ITEM 15 - Notice Item

February 16, 2005

Notice of Proposed Amendments to the FY 2004-2009 and FY 2005-2010 TIPs That Are Exempt from the Air Quality Conformity Requirement to Modify Funding for Fifteen Projects in Frederick, Montgomery and Prince George's Counties, as Requested by Maryland Department of Transportation (MDOT)

Staff Recommendation:	Review proposed amendments
Issues:	None
Background:	As indicated in the attached letter, MDOT is requesting amendments to the FY 2004- 2009 and FY 2005-2010 TIPs to modify the funding 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 2004-2009 and FY 2005-2010 TIPs.
	Following a public comment period, the Board will be asked to act on this request at the March 16, 2005 meeting. Comments may be provided to the TPB in writing, at the TPB web site: "mwcog.org/transportation," or during the public comment period provided prior to each TPB meeting.



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

February 3, 2005

The Honorable Phil Mendelson Chairman Attention: Ronald F. Kirby National Capital Region Transportation Planning Board Metropolitan Washington Council of Governments 777 North Capitol Street, N.E., Suite 300 Washington, D.C., 20002-4290

Dear Chairman Mendelson:

The Maryland Department of Transportation (MDOT), on behalf of the State Highway Administration, requests an amendment to the FY 2004 – 2009 and FY 2005 – 2010 Transportation Improvement Programs (TIPs). Please refer to SHA's February 3, 2005 memorandum that describes the revisions in detail. MDOT requests that this item be placed on the TPB Steering Committee's February 4, 2005 agenda for consideration as appropriate.

We appreciate your cooperation in this matter. If you have any questions regarding this item, please call me at 410-865-1284 or email rspalding@mdot.state.md.us.

Sincerely,

- all Apulling

Ronald Spalding, Manager Regional Planning & Programming Office of Planning & Capital Programming

Attachment

cc: Ms. Marsha J. Kaiser, Director, Office of Planning and Capital Programming, Maryland Department of Transportation MD TPB Members Robert L. Ehrlich, Jr., *Covernor* Michael S. Steele, *Lt. Governor*



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

Maryland Department of Transportation

MEMORANDUM

TO: Marsha J. Kaiser, Director Office of Planning and Capital Programming

ATTN: Mr. Ron Spalding

FROM: Michael J. Haley, Chief //// Regional and Intermodal Planning Division

- DATE: February 7, 2005
- 1-270/US 15 Multi-modal Corridor Study Line 2 SUBJECT: I-70 at MD 85 and East Street Extended - Line 3 1-95/I-495, Capital Beltway - Line 7 I-95/I-495 interchange at MD 5 (Branch Avenue Metro Access) - Line 8 I-95/I-495 interchange at Arena Drive - Line 10 MD 210, Indian Head Highway - Line 14 MD 4/Suitland Parkway interchange - Line 17 US 15/MD 26 Interchange - Line 19 US 301 Corridor Transportation Study - Line 26 MD 124, Airpark Road to Fieldcrest Road - Line 30 MD 201 Extended (Kenilworth Avenue)/US 1 - Line 31 MD 355, interchange at Randolph Road/Montrose Parkway - Line 37 MD 450, Stoneybrook Drive to MD 3 - Line 39 MD 450 over CSX railroad - Line 41 MD 5, Branch Avenue - ADD

Attached are 15 amendments for inclusion in the FY 2004-2009 and FY 2005-2010 National Capital Region Transportation Improvement Programs (TIPs) and the current State Transportation Improvement Program (STIP). We are requesting that the TIP and STIP be amended to reflect the addition and/or modification of these projects.

> My telephone aumber/toll-free number is <u>410-545-5675 or 1-888-204-4828</u> Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.marylandroads.com

Ms. Marsha Kaiser Page Two

Improvement: Comments:	I-270/US 15, Multi-modal Corridor Study – Line 2 Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from I-370/Shady Grove Metro Station to north of Biggs Ford Road. Poor levels of traffic service and safety issues are experienced throughout I-270 and US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and improvements are needed to relieve existing and future traffic and to support planned economic development.
Project:	I-70, at MD 85 and East Street Extended; and the MD 355 bridge reconstruction – Line 3
-	Line 3 Construction of Walser Drive from South Street to MD 355; construction of an urban diamond interchange including new structure over I-70 and exit/entrance ramps from WB I-70 to Walser Drive; construct an extension of MD 475 (East Street) from South Street to proposed Monocacy Boulevard; reconstruction of the new MD 355 bridge over I-70. The existing interchange at I-70 and MD 85 cannot handle the existing
Comments:	and future traffic.
Project: Improvement Comments:	 I-95/I-495, Capital Beltway – Line 7 Study to widen I-495 and determine the feasibility of managed lanes from the American Legion bridge to the Woodrow Wilson bridge. Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.
Project: Improvemen Comments:	 I-95/I-495 Interchange MD 5 (Branch Avenue Metro Access) – Line 8 t: The selected alternate provides for the Metro access road to bridge over NB MD 5 to an at-grade, signalized intersection with SB MD 5. The Branch Avenue Metro Station has increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods, resulting in severe congestion.
Project: Improvemen Comments:	I-95/I-495 Interchange at Arena Drive – Line 10 ht: Full movement interchange with compressed collector-distributor lanes from south of Arena Drive to MD 202, and ramp and traffic signal modifications at the MD 214 and MD 202 interchanges. This interchange will provide improved access to existing and proposed development in the area and address safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

Ms. Marsha Kaiser Page Three

Improvement: Comments:	MD 210, Indian Head Highway – Line 14 Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228. 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 project limits.
Project: Improvement:	MD4/Suitland Parkway Interchange – Line 17 Adding one general-purpose lane in each direction and providing space for a potential managed lane in each direction for possible future construction in the median. Full control of access, replacing existing at-grade intersection with an interchange at Suitland Parkway, with MD 4 traveling under Suitland
Comments:	Parkway. 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.
Project: Improvement Comments:	US 15/MD 26 Interchange – Line 19 Provide a directional ramp from westbound MD 26 to northbound US 15. The missing movement to the north on US 15 causes capacity and safety issues along Opposumtown Pike and Worman's Mill Road at US 15. The ramp improvement is necessary to safely accommodate existing and planned development in the vicinity of the current interchange.
Project: Improvemen	US 301 Corridor Transportation Study – Line 26 t: Multi-modal corridor study to consider highway/transit improvements from north of Mount Oak Road in Prince George's County to south of LaPlata. Specifically, additional funding is being provided for the study of US 301 from T.B. to south of LaPlata in Charles County, as well as corridor preservation efforts throughout the
Comments:	entire corridor. This study will address transportation needs and alternatives, and related environmental and growth management issues along this regionally significant corridor.
Project: Improvemen	MD 124, Airpark Road to Fieldcrest Road – Line 30 at: 6 travel lanes, 12' wide lanes, 1' curb off-set (inside lanes), 4' curb off-set (outside lanes for bicycle provisions), 18' wide median, a minimum 3' wide buffer between the sidewalk or hiker/biker trail
Comments:	and edge of road.

CZQC_CQZ_QTH Z5:CT CQQZ//Q/ZQ

Ms. Marsha Kaiser Page Four

____.

Improvement:	MD 201 Extended (Kenilworth Avenue)/US 1 – Line 31 Study a 4-6 lane divided highway fro I-95/I-495 to MD 198. Bicycle and pedestrian access will be considered as part of this project. Includes study of an interchange at MD 212 (Powder Mill Road). US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local network is inadequate. Industrial and employment centers are being developed in the area, which is expected to increase traffic.
Project: Improvement:	MD 355, Interchange at Randolph Road/Montrose Parkway – Line 37 MD 355 will remain at ground level and travel over Randolph Road, which will be depressed underground. Slip ramps located east of the
Comments:	intersection with Chapman Avenue with the into the antibary will connect Road intersection with Nebel Street. Southbound MD 355 will connect with Montrose and Randolph Road via Old Georgetown Road. This project will improve safety and relieve traffic congestion at the Randolph/Montrose Roads intersection, and is consistent with Montgomery County's planned Montrose Parkway facility.
Project: Improvement	MD 450, Stoneybrook Drive to MD 3 – Line 39 t: Stoneybrook Drive to Race Track Road: 4 lane, divided (closed section) with 12' outside shoulders. Race Track Road to west of MD 3: 4 lane divided (open section).
Comments:	divided (open section). 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.
Project: Improvemen	MD 450 over CSX Railroad at Peace Cross in Bladensburg – Line 41 ht: Construct a four-lane grade-separated crossing of CSX at MD 450 and at Upshur Street. In addition, a bridge structure will be constructed over the tributary to the Anacostia River located north of Upshur Street. The permanent track will be
Comments:	Anacostia River Rocard the existing track. constructed 15' east of the existing track. This project will improve safety and relieve traffic congestion that occurs at this railroad crossing and adjacent intersections.
Project: Improveme Comments	 MD 5, Branch Avenue - AD D ent: Study to determine the feasibility of developing the MD 5 corridor, from I-95/I-495 to US 301 at T.B. as an Express Toll Lane (ETL) facility. Severe traffic congestion occurs during peak hours, especially at signalized intersections along this section of MD 5.

CZRC_CRZ_RTH ZH:CT CRRZ//0/ZR

Ms. Marsha Kaiser Page Five

If you have any questions or need additional information, please contact me at 410-545-5675.

Attachments

,

cc: Mr. Shiva Shrestha, Regional Planner, State Highway Administration Mr. Glen A. Smith, Regional Planner, State Highway Administration

5
⊃.
4
-
-
~
-
-

FY 2005 - 2010	t	Environ. Review
FY 20(Source Total
		Irce /St/Loc

	TRAN	NSPORT	RTATION IN CAPITAL CC	IMPROVEMENT F COSTS (in \$1,000)	SPORTATION IMPROVEMENT PROGRAM CAPITAL COSTS (in \$1,000)	ROGRAM					ŧ
	FY 04	Carry Over		FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
Interstate											
1 Facility: 1-270	500 a	500	1,400 a						SHN	1,400	1,400 FONSI
From: Interchange at Watkins Mill Road Extended To:							· · · · · · · · · · · · · · · · · · ·		80/ 20/		Approved
Jurisdiction:									Total:	\$1,400	
Description: Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting 1-270 to and from Watkins Mill Road from MD 117 to MD 355.	inded. This consthet the completion of	sists of a full diar the four-to-six l	nond interchan	ge connecting I of Watkins Mill	-270 to and fron Road from MD	n Watkins Mill Ru 117 to MD 355.	ad Extended.	This also inclu	des two-lane C	is of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I- te four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.	roads on I-
2 Facility: I-270/US 15 Corridor	5,635 a	5,635	5, 035 a	2000					NHS	5,635 DEIS	DEIS
Trom: Shady Grove Metro To: 1-70			5 6 6 6 5	4	3				80/ 20/		Under preparation
Jurisdiction: Montgomery County, Frederick County,									Total:	\$5.635	•
Description: Alternative 3 consists of a mix of additional auxilary lanes, collector/distributor lanes, and managed lanes between I-370 and I-70 in Frederick. It includes two new full movement interchanges at Newcut Road and MD 75, and two managed lane only direct access ramps to transit stations at Metropolitan Grove and Shady Grove via I-370.	es, collector/distrist isit stations at M	ibutor lanes, and etropolitan Grow	d managed lane e and Shady Gr	es lanes betwee ove via I-370.	an I-370 and I-7	0 in Frederick. I	includes two n	ew full moveme	ent interchange	es at Newcut Roac	and MD 75,
3 Facility: II-70 - Phases 2B, 2C, 2D, 3 and 4	600 a	5,600	-680-a	676 4	14141		~445.01		IM	5,680	5,680 FONSI
From: Mount Phillip Road	10,918 b		5,000 b	727	26,792	26,045			80/ 20/		Approved
To: MD 144FA Jurisdiction: Frederick County			21,65,12	- 15,606 4		****				1.0.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	
									Total:	\$5,680	
Prescription - Priase # 5 - Construction of SWM portics 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	of Walser Unive	embankment; P Drive: MD and Fr	ump Stations A	&B Force Main Molocy Drive 4	tup East Street	Extended; Cost	- \$17 million; \$	3 million of IM (unds added fo	r RW and some P	11 F
				ו שעווען ושכושעע ו		Jidea IIIII, Neo	assary widening	OF FLU ASSOCI	aled with the a	oove improvemen	s,
Phase II D - The Patrick Street roundabout and Ramp E; Reconstruction of Ramp C, Ramp D, and Reich's Ford Road; The I-70 bridges over Reich's Ford Road; The Reich's Ford Road Pumping Station; Ultimate Widening on I- 70;	E; Reconstruction	n of Ramp C, Ra	ump D, and Reic	ch's Ford Road;	The I-70 bridge	es over Reich's F	ord Road; The	Reich's Ford F	load Pumping	Station; Ultimate V	/idening on I-
Phase III - Construction of new MD 355 structure over I-70.	-70.										
Phase IV - Widening westbound I-70 from I-270 to Mt. Philip Road	hilip Road.										
4 Facility: I-70 (Phase IIA)	9,656 c	3,052	3,052 c						IM	3,052 FONSI	FONSI
From: MD 85 Extended/MD 355									80/ 20/		Approved
To: Inriscriction: Frankrick County											
Darisowiter, in educity Description: Phase IIA - Construct Behavited MD 85 at MD 355 interception including N	eaction including	MD 05 Evtond	hridan Auar i	70. construct	Control from CD		AC A and MC	050 and	Total:	\$3,052	
	ายนายาย	ן ואובי סט באופווטו	au bringe over i	-/ n' coustinci i	amps nom co		aenaea ang mi	i 300, and wide	1011 225 UM U	Ind objectioned bridge over 1-70, construct ramps if on ED 1-70 to MU do Extended and MU 355, and Widen MU 355 from South of 1-70 for approximately	approximately
5 Facility. -95	4,091 a	4,091	4,091 a						NHS	4,091 DEIS	DEIS
From: Contee Road Relocated w/ CD Roads		:							80/ 20/		Under
100 hurischintion: Prince George's County								f. 1			preparation
						THE A V LOL VANDORMAL AND A VALUE AND A MARKED A			Total:	\$4,091	
Description: Construct a new interchange at Contee Hoad Relocated with two lane collector distributor roads northbound and southbound from north of MD 212 to north of MD	I with two lane c	ollector-distribut	or roads northbo	ound and south	bound from nor	th of MD 212 to	north of MD 98.				

Interstate

/17/2004
\rightarrow
-

SUBURBAN MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM

6,297 5,692 5,692 5,692 \$5,692 \$5,692 6,210 6,210 5,692 8,210 5,692 8,770,564 as a 10 lane facil as a 10 lane facil 1,116 \$1,116 time interchange t time interchange t \$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$1,116\$1\$			FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source	Source Total	Environ.
Hollschaß (Captial Behray) 6,297 6,592 7,57 7,56 7,5											Fed/St/Loc		Review
Indirectange at Greenbelt Metro Station Indirectange at Greenbelt Metro Station Prince George's County Capital Beltway) Construct a full interchange aborg the Capital Beltway. 5.682 Marrison Legion Bridge 5.682 Monotorow Wilson Bridge 5.682 Marrison Legion Bridge 5.682 Monotorow Wilson Bridge 5.682 Monotorow Wilson Bridge 17.07 Marrison Avenue Metro Access 2.644 Marrison Avenue Metro Access 2.564 b Marrison Avenue Metro Access 2.504 b Marrison Avenue M		I-95/I-495 (Capital Beltway)									NHS	6,297	
Prince George's County 5.802 5.912 5.912 5.912 5.914 5.914 5.614 1.926 5.924 1.927 5.914 5.914 5.614 1.926 5.925 1.927 5.912 5.912 5.912 5.914 1.926 5.922 5.922 5.922 5.924 5.926 5.920 <t< td=""><td>From:</td><td>Interchange at Greenbelt Metro Station</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>Under</td></t<>	From:	Interchange at Greenbelt Metro Station											Under
Construct a line change along the Capital Behway at ha Greenbett Mairo Station. Construct a line transmost and merchange along the Capital Behway in a Greenbett Mairo Station. Construct a line transmost and merchange along the Capital Behway in a Greenbett Mairo Station. K = 950 + 1, 2 + 11 - 450 Capital Behway) Construct a line transmost and merchange along the Capital Behway. K = 950 + 1, 2 + 11 - 450 Capital Behway) Capital Behway) Capital Behway) Capital Behway Montgormery County, Finde George's County Capital Behway Capital Be	To:						-						Preparation
Construct a full interchange along the Capital Bellway at the Greecher Matro Station.	Jurisdiction:	Prince George's County									Total:	\$6,297	1
Homodrow Wilson Bridge Address (Capital Beitway) American Legion Bridge Mondynery County, Prince Gaorge's County Mondynery County, Prince Gaorge's County Prince Prince Prince Prince Interchange Prince Prince Prince Prince		Construct a full interchange along the Capital Beltway at	the Greenbelt	Metro Station.				The source of the second s					
Name ican Legion Bridge 3, 778, 5,5,5,74,5 1, 244,4 Nongomery County, Prince George's County 2604 1, 50,5 1, 75,4 1, 71,7 5,23,2 Nongomery County, Prince George's County 20,1 2,644 1,660-a 1,75,4 5,5,3 2,53,4 1,660-a 1,75,5 5,23,2 2,54 1,50,5 1,7,7 5,73,2 2,53,4 1,660-a 1,7,7 5,73,2 3,75,5 3,75,6 2,53,4 1,660-a 1,7,7 5,73,2 3,73,4 1,707	7 Facility:	I-95/I-495 (Capital Beltway)	5,692 a	5,692	-5,692 a	1 -					NHS	5,692	DEIS
Nondrow Wison Bridge Mondrow Wison Bridge Mondromw Wison Bridge Mondromw Wison Bridge Project planming survey regrafting the Maryland portion of the Capital Betway. Project planming survey 50 a 2.644 +560 a 47.80 b 4.70 L 11, 71/5 5.72.3 Project planming survey 2,534 b 2,644 +560 a 47.80 b 11, 71/5 5.72.3 Project planming survey 2,534 b 1, 9 b a 4,80 b 11, 71/5 5.72.3 Project planming survey 2,544 b 1, 9 b b 4,80 b 11, 71/5 5.72.3 Project al power mine from hore access 2,544 b 1, 9 b b 4,70 b 1, 707 a 1, 707 a Nondrow Wison Bridge 150, 411 b 10, 814 a 10, 852 a 1, 707 a 1, 707 a 1, 707 a MD 210 Interchange 150, 411 b 10, 814 a 10, 822 a 1, 707 a 1, 707 a 1, 707 a Regione the stainty with second structure in the ND5 mole between MD5 and a tend and Auth Way to a limit structure access access access to 16 a curve vision between MD5 and access access to 16 a curve vision structure access access to 2 a structure access access to 16 a curve vision structure access access to 2 a structure access acces access to 2 a structure access access to 2 a structure ac	From:	American Legion Bridge			3.978%	ł	10492					÷	Under
Wontgornery County, Prince George's County File 1 <td>To:</td> <td>Woodrow Wilson Bridge</td> <td></td> <td></td> <td>)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Preparation</td>	To:	Woodrow Wilson Bridge)								Preparation
Project planning study for upgrading the Maryland portion of the Capital Beltway, 50 a 2,644 4,560-a 1/5 2/6 1, 32/7 1, 37/7 5, 32/2.3 It Branch Avenue Metro Access 2,594 b 1, 4760-a 4,300-b 1, 37/6 5, 32/2.3 It Branch Avenue Metro Access 2,594 b 1, 4760-a 4,300-b 1, 1, 38/4 1, 1707 a It Prince George's County. 3,668.1 b 4,300-b 1, 1, 38/4 1, 1707 a 1, 1707 a Construct a flower ramp from the Capital Beltway imer loop to southbound MD 5. Construct a flow frame direct access read (approximately 2400 feet) between MD 5 and the Enclose of the Capital Beltway imer loop to southbound MD 5. Construct a flow frame direct access read (approximately 2400 feet) between MD 5 and the Enclose of the Capital Beltway imer loop to southbound MD 5. Construct a flow frame direct access read (approximately 2400 feet) between MD 5 and the Enclose of the Capital Beltway imer loop to southbound MD 5. Construct a flow flow between MD 5 and the Enclose of the Capital Beltway imer loop to southbound MD 5. Construct a flow flow between MD 5 and the Enclose of the Capital Beltway imer loop to southbound MD 2. Construct a flow flow between MD 5 and the Enclose of the Capital Beltway interview and a flow and and southop and at he Boltway and the Enclose of the Capital Beltway in the visiting southound MD 5. Construct a flow flow between MD 5. 1, 707 a 1, 707 a 1, 707 a MD 210 Interchange 10,041 10,0754 2, 10,070 1, 7	Jurisdiction:	Montgomery County, Prince George's County									Total:	\$5,692	
(1951-1455 (Capital Betway) 50 a 2,644 1,560 e 1,80 % 4,30 % 4,37 % 1,715 % 5,223 % (1)		Project planning study for upgrading the Maryland portion	1 of the Capita	l Beltway.			the second se						
Ranch Avenue Metro Access 2,594 b 1,000 c 4,660 b 1,000 c 4,560 b 1,000 c 4,7 b 1,715 c 5,723 c Prince George's County. 34,650 b 4,800 c 4,800 c 4,800 c 1,707 c 5,723 c Prince George's County. 34,650 c 4,800 c 4,1707 a 1,707 a 1,707 a 1,707 a 1,707 a Robust and the outer loop of the Capital Beltway. Provide four through lanes and a left-turn lane along Auth Road from Auth Pace to MD 5. 4,07 b 212,083 c 157,926 c 28,204 c RMD 210 Interchange 150,481 10,882 a 1,707 a 1,707 a 1,707 a 1,707 a 1,707 a RMD 210 Interchange 150,481 10,882 a 182,533 c 157,926 c 28,204 c 28,204 c RMD 210 Interchange 162,564 c 21,007 a 1,707 a	Facility:	-95/I-495 (Capital Beltway)	50 a	2,644	1,560-a	- ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	The Territory				CMAQ/NHS		CE S
Image: Second	From: I	Branch Avenue Metro Access	2,594 b		-4,650 b	000	23 23 2	M, 715 L	5,223				Approved
 N Prince George's County. N Prince George's County. Construct a flyover ramp from the Capital Bettway inner toop to southbound MD 5. Construct a flyover ramp from Auth Fload of the Read and Auth Way to eliminate the assisting traffic signal at the MD 5 shuth Hoad intersection access total (approximately 2400 feet) between MD 5 and the E construct a flyover ramp from Auth Fload of the Capital Bettway. Privide four Introven Auth Road and Auth May to eliminate the assisting value of the Capital Bettway. Privide four Introven Auth Road and Auth May to eliminate the assisting value of the Capital Bettway. Privide four Introven Auth Road and Auth Road from Auth Place to MD 5. M D 210 Interchange N MD 210 Interchange N Prince George's County. Replace the existing Wootrow Wilson Bridge with two side-by-side, 70 foot chearance drawbridges on the current alignment, along with associated interchange improvements. H 557,455 Vinghina Line N D 210 Interchange N D 211 Interchange N D 214 N D 214 N D 202 N D 214 N D 202 N D 214 N D 202 N D 203 N D 204 N D 204 N D 204 N D 204 N D 202 N D 202 N D 203 N D 203 N D 203 N D 203 N D 204 N D 205 N D 204 N D 205 N D 204 N D 204 N D 204 <l< td=""><td>To:</td><td></td><td></td><td></td><td>1,000 a</td><td>9 000 fr</td><td>11.0884</td><td>. 9</td><td></td><td></td><td></td><td></td><td>-</td></l<>	To:				1,000 a	9 000 fr	11.0884	. 9					-
Construct a flyorer ramp from the Capital Betway inner loop to southbound MD 5. Construct a four-fane direct access road (approximately 2400 feet) between MD 5 and the Enclose shall be availing traffic signal at the MD 5/Auth Road intersection access SMD 5 and the outer loop of the Capital Betway. Provide four through lanes and a left-turn lane along Auth Road intersection access SMD 5 and the outer loop of the Capital Betway. Provide four through lanes and a left-turn lane along Auth Road intersection access SMD 5 and the outer loop of the Capital Betway. Provide four through lanes and a left-turn lane along Auth Road intersection access SMD 5 and the outer loop of the Capital Betway. Provide four through lanes and a left-turn lane along Auth Road intersection access SMD 5 and the outer loop of the Capital Betway. Provide four through lanes and a left-turn lane along Auth Road intersection access SMD 5 and the auter loop of the Capital Betway. Provide four through lanes and a left-turn lane along Auth Road intersection a literange access SMD 5 and the SMD statement along Auth Road intersection a laterange access SMD 5 and the SMD statematica access SMD set (10, SS 4 a contry. In D 210 Interchange 162,564 c 28,204 c In Prince George's County. 162,564 c 28,204 c Replace the existing Wootforw Wilson Bridge with two statema the most statematica and turn statema and turn express lanes. 162,564 c 28,204 c In D 214 In D 214 10,873 c 157,326 c 28,204 c In D 202 In D 202 21,440 c 10,0,5	Jurísdiction:	Prince George's County,			4 	M, 805 A	•				Total:	\$6,210	
The Service density and a bit hum way year and a time along Auth Place to MD 5. The F3E/1-495 Woodrow Wilson Bridge 150,481 10,874 10,852 1,707 <t< th=""><th>į</th><th>Construct a flyover ramp from the Capital Beltway inner it include: A morte-senarated signalized structure in the MD</th><th>oop to southbo</th><th>ween MD 5. Cor</th><th>Istruct a four-far</th><th>te direct access</th><th>road (approxim</th><th>ately 2400 feet)</th><th>between MD 5</th><th>and the Branc</th><th>ch Avenue Metr</th><th>o Station. This pr</th><th>oject would</th></t<>	į	Construct a flyover ramp from the Capital Beltway inner it include: A morte-senarated signalized structure in the MD	oop to southbo	ween MD 5. Cor	Istruct a four-far	te direct access	road (approxim	ately 2400 feet)	between MD 5	and the Branc	ch Avenue Metr	o Station. This pr	oject would
(1) 95/1-495 Woodrow Wilson Bridge 150,481 10,852 1,707 1,716 1,707 1,716 1,707 1,716 1,716 1,716 1,716 1,716 1,716 <td></td> <td>access MD 5 and the outer loop of the Capital Beltway. F</td> <td>Provide four th</td> <td>rough lanes and</td> <td>l a left-turn lane</td> <td>atong Auth Roa</td> <td>d from Auth Pl</td> <td>ace to MD 5.</td> <td>ון שטער הוווויז איניי</td> <td>Intersection, M</td> <td></td> <td></td> <td>A SILUCIULE IN</td>		access MD 5 and the outer loop of the Capital Beltway. F	Provide four th	rough lanes and	l a left-turn lane	atong Auth Roa	d from Auth Pl	ace to MD 5.	ון שטער הוווויז איניי	Intersection, M			A SILUCIULE IN
Image: MD 210 Interchange 407 b 212,083 c 157,926 c 28,204 c Virginia Line 162,564 c 162,564 c 28,204 c 28,204 c Prince George's County, Feblace the existing Woodrow Witson Bridge with two side-by-side. 70 foot dearance drawbridges on the current alignment, along with associated interchange improvements. Replace the existing Woodrow Witson Bridge with two side-by-side. 70 foot dearance drawbridges on the current alignment, along with associated interchange improvements. Image: Fight and four express lanes. 700 a 700 a <td< td=""><td></td><td>-95/I-495 Woodrow Wilson Bridge</td><td></td><td>150,481</td><td>10,874 a</td><td>10,852 a</td><td>1,707 a</td><td>1,707 a</td><td>1,707 a</td><td></td><td>WWB/IW/N</td><td></td><td>SFEIS</td></td<>		-95/I-495 Woodrow Wilson Bridge		150,481	10,874 a	10,852 a	1,707 a	1,707 a	1,707 a		WWB/IW/N		SFEIS
Virginia Line 162,564 c 162,574 c </td <td>From:</td> <td>MD 210 Interchange</td> <td></td> <td></td> <td>407 b</td> <td>212,083 c</td> <td>182,533 c</td> <td>157,926 c</td> <td>28,204 c</td> <td></td> <td></td> <td></td> <td>Approved</td>	From:	MD 210 Interchange			407 b	212,083 c	182,533 c	157,926 c	28,204 c				Approved
It Prince George's County, Prince George's County, Replace the existing Woodrow Wilson Bridge with two side-by-side, 70 foot clearance drawbridges on the current alignment, along with associated interchange improvements. I 95/1-435/Arena Drive Interchange 700 a I 10/371 21,000 a I ND 214 21,000 a I ND 214 10/371 I ND 214 112,000 a I ND 214 112,000 a I ND 202 1146 a I ND 202 12,000 a I ND 202 10,374 I ND 202 10,374 I ND 202 10,374 I ND 202 10,374 I ND 202 1146 and the proposed Largo Town Center Metro Station. I UM Connector 965 a I UM Connector 965 a	To:	/irginia Line			162,564 c								
Replace the existing Woodrow Wilson Bridge with two side-by-side, 70 foot clearance drawbridges on the current alignment, along with associated interchange improvements. of two weave/merge lanes, four local lanes and four express lanes. r: 1-95/1-495/Arena Drive Interchange r: 1-95/1-495/Arena Drive Interchange r: MD 214 r: MD 202	Jurisdiction:	Prince George's County,									Total:	\$770,564	- -
of two weave/merge lanes, four local lanes and four express lanes. I -95/1-495/Arena Drive Interchange 700 a		Replace the existing Woodrow Wilson Bridge with two sid	le-by-side, 70	foot clearance o	Irawbridges on t	he current align	ment, atong with	h associated inte	rchange improv	vements. The	facility will ope	n as a 10 lane fac	lity, consisting
Imposed growth in the vicinity of the former US Africana Drive Interchange 700 a 700 a 700 a 700 a 700 a 7116 a 1,116 a 1,11		of two weave/merge lanes, four local lanes and four expre	ess lanes.										
MD 214 MD 214 MD 214 80/ 20/ MD 202 MD 202 42.0 6 3.0 6 10, 331 6 80/ 20/ MD 202 MD 202 42.0 6 5.5 86 4 10, 331 6 80/ 20/ MD 202 ND 202 5.5 86 4 10, 351 6 701ai: \$1,116 Study of the operational and safety issues along 1-95/ 495 from MD 214 to MD 202 including potential conversion of the 1-95/ 495 interchange at Arena Drive from a part-time interchange to a full-time interchange t		-95/I-495/Arena Drive Interchange		700	1,116 a	(4 4 4				NHS	1,116	DEIS
MD 202 MD 202 MD 202 It Prince George's County Total: \$1,116 Study of the operational and safety issues along 1-95/1-495 from MD 214 to MD 202 including potential conversion of the 1-95/1-495 interchange at Arena Drive from a part-time interchange to a full-time interchange	From:	MD 214			A DO 2	2,000 2	2440	(5 2 2 1	10,391				Under
It Prince George's County Total: \$1,116 Study of the operational and safety issues along 1-95/1-495 from MD 214 to MD 202 including potential conversion of the 1-95/1-495 interchange at Arena Drive from a part-time interchange to a full-time interchange \$7,176 c UM Connector 965 a 7 100 / 7 7 7 7 7 7 7 7 7 7 7 7 5 7 7 5 7 7 5 5 5 5 5 5 5 5 7 7 7 7	To:	MD 202				520	0 % () () () () () () () () () () () () () (.				preparation
Study of the operational and safety issues along 1-95/1-495 from MD 214 to MD 202 including potential conversion of the I-95/1-495 interchange at Arena Drive from a part-time interchange to a full-time intercha	Jurisdiction:	Prince George's County									Total:	\$1,116	
965 a 965 a <th< td=""><td></td><td>Study of the operational and safety issues along I-95/I-49 existing and proposed growth in the vicinity of the former</td><td>5 from MD 21 US Air Arena,</td><td>4 to MD 202 inc FedEx Field an</td><td>luding potential</td><td>conversion of th argo Town Cei</td><td>e I-95/I-495 inte nter Metro Statio</td><td>erchange at Arei on.</td><td>la Drive from a</td><td>part-time inter</td><td>change to a ful</td><td>l-time interchange</td><td>to handle the</td></th<>		Study of the operational and safety issues along I-95/I-49 existing and proposed growth in the vicinity of the former	5 from MD 21 US Air Arena,	4 to MD 202 inc FedEx Field an	luding potential	conversion of th argo Town Cei	e I-95/I-495 inte nter Metro Statio	erchange at Arei on.	la Drive from a	part-time inter	change to a ful	l-time interchange	to handle the
ampus	11 Facility: It	JM Connector	965 a	965	965 a	,					State	965	DEIS
ampus	From: 1	-95/1-495 Interchange											Proposed for
Total	To: (Iniversity of Maryland campus											preparation
	Jurisdiction:	Prince George's County									Total:	\$965	

FY 2005 - 2010

Ļ 00

-42

ļ

*

Q

Interstate

4
õ
~~~~
0
Š.
$\sim$
-
-
-
•

Binnange Bunnangen Binnangen Bunnangen Binnangen Binnangen Binnangen Binnangen Binnangen Binnangen Binnangen Bi

FY 2005 - 2010

ł

ſ

ļ

# SUBURBAN MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM CAPITAL COSTS (in \$1,000)

	•		~ ~	5		FY U9				
							)	Fed/St/Loc		Review
imary										
ounty Connector	32,000 a	53,000 a						Federal/State	89,000 DEIS	DEIS
Erom:  -270	15,000 b	36,000 b		-				80/ 20/		Under
To: 1-95/US 1										preparation
								Total:	\$89,000	
Description: Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between 1-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorali stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.	mery and Prince George's ( study which is considering	counties between two build corridor	I-270 and I-95. S.	/US 1. The pro	ject will include	managed lane	s with express	bus service conner	cting to Metrora	l stations, an
13 Facility: MD 2/4	400 a 400	500 a						NHS	4 400	4 400 FONSI
From: south of MD 765		3,900 b						80/ 20/		Approved
To: horth of Stoakley Road Jurisdiction: Calvert County	<u></u>									
Description: Upgrade MD 2/4 to a six-lane divided highway with auxilary lanes.	lanes.					- POWER WARAN		I OTAI:	\$4,400	
14 Facility: MD 210 (Indian Head Highway)	350 a   67	4-7-8-						NHC	27	500
From: MD 228		1800	2265						5	Lador
To: Capital Beltway		S I E								uriuer preparation
Jurisdiction: Prince George's County		2						Total.	667	
Description: This project includes the following immovements along MD 210, from MD 228	210 from MD 228 to LOEA. AGE	105.					and a second sec	l Viai.	100	
1										
	vingston Road/Palmer Roa	d, Old Fort Road	North, Fort Wa	shington Road	, Łivingston Ro	ad/Swan Creek	Road intersec	tions		
15 Facility: MD 3 (Robert Crain Highway)	976 a 360	360 a						STP	360	360 DEIS
From: US 50								80/ 20/		Under
To: Anne Arundel County Line										preparation
Jurisdiction: Prince George's County,								Total:	\$360	
Description: MD 3 is currently a 4 to 6-lane divided principal arterial serving north/south travel from US 50 to 1-97. This project will upgrade MD 3 in Prince George's and Anne Arundel Counties to a 4-6 lane roadway with improved access control.	ng north/south travel from (	JS 50 to I-97. Thi	is project will u	lpgrade MD 3 ir	n Prince George	's and Anne A	rundel Countie	es to a 4-6 lane roa	dway with impro	wed access
16 Facility: MD 4										FONSI
From: MD 223									-	Annoved
To:  -95/1-495										nakoiddu
Jurisdiction: Prince George's County,										
Description: Provide one additional lane in each direction within the limits of project. Fundi	of project. Funding includ	ng included with MD 4 Interchanges at Westphalia Rd.,	rchanges at W	estphalia Rd., S	Suitland Pk					
17 Facility: MD 4 (Pennsylvania Avenue)	500 a 500	1 <del>,</del> 500 a		1 1 1 1 1	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			SHN	1,500 FONSI	FONSI
From: Interchanges at Westphalia Rd., Suitland Pk				5 H 2 B	4 20 5 20 5 20 5	1,202.6		80/ 20/		Approved
Jurisdiction: Prince George's County,					7,8606	29.8260	22,713 C	Total	¢1 E00	
								I Viai.	00014	

Primary

Environ. Review Approved Approved Approved Approved Approved Approved 40,284 FEIS 9,161 FEIS 9,729 FEIS 11,540 FEIS 31,187 FEIS 338 CE \$338 Source Total \$40,284 \$9,161 \$11,540 \$31,187 \$9,729 F <u>1</u>00 Source S Fed/St/Loc ~ 20/ 20/ 20 20 20 **HSHD** Total: Total: Locat Total: 80/ Total: Total: Total: 80/ NHS 80/ 80/ SHN SHN 80/ NHS FY 10 FY 09 TRANSPORTATION IMPROVEMENT PROGRAM 223 ( FY 08 Q Secription: Construct a bypass of Hughesville from end of divided highway south of Hughesville to end of divided highway north of Hughesville 9 Facility: US 15 Catoctin Mountain Highway CAPITAL COSTS (in \$1,000) 688 FY 07 SUBURBAN MARYLAND 424 < 28 28 FY 06 Construction of an interchange at US 29/MD 198. This project includes the relocation of US 29 at MD 198. 300 b 8,861 c 37,700 c 1,942 a 7,787 b 200 6 275 b 30,912 c a 874 b 10,666 c FY 05 2,584 1 Carry Over 9,170 5,374 4,554 520 9,161 Secription: Constructing a directional ramp from westbound MD 26 to northbound US 15.
 Facility: US 29 (Columbia Pike) 4,554 b 20 a 500 b 9,170 c 5,374 c FY 04 scription: Construction of an interchange at US 29/Briggs Chaney Road. From: End of divided highway south of Hughesville End of divided highway north of Hughesville scription: Construct an Interchange at US 29/Randolph Road. Facility: MD 5 Relocated at Hughesville From: Musgrove/Fairland Road 1 Facility: US 29 (Columbia Pike) 3 Facility: US 29 (Cotumbia Pike) Pacifity: US 29 (Columbia Pike) Jurisdiction: Montgomery County, From: Briggs Chaney Road iurisdiction: Montgomery County, urisdiction: Montgomery County, From: MD 26 Liberty Road Unisdiction: Montgomery County Jurisdiction: Frederick County, From: Randolph Road Jurisdiction: Charles County From: MD 198 scription: 1/17/2004 <u>i</u> ö þ ö ĕ 8

mary

scription: Construct interchanges along US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road

62

pproved

20/

NHS 80/

1,890 a

1,249

1,249 a

From: Stewart Lane, Tech Road, Greencastle Road,

urisdiction: Montgomery County,

and Blackburn Road

Цо. Ц

scription: Construct an interchange at Musgrove/Fairland Road.

I Facility: IUS 29 (Columbia Pike)

\$1,890

Total:

1,890 FONSI

0	
<u> </u>	
0	
Ñ	
•	
05	
20	

I

11/17/2004

SUBURBAN MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM CADITAL COSTS (in \$1,000)

FY 2005 - 2010 ...

ŧ

l

FY 04       Carry Over       FY 05       FY 07       FY 08       FY 10       Source       Source       Four       Review         25       Facility: US 301       North of Mount Oak Road       292       a       100       100 a       100 a       100 a       100 a       100 b       <			ł	CAPITAL CUOIS (III STIND)								
97. Upgrade MD 197 from US 301 to Mitcheliwile Road. 37. Upgrade MD 197 from US 301 to Mitcheliwile Road. 36. 1,250 at 1,250 at 625 at 3v0 b 80/ 20/ 26,486 to 1,250 at 3,300 bt 7,300 bt 7,30		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	0		Environ. Review
97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile Road. 97. Upgrade MD 197 from US 301 to Mitchelivile R	25 Facility: US 301		100	100 a						SHN	100	DEIS
97. Upgrade MD 197 from US 301 to Mitchelivile Road. ふ 1,250 ~ 1,250 ~ 525 ~ 2,300 b 80/ 20/ 26,486 c 80/ 20/ 26,486 c 80/ 20/ 26,486 c 80/ 20/ 20/ 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	From: North of Mount Oak Road									80/ 10/		Under
97. Upgrade MD 197 from US 301 to Mitchellwile Road.	To: US 50											preparation
97. Upgrade MD 197 from US 301 to Mitcheltwile Road.	Jurisdiction: Prince George's County									Total:	\$100	
26 1,250 1,250 625 2,300 b NHS 26,486 0 75 5,000 b 7,300 b 2,300 b 7,300 b 7,000 b 7,000 b 700 b	Description: Widen US 301 from north of Mount Oak Road to US 50.	Construct an is	nterchange with	a service road a	ut MD 197. Up;	grade MD 197 h	om US 301 to 1	Mitchellville Ros	id.			
75 5,000 b 7,300 b 2,300 b 2,300 b 80/ 20/	26 Facility: US 301 South Corridor Transportation Study	333 a	3,643	- <del>339-a</del> -	14 6 2 00	1.0CD	1.2 00.2	12 C Au		NHS	26,486	DEIS
Total: \$26,486	From: South of LaPlate: North & Moun R.	ഷം (3,310 b		26, 153 b			1200		2,320 8	80/ 20/		Under
Totar:	TO: MOUNT Oak Road Smith of Lattan	N.		7302	7 > } \$							preparation
Description: Project planning study and right-of-way preservation along US 301, from south of LaPlata. to Mount Oak Road.	Jurisdiction: Prince George's County									Total:	\$26,486	
	Prescription: Project planning study and right-of-way preservation alon	ig US 301, fron	i south of LaPlat	a. to Mount Oal	k Road.						a de la companya de l	

SUBURBAN MARYLAND

/17/2004	TRANSP	SPORTA		PROVEI	ORTATION IMPROVEMENT PROGRAM	OGRAM					
	FY 04 (	CAP Carry Over	CAPILAL CUSIS (111 \$1,000) DVer FY 05 FY 06 FY 07	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Total	Environ. Review
		The second s	and the state of the	Tanker som Streiter							
							ge alfigen zahler		STP	23,152 CE	СE
7 Facility: lEast-West Intesection Improvement Program	146 a	23,152	100 a						80/ 20/		Approved
From: Categories 1 & II	10,636 b		21,187 c						Total'	\$23.152	
To: Inviscilation: Montgomery County, Prince George's County					a sect used tra	at hetween I-27	0 and US 1.		10(4).		
escription: This project includes a series of minor intersection improvement projects that will relieve traffic congestion and improve easy was was used of minor escription.	ovement projects	that will relieve	traffic congest	ion and improv	שוו ומסו-אפסו וומ						
Category II (Mid term at-grade improvements) includes the following:	the following:										
IMD 355/Gude Drive Intersection											
IMD 586/Aspen Hill Road Intersection (Under Construction)	ction)										
WMD 586/Randciph Road intersection (Under Construction) WMD 650/Randolph Road	funn										
IMD 650/MD 108											
III/U 9//Forest direct room III-270/Shady Grove Road Interchange Ramp Improvements (Developer funded)	ments (Developel oner funded)	funded)									
II-270MD 28 Interchange Harinp Intprovements (conservery minute) [IMD 410/MD 185 (Under Construction)]											
MD 6501.ockwood Drive (Under Construction) MAD 6501.ockwood Drive (Under Construction)											
MD 550/Schindler Drive/Mahan Road (Under Construction)	uction)										
IMUD 650// POWDEI MIR POWD (Since Second									STP	3,46	3,463 CE
28 Facility: MD 115, Muncaster Mill Road	1,419 b	3,463	959 b						80/ 20/	1	Approved
	2,566 c		5 406'2								
To: MD 124								and interention	Total:	5. MD 115 experience	L ces a significar
Juriscitution: Provide safety improvements along MD 115 from MD 28 to MD 124. Improv	28 to MD 124. 1	mprovements w	ill concentrate	on horizontal ( ortions	ind vertical defi	ciencies in the ro	ad as well as s	hor littersection		rements will concentrate on horizontal and vertical deficiencies in the road as well as sport intersection improvements of the road as well as sport intersection in the road as well as sport intersections.	L.C.
humber of accidents and several intersections are identified as candidate salety inproventient intersections	entified as candida	ate satery impro		a a						/cl.'2	/ CE Asserved
29 Facility: MD 117 (Clopper Road)			i						80/	207	nonoiddy
									Totol.	\$2.157	
To: I-270 Jurisdiction: Montgomery County,									10(a).		
Description: Intersection improvements along MD 117, from Great Seneca Park to I-270	I Seneca Park to	1-270.		·					STP	3,18	3,181 CE
1.1	500	a 500	9,494 a	596	2 592 a	7				20/	Approved
From: Midcounty Highway			769	r et	b 2065 b			160 17			
To: Warfield Road			0 0 V		2 2 2 2 2	C 10535C	c 1,473C		Total:	\$3,181	1
Description: Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield Road.	Inty Highway to V	Varfield Road.	Sidewalks to b	e included whe	re appropriate.	Sidewalks to be included where appropriate. Wide curb lanes will accommodate Dicycles	s will accommo	date bicycles.			
i	and the state of t										

Secondary

**6** 

.

V
<u>ح</u>
- 5
1
Ţ
1

	PROGRAM	_
SUBURBAN MARYLAND	PORTATION IMPROVEMENT PROGRAM	000TC (in \$1 000)

- 1 2003 - 2010	F	Train Environ

+007/1/1/1	TRA	<b>NSPORT</b>								┢	
			CAPITAL COSIS (IN		\$1,000) FY 07	FY 08	FY 09	FY 10	Source Sour	Source Total	Environ. Review
	FY 04	Carry Uver	2						STP	739 0	DEIS
31 Facility: IMD 201 Extended/US 1	50 a	50	~ 0.5/1 ₽- <del>0</del> 84	330 ~					80/ 20/	<u> </u>	Under preparation
From:									Total:	\$739	
To: MD 198 Jurisdiction: Prince George's County		W office of	onuo to 108 as	a four-tane divid	ed highway in	order to improve	e traffic operation	ins along these	e roadways. Includes	an interchang	e at US 1 at
Description: Study to reconstruct US 1 and/or construct an ex	ension of MD 201 fro	m Sunnysiae Av	enue lo roo a						STP	1,900	щ
	ss Im 200 a	200	1,900 a						80/ 20/		Proposed for preparation
From: North of Brightseat Road									Total	\$1,900	-
To: South of Technology Way							areactions alon	n MD 202 fron	Total.	load to south c	(Technology
1	own Center Metro Si	ation. This inclu	des intersection	This includes intersection improvements an	ind auxilliary lai Si	165 Delween nu		Đ			
Description: Private insports account in provements for 1-95 at MD 202 and MD 214. Way, including minor ramp improvements for 1-95 at MD 202 and MD 214.	5 at MD 202 and MD	214. Major Inte	namili sunna								
MD 202 at Brightseat Road; MD 202 at Lottsford Road;	·										
MD 202 at Technology Way; MD 202 at Technology Way; Ano on at McCormick Bload;											
Incommentation and the second							-		State	6,370 N/A	N/A
1:95 at MD 214 Interchange.	a Man 523 c	c 523	4,184 (	c 2,186 c					/ 100/		
						****			Total'	\$6,370	
To: 1-95									1 0101.		
Jurisdiction: Prince George's County, Jurisdiction: Prince George's County,		ment of Ammen	tate/Virginia Ma	nor Roads and I	Aitz Way, from	US 1 to I-95.			STP	303	303 FEIS
Description: Construct a four to six lane divided roadway al	ang the general anyments	1 303 h 1 303	50	9					80/ 20/		Approved
	8.873 (	200	253 c	o							
From: Riftle Ford Road									Total:	\$303	
To: Great Seneca Highway (MU 119)								11 UN 11	70.	ncluded as ap	propriate. A
Jurisdiction: Montgomery County	from Rittle Ford Roa	d to MD 119 (Gr	eat Seneca Hig	hway). A 6-lane	section will be	provided from 1 scommortate bi	Auddy branch ? cvcles.				2000
Description: Upgrade MD 28 to a 4/o falle under my men with the north side of MD 28, I	the north side of MI	0 28, from MD 1	19 to Owens Glen	rom MD 119 to Owens Glen Way. Wide curb lattes will accommode the					STP	ADE	a lucio Innonead for
35 Facility: MD 28 (Norbeck Road) / MD 198 (Spencervili	ancervill 93	932 a 309		3					80/ 20/		preparation
From:									Total:	\$309	
To: 1-95 To: 1-95 in Montpomety County, Prince George's County	County				divided hinbws	w from Old Gur	powder Road t	o I-95 in Monte	jomery and Prince Ge	sorge's Countie	is. Wide curb
Description: Upograde MD 28/MD 198 to a 4-lane divided	ighway from east of	MD 97 to Old Gu	unpowder Hoad annrooriate. An	8' Hiker/Biker p	ath will be cons	tructed along th	e south side fro	m MD 650 to	-85. ISTP	45	to lea
i	es. Sidewalks to be	520 a 42(	420	) a					80/ 20/		Proposed to
36 Facility: MD 28 (West Montgomery Ave.)										-	preparation
				****					Total:	\$420	
Lettertion Montaomery County,					llo mill ha Indu	ded as appropr	late. Wide curt	lanes will acc	Wide curb lanes will accommodate bicycles.		
Description: Study to construct interchange improvements at the MD 586/MD 911 intersection in Montgomery County. Studewares will be intervented in the construct interchange improvements at the MD 586/MD 911 intersection in Montgomery County.	s at the MD 586/MD	911 intersection	In Montgomery	County. Sluewe							
1											

Secondary

+
Ā
2
2
2
$\sim$
+
$\geq$
<b>T</b>

TRANSPORTATION IMPROVEMENT PROGRAM SUBURBAN MARYLAND

ł ٢ FY 2005 - 2010

		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source So Fed/St/Loc	Source Total	Environ. Review
37 Facility: MD 355 (Rockville Pike) From: CSX BB & Interchance @Montrose/Bandoluh	Bandolnh	50 a	1,050	-3,796 a 5 150 h	N158 ~				7,599C	STP 80/ 20/	8,946	EA/FONSI Approved
To:				750 2	4,756.4	978442						
Jurisdiction: Montgomery County,				4,559 b				<b>1 a</b> arrennov A, Vers Schuld, A, A Vannassovský ar mej sem verse		Total:	\$8,946	
Description: Construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road/Montrose Road	crossing and inte	archange imp	provements on	Randolph Road	I/Montrose Roa	ad.						
38 Facility: Mi) 414 Extended		450 a	21,057	1,900 a						State	29,911 FEIS	FEIS
From: M() 210		20,607 c		28,011 c						/ 100/		Approved
To: [-295 ] Inicidiation: Britano Controlo County												
								بر		I otal:	\$29,911	
Description: This project consists of the following improvements: A four tane divided roadway between MD 210 and the I-295/I-495 interchange, including the reconstruction of existing Oxon Hill Road and new construction. A is op ramp connecting the proposed MD 414 Extended to the proposed Waterfront Main Road.	ements: 10 and the I-295 14 Extended to	/l-495 intercl the proposed	ange, includin I Waterfront M	g the reconstruc ain Road.	ction of existing	J Oxon Hill Road	f and new cons	truction.			·	
	arcei wili lije v		0el. 0.0.10	4					-	<u></u>		
59 Facility (WE-450 (Annapolis Hoad) From ME-459 < Amay brook Drive		1/'na1 c	0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4 66 0	1,210a	1,210a	7009			80/ 20/	040 0	e, 343 Ir UNSI Annroved
To: Strivbrook Drive West of MD 3				5300								
Jurisdiction: Prince George's County				{ } }						Total:	\$9,343	
Description: Coll struction and right-of-way acquisition for the widening of MD 450, from MD 'Six lane divided roadway - MD 193 to Bell Station Road. 'Four-tane divided roadway with 8' outside shoulders - Bell Station Road to MD 'Four-tane divided roadway, no shoulders - MD 197 to Stonwbrook Drive.	the widening of Station Road. shoulders - Bell S MD 197 to Stom	MD 450, fro tation Road brook Drive.	n MD 193 to S to MD 197.	193 to Stony stook Drive (5.8 miles) 197.	(5.8 miles).							
40 Facility: IMD 450 (Annapolis Road)		3,764 c	3,764	3,827 c						STP	3,827	3,827 FONSI
From: Whutfield Chapel Road										80/ 20/		Approved
To: Seabrook Road			*******									
Jurisdiction: Prince George's County										Total:	\$3,827	
Description: Upgrade and widen existing MD 450 to a multitane divided highway from east of Whitefield Chapel Rd. to Seabrook Rd	ultilane divided h	ighway from	east of Whitefi	eld Chapel Rd.	to Seabrook R	d.						
41 Facility: MD 450 (Annapolis Road)		4 001	4,400	-568-b-	A CONTROL NOT NOT			4		STP	48,567 FONSI	FONSI
From: Overpass at CSX railroad crossing	*	3,700 с		47,999-0 488 A	6,3770	15,226	06.5 B	863 0 547 0 11.334 6.774 C		80/ 20/		Approved
Jurisdiction: Prince George's County,								)		Total:	\$48,567	
Description: Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross.	parated-crossing	and interse	ction improven	ents near the P	eace Cross.							
42 Facility: MD 475 (East Street Extended)		50 a	50	278 a	,					STP/Local	278	278 FONSI
From: South Street										80/ 20/		Approved
To: proposed Monocacy Boulevard Jurisdiction: Frederick County,										Total:	\$278	
				and the second sec	A TO			WARNAR CONVERSION OF THE PARTY	A DAMAGE AND			AND ADDRESS OF A DOLLAR OF A

Secondary

99

i.

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location a	nd Jurisdiction	2. Sub	mitting Agency:	MDOT/State Highway Administration
From/At: To:	I-270/US 15 Corridor Shady Grove Metro I-70 n: Montgomery County, Frederick Cou		t Modified On:	02/03/200
3. Project Ty	be and Description			
Constru	ction ortation Emissions Reduction Measure (1	TERM)	Study Illustrative Other Acti	
Descriptio	n of project or action:			

Study highway and transit improvements in the I-270/US 15 corridor. The I-270/MD 85 interchange will be partially reconstructed as part of the MD 85 Line Item in Frederick County.

#### 4. Project Phasing

	oject D	In TIP	Improvement	Facility	From	То	# Lane From To	Completion Date	
L	I		Construct	I-270/US 15 Corridor	Shady Grove Metro	I-70	varyvary	2020	

#### 5. Purpose/contribution to regional goals

Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and freight transportation route and improvements are needed to relieve existing and future traffic and to tie into improvements already underway in Montgomery County. This project is consistent with the local master plans, including: Clarksburg and Vicinity, Germantown Master Plan, Gaithersburg and Vicinity Master Plan and the Frederick County Regional Plan. This project is also compatible with the following adopted TPB goals, objectives and strategies: Policy Goals 1, 2, and 3.

6. Funding and Schedule Information

Cost (In Thousands):	\$2,311,240	Date of completion or implementation:	2020
Source: Federal, State,			
Cost and schedule rema	rks:		

#### 7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?	Yes 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:		
a a constant to a state of a state		

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

Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility:	I-270/US 15 Corridor
From/At:	Shady Grove Metro
To:	1-70
Jurisdiction:	Montgomery County, Frederick County,

3. Description of Project or Action

Alternative 3 consists of a mix of additional auxilary lanes, collector/distributor lanes, and managed lanes lanes between I-370 and I-70 in Frederick. It includes two new full movement interchanges at Newcut Road and MD 75, and two managed lane only direct access ramps to transit stations at Metropolitan Grove and Shady Grove via I-370.

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

#### DEIS Under preparation

6. Funding and Schedule Information

Date of co	mpletion or	implementation:	2020			
Source	FY	Amount (\$1,000s	) Phase	% Fed/	State/	Loc
NHS						
	2005	\$3,000	Carry Over	80	20	
	2006	\$2,000	P.E.	80	20	
	2007	\$1,202	P.E.	80	20	

Cost and schedule remarks:

1		LONG RANGE PLAN (C ect or Action Description Fo	,
1.	Location and JurisdictionFacility:I-70 (Baltimore National Pike)From/At:Mt. Phillip RoadTo:MD 144Jurisdiction: Frederick County	,	OT/State Highway Administration 03/200
	<ul> <li>Project Type and Description</li> <li>Construction</li> <li>Transportation Emissions Reduction Measure</li> <li>Description of project or action:</li> <li>This project would upgrade existing I-70 to indicate the second secon</li></ul>	□ Other Action/S	trategy
	Phase I - Provide missing movements at US 1	5/US 340 interchange. Cons	struction complete.
	Phase 1A - Construction of missing movemen NB to I-70 EB; construction of a third lane on I-70 EB and I-70 WB to US 15/US 40 NB; const bridges . Reconstruction of the New Design F and New Design Road Relocated. Improve th complete.	WB I-70; dualization of two of truction of 5 new bridges an Road structure over I-70. Co	existing ramps: US 15/US 40 SB to ad widening and/or redecking four construction of MD 914 Relocated
	Phase 2A – Construction complete Construction of ramps from eastbound I-70 Construction of Relocated MD 85 at MD 35 Widening of MD 355 from south of I-70 for	55 intersection	
	Phase 2B -Construction of Monocacy Blvd. Storm Water -Preliminary grading of Monocacy Blvd. Emba -Force Main along Proposed East Street Exter	ankment	umping Station
	Phase 2C -The MD 85 Urban Diamond Interchange and F -Completion of Monocacy Blvd. -MD 355 from just south of Monocacy Blvd. to -Necessary widening of I-70 associated with th -Park and Ride Lot in the northeast quadrant of	o the northern project limit. he above improvements.	
	Phase 2D -The Patrick Street Roundabout, westbound ra -The I-70 Bridges over Reich's Ford Road -The Reich's Ford Road Pumping Station -Ultimate eastbound and westbound widening		t westbound ramp
	Phase 3 -Construction of new MD 355 structure over I- -Widening of MD 355 from north of Moncacy E -Construction of Phase 3 is required before co	Blvd. to north of the new str	ructure
	Phase 4 -Widening westbound and eastbound I-70 from	m Mt. Phillip Road to west o	f US 40.
	Construct the extension of MD 475, from Sout Bicycle/pedestrian accommodations included		onocacy Boulevard.

ŧ

#### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	То	# La Fron		Completion Date
L		Construct	I-70 (Phase IIA)	MD 85 Extended/MD 355		0	4	2005
	V	Widen	I-70 - Phases 2D and 4	Mt. Phillip Road	MD 144FA	4	6	2010
MI4	✓		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. In 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. D 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 rema Phase I - 1997 Phase IA - 2003 Phase IIA - 2004 Phases II - IV - 2010	arks:				
7.	CMS Documentation					
	Is this a highway capacit	ty-increasing proje	ect on a limited access or other principal arter	ial highway?	✓ Yes	🗌 No
	If yes, does this project r	require a CMS Do	ocumentation 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.

Last Modified On: 02/03/200

2. Location and Jurisdiction

ī

Facility:I-70 - Phases 2B, 2C, 3, and East Street ExtensionFrom/At:Mount Phillip RoadTo:MD 144FAJurisdiction: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/S	State/Loc
IM					
	2005	\$2,165	Carry Over	80	20
	2005	\$585	Carry Over	80	20
	2006	\$15,606	Construction	80	20
	2006	\$727	R.O.W. Acquisition	80	20
	2006	\$696	P.E.	80	20
	2007	\$26,792	Construction	80	20
	2007	\$1,414	R.O.W. Acquisition	80	20
	2008	\$26,845	Construction	80	20
	2009	\$10,147	Construction	80	20

Cost and schedule remarks:

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location ar	nd Jurisdiction	2. Submitting Agency:	MDOT/State Highway Administration
To:	I-95/I-495 Capital Beltway American Legion Bridge Woodrow Wilson Bridge Montgomery County, Prince Georg	Last Modified On: e's County	01/14/200
3. Project Typ	be and Description		
Constru	ction ortation Emissions Reduction Measure (		Project ion/Strategy
	e e a calendar a calenda		

Description of project or action:

A study to determine the feasibility of providing managed lanes on the Capital Beltway from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

#### 4. Project Phasing

Project	In					# Lane	Completion
di	TIP	Improvement	Facility	From	То	From To	Date
Ml1a	~	Study	I-95/I-495 (Capital Beltway)	American Legion Bridge	Woodrow Wilson Bridge	6 6+4	ļ

#### 5. Purpose/contribution to regional goals

Increased development in Prince George's and Montgomery counties along with an increase in through traffic has caused the Capital Beltway to have severe traffic congestion. The alternatives being studied will reduce congestion on the Capital Beltway by providing other modes of travel, or better travel time for buses and managed lanes and improve the person carrying capacity of the Beltway. This project is also compatible with the following adopted TPB goals, objectives and strategies: Policy Goals 1, 2, 3 and 7.

6. Funding and Schedule Information

Date of completion or implementation:

Cost (In Thousands): \$2,918,647 Source: Federal, State Cost and schedule remarks: Project included in CLRP as study only.

7. CMS Documentation

Is this a highway	capacity-increasing	project on a limited ac	cess or other principal	l arterial highway? 🗹 Yes	i 🗌 No
-------------------	---------------------	-------------------------	-------------------------	---------------------------	--------

If yes, does this project require a CMS Documentation form under the given criteria?

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

This project is included in the CLRP for study only. CMS requirements will be addressed as part of the project planning study.

7

No No

Last Modified On: 02/03/200

2. Location and Jurisdiction

ł

Facility:	I-95/I-495 (Capital Beltway)
From/At:	American Legion Bridge
To:	Woodrow Wilson Bridge
Jurisdiction:	Montgomery County, Prince George's County,

3. Description of Project or Action

Project planning study for upgrading the Maryland portion of the Capital Beltway.

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:

Source	FY	Amount (\$1,000s)	Phase	% Fed/S	State/Loc
NHS					
0110	2005	\$3,978	Carry Over	80	20
	2006	\$3,638	P.E.	80	20
	2007	\$1,249	P.E.	80	20

Cost and schedule remarks:

#### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

 $\boldsymbol{\beta}$ 

1. Location and	Jurisdiction	2. Submitting Agency:	MDOT/State Highway Administration
From/At: To:	I-95/I-495 Branch Avenue Metro Station Prince George's County	Last Modified On:	02/03/200
	and Description		
Construct	ion	C Study	
Transport	ation Emissions Reduction Measure (TI	ERM) 🛛 Illustrative	2
Description of	of project or action:		- to southbound MD 5. This now

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		Improvement	Facility	From	То	# La Froπ		ompletion Date
1		Construct	I-95/I-495 (Capital Beltway)	Branch Avenue Metro Access (Phase 1)		8	8	2010
	✓	Construct	I-95/I-495 (Capital Beltwy)	Branch Avenue Metro Access (Phase 2)		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

Date of completion or implementation: 2010

Cost (In Thousands): Source: Federal, State, Cost and schedule remarks: Cost includes total for Phases 1 and 2.

\$84.579

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.

Last Modified On: 02/03/200

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 accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Date of co	mpletion or	implementation:	2010		
Source	FY	Amount (\$1,000s)	Phase	% Fed/5	State/Loc
CMAQ/NHS					
	2005	\$9,681	Carry Over	80	20
	2006	\$4,805	Construction	80	20
	2006	\$4,800	R.O.W. Acquisition	80	20
	2006	\$1,808	P.E.	80	20
	2007	\$11,088	Construction	80	20
	2007	\$437	R.O.W. Acquisition	80	20
	2008	\$11,715	Construction	80	20
	2009	\$5,223	Construction	80	20

Cost and schedule remarks:

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and	d Jurisdiction 2. S	ubmitting Agency:	MDOT/State Highway Administration
From/At: To:	I-95/I-495/ Arena Drive Interchange Interli MD 202 MD 214 Prince George's County	ast Modified On:	02/03/200
3. Project Type	and Description		
Construct	tion	Study	
Transport	tation Emissions Reduction Measure (TERM	) 🗌 Illustrative	2
Description	of project or action:		
Construct o	operational and safety improvements alor	ng I-95/I-495 from	MD 214 to MD 202 including

conversion of the I-95/I-495 interchange at Arena Drive from a part-time interchange to a full-time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station. Three through lanes and two local C/D (Collector Distributor) lanes along I-95/495 from south of Arena Drive Ram to North of Ramp to MD 202 will be constructed. In order to accommodate the creation of the local C/D lanes, the through lanes will be shifted onto new pavement in the existing median.

#### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	То	# Lane From To	Completion Date
<b>.</b>	$\mathbf{V}$	Construct	I-95/I-495/Arena Drive Interchange	MD 214	MD 202	8 8+2	

#### 5. Purpose/contribution to regional goals

Relieve congestion at the adjacent Capital Beltway interchanges at MD 202 and MD 214 in the future so that planned economic development and the Largo Largo Town Center Metro Station can be better served.

6. Funding and Schedule Information

Cost (In Thousands):	\$29,651	Date of completion or implementation:	2010
Source: Federal, State,			
Cost and schedule remain	rks:		

#### 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:		

Last Modified On: 02/03/200

2. Location and Jurisdiction

£

Facility:	I-95/I-495/Arena Drive Interchange
From/At:	MD 214
To:	MD 202
Jurisdiction:	Prince George's County

3. Description of Project or Action

Construct operational and safety improvements along I-95/I-495 from MD 214 to MD 202 including conversion of the I-95/I-495 interchange at Arena Drive from a part-time interchange to a full-time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station. Three through lanes and two local C/D (Collector Distributor) lanes along I-95/495 from south of Arena Drive Ram to North of Ramp to MD 202 will be constructed. In order to accommodate the creation of the local C/D lanes, the through lanes will be shifted onto new pavement in the existing median.

4. Project Status

#### In previous TIP, proceeding as scheduled

5. Environmental Review

#### CE Under preparation

6. Funding and Schedule Information

Source	FY	Amount (\$1,000s)	Phase	% Fed/S	State/Loc
NHS					
	2005	\$400	Carry Over	80	20
	2006	\$420	R.O.W. Acquisition	80	20
	2006	\$2,000	P.E.	80	20
	2007	\$3,586	Construction	80	20
	2007	\$630	R.O.W. Acquisition	80	20
	2007	\$244	Construction	80	20
	2008	\$11,980	Construction	80	20
	2009	\$10,391	Construction	80	20

Cost and schedule remarks:

	D LONG RANGE PLAN (CLRP) ject or Action Description Form
1. Location and JurisdictionFacility:MD 210, Indian Head HighwayFrom/At:MD 228To:I-95/I-495 (Capital Beltway)	<ol> <li>Submitting Agency: MDOT/State Highway Administration Last Modified On: 02/03/200</li> </ol>
Jurisdiction: <b>Prince George's County</b> 3. Project Type and Description ☑ Construction ☑ Transportation Emissions Reduction Measure	
Description of project or action: This project includes the following improve Intersection Improvements	☐ Other Action/Strategy ments along MD 210, from MD 228 to I-95/I-495:

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. F	Pro	ect	Ph	asing
------	-----	-----	----	-------

Project	In		-			# La		Completion
D	TIP	Improvement	Facility	From	То	From	То	Date
MP6d		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.
- $\Box\Box$

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

D

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** Source: **Federal, State,**  Date of completion or implementation: 2020

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.

Last Modified On: 02/03/200

2. Location and Jurisdiction

· .

Facility:	MD 210 (Indian Head Highway)
From/At:	MD 228
То:	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 accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FEIS Approved

6. Funding and Schedule Information

Date of co	mpletion or	implementation:	2020		
Source	FY	Amount (\$1,000s	) [°] Phase	% Fed/	State/Lo
NHS			······		
h	2005	\$881	Carry Over	80	20
	2006	\$226	R.O.W. Acquisition	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 ar	d Jurisdiction	2. Submitting Agency:	MDOT/State Highway Administration
Facility: From/At: To: Jurisdiction	MD 4, Pennsylvania Avenue MD 223 I-95/I-495 : Prince George's County	Last Modified On:	02/03/200
3. Project Typ	e and Description		
✓ Construct ☐ Transpo	ction rtation Emissions Reduction Measure (1	·	Project on/Strategy
Description	of project or action:		onoualegy

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 accomodations included

#### 4. Project Phasing

Ľ

Project	โก					# La	_	Completion
ID	TIP	Improvement	Facility	From	То	From	То	Date
L	✓	Construct	MD 4 (Pennsylvania Avenue)	Interchanges at Westphalia Rd., Dower House Rd.		4	6	2010
	~	Construct	MD 4, Pennsylvania Avenue	MD 223	1-95/1-495	4	6	2010
	$\mathbf{\nabla}$	Construct	MD 4	Interchange at Suitland Parkway		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 rema	ırks:		

#### 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?

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).

~

✓ Yes

2. Location and Jurisdiction

t

4

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/S	State/Loc
NHS					
	2005	\$1,600	Carry Over	80	20
	2006	\$5,106	R.O.W. Acquisition	80	20
	2006	\$2,813	P.E.	80	20
	2007	\$5,112	R.O.W. Acquisition	80	20
	2007	\$1,770	P.E.	80	20
	2008	\$7,860	Construction	80	20
	2008	\$5,112	R.O.W. Acquisition	80	20
	2008	\$500	P.E.	80	20
	2009	\$29,826	Construction	80	20
	2009	\$1,202	R.O.W. Acquisition	80	20
	2010	\$22,773	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.

Last Modified On: 02/03/200

CONSTRA	AINED L	ONG	RANGE	PLAN	(CLRP)
---------	---------	-----	-------	------	--------

Proposed Project or Action Description Form

q

1. Location and Jurisdiction		2. Submitting Agency:	MDOT/State Highway Administration	
Facility: From/At: To:	US 15 Catoctin Mountain Highway MD 26 Liberty Road	Last Modified On:	02/03/200	
Jurisdicti	on: Frederick County,			
3. Project T	ype and Description			
Const	uction	Study		
🗌 Transı	oortation Emissions Reduction Measure (		-	
☐ Other Action/Strategy Description of project or action: Project will provide the missing westbound MD 26 to northbound US 15 movement.				

4	Project	Phasing
Η.	1 TOJOUL	i nasing

Project ID	 Improvement	Facility	From	То	# Lane Completion From To Date
<u>k</u>	Construct	US 15 Catoctin Mountain Highway	MD 26 Liberty Road		2010

#### 5. Purpose/contribution to regional goals

The missing movement to the north on US 15 cause capacity and safety issues along Opposumtown Pike and Wormans Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange. 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):	\$3,403	Date of completion or implementation:	2010
Source: Federal, State,	, Local,		
Cost and schedule rema	arks:		

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:		

- 1. Agency: MDOT/State Highway Administration
- 2. Location and Jurisdiction

Facility:	US 15 Catoctin Mountain Highway
From/At:	MD 26 Liberty Road
To:	
Jurisdiction:	Frederick County,

3. Description of Project or Action

Constructing a directional ramp from westbound MD 26 to northbound US 15.

4. Project Status

• I

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Source	FY	Amount (\$1,000s)	Phase	% Fed/S	State/Loc
NHS					
	2005	\$200	Carry Over	80	20
	2006	\$424	Construction	80	20
	2006	\$28	R.O.W. Acquisition	80	20
	2007	\$688	Construction	80	20
	2008	\$323	Construction	80	20

Cost and schedule remarks:

Last Modified On: 02/03/200

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location an	d Jurisdiction	2	. Submitting Agency:	MDOT/State Highway Administration
Facility:	US 301 Corridor Transportation St	ıdy	Last Modified On:	02/03/200
From/At:	South of LaPlata			
To:	North of Mount Oak Road			
Jurisdiction	Prince George's County, Charles C	ou	nty	
3. Project Typ	e and Description			

Construction

□ Transportation Emissions Reduction Measure (TERM)

Illustrative Project
 Other Action/Strategy

Study

Description of project or action:

Multi-modal corridor study to consider highway/transit improvements from south of LaPlata to Mount Oak Road. Includes preparing appropriate environmental approvals for the recommended alternates.

Project planning study and right-of-way preservation along US 301, from south of La Plata to Mount Oak Road.

MD 5, from the Capital Beltway to US 301 at T.B., is being reevaluated as a separate project.

# Project planning for the US 301 corridor, from T.B. to south of LaPlata, is being re-initiated. Bicycle/pedestrian accommodations included

#### 4. Project Phasing

Project ID	Improvement	Facility	From	То	# Lane Fron To	Completion Date
L	 Study	US 301Corridor Transportation Study	Obaci, or Ear later	North of Mount Oak Road		

#### 5. Purpose/contribution to regional goals

The project will address transportation and related environmental and growth issues in the corridor. This project will expand the transportation system in a manner that protects sensitive environmental features. The project will encourage concentrated development in the corridor. The study will consider the effects of transportation alternatives on land use and development. This project is consistent with the Prince George's County Subregion V Master Plan and the Subregion VI Master Plan.

This project is compatible with the adopted TPB goals, vision and strategies for the National Capital Region: Region:

Goals 1, 2,3 4 and 5.

6. Funding and Schedule Information

Date of completion or implementation:

Cost (In Thousands): \$4,657,980 Source: Fed, 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:		

Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility:	US 301Corridor Transportation Study
From/At:	South of LaPlata.
To:	North of Mount Oak Road
Jurisdiction:	Charles and Prince George's Counties

3. Description of Project or Action

Project planning study and right-of-way preservation along US 301, from south of LaPlata. to Mount Oak Road. MD 5, from US 301 at T.B. to the Capital Beltway, is being reevaluated as a separate project to determine the feasibility of developing the corridor as a managed lane facility. Bicycle/pedestrian accomodations included

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:

Source	FY	Amount (\$1,000s)	% Fed/State/Loc		
NHS					
	2005	\$958	Carry Over	80	20
	2006	\$8,275	R.O.W. Acquisition	80	20
	2006	\$1,468	P.E.	80	20
	2007	\$5,000	R.O.W. Acquisition	80	20
	2007	\$1,250	P.E.	80	20
	2008	\$7,300	R.O.W. Acquisition	80	20
	2008	\$1,250	P.E.	80	20
	2009	\$2,300	R.O.W. Acquisition	80	20
	2009	\$625	P.E.	80	20
	2010	\$2,300	R.O.W. Acquisition	80	20

Cost and schedule remarks:

The above costs are for a project planning study for US 301, from T.B. to south of LaPlata; and for protective right-of-way acquisition for US 301, from north of Mount Oak Road to south of LaPlata.

# CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location ar	nd Jurisdiction	2. Submitting Agency:	MDOT/State Highway Administration
Facility: From/At: To: Jurisdictior	MD 124 (Woodfield Road) Midcounty Highway Warfield Road n: Montgomery County,	Last Modified On:	01/21/200
3. Project Typ	be and Description		
🗹 Constru		Study	
🗌 Transpo	rtation Emissions Reduction Measure (T	ERM)   Illustrative Other Acti	
Description	n 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	То	# La Fron		Completion Date
L		Widen	MD 124 (Woodfield Road	south of Airpark Drive	north of Fieldcrest Road	2	6	2010
MS6b		Widen	MD 124 (Woodfield Road)	inaccounty ingriticy	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 c

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?	<b>⊻</b> Y	Yes	N	10
--------------------------------------------------------------------------------------------------------	------------	-----	---	----

If yes, does this project require a CMS Documentation form under the given criteria?

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

CMS requirements will be reviewed as part of environmental document.

No

Last Modified On: 02/03/200

2. Location and Jurisdiction

1

1

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 co	mpletion or	implementation:	2010		
Source	FY	Amount (\$1,000s)	Phase	% Fed/S	State/Loc
STP					
	2005	\$200	Carry Over	80	20
	2005	\$596	Carry Over	80	20
	2006	\$3,435	R.O.W. Acquisition	80	20
	2006	\$596	P.E.	80	20
	2007	\$2,533	Construction	80	20
	2007	\$2,065	R.O.W. Acquisition	80	20
	2007	\$592	P.E.	80	20
	2008	\$10,535	Construction	80	20
	2009	\$11,973	Construction	80	20
	2010	\$4,891	Construction	80	20

Proposed Project or Action Description Form

1. Location ar	nd Jurisdiction	2. Submitting Agency:	MDOT/State Highway Administration
Facility: From/At: To: Jurisdictior	MD 201 Extended/US 1 I-95/I-495 MD 198 I: Prince George's County	Last Modified On:	01/18/200
3. Project Typ	e and Description		
Construe	ction rtation Emissions Reduction Measure (TI	✓ Study     ERM) □ Illustrative	Project

Description of project or action:

Study an extension of MD 201 from I-95/I-495 to MD 198 as a four- to six-lane divided highway including an interchange at MD 212. Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange on US 1 at MD 212 (Powder Mill Road).

Other Action/Strategy

The scope of this project may be reduced due to the ICC.

### Bicycle/pedestrian accomodations included

#### 4. Project Phasing

Project ID	In TIP	Improvement	Facility	From		# Lane Fron To	Completion Date
MS10a		Study	MD 201 Extended/US 1	1-95/1-495	MD 198		

5. Purpose/contribution to regional goals

The intent of this project is to improve traffic mobility and enhance safety along this segment of MD 201. This project is consistent with the Langley Park, College Park, Greenbelt Master Plan. 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 land 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 consistent with the following TPB's goals and strategies. Goals 1, 2, and 3.

6. Funding and Schedule Information

7. CMS Documentation

Cost (In Thousands):	\$405,881	Date of completion or implementation:	
Source: Federal, State,	ı.		
Cost and schedule rema	arks:		

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?	Yes	🗆 No
If ves, 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 addresssed as part of project planning study.

	ł	ŝ	h	
--	---	---	---	--

Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility:	MD 201 Extended/US 1
From/At:	1-95/1-495
To:	MD 198
Jurisdiction:	Prince George's County

3. Description of Project or Action

Study to reconstruct US 1 and/or construct an extension of MD 201 from Sunnyside Avenue to 198 as a four-lane divided highway in order to improve traffic operations along these roadways. Includes an interchange at US 1 at MD 212.

Bicycle/pedestrian accomodations included

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:

Source	FY	Amount (\$1,000s	) Phase	% Fed/	State/Loo
STP					
	2005	\$450	Carry Over	80	20
	2006	\$330	P.E.	80	20

Proposed Project or Action Description Form

1. Location a	nd Jurisdiction 2	. Submitting Agency:	MDOT/State Highway Administration
Facility:	MD 355 (Rockville Pike)	Last Modified On:	02/03/200
From/At:	CSX RR & Interchange@Montrose/Rai	nd	
To: Jurisdictior	n: Montgomery County,		
3. Project Typ	be and Description		
🗹 Constru	ction	🖾 Study	
🗌 Transpo	ortation Emissions Reduction Measure (TE		Project on/Strategy
	n of project or action:		
	a CSX Railroad grade-separated cross		
Road/Mon	trose Road. Sidewalks will be included	where appropriate.	
Bicycle/pe	edestrian accommodations included		

#### 4. Project Phasing

Project ID	in TIP	Improvement	Facility	From	То	# Lai Fron		Completion Date
1		Construct	MD 355 (Rockville Pike)	Randolph Road/Montrose Parkway				2010
	1	Upgrade	MD 355	CSX Railroad	CSX Railroad	4	4	2020

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 rema	arks:		

7. CMS Documentation

Upgrade of an existing intersection.	
If not, please identify the criteria that exempt the project here:	
If yes, does this project require a CMS Documentation form under the given criteria? $\Box$ Yes	🗹 No
Is this a highway capacity-increasing project on a limited access or other principal arterial highway?	🗹 No

Last Modified On: 02/03/200

2. Location and Jurisdiction

7

Facility:MD 355 (Rockville Pike)From/At:Randolph Road/Montrose ParkwayTo: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

Source	FY	Amount (\$1,000s)	Phase	% Fed/S	State/Loc
STP	<u></u>				
L	2005	\$4,559	Carry Over	80	20
	2005	\$750	Carry Over	80	20
	2006	\$4,756	R.O.W. Acquisition	80	20
	2006	\$1,158	P.E.	80	20
	2007	\$3,844	R.O.W. Acquisition	80	20
	2007	\$1,117	P.E.	80	20
	2010	\$7,599	Construction	80	20

Proposed Project or Action Description Form

1. Location and Jurisdiction	2. Submitting Agency:	MDOT/State Highway Administration
Facility: MD 450 From/At: Whitfield Chapel Road To: west of MD 3 Jurisdiction: Prince George's County,	Last Modified On:	02/03/200
3. Project Type and Description		
<ul> <li>Construction</li> <li>Transportation Emissions Reduction Measure</li> <li>Description of project or action:</li> <li>Widen MD 450 from Whitfield Chapel Road to segment of this project:</li> <li>MD 450, from east of Whitfield Chapel Road to MD 450, from Greenwood Lane to Seabrook R MD 450, from MD 704 to MD 193 - six lanes div MD 450, from MD 704 to MD 193 - six lanes div MD 450, from MD 193 to Bell Station Road - six MD 450, from Bell Station Road to MD 197 - fo MD 450, from MD 197 to Stonybrook Drive - fo MD 450, from Stonybrook Drive to west of MD</li> </ul>	Other Act west of MD 3. Describ o Greenwood Lane - fiv oad - four lane divided lanes divided with 12 vided (completed) x lanes divided ur lanes divided roadw ur-lane divided roadwa	ion/Strategy ed below is typical section for each e lanes undivided closed section. with 12 foot outside shoulders. foot outside shoulders. (completed) yay with 8' outside shoulders ay, no shoulders
Bicycle/pedestrian accommodations included		-

4. Project Phasing

Project	In					#La	ine	Completion
ID	TIP	Improvement	Facility	From	То	Fron	rTo	Date
MS18i		Widen	MD 450 (Annapolis Road)	Whitfield Chapel Road	Seabrook Road	2	4/5	2005
MS18h		Widen	MD 450 (Annapolis Road)	MD 193	Stonybrook Drive	2	4/6	2005
		Widen	MD 450 (Annapolis Road)	Stonybrook Drive	West of MD 3	2	4	2020

5. Purpose/contribution to regional goals

This project is intended to accommodate existing high volumes of traffic and provide better access to planned residential development in central Prince George's County. This project is consistent with local master plans, including the Prince Geoerge's County General Plan, the Master Plan for Glen Dale, Seabrook, Lanham and vicinity and the Master Plan for Bowie-Collington-Mitchellville and Vicinity. This project is also compatible with the following adopted TPB's Goals, Objectives and Strategies: Goals 1, 2, 3, 4 and 5.

6. Funding and Schedule Information

Cost (In Thousands):	\$83,314	Date of completion or implementation:	2020
Source: Federal, State,			

Cost and schedule remarks:

Cost includes total costs for MD 450 corridor from Whitefield Chapel Road to west of MD 3.

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 1992.

Last Modified On: 02/03/200

2. Location and Jurisdiction

1

Facility:	MD 450 (Annapolis Road)
From/At:	Stonybrook Drive
To:	West of MD 3
Jurisdiction:	Prince George's County,

3. Description of Project or Action

Widen MD 450, from Stonybrook Drive to west of MD 3, to a four lane divided roadway. Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: 2020

Source	FY	Amount (\$1,000s	% Fed/State/Loc		
STP					
	2005	\$530	Carry Over	80	20
	2006	\$1,210	P.E.	80	20
	2007	\$1,210	P.E.	80	20
	2008	\$700	P.E.	80	20

Cost and schedule remarks:

### Funded for PE only.

Proposed Project or Action Description Form

1. Location and Jurisdiction			2. S	ubmitting Agency:	MDOT/State Highway	[,] Admi	nistration	
Fa	cility:	MD 4	50	L	ast Modified On:	02/03/200		
Fro	om/At:	CSX	RR Crossing near Peace Cros	S				
То								
Ju	risdiction	Princ	ce George's County,					
3. Pro	oject Typ	e and	Description					
	Construc	tion			Study			
	Transpor	tation	Emissions Reduction Measure	(TERM	1) 🗌 Illustrative	Project		
					Other Action	on/Strategy		
			ject or action:					
Co	onstructi	on of	a highway-railroad grade-sep	arated	crossing and inte	ersection improvemer	nts nea	ar the
Pe	ace Cros	ss in I	Bladensburg.					
Bio	cycle/pe	destri	an accommodations included					
4. Pro	oject Pha	sing						
Project	In						# Lane	Completion
IĎ	TIP Improv	vement	Facility F	rom		То	Fron To	Date

٩D	TIP Improvement	Facility	From	10	Pror	10	Date
	V STATE	····· ···· (··························	Overpass at CSX railroad crossing		4	4/5	2008

#### 5. Purpose/contribution to regional goals

This project will improve safety and relieve traffic congestion that occurs at this crossing and at adjacent intersections. This project is consistent with the local master plans and the following Adopted TPB's goals and visions: Goals 2, 3 and 4.

6. Funding and Schedule Information

Cost (In Thousands):	\$68,532	Date of completion or implementation:	2008
Source: Fed, State			
Cost and schedule rema	ırks:		

7. CMS Documentation

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

Yes

✓ No

If yes, does this project require a CMS Documentation form under the given criteria?

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

The project involves the replacement of an at-grade intersection with a grade-separated railroad crossing.

Last Modified On: 02/03/200

2. Location and Jurisdiction

ſ

5

Facility:	MD 450 (Annapolis Road)
From/At:	Overpass at CSX railroad crossing
To: Jurisdiction:	Prince George's County,

3. Description of Project or Action

Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross in Bladensburg. Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

#### FONSI Approved

### 6. Funding and Schedule Information

	•	implementation:	-	~ ~ ~	
Source	FY	Amount (\$1,000s)	Phase	% Fed/5	State/Loc
STP		· · · · · · · · · · · · · · · · · · ·			
	2005	\$9,887	Carry Over	80	20
	2006	\$13,975	Construction	80	20
	2006	\$2,399	R.O.W. Acquisition	80	20
	2007	\$15,226	Construction	80	20
	2007	\$2,570	R.O.W. Acquisition	80	20
	2008	\$11,334	Construction	80	20
	2008	\$863	R.O.W. Acquisition	80	20
	2009	\$6,774	Construction	80	20
	2009	\$347	R.O.W. Acquisition	80	20

Proposed Project or Action Description Form

1. Location a	and Jurisdiction	2. Submitting Agency:	MDOT/State Highway Administration
Facility: From/At: To: Jurisdictic	MD 5, Branch Avenue US 301 at T.B. North of the Capital Beltway on: Prince George's County	Last Modified On:	02/03/200
3. Project Ty	pe and Description		
🗹 Constru	uction	Study	
🗌 Transp	ortation Emissions Reduction Measure (1	TERM)	-
Descriptio	n 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	In					# La	ne	Completion
DI	TIP	Improvement	Facility	From	То	From	То	Date
		Upgrade/Wide	MD 5 (Branch Avenue)	US 301 at T.B.	North of the Capital Beltway	4	6	2010
		Upgrade?Wid	MD 5 (Branch Avenue)	Interchange at MD 373/Brandywine Road Relocated		4	6	2010
	✓	Upgrade/Wide	MD 5 (Branch Avenue)	Interchange at Earnshaw/Burch Hill Roads		4	6	2010
		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

4

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.

Last Modified On: 02/04/200

2. Location and Jurisdiction

,

4

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

3. Description of Project or Action

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 Status

In previous TIP, proceeding as scheduled

- 5. Environmental Review
- FEIS Approved
- 6. Funding and Schedule Information

Date of completion or implementation: 2010

% Fed/State/Loc Amount (\$1,000s) Phase Source FY NHS 80 20 Carry Over 2005 \$100 2006 \$800 P.E. 80 20 \$100 P.E. 80 20 2007

Cost and schedule remarks:

\$1 million is funded for a study to determine whether MD 5 corridor could be developed as a ETL facility.