### ITEM 16 - Notice Item

April 19, 2006

Notice of Proposed Amendments to the FY 2006-2011 TIP That Are Exempt from the Air Quality Conformity Requirement to Add Funding for Fifteen Projects in Frederick, Montgomery and Prince George's Counties, as Requested by the Maryland Department of Transportation (MDOT)

Staff

Recommendation: Review proposed amendments

Issues:

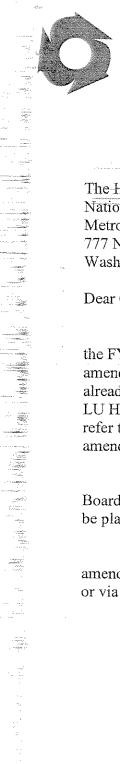
None

Background:

As indicated in the attached letter, MDOT is requesting amendments to the FY 2006-2011 TIP to reflect funding changes authorized under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) to add 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 2006-2011 TIP.

Following a public comment period, the Board will be asked to act on this request at the May 17, 2006 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

April 11, 2006

Robert L. Ehrlich, Jr. Governor

Michael S. Steele Lt. Governor

Robert L. Flanagan Secretary

James F. Ports, Jr. Deputy Secretary

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

Dear Chairperson Knapp:

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

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

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

Sincerely,

Lyn Erickson, Manager

Lyn Ginkson

Regional Planning & Programming

Office of Planning

### Attachments

cc:

Ms. Kellie Gaver, Assistant Director, Office of Planning, MDOT

Mr. Michael J. Haley, Chief of Regional and Intermodal Planning Division, SHA

Mr. Ronald Kirby, Director, Metropolitan Washington Council of Governments

Mr. Samuel F. Minnitte, Jr., Director, Office of Planning, MDOT

Mr. Shiva Shrestha, Regional Planner, SHA



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

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

Maryland Department of Transportation

**MEMORANDUM** 

TO: Mr. Samuel F. Minnitte, Jr., Director

Office of Planning and Capital Programming

ATTN: Ms. Lyn Erickson

Regional Planner

FROM: Michael J. Haley, Chief

Regional and Intermodal

Planning Division

**DATE:** April 6, 2006

SUBJECT: FY 2006-2011 Washington Metropolitan Region TIP Amendments

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

Project: MD 85, (06TIP#43)

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

Grove Road.

Comment: The amendment is to add \$4.0 million in federal HPP funds and matching State and

County funds to complete engineering for Phase 1 (from English Muffin Way to north

of Grove Road.

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

Improvement: Study to improve US 40 Alt. through Middletown, including a potential interchange at

I-70/Hollow Road.

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

study.

 Mr. Samuel F. Minnitte, Jr.

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Project:

I-70 Improvement Project, (06TIP#3)

Improvement: Construct an extension of MD 475 from South Street to proposed Monocacy Boulevard

(formerly Walser Drive), and includes construction of stormwater management ponds and a pumping station along Monocacy Boulevard, an urban diamond interchange at

MD 85, and construction of a new MD 355 Bridge over I-70.

Comment:

The amendment is to use an additional \$15.0 million in federal HPP funds, and \$1.0 million in IM Discretionary funds from the FY 06 Transportation Appropriations Act toward the ongoing construction of the project. The project was advertised on May 10,

2005, and is scheduled to be completed in Fall 2008.

Project:

MD 124, from Midcounty Highway to Warfield Road, (06TIP#30)

Improvement: Construct a six-lane, divided highway, from south of Airpark Road to north of

Fieldcrest Road (Phase 1).

Comment:

The amendment is to use an additional \$1.6 million in federal HPP funds to further

development of Phase II.

Project:

InterCounty Connector, from I-370 to I-95/US 1, (06TIP#14)

Improvement: Construct new East-West multi-modal highway in Montgomery and Prince George's

counties between I-370 and I-95/US 1.

Comment:

The amendment is to use an additional \$18.0 million in federal HPP funds to further development of the project. The project is scheduled to be advertised in Summer 2006,

and is anticipated to be completed in Summer 2010.

Project:

MD 355/Montrose-Randolph Road, (06TIP#36)

Comment:

Improvement: Construct an interchange at MD 355-Randolph Road/Montrose Parkway (Phase I). The amendment is to use an additional \$1.6 million in federal HPP funds to further

development of the project.

Project:

MD 4/Suitland Parkway Interchange, (06TIP#17)

Improvement: Construct a new interchange at MD 4 (Pennsylvania Avenue) and Suitland

Parkway.

Comment:

The amendment is to use an additional \$15.0 million in federal HPP funds, and \$2.0 million in STP-Demo funds from the FY 06 Transportation Appropriations Act to construct the interchange project. The project is scheduled to be advertised in Fall 2007, and is anticipated to be completed in Fall 2010.

Project:

MD 5/MD 373/Brandywine Road Interchange, (06TIP#18)

Improvement: Construct a new interchange at MD 5/MD 373/Brandywine Relocated. This is a

breakout project from the MD 5 Corridor Transportation Study.

Comment:

The amendment is to use an additional \$16.0 million in federal HPP funds, and \$2.5 million in STP-Demo funds from the FY 06 Transportation Appropriations Act to

complete engineering for the project.

Mr. Samuel F. Minnitte, Jr.

Page Three

Project:

MD 210, from I-495 to MD 228; MD 210/Livingston Road/Kirby Hill Road

Interchange, (06TIP#15)

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

Comment:

The amendment is to use an additional \$5.0 million in federal HPP funds for

engineering of the Phase I Interchange project.

Project:

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

Improvement: Construct missing movements at the I-95/I-495/MD 5 interchange to make the

interchange a full movement interchange. Phase 1 includes construction of a flyover

ramp from the inner loop Capital Beltway off-ramp to southbound MD 5.

Comment:

The amendment is to use an additional \$5.0 million in federal HPP funds to construct

the flyover ramp. The project was advertised on July 7, 2005, and is anticipated to be

completed in Summer 2009.

Project:

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

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

Comment:

The amendment is to use an additional \$1.0 million in federal HPP funds for further

development of the project.

Project:

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

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

stewardship efforts for the Woodrow Wilson Bridge project.

Comment:

The amendment is to use \$1.6 million in federal HPP funds for the Anacostia Wetland

Mitigation efforts.

Project:

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

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

Hill Road/Randolph Road and Cherry Hill Road/MD212-Powder Mill Road.

Comment:

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

100% federally funded project.

Project:

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

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

that blend in with surrounding communities. Additionally, the sidewalks and

Mr. Samuel F. Minnitte, Jr. Page Four

landscaping will be enhanced or refurbished throughout the project location, at the

intersection of Suitland and Allentown Roads.

Comment: The amendment is to use \$1.25 million in federal STP funds from the FY 06

Transportation Appropriations Act to beautification activities of the Andrews AFB

Gateway. This is a 100% federally funded project.

Project: Long Branch Village Center Access Improvements, Silver Spring, Maryland (New

Addition to TIP)

Improvement: The project provides a series of capital improvements that are designed to establish a

pedestrian linkage system that unifies the Long Branch commercial area, the Long Branch Community Center and the Long Branch Library. It includes restoration of the

Long Branch Stream Valley as a neighborhood amenity. Safe and convenient

pedestrian walkways to surrounding residential areas will be constructed and the Long

Branch stream will be restored.

Comment: The amendment is to use \$0.75 million in federal STP funds from the FY 06

Transportation Appropriations Act to improve accessibility to the Long Branch Village

Center in Silver Spring. This is a 100% federally funded project.

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

### Attachments

cc: Mr. Terrance Hancock, Acting Regional Planner, Regional and Intermodal Planning Division, SHA

Mr. Shiva K. Shrestha, Regional Planner, Regional and Intermodal Planning Division, SHA

Mr. Dennis Yoder, Assistant Division Chief, Regional and Intermodal Planning Division, SHA

Mr. Raja Veeramachaneni, Director, Office of Planning and Preliminary Engineering, SHA

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On: 02/02/200

1. Location a	nd Jurisdiction	2. Submitting A	gency: MDOT/State High	nway Adminis	stration
ProjectNa	m				******
Facility:	MD 85 Buckeystown Pil	ke			
From:	English Muffin Way			-	
To:	north of Grove Road				
Jurisdictio	n: Frederick County				
3. Project Typ	pe and Description				
☑ Constru	ction	□ Stu	ıdv		
☐ Transpo	ortation Emissions Reduction		strative Project		
Description	n of project or action:	L Oth	ner Action/Strategy		
	85 to a four-lane divided b	nighway from south of Eng	alish Muffin Way to the S	tate Highway	ı
Administr	ation/Westview developme	ent complex, then 6 lanes t	hrough the I-270 interch	ange area, the	en 4
lanes to G	Frove Road. The interchange	ge at I-270/MD 85 will be p	artially reconstructed as	part of this li	ne
	e are no capacity improver xilliary lanes where necess		Grove Road where WD	oo wiii remain	
	edestrian accomodations in	•			
Project Mana	ger:	Phone:	URL:		٠
4. Project Pha	asing				
Project In	asing povement Facility	From	То		npletion Date
Project In	ovement Facility	From English Muffin Way	To north of Grove Road	From To	
Project In Impro	ovement Facility			From To	Date
Project In Improved Wide  5. Purpose/co  This projecorridor.	n MD858uckeystown Pike	English Muffin Way  provides capacity for plan with local master plans an	north of Grove Road	From To 2/4 4/6	Date 2020 MD 85
Project In Impro Wide  5. Purpose/co This projecorridor. TPB's goa	n MD85Buckeystown Pike  ontribution to regional goals  oct relieves congestion and This project is compatible	English Muffin Way  provides capacity for plan with local master plans an	north of Grove Road	From To 2/4 4/6	Date 2020 MD 85
Project in Impro Wide  5. Purpose/co This projecorridor. TPB's goal  6. Funding an	ovement Facility  n MD85Buckeystown Pike  ontribution to regional goals  oct relieves congestion and This project is compatible als, and strategies. Goals 1,	English Muffin Way  provides capacity for plar with local master plans an , 2, 3 and 5.	north of Grove Road	From To 2/4 4/6	Date 2020 MD 85
Project In Impro Wide  5. Purpose/co This proje corridor. TPB's goa  6. Funding an Cost (In Th	n MD85Buckeystown Pike  ontribution to regional goals  oct relieves congestion and This project is compatible als, and strategies. Goals 1, and Schedule Information	English Muffin Way  provides capacity for plar with local master plans an , 2, 3 and 5.	north of Grove Road  nned commercial develo d is consistent with the	From To 2/4 4/6	Date 2020 MD 85
Project In Impro Wide  5. Purpose/co This proje corridor. TPB's goa  6. Funding an Cost (In The Source: Fe	m MD85Buckeystown Pike ontribution to regional goals oct relieves congestion and This project is compatible als, and strategies. Goals 1, and Schedule Information nousands): \$138,000	English Muffin Way  provides capacity for plar with local master plans an , 2, 3 and 5.	north of Grove Road  nned commercial develo d is consistent with the	From To 2/4 4/6	Date 2020 MD 85
Project In Impro Wide  5. Purpose/co This proje corridor. TPB's goa  6. Funding an Cost (In The Source: Fe	m MD85Buckeystown Pike ontribution to regional goals oct relieves congestion and This project is compatible als, and strategies. Goals 1, and Schedule Information nousands): \$138,000 ederal, State, Local chedule remarks:	English Muffin Way  provides capacity for plar with local master plans an , 2, 3 and 5.	north of Grove Road  nned commercial develo d is consistent with the	From To 2/4 4/6	Date 2020 MD 85
Project In Impro Wide  5. Purpose/co This proje corridor. TPB's goa  6. Funding an Cost (In The Source: For Cost and see Tools)  7. CMS Docu	m MD85Buckeystown Pike ontribution to regional goals oct relieves congestion and This project is compatible als, and strategies. Goals 1, and Schedule Information nousands): \$138,000 ederal, State, Local chedule remarks:	English Muffin Way  provides capacity for plar with local master plans an , 2, 3 and 5.  Date of completion	north of Grove Road  nined commercial develo d is consistent with the or implementation: 2020	Pron To 2/4 4/6	Date 2020 MD 85
Project In Impro Wide  5. Purpose/co This projecorridor. TPB's goa  6. Funding an Cost (In The Source: For Cost and seeds and	m MD858uckeystown Pike ontribution to regional goals oct relieves congestion and This project is compatible als, and strategies. Goals 1, and Schedule Information nousands): \$138,000 ederal, State, Local chedule remarks:	English Muffin Way  provides capacity for plan with local master plans an , 2, 3 and 5.  Date of completion  oject on a limited access or	north of Grove Road  nned commercial develo d is consistent with the or implementation: 2020  other principal arterial high	Pron To 2/4 4/6	MD 85
Project In Impro Wide  5. Purpose/co This proje corridor. TPB's goa  6. Funding an Cost (In The Source: For Cost and second seco	movement Facility  m MD85Buckeystown Pike  contribution to regional goals  act relieves congestion and This project is compatible alls, and strategies. Goals 1,  ad Schedule Information  nousands): \$138,000  aderal, State, Local  chedule remarks:  mentation ghway capacity-increasing pro-	English Muffin Way  provides capacity for plan with local master plans an , 2, 3 and 5.  Date of completion  oject on a limited access or	north of Grove Road  nned commercial develo d is consistent with the or implementation: 2020  other principal arterial high	Fron To 2/4 4/6 :  pment in the following add	MD 85 opted

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

04/06/200

2. Location and Jurisdiction

Facility:

MD85Buckeystown Pike

From:

**English Muffin Way** north of Grove Road

To: Jurisdiction:

Frederick County

3. Description of Project or Action

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

No bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

Approved

6. Funding and Schedule Information

Date of completion or implementation:

2020

Source

Υ	Amount (\$1,000s)	Phase	% Fed/State/Loc
	<del></del>		***************************************

HPP/Local			
	2006	\$5,100 P.E.	80 20

Cost and schedule remarks:

Fundinig will allow completion of design activities for Phase I of this project, from Crestwood Boulevard to Spectrum Drive. Frederick County is providing the majority of matching funding for the federal HPP funds.

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

∟ast Modified On: <b>02/08/200</b>	_ast	Modified	On:	02/08/200
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1	Location and	Jurisdiction	2. Subm	nitting Agency:	MDOT/State Highway Administration
	ProjectNam				
	Facility:	I 70 Baltimore National Pike			
	From:	Mt. Phillip Road			9
	To:	MD 144			••
	Jurisdiction:	Frederick County			
3.	Project Type	and Description			
	☑ Constructi	•		Study	
	☐ Transporta	ation Emissions Reduction Measure (TE	ERM)	Illustrative	•
	•	f project or action:	*	Other Action	<del>~~</del>
	i nis project	would upgrade existing 1-70 to inclu	ide the t	following phas	sed improvements:
	Phase I - Pro	ovide missing movements at US 15/U	JS 340 i	nterchange.(	Construction complete.
	NB to I-70 El I-70 EB and bridges . Re	B; construction of a third lane on WE I-70 WB to US 15/US 40 NB; construc	3 I-70; d ction of ad struc	lualization of t 5 new bridges ture over I-70.	change; I-70 WB to I-270 SB and I-270 two existing ramps: US 15/US 40 SB to s and widening and/or redecking four . Construction of MD 914 Relocated Road intersection. Construction is
	□ • Construct □ • Construct	Construction complete tion of ramps from eastbound I-70 to tion of Relocated MD 85 at MD 355 in of MD 355 from south of I-70 for app	ntersect	ion	
	-Preliminary	on of Monocacy Blvd. Storm Water M grading of Monocacy Blvd. Embank along Proposed East Street Extende	ment	nent Ponds an	nd Pumping Station
	-Completion -MD 355 from -Necessary v	Urban Diamond Interchange and Ran of Monocacy Blvd. n just south of Monocacy Blvd. to the widening of I-70 associated with the a de Lot in the northeast quadrant of I	e north	mprovements	
	-The I-70 Brid -The Reich's	Street Roundabout, westbound ram dges over Reich's Ford Road Ford Road Pumping Station stbound and westbound widening or		videning of I-7	'0 at westbound ramp
	-Widening of	n of new MD 355 structure over I-70 f MD 355 from north of Moncacy Blvd n of Phase 3 is required before cons			<i>r</i> structure

### Phase 4

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

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

Pro	iect	Man	ad	er	٠

Phone:

URL:

### 4. Project Phasing

Project ID	1	Improvement	Facility	From	To	# La	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Completion Date
	~	Widen	I70Phases 2D and 4	Mt. Phillip Road	MD144FA	4	6	2010
MI4	V	Widen	I70Phases 2B, 2C, 3, and East Street Extension	Mount Phillip Road	MD144FA	4	6	2010

### 5. Purpose/contribution to regional goals

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

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

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· ·	i analis	4 4114			HILLOHI	пания

Cost (In Thousands):

\$187,602

Date of completion or implementation: 2010

Source: Federal, State,

Cost and schedule remarks:

Phase I - 1997

Phase IA - 2003

Phase IIA - 2004

Phases II - IV - 2010

### 7. CMS Documentation

ls 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.

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/01/200

2. Location and Jurisdiction

Facility:

170Phases 2B, 2C, 3, and East Street Extension

From:

Mount Phillip Road

To:

Jurisdiction:

Frederick County

3. Description of Project or Action

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

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

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

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

4: Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**FONSI** 

Approved

6. Funding and Schedule Information

Date of completion or implementation:

2010

Source IM/HPP/I FΥ

Amount (\$1,000s) Phase

% Fed/State/Loc

HIEL DIG	cretionary	***			
	2006	\$5,838	Construction	80	20
	2006	\$350	P.E.	80	20
	2006	\$1,295	R.O.W. Acquisition	80	20
	2007	\$19,348	Construction	80	20
	2007	\$250	P.E.	80	20
	2007	\$927	R.O.W. Acquisition	80	20
	2008	\$22,595	Construction	80	20
	2008	\$250	P.E.	80	20
	2009	\$19,881	Construction	80	20
	2009	\$77	P.E.	80	20

Cost and schedule remarks:

### CONSTRAINED LONG RANGE PLAN (CLRP) Proposed Project or Action Description Form

Last Modified On: 02/02/200

1. Location ar	nd Jurisdiction	2. Submitting	Agency: MDOT/State Hig	hway Adminis	tration
ProjectNar	n				
Facility:	MD 124 Woodfield Road				
From:	Midcounty Highway	•			
To:	Warfield Road				
Jurisdiction	n: Montgomery County,				
3. Project Typ	e and Description				
✓ Constru			Study		
☐ Transpo	rtation Emissions Reduction Me	,	llustrative Project		
Description	of project or action:		Other Action/Strategy		
included v	ict MD 124 (Woodfield Road), where appropriate. Wide curb edestrian accommodations inc	lanes will accommod		dewalks to be	
Project Mana	ger:	Phone;	URL;		
4. Project Pha	asing				
Project In					pletion
	n MD124Woodfield Road	From south of Airpark Drive	north of Fieldcrest Road		Date 2010
MS6b Wider		Midcounty Highway	Warfield Road		2015
· · · · · · · · · · · · · · · · · · ·	ontribution to regional goals				
road and i goals indic * Use trans existing tr * Develop Amendme * Improve,	ct is intended to accommodate sonsistent with the Gaithers cated in the Long-Range Transportation strategies to encouransportation corridors and in and manage the transportationts of 1990.  where necessary access to the transportation and enhance transit services and enhance transit services.	sburg & Vicinity Mast sportation Plan for the sportation Plan for the sportage local plans which close proximity to transported the system to meet the region's ports, airs	er Plan and is compatible ne National Capital Region of promote concentrated cansportation centers. Exequirements of the Clean corts, intermodal transpor	with the follow : development a n Air Act	ving
6. Funding an	d Schedule Information				
Cost (In Th	ousands): \$105,557	Date of completic	on or implementation: 2015		
Source: Fe	ederal, State,				
	chedule remarks:	Dh d	ta	4 4	
program.	t has been segmented into th	ree phases. Phase 1	nas been advanced to the	construction	
7. CMS Docur	mentation		•		
Is this a hig	hway capacity-increasing projec	et on a limited access of	or other principal arterial high	nway? 🗹 Yes	□No
If yes, does	this project require a CMS Doc	umentation form unde	r the given criteria?	☐ Yes	<b>☑</b> No
If not, pleas	se identify the criteria that exemp	ot the project here:			
CMS requi	rements will be reviewed as p	art of environmental	document.		

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/02/200

2. Location and Jurisdiction

- Facility:

MD124Woodfield Road

From:

south of Airpark Drive

To:

north of Fieldcrest Road

Jurisdiction:

**Montgomery County** 

3. Description of Project or Action

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

Bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

**Approved** 

6. Funding and Schedule Information

Date of completion or implementation:

2010

Source

FY Amount (\$1,000s) Phase

% Fed/State/Loc

 2006	\$975	P.E.	80	20
2006	\$7,058	R.O.W. Acquisition	80	20
2007	\$2,542	Construction	80	20
2007	\$2,839	R.O.W. Acquisition	80	20
2007	\$492	P.E.	80	20
2008	\$10,570	Construction	80	20
2008	\$2,017	R.O.W. Acquisition	80	20
2009	\$12,013	Construction	80	20
2010	\$4,908	Construction	80	20

Cost and schedule remarks:

### CONSTRAINED LONG RANGE PLAN (CLRP) Proposed Project or Action Description Form

ProjectNam		
Project Nam Facility: Intercounty Connector From: 1 270 1-270 To: I-95/US 1 Jurisdiction: Montgomery County, Prince George's County  3. Project Type and Description  □ Construction □ Transportation Emissions Reduction Measure (TERM) □ Illustrative Project □ Description of project or action: Construct a new east-west, multi-modal highway in Montgomery and Prince George's countif 270 and 1-95/US 1. The project will include managed lanes with express bus service connect Metrorail stations, and is currently undergoing a National Environmental Policy Act study who considering two build corridors.  Project Phasing  Project Phasing  Project Phasing  Project Improvement Facility □ The Improvement Facility □ Tro	ate Highway Admir	nistration
Facility: Intercounty Connector		
From: I 270 I-270		
To: I-95/US 1		
Jurisdiction: Montgomery County, Prince George's County		
3. Project Type and Description		
☑ Construction ☐ Study		
☐ Transportation Emissions Reduction Measure (TERM) ☐ Illustrative Project		
Description of project or action:		
Metrorail stations, and is currently undergoing a National Environmental Policy	vice connecting to Act study which i	o s 
Project Manager: Phone: URL:		
4. Project Phasing		2 °
Project In	# Lane	Completion
	From To	Date
	0 6	2010
		2025
5. Purpose/contribution to regional goals  The purpose of the Intercounty Connector (ICC) project is to link existing and p between the I-270 and I-95/US 1 corridors within central and eastern Montgomer Prince George's County with a state-of-the-art, multi-modal, east-west highway accommodates passenger and goods movement. This transportation project is community mobility and safety; to facilitate the movement of goods and people centers; to provide cost-effective transportation infrastructure to serve existing patterns reflecting local land use planning objectives; to help restore the natural environments from past development impacts in the project area; and to advance.  Funding and Schedule Information	ry County and nor that limits access intended to incre to and from econ- and future develo il, human and cult ce homeland secu	d areas thwestern and ase omic opment ural
The purpose of the Intercounty Connector (ICC) project is to link existing and p between the I-270 and I-95/US 1 corridors within central and eastern Montgomer Prince George's County with a state-of-the-art, multi-modal, east-west highway accommodates passenger and goods movement. This transportation project is community mobility and safety; to facilitate the movement of goods and people centers; to provide cost-effective transportation infrastructure to serve existing patterns reflecting local land use planning objectives; to help restore the natural environments from past development impacts in the project area; and to advance. Funding and Schedule Information  Cost (In Thousands): \$2,446,306 Date of completion or implementation Source: Federal, State, Bonds  Cost and schedule remarks:  Project is in project planning and preliminary engineering phase. The current further assumes the project will be paid for with a mix of Maryland Transportation Authority bonds, State funds, and special federal funds. (See attached table)	ry County and nor that limits access intended to incre to and from economic and future developly human and cultice homeland security 2010	d areas thwestern and ase omic pment ural rity.
The purpose of the Intercounty Connector (ICC) project is to link existing and p between the I-270 and I-95/US 1 corridors within central and eastern Montgomer Prince George's County with a state-of-the-art, multi-modal, east-west highway accommodates passenger and goods movement. This transportation project is community mobility and safety; to facilitate the movement of goods and people centers; to provide cost-effective transportation infrastructure to serve existing patterns reflecting local land use planning objectives; to help restore the natural environments from past development impacts in the project area; and to advance. Funding and Schedule Information  Cost (In Thousands): \$2,446,306 Date of completion or implementation Source: Federal, State, Bonds  Cost and schedule remarks:  Project is in project planning and preliminary engineering phase. The current for assumes the project will be paid for with a mix of Maryland Transportation Auth bonds, State funds, and special federal funds. (See attached table)	ry County and nor that limits access intended to incre to and from economic and future developed, human and cultice homeland security bonds, GARV	d areas thwestern and ase omic opment ural rity.
The purpose of the Intercounty Connector (ICC) project is to link existing and p between the I-270 and I-95/US 1 corridors within central and eastern Montgomer Prince George's County with a state-of-the-art, multi-modal, east-west highway accommodates passenger and goods movement. This transportation project is community mobility and safety; to facilitate the movement of goods and people centers; to provide cost-effective transportation infrastructure to serve existing patterns reflecting local land use planning objectives; to help restore the natural environments from past development impacts in the project area; and to advance. Funding and Schedule Information  Cost (In Thousands): \$2,446,306 Date of completion or implementation Source: Federal, State, Bonds  Cost and schedule remarks:  Project is in project planning and preliminary engineering phase. The current further assumes the project will be paid for with a mix of Maryland Transportation Authonds, State funds, and special federal funds. (See attached table)  7. CMS Documentation  Is this a highway capacity-increasing project on a limited access or other principal arter.	ry County and nor that limits access intended to incre to and from economic and future developl, human and cultice homeland security bonds, GARV rial highway?	d areas thwestern and ase omic opment ural rity.
The purpose of the Intercounty Connector (ICC) project is to link existing and p between the I-270 and I-95/US 1 corridors within central and eastern Montgomer Prince George's County with a state-of-the-art, multi-modal, east-west highway accommodates passenger and goods movement. This transportation project is community mobility and safety; to facilitate the movement of goods and people centers; to provide cost-effective transportation infrastructure to serve existing patterns reflecting local land use planning objectives; to help restore the natural environments from past development impacts in the project area; and to advance. Funding and Schedule Information  Cost (In Thousands): \$2,446,306 Date of completion or implementation Source: Federal, State, Bonds  Cost and schedule remarks:  Project is in project planning and preliminary engineering phase. The current further assumes the project will be paid for with a mix of Maryland Transportation Authords, State funds, and special federal funds. (See attached table)  7. CMS Documentation  Is this a highway capacity-increasing project on a limited access or other principal arter of the project will be paid for with a mix of maryland Transportation Authords, State funds, and special federal funds. (See attached table)	ry County and nor that limits access intended to incre to and from economic and future developed, human and cultice homeland security bonds, GARV	d areas thwestern and ase omic opment ural rity.

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

04/06/200

2. Location and Jurisdiction

Facility:

**Intercounty Connector** 

From:

1270

To:

Jurisdiction:

Montgomery County, Prince George's County

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**FEIS** 

Under review

6. Funding and Schedule Information

Date of completion or implementation:

2010

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

Cost and schedule remarks:

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

### CONSTRAINED LONG RANGE PLAN (CLRP) Proposed Project or Action Description Form

		•	Last Modifie	ed On:	02/02/200
1. Location an	d Jurisdiction	2. Submitting Agenc	y: MDOT/State Highwa	y Admir	nistration
ProjectNam	1				
Facility:	colitiv: MD 355 Rockville Pike  CSX RR & Interchange@Montrose/Randolph Rd.  crisdiction: Montgomery County,  object Type and Description  Construction  Transportation Emissions Reduction Measure (TERM)  Study  Transportation Emissions Reduction Measure (TERM)  Illustrative Project  Other Action/Strategy  construct a CSX Railroad grade-separated crossing and interchange improvements on Raradd/Montrose Road. Sidewalks will be included where appropriate.  object Phasing  In Phone:  URL  Object Phasing  To  Construct  MD365Rockville Pike  CSX RR & Interchange@Montrose/Randolph Rd.  CSX RR &				
From:		Montrose/Randolph Rd.			
To:	•				
Jurisdiction:	Montgomery County,				
3. Project Type	actifity: MD 355 Rockville Pike  **Tom: CSX RR & Interchange@Montrose/Randolph Rd.**  **Occurrisdiction: Montgomery County,  **Torject Type and Description  **Construction				
ProjectNam Facility: MD 355 Rockville Pike From: CSX RR & Interchange@Montrose/Randolph Rd. To: Jurisdiction: Montgomery County, 3. Project Type and Description □ Construction □ Transportation Emissions Reduction Measure (TERM) □ Description of project or action: Construct a CSX Railroad grade-separated crossing and interchange improvements on Ran Road/Montrose Road. Sidewalks will be included where appropriate. Bicycle/pedestrian accommodations included Project Manager: Phone: URL: 4. Project Phasing Project In   Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR & Interchange@Montrose/Randolph Rd. □ Construct   MD355Rockville Pike   CSX RR					
☐ Transpor	tation Emissions Reduction N	Measure (TERM) 🔲 Illustrativ	-		
Description	of project or action:	Other Ac	tion/Strategy		
		rated crossing and interchang	e improvements on Ra	ndolph	
Project Name Facility: MD 355 Rockville Pike From: CSX RR & Interchange@Montrose/Randolph Rd. To: Jurisdiction: Montgomery County,  3. Project Type and Description  ☑ Construction ☐ Transportation Emissions Reduction Measure (TERM) ☐ Illustrative Project ☐ Other Action/Strategy  Description of project or action: Construct a CSX Railroad grade-separated crossing and interchange improvements on Randolph Road/Montrose Road. Sidewalks will be included where appropriate.  Bicycle/pedestrian accommodations included  Project Manager: Phone: URL:  4. Project Phasing  Project In Description ☐ Rockville Pike	• •				
Project Manag	er;	Phone:	JRL:		
r	Jiig			#1 200	
	rement Facility	From	То	,	Completion Date
	Rockville Pike	Interchange@Montrose/Randolph		****	2010
Constru	uct MD355Rockville Pike	CSX RR & interchange@Montrose/Randoiph			2010
Constru	uct MD355Rockville Pike	CSX RR & Interchange@Montrose/Randolph			2010
	From: CSX RR & Interchange@Montrose/Randolph Rd.  To: Jurisdiction: Montgomery County,  Project Type and Description  Construction  Description of project or action: Construct a CSX Railroad grade-separated crossing and interchange improvements on Randolph Road/Montrose Road. Sidewalks will be included where appropriate.  Bicycle/pedestrian accommodations included  Project Phasing  Project Phasing  Rockville Pike  Rockville Pike  CSX RR & Interchange@Montrose/Randolph Rd.  Construct  MD355Rockville Pike  CSX RR & Interchange@Montrose/Randolph Rd.  Rd.  Rd.  Rd.  Rd.  Rd.  Rd.  Rd.	2010			
Constru	uct MD355Rockville Pike	Interchange@Montrose/Randolph			2010
5. Purpose/con	stribution to regional goals				
355/Randol compatible	ph/Montrose Road intersed with the local master plan	tion and the Randolph Road (	CSX railroad crossing.	This pr goals ar	oject is nd
Project Name Facility: MD 355 Rockville Pike From: CSX RR & Interchange@Montrose/Randolph Rd. To: Jurisdiction: Montgomery County,  3. Project Type and Description  □ Construction □ Transportation Emissions Reduction Measure (TERM) □ Illustrative Project □ Other Action/Strategy  Description of project or action: Construct a CSX Railroad grade-separated crossing and interchange improvements on Randolph Road/Montrose Road. Sidewalks will be included where appropriate.  Bicycle/pedestrian accommodations included Project Manager:  4. Project Phasing Project In In Interchange Int					
Cost (In Tho	ation and Jurisdiction  2. Submitting Agency: MDOT/State Highway Admin ectNam  lity: MD 355 Rockville Pike  CSX RR & Interchange@Montrose/Randolph Rd.  sdiction: Montgomery County, ect Type and Description onstruction onstruction onstruction onstruction onstruction onstruction onstruction onstruction onstruction onstruct a CSX Railroad grade-separated crossing and interchange improvements on Randolph d/Montrose Road. Sidewalks will be included where appropriate.  pole/pedestrian accommodations included ot Manager: Phone: Phone: OSX RR & Interchange@Montrose/Randolph Railing Oconstruct MD365Rockville Pike Oconstruct MD366Rockville Pike Oconstruct MD366Rockville Pike Oconstruct MD366Rockville Pike Oconstru				
Source: Fed					
Cost and scl	hedule remarks:				
7. CMS Docum	Location and Jurisdiction  2. Submitting Agency: MDOT/State Highway Administr ProjectNam Facility: MD 355 Rockville Pike From: CSX RR & Interchange@Montrose/Randolph Rd. To: Jurisdiction: Montgomery County, Project Type and Description □ Construction □ Transportation Emissions Reduction Measure (TERM) □ Illustrative Project □ Construct a CSX Railroad grade-separated crossing and interchange improvements on Randolph Road/Montrose Road. Sidewalks will be included where appropriate.  Bicycle/pedestrian accommodations included Project Manager: Phone: URL:  Project Phasing □ Rockville Pike CSX RR i Interchange@Montrose/Randolph Rd. □ Construct MD395Rockville Pike CXX RR i Interchange@Montrose/Randolph Rd. □ Construct MD395Rockville Pike Randolph Road/Montrose/Randolph Rd. □ Construct MD395Rockville Pike Randolph Road/Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/Montrose/Randolph Randolph/Road/Road/Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □ Construct MD395Rockville Pike Randolph Road/SRR interchange@Montrose/Randolph Rd. Rd. □				
Is this a high	way capacity-increasing proi	ect on a limited access or other	orincipal arterial highway	? 🗌 YA	s 🛂 No
			•		
				1 V	Simon I VI
n nor prode	receiving the officing frigt exer	npruic projectnere.			

Upgrade of an existing intersection.

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

04/06/200

2. Location and Jurisdiction

Facility:

MD355Rockville Pike

From:

Randolph Road/Montrose Parkway

To:

Jurisdiction:

**Montgomery County** 

3. Description of Project or Action

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

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 STP/HPP FY

Amount (\$1,000s) Phase

% Fed/State/Loc

2006	\$1,198	P.E.	80	20
2006	\$3,556	R.O.W. Acquisition	80	20
2007	\$4,524	R.O.W. Acquisition	80	20
2007	\$1,508	P.E.	80	20
2008	\$3,213	R.O.W. Acquisition	80	20
2009	\$1,600	Construction	80	20

Cost and schedule remarks:

### **CONSTRAINED LONG RANGE**

		D LUNG RANGE PLA	٠,	<i>)</i>		
	Proposed Pro	oject or Action Description	n Form	Last Modified C	٦n:	02/02/200
Location and	Jurisdiction	2. Submitting Agency	: MDOT/St	ate Highway A	dmi	nistration
ProjectNam						
Facility:	MD 4 Pennsylvania Avenue					
From:	MD 223					
To:	l 95/495 Capital Beltway					
Jurisdiction:	Prince George's County					
Project Type	and Description					
✓ Constructi	-	Study				
☐ Transporta	ation Emissions Reduction Measu		e Project			
Doggrinting	of project or action.		ion/Strategy	/		
•	of project or action: of MD 223 is currently a four-land	a dividad arinainal artaria	Luith morti	ial access comb	1-	This
project will	eliminate all at-grade intersection	e divided principal afteria ons. and widen existing M	n wiur paru ID 4 to a six	ai access cont x-lane freeway	rois	. ims
	estrian accomodations included			Ciano nectray.	1	
	c		RL:			
Project Phas	ing					
oject In				# Li	ane	Completion
	ment Facility	From	Ĩo	From	пТо	Date
Construc		MD223	195/495	4	6	2010
Construc		Interchange at Suitland Parkway				2010
Construc	t MD4Pennsylvania Avenue	Interchanges at Westphalia Rd., Dower House Rd.		4	6	2010
Durnoso/cont	ribution to regional goals					
	• •			2.00		
This project	would eliminate existing conge	stion and accommodate	projected c	levelopment in	the	corridor.
the Master F	is consistent with local land-us Plan for Subregion V.	e plans, including the Ma	ster Plan fo	or Melwood-W	estp	halia and
Funding and	Schedule Information					
Cost (In Thou		Date of completion or impl	ementation	: 2010		
Course Fast	, , ,					

the Master Plan for Subregion V. 6. Funding and Schedule Information

5. Purpose/contribution to regional goals

1. Location and Jurisdiction

3. Project Type and Description

Project Manager: 4. Project Phasing

Project In

Source: Federal, State, Cost and schedule remarks:

### 7. CMS Documentation

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

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

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).

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

04/06/200

2. Location and Jurisdiction

Facility:

MD4 Pennsylvania AvenueInterchange

From:

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

Amount (\$1,000s) Phase

% Fed/State/Loc

NHS/HPP/STP-D	DEMO				
	2006	\$16,532	R.O.W. Acquisition	80	20
	2006	\$5,083	P.E.	80	20
	2007		Construction	80	20

Cost and schedule remarks:

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

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On:

02/02/200

<ol> <li>Location a</li> </ol>	nd Jurisdiction	<ol><li>Submitting Ager</li></ol>	ncy: MDOT/State Highw	a <mark>y-Ad</mark> ministratio
ProjectNa	n			
Facility:	MD 5 Branch Avenue			
From:	US 301 at T.B.	•		i in the second
To:		way		
		-		)LITT <b>IV</b>
our routering	Trinoc ocorge 5 county			20 000 W 20 000 000
3. Project Tyլ	WE MD 5 Branch Avenue US 301 at T.B. North of the Capital Beltway  Idiction: Prince George's County  Instruction I			
✓ Constru	rom: US 301 at T.B.  O: North of the Capital Beltway urisdiction: Prince George's County  roject Type and Description  Construction   Illustrative Project   Illustrative Project   Other Action/Strate   Description of project or action:   Other Action/Strate   Description of project   Other Action   Description of project   Other Action   Description of			
☐ Transpo	rtation Emissions Reduction			
Description	of project or action:	∟ Other.	Action/Strategy	
		ontrols and widen existing N	ID 5 from US 301 at T.B.	to north of 1-95
495 to a s	x lane freeway with interch	anges at MD 373/Brandywine	e Road Relocated, Burch	า Hill ๊/ Earnshaw
Roads, Su	rratts Road, MD 233 (comp	lete), Coventry Way and Male	colm/Schutz Roads (con	nplete), and MD
		ie I-95/I-495 interchange. Thi	is project includes an ov	erpass at
			** ***	
				•
110111 00 0	or at 1.D. to the Capital De	tway as a managed lane rach	nty.	96. 10.2 11.2
Drainat Mana			4401	
Project Mana	ger:	Phone:	URL:	**************************************
Project Pha	esing			Manufa Sel 72a
roject in ID TIP Impre			_	#Lane Completion
<del></del>	<del></del>			From To Date 4 6 2010
			Notifi of the Capital Bertway	4 6 2010
	da ANIda MASED consta Avronus Internation	RelocatedInterchange	T 188	
upgra	de/vvide iviDbbranch Avenueinterchange		Hill	4 6 2010
Upgra	de/Wide MD5Branch AvenueInterchange	Interchange at Surratts Road	· ·	4 6 2010
Purpose/co	ntribution to regional goals			
	<u> </u>			
		raicated in the Long-Nange	rransportation rian for	ule Nauonai
	3			
* Use trans	sportation strategies to end	ourage local plans which pro	omote concentrated dev	elopment along
	g transportation corridors	and in close proximity to trar	nsportation centers.	
* Consider	the likely effect of transpo	rtation policy decisions on la	and use and developmen	nt and the
		nd programs with the provis	ions of all applicable sn	ort and long terr
	ia acverophicin pians,			
	so transportation eyetom in			
developm	ia nanohonanon olomin m	iprovements pased on now v	well they advance the ov	erall erall
	ent, transportation, and env	iprovements based on now the region of the region in the r	well they advance the ovion.	erall erall
	ent, transportation, and env	rironmental goals for the regi	ion.	

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

management systems.

6	. Funding and Schedule I	nformation					
^	Cost (In Thousands):	\$127,106	Date of com	pletion or implementa	tion: 2010		
	Source: Federal, State	,					
	Cost and schedule remains \$1 million was added managed lane facility.		roject Planning to	study the feasibility	of developing	the corrido	or as a
7.	CMS Documentation						
	Is this a highway capaci	ty-increasing pro	ject on a limited acc	cess or other principal	arterial highway	? ✓ Yes	□No
	If yes, does this project	require a CMS D	ocumentation form	under the given criteri	a?	☐ Yes	☑ No
	If not, please identify the	criteria that exe	mpt the project her	<b>Э</b> :			
	Received NEPA appro	val prior to Apri	l 6, 1992.				
			* - * * * * * * * * * * * * * * * * * *				
						,., , ,, ,, ,,	

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

04/06/200

2. Location and Jurisdiction

Facility:

MD5Branch AvenueInterchange

MD373Brandywine Road RelocatedInterchange

To:

Jurisdiction:

Prince George's County

3. Description of Project or Action

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

% Fed/State/Loc

20

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**FEIS** 

Approved

6. Funding and Schedule Information

Date of completion or implementation:

2010

Source FΥ Amount (\$1,000s) Phase

HP/STP-DE	МО					
	2006	\$1,065		80	20	
	2007	\$2,132		80	20	-
	2008		P.E.	80	20	,,
	2009	\$710	P.E.	80	20	******

\$710 P.E.

Cost and schedule remarks:

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On: 02/01/200 1. Location and Jurisdiction 2. Submitting Agency: MDOT/State Highway Administration ProjectNam Facility: MD 210 Indian Head Highway From: MD 228 To: 195/495 Capital Beltway Jurisdiction: Prince George's County 3. Project Type and Description Construction Study ☐ Transportation Emissions Reduction Measure (TERM) Illustrative Project Other Action/Strategy Description of project or action: This project includes the following improvements along MD 210, from MD 228 to 1-95/I-495: Intersection Improvements Provide right-in and right-out at Wilson Bridge Drive Provide interchanges at Livingston Road/Kerby Hill Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, and Livingston Road/Swan Creek Road intersections At grade widening with indirect left-turn movements at Old Fort Road South Farmington Road & MD 373 Also various multi-modal options will be examined for inclusion in this project. These TDM/TSM strategies are: Enhanced bus service with additional routes, increased express service, reduced headways, and traffic signal preemption Park and Ride Facilities Bus stop relocations to better serve transit patrons and provide improved traffic operations Project Manager: Phone: URL: 4. Project Phasing Project In # Lane Completion ID TIP Improvement Facility From Fron To Date Widen MD210Indian Head Highway MP6d MD228 Capital Beltway 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. 20 \* Develop and manage the transportation system to meet the requirements of the Clean Air Act Amendments of 1990. This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, 3, 4 and 5.

6. Funding and Schedule	Information			•
Cost (In Thousands):	\$268,300	Date of completion or implementation: 2020		
Source: Federal, State	∍,			
Cost and schedule rem	arks:			
7. CMS Documentation				
Is this a highway capac	ity-increasing proj	ect on a limited access or other principal arterial higl	hway? 🗹 Yes	□No
If yes, does this project	require a CMS Do	ocumentation form under the given criteria?	☐ Yes	☑ No
If not, please identify th	e criteria that exer	npt the project here:		
CMS requirements wi	ll be addressed a	s part of the project planning study.		
			٠	

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

04/06/200

2. Location and Jurisdiction

Facility:

MD210Indian Head Highway

From:

MD228

To:

Capital Beltway

Jurisdiction:

**Prince George's County** 

3. Description of Project or Action

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

Intersection Improvements

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

Provide interchanges at Livingston Road/Kerby Hill Road, Livingston Road/Palmer Road, Old Fort Road

North, Fort Washington Road, Livingston Road/Swan Creek Road intersections

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**FEIS** 

Approved

6. Funding and Schedule Information

Date of completion or implementation:

2020

Source

FΥ

Amount (\$1,000s) Phase

% Fed/State/Loc

HS/HPP		······			
	2006	\$24	R.O.W. Acquisition	80	20
	2006	\$6,400	P.E.	80	20

Cost and schedule remarks:

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

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On: 02/08/200 1. Location and Jurisdiction 2. Submitting Agency: MDOT/State Highway Administration ProjectNam Facility: I 95/495 Capital Beltway From: **Branch Avenue Metro Station** To: Jurisdiction: Prince George's County 3. Project Type and Description Construction Study ✓ Transportation Emissions Reduction Measure (TERM) Illustrative Project Other Action/Strategy Description of project or action: Construct a flyover ramp from the inner loop Capital Beltway off-ramp to southbound MD 5. This new ramp will eliminate the current weave condition along MD 5. (Phase 1) Construct a four-lane direct Access Road (approximately 2400 feet) between MD 5 and the Branch Avenue Metro Station. This project would include: A grade-separated signalized structure in the MD 5 median between Auth Road and Auth Way to eliminate the existing traffic signal at the MD 5/Auth Road intersection. WB traffic on Auth Road will use the structure to access MD 5 and the outer loop of the Capital Beltway. Provide four through lanes and a left-turn lane along Auth Road from Auth Place to MD 5. (Phase 2) Bicycle/pedestrian accommodations included Project Manager: Phone: URL: 4. Project Phasing # Lane Completion Project In TIP Improvement Facility From To From To Date 195/495Capital Beltway Construct ~ Branch Avenue Metro Access 2010 (Phase 2) Construct 195/495Capital Beltway Branch Avenue Metro Access 2010 (Phase 1) 5. Purpose/contribution to regional goals This project will improve traffic operations along the Capital Beltway at this interchange and will enhance access to the Branch Avenue Metro Station. This project is consistent with the local master plans and is compatible with the following TPB adopted Vision Policy Goals and Objectives: Policy Goals 1, 2, 3, and 4. 6. Funding and Schedule Information Cost (In Thousands): Date of completion or implementation: 2010 Source: Federal, State, Cost and schedule remarks: Cost includes total for Phases 1 and 2. 7. CMS Documentation Is this a highway capacity-increasing project on a limited access or other principal arterial highway? ✓ No If yes, does this project require a CMS Documentation form under the given criteria? ✓ No Yes 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.

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility:

195/495Capital Beltway

From:

**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 completion or implementation:

2010

Source

FΥ

Amount (\$1,000s) Phase

% Fed/State/Loc

2006	\$11,088	Construction	80	20
2006	\$4,800	R.O.W. Acquisition	80	20
2006	\$1,808	P.E.	80	20
2007	\$11,715	Construction	80	20
2007	\$437	R.O.W. Acquisition	80	20
2008	\$5,223	Construction	80	20
	2006 2006 2007 2007	2006       \$4,800         2006       \$1,808         2007       \$11,715         2007       \$437	2006         \$4,800         R.O.W. Acquisition           2006         \$1,808         P.E.           2007         \$11,715         Construction           2007         \$437         R.O.W. Acquisition	2006       \$4,800       R.O.W. Acquisition       80         2006       \$1,808       P.E.       80         2007       \$11,715       Construction       80         2007       \$437       R.O.W. Acquisition       80

Cost and schedule remarks:

		AINED LUNG KAN	`	,	
	Propose	ed Project or Action	Description Form	Last Modified On:	02/03/20
1. Location an	d Jurisdiction	2. Submitti	ng Agency: MDOT	/State Highway Adm	inistration
ProjectNam Facility: From: To: Jurisdiction  3. Project Type Construct Transpor Description Construct interchang	I 95/495 Capital Beltway Greenbelt Metro Station  Prince George's County e and Description tion tation Emissions Reduction M of project or action: a full interchange along I-95 e provides access from inn te addition of auxilliary lane	Measure (TERM)	Study Illustrative Project Other Action/Stratel elt Metro Station. vay to the Greenbe	tegy The existing partial elt Metro Station. The	
Project Manag		Phone:	URL:		
Project In				# Lane	Completion
ID TIP Improv	rement   Facility Lict   195/495Capital BeltwayInterchang	From  Je Interchange at Green Station	To nbelt Metro	From To 8 8+2	Date 2010
This project access to to of the Metro	ntribution to regional goals  It will improve traffic operat he Greenbelt Metro Station o Station. This project is co PB's adopted vision, policy	and the proposed jo onsistent with the lo	int Transit Oriente cal master plans a	ed Development in th	e vicinity
Policy Goa	ls 1, 2, 3 and 4.				
6. Funding and	Schedule Information				
Cost (In The Source: Fee	ousands): \$59,606 deral, State,	Date of comple	tion or implemental	ion: <b>2010</b>	

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? 

Yes

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:

**☑** No

✓ No

☐ Yes

Cost and schedule remarks: -

7. CMS Documentation

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

01/31/200

2. Location and Jurisdiction

Facility:

195/495Capital BeltwayInterchange

From:

Interchange at Greenbelt Metro Station

To:

Jurisdiction:

**Prince George's County** 

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

**Under Preparation** 

6. Funding and Schedule Information

Date of completion or implementation:

2010

Source Amount (\$1,000s) Phase % Fed/State/Loc NHS 2005 Carry Over \$12 80 20 NHS/HPP 2006 \$1,400 P.E. 80 20 2007 \$3,000 P.E. 80 20 2008 \$1,571 P.E. 80 20 2009 \$571 P.E. 80 20

Cost and schedule remarks:

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

		1100000	roject of Action Des	ocipaon i omi	Last Modified O	n: <b>02/08/200</b>
1. Location	and Jurisdic	tion	2. Submitting /	Agency: MDOT	/State Highway Ad	Iministration
ProjectN	am					
Facility:	1 95/1-4	95 Capital Beltway				
From:	Woodr	ow Wilson Bridge				
To:						·
Jurisdicti	ion: <b>Prince</b>	George's County	•			
3. Project T	ype and Des	scription				
✓ Constr	ruction		☐ Sti	ıdγ		
☐ Transı	portation Em	issions Reduction Mea		strative Project		
Descrinti	on of project	or action:	□ Ot	ner Action/Stra	tegy	
		s the replacement of	the existing Woodro	w Wilson Brid	ae with two side-h	v-side 70
foot clea	rance draw	bridges on the currer	nt alignment, and ass	ociated interc	hange improvemer	nts. The
facility w	vill open as	a 10 lane facility, con	sisting of two weave/	merge lanes, i	four local lanes an	d four
express	A		***** ***** ****** ****** ****** ******			
		accommodations incl	uded			
Project Mai	nager:		Phone:	URL:		
4. Project P	hasing					
Project In	provement Facil	14.	<b>**</b>	<b>-</b> .	#La	Completion
V Wi	·····	495Woodrow Wilson Bridge	From MD210Interchange	To Virginia L	From ine 6	<u> </u>
5. Purpose/	contribution	to regional goals				
			45			
Increase Bridge	d traffic has	s caused severe traffi et will reduce congest	c congestion along th	ie Capital Belt	way at the Woodro	w Wilson
capacity	of the bridg	ge.This project is con	sistent with the local	master plans	and is compatible	urying with the
following	g TPB's ado	pted vision policy go	als and objectives: P	olicy Goals 1,	2 and 4.	***************************************
6. Funding a	and Schedule	e Information				
Cost (In T	Thousands):	\$679,468	Date of completion	or implementa	tion: -2008	
Source: I	Federal, Sta		,	•		
	schedule re	·				
		ed cost shown in TIP	<b>.</b>			
The cost	is State of	Maryland share only.				
7. CMS Doc	umentation					

Is this a highway capacity-increasing project on a limited access or other principal arterial highway? 🗹 Yes

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

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:

☐ No

✓ No

Yes

Proposed Project or Action Description Form FY 2006-2011

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/01/200

2. Location and Jurisdiction

Facility:

195/I-495Woodrow Wilson Bridge

From:

MD210Interchange

To:

Virginia Line

Jurisdiction:

Prince George's County,

3. Description of Project or Action

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

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**SFEIS** 

Approved

6. Funding and Schedule Information

Date of completion or implementation:

2008

Source

FΥ

Amount (\$1,000s) Phase

% Fed/State/Loc

 2006	\$6,871	P.E.	80	20
2006	\$212,791	Construction	80	20
2007	\$2,501	P.E.	80	20
2007	\$174,876	Construction	80	20
2008	\$2,501	P.E.	80	20
2008	\$156,608	Construction	80	20
2009	\$2,500	P.E.	80	20
2009	\$38,282	Construction	80	20
2010	\$288	P.E.	80	20
2010	\$22,663	Construction	80	20

Cost and schedule remarks:

Cost includes State of Maryland share only.

PROJECTED (2030) - 11,500 - 64,000

DAILY TRAFFIC: (USAGE IMPACTS)

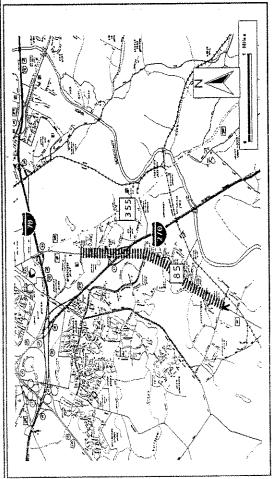
FEDERAL - Urban Minor Arterial STATE SYSTEM: Secondary

STATE - Major Collector

FUNCTION:

CURRENT (2004) - 8,400 - 44,500

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 8



PROJECT: MD 85, Buckeystown Pike

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

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

## SMART GROWTH STATUS:

Project Outside PFA; Subject to Exception Project Not Location Specific or Location Not Determined Project Within PFA

Exception Approved by BPW/MDOT

Grandfathered

ASSOCIATED IMPROVEMENTS: 1-270 and US 15 Multi-Modal Corridor Study (Line 7)

	_,	Federal Fund	ederal Funding By Year of Obligation	of Obligati	UO.	
	FFΥ	FF₹	FFY	FFY	FFY	FEDERAL
PHASE	2006	2007	2008	2009	2010 - 2011	CATEGORY
bb.	0	0	0	ò	0	¥
U III	0	0	0	0	0	
RW	0	0	0	0	0	2 2 2 2
္ပ	0	0	0	0	0	****

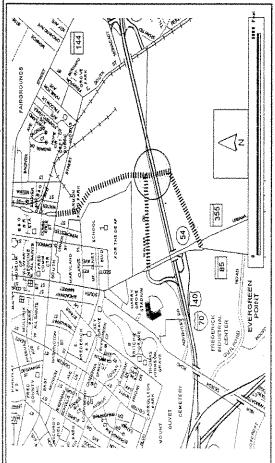
STATUS: Partial Engineering underway. An additional \$6.3 million is needed to complete Engineering. County funding Project Planning and partial Engineering for \$2.1 million. The cost shown is SHA share only.

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

		BALANCE	2	COMPLETE	0	0	0	0		_
			YEAR	TOTAL C	0	5,170	0	0	5,170	4,000
THER					0	0	0	0	0	0
ENERAL X 0			FOR PLANNING PURPOSES ONLY	.0102011	0	0	0	0	0	0
\r □ @			ING PURI		0	0	0	0	0	0
X SPECIAL X FEDERAL GENERAL X OTHER	PROJECT CASH FLOW		FOR PLANN	200820092010	0	2,117	0	<b>a</b>	2,117	1.500
X SPECIA	PROJEC	BUDGET	YEAR	2007	0	2,031	0	0	2,031	1 968
		CURRENT		2006	0	1,022	0	0	1,022	532
OURCE:			THRU	2005	531	209	0	0	740	C
OTENTIAL FUNDING SOURCE:	TOTAL				531	5,379	0	0	5,910	4 000
POTENTIA		PHASE			Planning	Engineering	Right-of-way	Construction	Total	Faderal-Aid

PAGE

SHA - F - 8



PROJECT: 1-70, Baltimore National Pike

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

Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp access to the City of Frederick from I-70. This project will also provide access to the new downtown Although signed as I-70, this section was constructed as US 40 Relocated, the curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance JUSTIFICATION: MARC station.

# SMART GROWTH STATUS:

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

# ASSOCIATED IMPROVEMENTS:

I-70, Mt. Phillip Road to MD 144 FA (Line 6) I-270 and US 15 Multi-Modal Corridor Study (Line 7)

		Federal Funding By Year of Obliga	ding By Year	of Obligation	uc.		
	FFY	FFY	FFY	FFY	FFY	FEDERAL	
PHASE	2006	2007	2008	2009	2010 - 2011	CATEGORY	
фd	0	0	0	0	0	Ni de vivel	
д Ш	0	0	0	0	0		-
RW	0	0	0	0	0	****	
00	15000	0	0	0	0	9	-

Construction underway. STATUS:

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

21	တ်	ICE FE	a		0	ರ 0	0	O	0	Ö	
		SIX BALANCE	YEAR TO	TOTAL COMPLETE	0	927	2,222	67,662	70,811	59,667	
OTHER			<b>&gt;</b> -	2011	0	0	0	0	0	0	
GENERAL OTHER			FOR PLANNING PURPOSES ONLY	2010	0	0	0	0	0	0	
DERAL 📙 C	MO		ANNING PUF	2009	0	7.7	0	19,881	19,958	16,942	
X SPECIAL X FEDERAL	PROJECT CASH FLOW		FOR PL	2008	0	250	0	22,595	22,845	19,369	
X SPECI	PROJE	BUDGET	YEAR	2007	0	250	927	19,348	20,525	17,252	
		CURRENT	YEAR	2006	0	350	1,295	5,838	7,483	6,104	
SOURCE:		EXPEND	THRU	2005	0	7,113	15,183	2	22,298	16,715	
OTENTIAL FUNDING SOURCE.	TOTAL	ESTIMATED	COST	(\$000)	0	8,040	17,405	67,664	93,109	76,382	
POTENTIA		PHASE			Planning	Engineering	Right-of-way	Construction	Total	Federal-Aid	

late	Primary	1 1 1 1 1 1
<ul> <li>Interstate</li> </ul>	STEM:	
EDERAL	TATE SYSTEM	

TATE - Principal Arterial

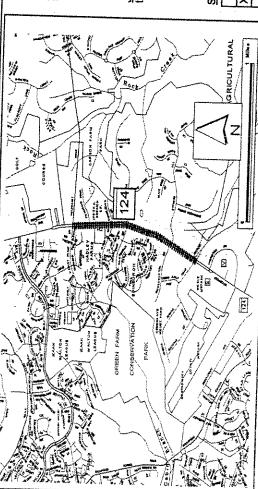
UNCTION:

AILY TRAFFIC : (USAGE IMPACTS)

URRENT (2004) -

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

\$17,600 per year OPERATING COST IMPACT



PROJECT: MD 124, Woodfield Road

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

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

# SMART GROWTH STATUS:

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

InterCounty Connector (Line 4) ASSOCIATED IMPROVEMENTS: InterCounty Conne East/West Intersection Improvement Program (Line 8) MD 124, Midcounty Highway to Warfield Road (Line 20)

X.

Mi.

STATUS: Engineering and Right-of-way underway, Construction to begin during budget fiscal year. CATEGORY FEDERAL 2010 - 2011 FFY 0 0 0 Federal Funding By Year of Obligation 2009 뜌 FF 2008 护 2007 0 0 0 2006 FF PHASE RW <u>a</u> Щ

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

FUNCTION:

GENERAL OTHER

X SPECIAL X FEDERAL

POTENTIAL FUNDING SOURCE

PROJECT CASH FLOW

BUDGET

EXPEND CURRENT

ESTIMATED

PHASE

The cost increase of \$6.5 million is due to

STATE SYSTEM: Secondary FEDERAL - Major Collector STATE - Major Collector

BALANCE

DAILY TRAFFIC : (USAGE IMPACTS) CURRENT (2004) - 30,600

0

1,467

11,914 30,033 43,414

> 4,908 4,908 3,828

32,826

TOTAL COMPLETE

....2011....

YEAR

58,800 PROJECTED (2030).

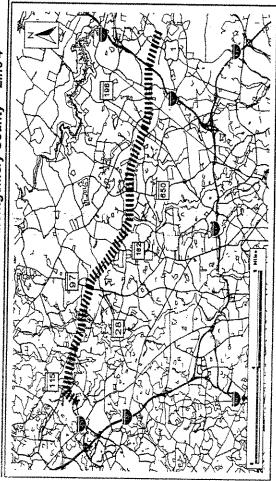
\$3,500 per year OPERATING COST IMPACT

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FOR PLANNING PURPOSES ONLY 12,013 12,013 9,370 ....2009.... 10,570 2,017 12,587 9,817 ....2008.... 2,839 2,542 5,873 492 4,200 YEAR 2007 7,058 975 8,033 5,611 YEAR 2006 165 177 HRU 12,135 30,033 44,579 33,003 2,411 (2000) COST Construction Engineering Right-of-way Federal-Aid Planning Total

IIP REFERENCE # MO6321

12/01/2005



PROJECT: InterCounty Connector

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

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

# SMART GROWTH STATUS:

Project Not Location Specific or Location Not Determined Project Within PFA Grandfathered

Project Outside PFA; Subject to Exception Exception Approved by BPW/MDOT ×

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 1,2,3,12,13)

MD 115, MD 28 to MD 124 (Line 5)

East/West Intersection Improvement Program (Line 8)

MD 28/MD 198, MD 97 to 1-95 (Line 14)

MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 29) I-95/Contee Road Interchange (Prince George's County - Line 14)

FEDERAL CATEGORY

2010 - 2011 FFY

2009 FFΥ

Federal Funding By Year of Obligation

ŀ 2008

FF 2007 0 0

2006

PHASE

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00

0 0 0

0

8470

PE W ၀

00

0

NHS/HP

00

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

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

FUNCTION:

			DAMA LAG		TOTAL COLUMN	AAL COMPLEIE	• •	· · · · ·		0,4/0	0	18.470	18 470
	HER		U,	, ,	· F	<u>.</u>	>	c	> 0	5	0	c	
	X SPECIAL X FEDERAL X GENERAL X OTHER			FOR PLANNING PURPOSES ONLY	2010 2011		>	O	, ,	>	0		0
				NG PUR	0		>	0	· c	•	0	0	0
	X FEDERA	PROJECT CASH FLOW		FOR PLANNI	2008 2009		>	0	c		٥.	9	0
	X SPECIAL	PROJECT	BUDGET	YEAR	•	_		0	8.000		>	8,000	9,000
			URRENT	YEAR	2006	0	•	0	10.470	C	Σ ·	10,470	10,470
	OURCE:		EXPEND C	THRU YEAR YEAR	2005	0		0	0	c	•	0	0
	LENIIAL FUNDING SOURCE:	TOTAL	Ω	COST		0	•	0	18,470	c	•	18,470	18,470
11100	FOIENIAL		PHASE E			Planning		Engineering	Right-of-way	Construction	100000000000000000000000000000000000000	otai	Federal-Aid

30,400 - 96,500 DAILY TRAFFIC: (USAGE IMPACTS) FEDERAL - Freeway - Expressway STATE - Principal Arterial STATE SYSTEM: Primary CURRENT (2004) - N/A PROJECTED (2030).

Χ OPERATING COST IMPACT

The estimated cost is for the entire project in Montgomery and Prince George's counties

12/01/2005

STIP REFERENCE # AT3761

PAGE SHA - M - 4

AKE BARK

, e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d | C e d

# SECONDARY CONSTRUCTION PROGRAM PROJECT: MD 355, Rockville Pike

FRANKLIN PARK

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

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

## SMART GROWTH STATUS:

DKBOW RD

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MONTROSE JEWISH COMMUNITY
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CENTER
ROW Ø

EXECUTIVE BLVD

FILWOOD

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WASHINGTON

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Project Not Location Specific or Location Not Determined Project Within PFA

Project Outside PFA; Subject to Exception Exception Approved by BPW/MDOT Grandfathered

ASSOCIATED IMPROVEMENTS

InterCounty Connector (Line 4)

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

Engineering and Right-of-way underway. STATUS:

FEDERAL CATEGORY

2010 - 2011

2009 0 0 0

2008 FFΥ

2007 环

2006 FFY

PHASE

0 0 0

0

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ΑŠ ပ္ပ

FFΥ

Federal Funding By Year of Obligation

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

STP/HP

24690

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	出る工			> Z	2011		0	· C	<b>&gt;</b> <	> 0
	GENERAL			RPOSES O	2010		0	C	, c	2 2
		MO		FOR PLANNING PURPOSES ON Y	2009		0	0	· C	<b>,</b>
		PROJECT CASH FLOW		FOR PL	2008	•	0	0	3.213	) [
2	A SPECIAL A PEDERAL GENERAL OTHER	PROJEC	BUDGET	YEAR	2007	•	>	1,508	4.524	
,			CURRENT	YEAR	2006	C	>	1,198	3,556	161
CHIPCE			EXPEND	THRU	2005	C	>	837	1,278	С
POTENTIAL FILINDING SOLIBCE:		TOTAL	ESTIMATED EXPEND CURRENT BUDGET	COST	(2000)	C	>	3,543	12,571	31,815
POTENTIAL			PHASE		ş	Planning	8	Engineering	Right-of-way	Construction

PROJECTED (2030) - 90,300

14,761 14,761

10,612 10,612 8,277

6,281

6,281 4,899

000

3,213 0

6,032 1,056

4,915 161

2,115 586

Federal-Aid

Total

31,815 47,929 27,170

839

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2004) - 71,650

2,706 11,293 17,054 31,053 15,071

FEDERAL - Other Principal Arterial STATE - Intermediate Arterial

BALANCE

FUNCTION:

STATE SYSTEM: Secondary

COMPLETE

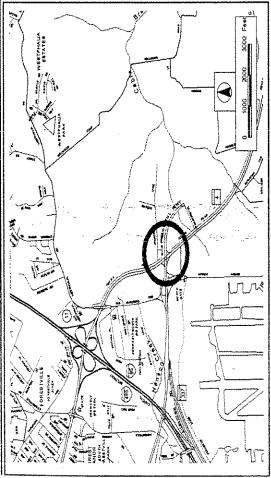
\$7,500 per year OPERATING COST IMPACT

11,513

STIP REFERENCE # MO8301

12/01/2005

# STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 5



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct amew interchange at MD 4 and Suttland Parkway.

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

# SMART GROWTH STATUS:

Project Not Location Specific or Location Not Determined

X Project Within PFA

Project Outside PFA; Subject to Exception

Grandfathered Exception Approved by BPW/MDOT

# ASSOCIATED IMPROVEMENTS:

F95/1495, American Legion Bridge to Woodrow Wilson Bridge (Line 15) MD 4, MD 223 to I-95/I-495 (Line 20)

### FEDERAL CATEGORY NHS/HP NHS 2010 - 2011 μ Federal Funding By Year of Obligation 2009 FFΥ FFY 2008 0 0 FFΥ 2007 2596 FFY 2006 0 PHASE # # ₩ OS

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

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

			**************************************	-	***************************************	***************************************					***************************************
POTENTIL	OTENTIAL FUNDING SOURCE	SOURCE:		$\times$	SPECIA	🛛 SPECIAL 🔀 FEDERAL 🔲 GENERAL 🔲 OTHER	ERAL	GENERAL		~	
	TOTAL				PROJEC	PROJECT CASH FLOW	OW				
PHASE	ESTIMATED	EXPEND	CURRENT		BUDGET					SIX	BALANCE
	COST	THRU	YEAR	Ä	AR	FOR PL	FOR PLANNING PURPOSES ONLY	RPOSES O	NLY	YEAR	2
	(\$000)	2005	2006	. 20	2007	2008	20092010.	2010	2011	TOTAL	COMPLETI
Planning	0	0	0		0	0	0	0	0	•	
Engineering	6,721	446	3,213		1,862	1,200	0	0	0	6,275	
Right-of-way	15,745	0	10		4,869	4,869	4,853	1,144	0	15,745	
Construction	1 69,797	0	0	, å,	0	9,074	34,433	26,290	0	69,797	
Total	92,263	446	3,223		6,731	15,143	39,286	27,434	0	91,817	
Federal-Aid		348	2,514		5,348	11,909	30,740	21,421	0	71,932	

X = 9 5	DBO   FOTEN (3030)   00 350
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STATE - Intermediate Arterial

FUNCTION:

OPERATING COST IMPACT \$9,600 per year

STIP REFERENCE # PG6181

12/01/2005

PAGE\_SHA-PG-5

E 18 3000 Feet 301 William I was a second 0444 9444 88618 631 10 373 Branch

PROJECT: MD 5, Branch Avenue

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

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

# SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21) US 301, South Corridor Transportation Study (Line 25)

STATUS: Engineering underway.

CATEGORY

2010 - 2011 FFΥ

2009

2008

2006

PHASE

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FFY

FF 2007 윺 1

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RW ၀

FEDERAL

Federal Funding By Year of Obligation

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

POTENTI	TENTIAL FUNDING SOURCE	SOURCE		X SPECI	X SPECIAL X FEDERAL GENERAL OTHER	RAL GE	ENERAL ()	OTHER		
•	TOTAL			PROJE	PROJECT CASH FLOW	M				
PHASE		EXPEND	CURRENT	BUDGET		,			XIS	BALANCE
	COST	THRU	THRU YEAR	YEAR	FOR PLA	NNING PURF	FOR PLANNING PURPOSES ONLY		YEAR	5
		2005	2006		20082009	20092010.	0102011	-	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,680	577	1,065	2,132	3,196	710	0	0	7,103	0
Right-of-way	0 ^	0	် <b>င</b> ်	0	0	0	0	0		0
Construction	n 0	0	0	0	0	0	0	0	0	0
Total	7,680	211	1,065	2,132	3,196	710	0	0	7,103	0
Federal-Aid	5,944	404	831	1,663	2,493	554	0	0	5,540	-

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

DAILY TRAFFIC: (USAGE IMPACTS)

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

STATE - Principal Arterial

FUNCTION:

ž OPERATING COST IMPACT

STIP REFERENCE # PG1751

12/01/2005

PAGE SHA - PG - 22

PROJECT: MD 210, Indian Head Highway

**DESCRIPTION:** Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/1-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

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

# SMART GROWTH STATUS:

X Project Not Location Specific or Location Not Determined Project Within PFA

Project Outside PFA; Subject to Exception Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Grandfathered

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

1-95/1-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15) MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

Project Planning complete. ii

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

		Federal Fund	ling By Yea	Federal Funding By Year of Obligation			Z 4 D 2
:	FFΥ	FFY	ᅜ	FFY	FFY	FEDERAL	
PHASE	2006	2007	2008	2009	2010 - 2011	CATEGORY	STATA
ЬР	0	0	0	0	0	***************************************	
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RW	0	0	0	0	0	!	SIGNIFIC
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					1	T Service L Leverage L	

		Щ.		Щ.	0	0	0	0	0	
		BALANCE	ဥ	COMPLETE	53	0	4	0	7	0
		SIX	YEAR	TOTAL	ស		CA		7	
OTHER			<b>S</b> 1	11	0	0	0	0	0	٥
GENERAL OTHER			FOR PLANNING PURPOSES ONLY	2010 2011	o	0	0	0	0	0
AL G	~.1		<b>LING PUR</b>	60	0	0	0	0	0	0
X SPECIAL X FEDERAL	PROJECT CASH FLOW		FOR PLAN	20082009	0	0	0	0	0	0
SPECIAL	ROJEC.	GET	A.	/0	0	0	0	0	0	0
×	···········	BG	Ϋ́E	2007		٠		_		
		CURRENT BUDGET	YEAR	2006	53	0	24	0	7.1	0
OURCE:		EXPEND C	THRU	2005	2,797	Ō	751	0	3,548	0
FUNDING S	TOTAL		COST	(2000)	2,850	0	775	0	3,625	0
POTENTIAL I		PHASE ES			Planning	Engineering	Right-of-way	Construction	Total	Federal-Aid
POTENTIAL FUNDING SOURCE:	TO			0\$)		Engineering	Right-of-way	Construction		Forters, Aid

FUNCTION:

STATE - Intermediate Arterial

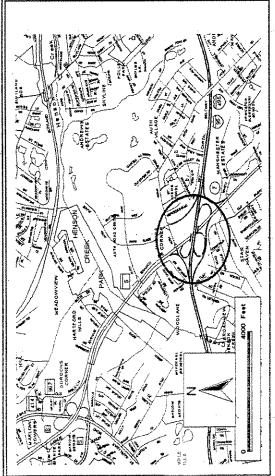
FEDERAL - Freeway - Expressway STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,200

PROJECTED (2030) - 126,350

X X OPERATING COST IMPACT PAGE SHA - PG - 23



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

DESCRIPTION: Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This includes the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities will be included where appropriate.

<u>JUSTIFICATION</u>: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods resulting in severe congestion.

# SMART GROWTH STATUS:

Project Outside PFA; Subject to Exception Project Not Location Specific or Location Not Determined Project Within PFA

Grandfathered

Exception Approved by BPW//MDOT

ASSOCIATED IMPROVEMENTS:

1-95/1-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15) 1-95/1-495, Branch Ave. Metro Access - Phase 2 (Line 16)

		Federal Fun	deral Funding By Year of Obligat	of Obligati	딩	
	FFY	FF	FFY	FFY	FFY	FEDERAL
PHASE	2006	2007	2008	2009	2010 - 2011	CATEGORY
dd	0	0	0	0	0	W/4***
Щ	0	0		0	0	*****
RW	0	0	٥	0	0	-
00	32432	0	0	0	0	CMAQ/HP

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

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

FUNCTION:

		BALANCE	ဝ	COMPLET						
			YEAR	-	0	652	5,162	36,485	42,299	33,862
OTHER				2011	0	0	0	0	0	0
X SPECIAL X FEDERAL GENERAL OTHER			FOR PLANNING PURPOSES ONLY	201020	0	0	0	7,293	7,293	6,479
RAL 0	<b>≱</b>		VINING PUF	2009	0	0	0	9,541	9,541	8,481
I. X FEDE	PROJECT CASH FLOW		FOR PLA	2008	0	0	1,662	9,541	11,203	8,481
X SPECIA	PROJEC	BUDGET	YEAR	2007	o 	0	2,566	7.317	9,883	6,908
		CURRENT	YEAR	2006	0	652	934	2,793	4,379	3,513
OURCE:		EXPEND (	,	2005	0	2,948	7,048	0	966'6	2,064
OTENTIAL FUNDING SOURCE:	TOTAL	ESTIMATED (	COST	(\$000)	0	3,600	12,210	36,485	52,295	35,926
POTENTIA	-	PHASE			Planning	Engineering	Right-of-way	Construction	Total	Federal-Aid

STATE - Principal Arterial	CE FEDERAL - Interstate	STATE SYSTEM: Primary	0 DAILY TRAFFIC : (USAGE IMPACTS	0 CURRENT (2004) - 119,800 (MD 5)
al Arterial	state	. Primary	(USAGE IMPACTS	- 119,800 (MD 5)

139,600 (MD 5)
D (2030) -
PROJECTED

0 0 0 \$42,700 per year **OPERATING COST IMPACT** 

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# STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 17

244

# INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM

PROJECT: 1-95/1-495, Capital Beltway

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

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

95

## SMART GROWTH STATUS:

Project Not Location Specific or Location Not Determined Project Within PFA

Grandfathered

Project Outside PFA; Subject to Exception Exception Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS: I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

. s*		Federal Func	ederal Funding By Year of Obligation	of Obligati	uo	
,	FFΥ	FFY	FFY	FF	FFY	FEDERAL
PHASE	2006	2007	2008	2009	2010 - 2011	CATEGORY
dd	0	0	0	0	0	***************************************
а. Ш	1000	0	0	0	0	Q I
RW	0	0	0	0	0	:
00	0	0	0	0	0	****

STATUS: Engineering underway.

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

FUNCTION:

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OTHE	•		<b>≻</b>	2011		•	0	c	· c	o c	<b>3</b> C
SENERAL [	•		POSES ON	2010		•	0	0	c	· c	· c
ERAL C	MC		FOR PLANNING PURPOSES ONLY	200820092011	0	į	2/1	0	0	571	504
L X FED	PROJECT CASH FLOW		FOR PLA	2008	0	4	One'	0	0	1,500	1317
X SPECIAL X FEDERAL GENERAL OTHER	PROJEC	BUDGET	YEAR	2007	0	3 000	2,000	0	0	3,000	2.635
	**	EXPEND CURRENT BUDGET	YEAR	2006	22	1 400	27.	Q	o	1,422	1,245
SOURCE		EXPEND	THRU	2005	1,505	45	7	0	0	1,517	1,064
OTENTIAL FUNDING SOURCE	TOTAL	ESTIMATED	COST	(\$000)	1,527			0	0	8,010	6,763
POTENTIA		PHASE			Planning	Engineering		Kight-or-way	Construction	Total	Federal-Aid

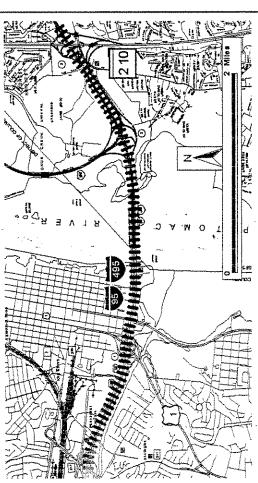
STIP REFERENCE # PG3331

12/01/2005

DAILY TRAFFIC : (USAGE IMPACTS) CURRENT (2004) - 236,925 STATE - Principal Arterial STATE SYSTEM: Primary FEDERAL - Interstate

287,025 PROJECTED (2030) -

O OPERATING COST IMPACT



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		Federal Func	deral Funding By Year of Obilgation	of Obligation	uc	-
	FFY	FFΥ	FFY	FFY	FFY	FEDERAL
PHASE	2006	2007	2008	2009	2010 - 2011	CATEGORY
ЬЬ	0	0	0	0	0	*******
띮	0	0	0	0	0	***************************************
RW	0	0	0	0	0	Brace-power
00	11870	15070	39580	29940	18130	WWB

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

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

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

# ART GROWTH STATUS:

Project Not Location Specific or Location Not Determined Project Within PFA

Project Outside PFA; Subject to Exception Exception Approved by BPW/MDOT

Grandfathered

ASSOCIATED IMPROVEMENTS: 1-295/1-495, National Harbor Access (Line 4) 1-95/1-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15) MD 210, MD 228 to I-95/1-495 (Line 23) MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

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

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

		щ		Щ	٥	٥	0	528	328	47,623
X SPECIAL X FEDERAL GENERAL OTHER		BALANCE	ဥ	COMPLETE				59,528	59,528	47,6
		SIX	YEAR	_	0	14,661	59	305,220	319,940	558,667
	PROJECT CASH FLOW			TOTAL		4		605,	619	558,
			FOR PLANNING PURPOSES ONLY	-:	0	0	O	0	0	
				201						
				2010 2011.	0	288	0	22,663	22,951	18,365
				20						
				00	0	2,500	0	38,282	40,782	32,078
				2(	_	_	_			
				2008 2009	_	2,501		156,608	59,109	46,672
				2	0		0	•	•	
SPE	PRO	BUDGET	YEAR	2007		2,501		174,876	177,377	163,393
Ľ	•				0		29.	<u>-</u>	. 5	59
OTENTIAL FUNDING SOURCE	TOTAL	CURRENT	YEAR	2006		6,871		212,791	219,721	198,159
		EXPEND CL			0	10	3,476	24	10	30
				2005		83,810	3,4	549,724	637,010	589,730
		Ω	COST	(\$000)	0	471	3,535	472	478	020
						98,471	6	1,214,472	1,316,478	1,196,020
						υĝ	vay	ion		Ę
OTEN		PHASE			lanning	Ingineering	tight-of-way	onstruction	otal	ederal-Aid
1.4-1		퓹			<u>ä</u>	<u>ш</u>	ž	රි	10	Fe

12/01/2005	
161095	
REFERENCE#	
STIP	

FUNCTION:

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS) CURRENT (2004) - 213,400

PROJECTED (2030) - 317,000

\$700,000 per year OPERATING COST IMPACT