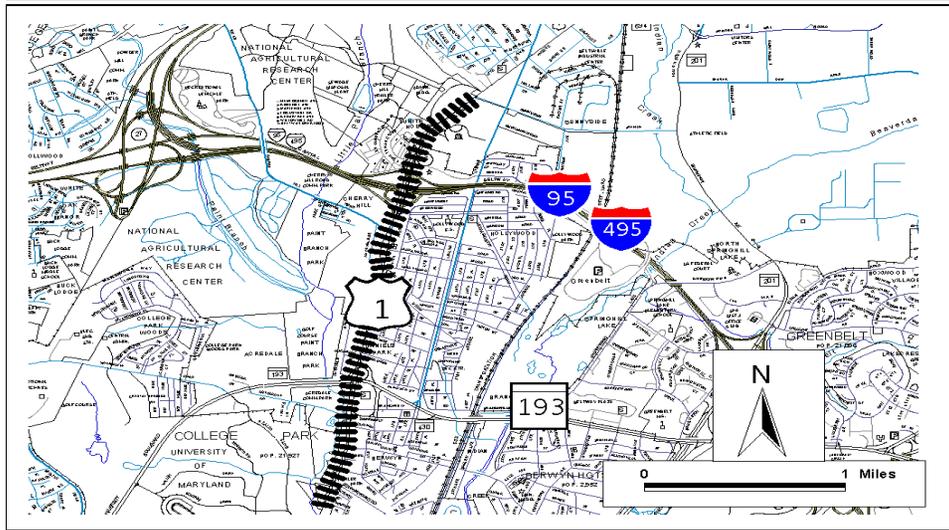
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 30,450

PROJECTED (2030) - 58,850

OPERATING COST IMPACT: N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,337	1,337	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,337	1,337	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 59,550

PROJECTED (2030) - 71,800

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 193	Greenbelt Road; at Hanover Parkway; construct a second left turn lane	1,827	Completed
<u>Community Safety and Enhancements</u>				
2	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	6,000	Completed
<u>Sidewalks</u>				
3	MD 212	Powder Mill Road; Roby Avenue to Odell Road; retrofit sidewalks	192	Completed
4	MD 704	Martin Luther King Jr. Highway; Barlowe Road to Glenarden Parkway; retrofit sidewalk - 3,000 linear feet	152	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
5	US 1	Baltimore Avenue; MD 410 to Albion Road; safety and resurface (ARRA PROJECT)	1,129	FY 2010
6	US 1	Rhode Island Avenue; 34th Street to Hamilton Street; resurfacing (ARRA PROJECT)	855	FY 2010
7	MD 4	Pennsylvania Avenue; Anne Arundel County Line to Marlboro Race Track Road; resurfacing (ARRA PROJECT)	955	FY 2010
8	I 95 NB	Capital Beltway; MD 5 to Darcy Road; safety and resurface (ARRA PROJECT)	6,635	FY 2010
9	MD 193	Watkins Park Drive; MD 214 to MD 202; resurfacing (ARRA PROJECT)	750	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 197	Laurel Bowie Road; Rustic Hill Road to Old Laurel Bowie Boulevard; resurfacing (ARRA PROJECT)	1,015	FY 2010
11	MD 198	Sandy Spring Road; I-95 to Van Dusen Road; resurfacing (ARRA PROJECT)	675	FY 2010
12	MD 212	Riggs Road; DC Line to Sargent Road; safety and resurface (ARRA PROJECT)	2,001	Under construction
13	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	2,940	FY 2010
14	MD 214	Central Avenue; Cindy Lane to Brightseat Road; safety and resurface (ARRA PROJECT)	2,231	Under construction
15	MD 214	East Capital Street; DC line to Cindy Lane; resurface	2,632	Completed
16	MD 223	Woodyard Road; MD 5 to Green Street; resurfacing (ARRA PROJECT)	600	FY 2010
17	US 301	Crain Highway; Charles County Line to MD 5; resurfacing (ARRA PROJECT)	750	Completed
18	MD 382	Croom Road; MD 381 to Candy Hill Road; resurfacing (ARRA PROJECT)	700	FY 2010
19	MD 410	East West Highway; MD 201 to Riverdale Road; safety and resurface (ARRA PROJECT)	2,166	FY 2010
20	MD 450	Annapolis Road; Peace Cross to Bladensburg Elementary School; resurfacing (ARRA PROJECT)	610	FY 2010
21	MD 501	Chillum Road; MD 212 to MD 500; resurfacing (ARRA PROJECT)	565	FY 2010
22	MD 650	New Hampshire Avenue; Washington D.C. Line to MD 410; resurfacing (ARRA PROJECT)	2,415	FY 2011
23	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; safety and resurface (ARRA PROJECT) (Project also shown in Montgomery County)	1,625	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
24		Glenarden Parkway; over I95/I-495; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
25		Berwyn Road; Bridge 16072 over Indian Creek; bridge deck replacement (ARRA PROJECT)	999	FY 2010
26	US 1	Baltimore Avenue; over Paint Branch; clean and paint bridge (ARRA Project) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
27	MD 4 EB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
28	MD 4 WB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
29	MD 4 WB	Pennsylvania Avenue; over MD 980D; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
30	US 50	John Hanson Highway; over MD 704; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
31	US 50 EB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
32	US 50 WB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
33	I 95/495	Capital Beltway; outerloop over MD 414; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
34	I 95/495	Capital Beltway; innerloop over MD 414; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
35	MD 201	Kenilworth Avenue; over MD 450; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
36	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA PROJECT)	5,830	FY 2010
37	MD 201 NB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
38	MD 201 SB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
39	MD 202	Landover Road; over MD 704; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
40	MD 210	Indian Head Highway; over Henson Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
41	MD 212	Riggs Road; over Sligo Creek; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
42	MD 212	Riggs Road; over CSX Transportation; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
43	US 301 SB	Crain Highway; over MD 214; bridge deck replacement	1,876	FY 2010
44	CO 483	Forestville Road; Bridge 16161 over I-95/I-495; bridge deck replacement (ARRA PROJECT)	1,834	FY 2010
45	MD 500	Queens Chapel Road; over Northwest Branch; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
46	MD 193	University Boulevard; at MD 212/Riggs Road; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	510	PE Underway
47	MD 212	Powder Mill Road; at Allview Drive/Evans Trail; geometric improvements (ARRA PROJECT)	1,371	FY 2010
48	MD 223	Woodyard Road; MD 5 to Clayton Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
49	MD 223	Piscataway Road; Hardestry Drive to MD 5; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
50	MD 337	Allentown Road; at MD 5; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
51	MD 337 EB	Allentown Road; MD 5 to Suitland Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
52	MD 450	Annapolis Road; at I 95/495; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
53	MD 450	Annapolis Road; Anacostia River to MD 202; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
54	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave (Funded for concepts only)	125	PE Underway
55	MD 450 NB	Annapolis Road; MD 202 to 65th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
56	MD 500	Queens Chapel Road; west side from MD 501 to Jamestown Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
57	MD 501	Chillum Road; at 19th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
58	MD 501	Chillum Road; West Hyattsville Station to MD 500; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
59	MD 650	New Hampshire Avenue; District Columbia Line to MD 410; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
60	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; restriping (Project on hold)		
<u>Community Safety and Enhancements</u>				
61	MD 500	Queens Chapel Road; MD 208 to MD 410; streetscape (Project on Hold)		
<u>Noise Barriers</u>				
62	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; noise abatement type 2	747	Completed
63	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
64	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	600	Under construction
<u>Environmental Preservation</u>				
65	US 50	John Hanson Highway; at I-495/I-95 interchange; landscaping (ARRA PROJECT)	612	Under construction
66	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Howard County)	598	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Sidewalks</u>				
67	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 2,200 linear feet	60	FY 2010
68	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet	150	FY 2010
<u>Intersection Capacity Improvements</u>				
69	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for concepts only)	118	FY 2011
70	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,351	FY 2010
71	MD 410	East West Highway; at MD 500; Add new turn lane, convert thru lane to turn lane (ARRA PROJECT)	678	FY 2010
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
72		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	FY 2011
73		Melrose Park Access Trail; construction of a 300 foot neighborhood access trail from Crittenden Street to 41st Street, Melrose Park and the Northwest Branch Trail	53	FY 2010
74		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2010
<u>Archaeological Planning & Research</u>				
75		Archeological and historical study related to the War of 1812 in Bladensburg.	385	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation</u>		
76		Annacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	Completed
		<u>Congressional Earmarks</u>		
77		Andrews Air Force Base/Suitland Road gateway project; project includes roadway, pedestrian improvements and landscaping (Earmark \$2.25 million; CO)	0	