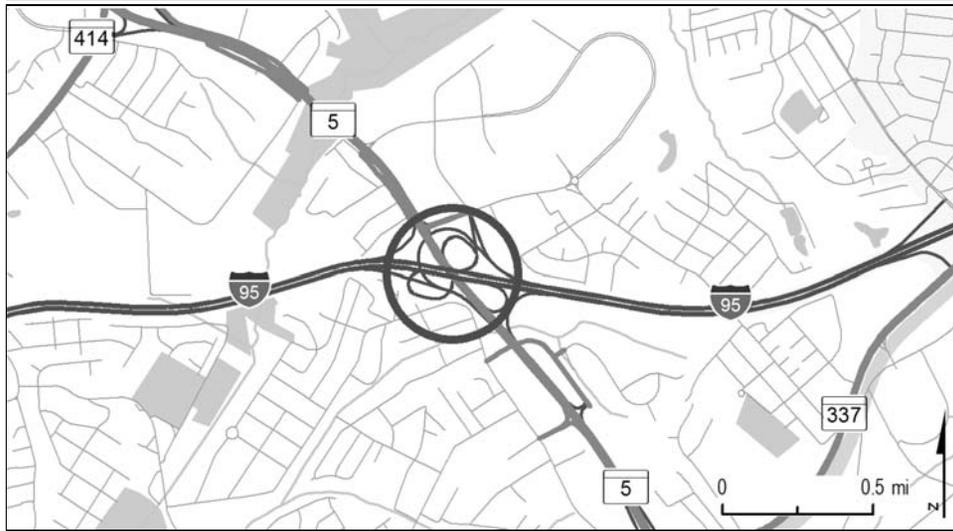




PRINCE GEORGE'S COUNTY



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 16)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

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 2016 - 21 CTP: None.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
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	4,406	1,499	917	1,102	638	250	0	0	2,907	0	0
Construction	38,302	29,701	8,601	0	0	0	0	0	8,601	0	0
Total	48,154	36,646	9,518	1,102	638	250	0	0	11,508	0	0
Federal-Aid	37,022	27,957	7,487	811	517	250	0	0	9,065	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 135,000 (MD 5) 187,475
 (I-95/495)

PROJECTED (2035) - 143,000 (MD 5)
 209,750 (I-95/495)



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

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

PURPOSE & NEED SUMMARY STATEMENT: 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 16)

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

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

EXPLANATION: This project will enhance access connectivity between the Metro Station and I-95/I-495 (Capital Beltway). The improved connectivity will help support planned growth in the vicinity of the Station, a designated transit-oriented development (TOD) site.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$15.0 million is due to additional infrastructure improvements and mitigation needs associated with future Development.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	6,781	4,519	2,262	0	0	0	0	0	0	2,262	0
Right-of-way	8,764	24	283	2,000	3,232	3,225	0	0	0	8,740	0
Construction	150,000	0	0	28,780	40,780	43,648	36,792	0	0	150,000	0
Total	167,106	6,104	2,545	30,780	44,012	46,873	36,792	0	0	161,002	0
Federal-Aid	123,565	4,803	1,764	22,448	31,808	34,045	28,697	0	0	118,762	0

CLASSIFICATION:

STATE - Principal Arterial

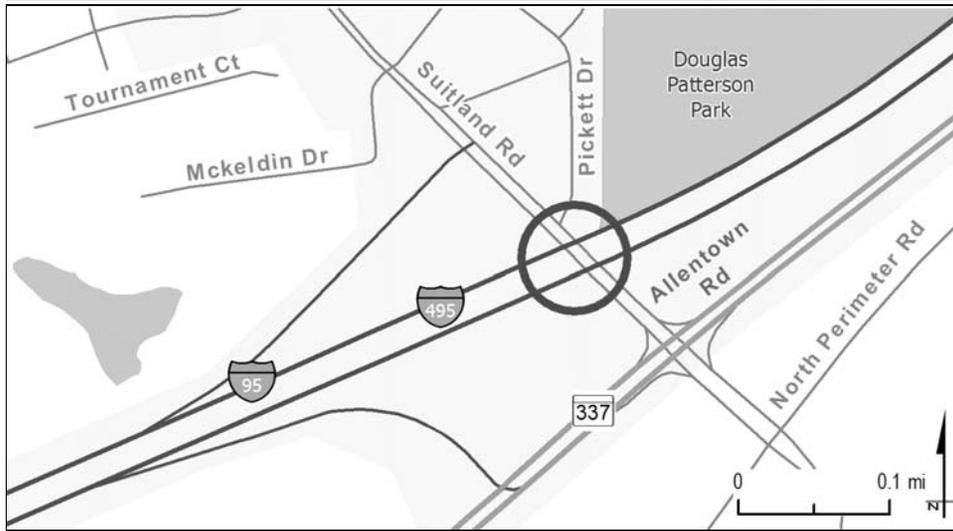
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 220,000

PROJECTED (2035) - 242,100



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

DESCRIPTION: Replace Bridges 1616205 and 1616206 over Suitland Road.

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: I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

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 2016 - 21 CTP: The cost increase of \$2.1 million is due to an unfavorable 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,720	1,720	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,901	25	10,635	12,899	10,240	102	0	0	33,876	0
Total	35,621	1,745	10,635	12,899	10,240	102	0	0	33,876	0
Federal-Aid	1,330	1,330	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

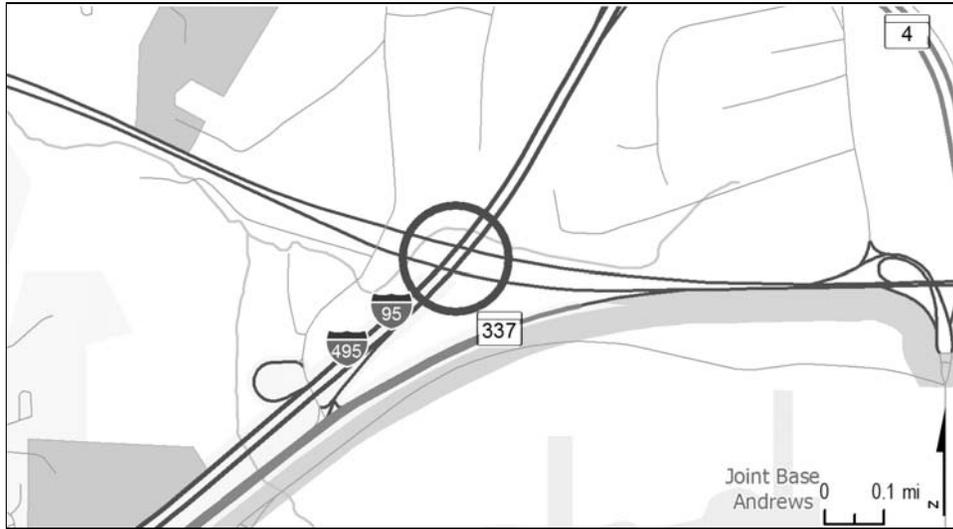
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 176,325

PROJECTED (2035) - 207,650



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

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

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: I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16).

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: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$16.2 million is due to a Construction estimate increase based on recent bids and the need for additional Engineering funds.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	90	1,086	0	0	0	0	0	1,086	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	0	15,300	14,700	0	0	0	30,000	0
Total	31,176	90	1,086	15,300	14,700	0	0	0	31,086	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

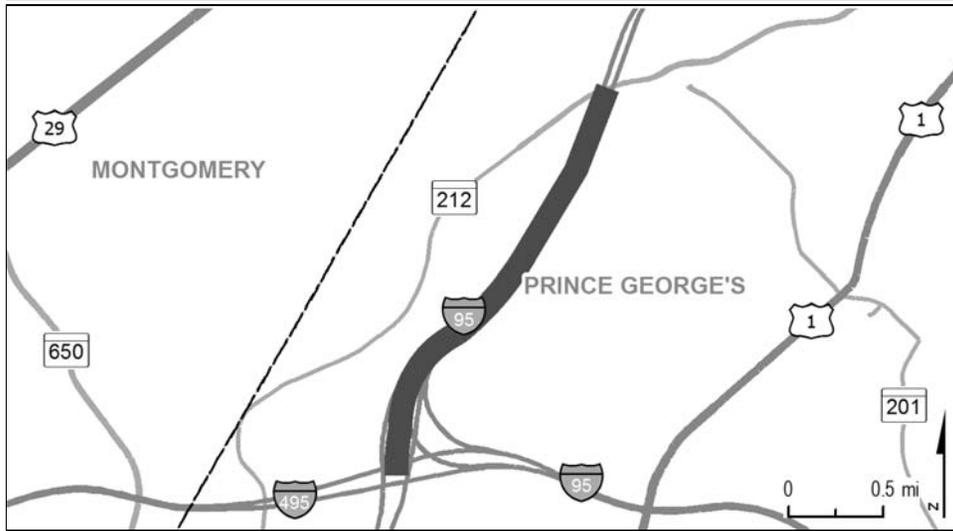
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 201,575

PROJECTED (2035) - 226,350



PROJECT: I-95, Capital Beltway

DESCRIPTION: Resurface I-95 from I-495 (Capital Beltway) to MD 212.

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: I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16).

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

- | | |
|---|--|
| <input type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	408	408	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	12,596	4,198	8,398	0	0	0	0	0	0	8,398	0	0
Total	13,004	4,606	8,398	0	0	0	0	0	0	8,398	0	0
Federal-Aid	11,613	3,893	7,720	0	0	0	0	0	0	7,720	0	0

CLASSIFICATION:

STATE - Principal Arterial

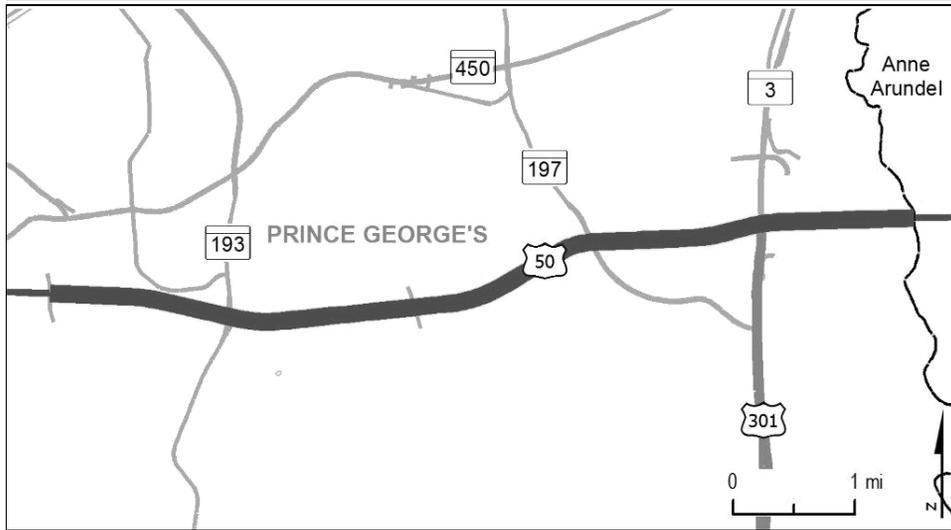
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 200,900

PROJECTED (2035) - 224,800



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on US 50 from east of Lottsford Vista Road to Anne Arundel County Line (Westbound) (7.2 miles).

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

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

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

ASSOCIATED IMPROVEMENTS:

- US 50, East of Lottsford Vista Road to Anne Arundel County Line (Line 7)
- MD 3, US 50 to MD 32 (Line 17)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, North of Mount Oak Road to US 50 (Line 24)

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of \$1.4 million is due to a favorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					2019	2020	2021	2022				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	461	315	65	65	16	0	0	0	0	146	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	11,093	841	7,515	2,737	0	0	0	0	0	10,252	0	0
Total	11,554	1,156	7,580	2,802	16	0	0	0	0	10,398	0	0
Federal-Aid	444	298	65	65	16	0	0	0	0	146	0	0

CLASSIFICATION:

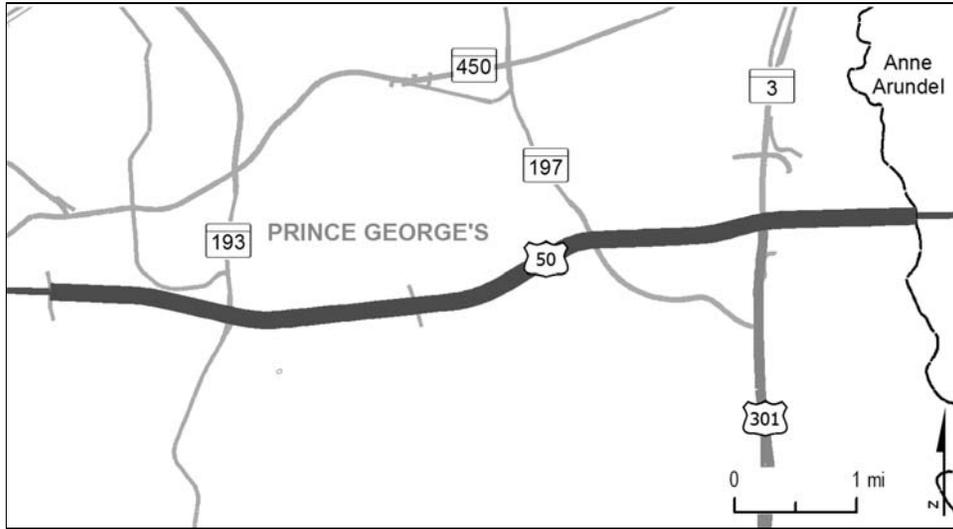
STATE - Intermediate Arterial
 FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on US 50 from east of Lottsford Vista Road to Anne Arundel County Line (Eastbound) (7.3 miles).

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

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

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

ASSOCIATED IMPROVEMENTS:

- US 50, East of Lottsford Vista Road to Anne Arundel County Line (Line 6)
- MD 3, US 50 to MD 32 (Line 17)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, North of Mount Oak Road to US 50 (Line 24)
- MD 197, Kenhill Drive to MD 450 Relocated (Line 27)

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 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	178	178	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	10,243	9,256	987	0	0	0	0	0	0	987	0	0
Total	10,421	9,434	987	0	0	0	0	0	0	987	0	0
Federal-Aid	8,821	7,981	840	0	0	0	0	0	0	840	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

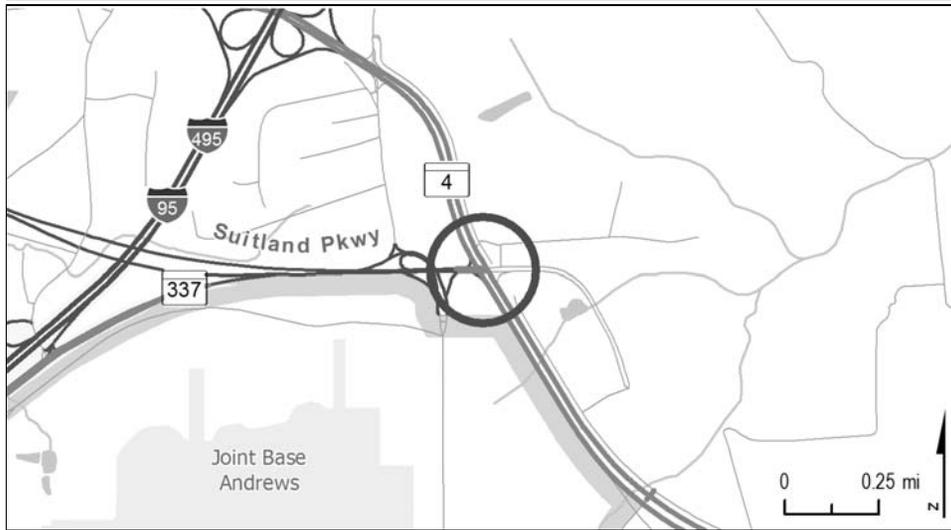
STATE - Intermediate Arterial
 FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450



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 16)
 MD 4, MD 223 to 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: 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$3.4 million is due to a more detailed engineer's estimate.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,950	10,583	367	0	0	0	0	0	0	367	0
Right-of-way	24,587	9,303	4,198	3,458	4,862	2,766	0	0	0	15,284	0
Construction	104,777	1,379	8,181	15,527	21,713	22,531	27,266	8,180	103,398	0	0
Total	140,314	21,265	12,746	18,985	26,575	25,297	27,266	8,180	119,049	0	0
Federal-Aid	98,026	13,633	6,665	12,539	18,848	18,009	21,794	6,538	84,393	0	0

CLASSIFICATION:

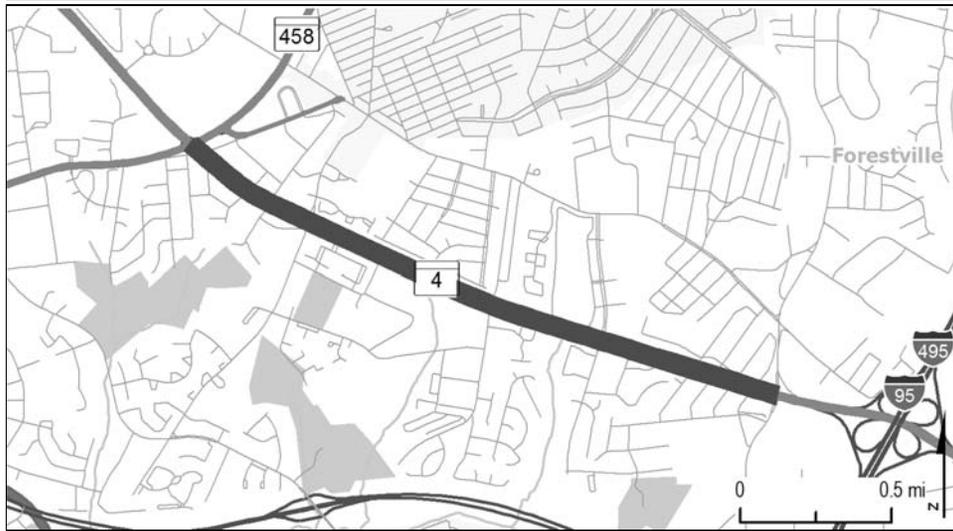
STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 72,725

PROJECTED (2035) - 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 multi-use trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road) (2.1 miles).

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:

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 multi-use trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,831	1,831	0	0	0	0	0	0	0	0	
Right-of-way	309	309	0	0	0	0	0	0	0	0	
Construction	24,324	8,496	15,828	0	0	0	0	0	15,828	0	
Total	26,464	10,636	15,828	0	0	0	0	0	15,828	0	
Federal-Aid	1,748	1,748	0	0	0	0	0	0	0	0	

CLASSIFICATION:

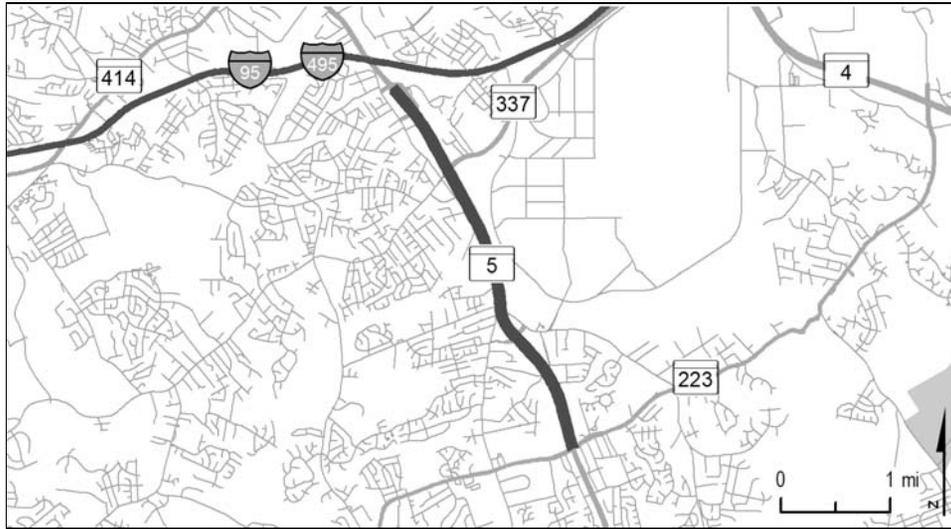
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 44,000

PROJECTED (2035) - 59,100



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct safety and resurfacing improvements on MD 5 from MD 223 to south of I-95 (4.0 Miles).

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:
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
 MD 5, US 301 to I-95 (Line 19)

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> Economic Prosperity |

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	204	204	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	7,965	7,965	0	0	0	0	0	0	0	0	0	
Total	8,169	8,169	0	0	0	0	0	0	0	0	0	
Federal-Aid	6,744	6,744	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

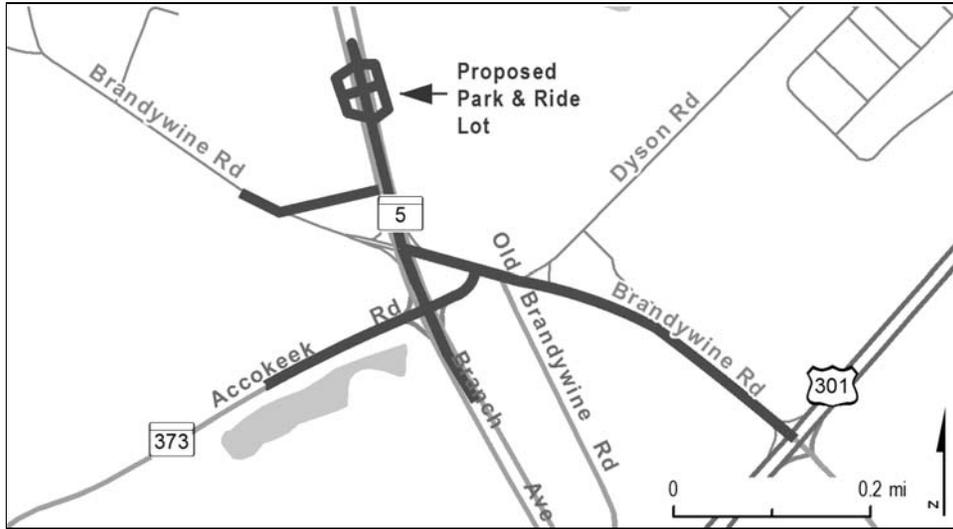
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 145,175

PROJECTED (2035) - 164,375



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 (1.0 miles). Bicycle and pedestrian accommodations 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

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 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

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: Construction underway. Washington Suburban Sanitary Commission is contributing \$8.6 million towards Construction.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of \$10.3 million is due to a favorable bid.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,628	6,628	0	0	0	0	0	0	0	0
Right-of-way	6,070	4,049	1,191	830	0	0	0	0	2,021	0
Construction	42,834	40	8,707	12,130	12,726	9,231	0	0	42,794	0
Total	55,532	10,717	9,898	12,960	12,726	9,231	0	0	44,815	0
Federal-Aid	34,909	6,903	5,832	7,952	8,243	5,979	0	0	28,006	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 65,000

PROJECTED (2035) - 97,700



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:
 MD 210, MD 228 to 95/I-495 (Line 21)

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,011	6,011	0	0	0	0	0	0	0	0	0	0
Right-of-way	12,078	5,568	2,268	1,620	1,368	1,254	0	0	0	6,510	0	0
Construction	97,300	17,225	21,401	24,103	31,880	2,691	0	0	0	80,075	0	0
Total	115,389	28,804	23,669	25,723	33,248	3,945	0	0	0	86,585	0	0
Federal-Aid	81,344	17,880	16,892	18,901	24,687	2,984	0	0	0	63,464	0	0

CLASSIFICATION:

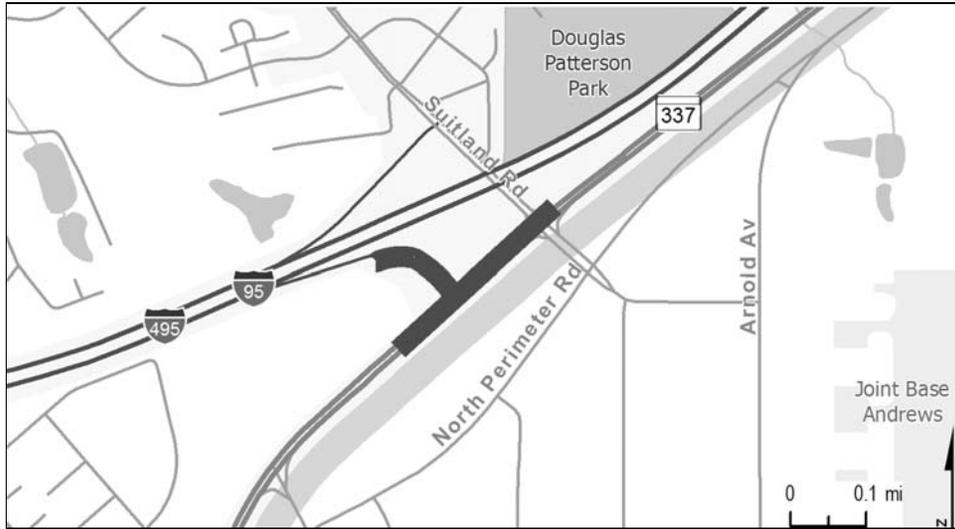
STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 82,700

PROJECTED (2035) - 102,850



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. (BRAC Related)

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 16)

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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	275	131	117	27	0	0	0	0	0	144	
Construction	5,575	3,587	1,988	0	0	0	0	0	0	1,988	
Total	5,850	3,718	2,105	27	0	0	0	0	0	2,132	
Federal-Aid	4,772	2,996	1,755	21	0	0	0	0	0	1,776	

CLASSIFICATION:

STATE - Major Collector

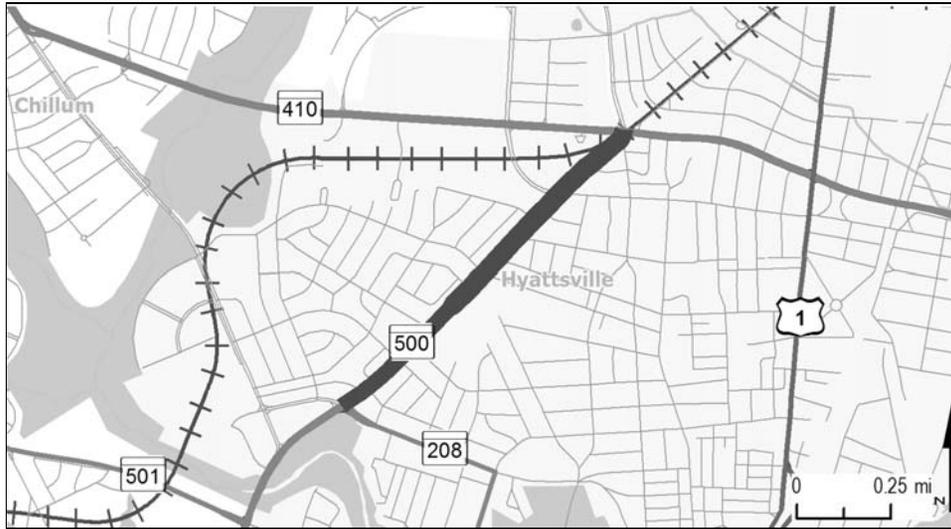
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 32,300

PROJECTED (2035) - 38,000



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) (0.2 miles).

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:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input checked="" type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input type="checkbox"/> Quality of Service | <input type="checkbox"/> 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 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,029	2,029	0	0	0	0	0	0	0	0	0	0
Right-of-way	252	252	0	0	0	0	0	0	0	0	0	0
Construction	8,208	4,010	4,198	0	0	0	0	0	0	4,198	0	0
Total	10,489	6,291	4,198	0	0	0	0	0	0	4,198	0	0
Federal-Aid	1,933	1,933	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 23,800

PROJECTED (2035) - 32,800



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: 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:
 US 1, MD 193 to I-95, Segments 2 and 3 (Line 32)

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 improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of \$6.3 million is due to a reduced Right-of-Way estimate.

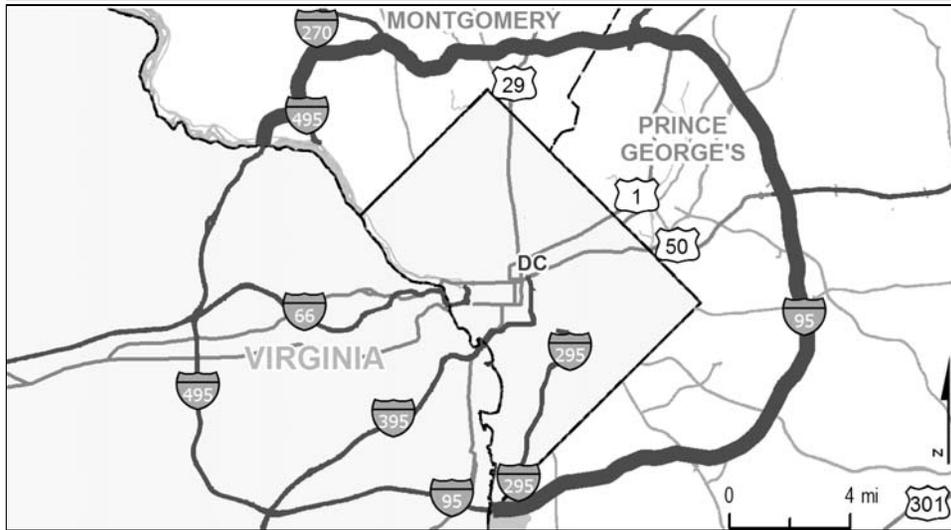
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,289	5,295	1,200	994	800	0	0	0	2,994	0
Right-of-way	9,284	1,034	2,000	4,829	1,421	0	0	0	8,250	0
Construction	32,231	0	0	0	3,589	8,709	9,826	10,107	32,231	0
Total	49,804	6,329	3,200	5,823	5,810	8,709	9,826	10,107	43,475	0
Federal-Aid	300	217	83	0	0	0	0	0	83	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 48,875
 PROJECTED (2035) - 66,825



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 Montgomery and Prince George's counties and the concurrent increase in traffic causes 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 1)
- I-95/I-495, Greenbelt Metro Station (Line 2)
- I-95/I-495, Bridge Replacement over Suitland Road (Line 3)
- I-95/I-495, Bridge Replacement over Suitland Parkway (Line 4)
- I-95, Resurface I-95 from I-495 (Capital Beltway) to MD 212 (Line 5)
- MD 4, Interchange at Suitland Parkway (Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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	9	9	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,053	11,053	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

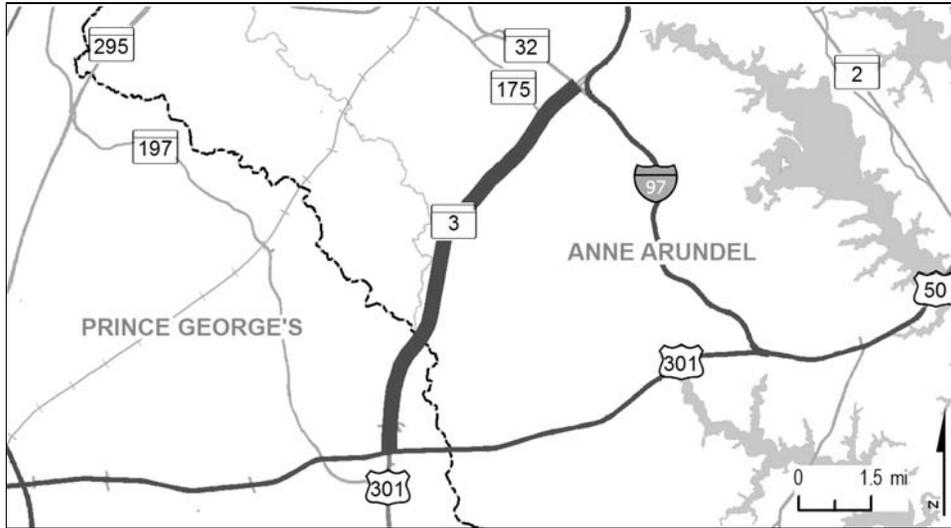
FEDERAL - Urban Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 103,000 - 247,000

PROJECTED (2035) - 110,000 - 265,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 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:

- I-95, Resurfacing from I-495 (Capital Beltway) to MD 212 (Line 5)
- US 50, East of Lottsford Vista Road to Anne Arundel County Line - Westbound (Line 6)
- US 50, East of Lottsford Vista Road to Anne Arundel County Line - Eastbound (Line 7)
- 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 31)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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:

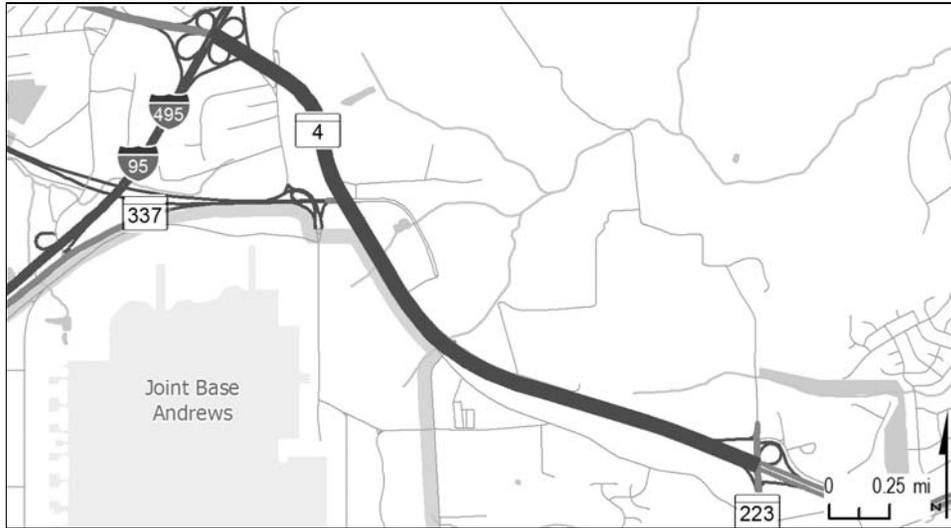
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 65,800 - 84,150

PROJECTED (2035) - 78,375 - 124,800



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 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

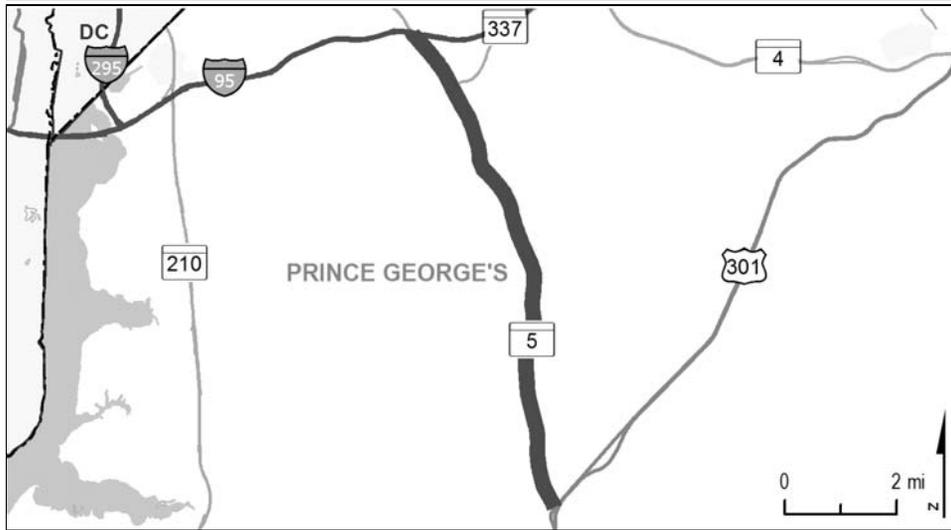
ASSOCIATED IMPROVEMENTS:
 MD 4, Interchange at Suitland Parkway (Line 8)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
 MD 223, Steed Road to MD 4 (Line 29)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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 (2016) - 72,725
 PROJECTED (2035) - 99,325



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multilane 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 1)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 10)
- I-95/I-495 American Legion Bridge to Woodrow Wilson Bridge (Line 16)
- MD 5, Improvements at Linda Lane (Line 20)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

STATUS: Planning underway. Currently evaluating breakouts for needed short term safety improvements and capacity.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	4,091	3,961	130	0	0	0	0	0	130	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	13,854	130	0	0	0	0	0	130	0
Federal-Aid	7,684	7,684	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 (2016) - 146,900
 PROJECTED (2035) - 164,375



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 16)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	608	1,000	750	742	0	0	0	2,492	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	608	1,000	750	742	0	0	0	2,492	0
Federal-Aid	3,100	608	1,000	750	742	0	0	0	2,492	0

CLASSIFICATION:

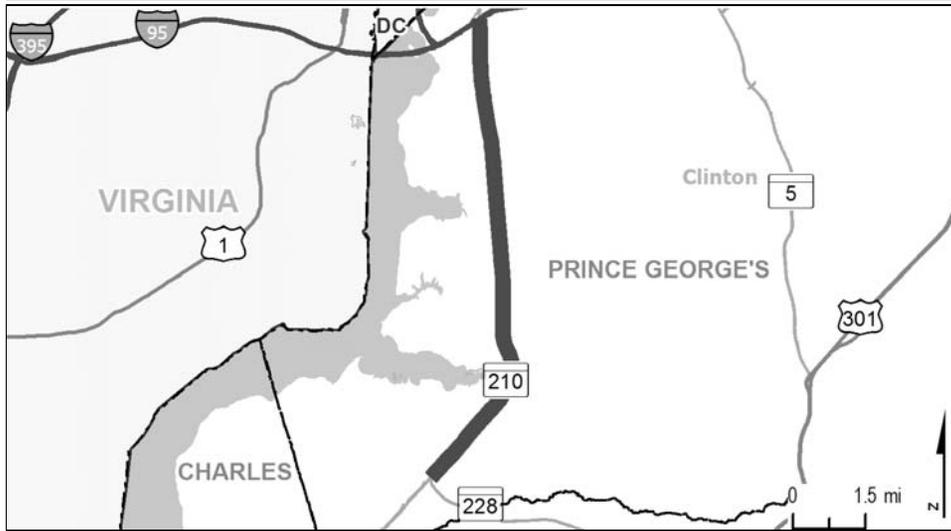
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 135,600

PROJECTED (2035) - 145,000



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multimodal 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

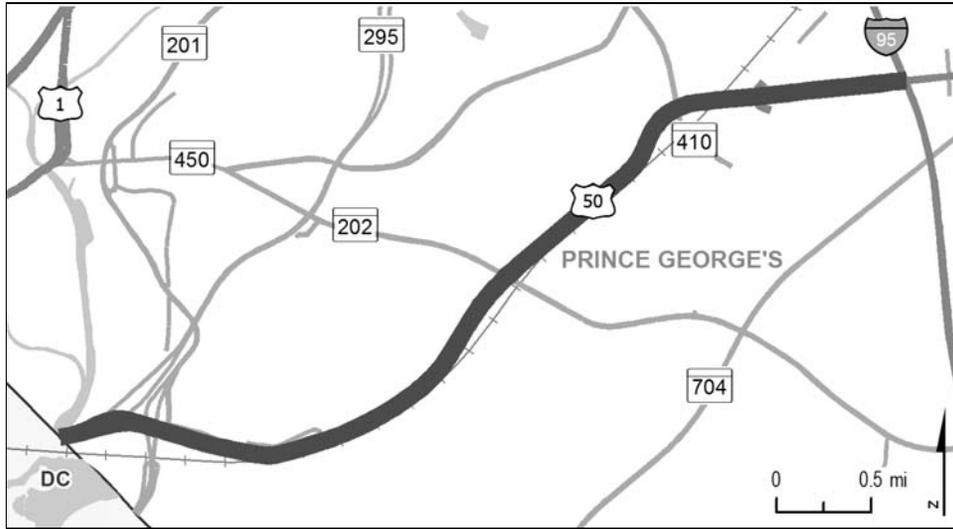
ASSOCIATED IMPROVEMENTS:
 MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 12)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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 (2016) - 83,450
 PROJECTED (2035) - 103,875



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 MD 704 (5.0 miles).

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, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
 US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
 I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	500	448	52	0	0	0	0	0	0	52	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	500	448	52	0	0	0	0	0	0	52	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

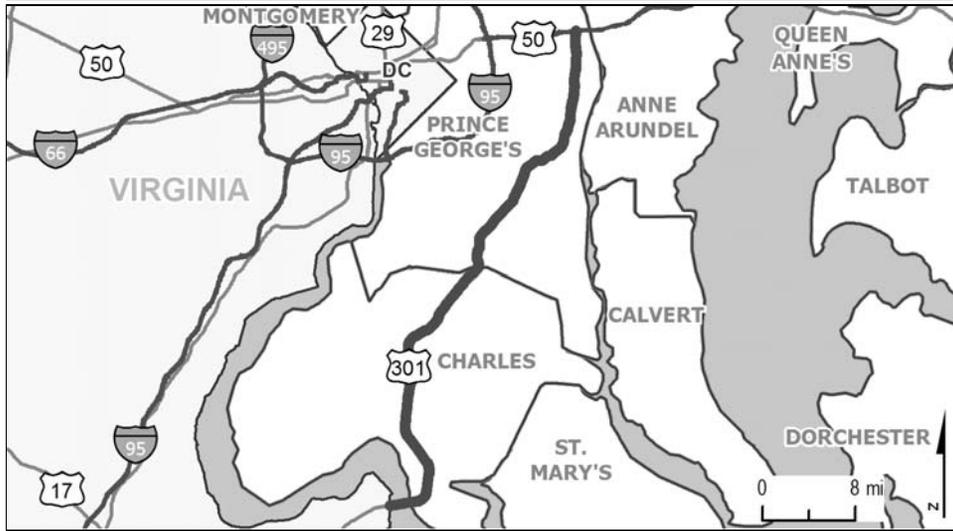
STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 126,875

PROJECTED (2035) - 154,800



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-95/US 50 (50.3 miles).

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

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

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

ASSOCIATED IMPROVEMENTS:

- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 11)
- MD 3, US 50 to MD 32 (Line 17)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 19)
- US 301, North of Mount Oak Road to US 50 (Line 24)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost decrease of \$15.6 million is due to project being placed on hold.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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	45,008	45,008	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	55,758	55,758	0	0	0	0	0	0	0	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 (2016) - 22,900 (Charles) -
 87,800 (Prince George's)
PROJECTED (2035) - 27,300 (Charles) -
 122,000 (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). Bicycles and pedestrians will be accommodated where appropriate.

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:

- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 6)
- US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Eastbound (Line 7)
- MD 3, US 50 to MD 32 (Line 17)
- US 301, South Corridor Transportation Study (Line 23)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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

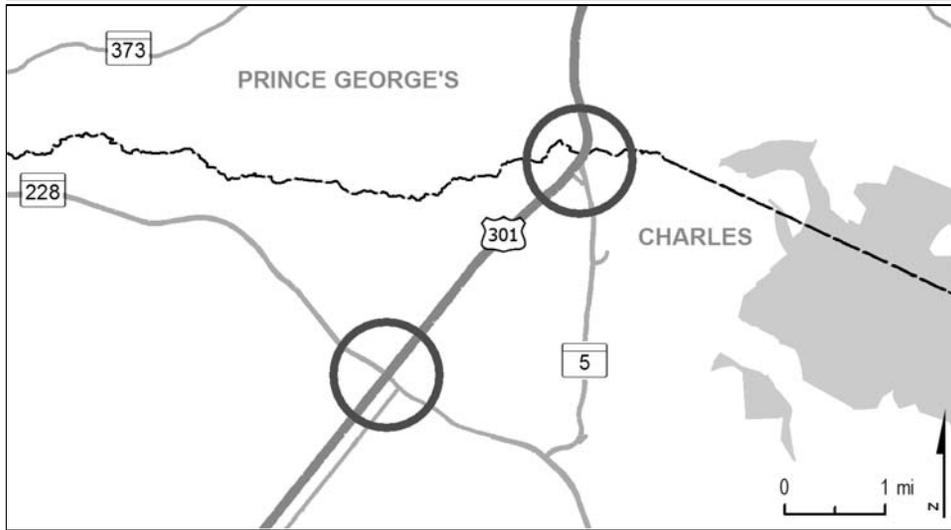
CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 69,175 (US 301)
 22,500 (MD 197)
PROJECTED (2035) - 122,000 (US 301)
 33,500 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade US 301 intersections at MD 5 and MD 228/MD 5BU.

JUSTIFICATION: US 301 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.

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 (Line 11)
- MD 5, US 301 to I-95/I-495 (Line 19)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, North of Mount Oak Road to US 50 (Line 24)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

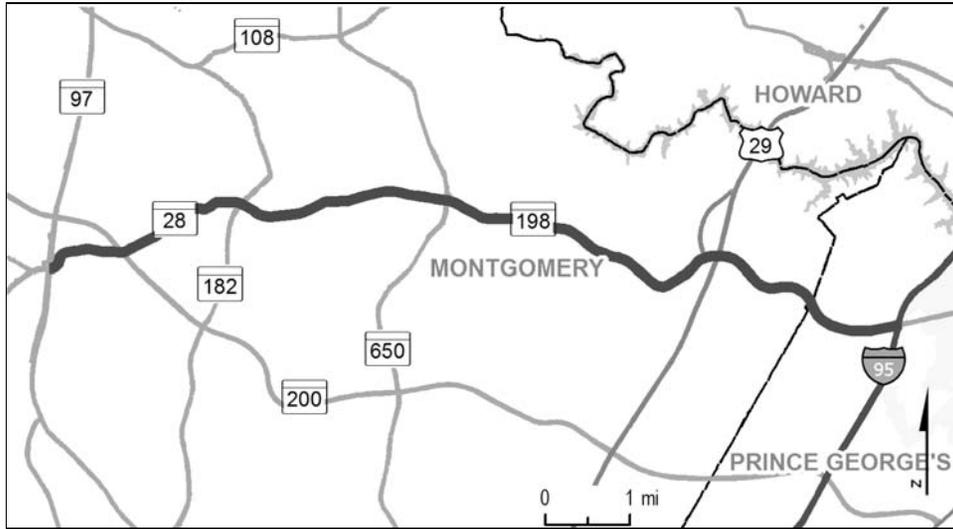
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	14,636	10,915	1,000	1,000	1,721	0	0	0	0	3,721	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	14,636	10,915	1,000	1,000	1,721	0	0	0	0	3,721	0
Federal-Aid	10,269	8,269	1,000	1,000	0	0	0	0	0	2,000	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 63,400 (Charles) -
 87,800 (Prince George's)
PROJECTED (2035) - 78,100 (Charles) -
 122,000 (Prince George's)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 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:
 MD 97/MD 28, Interchange (Montgomery County Line 20)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				YEAR 2019	YEAR 2020			YEAR 2021	YEAR 2022
Planning	7,032	5,197	1,125	710	0	0	0	0	0	0	0	1,835	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	7,034	5,199	1,125	710	0	0	0	0	0	0	0	1,835	0
Federal-Aid	3,207	3,207	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 (2016) - 20,000 - 37,500 (MD 28)
 16,800 - 47,000 (MD 198)

PROJECTED (2035) - 30,500 - 52,500 (MD 28)
 30,000 - 58,500 (MD 198)



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane 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 on-hold. County contributed \$1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Engineering funding deferred to FY 2023..

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,588	1,588	0	0	0	0	0	0	0	0
Engineering	10,554	1,750	0	0	0	0	0	0	0	8,804
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	12,142	3,338	0	0	0	0	0	0	0	8,804
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

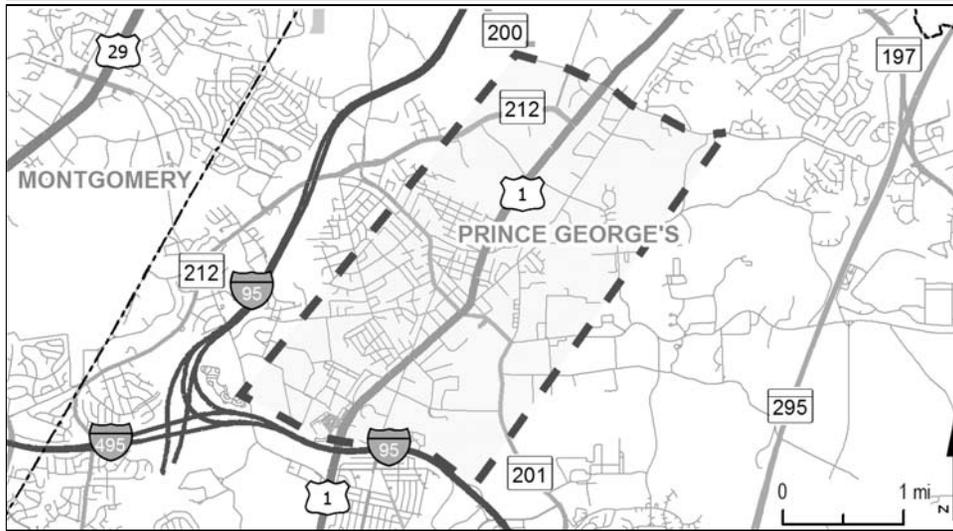
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 33,000

PROJECTED (2035) - 40,700



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/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
 US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 32)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
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:

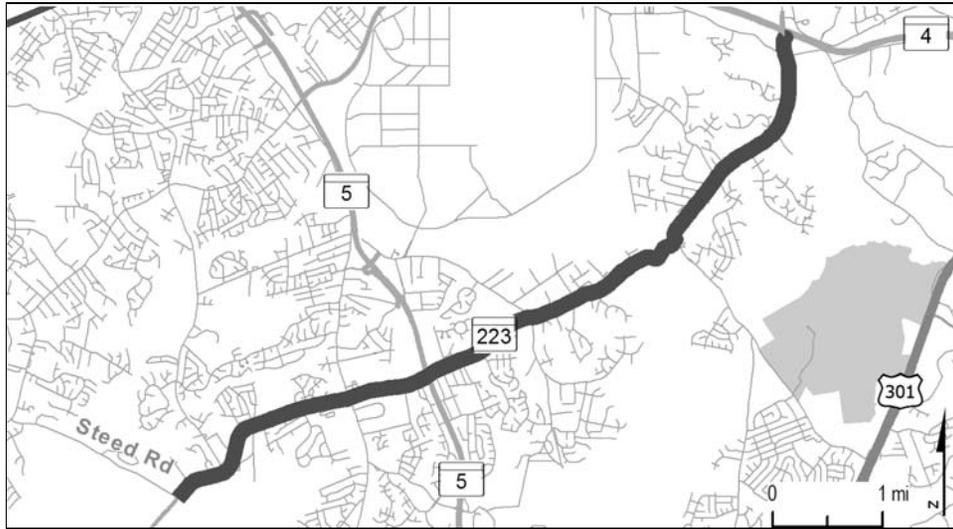
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 47,750

PROJECTED (2035) - 65,500



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 (7.9 miles). 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 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 18)
 MD 5, US 301 at TB to I-95/495 (Line 19)

STATUS: Corridor Study complete.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,285	1,285	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	1,285	1,285	0	0	0	0	0	0	0	0
Federal-Aid	587	587	0	0	0	0	0	0	0	0

CLASSIFICATION:

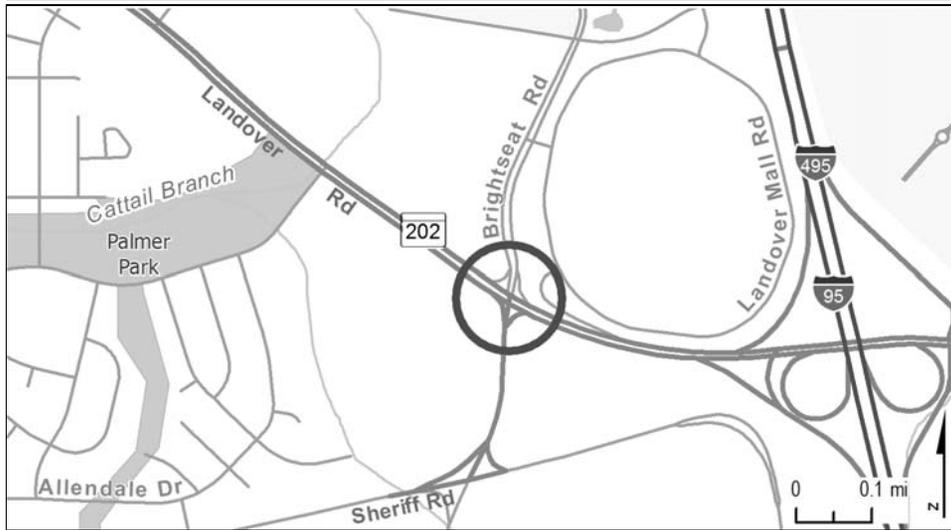
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 42,450

PROJECTED (2035) - 52,400



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 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	461	461	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	461	461	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

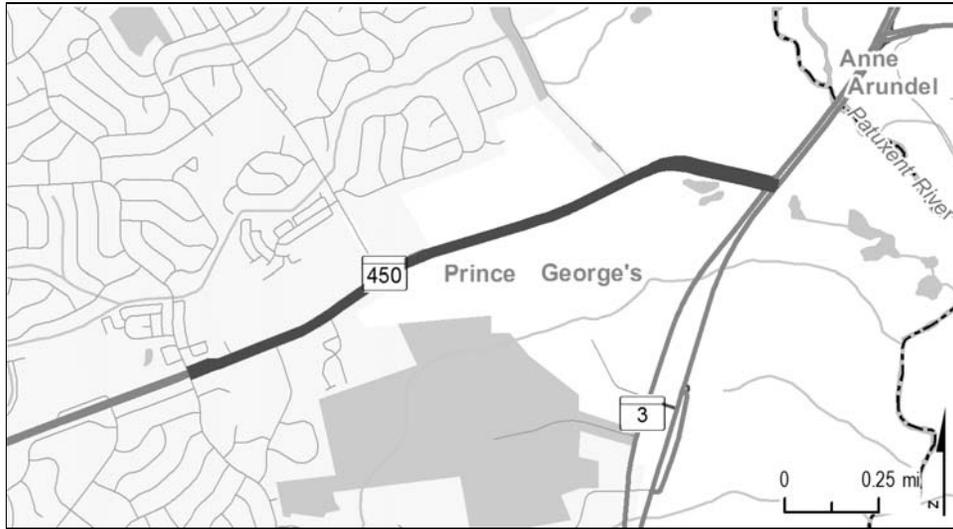
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 55,850

PROJECTED (2035) - 72,050



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

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 17)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,478	1,478	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	2,812	2,812	0	0	0	0	0	0	0	0
Federal-Aid	1,182	1,182	0	0	0	0	0	0	0	0

CLASSIFICATION:

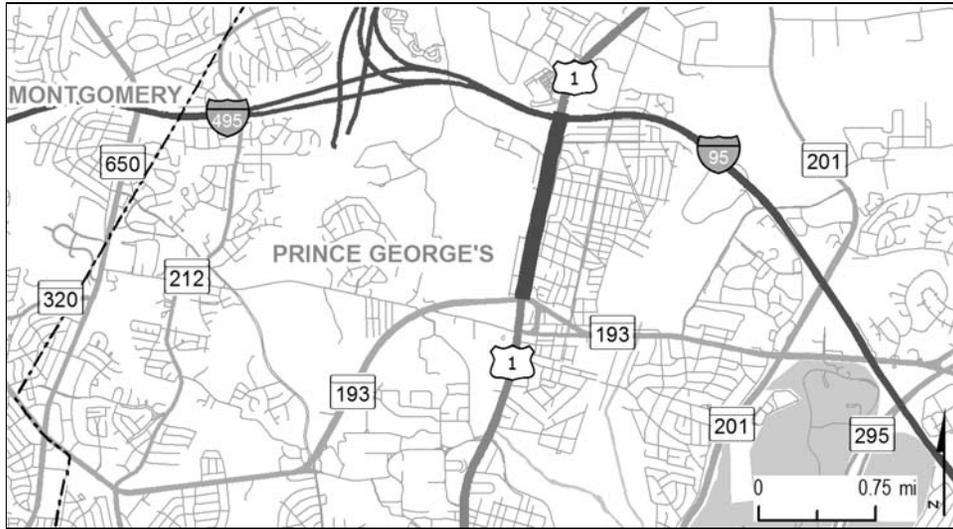
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 29,750

PROJECTED (2035) - 61,850



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 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:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 16)
 US 1, College Avenue to MD 193 (Segment 1) (Line 15)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 28)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,387	1,387	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	1,387	1,387	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 (2016) - 48,875

PROJECTED (2035) - 66,825

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Year 2016 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	3,714	Completed
2	I 95	Capital Beltway; Glenarden Parkway to US 50; resurface	5,700	Completed
3	MD 193	University Boulevard; Rhode Island Avenue to South Way; resurface	7,088	Completed
4	MD 201	Kenilworth Avenue; Good Luck Road to I-95; resurface	4,008	Completed
5	MD 210 NB	Indian Head Highway; MD 373 to Farmington; resurface	3,113	Completed
6	US 301	Crain Highway; MD 5 to Westwood Drive; resurface	5,517	Completed
7	US 301	Crain Highway; Old Crain Highway to Railroad crossing; resurface	2,865	Completed
<u>Environmental Preservation</u>				
8	MD 197	Laurel Bowie Road; At Patuxent Wildlife Research Center; reforestation	58	Completed
<u>Fiscal Years 2017 and 2018</u>				
<u>Resurface/Rehabilitate</u>				
9		At various locations in Prince George's County; mill and resurface	14,458	FY 2017
10	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	3,021	FY 2017
11	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,526	FY 2017

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
12	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,861	FY 2017
13	MD 193	University Boulevard; Campus Drive to US 1; resurface	5,500	Under construction
14	MD 202	Largo Road; US 50 to MD 450 (Annapolis Road); safety and resurface	2,829	FY 2017
15	MD 202	Largo Road; Brightseat to MD 704; resurface	2,419	Under construction
16	MD 210 NB	Indian Head Highway; Farmington Road to Old Fort Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	6,017	FY 2017
17	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	1,736	FY 2017
18	US 301	Crain Highway; 481 ft south of Excalibur Road to 1800 ft north of MD 3 structure 16236; resurface	4,772	Under construction
19	MD 414	St. Barnabas Road; I 95 to MD 5; resurface	5,054	Under construction
20	MD 458	Silver Hill Road; MD 5 to Walker Mill Road; resurface	7,838	Under construction
21	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	3,106	Under construction
22	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	2,015	Under construction
23	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	2,880	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
24		At various locations on Capital Beltway, Stephanie Roper Highway, Indian Head Highway; clean/paint bridges	1,905	Under construction
25	I 95	Bridge 1619701 and 1619702 over Patuxent River; clean/paint bridges	2,009	Under construction
26	I 495	Bridge 1612000, 1612200, 1612300, 1615905, 1615906, 1617400 and 1621400 along I-495, MD 197; clean/paint bridges	2,144	Under construction
<u>Safety/Spot Improvement</u>				
27		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,288	FY 2017
28		On MD 4 and MD 214; drainage improvement	1,775	FY 2017
29	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	7,619	Under construction
30	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,931	FY 2017
31	MD 198	Sandy Spring Road; Riding Stable Road to I-95 and mainline I-95 south of ICC to Howard County line; resurface	6,570	Under construction
32	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	560	FY 2017

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Urban Reconstruction</u>				
33	MD 5	Branch Avenue; Curtis Drive to north of Suitland Parkway/Naylor Road from Branch Avenue; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	8,707	Under construction
34	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	9,556	Under construction
35	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruction (Funded for preliminary engineering)	2,000	Design Underway
36	MD 500	Queens Chapel Road; District of Columbia Line to MD 208; urban reconstruction (Funded for preliminary engineering)	2,947	Design Underway
<u>Noise Barriers</u>				
37	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	2,224	Under construction
<u>Traffic Management</u>				
38		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,852	FY 2017
39	MD 4	Pennsylvania Avenue; MD 4PA to MD 980D; signing	1,470	Under construction
40	I 95	At I-495 interchange; lighting	2,971	Under construction
41	I 95	Capital Beltway; at I-595 interchange; lighting	2,771	Under construction
42	MD 214	Central Avenue; I-495 and MD 202; signing	2,059	FY 2017

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Traffic Management (cont'd)</u>				
43	US 301	Crain Highway; at MD 214; lighting	1,065	Under construction
<u>Environmental Preservation</u>				
44		Anacostia Gateway Park ; landscape	453	FY 2017
45	US 50	John Hanson Highway; West of I-95 to the AA county line; landscape	1,929	Under construction
46	I 495	Capital Beltway; IRVM, VEG MGMT - MO/PG county line to MD/VA line - Phase 1; landscape	4,347	FY 2017
<u>Truck Weight</u>				
47		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	2,184	Under construction
<u>TMDL Compliance</u>				
48		Rosaryville State Park; drainage improvement (reimbursed by DNR)	0	FY 2017
49		Charles Branch Tributaries; wetlands replacement	4,490	FY 2017
50	MD 210	Indian Head Highway; Along MD 210; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,193	Under construction