

ITEM 7 - Action

May 17, 2006

Approval of Amendments to
the FY 2006-2011 TIP that are Exempt from the Air Quality
Conformity Requirement to Modify Funding for Fifteen Highway
Projects in Frederick, Montgomery and Prince George's Counties, as
Requested by Maryland Department of Transportation (MDOT)

Staff

Recommendation: Adopt Resolution R20-2006 to approve
amendments to the FY 2006-2011 TIP.

Issues: None

Background: At the April 19 meeting, notice was provided that
MDOT has requested amendments to the FY
2006-2011 TIP that are exempt from the air
quality conformity requirement to reflect funding
changes authorized under the Safe,
Accountable, Flexible, and Efficient
Transportation Equity Act - A Legacy for Users
(SAFETEA-LU) for fifteen projects in Frederick,
Montgomery and Prince George's Counties, as
described in the enclosed materials.

These amendments would not require any
changes to the air quality conformity analysis
conducted for the FY 2006-2011 TIP.

TPB R20- 2006
May 17, 2006

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AMENDMENTS TO
THE FY 2006-2012 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT
ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT
TO MODIFY FUNDING FOR FIFTEEN HIGHWAY PROJECTS IN FREDERICK,
MONTGOMERY AND PRINCE GEORGE'S COUNTIES AS REQUESTED BY THE
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, on October 19 2005 the TPB adopted the 2005 Constrained Long-Range Transportation Plan (CLRP) and the FY 2006-2011 TIP; and

WHEREAS, at the April 19, 2006 TPB meeting, notice was provided that MDOT has requested amendments to the FY 2006-2011 TIP that are exempt from the air quality conformity requirement to reflect funding changes authorized under SAFETEA-LU for fifteen projects in Frederick, Montgomery and Prince George's Counties, as described in the enclosed materials; and

WHEREAS, these funding changes do not affect the air quality conformity determination of the 2005 CLRP and the FY 2006-2011 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD amends the FY 2006-2011 TIP to reflect funding changes authorized under SAFETEA-LU for fifteen projects in Frederick, Montgomery and Prince George's Counties, as described in the attached materials.



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

April 11, 2006

The Honorable Michael Knapp, Chairperson
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington DC 20002-4290

Dear Chairperson Knapp:

The Maryland Department of Transportation (MDOT) requests project amendments to the FY 2006-2011 Transportation Improvement Program (TIP). The purpose of these amendments is to add or advance project development and construction funds for projects already in the TIP or new to the TIP as additional funds become available from the SAFETEA-LU High Priority Projects (HPP) and the FY 2006 Transportation Appropriations Act. Please refer to the Maryland State Highway Administration's April 6, 2006 memo describing these amendments in detail.

The MDOT requests that these amendments be placed on the Transportation Planning Board's (TPB) April agenda as an informational item for public review and comment and then be placed on the May 17, 2006 agenda as an action item for approval.

We appreciate your cooperation in this matter. If you have any questions regarding these amendments, please do not hesitate to contact me at 410-865-1279, toll free at 1-888-713-1414 or via email at lerickson@mdot.state.md.us.

Sincerely,

Lyn Erickson, Manager
Regional Planning & Programming
Office of Planning

Attachments

cc: Ms. Kellie Gaver, Assistant Director, Office of Planning, MDOT
Mr. Michael J. Haley, Chief of Regional and Intermodal Planning Division, SHA
Mr. Ronald Kirby, Director, Metropolitan Washington Council of Governments
Mr. Samuel F. Minnitte, Jr., Director, Office of Planning, MDOT
Mr. Shiva Shrestha, Regional Planner, SHA

My telephone number is _____.

Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076





Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation



MEMORANDUM

TO: Mr. Samuel F. Minnitte, Jr., Director
Office of Planning and
Capital Programming

ATTN: Ms. Lyn Erickson
Regional Planner

FROM: Michael J. Haley, Chief *KS for MJH*
Regional and Intermodal
Planning Division

DATE: April 6, 2006

SUBJECT: FY 2006-2011 Washington Metropolitan Region TIP Amendments

Attached are fifteen amendments for inclusion in the FY 2006-2011 Washington Metropolitan Region Transportation Improvement Program (TIP). The purpose of these amendments is to add or advance project development and construction funds for projects already in the TIP or new to the TIP as additional funds became available from the SAFETEA-LU High Priority Projects (HPP) and the FY 2006 Transportation Appropriations Act. The majority of these projects are included in the FY 2006-2011 Consolidated Transportation Program (Project Information Forms are attached). We are requesting that the existing FY 2006-2011 TIP be amended to reflect these changes in order to maintain the current project schedules.

Project: MD 85, (06TIP#43)

Improvement: Upgrade MD 85 to a multilane divided highway from south of English Muffin Way to north of Grove Road.

Comment: The amendment is to add \$4.0 million in federal HPP funds and matching State and County funds to complete engineering for Phase 1 (from English Muffin Way to north of Grove Road).

Project: US 40 Alternate in Middletown, (New Addition to TIP)

Improvement: Study to improve US 40 Alt. through Middletown, including a potential interchange at I-70/Hollow Road.

Comment: The amendment is to add \$1.0 million in federal HPP funds to undertake a planning study.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Mr. Samuel F. Minnitte, Jr.

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- Project: I-70 Improvement Project, (06TIP#3)
Improvement: Construct an extension of MD 475 from South Street to proposed Monocacy Boulevard (formerly Walser Drive), and includes construction of stormwater management ponds and a pumping station along Monocacy Boulevard, an urban diamond interchange at MD 85, and construction of a new MD 355 Bridge over I-70.
Comment: The amendment is to use an additional \$15.0 million in federal HPP funds, and \$1.0 million in IM Discretionary funds from the FY 06 Transportation Appropriations Act toward the ongoing construction of the project. The project was advertised on May 10, 2005, and is scheduled to be completed in Fall 2008.
- Project: MD 124, from Midcounty Highway to Warfield Road, (06TIP#30)
Improvement: Construct a six-lane, divided highway, from south of Airpark Road to north of Fieldcrest Road (Phase 1).
Comment: The amendment is to use an additional \$1.6 million in federal HPP funds to further development of Phase II.
- Project: InterCounty Connector, from I-370 to I-95/US 1, (06TIP#14)
Improvement: Construct new East-West multi-modal highway in Montgomery and Prince George's counties between I-370 and I-95/US 1.
Comment: The amendment is to use an additional \$18.0 million in federal HPP funds to further development of the project. The project is scheduled to be advertised in Summer 2006, and is anticipated to be completed in Summer 2010.
- Project: MD 355/Montrose-Randolph Road, (06TIP#36)
Improvement: Construct an interchange at MD 355-Randolph Road/Montrose Parkway (Phase I).
Comment: The amendment is to use an additional \$1.6 million in federal HPP funds to further development of the project.
- Project: MD 4/Suitland Parkway Interchange, (06TIP#17)
Improvement: Construct a new interchange at MD 4 (Pennsylvania Avenue) and Suitland Parkway.
Comment: The amendment is to use an additional \$15.0 million in federal HPP funds, and \$2.0 million in STP-Demo funds from the FY 06 Transportation Appropriations Act to construct the interchange project. The project is scheduled to be advertised in Fall 2007, and is anticipated to be completed in Fall 2010.
- Project: MD 5/MD 373/Brandywine Road Interchange, (06TIP#18)
Improvement: Construct a new interchange at MD 5/MD 373/Brandywine Relocated. This is a breakout project from the MD 5 Corridor Transportation Study.
Comment: The amendment is to use an additional \$16.0 million in federal HPP funds, and \$2.5 million in STP-Demo funds from the FY 06 Transportation Appropriations Act to complete engineering for the project.

Mr. Samuel F. Minnitte, Jr.

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Project: MD 210, from I-495 to MD 228; MD 210/Livingston Road/Kirby Hill Road Interchange, (06TIP#15)

Improvement: Construct an interchange at MD 210/Livingston Road/Kirby Hill Road.

Comment: The amendment is to use an additional \$5.0 million in federal HPP funds for engineering of the Phase I Interchange project.

Project: I-95/I-495 Branch Avenue Metro Access Improvement - Phase I, (06TIP#7)

Improvement: Construct missing movements at the I-95/I-495/MD 5 interchange to make the interchange a full movement interchange. Phase 1 includes construction of a flyover ramp from the inner loop Capital Beltway off-ramp to southbound MD 5.

Comment: The amendment is to use an additional \$5.0 million in federal HPP funds to construct the flyover ramp. The project was advertised on July 7, 2005, and is anticipated to be completed in Summer 2009.

Project: I-95/I-495 Greenbelt Metro Access Improvement, (06TIP#6)

Improvement: Construct a new interchange at I-95/I-495 and Greenbelt Metro Station.

Comment: The amendment is to use an additional \$1.0 million in federal HPP funds for further development of the project.

Project: Woodrow Wilson Bridge, Anacostia Wetlands Mitigation Project (06TIP#10)

Improvement: Enhance 15 acres of degraded tidal marsh along the Anacostia River upstream of the New York Avenue Bridge, and remediate an old landfill on the site to restore an additional 154 acres of tidal wetlands. This is associated with environmental stewardship efforts for the Woodrow Wilson Bridge project.

Comment: The amendment is to use \$1.6 million in federal HPP funds for the Anacostia Wetland Mitigation efforts.

Project: FDA Headquarters Access Road Project, (New Addition to TIP)

Improvement: The new FDA access road would connect Cherry Hill Road, a Montgomery County road, to the perimeter road within the Federal Research Center (FRC), through the FRC and internal FRC roads to the FDA facility and then to MD 650, a State of Maryland road. Major intersections in the vicinity of the FDA access road include US29/Cherry Hill Road/Randolph Road and Cherry Hill Road/MD212-Powder Mill Road.

Comment: The amendment is to use \$0.5 million in Federal Lands Highway Program funds from the FY 06 Transportation Appropriations Act to construct the access road. This is a 100% federally funded project.

Project: Andrew Air Force Base Gateway Beautification Project, (New Addition to TIP)

Improvement: This involves major improvements to the main entrance to Andrews Air Force Base in Prince George's County. The project will feature a gateway monument, wild flowers such as the Black-eyed Susan and other seasonal landscaping, and architectural features that blend in with surrounding communities. Additionally, the sidewalks and

Mr. Samuel F. Minnitte, Jr.
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landscaping will be enhanced or refurbished throughout the project location, at the intersection of Suitland and Allentown Roads.

Comment: The amendment is to use \$1.25 million in federal STP funds from the FY 06 Transportation Appropriations Act to beautification activities of the Andrews AFB Gateway. This is a 100% federally funded project.

Project: Long Branch Village Center Access Improvements, Silver Spring, Maryland (New Addition to TIP)

Improvement: The project provides a series of capital improvements that are designed to establish a pedestrian linkage system that unifies the Long Branch commercial area, the Long Branch Community Center and the Long Branch Library. It includes restoration of the Long Branch Stream Valley as a neighborhood amenity. Safe and convenient pedestrian walkways to surrounding residential areas will be constructed and the Long Branch stream will be restored.

Comment: The amendment is to use \$0.75 million in federal STP funds from the FY 06 Transportation Appropriations Act to improve accessibility to the Long Branch Village Center in Silver Spring. This is a 100% federally funded project.

After your review, please process the attached amendments. If you have any questions, please contact Mr. Dennis Yoder, Assistant Division Chief for the Washington Region, at 410-545-5675 or dyoder@sha.state.md.us.

Attachments

cc: Mr. Terrance Hancock, Acting Regional Planner, Regional and Intermodal Planning Division, SHA
Mr. Shiva K. Shrestha, Regional Planner, Regional and Intermodal Planning Division, SHA
Mr. Dennis Yoder, Assistant Division Chief, Regional and Intermodal Planning Division, SHA
Mr. Raja Veeramachaneni, Director, Office of Planning and Preliminary Engineering, SHA

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 85 (Buckeystown Pike)**
From/At: **English Muffin Way**
To: **north of Grove Road**
Jurisdiction: **Frederick County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Widen MD 85 to a four-lane divided highway from south of English Muffin Way to the State Highway Administration/Westview development complex, then 6 lanes through the I-270 interchange area, then 4 lanes to Grove Road. The interchange at I-270/MD 85 will be partially reconstructed as part of this line item. There are no capacity improvements anticipated north of Grove Road where MD 85 will remain 4 lanes. Auxilliary lanes where necessary.

Bicycle/pedestrian accomodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Widen	MD 85 (Buckeystown Pike)	English Muffin Way	north of Grove Road	2/4	4/6	2020

5. Purpose/contribution to regional goals

This project relieves congestion and provides capacity for planned commercial development in the MD 85 corridor. This project is compatible with local master plans and is consistent with the following adopted TPB's goals, and strategies. Goals 1, 2, 3 and 5.

6. Funding and Schedule Information

Cost (In Thousands): **\$138,000**

Date of completion or implementation: **2020**

Source: **Federal, State, Local**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CMS requirements will be addressed as part of project planning study.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **MD 85 (Buckeystown Pike)**
From/At: **English Muffin Way**
To: **north of Grove Road**
Jurisdiction: **Frederick County**

3. Description of Project or Action

Upgrade MD 85 to a four to six-lane divided highway from English Muffin Way to north of Grove Road. Widen MD 85 to a four-lane divided highway from south of English Muffin Way to the State Highway Administration/Westview development complex, then 6 lanes through the I-270 interchange, then 4 lanes from north of Spectrum Drive to Grove Road. The interchange at I-270/MD 85 will be partially reconstructed as part of this line item. There are no capacity improvements anticipated north of Grove Road where MD 85 will remain 4 lanes. Auxilliary lanes where necessary. No bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Date of completion or implementation: **2020**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
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HPP/Local	2006	\$5,100	P.E.	80	20
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Cost and schedule remarks:

Project planning and partial engineering to be funded by Frederick County.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-70 (Baltimore National Pike)**
From/At: **Mt. Phillip Road**
To: **MD 144**
Jurisdiction: **Frederick County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

This project would upgrade existing I-70 to include the following phased improvements:

Phase I - Provide missing movements at US 15/US 340 interchange. Construction complete.

Phase 1A - Construction of missing movements at the I-70/I-270 interchange; I-70 WB to I-270 SB and I-270 NB to I-70 EB; construction of a third lane on WB I-70; dualization of two existing ramps: US 15/US 40 SB to I-70 EB and I-70 WB to US 15/US 40 NB; construction of 5 new bridges and widening and/or redecking four bridges . Reconstruction of the New Design Road structure over I-70. Construction of MD 914 Relocated and New Design Road Relocated. Improve the MD 914/New Design Road intersection. Construction is complete.

Phase 2A – Construction complete

- Construction of ramps from eastbound I-70 to MD 355**
- Construction of Relocated MD 85 at MD 355 intersection**
- Widening of MD 355 from south of I-70 for approximately 2000 feet.**

Phase 2B

- Construction of Monocacy Blvd. Storm Water Management Ponds and Pumping Station**
- Preliminary grading of Monocacy Blvd. Embankment**
- Force Main along Proposed East Street Extended**

Phase 2C

- The MD 85 Urban Diamond Interchange and Ramps**
- Completion of Monocacy Blvd.**
- MD 355 from just south of Monocacy Blvd. to the northern project limit.**
- Necessary widening of I-70 associated with the above improvements.**
- Park and Ride Lot in the northeast quadrant of I-70/MD 355**

Phase 2D

- The Patrick Street Roundabout, westbound ramp, and widening of I-70 at westbound ramp**
- The I-70 Bridges over Reich's Ford Road**
- The Reich's Ford Road Pumping Station**
- Ultimate eastbound and westbound widening on I-70**

Phase 3

- Construction of new MD 355 structure over I-70**
- Widening of MD 355 from north of Monocacy Blvd. to north of the new structure**
- Construction of Phase 3 is required before construction of Phase 2D**

Phase 4

- Widening westbound and eastbound I-70 from Mt. Phillip Road to west of US 40.**

**Construct the extension of MD 475, from South Street to the proposed Monocacy Boulevard.
Bicycle/pedestrian accommodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date	
						From	To		
	<input type="checkbox"/>	Construct	I-70 (Phase IIA)	MD 85 Extended/MD 355			0	4	2005
MI4	<input checked="" type="checkbox"/>	Widen	I-70 - Phases 2D and 4	Mt. Phillip Road	MD 144FA		4	6	2010
MI4	<input checked="" type="checkbox"/>	Widen	I-70 - Phases 2B, 2C, 3, and East Street Extension	Mount Phillip Road	MD 144FA		4	6	2010

5. Purpose/contribution to regional goals

This section of I-70 was constructed as US 40 Relocated, and is known as the Frederick Bypass. Because it is a significant link in the National Highway System and is the only section of I-70 not meeting current interstate standards, this section of I-70 should be upgraded. This facility supports higher levels of development along an existing regional corridor, which continues to be targeted as the commercial/industrial employment hub of the county. This project supports ongoing and planned growth which is consistent with the Frederick County Comprehensive Plan (1995) and the Frederick City Comprehensive Plan (1995) which calls for the I-70 corridor to continue as the region's growth center. This project promotes energy efficient travel patterns. The proposed additional ramps will provide direct access to a designated growth area, and eliminate circuitous travel. Direct access is also provided between I-70 and I-270. These movements will improve mobility in a State Primary Corridor by connecting interstate and state primary routes. This is especially significant for I-70 since its role is to serve as the major east-west interstate, servicing trips from Baltimore to West Virginia. This project promotes existing and planned intercounty, intrastate and interstate economic growth. Construction of the missing interchange ramp movements will provide direct access for industrial and commercial vehicles and also help promote tourism. It will also improve mobility in a State Primary Corridor by connecting interstate and state primary routes. This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, and 3.

6. Funding and Schedule Information

Cost (In Thousands): **\$285,205** Date of completion or implementation: **2010**
 Source: **Federal, State,**
 Cost and schedule remarks:
Phase I - 1997
Phase IA - 2003
Phase IIA - 2004
Phases II - IV - 2010

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
 If yes, does this project require a CMS Documentation form under the given criteria? Yes No
 If not, please identify the criteria that exempt the project here:
Received NEPA approval prior to April 6, 1992.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **I-70 - Phases 2B, 2C, 3, and East Street Extension**
From/At: **Mount Phillip Road**
To: **MD 144FA**
Jurisdiction: **Frederick County**

3. Description of Project or Action

Phase II B - Construction of SWM ponds A&B; Grading of Walser Drive embankment; Pump Stations A&B; Force Main up East Street Extended; Cost - \$17 million; \$8 million of IM funds added for RW and some PE

Phase II C - The MD 85 interchange and ramps; Completion of Walser Drive; MD 355 from just south of Walser Drive to the northern project limit; Necessary widening of I-70 associated with the above improvements;

Phase III - Construction of new MD 355 structure over I-70.

Construction of an extension of MD 475 from South Street to the proposed Monocacy Boulevard.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
IM/HPP/IM Discretionary					
	2006	\$350	P.E.	80	20
	2006	\$5,838	Construction	80	20
	2006	\$1,295	R.O.W. Acquisition	80	20
	2007	\$927	R.O.W. Acquisition	80	20
	2007	\$19,348	Construction	80	20
	2007	\$250	P.E.	80	20
	2008	\$250	P.E.	80	20
	2008	\$22,595	Construction	80	20
	2009	\$77	P.E.	80	20
	2009	\$19,881	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 124 (Woodfield Road)**
From/At: **Midcounty Highway**
To: **Warfield Road**
Jurisdiction: **Montgomery County,**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **1/21/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield Road. Sidewalks to be included where appropriate. Wide curb lanes will accommodate bicycles. Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MS6b	<input checked="" type="checkbox"/>	Widen	MD 124 (Woodfield Road)	south of Airpark Drive	north of Fieldcrest Road	2	6	2010
	<input checked="" type="checkbox"/>	Widen	MD 124 (Woodfield Road)	Midcounty Highway	Warfield Road	2	6	2015

5. Purpose/contribution to regional goals

This project is intended to accommodate existing high levels of traffic. The project improves an existing road and is consistent with the Gaithersburg & Vicinity Master Plan and is compatible with the following goals indicated in the Long-Range Transportation Plan for the National Capital Region:

- * Use transportation strategies to encourage local plans which promote concentrated development along existing transportation corridors and in close proximity to transportation centers.**
- * Develop and manage the transportation system to meet the requirements of the Clean Air Act Amendments of 1990.**
- * Improve, where necessary access to the region's ports, airports, intermodal transportation facilities.**
- * Expand and enhance transit services and increase the use of such services.**

6. Funding and Schedule Information

Cost (In Thousands): **\$87,707**

Date of completion or implementation: **2015**

Source: **Federal, State,**

Cost and schedule remarks:

The project has been segmented into three phases. Phase 1 has been advanced to the construction program.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CMS requirements will be reviewed as part of environmental document.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **MD 124 (Woodfield Road)**
From/At: **south of Airpark Drive**
To: **north of Fieldcrest Road**
Jurisdiction: **Montgomery County**

3. Description of Project or Action

Construct a 6-lane divided highway from south of Airpark Road to Fieldcrest Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

Bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
STP/HPP					
	2006	\$975	P.E.	80	20
	2006	\$7,058	R.O.W. Acquisition	80	20
	2007	\$492	P.E.	80	20
	2007	\$2,839	R.O.W. Acquisition	80	20
	2007	\$2,542	Construction	80	20
	2008	\$2,017	R.O.W. Acquisition	80	20
	2008	\$10,570	Construction	80	20
	2009	\$12,013	Construction	80	20
	2010	\$4,908	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **Intercounty Connector**
From/At: **I-270**
To: **I-95/US 1**
Jurisdiction: **Montgomery County, Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/4/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	Intercounty Connector	I-270	I-95/US 1	0	6	2010
	<input checked="" type="checkbox"/>	Construct	GARVEE Bond Repayment					2025

5. Purpose/contribution to regional goals

The purpose of the Intercounty Connector (ICC) project is to link existing and proposed developed areas between the I-270 and I-95/US 1 corridors within central and eastern Montgomery County and northwestern Prince George's County with a state-of-the-art, multi-modal, east-west highway that limits access and accommodates passenger and goods movement. This transportation project is intended to increase community mobility and safety; to facilitate the movement of goods and people to and from economic centers; to provide cost-effective transportation infrastructure to serve existing and future development patterns reflecting local land use planning objectives; to help restore the natural, human and cultural environments from past development impacts in the project area; and to advance homeland security.

6. Funding and Schedule Information

Cost (In Thousands): **\$2,446,306**

Date of completion or implementation: **2010**

Source: **Federal, State, Bonds**

Cost and schedule remarks:

Project is in project planning and preliminary engineering phase. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, GARVEE bonds, State funds, and special federal funds. (See attached table)

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **Intercounty Connector**
 From/At: **I-270**
 To: **I-95/US 1**
 Jurisdiction: **Montgomery County, Prince George's County**

3. Description of Project or Action

Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors. Total costs to construct the ICC are shown on this line item. The debt service associated with the GARVEE funding source is shown for informational purposes on a separate line item.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

DEIS Under preparation

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
GARVEE (AC)					
	2006	\$100,000	Construction	100	0
	2006	\$275,000	R.O.W. Acquisition	100	0
	2008	\$325,000	Construction	100	0
	2010	\$50,000	Construction	100	0
HPP					
	2006	\$18,000	R.O.W. Acquisition	80	20
MdTA					
	2004	\$3,207	R.O.W. Acquisition	0	100
	2004	\$36,793	P.E.	0	100
	2007	\$58,000	Construction	0	100
	2007	\$100,000	R.O.W. Acquisition	0	100
	2008	\$167,000	Construction	0	100
	2009	\$528,000	Construction	0	100
	2010	\$226,000	Construction	0	100
	2011	\$92,393	Construction	0	100
State					
	2006	\$22,744	P.E.	0	100
	2006	\$15,256	R.O.W. Acquisition	0	100
	2007	\$27,428	R.O.W. Acquisition	0	100
	2007	\$12,513	P.E.	0	100
	2007	\$40,059	Construction	0	100
	2008	\$80,000	Construction	0	100
	2009	\$80,000	Construction	0	100
	2010	\$144,913	Construction	0	100

Cost and schedule remarks:

Project is in project planning and preliminary engineering phase. The current funding concept plan assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, GARVEE bonds, State funds, and special federal funds.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 355 (Rockville Pike)**
From/At: **CSX RR & Interchange@Montrose/Rand**
To:
Jurisdiction: **Montgomery County,**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/4/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

**Construct a CSX Railroad grade-separated crossing and interchange improvements on Randolph Road/Montrose Road. Sidewalks will be included where appropriate.
Bicycle/pedestrian accommodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input type="checkbox"/>		MD 355 (Rockville Pike)	CSX RR & Interchange@Montrose/Randolph Rd.				2010
	<input type="checkbox"/>		MD 355 (Rockville Pike)	CSX RR & Interchange@Montrose/Randolph Rd.				2010
	<input checked="" type="checkbox"/>	Construct	MD 355 (Rockville Pike)	Randolph Road/Montrose Parkway				2010
	<input type="checkbox"/>		MD 355 (Rockville Pike)	CSX RR & Interchange@Montrose/Randolph Rd.				2010

5. Purpose/contribution to regional goals

This project would improve safety and relieve traffic congestion that occurs at the MD 355/Randolph/Montrose Road intersection and the Randolph Road CSX railroad crossing. This project is compatible with the local master plan and is consistent with the following adopted TPB's goals and strategies. Goals 1, 2, and 3.

6. Funding and Schedule Information

Cost (In Thousands): **\$98,619** Date of completion or implementation: **2010**
Source: **Federal, State,**
Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No
If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Upgrade of an existing intersection.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **MD 355 (Rockville Pike)**
From/At: **Randolph Road/Montrose Parkway**
To:
Jurisdiction: **Montgomery County**

3. Description of Project or Action

Construct an interchange at Randolph Road/Montrose Parkway. Siewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. A hiker/biker path will be included as part of this project.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
STP/HPP					
	2006	\$1,198	P.E.	80	20
	2006	\$3,556	R.O.W. Acquisition	80	20
	2007	\$1,508	P.E.	80	20
	2007	\$4,524	R.O.W. Acquisition	80	20
	2008	\$3,213	R.O.W. Acquisition	80	20
	2009	\$1,600	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 4, Pennsylvania Avenue**
From/At: **MD 223**
To: **I-95/I-495**
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

MD 4 west of MD 223 is currently a four-lane divided principal arterial with partial access controls. This project will eliminate all at-grade intersections, and widen existing MD 4 to a six-lane freeway. Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input type="checkbox"/>		Construct	MD 4, Pennsylvania Avenue	MD 223	I-95/I-495	4	6	2010
<input checked="" type="checkbox"/>		Construct	MD 4	Interchange at Suitland Parkway		4	6	2010
<input type="checkbox"/>		Construct	MD 4 (Pennsylvania Avenue)	Interchanges at Westphalia Rd., Dower House Rd.		4	6	2010

5. Purpose/contribution to regional goals

This project would eliminate existing congestion and accommodate projected development in the corridor. This project is consistent with local land-use plans, including the Master Plan for Melwood-Westphalia and the Master Plan for Subregion V.

6. Funding and Schedule Information

Cost (In Thousands): **\$121,414**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CMS requirement was addressed as part of project planning in 1996 (See Congestion Management Document Form).

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **2/3/2005**

2. Location and Jurisdiction

Facility: **MD 4**
From/At: **Interchange at Suitland Parkway**
To:
Jurisdiction: **Prince George's County**

3. Description of Project or Action

This project will replace the at-grade intersection at Suitland Parkway with a grade-separated interchange, and widen MD 4 to a 6 lane freeway.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
NHS/HPP/STP-DEMO					
	2006	\$16,532	R.O.W. Acquisition	80	20
	2006	\$5,083	P.E.	80	20
	2007	\$60,459	Construction	80	20

Cost and schedule remarks:

This is a breakout project from the MD 4, from MD 223 to I-95/I-495, project.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 5, Branch Avenue**
 From/At: **US 301 at T.B.**
 To: **North of the Capital Beltway**
 Jurisdiction: **Prince George's County**

2. Submitting Agency: MDOT/State Highway Administration

Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

This project would upgrade access controls and widen existing MD 5 from US 301 at T.B. to north of I-95/I-495 to a six lane freeway with interchanges at MD 373/Brandywine Road Relocated, Burch Hill / Earnshaw Roads, Surratts Road, MD 233 (complete), Coventry Way and Malcolm/Schutz Roads (complete), and MD 337 (complete) and modification to the I-95/I-495 interchange. This project includes an overpass at Manchester Drive (complete).

Project planning study is being reevaluated to determine the feasibility of developing the MD 5 corridor, from US 301 at T.B. to the Capital Beltway as a managed lane facility.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Upgrade/Wide	MD 5 (Branch Avenue)	US 301 at T.B.	North of the Capital Beltway	4	6	2010
	<input type="checkbox"/>	Upgrade?Wid	MD 5 (Branch Avenue)	Interchange at MD 373/Brandywine Road Relocated		4	6	2010
	<input type="checkbox"/>	Upgrade/Wide	MD 5 (Branch Avenue)	Interchange at Earnshaw/Burch Hill Roads		4	6	2010
	<input type="checkbox"/>	Upgrade/Wide	MD 5 (Branch Avenue)	Interchange at Surratts Road		4	6	2010

5. Purpose/contribution to regional goals

The intent of this project is to improve traffic mobility and enhance safety along this segment of MD 5. This project is consistent with the Prince George's County Master Plan for Subregion V. In addition it is compatible with the following goals indicated in the Long-Range Transportation Plan for the National Capital Region:

- * Use transportation strategies to encourage local plans which promote concentrated development along the existing transportation corridors and in close proximity to transportation centers.**
- * Consider the likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short and long term, and use and development plans.**
- * Encourage transportation system improvements based on how well they advance the overall development, transportation, and environmental goals for the region.**
- * Serve the region's transportation needs identified through the state intermodal facilities and system management systems.**

This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, and 3.

6. Funding and Schedule Information

Cost (In Thousands): **\$102,442**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

\$1 million was added to the CTP for Project Planning to study the feasibility of developing the corridor as a managed lane facility.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Received NEPA approval prior to April 6, 1992.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **MD 5 Branch Avenue Interchange**
From/At: **MD 373/Brandywine Road Relocated Interchange**
To:
Jurisdiction: **Prince George's County**

3. Description of Project or Action

This project would upgrade access controls and widen existing MD 5 from US 301 at T.B. to north of I-95/I-495 (10.50 miles) to a six lane freeway with interchanges at MD 373/Brandywine Road Relocated, Burch Hill / Earnshaw Roads, Surratts Road, MD 233 (complete), Coventry Way and Maclom/Schutz Roads (complete), and MD 337 (complete) and modification to the I-95/I-495 interchange. This project includes an overpass at Manchester Drive (complete).

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FEIS Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
HP/STP-DEMO					
	2006	\$1,065	P.E.	80	20
	2007	\$2,132	P.E.	80	20
	2008	\$3,196	P.E.	80	20
	2009	\$710	P.E.	80	20

Cost and schedule remarks:

Engineering is on hold pending progress on connecting adjacent development roadways. This project is not funded in the current CTP.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **MD 210, Indian Head Highway**
From/At: **MD 228**
To: **I-95/I-495 (Capital Beltway)**
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

This project includes the following improvements along MD 210, from MD 228 to I-95/I-495:

Intersection Improvements

Provide right-in and right-out at Wilson Bridge Drive

Provide interchanges at Livingston Road/Kerby Hill Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, and Livingston Road/Swan Creek Road intersections

At grade widening with indirect left-turn movements at

Old Fort Road South

Farmington Road & MD 373

Also various multi-modal options will be examined for inclusion in this project. These TDM/TSM strategies are:

Enhanced bus service with additional routes, increased express service, reduced headways, and traffic signal preemption

Park and Ride Facilities

Bus stop relocations to better serve transit patrons and provide improved traffic operations

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MP6d	<input checked="" type="checkbox"/>	Widen	MD 210 (Indian Head Highway)	MD 228	Capital Beltway	6	6	2020

5. Purpose/contribution to regional goals

Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements will relieve traffic congestion. This project is consistent with the Prince George's County Master Plan for Subregion V and VII and is compatible with the following goals indicated in the Long-Range Transportation Plan for the National Capital Region:

*** Manage the supply of parking to support development and environmental objectives and to encourage high-occupancy travel.**

*** Develop and manage the transportation system to meet the requirements of the Clean Air Act Amendments of 1990.**

This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, 3, 4 and 5.

6. Funding and Schedule Information

Cost (In Thousands): **\$236,650**

Date of completion or implementation: **2020**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

CMS requirements will be addressed as part of the project planning study.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **MD 210 (Indian Head Highway)**
From/At: **MD 228**
To: **Capital Beltway**
Jurisdiction: **Prince George's County**

3. Description of Project or Action

This project includes the following improvements along MD 210, from MD 228 to I-95/I-495:

Intersection Improvements

Provide right-in and right-out at Wilson Bridge Drive

Provide interchanges at Livingston Road/Kerby Hill Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Livingston Road/Swan Creek Road intersections

Bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FEIS Approved

6. Funding and Schedule Information

Date of completion or implementation: **2020**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
NHS/HPP	2006	\$24	R.O.W. Acquisition	80	20
	6400	\$6,400	P.E.	80	20

Cost and schedule remarks:

Right-of-Way is partially funded in the CTP for the purpose of advanced acquisition to preserve the corridor consistent with the selected improvement.

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-95/I-495**
From/At: **Branch Avenue Metro Station**
To:
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct a flyover ramp from the inner loop Capital Beltway off-ramp to southbound MD 5. This new ramp will eliminate the current weave condition along MD 5. (Phase 1)

Construct a four-lane direct Access Road (approximately 2400 feet) between MD 5 and the Branch Avenue Metro Station. This project would include:

A grade-separated signalized structure in the MD 5 median between Auth Road and Auth Way to eliminate the existing traffic signal at the MD 5/Auth Road intersection. WB traffic on Auth Road will use the structure to access MD 5 and the outer loop of the Capital Beltway.

**Provide four through lanes and a left-turn lane along Auth Road from Auth Place to MD 5. (Phase 2)
Bicycle/pedestrian accommodations included**

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	I-95/I-495 (Capital Beltway)	Branch Avenue Metro Access (Phase 2)		8	8	2010
	<input checked="" type="checkbox"/>	Construct	I-95/I-495 (Capital Beltway)	Branch Avenue Metro Access (Phase 1)		8	8	2010

5. Purpose/contribution to regional goals

This project will improve traffic operations along the Capital Beltway at this interchange and will enhance access to the Branch Avenue Metro Station.

This project is consistent with the local master plans and is compatible with the following TPB adopted Vision Policy Goals and Objectives: Policy Goals 1, 2, 3, and 4.

6. Funding and Schedule Information

Cost (In Thousands): **\$84,579** Date of completion or implementation: **2010**
Source: **Federal, State,**
Cost and schedule remarks:
Cost includes total for Phases 1 and 2.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

The purpose of this project is to improve access to the Branch Avenue Metro Station.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **2/3/2005**

2. Location and Jurisdiction

Facility: **I-95/I-495 (Capital Beltway)**
From/At: **Branch Avenue Metro Access (Phase 1)**
To:
Jurisdiction: **Prince George's County,**

3. Description of Project or Action

Construct a flyover ramp from the inner loop Capital Beltway off-ramp to southbound MD 5. (Phase 1). Construct a four-lane direct access road (approximately 2400 feet) between MD 5 and the Branch Avenue Metro Station. This project would include: A grade-separated signalized structure in the MD 5 median between Auth Road and Auth Way to eliminate the existing traffic signal at the MD 5/Auth Road intersection. WB traffic on Auth Road will use the structure to access MD 5 and the outer loop of the Capital Beltway. Provide four through lanes and a left-turn lane along Auth Road from Auth Place to MD 5. Bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
CMAQ/NHS/HPP					
	2006	\$11,088	Construction	80	20
	2006	\$4,800	R.O.W. Acquisition	80	20
	2006	\$1,808	P.E.	80	20
	2007	\$11,715	Construction	80	20
	2007	\$437	R.O.W. Acquisition	80	20
	2008	\$5,223	Construction	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-95/I-495**
From/At: **Greenbelt Metro Station**
To:
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **2/3/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station. The existing partial interchange provides access from inner loop Capital Beltway to the Greenbelt Metro Station. The project includes the addition of auxilliary lanes on I-95/I-495 between the Greenbelt metro and MD 201 interchanges

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MP1p	<input checked="" type="checkbox"/>	Construct	I-95/I-495 (Capital Beltway)	Interchange at Greenbelt Metro Station		8	8+2	2010

5. Purpose/contribution to regional goals

This project will improve traffic operations along the Capital Beltway at this interchange and will enhance access to the Greenbelt Metro Station and the proposed joint Transit Oriented Development in the vicinity of the Metro Station. This project is consistent with the local master plans and is compatible with the following TPB's adopted vision, policy, goals and objectives:

Policy Goals 1, 2, 3 and 4.

6. Funding and Schedule Information

Cost (In Thousands): **\$59,606**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **I-95/I-495 (Capital Beltway)**
From/At: **Interchange at Greenbelt Metro Station**
To:
Jurisdiction: **Prince George's County**

3. Description of Project or Action

Construct a full interchange along the Capital Beltway at the Greenbelt Metro Station.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Under Preparation

6. Funding and Schedule Information

Date of completion or implementation: **2010**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
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Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
NHS					
	2005	\$811	Carry Over	80	20
	2005	\$811	P.E.	80	20
NHS/HPP					
	2006	\$1,400	P.E.	80	20
	2007	\$3,000	P.E.	80	20
	2008	\$1,571	P.E.	80	20
	2009	\$571	P.E.	80	20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

Facility: **I-95/I-495**
From/At: **Woodrow Wilson Bridge**
To:
Jurisdiction: **Prince George's County**

2. Submitting Agency: **MDOT/State Highway Administration**

Last Modified On: **1/13/2005**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

This project includes the replacement of the existing Woodrow Wilson Bridge with two side-by-side, 70 foot clearance drawbridges on the current alignment, and associated interchange improvements. The facility will open as a 10 lane facility, consisting of two weave/merge lanes, four local lanes and four express lanes.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Widen	I-95/I-495 Woodrow Wilson Bridge	MD 210 Interchange	Virginia Line	6	12	2008

5. Purpose/contribution to regional goals

Increased traffic has caused severe traffic congestion along the Capital Beltway at the Woodrow Wilson Bridge. This project will reduce congestion on the Capital Beltway and improve the person carrying capacity of the bridge. This project is consistent with the local master plans and is compatible with the following TPB's adopted vision policy goals and objectives: Policy Goals 1, 2 and 4.

6. Funding and Schedule Information

Cost (In Thousands): **\$1,291,202** Date of completion or implementation: **2008**

Source: **Federal, State,**

Cost and schedule remarks:

Currently programmed cost shown in TIP.

The cost is State of Maryland share only.

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

This project is exempt because it had funding committed for construction in FY 1998-2003 TIP.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2006-2011

1. Agency: **MDOT/State Highway Administration**

Last Modified On: **4/13/2006**

2. Location and Jurisdiction

Facility: **I-95/I-495 Woodrow Wilson Bridge**
From/At: **MD 210 Interchange**
To: **Virginia Line**
Jurisdiction: **Prince George's County,**

3. Description of Project or Action

Replace the existing Woodrow Wilson Bridge with two side-by-side, 70 foot clearance drawbridges on the current alignment, along with associated interchange improvements. The facility will open as a 10 lane facility, consisting of two weave/merge lanes, four local lanes and four express lanes.

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

SFEIS Approved

6. Funding and Schedule Information

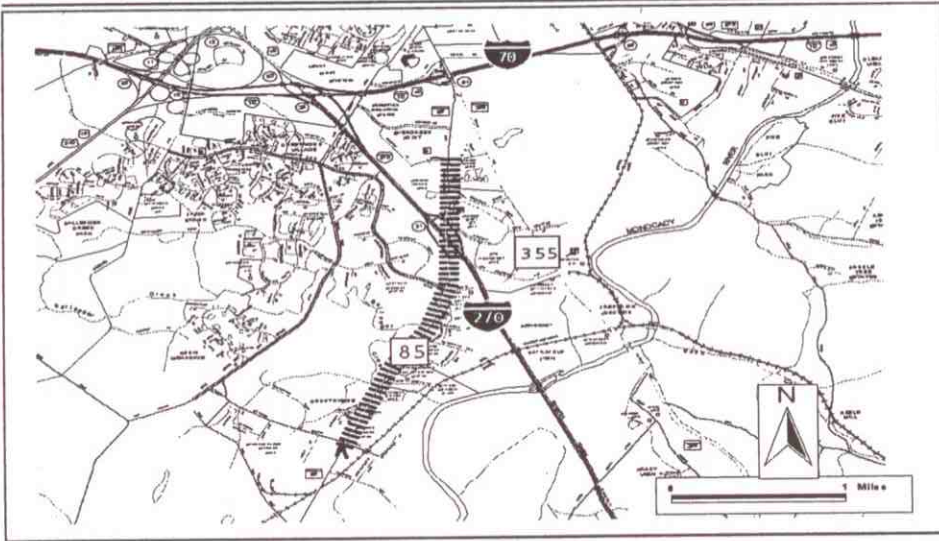
Date of completion or implementation: **2008**

Source FY Amount (\$1,000s) Phase % Fed/State/Loc

WWB/IM/NHS/HPP					
Source	FY	Amount (\$1,000s)	Phase	% Fed	% State/Loc
	2006	\$212,791	Construction	80	20
	2006	\$6,871	P.E.	80	20
	2007	\$2,501	P.E.	80	20
	2007	\$174,876	Construction	80	20
	2008	\$156,608	Construction	80	20
	2008	\$2,501	P.E.	80	20
	2009	\$2,500	P.E.	80	20
	2009	\$38,282	Construction	80	20
	2010	\$288	P.E.	80	20
	2010	\$22,663	Construction	80	20

Cost and schedule remarks:

Cost includes State of Maryland share only.



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development in the MD 85 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:

I-270 and US 15 Multi-Modal Corridor Study (Line 7)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$6.3 million is needed to complete Engineering. County funding Project Planning and partial Engineering for \$2.1 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added County and Federal High Priority Project Funds to fully fund Engineering for the segment from Crestwood Boulevard to Spectrum Drive

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR		BUDGET YEAR					SIX YEAR TOTAL	BALANCE TO COMPLETE
	EXPEND THRU 2005	EXPEND 2006	2006	2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,379	209	1,022	2,031	2,117	0	0	0	0	5,170	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	5,910	740	1,022	2,031	2,117	0	0	0	0	5,170	0
Federal-Aid	4,000	0	532	1,968	1,500	0	0	0	0	4,000	0

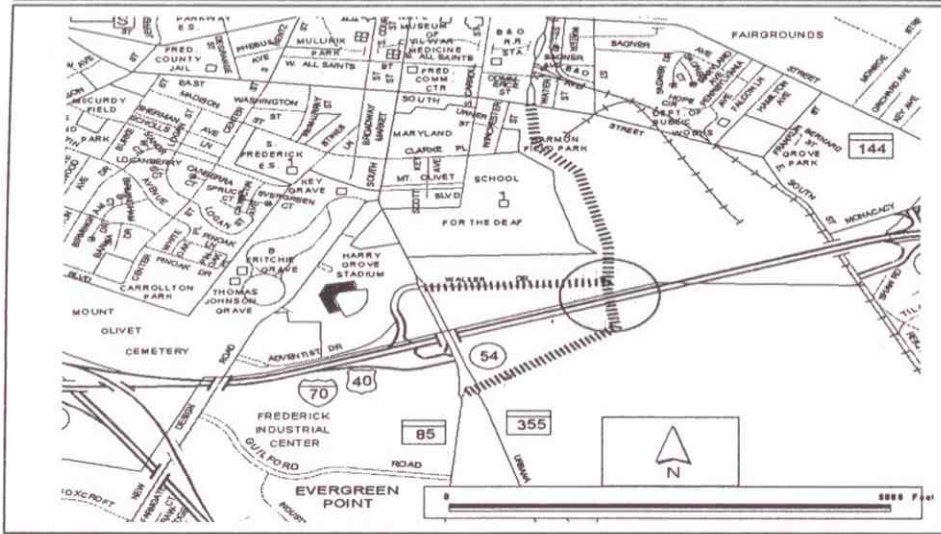
FUNCTION:

STATE - Major Collector
 FEDERAL - Urban Minor Arterial
 STATE SYSTEM: Secondary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2004) - 8,400 - 44,500
 PROJECTED (2030) - 11,500 - 64,000

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project will construct an extension of MD 475 (East Street) from South Street to proposed Monocacy Boulevard (formerly Walsler Drive). This project also will include the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project will include an urban diamond interchange including a new structure over I-70 and exit/entrance ramps from Westbound I-70 to Walsler Drive. This project will also include the construction of a new MD 355 Bridge over I-70.

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new downtown MARC 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-70, Mt. Phillip Road to MD 144 FA (Line 6)
- I-270 and US 15 Multi-Modal Corridor Study (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	15000	0	0	0	0	HP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost decrease of \$10.4 million is due to a favorable bid price. Construction includes Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2008	2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,040	7,113	350	250	250	77	0	0	0	927	0
Right-of-way	17,405	15,183	1,295	927	0	0	0	0	0	2,222	0
Construction	67,664	2	5,838	19,348	22,595	19,881	0	0	0	67,662	0
Total	93,109	22,298	7,483	20,525	22,845	19,958	0	0	0	70,811	0
Federal-Aid	76,382	16,715	6,104	17,252	19,369	16,942	0	0	0	59,667	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2004) - 0

PROJECTED (2030) - 8,300 to 21,600

OPERATING COST IMPACT \$17,600 per year

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 6

SECONDARY CONSTRUCTION PROGRAM

PROJECT: MD 124, Woodfield Road

DESCRIPTION: Construct a 6 lane divided highway from south of Airpark Road to north of Fieldcrest Road (1.14 miles).

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance 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: InterCounty Connector (Line 4)
 East/West Intersection Improvement Program (Line 8)
 MD 124, Midcounty Highway to Warfield Road (Line 20)

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$6.5 million is due to additional utility impacts, additional Right-of-way needs, and increased property values.

Federal Funding By Year of Obligation

PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	23425	0	0	0	STP

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2008	2009	2010	2011		
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,411	944	975	492	0	0	0	0	0	0
Right-of-way	12,135	221	7,058	2,839	2,017	0	0	0	1,467	0
Construction	30,033	0	0	2,542	10,570	12,013	4,908	0	11,914	0
Total	44,579	1,165	8,033	5,873	12,587	12,013	4,908	0	30,033	0
Federal-Aid	33,003	177	5,611	4,200	9,817	9,370	3,828	0	32,826	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

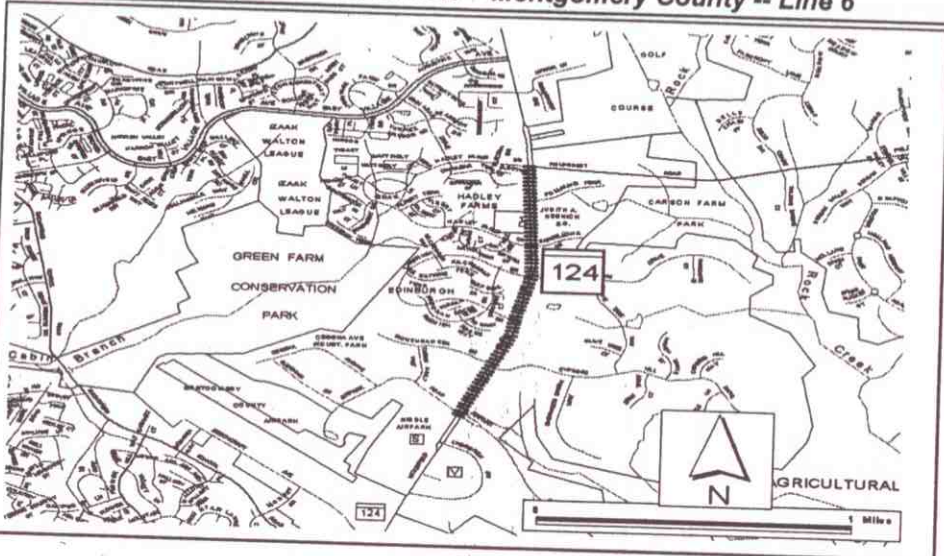
DAILY TRAFFIC : (USAGE IMPACTS)

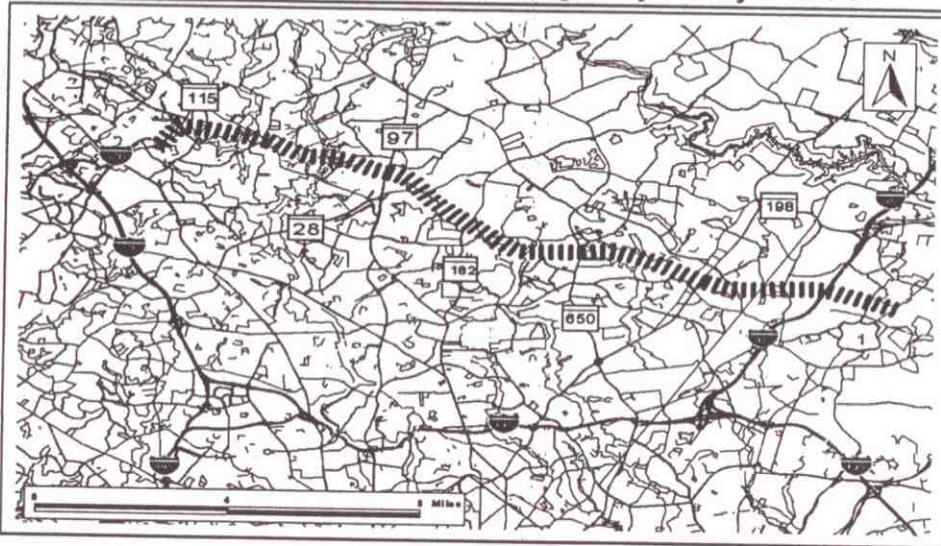
CURRENT (2004) - 30,600

PROJECTED (2030) - 58,800

OPERATING COST IMPACT \$3,500 per year

TIP REFERENCE # MO6321 12/01/2005





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:

- US 29 Interchanges (Lines 1,2,3,12,13)
- MD 115, MD 28 to MD 124 (Line 5)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)
- I-95/Contee Road Interchange (Prince George's County - Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 29)

STATUS: Project Planning underway. Construction to begin during the current fiscal year, if a build alternate is approved by FHWA.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004 and 2005 and Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	18470	0	0	0	0	NHS/HP
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	PROJECT CASH FLOW											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL		
				.....2008.....	.....2009.....	.....2010.....	.....2011.....				
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	18,470	0	10,470	8,000	0	0	0	0	0	18,470	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	18,470	0	10,470	8,000	0	0	0	0	0	18,470	0	
Federal-Aid	18,470	0	10,470	8,000	0	0	0	0	0	18,470	0	

FUNCTION :

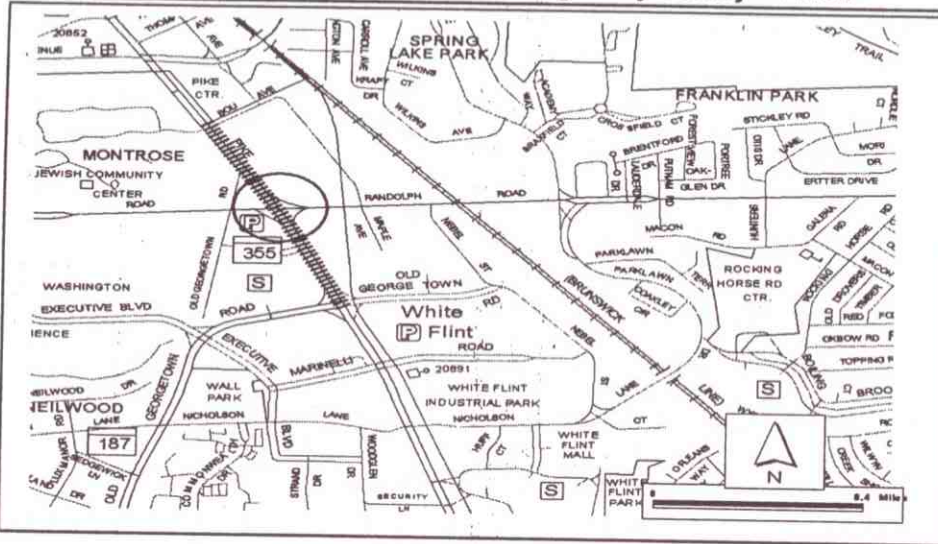
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - N/A
- PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT N/A



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct an interchange at Randolph Road/Montrose Parkway. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. A hiker/biker path will be included as part of this project.

JUSTIFICATION: This project will improve safety and relieve traffic congestion that occurs at the Randolph/Montrose Roads intersection.

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 4)
- East/West Intersection Improvement Program (Line 8)
- Montrose Parkway (Montgomery County Project)
- MD 355, CSX Railroad/ Parklawn Drive (Line 21)

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost decrease of \$1.2 million is due to an updated Right-of-way estimate and reduced inflation. Construction includes Federal High Priority Project Funds.

Federal Funding By Year of Obligation

PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	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	24690	STP/HP

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2008	2009	2010	2011		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	3,543	837	1,198	1,508	0	0	0	2,706	0	
Right-of-way	12,571	1,278	3,556	4,524	3,213	0	0	11,293	0	
Construction	31,815	0	161	0	0	0	6,281	10,612	14,761	
Total	47,929	2,115	4,915	6,032	3,213	0	6,281	10,612	31,053	
Federal-Aid	27,170	586	839	1,056	0	0	4,899	8,277	15,071	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

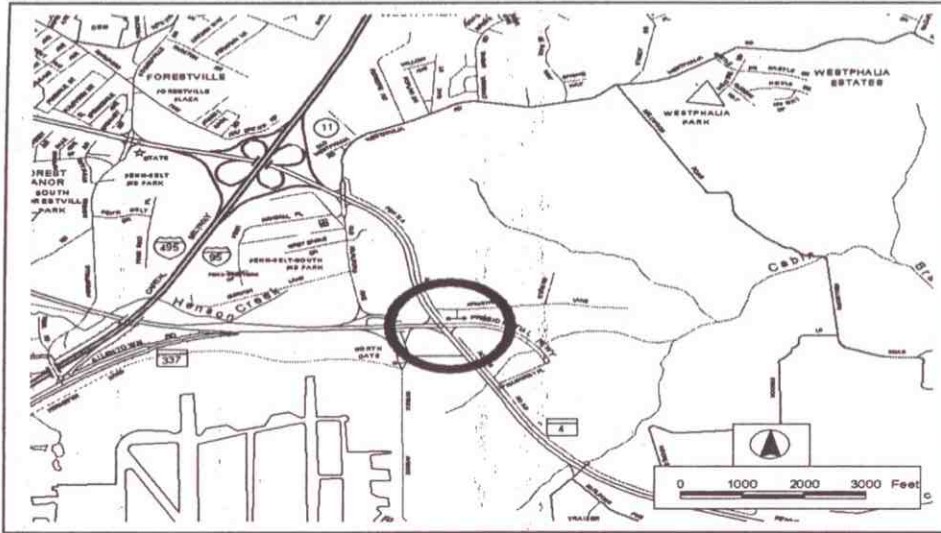
STATE SYSTEM: Secondary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2004) - 71,650

PROJECTED (2030) - 90,300

OPERATING COST IMPACT \$7,500 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 15)
- MD 4, MD 223 to I-95/I-495 (Line 20)

Federal Funding By Year of Obligation

PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	12596	0	0	0	0	NHS
CO	0	54441	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$8.6 million is due to a reevaluation of the project design. Construction includes Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,721	446	3,213	1,862	1,200	0	0	0	6,275	0
Right-of-way	15,745	0	10	4,869	4,869	4,853	1,144	0	15,745	0
Construction	69,797	0	0	0	9,074	34,433	26,290	0	69,797	0
Total	92,263	446	3,223	6,731	15,143	39,286	27,434	0	91,817	0
Federal-Aid	72,280	348	2,514	5,348	11,909	30,740	21,421	0	71,932	0

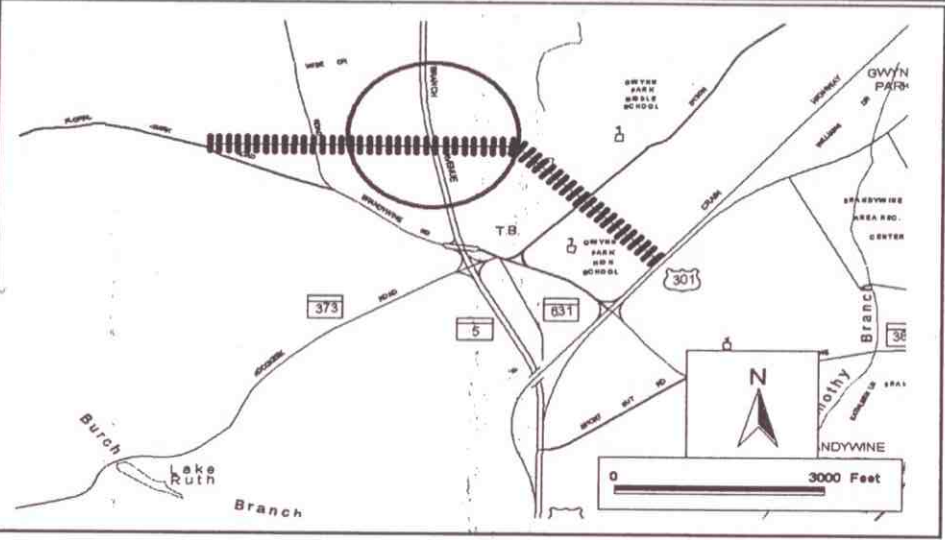
FUNCTION:

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

DAILY TRAFFIC: (USAGE IMPACTS)

- CURRENT (2004) - 74,700
- PROJECTED (2030) - 99,350

OPERATING COST IMPACT \$9,600 per year



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 21)
- US 301, South Corridor Transportation Study (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	---
PE	5540	0	0	0	0	HP
RW	0	0	0	0	0	---
CO	0	0	0	0	0	---

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,680	577	1,065	2,132	3,196	710	0	0	7,103	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	7,680	577	1,065	2,132	3,196	710	0	0	7,103	0	
Federal-Aid	5,944	404	831	1,663	2,493	554	0	0	5,540	0	

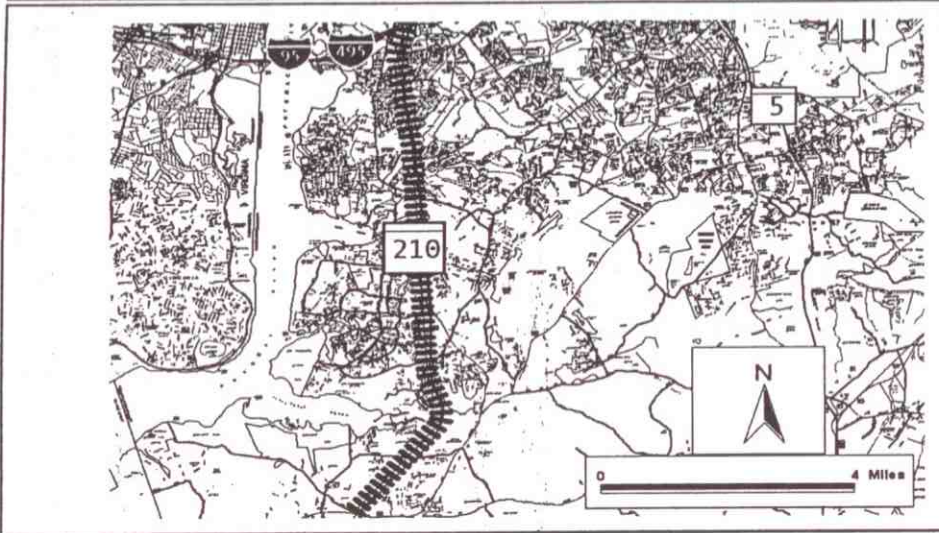
FUNCTION:

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

DAILY TRAFFIC: (USAGE IMPACTS)

- CURRENT (2004) - 57,500
- PROJECTED (2030) - 111,200

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 15)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added the MD 210 interchange at Kirby Hill/Livingston Roads (Line 24) to the Development and Evaluation Program as a breakout project due to the addition of Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	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	FOR PLANNING PURPOSES ONLY							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	2,850	2,797	53	0	0	0	0	0	53	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	775	751	24	0	0	0	0	0	24	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,625	3,548	77	0	0	0	0	0	77	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Freeway - Expressway

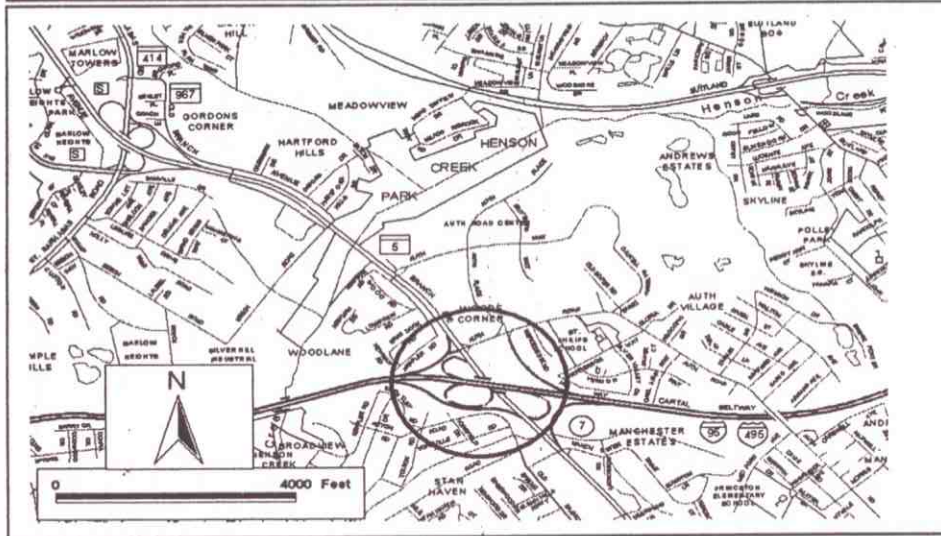
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,200

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



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. This includes the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). 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:

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	32432	0	0	0	0	CMAQ/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction includes Federal High Priority Project Funds.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	2,948	652	0	0	0	0	0	0	652	0
Right-of-way	12,210	7,048	934	2,566	1,662	0	0	0	0	5,162	0
Construction	36,485	0	2,793	7,317	9,541	9,541	7,293	0	0	36,485	0
Total	52,295	9,996	4,379	9,883	11,203	9,541	7,293	0	0	42,299	0
Federal-Aid	35,926	2,064	3,513	6,908	8,481	8,481	6,479	0	0	33,862	0

FUNCTION:

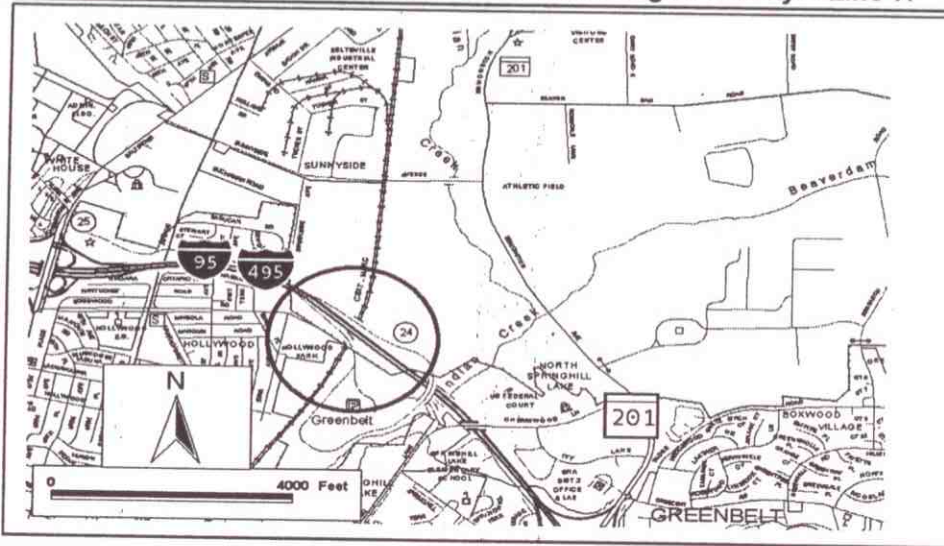
- STATE - Principal Arterial
- FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

- CURRENT (2004) - 119,800 (MD 5)
- PROJECTED (2030) - 139,600 (MD 5)

OPERATING COST IMPACT \$42,700 per year



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 15)

Federal Funding By Year of Obligation

PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	---
PE	1000	0	0	0	0	HP
RW	0	0	0	0	0	---
CO	0	0	0	0	0	---

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Engineering includes Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2008	2009	2010	2011	2011		
Planning	1,527	1,505	22	0	0	0	0	0	0	22	0
Engineering	6,483	12	1,400	3,000	1,500	571	0	0	0	6,471	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,010	1,517	1,422	3,000	1,500	571	0	0	0	6,493	0
Federal-Aid	6,763	1,064	1,245	2,635	1,317	501	0	0	0	5,699	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

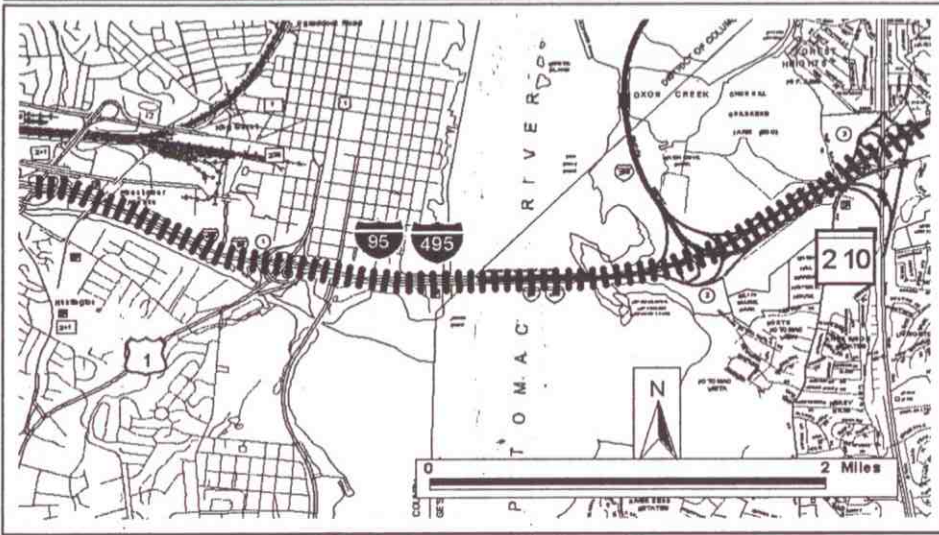
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 236,925

PROJECTED (2030) - 287,025

OPERATING COST IMPACT N/A



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 15)
- MD 210, MD 228 to I-95/I-495 (Line 23)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

STATUS: Engineering and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$25.3 million is due to the addition of MD 210 HOV's and Ramp B projects.

Federal Funding By Year of Obligation

PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	11870	15070	39580	29940	18130	WWB

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2007	2008	2009	2010			2011
Planning	0	0	0	0	0	0	0	0	0	
Engineering	98,471	83,810	6,871	2,501	2,501	2,500	288	0	14,661	
Right-of-way	3,535	3,476	59	0	0	0	0	0	59	
Construction	1,214,472	549,724	212,791	174,876	156,608	38,282	22,663	0	605,220	
Total	1,316,478	637,010	219,721	177,377	159,109	40,782	22,951	0	619,940	
Federal-Aid	1,196,020	589,730	198,159	163,393	146,672	32,078	18,365	0	558,667	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2004) - 213,400

PROJECTED (2030) - 317,000

OPERATING COST IMPACT \$700,000 per year