The new interchange at I-95 and Contee Road Relocated will facilitate enhanced access and improved circulation to an area that is planned for growth and economic development.

PURPOSE & NEED SUMMARY STATEMENT: 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 planned development east and west of I-95.

STATUS: Construction underway. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.
PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 form D'arcy Road to Arena Drive.

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surface.

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS: Resurface I-95, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The resurfacing will extend the lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUTORY REFERENCE #: PG5401

12/01/2012
PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

PURPOSE & NEED SUMMARY STATEMENT: This project supports the National Harbor project, which is a major economic development engine in Prince George's County.

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS:
- I-295/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
- MD 210, MD 228 to I-95/I-495 (Line 14)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 15)
- Capital Beltway South Side Transit Study (MTA)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: National Harbor is an emerging mixed-use center in Prince George's County and a major draw for the Capital Region. Improved access will allow the National Harbor to continue to prosper.

POTENTIAL FUNDING SOURCE:

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CLASSIFICATION:
STATE - Principal Arterial
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC (USAGE IMPACTS):
CURRENT (2012) - 195,775
PROJECTED (2030) - 278,100
PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1618101 and 1618102 over MD 223.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

SMART GROWTH STATUS: Project Not Location Specific

ASSOCIATED IMPROVEMENTS:
- MD 4, MD 223 to I-95 (Line 11)
- MD 223, Stead Road to MD 5 (Line 23)

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

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added to the Construction Program.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:
- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.

POTENTIAL FUNDING SOURCE:

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CLASSIFICATION:
- STATE - Urban Freeway/Expressway
- FEDERAL - Urban Freeway/Expressway
- STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)
- CURRENT (2012) - 63,050
- PROJECTED (2030) - 90,050

STIP REFERENCE #PG6641 12/01/2012
**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.

**PURPOSE & NEED SUMMARY STATEMENT:** 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
- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Exception Granted
- Grandfathered
- Exception Will Be Required

**ASSOCIATED IMPROVEMENTS:**
- I-95/Contee Road Interchange (Line 1)
- MD 28/MD 198, MD 97 to I-95 (Line 19)
- MD 201 Ext/US 1, I-95/495 to N. of Muirkirk Road (Line 21)
- Virginia Manor Road Relocated (TSO Line 4)

**SIGNIFICANT CHANGE FROM FY 2012 - 17 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.

**FEDERAL**

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**CLASSIFICATION:**
- **STATE:** Principal Arterial
- **FEDERAL:** Freeway - Expressway

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- **CURRENT (2012):** 27,500
- **PROJECTED (2030):** 96,500

The estimated cost is for the entire project in Prince George's and Montgomery counties.
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: Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☒ Project Inside PFA ☐ Project Outside PFA ☐ Grandfathered ☐ Exception Will Be Required ☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
- I-95/I-495, Greenbelt Metro Station (Line 7)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 8)
- MD 4, Interchange at Suitland Parkway (Line 10)
- Purple Line Study (MTA Program)
- Capital Beltway South Side Transit Study (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

The estimated cost is for the entire project in Prince George's and Montgomery counties.
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 □ Not Subject to PFA Law
□ Project Inside PFA □ Grandfathered
□ Project Outside PFA □ Exception Will Be Required
□ PFA Status Yet To Be Determined □ Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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CLASSIFICATION:
STATE - Principal Arterial
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC (USAGE IMPACTS)
CURRENT (2012) - 234,600
PROJECTED (2030) - 282,800
I-95/I-495, Capital Beltway

**DESCRIPTION:** Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place, Auth Way and Linda Lane). 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.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Added $8.1 million for utility work.

**CLASSIFICATION:**
- **STATE:** Principal Arterial
- **FEDERAL:** Interstate

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**
- **CURRENT (2012)** - 125,725 (MD 5)  
  187,875 (I-95/I-495)
- **PROJECTED (2030)** - 141,000 (MD 5)  
  204,400 (I-95/I-495)

**POTENTIAL FUNDING SOURCE:**
- **TOTAL**
  - **ESTIMATED**
  - **EXPEND**
    - **THRU**
      - **2012**
      - **2013**
      - **2014**
    - **CURRENT**
    - **BUDGET**
      - **FOR PLANNING PURPOSES ONLY**
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        - **2016**
        - **2017**
        - **2018**
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    - **BALANCE TO COMPLETE**

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**SMART GROWTH STATUS:**
- **Project Not Location Specific**
- **Project Inside PFA**
- **Project Outside PFA**
- **PFA Status Yet To Be Determined**

**STATUS:** Engineering and Right-of-Way underway.
**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). 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
- Not Subject to PFA Law
- Project Inside PFA
- Project Outside PFA
- Grandfathered
- Exception Will Be Required
- PFA Status Yet To Be Determined
- Exception Granted
- Not Subject to PFA Law

**ASSOCIATED IMPROVEMENTS:**
- US 301, South Corridor Transportation Study (Line 16)
- US 301, North of Mount Oak Road to US 50 (Line 17)
- MD 450, Stonybrook Drive to west of MD 3 (Line 24)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

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**CLASSIFICATION:**
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC:**
- CURRENT (2012) - 63,300 - 81,275
- PROJECTED (2030) - 124,800

The estimated cost is for the entire project in Prince George's and Anne Arundel counties.
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 increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: 
- Project Inside PFA
- Project Outside PFA
- Project Not Location Specific
- Not Subject to PFA Law
- Grandfathered
- Exception Will Be Required
- Exception Granted
- PFA Status Yet To Be Determined

ASSOCIATED IMPROVEMENTS:
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
- MD 4, MD 223 to I-95/I-495 (Line 11)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

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PROJECT CASH FLOW:

CLASSIFICATION:
- STATE - Intermediate Arterial
- FEDERAL - Freeway/Expressway
- STATE SYSTEM - Primary
- DAILY TRAFFIC (USAGE IMPACTS)
  - CURRENT (2012) - 79,000
  - PROJECTED (2030) - 99,350
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). 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  
- Project Inside PFA  
- Project Outside PFA  
- Grandfathered  
- Exception Will Be Required  
- PFA Status Yet To Be Determined  
- Exception Granted

ASSOCIATED IMPROVEMENTS:  
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)  
- MD 4, Interchange at Suitland Parkway (Line 10)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

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CLASSIFICATION:

- STATE - Intermediate Arterial  
- FEDERAL - Freeway - Expressway  
- STATE SYSTEM: Primary

DAILY TRAFFIC:  
- CURRENT (2012) - 63,325  
- PROJECTED (2030) - 99,325
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 (10.5 miles). 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

ASSOCIATED IMPROVEMENTS:
- I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 8)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
- US 301, South Corridor Transportation Study (Line 16)
- US 301, Waldorf Area Project (Line 18)
- MD 223, Steed Road to MD 5 (Line 23)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE:

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CLASSIFICATION:
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC (USAGE IMPACTS)
- CURRENT (2012) - 119,475
- PROJECTED (2030) - 141,000
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 Not Subject to PFA Law

ASSOCIATED IMPROVEMENTS:
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 12)
- US 301, South Corridor Transportation Study (Line 16)
- US 301, Waldorf Area Project (Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.
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.

**SMART GROWTH STATUS:**

- Project Not Location Specific
- Project Inside PFA
- Grandfathered
- Project Outside PFA
- Exception Will Be Required
- PFA Status Yet To Be Determined
- Exception Granted
- Not Subject to PFA Law

**ASSOCIATED IMPROVEMENTS:**

- I-295/I-495, National Harbor Access (Line 3)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 15)

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

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**CLASSIFICATION:**

- **STATE:** Intermediate Arterial
- **FEDERAL:** Freeway - Expressway
- **STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

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STIP REFERENCE #PG2211 12/01/2012
STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 15

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.

SMART GROWTH STATUS: [ ] Project Not Location Specific  [ ] Not Subject to PFA Law

[ ] Project Inside PFA  [ ] Project Outside PFA

[ ] PFA Status Yet To Be Determined

ASSOCIATED IMPROVEMENTS:
I-295/I-495, National Harbor Access (Line 3)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 210, MD 228 to 95/I-495 (Line 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

STIP REFERENCE #PG7001  12/01/2012
**PROJECT:** US 301, South Corridor Transportation Study

**DESCRIPTION:** Multi-modal corridor study to consider highway/transit improvements from the Potomac River to the 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:**

- X Project Not Location Specific
- □ Not Subject to PFA Law
- □ Project Inside PFA
- □ Project Outside PFA
- □ Grandfathered
- □ PFA Status Yet To Be Determined
- □ Exception Will Be Required
- □ Exception Granted

**ASSOCIATED IMPROVEMENTS:**
- MD 3, US 50 to MD 32 (Line 9)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 12)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
- US 301, North of Mount Oak Road to US 50 (Line 17)
- US 301, Waldorf Area Project (Line 18)
- Southern Maryland Mass Transportation Analysis (MTA)

**STATUS:** Project Planning on hold. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The cost increase of $3.0 million is due to adding protective Right-of-way funds in FY18.

**CLASSIFICATION:**
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**
- CURRENT (2012) - 19,850(Charles) - 87,300 (Prince George's)
- PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)

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### POTENTIAL FUNDING SOURCE:

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**The estimated cost is for the entire project in Prince George's and Charles counties.**
**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.

**ASSOCIATED IMPROVEMENTS:** MD 3, US 50 to MD 32 (Line 9)
US 301, South Corridor Transportation Study (Line 16)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

**CLASSIFICATION:**

- **STATE** - Principal Arterial
- **FEDERAL** - Other Principal Arterial
- **STATE SYSTEM:** Primary

**DAILY TRAFFIC:**

- **CURRENT (2012):** 66,400
- **PROJECTED (2030):** 116,500

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**POTENTIAL FUNDING SOURCE:**

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted
- Not Subject to PFA Law

**SMART GROWTH STATUS:** Project Not Location Specific

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**PROJECT CASH FLOW:**

- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021
- 2022
- 2023
- 2024
- 2025
- 2026
- 2027
- 2028
- 2029
- 2030

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**STIP REFERENCE #PG2881** 12/01/2012
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 Not Subject to PFA Law

ASSOCIATED IMPROVEMENTS:
- MD 3, US 50 to MD 32 (Line 9)
- MD 5, US 301 to I-95/I-495 (Line 12)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
- US 301, North of Mount Oak Road to US 50 (Line 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

CLASSIFICATION:
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)
- CURRENT (2012) - 62,100 (Charles) - 87,375 (Prince George's)
- PROJECTED (2030) - 75,000 (Charles) - 118,000 (Prince George's)

The estimated cost is for the entire project in Prince George's and Charles counties.
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 □ Not Subject to PFA Law
- Project Inside PFA □ Project Outside PFA
- Exception Will Be Required □ Exception Granted

ASSOCIATED IMPROVEMENTS:
- I-95/Contee Road Interchange (Line 1)
- InterCounty Connector (Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.
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  Not Subject to PFA Law

PROJECT:

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  Not Subject to PFA Law

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete. County contributed $1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

CLASSIFICATION:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC: (USAGE IMPACTS)
CURRENT (2012) - 36,425
PROJECTED (2030) - 57,925
PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 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 MD 201 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

ASSOCIATED IMPROVEMENTS:
- I-95/Contee Road Interchange (Line 1)
- InterCounty Connector (Line 5)
- US 1, College Avenue to Sunnyside Avenue (Line 25)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.
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. Pedestrian and bicycle facilities 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
Project Inside PFA
Grandfathered
Not Subject to PFA Law

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

PROJECT CASH FLOW

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SPECIAL X  FEDERAL X  GENERAL  OTHER

CLASSIFICATION:
STATE - Minor Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM - Secondary

DAILY TRAFFIC: (USAGE IMPACTS)
CURRENT (2012) - 50,850
PROJECTED (2030) - 68,575
PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4. Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short-term safety and operational improvements can be developed and prioritized.

SMART GROWTH STATUS: Project Inside PFA

ASSOCIATED IMPROVEMENTS: MD 5, US 301 @ TB to I-95/495 (Line 12)

STATUS: Corridor Study underway for the Segment from Steed Road to MD 4.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: Added $1.0 million for a Corridor Study from Steed Road to MD 4.
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 Inside PFA

ASSOCIATED IMPROVEMENTS: MD 3, US 50 to MD 32 (Line 9)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

CLASSIFICATION:
- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM: Secondary

DAILY TRAFFIC: (USAGE IMPACTS)
- CURRENT (2012) - 29,850
- PROJECTED (2030) - 58,850
PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to I-95 (Capital Beltway) (2.6 miles). Bicycle and pedestrian facilities 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 □ Project Inside PFA X Grandfathered □ Project Outside PFA X Exception Will Be Required □ PFA Status Yet To Be Determined □ Exception Granted □ Not Subject to PFA Law

ASSOCIATED IMPROVEMENTS: MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 21)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP: None.

POTENTIAL FUNDING SOURCE:

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL ESTIMATED COST ($000)</th>
<th>EXPEND THRU YEAR</th>
<th>CURRENT BUDGET YEAR</th>
<th>FOR PLANNING PURPOSES ONLY ...2015.... ...2016.... ...2017.... ...2018....</th>
<th>SIX YEAR TOTAL BALANCE TO COMPLETE</th>
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<td>1,338</td>
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<td>147</td>
<td>500</td>
<td>1,000</td>
<td>7,153</td>
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<td>Right-of-way</td>
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<tr>
<td>Construction</td>
<td>0</td>
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<tr>
<td>Total</td>
<td>10,138</td>
<td>1,485</td>
<td>500</td>
<td>1,000</td>
<td>7,153</td>
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<tr>
<td>Federal-Aid</td>
<td>8,800</td>
<td>147</td>
<td>500</td>
<td>1,000</td>
<td>7,153</td>
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</table>

CLASSIFICATION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2012) - 51,450
PROJECTED (2030) - 71,800
## STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START Status as of December 1, 2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I 95</td>
<td>Capital Beltway; MD 5 to D'Arcy Road; safety and resurface</td>
<td>4,342</td>
<td>Completed</td>
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<tr>
<td>2</td>
<td>MD 201</td>
<td>Kenilworth Avenue; Tuxedo Road to north of Rolick Lane and interchange ramps; safety and resurface</td>
<td>1,344</td>
<td>Completed</td>
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<tr>
<td>3</td>
<td>MD 373</td>
<td>Accokeek Road; 400 feet north of Gardner Road to Becker Road; resurface</td>
<td>895</td>
<td>Completed</td>
</tr>
<tr>
<td>4</td>
<td>MD 410</td>
<td>East West Highway; MD 212 to MD 500; resurface</td>
<td>2,347</td>
<td>Completed</td>
</tr>
<tr>
<td>5</td>
<td>MD 410</td>
<td>East West Highway; US 1 to MD 201; resurface</td>
<td>1,149</td>
<td>Completed</td>
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<tr>
<td>6</td>
<td>MD 458</td>
<td>Silver Hill Road; at MD 414; patching (ARRA PROJECT)</td>
<td>103</td>
<td>Completed</td>
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<tr>
<td>7</td>
<td>MD 202</td>
<td>Landover Road; over I 495; bridge deck replacement</td>
<td>3,978</td>
<td>Completed</td>
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<tr>
<td>8</td>
<td>CO 483</td>
<td>Forestville Road; Bridge 16161 over I-95/I-495; bridge deck replacement (ARRA PROJECT)</td>
<td>2,943</td>
<td>Completed</td>
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<tr>
<td>9</td>
<td>US 1</td>
<td>Second Street; at Bowie Road; safety</td>
<td>181</td>
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<tr>
<td>10</td>
<td>MD 4</td>
<td>Pennsylvania Avenue; erosion repair at milepoint 2.6; spot improvement</td>
<td>430</td>
<td>Completed</td>
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<tr>
<td>11</td>
<td>MD 197</td>
<td>Collington Road; Mitchellville Road to Evergreen Parkway; safety improvements</td>
<td>98</td>
<td>Completed</td>
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<tr>
<td>12</td>
<td>MD 201</td>
<td>Kenilworth Avenue; at Westchester Park Drive/Pontiac Street; ADA improvements</td>
<td>75</td>
<td>Completed</td>
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</table>
### Fiscal Year 2012 Completions (cont'd)

#### Safety/Spot Improvement (cont'd)

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
</tr>
</thead>
<tbody>
<tr>
<td>13</td>
<td>MD 212</td>
<td>Riggs Road; at Powder Mill Road; safety improvements</td>
<td>282</td>
<td>Completed</td>
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</table>

#### Environmental Preservation

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>US 50</td>
<td>John Hanson Highway; at I-495/I-95 interchange; landscaping (ARRA PROJECT)</td>
<td>601</td>
<td>Completed</td>
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</tbody>
</table>

#### Enhancements

#### Pedestrian/Bicycle Facilities

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
</tr>
</thead>
<tbody>
<tr>
<td>15</td>
<td></td>
<td>North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail</td>
<td>830</td>
<td>Completed</td>
</tr>
</tbody>
</table>

#### Fiscal Years 2013 and 2014

#### Resurface/Rehabilitate

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td></td>
<td>Various locations in Prince George's County; mill/grind, patch and resurface</td>
<td>5,195</td>
<td>FY 2014</td>
</tr>
<tr>
<td>17</td>
<td></td>
<td>Various locations in Prince George's County; mill/grind and resurface</td>
<td>5,195</td>
<td>FY 2014</td>
</tr>
<tr>
<td>18</td>
<td></td>
<td>Various Locations in Prince George's County; resurface</td>
<td>4,600</td>
<td>Under construction</td>
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<tr>
<td>19</td>
<td></td>
<td>Various Locations in Prince George's County; resurface</td>
<td>4,510</td>
<td>Under construction</td>
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<tr>
<td>20</td>
<td>US 1</td>
<td>Baltimore Avenue; Delaware Street to Howard Avenue; resurface</td>
<td>1,417</td>
<td>Completed</td>
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<tr>
<td>21</td>
<td>US 1</td>
<td>Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface</td>
<td>2,501</td>
<td>Under construction</td>
</tr>
</tbody>
</table>
## STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
</tr>
</thead>
<tbody>
<tr>
<td>22</td>
<td>US 50</td>
<td>John Hanson Highway; western corporate limits of Cheverly to variable message sign #315; resurface</td>
<td>3,686</td>
<td>FY 2014</td>
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<tr>
<td>23</td>
<td>US 50</td>
<td>John Hanson Highway; Washington DC Line to outer limits of Cheverly; resurface</td>
<td>5,016</td>
<td>Under construction</td>
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<tr>
<td>24</td>
<td>MD 193</td>
<td>Greenbelt Road; MD 564 to Partello Road; resurface</td>
<td>2,957</td>
<td>Under construction</td>
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<tr>
<td>25</td>
<td>MD 193</td>
<td>University Boulevard; Rhode Island Avenue to South Way; resurface</td>
<td>4,463</td>
<td>Under construction</td>
</tr>
<tr>
<td>26</td>
<td>MD 197</td>
<td>Collington Road; Evergreen Parkway to US 301; resurface</td>
<td>1,875</td>
<td>FY 2014</td>
</tr>
<tr>
<td>27</td>
<td>MD 197</td>
<td>Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface</td>
<td>4,037</td>
<td>FY 2014</td>
</tr>
<tr>
<td>28</td>
<td>MD 201</td>
<td>Kenilworth Avenue; Good Luck Road to I-95; resurface</td>
<td>3,717</td>
<td>FY 2014</td>
</tr>
<tr>
<td>29</td>
<td>MD 201</td>
<td>Kenilworth Avenue; Lawrence Street to MD 450; safety and resurface</td>
<td>1,128</td>
<td>Completed</td>
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<tr>
<td>30</td>
<td>MD 202</td>
<td>Largo Road; Homestead Drive to entrance of Prince George's Community College; resurface</td>
<td>1,418</td>
<td>Under construction</td>
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<tr>
<td>31</td>
<td>MD 202</td>
<td>Landover Road; MD 704 to US 50; resurface</td>
<td>1,780</td>
<td>Under construction</td>
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<tr>
<td>32</td>
<td>MD 212</td>
<td>Riggs Road; north of Sargent Road to MD 193; resurfacing</td>
<td>3,887</td>
<td>Under construction</td>
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<tr>
<td>33</td>
<td>MD 214</td>
<td>Central Avenue; MD 193 to south of Devonwood Drive; resurface</td>
<td>3,458</td>
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<tr>
<td>34</td>
<td>MD 410</td>
<td>East West Highway; MD 650 to MD 212; resurface</td>
<td>1,263</td>
<td>Under construction</td>
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<tr>
<td>35</td>
<td>MD 450</td>
<td>Annapolis Road; 51st Street to 65th Avenue; resurface</td>
<td>2,003</td>
<td>Under construction</td>
</tr>
<tr>
<td>ITEM NO.</td>
<td>ROUTE NO.</td>
<td>DESCRIPTION AND IMPROVEMENT TYPE</td>
<td>TOTAL ESTIMATED COST ($000's)</td>
<td>CONSTRUCTION START</td>
</tr>
<tr>
<td>---------</td>
<td>-----------</td>
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<td>-------------------------------</td>
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</tr>
<tr>
<td></td>
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<td><strong>Fiscal Years 2013 and 2014 (cont'd)</strong></td>
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<tr>
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<td><strong>Bridge Replacement/Rehabilitation</strong></td>
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<tr>
<td>36</td>
<td>MD 201</td>
<td>Kenilworth Avenue; over I-95; bridge deck replacement (ARRA PROJECT)</td>
<td>7,265</td>
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<tr>
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<td><strong>Safety/Spot Improvement</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>37</td>
<td>US 1</td>
<td>Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1</td>
<td>877</td>
<td>FY 2013</td>
</tr>
<tr>
<td>38</td>
<td>US 1 ALT</td>
<td>Bladensburg Road; DC line to Anacostia River; ADA improvements</td>
<td>330</td>
<td>Under construction</td>
</tr>
<tr>
<td>39</td>
<td>MD 5</td>
<td>Branch Avenue; proximity of Washington Executive Airport/ Hyde and Andrews Air Force Base; guard rails</td>
<td>881</td>
<td>FY 2013</td>
</tr>
<tr>
<td>40</td>
<td>MD 197</td>
<td>Laurel Bowie Road; at Morris Drive; ADA improvements</td>
<td>65</td>
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<td>41</td>
<td>MD 197</td>
<td>Collington Road; US 301 to Northview Drive; ADA improvements</td>
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<tr>
<td>42</td>
<td>MD 450</td>
<td>Annapolis Road; Annacostia River to MD 202; ADA improvements (ARRA PROJECT)</td>
<td>953</td>
<td>Completed</td>
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<tr>
<td>43</td>
<td>MD 450</td>
<td>Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave</td>
<td>995</td>
<td>FY 2013</td>
</tr>
<tr>
<td>44</td>
<td>MD 500</td>
<td>Queens Chapel Road; MD 501 to Jamestown Road; ADA improvements (ARRA PROJECT)</td>
<td>280</td>
<td>Completed</td>
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<tr>
<td>45</td>
<td>MD 704</td>
<td>Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface</td>
<td>5,207</td>
<td>FY 2013</td>
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<td><strong>Community Safety and Enhancements</strong></td>
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<tr>
<td>46</td>
<td>MD 4</td>
<td>Pennsylvania Avenue; Forestville Road to Silver Hill Road; pedestrian safety</td>
<td>2,799</td>
<td>PE Underway</td>
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</table>

(Funded for preliminary engineering)
### STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>ROUTE NO.</th>
<th>DESCRIPTION AND IMPROVEMENT TYPE</th>
<th>TOTAL ESTIMATED COST ($000's)</th>
<th>CONSTRUCTION START</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td><strong>Fiscal Years 2013 and 2014 (cont'd)</strong></td>
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<td>Status as of December 1, 2012</td>
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<tr>
<td></td>
<td></td>
<td><strong>Community Safety and Enhancements (cont'd)</strong></td>
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<tr>
<td>47</td>
<td>MD 5</td>
<td>Branch Avenue; Curtis Lane to south of Suitland Parkway/Naylor Road; Branch Avenue to south of Suitland Parkway; urban reconstruct at Naylor Road Metro Station (Funded for preliminary engineering)</td>
<td>2,500</td>
<td>PE Underway</td>
</tr>
<tr>
<td>48</td>
<td>MD 201</td>
<td>Kenilworth Avenue; 500 feet north of MD 450 to Ingraham Street; urban reconstruct (Funded for preliminary engineering)</td>
<td>400</td>
<td>PE Underway</td>
</tr>
<tr>
<td>49</td>
<td>MD 212</td>
<td>Powder Mill Road; Montgomery Road to US 1; urban reconstruct (Funded for preliminary engineering)</td>
<td>2,000</td>
<td>PE Underway</td>
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<tr>
<td>50</td>
<td>MD 450</td>
<td>Annapolis Road; Peace Cross to 56th Street in Bladensburg; urban reconstruct (Project on hold)</td>
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<td>PE Underway</td>
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<tr>
<td>51</td>
<td>MD 500</td>
<td>Queens Chapel Road; MD 208 to MD 410; urban reconstruct (Funded for preliminary engineering)</td>
<td>1,760</td>
<td>PE Underway</td>
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<tr>
<td></td>
<td></td>
<td><strong>Noise Barriers</strong></td>
<td></td>
<td></td>
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<tr>
<td>52</td>
<td>I 495</td>
<td>Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on hold)</td>
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<tr>
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<td><strong>Traffic Management</strong></td>
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<tr>
<td>53</td>
<td>US 50</td>
<td>John Hanson Highway; at MD 410; noise abatement (Funded for preliminary engineering only)</td>
<td>200</td>
<td>FY 2014</td>
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<td></td>
<td></td>
<td><strong>Commuter Action Improvements</strong></td>
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<tr>
<td>54</td>
<td>I 95</td>
<td>Access Road to Park and Ride from I 95/I 495; ridesharing facility</td>
<td>1,912</td>
<td>FY 2013</td>
</tr>
</tbody>
</table>
### Fiscal Years 2013 and 2014 (cont'd)

#### Sidewalks

- **Item 55**
  - **Route No.:** MD 564
  - Description: Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet
  - Estimated Cost: $150,000
  - Status: PE Underway

#### Intersection Capacity Improvements

- **Item 56**
  - **Route No.:** MD 197
  - Description: Laurel Bowie Road; at Powder Mill Road; geometric improvements
  - Estimated Cost: $912,000
  - Status: FY 2013

- **Item 57**
  - **Route No.:** MD 223
  - Description: Woodyard Road; at Rosaryville Road; intersection improvements
  - Estimated Cost: $8,128,000
  - Status: Under construction

#### Enhancements

#### Pedestrian/Bicycle Facilities

- **Item 58**
  - **Route No.:** College Park Trolley Trail
  - Description: Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway
  - Estimated Cost: $200,000
  - Status: FY 2013

#### Archaeological Planning & Research

- **Item 59**
  - **Route No.:**
  - Description: Archeology of the USS Scorpion 2010; archeological excavation
  - Estimated Cost: $2,022,000
  - Status: Underway

- **Item 60**
  - **Route No.:**
  - Description: Archeological and historical study related to the War of 1812 in Bladensburg
  - Estimated Cost: $385,000
  - Status: Underway