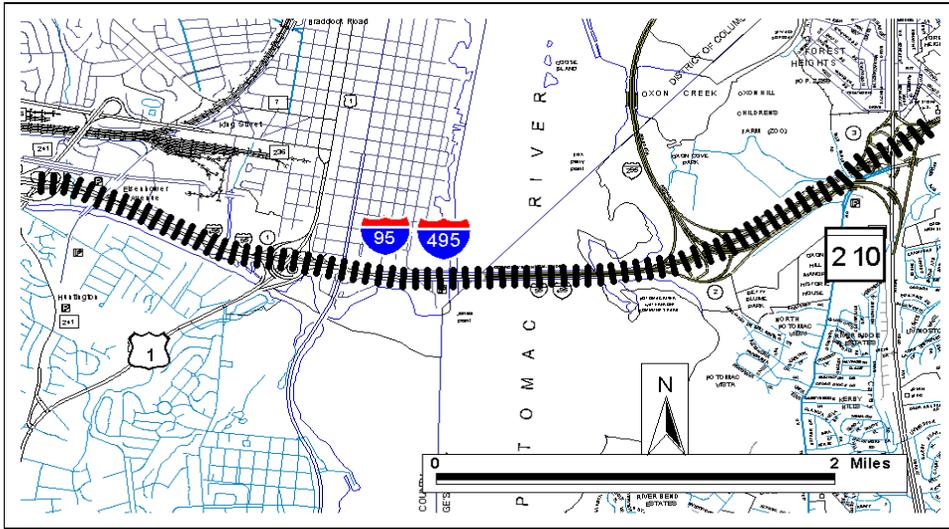


Prince George's



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

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
- MD 210, MD 228 to I-95/I-495 (Line 22)

**STATUS:** Engineering, Right-of-way and Construction underway. The cost shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	51700	59500	0	0	0	WWB

PHASE	POTENTIAL FUNDING SOURCE:									SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2007			YEAR 2008	YEAR 2009
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	101,416	68,692	15,383	9,495	2,521	2,521	2,521	283	32,724	0			
Right-of-way	4,565	3,636	929	0	0	0	0	0	929	0			
Construction	1,185,221	376,036	150,309	212,734	191,244	151,170	43,158	22,174	770,789	38,396			
Total	1,291,202	448,364	166,621	222,229	193,765	153,691	45,679	22,457	804,442	38,396			
Federal-Aid	1,172,352	410,134	158,321	204,169	176,838	140,232	34,068	17,856	731,484	30,734			

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

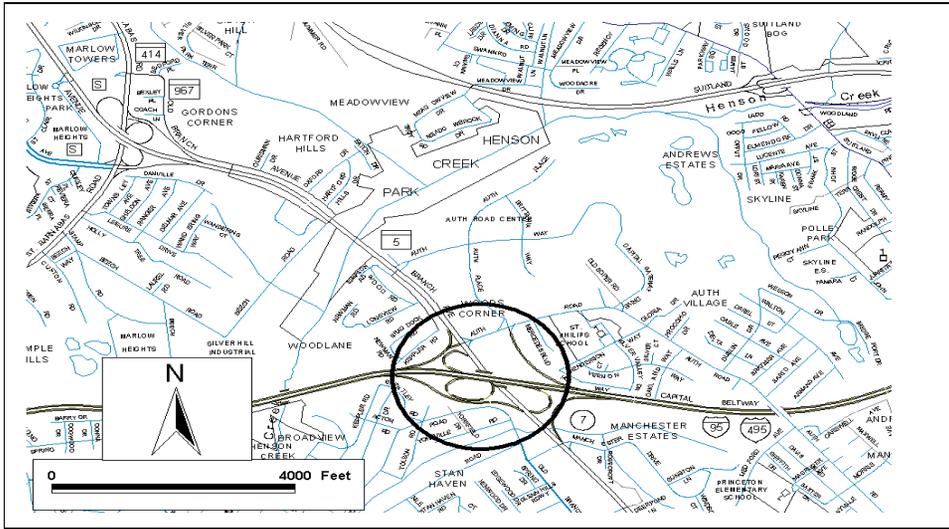
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 209,200

PROJECTED (2030) - 317,000

**OPERATING COST IMPACT** \$700,000 per year



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

**DESCRIPTION:** Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. 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 resulting in severe congestion.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	25608	0	0	0	0	IM

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

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 14) due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2007	YEAR 2008			YEAR 2009
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,758	1,950	1,000	1,808	0	0	0	0	0	0	0	2,808	0
Right-of-way	13,931	13	8,681	4,800	437	0	0	0	0	0	0	13,918	0
Construction	32,831	0	0	4,805	11,088	11,715	5,223	0	0	0	0	32,831	0
Total	51,520	1,963	9,681	11,413	11,525	11,715	5,223	0	0	0	0	49,557	0
Federal-Aid	28,939	1,365	700	5,014	8,649	9,137	4,074	0	0	0	0	27,574	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

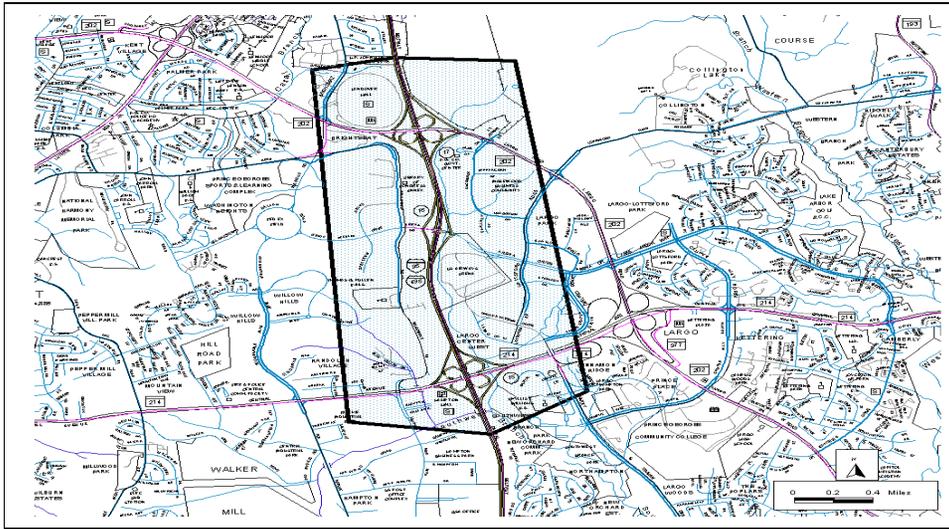
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 162,950 (MD 5)

PROJECTED (2030) - 232,400 (MD 5)

**OPERATING COST IMPACT** \$42,700 per year



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

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)  
MD 202, Brightseat Road to Technology Way (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	20766	0	0	IM

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,644	0	400	2,000	244	0	0	0	2,644	0
Right-of-way	1,050	0	0	420	630	0	0	0	1,050	0
Construction	25,957	0	0	0	3,586	11,980	10,391	0	25,957	0
Total	29,651	0	400	2,420	4,460	11,980	10,391	0	29,651	0
Federal-Aid	20,766	0	0	0	2,869	9,584	8,313	0	20,766	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

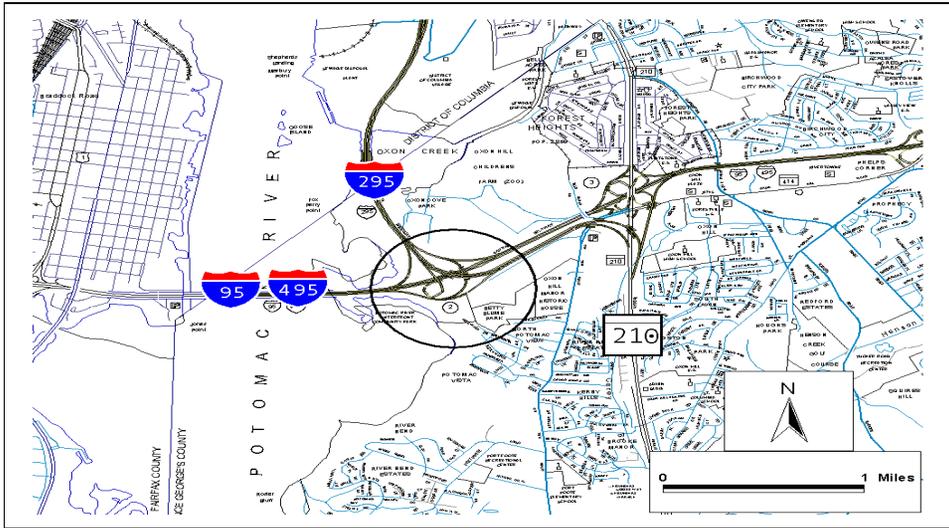
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 191,750

PROJECTED (2030) - 227,300

**OPERATING COST IMPACT** \$1,500 per year



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

**DESCRIPTION:** Construct access improvements and MD 414 Extended.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
- MD 210, MD 228 to I-95/I-495 (Line 22)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				2007	2008			2009	2010
					2007	2008	2009	2010						
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	3,200	0	1,600	1,600	0	0	0	0	0	0	0	0	3,200	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	
Construction	50,150	6,189	6,647	20,100	14,414	2,800	0	0	0	0	0	0	43,961	
Total	53,350	6,189	8,247	21,700	14,414	2,800	0	0	0	0	0	0	47,161	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

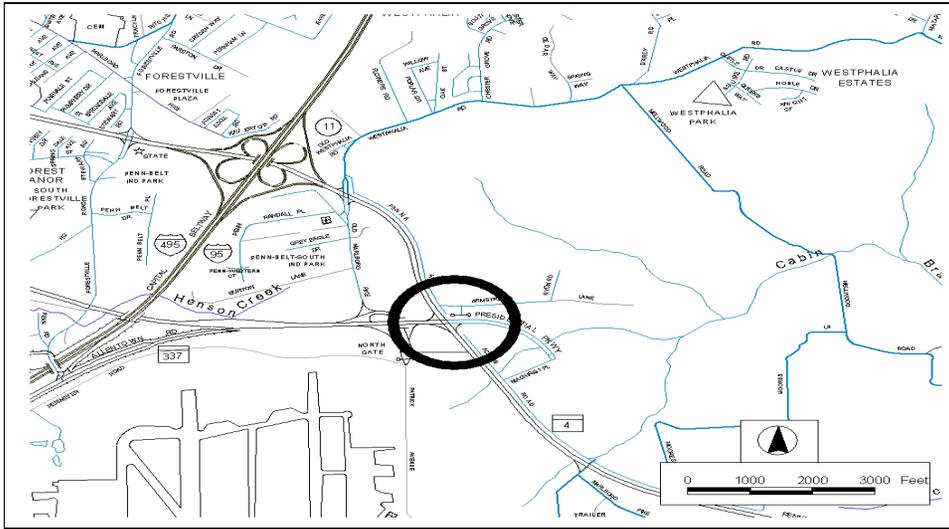
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 209,200

PROJECTED (2030) - 317,000

**OPERATING COST IMPACT** \$3,900 per year



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Construct a new interchange at MD 4 and Suitland Parkway.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)  
MD 4, MD 223 to I-95/I-495 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	13226	0	0	0	NHS
CO	0	0	47158	0	0	NHS

**STATUS:** Engineering underway. Right-of-way to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 19) due to the Revenue Increase and the Federal Consolidated Appropriation Act 2005.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,720	37	1,600	2,813	1,770	500	0	0	6,683	0
Right-of-way	16,532	0	0	5,106	5,112	5,112	1,202	0	16,532	0
Construction	60,459	0	0	0	0	7,860	29,826	22,773	60,459	0
Total	83,711	37	1,600	7,919	6,882	13,472	31,028	22,773	83,674	0
Federal-Aid	60,384	0	0	4,085	4,090	10,220	24,226	17,763	60,384	0

**FUNCTION:**

STATE - Intermediate Arterial  
FEDERAL - Freeway/Expressway

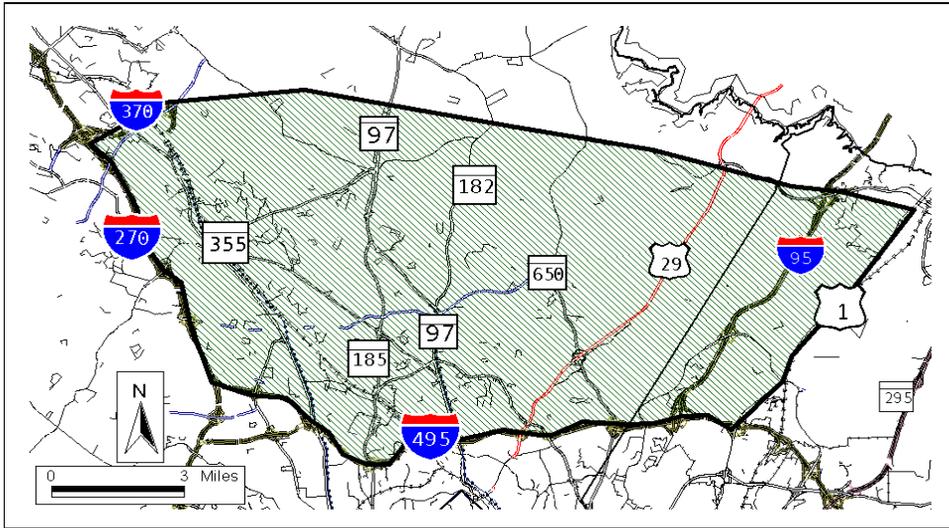
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 73,250

PROJECTED (2030) - 99,350

OPERATING COST IMPACT \$9,600 per year



**PROJECT:** InterCounty Connector

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- East-West Intersection Improvement Program (Line 12)
- I-95/Contee Road Interchange (Line 13)
- MD 28/MD 198, MD97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)
- Intercounty Connector (MdTA, Line 14)

**STATUS:** A Draft Environmental Impact Statement has been released. The schedule calls for public hearings in January 2005, a Final Environmental Impact Statement in June 2005, and a Record of Decision in Summer 2005. If a "Build Alternative" is selected, construction would begin in 2006.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 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.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1300	0	0	0	0	HP
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY						
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,300	0	250	1,050	0	0	0	0	0	1,300	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,300	0	250	1,050	0	0	0	0	0	1,300	0
Federal-Aid	1,300	0	250	1,050	0	0	0	0	0	1,300	0

**FUNCTION :**

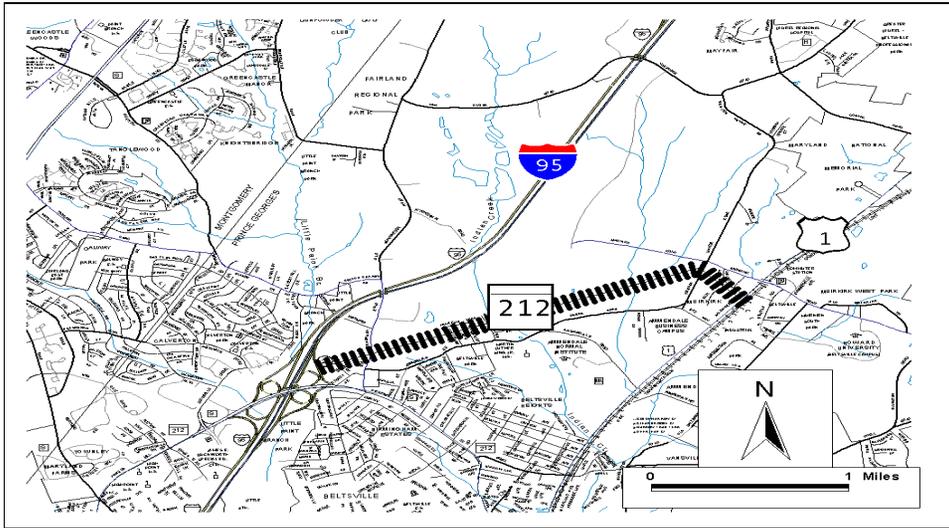
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2003) - N/A
- PROJECTED (2030) - 80,000 - 124,000

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 212 Relocated

**DESCRIPTION:** Prince George's County is constructing a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). When completed, this road will become MD 212. Sidewalks are included where appropriate, and wide curb lanes accommodate bicycles.

**JUSTIFICATION:** This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)  
 US 1, College Avenue to Sunnyside Avenue (Line 29)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction by Prince George's County underway. The cost shown is SHA's share only. This project is dependent upon a road transfer of existing MD 212 to the County.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY						
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	156	155	0	0	0	0	0	0	0	0	1
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,000	7,000	0	0	0	0	0	0	0	0	0
Total	7,156	7,155	0	0	0	0	0	0	0	0	1
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - N/A  
 FEDERAL - N/A

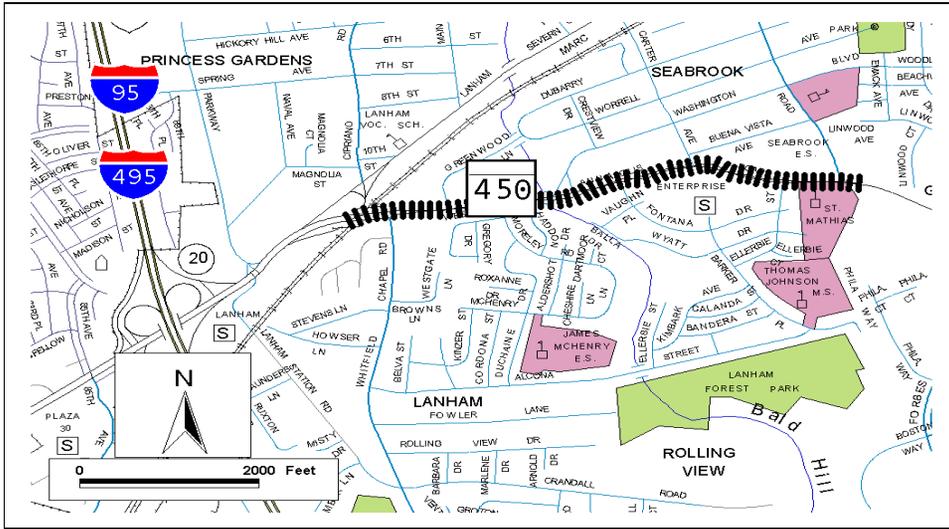
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) -** 32,800

**PROJECTED (2030) -** 55,350

**OPERATING COST IMPACT** \$10,000 per year



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Upgrade and widen existing MD 450 to a multi-lane divided highway from east of Whitfield Chapel Road to Seabrook Road (0.95 miles). Sidewalks will be included where appropriate. Wide outside lanes will accommodate bicycles.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- MD 450, MD 193 to Stoneybrook Drive (Line 9)
- MD 450, Stoneybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					
					2007	2008	2009			2010
Planning	1,334	1,334	0	0	0	0	0	0	0	
Engineering	1,085	1,085	0	0	0	0	0	0	0	
Right-of-way	4,544	3,726	658	160	0	0	0	0	818	
Construction	8,224	3,753	4,018	453	0	0	0	0	4,471	
Total	15,187	9,898	4,676	613	0	0	0	0	5,289	
Federal-Aid	9,627	5,617	3,509	501	0	0	0	0	4,010	

**FUNCTION:**

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

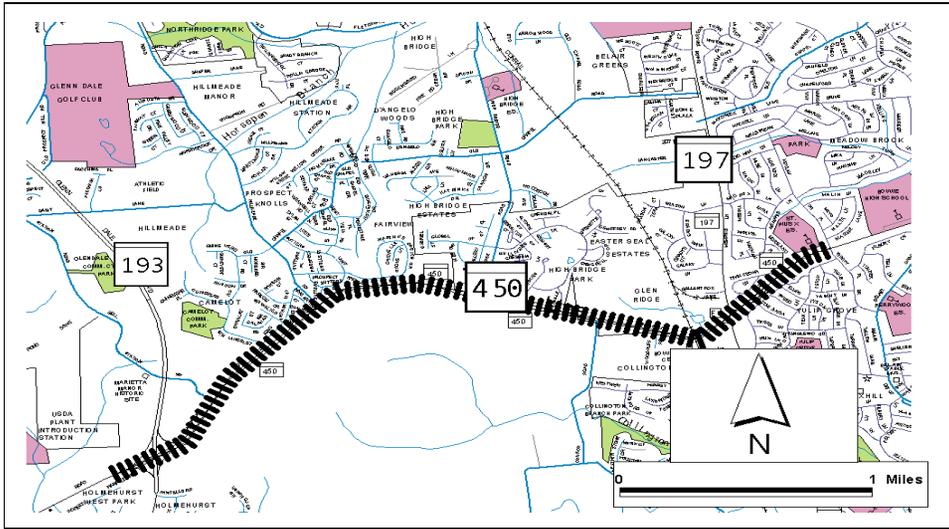
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) - 27,800**

**PROJECTED (2030) - 43,800**

**OPERATING COST IMPACT** \$5,000 per year



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Upgrade and widen MD 450 to a multi-lane divided highway from MD 193 to Stonybrook Drive (5.80 miles). Sidewalks/hiker/biker facility will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** The improvements are needed to accommodate high volumes of traffic and to improve safety. The existing roadway has narrow shoulders and poor sight distance. The area surrounding MD 450 is a high growth area in Prince George's County.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- MD 450, Whitfield Chapel Road to Seabrook Road (Line 8)
- MD 450, Bridge over CSX Railroad (Line 10)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway. Construction for the segment from MD 193 to Bell Station Road is being funded by a developer. Cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The cost increase of \$1.7 million is due to the need to provide a new access road and additional utility work.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2007	YEAR 2008		
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	17	17	0	0	0	0	0	0	0	0	0	0
Right-of-way	11,246	5,792	5,354	100	0	0	0	0	0	0	0	5,454
Construction	25,937	17,405	8,486	46	0	0	0	0	0	0	0	8,532
Total	37,200	23,214	13,840	146	0	0	0	0	0	0	0	13,986
Federal-Aid	26,430	16,064	10,288	78	0	0	0	0	0	0	0	10,366

**FUNCTION :**

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

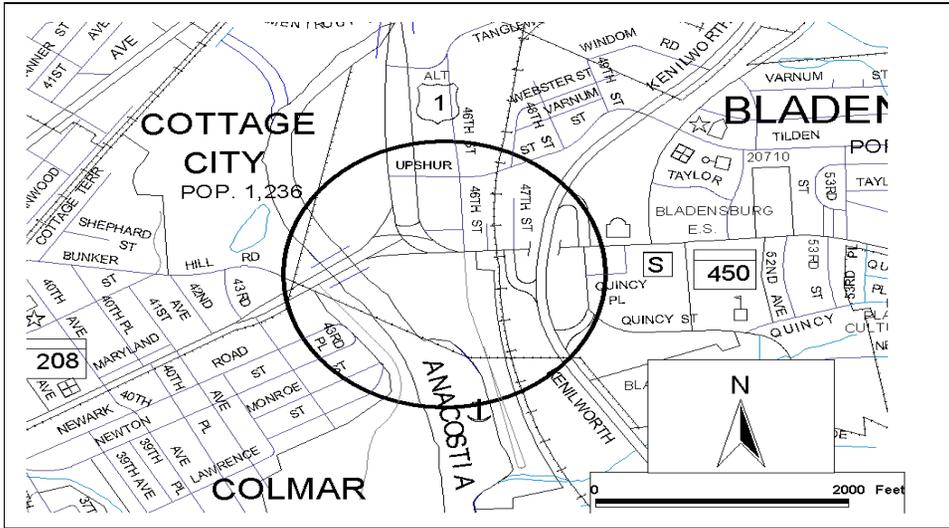
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) -** 25,425

**PROJECTED (2030) -** 52,600

**OPERATING COST IMPACT** \$2,000 per year



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross.

**JUSTIFICATION:** This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The cost increase of \$12.3 million is due to increased costs associated with improvements for CSX.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	569	569	0	0	0	0	0	0	0	0
Engineering	3,240	2,840	400	0	0	0	0	0	400	0
Right-of-way	10,575	2,095	2,301	2,399	2,570	863	347	0	8,480	0
Construction	54,148	0	7,186	13,975	15,226	11,334	6,427	0	54,148	0
Total	68,532	5,504	9,887	16,374	17,796	12,197	6,774	0	63,028	0
Federal-Aid	58,922	3,363	7,769	14,727	16,006	10,968	6,089	0	55,559	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Minor Arterial

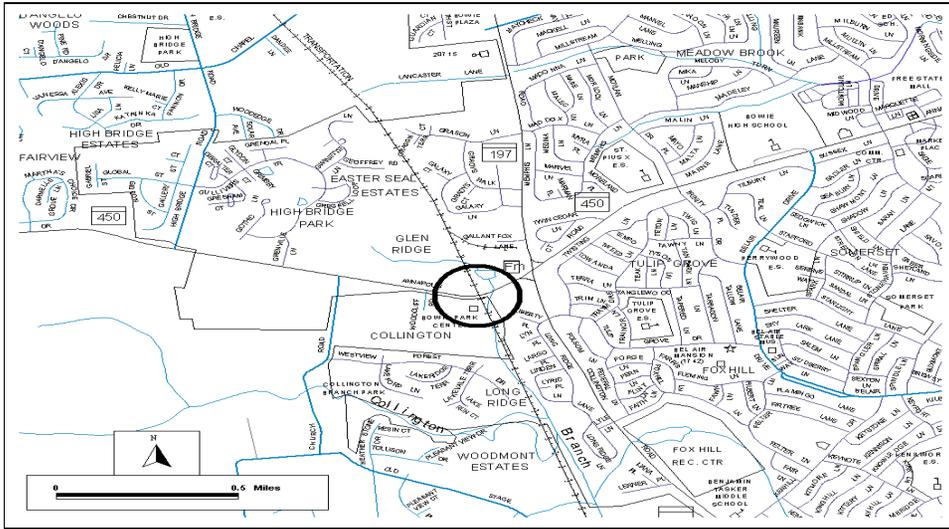
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 57,175

PROJECTED (2030) - 95,400

OPERATING COST IMPACT N/A



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Replace Bridge 16017 over CSX Railroad. Wide shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The bridge is deteriorated and has substandard vertical and horizontal clearances.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

MD 450, MD 193 to Stonybrook Drive (Line 9)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	720	0	0	0	0	BR
CO	2506	0	0	0	0	BR

**STATUS:** Engineering underway. Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** Added to the Construction Program due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY						
					2007	2008	2009	2010			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	315	232	83	0	0	0	0	0	0	83	0
Right-of-way	817	0	127	218	218	218	36	0	0	817	0
Construction	3,432	0	0	2,157	1,275	0	0	0	0	3,432	0
Total	4,564	232	210	2,375	1,493	218	36	0	0	4,332	0
Federal-Aid	3,464	176	174	1,767	1,123	192	32	0	0	3,288	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Minor Arterial

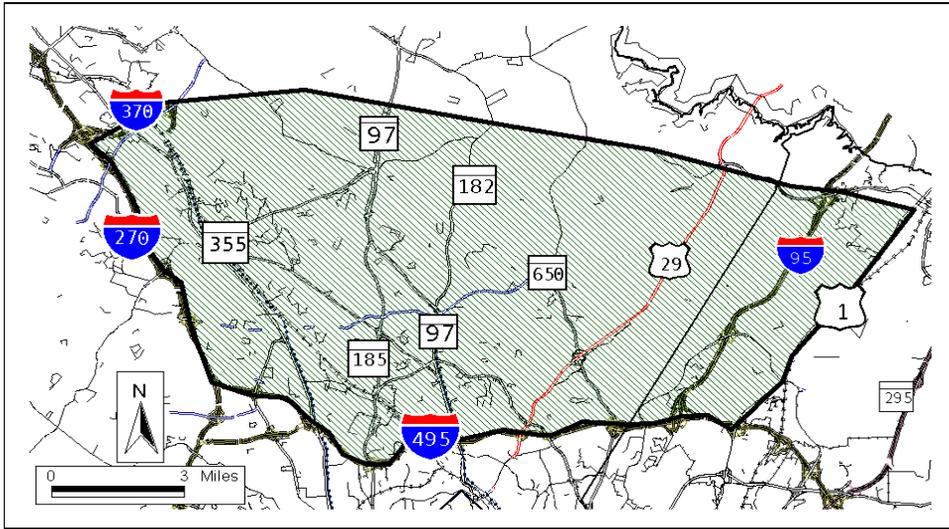
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 25,125

PROJECTED (2030) - 69,000

OPERATING COST IMPACT N/A



**PROJECT:** East-West Intersection Improvement Program

**DESCRIPTION:** Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access included where appropriate.

**JUSTIFICATION:** This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 6)
- I-95, Contee Road Interchange (Line 13)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

**STATUS:** Right-of-way and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** All the intersection improvements have been programmed and the cost has decreased \$7.2 million.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY							
Planning	999	999	0	0	0	0	0	0	0	0	0	0
Engineering	13,218	13,157	61	0	0	0	0	0	0	0	61	0
Right-of-way	12,155	5,961	4,834	1,030	330	0	0	0	0	0	6,194	0
Construction	44,171	29,318	10,203	4,477	173	0	0	0	0	0	14,853	0
Total	70,543	49,435	15,098	5,507	503	0	0	0	0	0	21,108	0
Federal-Aid	45,010	29,476	11,129	4,017	388	0	0	0	0	0	15,534	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

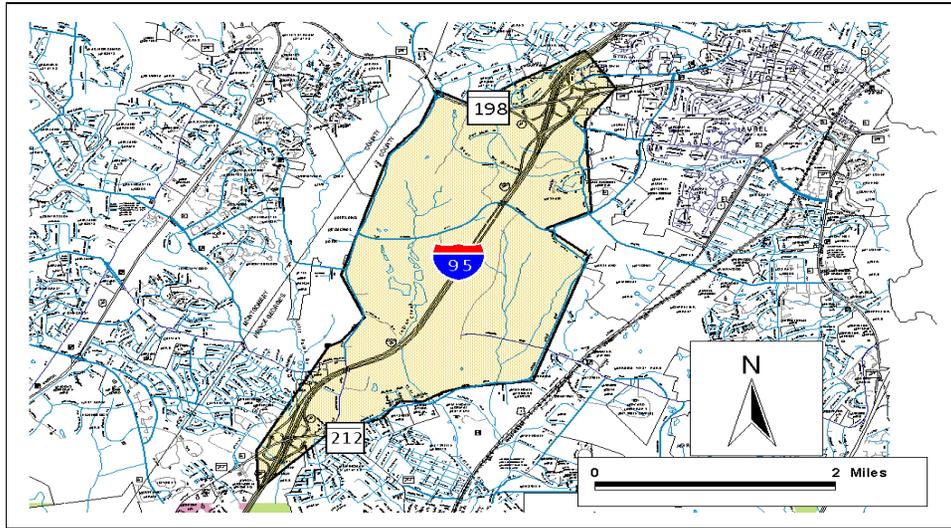
STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - N/A

PROJECTED (2030) - 66,000 - 88,000

OPERATING COST IMPACT N/A



**PROJECT:** I-95

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 6)
- East/West Intersection Improvement Program (Line 12)
- MD 28/MD 198, MD 97 to I-97 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

**STATUS:** Project Planning and partial Engineering underway. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$11.2 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	<b>POTENTIAL FUNDING SOURCE:</b>										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY							
Planning	2,329	1,923	406	0	0	0	0	0	0	0	406	0
Engineering	4,060	227	1,000	1,750	1,083	0	0	0	0	0	3,833	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,389	2,150	1,406	1,750	1,083	0	0	0	0	0	4,239	0
Federal-Aid	4,472	1,505	984	1,225	758	0	0	0	0	0	2,967	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

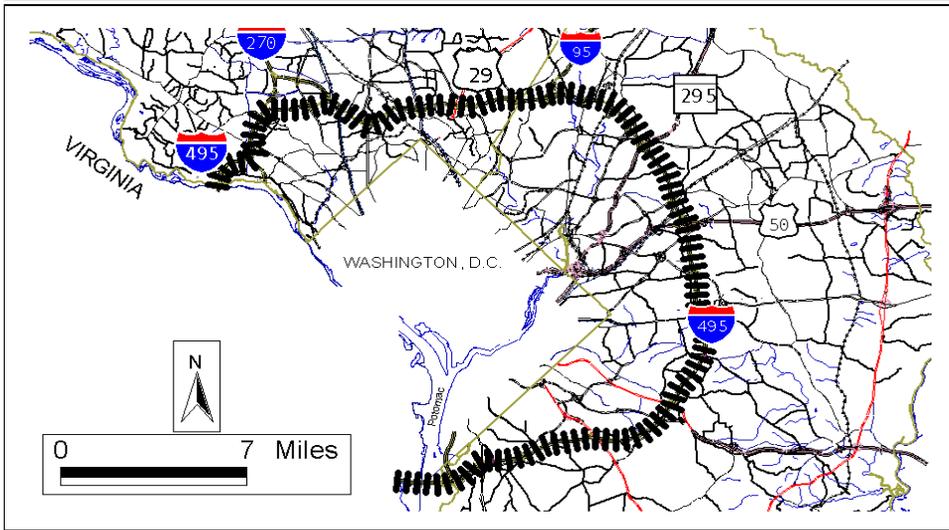
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 176,825

PROJECTED (2030) - 232,400

OPERATING COST IMPACT N/A



**PROJECT:** I-495/I-95, 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 (42.20 miles).

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- MD 4, Interchange at Suitland Parkway (Line 5)
- I-95/I-495, Branch Avenue Metro Access (Line 15)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The cost increase of \$8.8 million is due to additional funding to study managed lanes on I-495.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	14,980	6,115	3,978	3,638	1,249	0	0	0	0	8,865	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	14,980	6,115	3,978	3,638	1,249	0	0	0	0	8,865	0
Federal-Aid	9,602	4,281	2,275	2,275	771	0	0	0	0	5,321	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

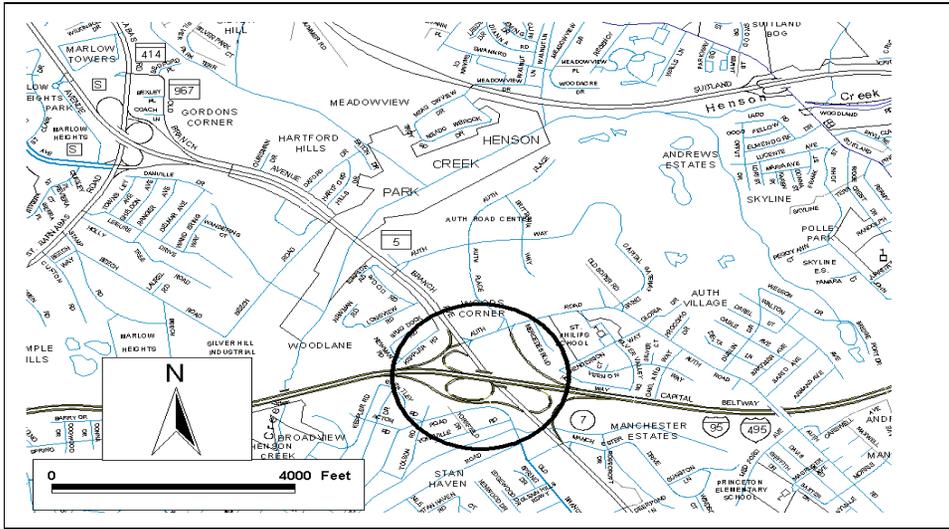
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 229,550

PROJECTED (2030) - 325,650

OPERATING COST IMPACT N/A



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

**DESCRIPTION:** Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Road. Phase 2 is not funded for Construction in the current program. 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 study is to develop a long term solution for traffic congestion in this area.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- 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 20)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	2960	0	0	0	IM
RW	0	3037	0	0	0	IM
CO	0	0	0	0	0	----

**STATUS:** Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The MD 5 interchange at I-95/I-495 was moved to the Construction Program (Line 2) as a breakout project.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2007	YEAR 2008			YEAR 2009
Planning	777	777	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,834	134	240	1,230	1,230	1,000	0	0	0	0	0	3,700	0
Right-of-way	3,796	0	10	10	100	1,819	1,857	0	0	0	0	3,796	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8,407	911	250	1,240	1,330	2,819	1,857	0	0	0	0	7,496	0
Federal-Aid	6,091	94	200	992	1,064	2,255	1,486	0	0	0	0	5,997	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

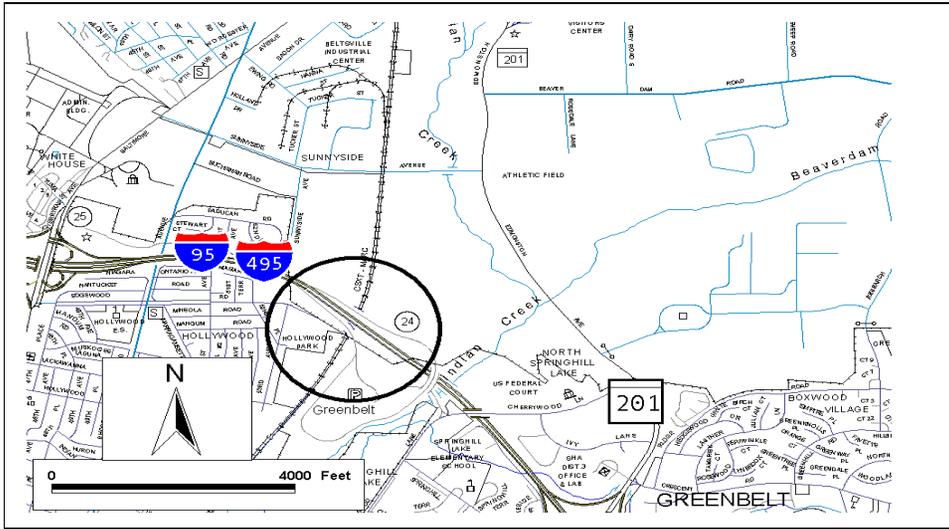
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 162,950 (MD 5)

PROJECTED (2030) - 232,400 (MD 5)

OPERATING COST IMPACT N/A



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

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

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

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning and partial Engineering underway. An additional \$0.3 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2007	YEAR 2008			YEAR 2009
Planning	1,530	1,319	211	0	0	0	0	0	0	0	0	211	0
Engineering	6,241	0	600	2,785	2,127	729	0	0	0	0	0	6,241	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,771	1,319	811	2,785	2,127	729	0	0	0	0	0	6,452	0
Federal-Aid	1,071	923	148	0	0	0	0	0	0	0	0	148	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

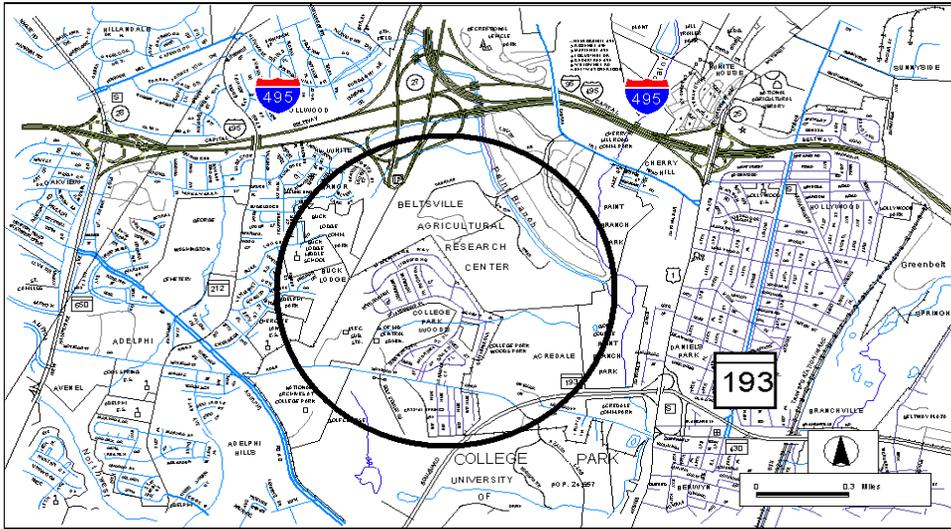
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 247,450

PROJECTED (2030) - 318,300

OPERATING COST IMPACT N/A



**PROJECT:** I-95/I-495, University of Maryland Connector Road

**DESCRIPTION:** Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

**JUSTIFICATION:** This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

US 1, College Avenue to Sunnyside Avenue (Line 29)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning to begin during current fiscal year. MDOT will be coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	<u>PROJECT CASH FLOW</u>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	<u>FOR PLANNING PURPOSES ONLY</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,000	49	530	421	0	0	0	0	0	951	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	49	530	421	0	0	0	0	0	951	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

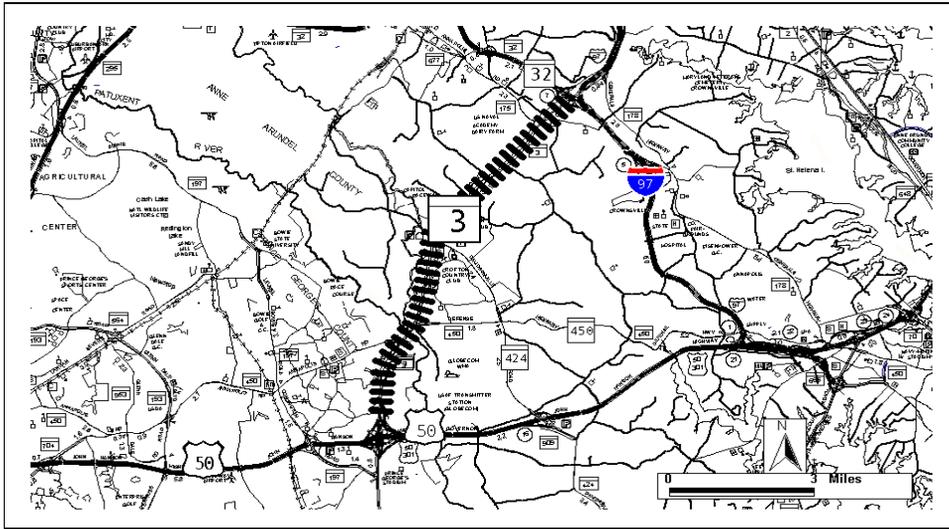
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) -** N/A

**PROJECTED (2030) -** To Be Determined

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 3, Robert Crain Highway

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- US 301, South Corridor Transportation Study (Line 23)
- US 301, North of Mount Oak Road to US 50 (Line 24)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,682	2,177	455	50	2007	2008	2009	2010	505	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	2,682	2,177	455	50	0	0	0	0	505	0
Federal-Aid	1,842	1,590	252	0	0	0	0	0	252	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

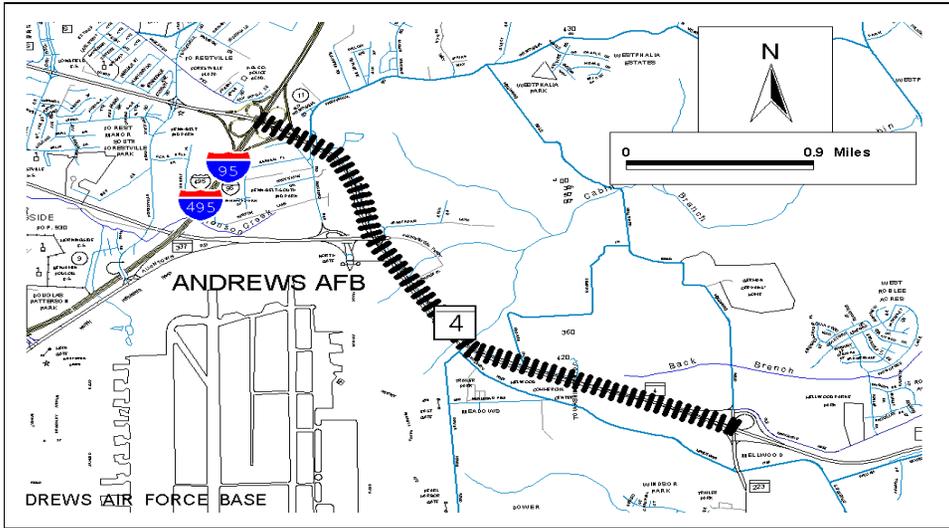
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) - 67,700**

**PROJECTED (2030) - 113,100**

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 4, Pennsylvania Avenue

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

MD 4, Interchange at Suitland Parkway (Line 5)  
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The improvement at MD 4 and Suitland Parkway was moved to the Construction Program (Line 5) as a breakout 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										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Intermediate Arterial  
FEDERAL - Freeway - Expressway

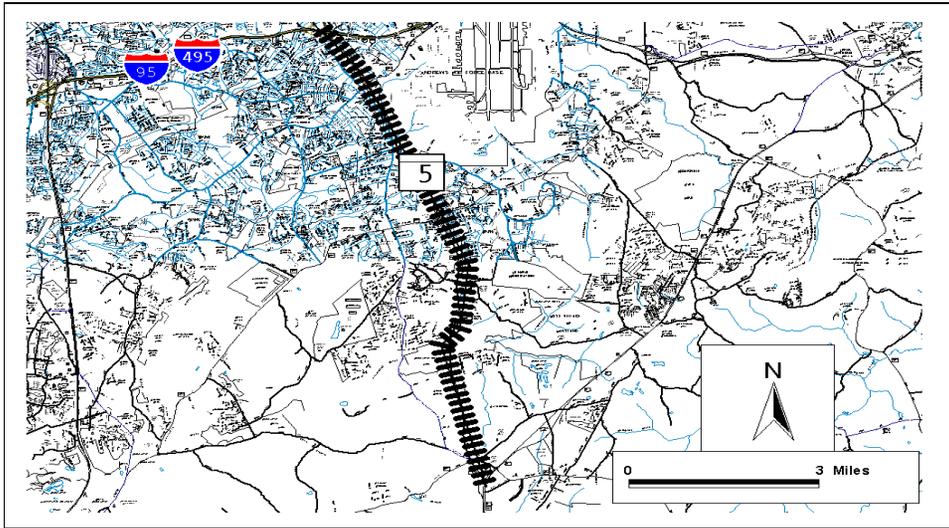
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 73,250

PROJECTED (2030) - 99,325

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Upgrade access controls and widen existing MD 5 to a 6 lane expressway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
- I-95/I-495, Branch Avenue Metro Station Access Study (Line 15)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 21)
- US 301, South Corridor Transportation Study (Line 23)
- Southern Maryland Mass Transportation Analysis (MTA)

**STATUS:** Project Planning reevaluation to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The cost increase of \$1.0 million is due to the consideration of express toll lanes on US 301.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2007	YEAR 2008			YEAR 2009
Planning	1,322	322	100	800	100	0	0	0	0	0	0	1,000	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,374	8,374	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11,415	10,415	100	800	100	0	0	0	0	0	0	1,000	0
Federal-Aid	6,532	6,532	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Principal Arterial  
 FEDERAL - Freeway - Expressway

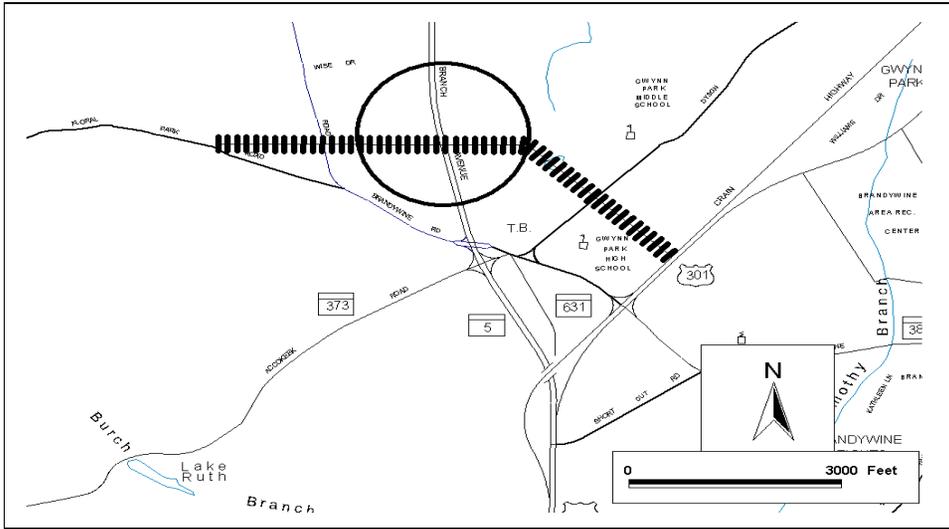
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 92,000

PROJECTED (2030) - 157,500

OPERATING COST IMPACT N/A



**PROJECT:** MD 5, Branch Avenue

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)  
 US 301, South Corridor Transportation Study (Line 23)  
 Southern Maryland Mass Transportation Analysis (MTA)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering on hold pending progress on connecting adjacent development roadways.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY						
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	571	571	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	571	571	0	0	0	0	0	0	0	0	0
Federal-Aid	400	400	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

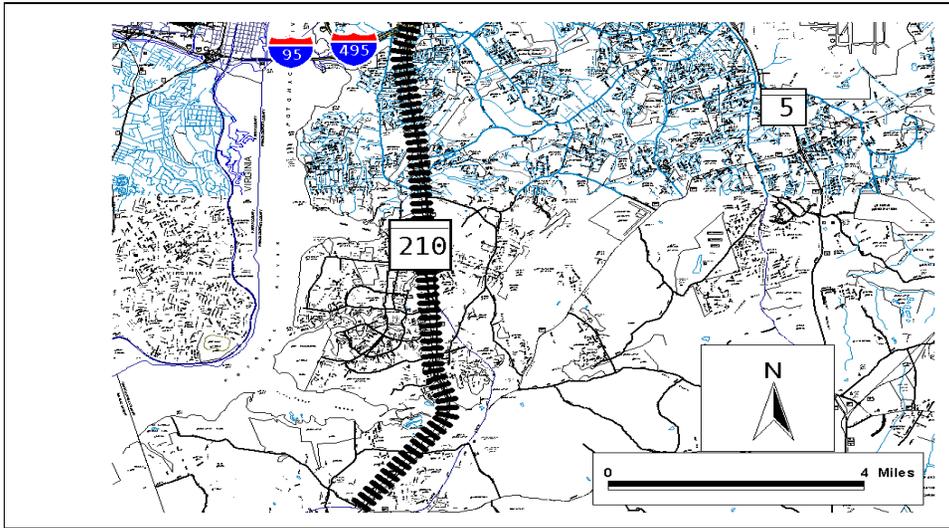
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 86,400

PROJECTED (2030) - 192,000

OPERATING COST IMPACT N/A



**PROJECT:** MD 210, Indian Head Highway

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. Advanced Right-of-way funding to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The cost increase of \$1.0 million is due to adding advanced acquisition funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	<b>PROJECT CASH FLOW</b>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	2,850	2,670	180	0	0	0	0	0	0	180	0
Engineering	1	1	0	0	0	0	0	0	0	0	0
Right-of-way	936	9	701	226	0	0	0	0	0	927	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,787	2,680	881	226	0	0	0	0	0	1,107	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Intermediate Arterial  
 FEDERAL - Freeway - Expressway

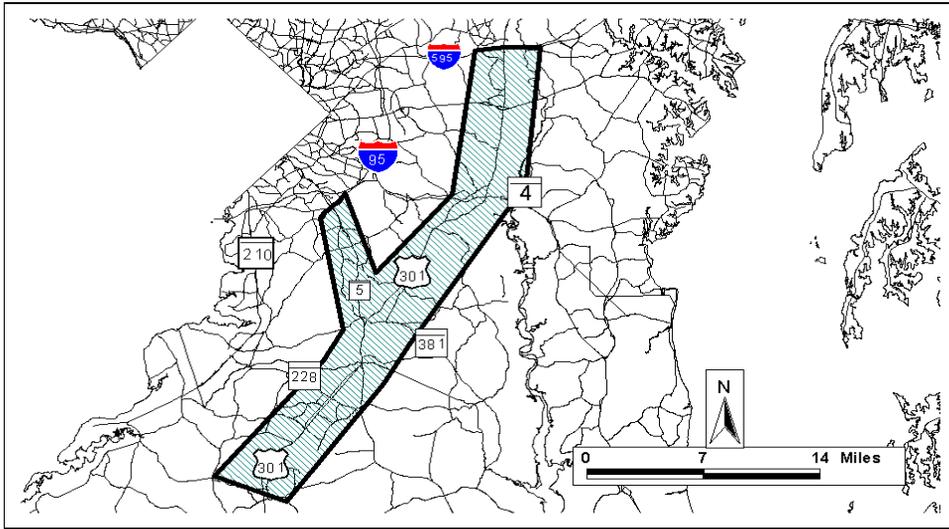
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2003) - 72,750

PROJECTED (2030) - 126,350

**OPERATING COST IMPACT** N/A



**PROJECT:** US 301 South Corridor Transportation Study

**DESCRIPTION:** Multi-modal corridor study to consider highway/transit improvements from south of LaPlata to US 301/US 50 interchange in Bowie and to Branch Avenue Metro Station (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 20)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 21)
- US 301, North of Mount Oak Road to US 50 (Line 24)
- Southern Maryland Mass Transportation Analysis (MTA)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The cost increase of \$7.3 million is due to additional Planning funds to study the Waldorf Bypass and additional protective Right-of-way funds.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	15,164	9,613	958	1,468	1,250	1,250	625	0	5,551	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	49,849	24,674	0	8,275	5,000	7,300	2,300	2,300	25,175	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	65,013	34,287	958	9,743	6,250	8,550	2,925	2,300	30,726	0
Federal-Aid	10,615	6,729	671	1,028	875	875	437	0	3,886	0

**FUNCTION :**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

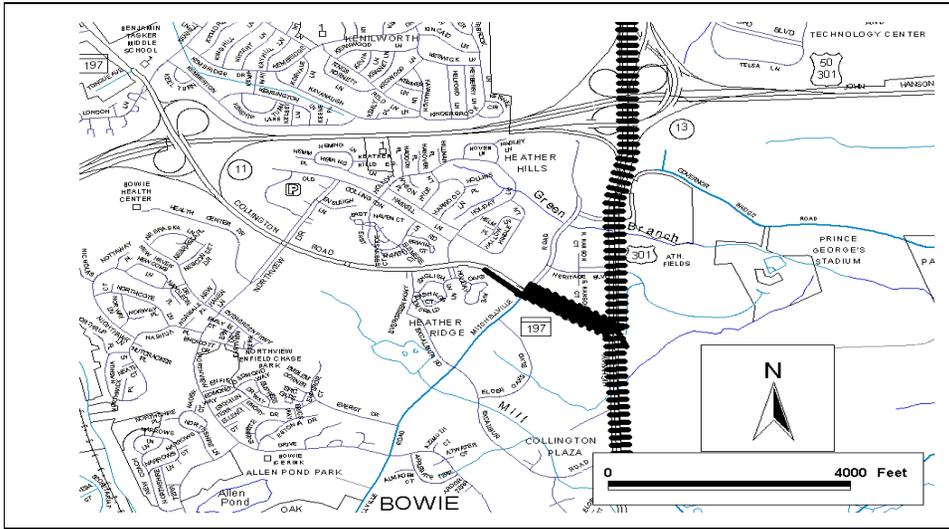
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) - 88,900**

**PROJECTED (2030) - 176,000**

**OPERATING COST IMPACT** N/A



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.00 miles), and MD 197 from US 301 to Mitchellville Road (0.30 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- MD 3, US 50 to MD 32 (Line 18)
- US 301, South Corridor Transportation Study (Line 23)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY						
					2007	2008	2009	2010	2010		
Planning	1,817	1,531	286	0	0	0	0	0	0	286	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,817	1,531	286	0	0	0	0	0	0	286	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

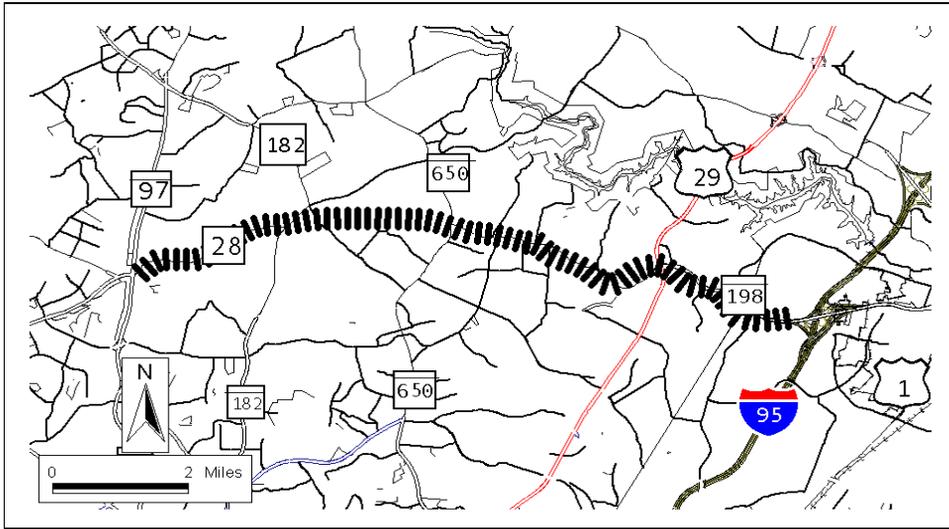
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) - 70,000**

**PROJECTED (2030) - 120,400**

**OPERATING COST IMPACT** N/A



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

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 6)
- East-West Intersection Improvement Program (Line 12)
- I-95/Contee Road Interchange (Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,318	2,581	509	228	0	0	0	0	0	737	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	0	110	0	0	0	0	0	0	110	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,428	2,581	619	228	0	0	0	0	0	847	0
Federal-Aid	2,323	1,807	356	160	0	0	0	0	0	516	0

**FUNCTION :**

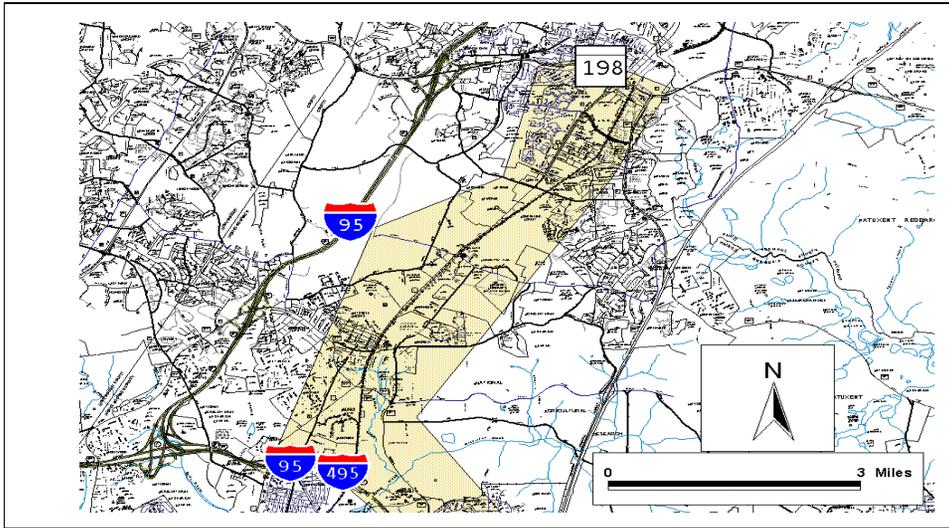
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) -** 16,600 - 32,950 (MD 28)  
 17,500 - 64,950 (MD 198)  
**PROJECTED (2030) -** 30,500 - 72,150 (MD 28)  
 23,200 - 76,000 (MD 198)

**OPERATING COST IMPACT** N/A



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

**DESCRIPTION:** Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange at MD 212 (Powder Mill Road).

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 6)
- MD 212 Relocated, US 1 to I-95 (Line 7)
- East/West Intersection Improvement Program (Line 12)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- US 1, College Avenue to Sunnyside Avenue (Line 29)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** The cost increase of \$0.7 million is due to added funding to complete Project Planning.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	5,233	4,453	450	330	0	0	0	0	780	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	5,233	4,453	450	330	0	0	0	0	780	0
Federal-Aid	3,663	3,117	315	231	0	0	0	0	546	0

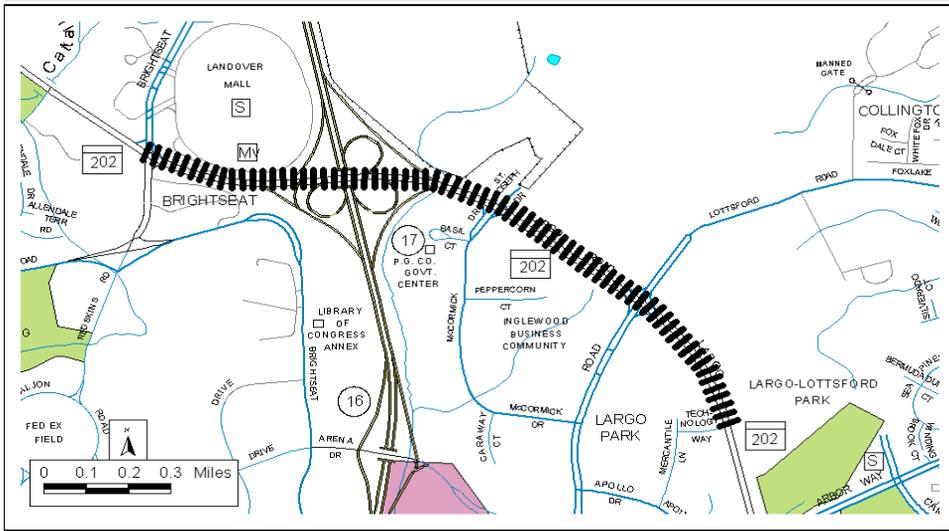
**FUNCTION :**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2003) - 37,900
- PROJECTED (2030) - 86,550

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 202, Largo Road

**DESCRIPTION:** Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way (2.1 miles). These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

**JUSTIFICATION:** This project will provide improved access to the Largo Town Center Metro Station scheduled to open the Winter of 2004/2005, and will also relieve congestion along MD 202 during peak periods.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2007	YEAR 2008			YEAR 2009
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	21	500	1,000	579	0	0	0	0	0	0	2,079	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,100	21	500	1,000	579	0	0	0	0	0	0	2,079	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

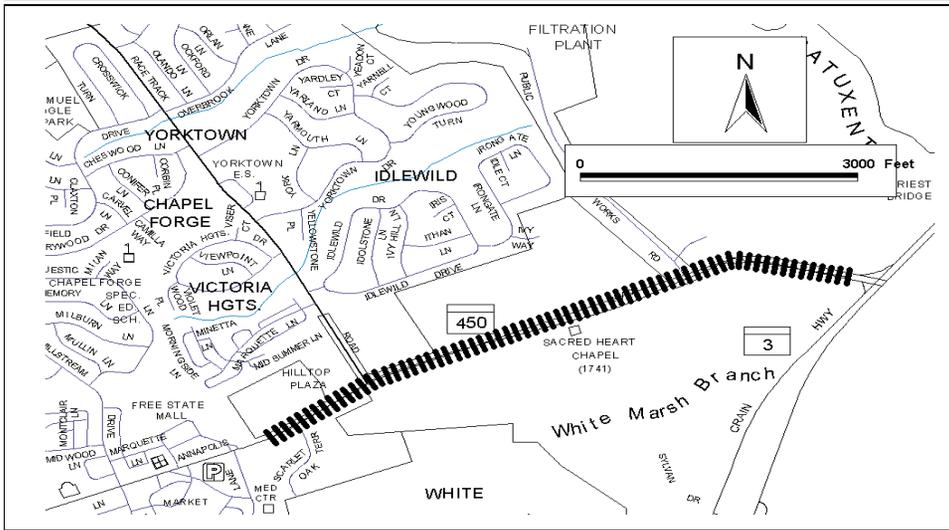
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) - 67,350**

**PROJECTED (2030) - 75,000**

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 450, Annapolis Road

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- MD 450, East of Whitfield Chapel Road to Seabrook Road (Line 8)
- MD 450, MD 193 to Stonybrook Drive (Line 9)
- MD 3, US 50 to MD 32 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2920	0	0	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** Added \$3.7 million for Engineering due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				YEAR 2009			YEAR 2010
					2007	2008	2009	2010				
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0	
Engineering	3,656	6	530	1,210	1,210	700	0	0	0	3,650	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	4,990	1,340	530	1,210	1,210	700	0	0	0	3,650	0	
Federal-Aid	2,925	5	424	968	968	560	0	0	0	2,920	0	

**FUNCTION :**

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

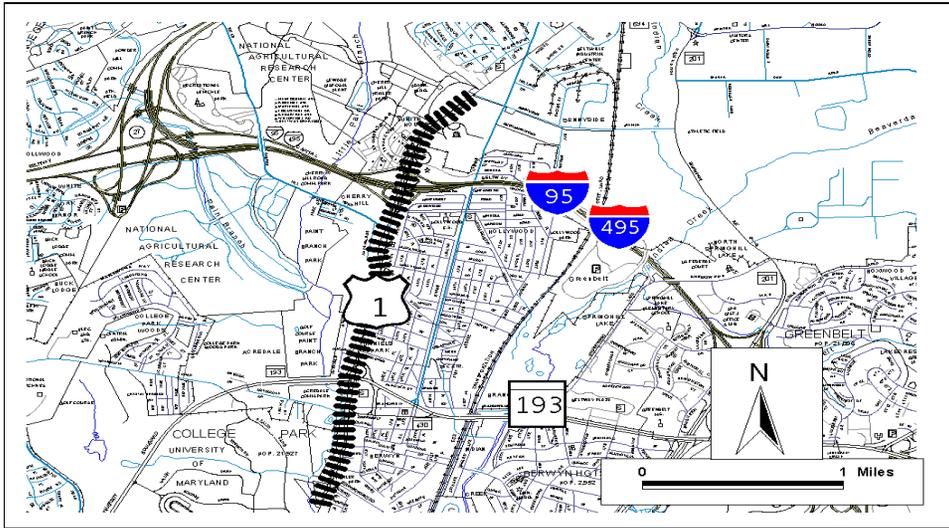
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) - 25,300**

**PROJECTED (2030) - 58,850**

**OPERATING COST IMPACT** N/A



**PROJECT:** US 1, Baltimore Avenue

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

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

- MD 212 Relocated, US 1 to I-95 (Line 7)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.

PHASE	<b>POTENTIAL FUNDING SOURCE:</b>										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					YEAR TO COMPLETE		
Planning	1,503	1,119	384	0	0	0	0	0	0	0	384	0
Engineering	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,503	1,119	384	0	0	0	0	0	0	0	384	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2003) -** 64,300

**PROJECTED (2030) -** 93,000

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Year 2004 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 210	Indian Head Highway; Old Fort Road South to Kerby Hill Road; resurface	2,764	Completed
2	US 301	Crain Highway; north of weigh station to Excalibur Road; resurface	2,872	Completed
3	MD 450	Annapolis Road; 65th Avenue to Riverdale Road; resurface	1,795	Completed
4	MD 725	Old Marlboro Pike; Spring Branch Drive to Service Lane; resurface	1,165	Completed
<b><u>Safety/Spot Improvement</u></b>				
5	US 301	Crain Highway; at South Osborne Road; provide double left turn lanes, modify signal and signing	635	Completed
<b><u>Community Safety and Enhancements</u></b>				
6	MD 450	Annapolis Road; St. Christopher's Church to I 95/I 495 (Capital Beltway) in New Carrollton; streetscape	2,008	Completed
<b><u>C.H.A.R.T. Projects</u></b>				
7		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Completed
<b><u>Environmental Preservation</u></b>				
8	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 33rd Street; urban stormwater retrofit	250	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Year 2004 Completions (cont'd)</u></b>				
<b><u>Sidewalks</u></b>				
9	MD 193	Greenbelt Road; Baltimore Washington Parkway ramp at Greenway Shopping Center; retrofit sidewalks	50	Completed
<b><u>Fiscal Years 2005 and 2006</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
10	I 95	Capital Beltway; north of MD 210 to MD 5; resurface, safety and drainage improvements	8,300	FY 2005
11	I 95	Capital Beltway; US 50 to Greenbelt Road Bridge; resurface	7,911	Under construction
12	I 95/495	Capital Beltway; Inner Loop - Greenbelt Road Bridge to the Montgomery County Line; resurface, safety and drainage	8,526	FY 2006
13	MD 193	University Boulevard; 23rd Avenue to Adelphi Road; resurface	1,614	Under construction
14	MD 197	Laurel Bowie Road; Muirkirk Road to MD 198; resurface	3,676	FY 2006
15	MD 198	Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface	2,402	FY 2006
16	MD 337	Allentown Road; 300 feet north of MD 5 (Branch Avenue) to 300 feet north of Forestville Road; resurface	1,328	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
17	US 1 ALT	Bladensburg Road; Bridge 16008 over the Anacostia River; bridge deck replacement	2,249	Under construction
18	US 1 NB	Second Street; Bridge 16001 over the Patuxent River; bridge deck replacement (Revenue Increase Project)	2,102	FY 2005

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Years 2005 and 2006 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation (cont'd)</u></b>				
19	CO 127	Auth Road; Bridge 16163 over I 95; bridge deck replacement (Revenue Increase Project)	2,431	FY 2006
<b><u>Safety/Spot Improvement</u></b>				
20		Various locations along I 495 and I 95 in Montgomery and Prince George's Counties; guard rail	589	Completed
21	US 1	Baltimore Avenue; at Rhode Island Avenue; intersection improvements (Funded for concept development only)	24	FY 2005
22	MD 4	Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	144	FY 2005
23	MD 4	Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements (Revenue Increase Project)	1,000	FY 2006
24	MD 5	Branch Avenue; at Beech Road; Intersection lighting	55	FY 2005
25	US 50	John Hanson Highway; MD 197 to US 301; interchange lighting	50	FY 2005
26	US 50	John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	53	FY 2005
27	US 50	John Hanson Highway; at MD 197; improve eastbound ramp to MD 197 (Revenue Increase Project)	686	FY 2006
28	I 95	Capital Beltway; at US 1; interchange lighting	1,200	FY 2006
29	I 95	Capital Beltway; at MD 214; interchange lighting	990	FY 2005

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Years 2005 and 2006 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
30	MD 193	University Boulevard; at MD 212; add westbound left turn lane and a third eastbound through lane (Funded for concept development only)	32	FY 2005
31	MD 193	Enterprise Road; at MD 953; intersection improvements (Funded for concept development only)	20	FY 2005
32	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements (Funded for concept development only)	20	FY 2005
33	MD 202	Largo Road; at Brightseat Road; extend left turn lane	433	Under construction
34	MD 202	Largo Road; at Campus Way South; provide for double left turns southbound (Funded for preliminary engineering only)	332	FY 2005
35	MD 202	Largo Road; at Largo High School; traffic signal modification (Revenue Increase Project)	60	FY 2006
36	MD 223	Woodyard Road; at Dowerhouse Road; intersection improvements (Funded for concept development only)	20	FY 2005
37	US 301	Crain Highway; at MD 214; intersection improvements (Funded for concept development only)	20	FY 2005
38	US 301	Crain Highway; at Mitchellville Road; extend northbound left turn lane (Revenue Increase Project)	243	FY 2005
39	MD 410	Veterans Parkway; at MD 450; intersection lighting	30	FY 2005
40	MD 410	Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting and modify signal (Revenue Increase Project)	799	FY 2006

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Years 2005 and 2006 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
41	MD 414	St. Barnabas Road; at Temple Hill Road/Raleigh Road; resurface and restripe to eliminate eastbound right turn lane (Funded for preliminary engineering only)	32	PE Underway
42	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	490	Under construction
43	MD 450	Annapolis Road; at MD 202; intersection improvements (Funded for concept development only)	24	FY 2005
44	MD 450	Annapolis Road; stabilization of unnamed tributary adjacent to Marne Lane; drainage improvement (Revenue Increase Project)	557	FY 2005
45	MD 650	New Hampshire Avenue; at MD 320; reconstruct MD 320 median and island to provide third left turn lane, reconstruct southbound MD 650 to provide separate right turn lane and reconstruct northbound MD 650 median to extend left turn lane (Funded for preliminary engineering only)	140	FY 2005
46	MD 650	New Hampshire Avenue; at Merrimac Drive; reconstruct to provide separate left turn lanes and modify signal (Revenue Increase Project)	378	FY 2005
47	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (also includes resurfacing MD 193 from MD 320 to MD 650) (Funded for preliminary engineering only) (Note: Project also shown in Montgomery County.)	1,050	PE Underway
48	MD 650	New Hampshire Avenue; at Metzert Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and restripe Metzert Road to provide triple left turns	297	FY 2005
49	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	492	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Years 2005 and 2006 (cont'd)</u></b>				
<b><u>Community Safety and Enhancements</u></b>				
50	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound) (Revenue Increase Project)	2,900	FY 2006
51	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,748	Under construction
52	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape	6,716	Under construction
53	MD 212	Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements (Revenue Increase Project)	172	FY 2005
<b><u>Noise Barriers</u></b>				
54	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,697	Under construction
55	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	4,050	FY 2005
<b><u>Traffic Management</u></b>				
56	US 1 ALT	Baltimore Avenue; MD 410 to Charles Ametrout Drive; traffic signal systemization (Revenue Increase Project)	1,200	FY 2005
57	MD 410	East West Highway; Taylor Road to MD 212; traffic signal systemization (Revenue Increase Project)	850	FY 2006
58	MD 650	New Hampshire Avenue; Sheridan Street to Metzertott Road; traffic signal systemization (Revenue Increase Project)	1,840	FY 2006

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Years 2005 and 2006 (cont'd)</u></b>				
<b><u>Environmental Preservation</u></b>				
59	US 50	John Hanson Highway; MD 197 at Princeton Square, westbound for 0.6 mile; landscape	64	Under construction
60	US 50	John Hanson Highway; at MD 202 Interchange; landscape	220	Completed
<b><u>Sidewalks</u></b>				
61	US 1	Rhode Island Avenue; Charles Armentrout Drive to Crittenden Street; retrofit sidewalks and ADA ramps along the northbound roadway - 1,450 linear feet	27	FY 2005
62	MD 193	Greenbelt Road; Frankfort Drive to Mandan Road; retrofit sidewalks and ADA ramps along the eastbound roadway - 1,200 linear feet	45	FY 2005
63	MD 193	Greenbelt Road; Cherrywood Lane to 62nd Avenue; retrofit sidewalks	65	FY 2005
64	MD 208	38th Street; 35th Place to 38th Avenue; retrofit sidewalks and ADA ramps along eastbound roadway - 700 linear feet	68	FY 2005
65	MD 414	St. Barnabas Road; I 95 to Arts Drive; retrofit sidewalks and ADA ramps along eastbound roadway - 2,350 linear feet	65	FY 2005
66	MD 501	Chillum Road; Sargent Road to MD 500; retrofit sidewalks and ADA ramps - 1,900 linear feet	70	FY 2005
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
67		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail. (Preliminary engineering to start in FY 2005 with construction starting in FY 2007)	830	FY 2005

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<b><u>Fiscal Years 2005 and 2006 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
68		Prince George's County Gateway Signs - construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50.	307	Underway
<b><u>Preservation of Abandoned Railway Corridors</u></b>				
69		College Park Trolley Trail - construction of 2,600 feet trail along Rhode Island from Albion Road to Rhode Island Avenue including plaza/gateway at Calvert Road.	103	FY 2006
<b><u>Environmental Mitigation</u></b>				
70		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities.	1,318	FY 2006
71		Annapostia East Restoration - restoration of 15 acres of landfill to tidal wetlands to improve water quality from highway runoff.	2,500	FY 2006