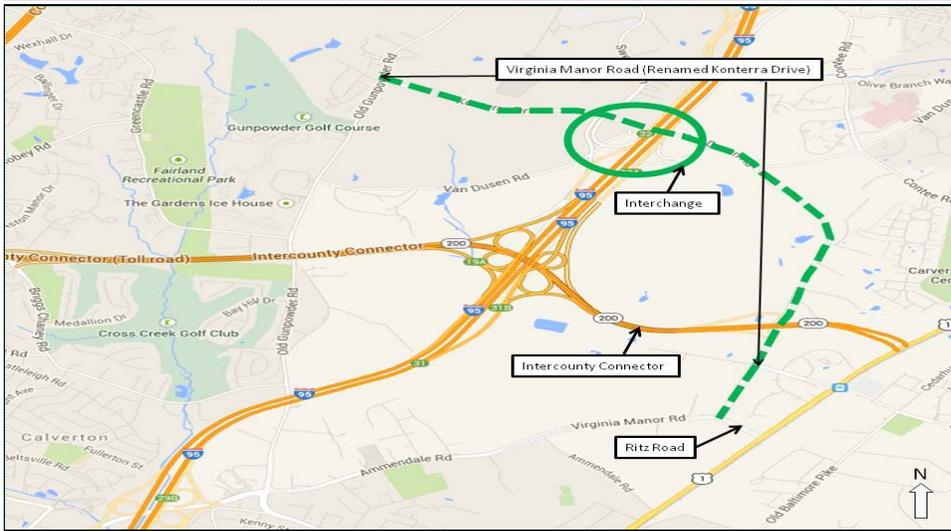




PRINCE GEORGE'S COUNTY



PROJECT: I-95/Virginia Manor Road (Konterra Drive) Interchange

DESCRIPTION: Constructed a new interchange with collector-distributor roads at I-95 and Virginia Manor Road (Konterra Drive) (2.0 miles). Bicycle and pedestrian access were provided on Virginia Manor Road (Konterra Drive).

PURPOSE & NEED SUMMARY STATEMENT: This interchange and collector-distributor road relieved congestion on the mainline of I-95, improved traffic flow at the I-95/MD 198 interchange and provided access for planned development east and west of I-95.

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:

- MD 200, InterCounty Connector (Line 10)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk (Line 27)
- Virginia Manor Road Relocated (TSO Program Line 4)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The new Interchange at I-95 and Virginia Manor Road (Konterra Drive) facilitates enhanced access and improved circulation to an area planned for growth and economic development.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$8.7 million is due to increased Right-of-Way costs and a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	.....2017....	.....2018....	.....2019....	.....2020....		
Planning	2,012	2,012	0	0	0	0	0	0	0	0
Engineering	4,797	4,797	0	0	0	0	0	0	0	0
Right-of-way	19,832	18,887	302	643	0	0	0	0	945	0
Construction	37,786	33,774	4,012	0	0	0	0	0	4,012	0
Total	64,427	59,470	4,314	643	0	0	0	0	4,957	0
Federal-Aid	60,362	55,791	3,928	643	0	0	0	0	4,571	0

CLASSIFICATION:

STATE - Principal Arterial

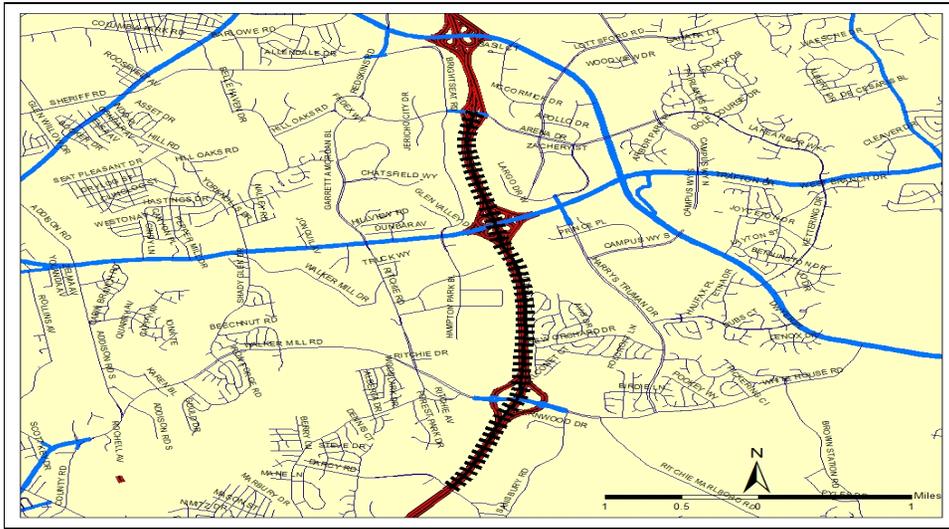
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 192,900

PROJECTED (2030) - 245,300



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurfaced I-95 from D'arcy Road to Arena Drive.

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

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-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$2.3 million is due to final cost under budget.

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					FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	2017	2018	2019	2020			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	442	442	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	9,787	8,803	984	0	0	0	0	0	0	984	0
Total	10,229	9,245	984	0	0	0	0	0	0	984	0
Federal-Aid	9,775	8,793	982	0	0	0	0	0	0	982	0

CLASSIFICATION:

STATE - Urban Interstate

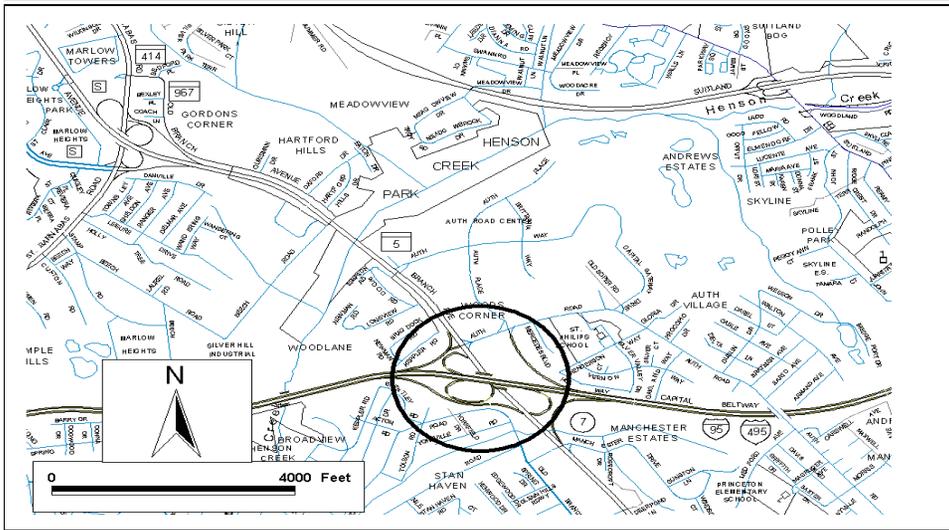
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 201,650 - 227,950

PROJECTED (2030) - 246,850 - 265,000



PROJECT: 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 and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: 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 enhance access to the Metro station and address congestion.

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 14)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project will enhance vehicular and pedestrian connectivity between the Metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated transit-oriented development (TOD) site.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$13.8 million is due to a favorable bid price and reduced Right-of-Way and Utility costs.

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									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	4,669	4,669	0	0	0	0	0	0	0	0	0
Right-of-way	4,726	1,134	439	1,052	1,019	906	176	0	3,592	0	0
Construction	37,086	4,730	9,634	10,656	12,066	0	0	0	32,356	0	0
Total	47,258	11,310	10,073	11,708	13,085	906	176	0	35,948	0	0
Federal-Aid	37,323	8,465	7,876	9,430	10,494	889	169	0	28,858	0	0

CLASSIFICATION:

STATE - Principal Arterial

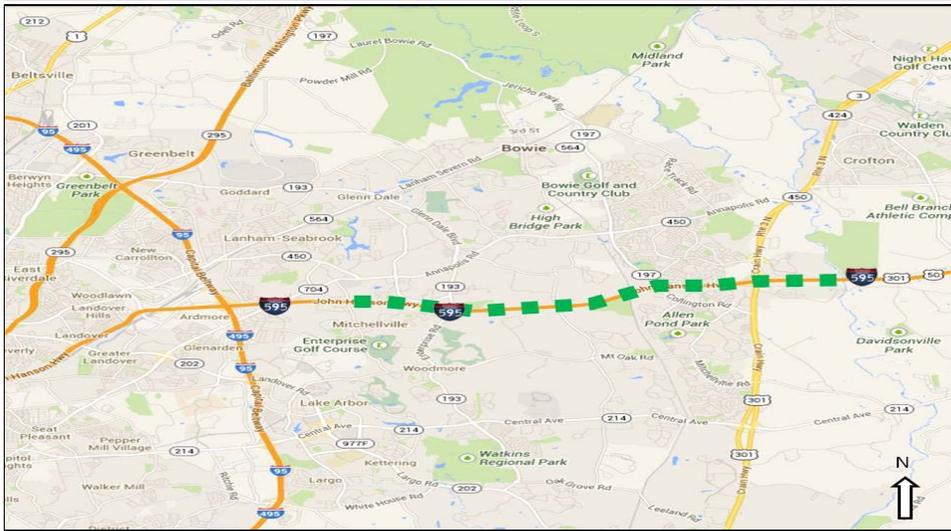
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 134,650 (MD 5)
 187,400 (I-95/495)

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



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on I-595 from west of Lottsford Vista Road to Anne Arundel County Line.

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

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:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$2.0 million is due to a revised scope of work.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	2017	2018	2019	2020		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	156	150	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,401	0	3,787	6,196	1,418	0	0	0	11,401	0
Total	11,557	150	3,793	6,196	1,418	0	0	0	11,407	0
Federal-Aid	8,996	98	2,959	4,833	1,106	0	0	0	8,898	0

CLASSIFICATION:

STATE - Urban/Rural Interstate

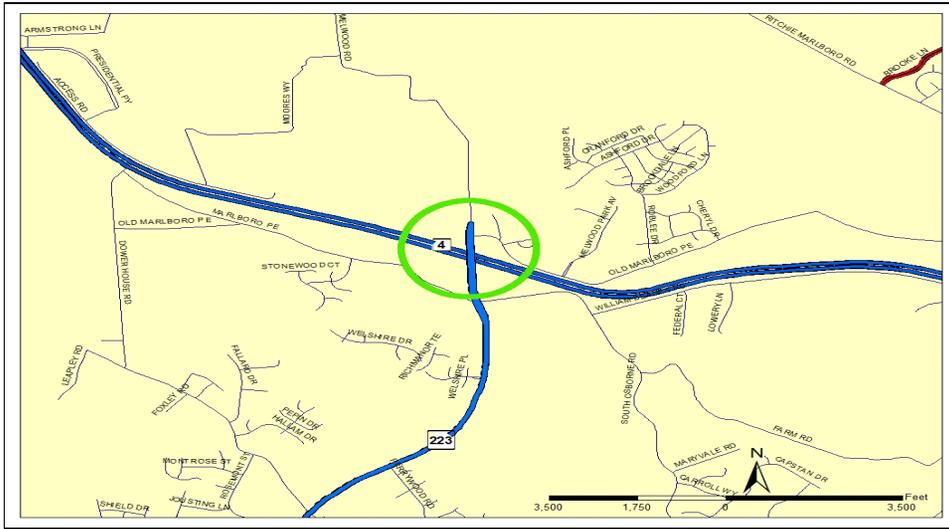
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 107,400 - 126,350

PROJECTED (2030) - 127,500 - 150,000



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 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:
 MD 4, MD 223 to I-95 (Line 17)
 MD 223, Stead Road to MD 5 (Line 29)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$1.9 million is due to additional pavement needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,120	1,120	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	23,176	17,059	6,117	0	0	0	0	0	6,117	0	
Total	24,296	18,179	6,117	0	0	0	0	0	6,117	0	
Federal-Aid	23,854	17,767	6,087	0	0	0	0	0	6,087	0	

CLASSIFICATION:

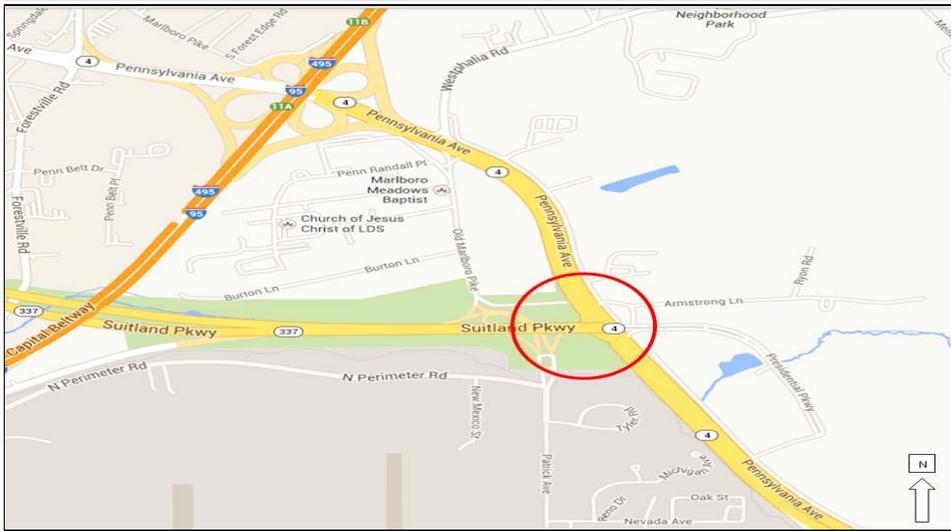
STATE - Urban Freeway/Expressway
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 63,050

PROJECTED (2030) - 90,050



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)

PURPOSE & NEED SUMMARY STATEMENT: 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 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 14)
 MD 4, MD 223 to I-95/I-495 (Line 17)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at the existing at-grade intersection.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$1.3 million is due to reduced inflation.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,599	8,760	750	89	0	0	0	0	839	0	0
Right-of-way	48,671	3,912	4,583	7,640	4,365	3,525	3,606	21,040	44,759	0	0
Construction	100,890	0	494	9,243	20,022	25,851	25,851	19,429	100,890	0	0
Total	159,160	12,672	5,827	16,972	24,387	29,376	29,457	40,469	146,488	0	0
Federal-Aid	34,356	9,697	4,116	4,743	800	0	0	15,000	24,659	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

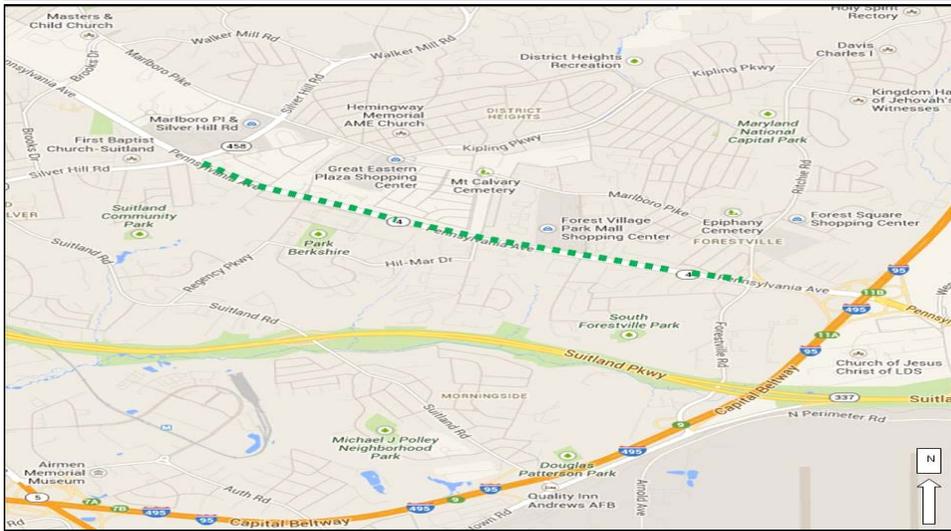
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 72,725

PROJECTED (2030) - 99,350



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot hiker/biker trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

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:
 MD 4, Interchange at Suitland Parkway (Line 6)
 MD 4, MD 223 to I-95/I-495 (Line 17)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The raised curb, sidewalk, and hiker/biker trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$5.5 million is due to a revised engineer's estimate.

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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,785	1,692	93	0	0	0	0	0	93	0
Right-of-way	531	0	288	243	0	0	0	0	531	0
Construction	24,321	0	2,878	13,498	7,945	0	0	0	24,321	0
Total	26,637	1,692	3,259	13,741	7,945	0	0	0	24,945	0
Federal-Aid	1,603	1,524	79	0	0	0	0	0	79	0

CLASSIFICATION:

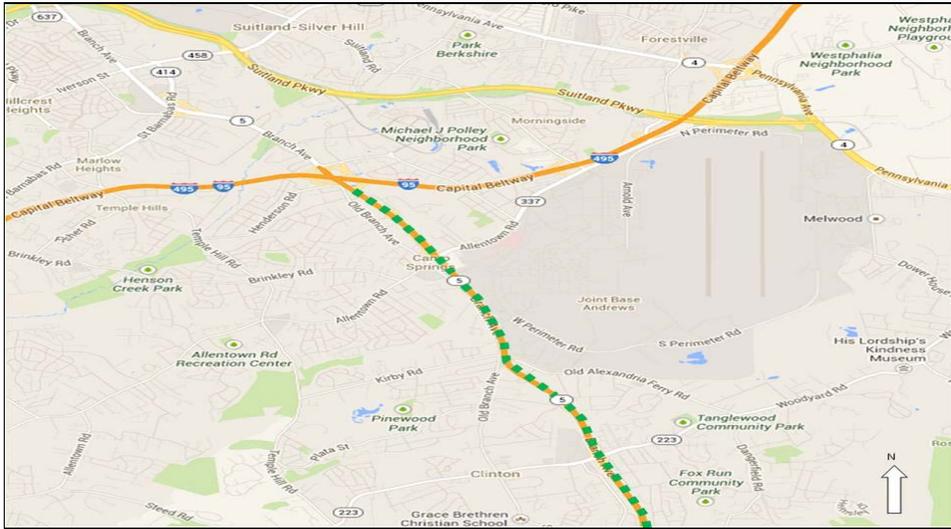
STATE - Urban Principal Arterial
 FEDERAL - Urban Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,950

PROJECTED (2030) - 57,950



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct safety and resurfacing improvements on MD 5 from MD 223 to south of I-95.

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

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:
 MD 5, US 301 to I-95 (Line 18)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$1.9 million is due to a favorable bid price.

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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017....	.....2018....	.....2019....	.....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	204	204	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,917	7	4,040	4,870	0	0	0	0	8,910	0
Total	9,121	211	4,040	4,870	0	0	0	0	8,910	0
Federal-Aid	7,516	175	3,328	4,013	0	0	0	0	7,341	0

CLASSIFICATION:

STATE - Principal Arterial

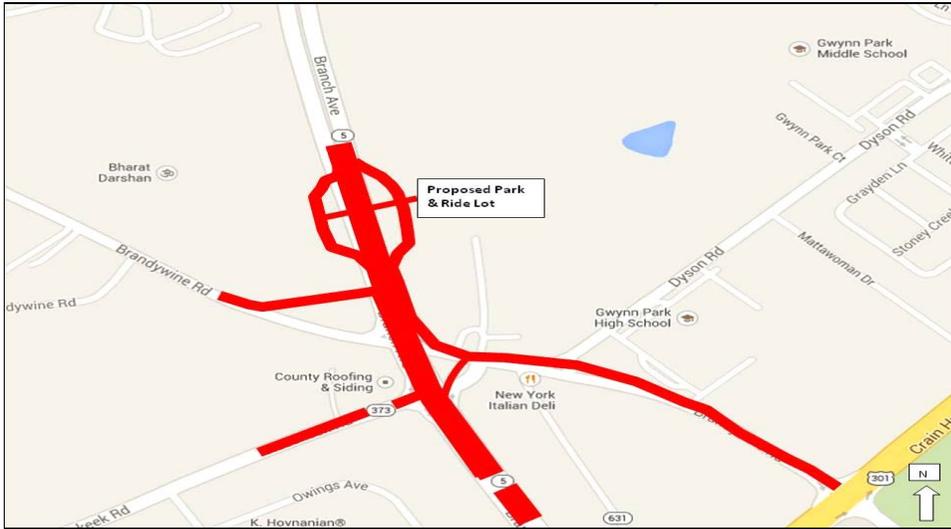
FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 145,175

PROJECTED (2030) - 159,300



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian access will be included where appropriate.

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 US 301, South Corridor Transportation Study (Line 22)
 US 301, Waldorf Area Project (Line 24)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Moved from Development and Evaluation Program to the Construction Program.

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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017....	.....2018....	.....2019....	.....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,683	4,719	600	628	1,736	0	0	0	2,964	0
Right-of-way	15,209	1,574	4,158	4,000	3,877	1,600	0	0	13,635	0
Construction	58,232	0	0	6,669	21,291	26,716	3,556	0	58,232	0
Total	81,124	6,293	4,758	11,297	26,904	28,316	3,556	0	74,831	0
Federal-Aid	60,983	4,078	2,249	8,812	20,985	22,086	2,773	0	56,905	0

CLASSIFICATION:

STATE - Principal Arterial

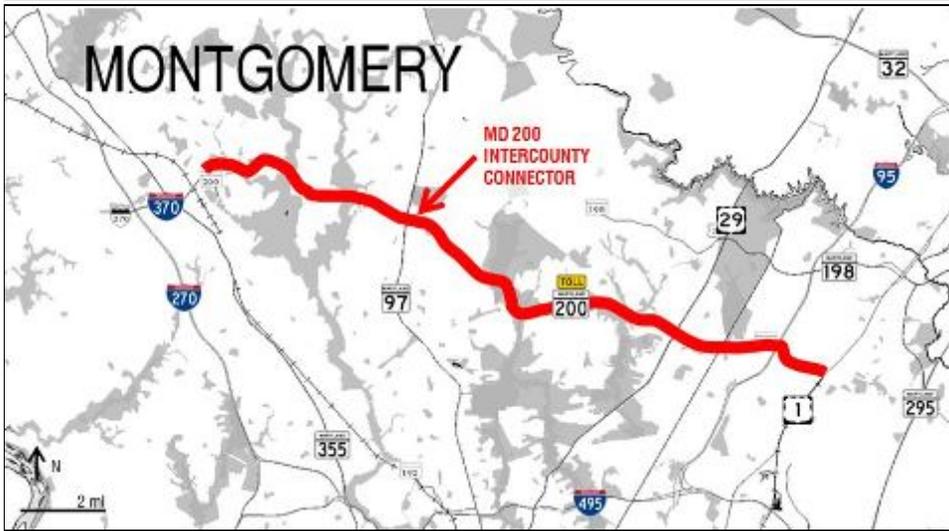
FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 65,000

PROJECTED (2030) - 97,700



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Constructed a new east-west multimodal highway in Montgomery and Prince George's Counties between I-270, I-95, and US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project was 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 affected by past development in the project area.

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

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 28/MD 198, MD 97 to I-95 (Line 25)
- MD 201 Ext/US 1, I-95/495 to N. of Muirkirk Road (Line 27)
- Virginia Manor Road Relocated (TSO program Line 4)

EXPLANATION: MD 200, InterCounty Connector provided an east-west connection to facilitate movement of freight and people. It provided an improved route for emergency vehicles and improved security during a state of emergency. The new access supported master development in Montgomery and Prince George's counties. The project included numerous planned environmental features such as wildlife crossings and stream restorations.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 and 2005 and Federal High Priority/NC11P Project Funds.

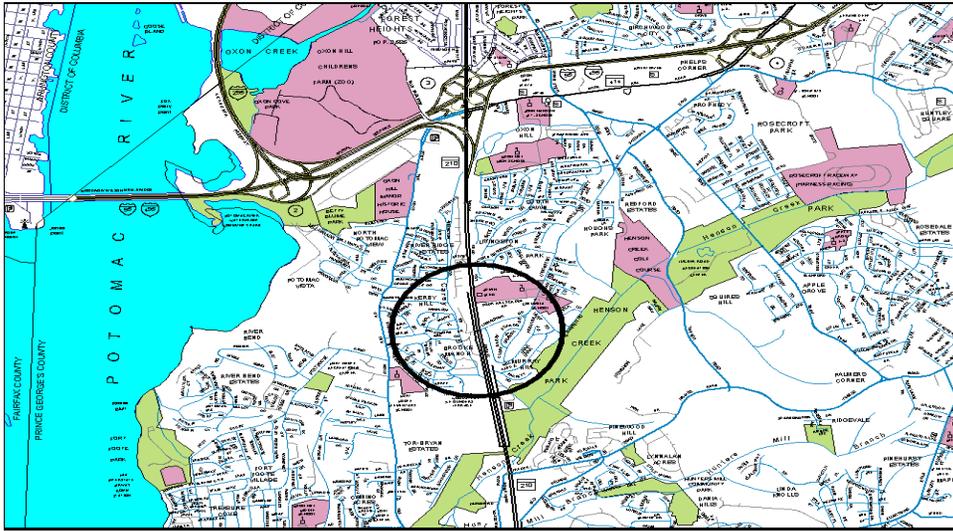
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	130	130	0	0	0	0	0	0	0	0	
Engineering	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	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	19,422	19,422	0	0	0	0	0	0	0	0	
Federal-Aid	19,422	19,422	0	0	0	0	0	0	0	0	

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 32,550
PROJECTED (2030) - 96,500



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

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 14)
 MD 210, MD 228 to 95/I-495 (Line 20)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$17.8 million is due to additional noise walls and drainage improvements.

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,209	3,620	2,050	1,189	350	0	0	0	0	3,589	0
Right-of-way	14,211	141	6,000	5,300	1,228	740	740	62	14,070	0	0
Construction	88,573	0	4,407	14,785	22,120	24,996	22,265	0	88,573	0	0
Total	109,993	3,761	12,457	21,274	23,698	25,736	23,005	62	106,232	0	0
Federal-Aid	77,898	3,224	5,525	13,146	18,273	19,293	18,389	48	74,674	0	0

CLASSIFICATION:

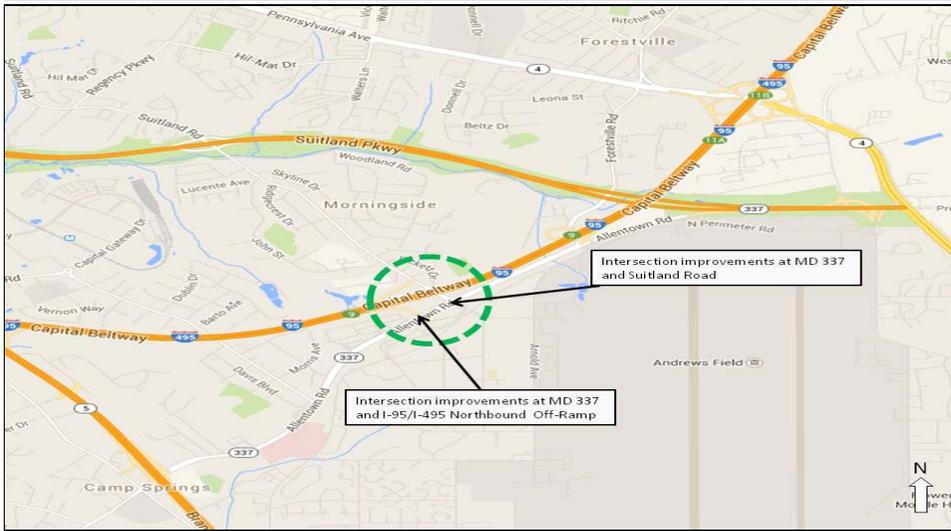
STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 82,700

PROJECTED (2030) - 126,350



PROJECT: MD 337, Allentown Road

DESCRIPTION: Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB off Ramp. Bicycle and pedestrian access will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Improving access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity and operations at the intersection.

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 14)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements.

STATUS: Right-of-Way is underway. Construction will begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Construction Program. This is a breakout project from the Statewide Line 9 (BRAC intersections near Andrews Air Force Base).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017....	.....2018....	.....2019....	.....2020....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	826	36	150	326	114	200	0	0	790	0	
Construction	6,459	0	1,046	4,018	1,395	0	0	0	6,459	0	
Total	7,285	36	1,196	4,344	1,509	200	0	0	7,249	0	
Federal-Aid	5,633	26	924	3,369	1,170	144	0	0	5,607	0	

CLASSIFICATION:

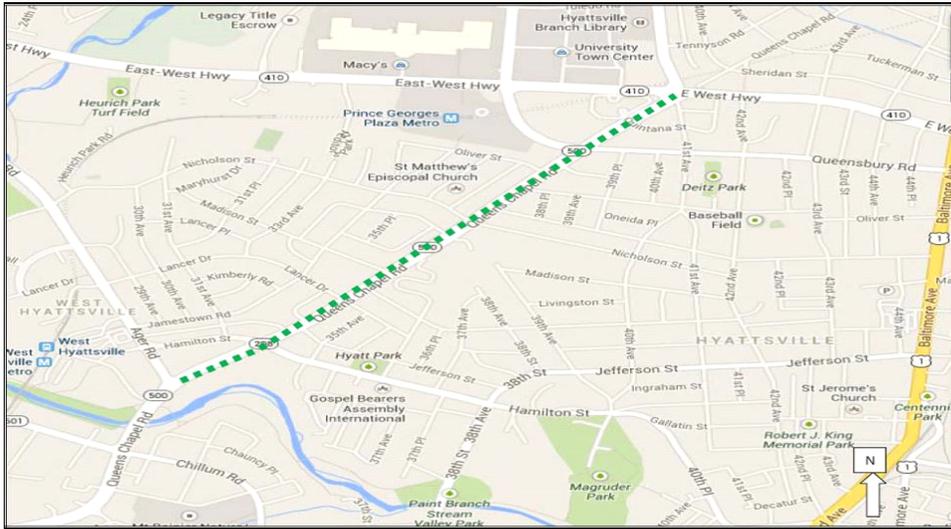
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 28,150

PROJECTED (2030) - 33,125



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

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:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$3.1 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	.....2017....	.....2018....	.....2019....	.....2020....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,001	2,001	0	0	0	0	0	0	0	0
Right-of-way	483	169	254	60	0	0	0	0	314	0
Construction	8,167	1	2,652	3,131	2,383	0	0	0	8,166	0
Total	10,651	2,171	2,906	3,191	2,383	0	0	0	8,480	0
Federal-Aid	2,063	1,822	193	48	0	0	0	0	241	0

CLASSIFICATION:

STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 23,550

PROJECTED (2030) - 31,200



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 is causing the Capital Beltway to experience severe congestion.

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, Branch Ave. Metro Access Phase 2 (Line 3)
- MD 4, Interchange at Suitland Parkway (Line 6)
- I-95/I-495, Greenbelt Metro Station (Line 15)
- Purple Line Study (MTA Program)
- Capital Beltway South Side Transit Study (MTA)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017....	.....2018....	.....2019....	.....2020....		
Planning	11,044	11,044	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	11,044	11,044	0	0	0	0	0	0	0	0	
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

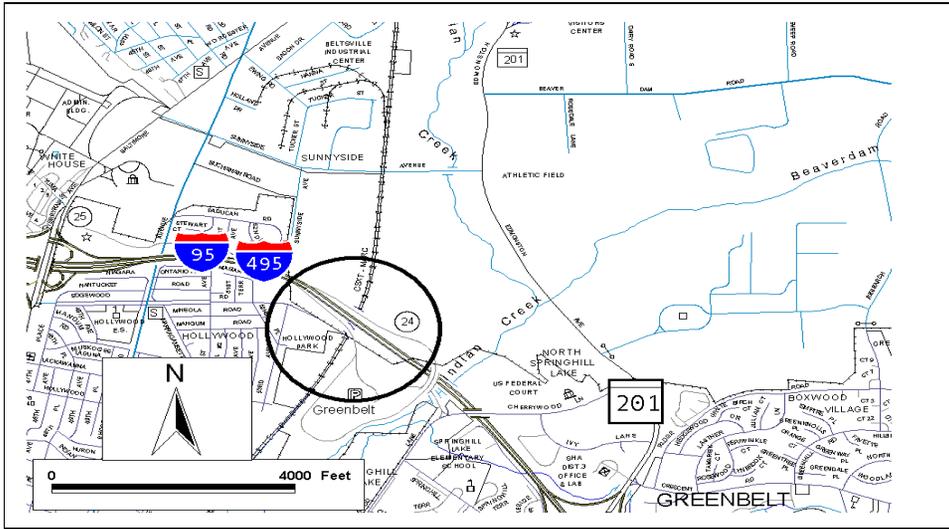
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 102,850 - 246,300

PROJECTED (2030) - 125,900 - 269,700



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 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	7,214	699	998	2,500	2,500	517	0	0	0	6,515	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	8,775	2,260	998	2,500	2,500	517	0	0	0	6,515	0
Federal-Aid	7,085	2,004	778	1,950	1,950	403	0	0	0	5,081	0

CLASSIFICATION:

STATE - Principal Arterial

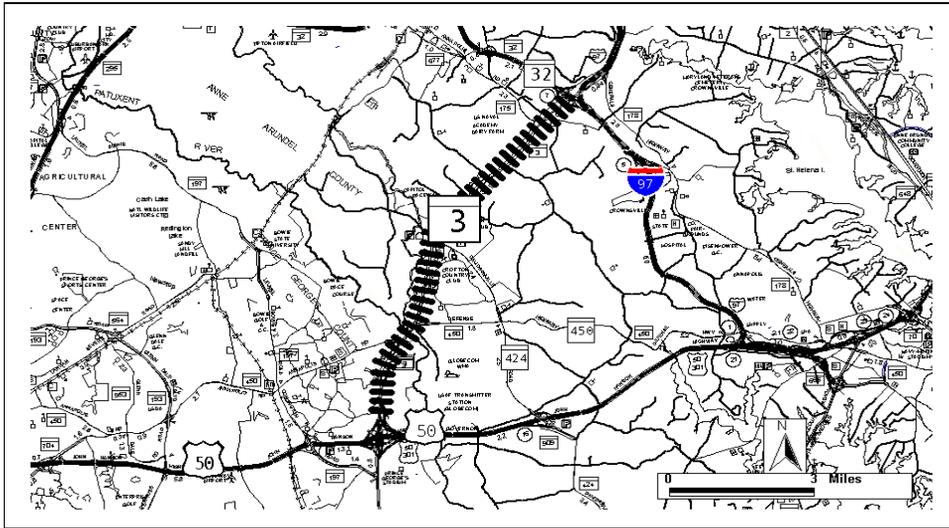
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 217,800

PROJECTED (2030) - 269,700



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 will 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 Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	3,873	3,873	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,546	8,546	0	0	0	0	0	0	0	0	
Federal-Aid	2,868	2,868	0	0	0	0	0	0	0	0	

CLASSIFICATION:

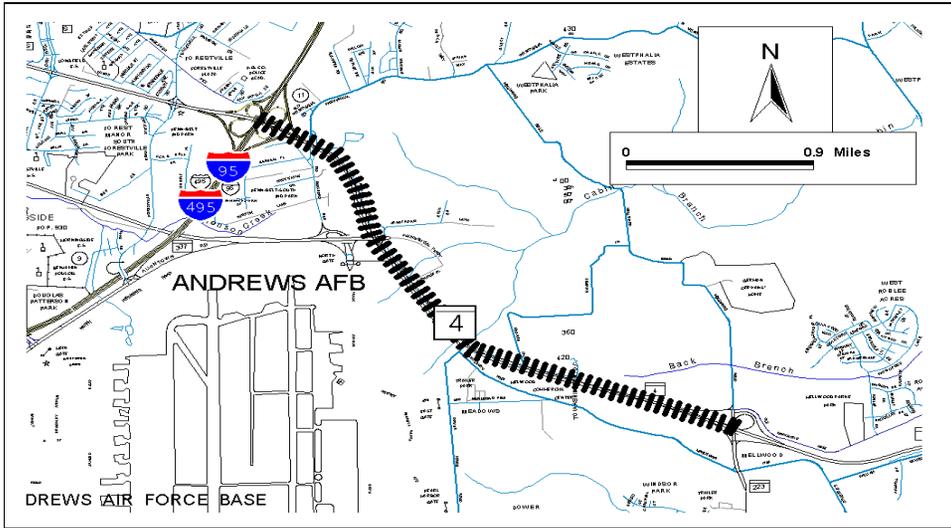
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 64,000 - 82,950

PROJECTED (2030) - 78,375 - 124,800



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

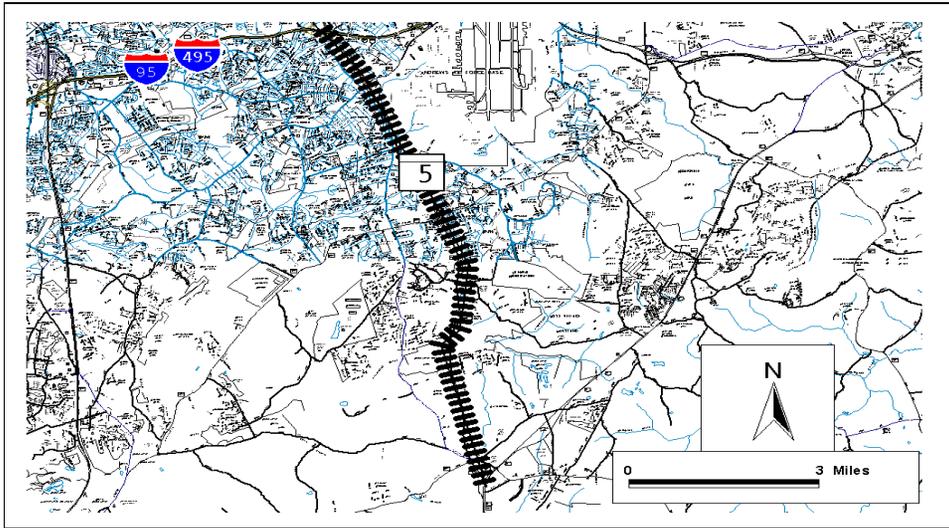
ASSOCIATED IMPROVEMENTS:
 MD 4, Interchange at Suitland Parkway (Line 6)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014			FOR PLANNING PURPOSES ONLY						
			2015	2016	.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	1,615	1,615	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	1,615	1,615	0	0	0	0	0	0	0	0	
Federal-Aid	786	786	0	0	0	0	0	0	0	0	

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway
STATE SYSTEM: Primary
Annual Average Daily Traffic (vehicles per day)
CURRENT (2014) - 72,725
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 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, Branch Avenue Metro Station Access - Phase 2 (Line 3)
- MD 5, MD 223 to I-95 (Line 8)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 9)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Waldorf Area Project (Line 24)
- MD 223, Steed Road to MD 5 (Line 29)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

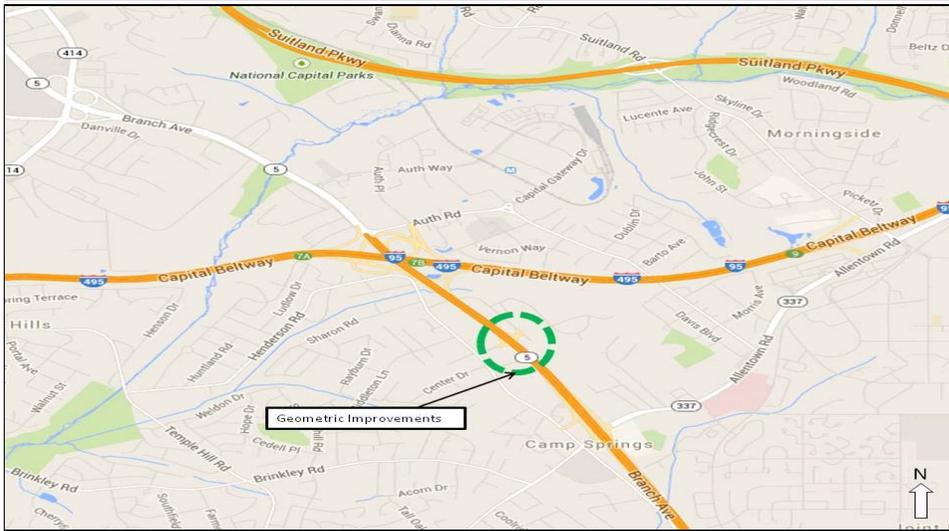
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	4,091	3,729	150	212	0	0	0	0	362	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,622	150	212	0	0	0	0	362	0
Federal-Aid	7,606	7,606	0	0	0	0	0	0	0	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 145,175
PROJECTED (2030) - 159,300



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Geometric improvements at MD 5 and Linda Lane.

JUSTIFICATION: Project improves operations at MD 5 and Linda Lane.

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 14)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	158	293	800	599	750	500	0	2,942	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	3,100	158	293	800	599	750	500	0	2,942	0
Federal-Aid	3,100	158	293	800	599	750	500	0	2,942	0

CLASSIFICATION:

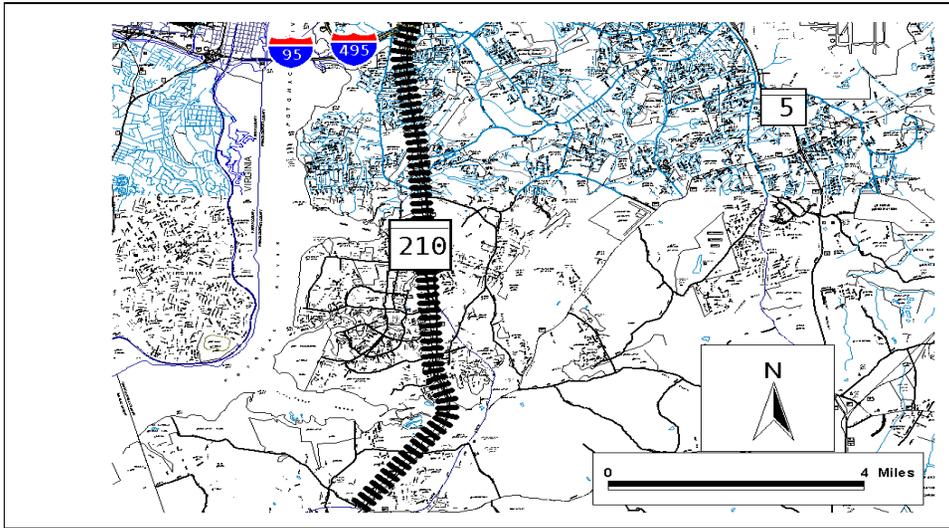
STATE - Principal Arterial
 FEDERAL - Freeway-Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 134,650

PROJECTED (2030) - 141,000



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.

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:

MD 210, Interchange at Kerby Hill/Livingston Roads (Line 11)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	3,058	3,058	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	4,041	4,041	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

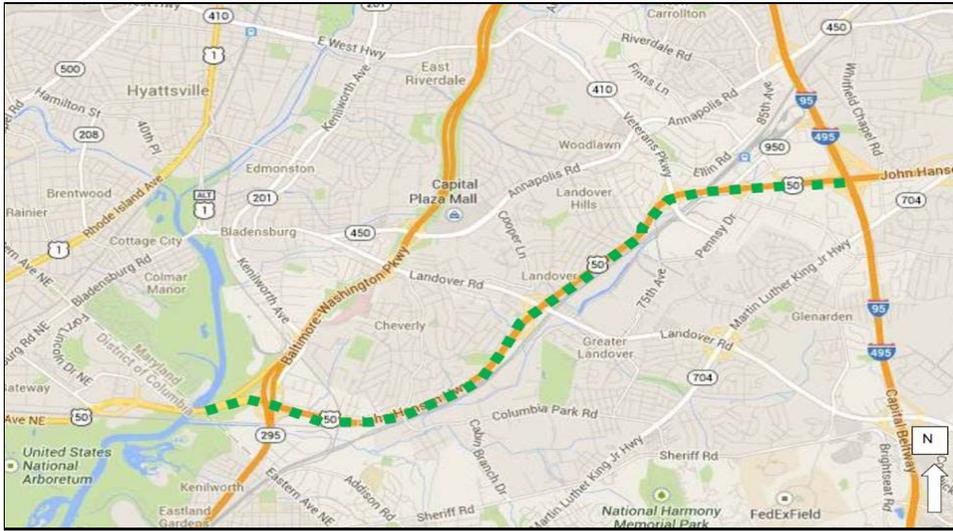
Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 83,450

PROJECTED (2030) - 126,350

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to I-95/I-495 (Capital Beltway).

JUSTIFICATION: This section of US 50 was identified as highly congested in the 2013 Maryland State Highway Mobility Report.

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:

US 50, John Hanson Highway, South of Lottsford Vista Rd. to Anne Arundel County Line (Line 14) I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 14)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW							SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE		
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	500	0	341	159	0	0	0	0	500	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	500	0	341	159	0	0	0	0	500	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0		

CLASSIFICATION:

STATE - Urban Interstate

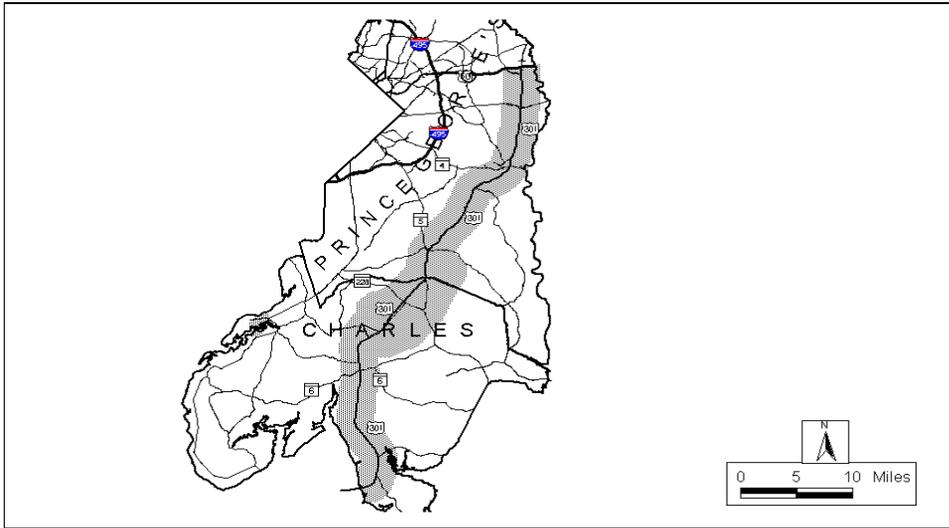
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 124,250

PROJECTED (2030) - 154,800



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 alternatives. 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 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:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 9)
- MD 3, US 50 to MD 32 (Line 16)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- US 301, Waldorf Area Project (Line 24)
- Southern Maryland Mass Transportation Analysis (MTA)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

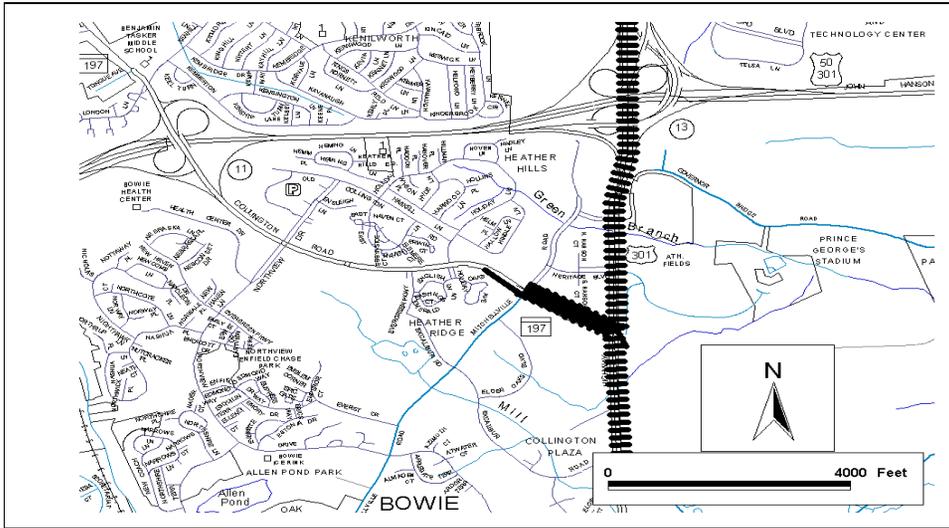
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017....	.....2018....	.....2019....	.....2020....		
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	60,669	45,008	10	500	3,700	3,700	4,541	3,210	15,661	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	71,419	55,758	10	500	3,700	3,700	4,541	3,210	15,661	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 19,850 (Charles) - 87,800 (Prince George's)
PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)



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 continuous growth along the US 301 corridor and to address existing safety problems.

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

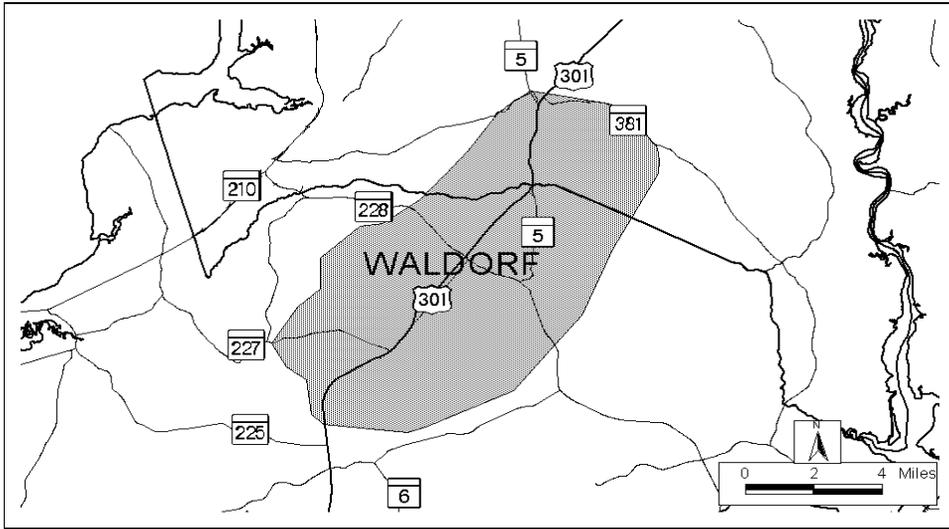
ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 16)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	2,504	2,504	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	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
Annual Average Daily Traffic (vehicles per day)
CURRENT (2014) - 69,175 (US 301)
 22,500 (MD 197)
PROJECTED (2030) - 114,300 (US 301)
 33,500 (MD 197)



PROJECT: US 301, Waldorf Area Project

DESCRIPTION: Examine alternatives to upgrade US 301 through Waldorf including grade separated interchanges at US 301 at MD 5 and US 301 at MD 228.

JUSTIFICATION: Existing US 301 is a primary highway on the State's system 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
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 9)
- MD 3, US 50 to MD 32 (Line 16)
- MD 5, US 301 to I-95/I-495 (Line 18)
- US 301, North of Mount Oak Road to US 50 (Line 23)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

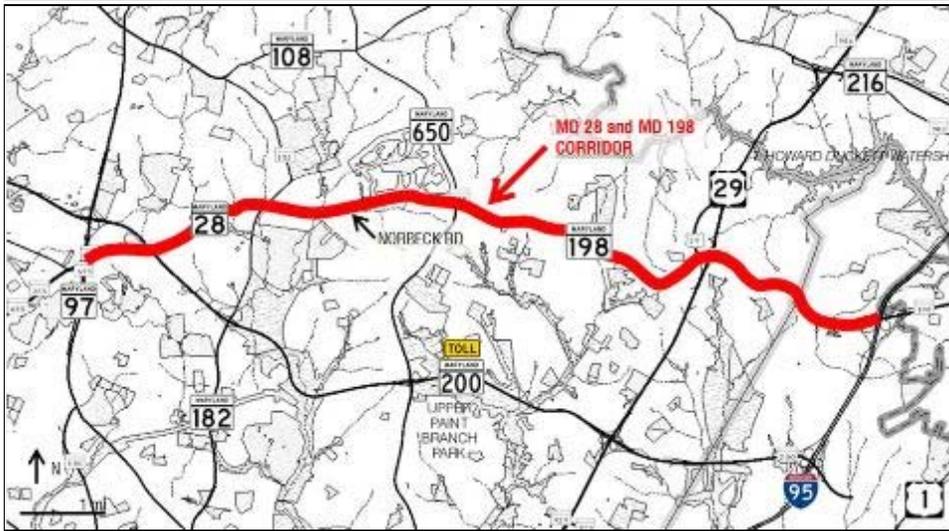
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017....	.....2018....	.....2019....	.....2020....		
Planning	14,636	9,896	750	1,800	1,800	390	0	0	4,740	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	14,636	9,896	750	1,800	1,800	390	0	0	4,740	0
Federal-Aid	10,112	7,669	750	1,693	0	0	0	0	2,443	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 63,400 (Charles) - 87,800 (Prince George's)
PROJECTED (2030) - 75,000 (Charles) - 114,300 (Prince George's)



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

DESCRIPTION: Study of safety, capacity, and operational improvements in the MD 28/MD 198 corridor 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 address safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also reduce traffic congestion and improve traffic operations.

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/Contee Road, Interchange (Line 1)
 MD 200, InterCounty Connector (Line 10)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL			PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY							
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	7,032	4,032	375	1,325	1,300	0	0	0	0	3,000	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	7,032	4,032	375	1,325	1,300	0	0	0	0	3,000	0	
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

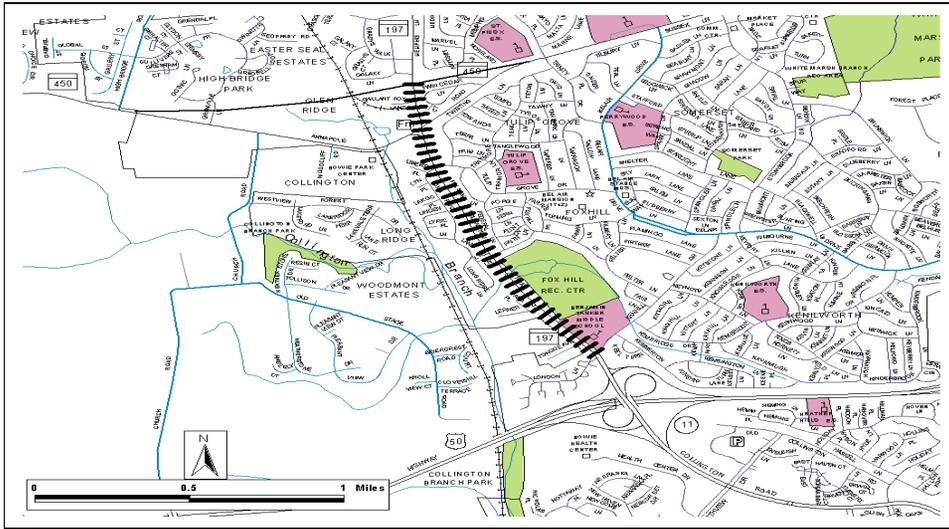
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 18,050 - 23,100 (MD 28)
 15,500 - 43,000 (MD 198)

PROJECTED (2030) - 41,325 - 51,775 (MD 28)
 36,875 - 62,250 (MD 198)



PROJECT: MD 197, Collington Road

DESCRIPTION: 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 Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. County contributed \$1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost increase of \$1.0 million is due to a policy change where the dollar amounts of the third party contributions are now being shown in the funding for the project.

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									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	1,580	1,580	0	0	0	0	0	0	0	0	0
Engineering	11,000	172	200	3,800	3,800	3,028	0	0	10,828	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	12,580	1,752	200	3,800	3,800	3,028	0	0	10,828	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

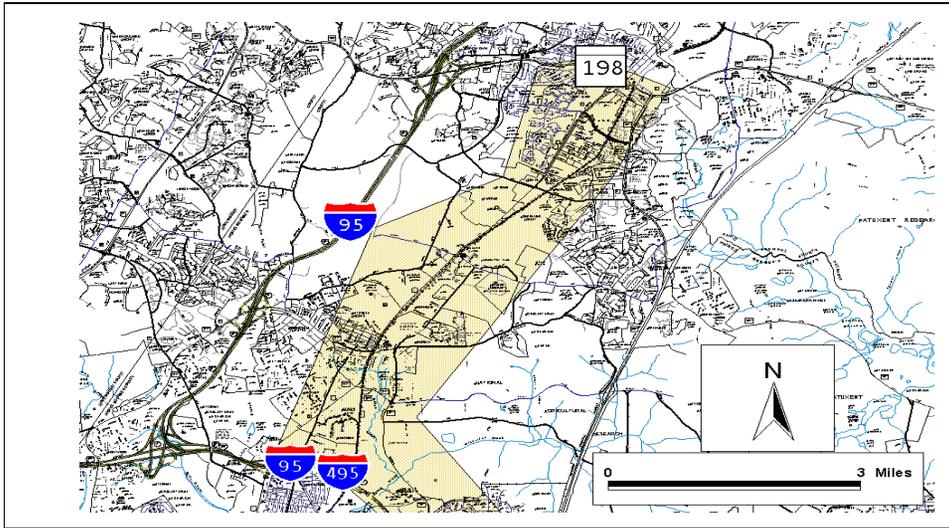
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 33,000

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 existing local roadway network is inadequate. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

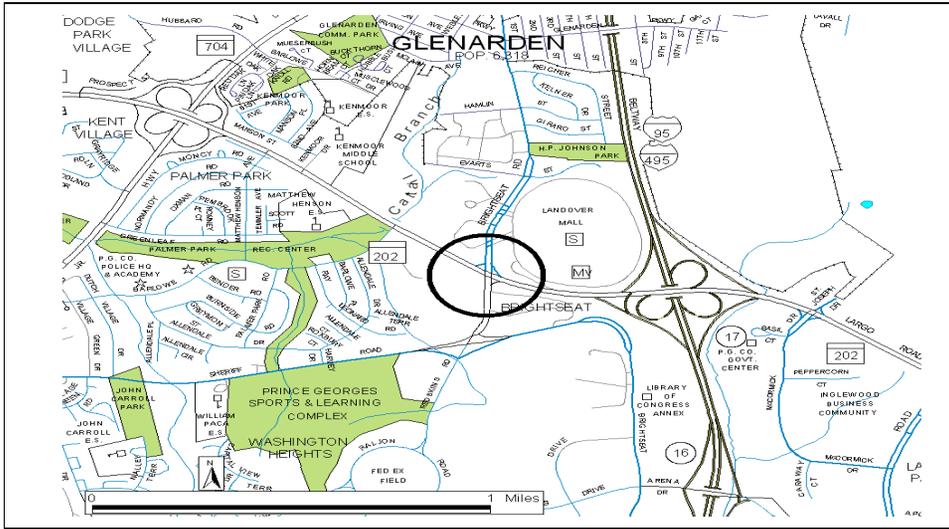
ASSOCIATED IMPROVEMENTS:
 I-95/Contee Road, Interchange (Line 1)
 MD 200, InterCounty Connector (Line 10)
 US 1, College Avenue to Sunnyside Avenue (Line 31)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
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	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Annual Average Daily Traffic (vehicles per day)
CURRENT (2014) - 47,050
PROJECTED (2030) - 62,300



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

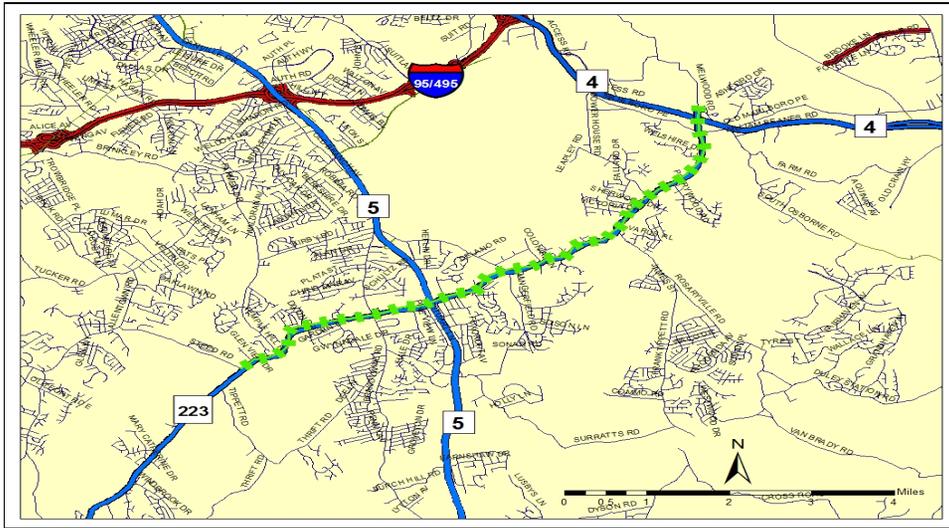
ASSOCIATED IMPROVEMENTS:
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				
					.....2017.....	.....2018.....	.....2019.....	.....2020.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	461	461	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	461	461	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Annual Average Daily Traffic (vehicles per day)
 CURRENT (2014) - 54,650
 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 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:
 MD 5, US 301 at TB to I-95/495 (Line 18)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW							SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE		
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	1,671	1,025	110	536	0	0	0	0	646	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	1,671	1,025	110	536	0	0	0	0	646	0		
Federal-Aid	979	333	110	536	0	0	0	0	646	0		

CLASSIFICATION:

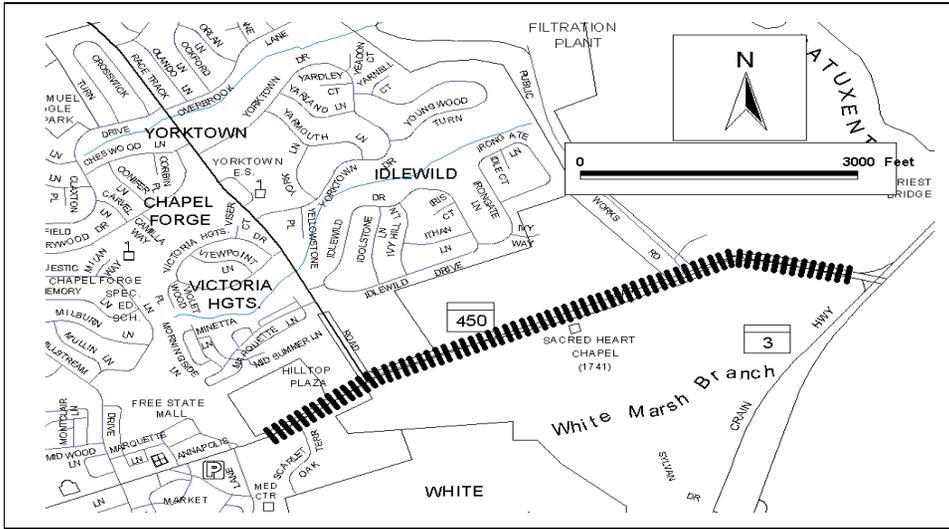
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 42,450

PROJECTED (2030) - 62,375



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 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:
 MD 3, US 50 to MD 32 (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	1,477	1,477	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	2,811	2,811	0	0	0	0	0	0	0	0	0
Federal-Aid	1,182	1,182	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

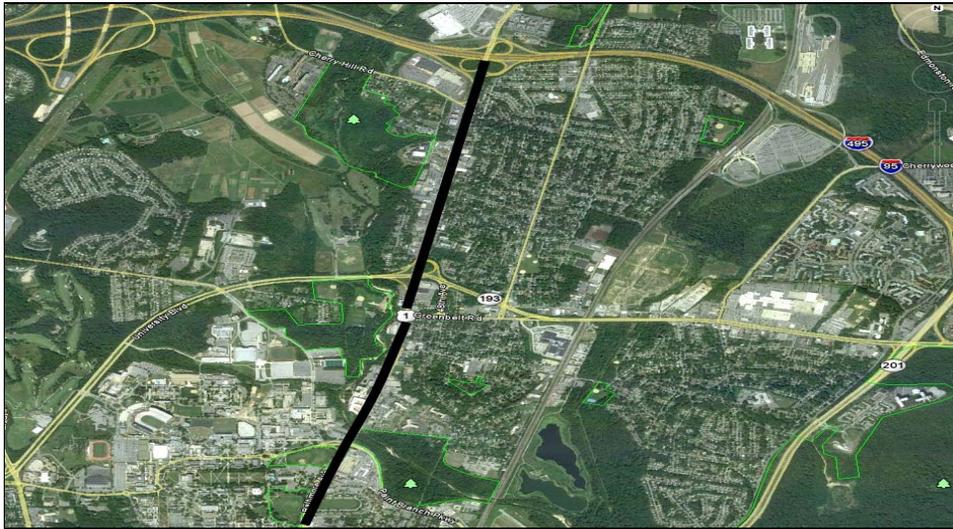
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 27,550

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 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:
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 27)

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$5.7 million is due to reduced property impacts. Due to a policy change the dollar amounts of the third party contributions are now being shown in the funding for the project.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	8,589	1,771	1,300	1,000	4,518	0	0	0	6,818	0
Right-of-way	14,130	1	300	5,000	4,000	4,829	0	0	14,129	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	24,057	3,110	1,600	6,000	8,518	4,829	0	0	20,947	0
Federal-Aid	8,259	1,741	1,000	1,000	4,518	0	0	0	6,518	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 48,875

PROJECTED (2030) - 71,800

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Year 2014 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 214	Central Avenue; MD 193 to south of Devonwood Drive; resurface	3,007	Completed
2	I 595	At US 301 interchange ramps and cd lanes; resurface	1,683	Completed
<u>Safety/Spot Improvement</u>				
3	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave	869	Completed
<u>Commuter Action Improvements</u>				
4	I 95	Access Road to Park and Ride from I 95/I 495; ridesharing facility	2,265	Completed
<u>Intersection Capacity Improvements</u>				
5	MD 197	Laurel Bowie Road; at Powder Mill Road; geometric improvements	1,166	Completed
6	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	7,192	Completed
<u>Enhancements</u>				
<u>Archaeological Planning & Research</u>				
7		Archeological and historical study related to the War of 1812 in Bladensburg.	385	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Years 2015 and 2016</u>				
<u>Resurface/Rehabilitate</u>				
8		Various locations in Prince George's County; mill/grind, patch and resurface	5,195	Under construction
9		Various locations in Prince George's County; mill/grind and resurface	4,307	Under construction
10	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	2,770	Under construction
11	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	2,515	FY 2015
12	US 50	John Hanson Highway; western corporate limits of Cheverly to variable message sign #315; resurface	2,809	Completed
13	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,477	Under construction
14	MD 193	University Boulevard; 23rd Avenue to US 1 Overpass; resurface	5,834	FY 2015
15	MD 193	Greenbelt Road; MD 564 to Partello Road; resurface	2,987	Under construction
16	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	4,495	Under construction
17	MD 197	Collington Road; Evergreen Parkway to US 301; resurface	1,591	Completed
18	MD 197	Laurel Bowie Road; southbound MD 295 off ramp to Brock Bridge Road; resurface	2,161	Under construction
19	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	3,932	Under construction
20	MD 202	Landover Road; Brightseat to MD 704; resurface	2,288	FY 2015
21	MD 212	Powder Mill Road; Pleasant Acres Drive to I 95; resurface	2,199	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Years 2015 and 2016 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
22	MD 223	Floral Park Road; Livingston Road to .09 miles east of Livingston Road; resurface	310	Completed
23	US 301	Crain Highway; 450 ft south of Excalibur Road to Harbour Way; resurface	2,574	FY 2016
24	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,628	FY 2015
25	US 301	Crain Highway; Old Crain Highway to Railroad crossing; resurface	3,310	FY 2015
26	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,054	FY 2015
27	MD 430	Greenbelt Road; US 1 to MD 193; resurface	1,058	FY 2015
28	MD 450	Annapolis Road; 65th Avenue to 85th Avenue; resurface	3,477	FY 2015
29	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,562	Under construction
30	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	2,746	FY 2016
31	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	1,716	FY 2015
32	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,631	FY 2015
33	MD 704	Martin Luther King Jr Highway; 92nd Avenue to MD 450; safety and resurface (Transportation Infrastructure Investment Act of 2013)	3,688	FY 2015

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Years 2015 and 2016 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
34		At various locations on Capital Beltway, Stephanie Roper Highway, Indian Head Highway; clean and paint bridges	2,429	FY 2015
35		12 existing bridges on US 1, MD 5, MD 193, MD 198, MD 726, I 495 and I 95; clean and paint bridges	1,657	Under construction
<u>Safety/Spot Improvement</u>				
36		On MD 4 and MD 214; drainage improvement	1,144	FY 2015
37	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1	807	Completed
38	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	7,547	FY 2015
39	MD 198	Sandy Spring Road; Riding Stable Road to I-95; resurface	6,518	FY 2015
40	MD 216 NB	At the Patuxent River; drainage improvement	342	Completed
41	MD 450	Annapolis Road; at Public Works Road; geometric improvements	400	Completed
42	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; safety and resurface	4,704	Under construction
<u>Community Safety and Enhancements</u>				
43	MD 5	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 (Transportation Infrastructure Investment Act of 2013)	9,890	FY 2015

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STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Years 2015 and 2016 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
44	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruct (Transportation Infrastructure Investment Act of 2013)	9,557	FY 2015
45	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruct (Funded for preliminary engineering)	2,000	PE Underway
46	MD 500	Queens Chapel Road; District of Columbia Line to MD 208; urban reconstruct (Funded for preliminary engineering)	2,947	PE Underway
<u>Noise Barriers</u>				
47	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	1,707	Under construction
48	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
49	I 595	John Hanson Highway; various locations; noise abatement	1,430	FY 2015
<u>Traffic Management</u>				
50		At various locations in District 3 and 7; signalization	5,661	FY 2015
51	MD 4	Pennsylvania Avenue; MD 4PA to MD 980D; signing	1,716	FY 2015
52	I 95	At I 495 interchange; lighting	2,059	FY 2015
53	I 95	Capital Beltway; at I 595 interchange; lighting	2,277	FY 2015

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STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2014
<u>Fiscal Years 2015 and 2016 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
54	MD 193	Greenbelt Road; At Cipriano Road; geometric improvements	917	FY 2015
55	US 301	Crain Highway; at MD 214; lighting	1,155	FY 2015
<u>Environmental Preservation</u>				
56		Anacostia Gateway Park; landscape	404	FY 2016
57	US 50	West of I-95 to the AA county line; landscape	1,290	FY 2015
58	MD 197	Laurel Bowie Road; At Patuxent Wildlife Research Center; reforestation	58	FY 2015
<u>Truck Weight</u>				
59		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	3,432	FY 2016
<u>TMDL Compliance</u>				
60	MD 210	Indian Head Highway; between DC Line and Charles County Line; drainage improvement (Transportation Infrastructure Investment Act of 2013)	6,000	FY 2015