## ITEM 7 - Action

March 16, 2005

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

Staff

**Recommendation:** Adopt Resolution R14-2005 to amend the

FY 2004-2009 TIP, and Resolution R15-2005 to amend the FY 2005-2010 TIP as

requested by MDOT.

**Issues:** None

**Background:** At the February 16 meeting, notice was

provided that MDOT has requested

amendments to the FY 2004-2009 and FY 2005-2010 TIPs to modify the funding for fifteen projects in Frederick, Montgomery

and Prince George's Counties, as described in the enclosed materials.

These amendments would not require any

changes to the air quality conformity

analysis conducted for the FY 2004-2009

and FY 2005-2010 TIPs.

# METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD 777 North Capitol Street, N.E. Washington, D.C. 20002

# RESOLUTION ON AN AMENDMENT TO THE FY 2004-2009 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO MODIFY FUNDING FOR FIFTEEN PROJECTS IN FREDERICK, MONTGOMERY AND PRINCE GEORGE'S COUNTIES AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS,** on December 17, 2003 the TPB adopted the 2003 Constrained Long-Range Transportation Plan (CLRP) and the FY 2004-2009 Transportation Improvement Program (TIP); and

**WHEREAS**, in the attached letter of February 3, 2005, MDOT has requested an amendment to the FY 2004-2009 TIP to modify the funding for fifteen projects in Frederick, Montgomery and Prince George's Counties, as described in the enclosed materials; and

**WHEREAS**, at the February 16 meeting, notice was provided that MDOT had requested this amendment; and

**WHEREAS**, these funding modifications and projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the August 15, 1997 *Federal Register*,

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2004-2009 TIP to modify the funding for fifteen projects in Frederick, Montgomery and Prince George's Counties, as described in the attached materials.

# METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD 777 North Capitol Street, N.E. Washington, D.C. 20002

# RESOLUTION ON AN AMENDMENT TO THE FY 2005-2010 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO MODIFY FUNDING FOR FIFTEEN PROJECTS IN FREDERICK, MONTGOMERY AND PRINCE GEORGE'S COUNTIES AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

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**WHEREAS,** on November 17, 2004 the TPB adopted the 2004 Constrained Long-Range Transportation Plan (CLRP) and the FY 2005-2010 Transportation Improvement Program (TIP); and

**WHEREAS**, in the attached letter of February 3, 2005, MDOT has requested an amendment to the FY 2005-2010 TIP to modify the funding for fifteen projects in Frederick, Montgomery and Prince George's Counties, as described in the enclosed materials; and

**WHEREAS**, at the February 16 meeting, notice was provided that MDOT had requested this amendment; and

**WHEREAS**, these funding modifications and projects are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency (EPA) regulations "40 CFR Parts 51 and 93 Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule," issued in the August 15, 1997 *Federal Register*;

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board amends the FY 2005-2010 TIP to modify the funding for fifteen projects in Frederick, Montgomery and Prince George's Counties, as described in the attached materials.



Robert L. Ehrlich, Jr. Governor

Michael S. Steele Lt. Governor

Robert L. Flanagan Secretary

James F. Ports, Jr. Deputy Secretary

February 3, 2005

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

Dear Chairman Mendelson:

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

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

Sincerely,

Ronald Spalding, Manager

Regional Planning & Programming

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Office of Planning & Capital Programming

Attachment

cc:

Ms. Marsha J. Kaiser, Director, Office of Planning and Capital

Programming, Maryland Department of Transportation

MD TPB Members



Robert L. Ehrlich, Jr., Governor Michael S. Steele, Lt. Governor Robert L. Flanagan, Secretary Neil J. Pedersen, Administrator

Waryland Department of Transportation

### **MEMORANDUM**

TO:

Marsha J. Kaiser, Director

Office of Planning and Capital Programming

ATTN:

Mr. Ron Spalding

FROM:

Michael J. Haley, Chief

Regional and Intermodal Planning Division

DATE:

February 7, 2005

SUBJECT:

1-270/US 15 Multi-modal Corridor Study - Line 2

I-70 at MD 85 and East Street Extended - Line 3

I-95/I-495, Capital Beltway - Line 7

I-95/I-495 interchange at MD 5 (Branch Avenue Metro Access) - Line 8

I-95/I-495 interchange at Arena Drive - Line 10

MD 210, Indian Head Highway - Line 14

MD 4/Suitland Parkway interchange - Line 17

US 15/MD 26 Interchange - Line 19

US 301 Corridor Transportation Study - Line 26

MD 124, Airpark Road to Fieldcrest Road - Line 30

MD 201 Extended (Kenilworth Avenue)/US 1 - Line 31

MD 355, interchange at Randolph Road/Montrose Parkway - Line 37

MD 450, Stoneybrook Drive to MD 3 - Line 39

MD 450 over CSX railroad - Line 41

MD 5, Branch Avenue - ADD

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

My telephone number/toll-free number is 410-545-5675 or 1-888-204-4828

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

Ms. Marsha Kaiser Page Two

Project:

I-270/US 15, Multi-modal Corridor Study - Line 2

Comments:

Improvement: Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from I-370/Shady Grove Metro Station to north of Biggs Ford Road.

Poor levels of traffic service and safety issues are experienced throughout I-270 and US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and improvements are needed to relieve existing and future traffic and to support planned economic development.

Project:

I-70, at MD 85 and East Street Extended; and the MD 355 bridge reconstruction -

Line 3

Improvement: Construction of Walser Drive from South Street to MD 355; construction of an urban diamond interchange including new structure over I-70 and exit/entrance ramps from WB I-70 to Walser Drive; construct an extension of MD 475 (East Street) from South Street to proposed Monocacy Boulevard; reconstruction of the

new MD 355 bridge over I-70.

Comments:

The existing interchange at I-70 and MD 85 cannot handle the existing

and future traffic.

I-95/I-495, Capital Beltway - Line 7

Improvement: Study to widen I-495 and determine the feasibility of managed lanes from the

American Legion bridge to the Woodrow Wilson bridge.

Comments:

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

congestion.

Project:

I-95/I-495 Interchange MD 5 (Branch Avenue Metro Access) - Line 8 Improvement: The selected alternate provides for the Metro access road to bridge over

NB MD 5 to an at-grade, signalized intersection with SB MD 5.

Comments:

The Branch Avenue Metro Station has increased traffic volumes on MD 5 and

the Capital Beltway in the vicinity of the station during peak periods,

resulting in severe congestion.

I-95/I-495 Interchange at Arena Drive - Line 10

Improvement: Full movement interchange with compressed collector-distributor lanes from south of Arena Drive to MD 202, and ramp and traffic signal modifications at the

MD 214 and MD 202 interchanges.

Comments:

This interchange will provide improved access to existing and proposed development in the area and address safety concerns at the I-95/I-495

interchanges at MD 202 and MD 214.

Ms. Marsha Kaiser Page Three

Project:

MD 210, Indian Head Highway - Line 14

Improvement: Multi-modal transportation study to relieve traffic congestion along MD 210 and

improve intersections from I-95/I-495 to MD 228.

Comments:

Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic

congestion on local roadways within the project limits.

MD4/Suitland Parkway Interchange - Line 17

Improvement: Adding one general-purpose lane in each direction and providing space

for a potential managed lane in each direction for possible future construction in the median. Full control of access, replacing existing at-grade intersection with an interchange at Suitland Parkway, with MD 4 traveling under Suitland

Parkway.

Comments:

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.

US 15/MD 26 Interchange - Line 19

Improvement: Provide a directional ramp from westbound MD 26 to northbound US 15.

Comments:

The missing movement to the north on US 15 causes capacity and safety issues along Opposumtown Pike and Worman's Mill Road at US 15. The ramp improvement is necessary to safely accommodate existing and planned

development in the vicinity of the current interchange.

US 301 Corridor Transportation Study - Line 26

Improvement: Multi-modal corridor study to consider highway/transit improvements from north of Mount Oak Road in Prince George's County to south of LaPlata. Specifically, additional funding is being provided for the study of US 301 from T.B. to south of LaPlata in Charles County, as well as corridor preservation efforts throughout the entire corridor.

Comments:

This study will address transportation needs and alternatives, and related environmental and growth management issues along this regionally significant

corridor.

MD 124, Airpark Road to Fieldcrest Road - Line 30

Improvement: 6 travel lanes, 12' wide lanes, 1' curb off-set (inside lanes), 4' curb off-set (outside lanes for bicycle provisions), 18' wide median, a minimum 3' wide buffer between the sidewalk or hiker/biker trail

and edge of road.

Comments:

MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity

and sight distance problems.

Ms. Marsha Kaiser Page Four

MD 201 Extended (Kenilworth Avenue)/US 1 - Line 31

Improvement: Study a 4-6 lane divided highway fro I-95/I-495 to MD 198. Bicycle and

pedestrian access will be considered as part of this project. Includes study of an

interchange at MD 212 (Powder Mill Road).

US 1 and Edmonston Road are over capacity and experience severe congestion Comment:

during peak periods. The local network is inadequate. Industrial and employment

centers are being developed in the area, which is expected to increase traffic.

MD 355, Interchange at Randolph Road/Montrose Parkway - Line 37

Improvement: MD 355 will remain at ground level and travel over Randolph Road,

which will be depressed underground. Slip ramps located east of the intersection with Chapman Avenue will tie into the existing Randolph Road intersection with Nebel Street. Southbound MD 355 will connect

with Montrose and Randolph Road via Old Georgetown Road.

This project will improve safety and relieve traffic congestion Comments:

at the Randolph/Montrose Roads intersection, and is consistent with Montgomery

County's planned Montrose Parkway facility.

MD 450, Stoneybrook Drive to MD 3 - Line 39

Improvement: Stoneybrook Drive to Race Track Road: 4 lane, divided (closed section) with

12' outside shoulders. Race Track Road to west of MD 3: 4 lane

divided (open section).

Additional lanes are needed to accommodate increasing volumes of Comments:

traffic. This improvement would provide better access to developing

areas of central Prince George's County.

MD 450 over CSX Railroad at Peace Cross in Bladensburg - Line 41

Improvement: Construct a four-lane grade-separated crossing of CSX at MD 450 and at Upshur

Street. In addition, a bridge structure will be constructed over the tributary to the

Anacostia River located north of Upshur Street. The permanent track will be

constructed 15' east of the existing track.

This project will improve safety and relieve traffic congestion that occurs at this Comments:

railroad crossing and adjacent intersections.

MD 5, Branch Avenue - ADD

Improvement: Study to determine the feasibility of developing the MD 5 corridor, from I-95/I-

495 to US 301 at T.B. as an Express Toll Lane (ETL) facility.

Severe traffic congestion occurs during peak hours, especially at signalized Comments:

intersections along this section of MD 5.

Ms. Marsha Kaiser Page Five

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

## Attachments

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

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

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	L	-		***************************************					Community Control	lotal;	\$1,400	-
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Description: Alternative 3 consists of a mix of additional auxilary lanes, collector/distributor lanes, and managed lanes between 1-370 and 1-70 in Frederick. It includes two new full movement interchanges at Newcut Road and MD 75, and two managed lane only direct access ramps to transit stations at Metropolitan Grove and Shady Grove via 1-370.	kilary lanes, collect ps to transit station	tor/distribute	or lanes, and nolltan Grove	1 managed lan 1 and Shady G	es lanes betw rove via I-370	een I-370 and I-	70 in Frederick.	It includes two	new full moven	nent interchanges	at Newcut Road	and MD 75,
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Phase II D - The Patrick Street roundabout and Ramp E; Reconstruction of Ramp C, Ramp D, and Reich's Ford Road; The I-70 bridges over Reich's Ford Road; The Reich's Ford Road Pumping Station; Ultimate Widening on I-70;	d Ramp E; Recons	struction of i	Ramp C, Ra	mp D, and Rei	ich's Ford Roa	.d; The I-70 bride	jes over Reich's	Ford Road; The	9 Reich's Ford	Road Pumping SI	tation; Ultimate W	dening on I-
Phase III - Construction of new MD 355 structure over I-70.	ire over I-70.											
Phase IV - Widening westbound I-70 from I-270 to Mt. Philip Road	0 to Mt. Philip Roa	Ġ.										
4 Facility: Il-70 (Phase IIA)	9,6	9,656 c	3,052	3,052 c						IM.	3,052 FONSI	PONSI
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10: Jurisdiction: Frederick County										Total	60.050	***************************************
Description: Phase IIA · Construct Relocated MD 85 at MD 355 intersection including MD 85 Extended bridge over I-70; construct ramps from EB I-70 to MD 85 Extended and MD 355, and widen MD 355 from south of I-70 for approximately 2000 feet.	355 intersection ir	ncluding ME	) 85 Extende	ed bridge over	1-70; construc	t ramps from EE	1.70 to MD 85 I	Extended and M	D 355, and wit	den MD 355 from	south of I-70 for a	pproximately
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# 11/17/2004

# SUBURBAN MARYLAND

# TRANSPORTATION IMPROVEMENT PROGRAM

CAPITAL COSTS (in \$1,000)

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Prince George's County  Study of the operational and safety issues along 1-95/1-495 from MD 214 to MD 202 including potential conversion of the 1-95/1-495 interchange at Arena Drive from a part-time interchange to a full-time interchange at Arena, FedEx Field and the proposed Largo Town Center Metro Station.  State 965 a 965 a 965 a 965 a 965 a 965 a 100 / 100	Prince George's County  Study of the operational and safety issues along 1-95//-495 from MD 214 to MD existing and proposed growth in the vicinity of the former US Air Arena, FedEx 9/7: UM Connector 965 a 8/7: UM Connector 965 a 8/7: University of Maryland campus  Till Prince George's County  A study to provide improved access to the University of Maryland campus in Co	To:	MD 202				2 5 5 5 7	W (		<del>)</del>	3			preparation
Study of the operational and safety issues along I-95/I-495 from MD 214 to MD 202 including potential conversion of the I-95/I-495 interchange at Arena Drive from a part-time interchange to a full-time interchange to a full-time interchange at Arena Drive from a part-time interchange to a full-time interchange and proposed growth in the vicinity of the former US Air Arena, FedEx Field and the proposed Largo Town Center Metro Station.  1. I-95/I-495 interchange	Study of the operational and safety issues along I-95/I-495 from MD 214 to MD existing and proposed growth in the vicinity of the former US Air Arena, FedEx v: UM Connector  1: I-95/I-495 Interchange 1: Prince George's County A study to provide improved access to the University of Maryland campus in Co	Jurisdiction:	Prince George's County									Total:	\$1,116	
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7: Prince George's County	7: Prince George's County A study to provide improved access to the University of Maryland campus in College Park.	To:	University of Maryland campus	******										oreparation
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11/17/2004

FY 2005 - 2010

# SUBURBAN MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM CAPITAL COSTS (in \$1.000)

			PII AL C	CAPITAL COSTS (IN \$1,000)	ST,000)						
	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source So Fed/St/Loc	Source Total	Environ. Review
-=											- V
12 Facility: Intercounty Connector	32,000	a	53,000 a						Federal/State	89,000 DEIS	DEIS
From: I-270	15,000	þ	36,000 b						80/ 20/		Under
To: I-95/US 1		***************************************								- Andrews	preparation
Jurisdiction: Montgomery County, Prince George's County	ounty			1000	, ,				Total:	\$89,000	
Description: Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between 1-270 and 1-95/US 1. The project will include managed lanes with express bus service connecting to Metrorali stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.	n Montgomery and Policy Act study w	I Prince George's in hich is considering	counties betwee two build corrid	n I-270 and I-9€ ors.	5/US 1. The pri	oject will include	managed lane	s with express	bus service connec	ting to Metrorail	stations, and
13 Facility: MD 2/4	400 a	a 400	500 a						NHS	4 400 FONS	iSNO:
From: south of MD 765			3,900 b						80/ 20/	}	Approved
To: north of Stoakley Road Jurisdiction: Calvert County		····-							1.	94.400	
Description: Upgrade MD 2/4 to a six-lane divided highway with auxilary lanes.	h auxilary lanes.			- The state of the	The state of the s		TO DO THE WASHINGTON OF THE PARTY OF THE PAR	The second secon	1 Otal.	00+,+0	
14 Facility: MD 210 (Indian Head Highway)	350	a 67	-67-B	,					NHO	טושבו עט	013.
From: MD 228			180	7.700					80 / 30 /	<u> </u>	Tabor.
To: Capital Beltway			707								preparation
Jurisdiction: Prince George's County									Total	282	
Description: This project includes the following improvements along MD 210, from MD 228 to 1.95/1-495.	along MD 210, from	n MD 228 to 1-95/I-	495:				The second secon	The second secon	- Cari	3	
Intersection Improvements	<b>.</b>										
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 intercedions	e II Road, Livingston	Road/Palmer Roa	d, Old Fort Roa	d North. Fort W.	ashington Road	1. £ivingston Ao	ad/Swan Creek	Road intersec	ijone		
15 Facility: IMD 3 (Robert Crain Highway)	976 a	a 360	360 a		,				ISTP	360 DEIS	FIS
From: US 50									80/ 20/	3	Under
To: Anne Arundel County Line										<i>.</i> .	preparation
Jurisdiction: Prince George's County,	******								Total:	\$360	
Description: MD 3 is currently a 4 to 6-lane divided principal arterial serving north/south travel from US 50 to 1-97. This project will upgrade MD 3 in Prince George's and Anne Arundel Counties to a 4-6 lane roadway with improved access control.	erial serving north	south travel from (	JS 50 to I-97. T	his project will	upgrade MD 3	in Prince George	s's and Anne Ar	undel Countie	s to a 4-6 lane road	tway with improv	ed access
16 Facility: MD 4											FONCE
From: MD 223	<del> </del>									- 4	Annroved
To:  -95/ -495							***		************	<u> </u>	7
Jurisdiction: Prince George's County,						***************************************					
Description: Provide one additional lane in each direction within the limits of project. Fund	the limits of proje		ing included with MD 4 Interchanges at Westphalia Rd., Suitland Pk.	terchanges at M	Vestphalia Rd.,	Suitland Pk	WAAAAA	The state of the s			
17 Facility: IMD 4 (Pennsylvania Avenue) From Interchanges at Meetheris Bd. Suitland Bu	500 a	a 500	1,6500 a	2,813.3	1, 770 B	S.000				1,500 FONSI	ONSI
To:				2 0 0 0	0 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	2,112	1,202,6		/02 /08	₹	Approved
Jurisdiction: Prince George's County,						70987	597862	22,713 C	Total:	\$1.500	
Description: This project will replace at-grade intersections at Westphalia Road, Dower House Road and Suitland Parkway with grade-separated interchanges and widen MD 4 to a 6 lane freeway	estphalia Road, D	lower House Road	and Suilland P	arkway with grad	de-separated ir	iterchanges and	widen MD 4 to	a 6 lane freew	/ay,		

# FY 2005 - 2010

# SUBURBAN MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM

1/17/2004

CAPITAL COSTS (in \$1,000)

	Γ		0.00(1.4 (1.10 (1.1.4 (1.10 0.2)	200	LV 02	20.00	20, 22	1 1 1 1	30,	Total	2007
	40 17	carry over	S	90	) ) )	F 1 08	50 k4	1	Source Fed/St/Loc	Source Total	Review
8 Facility: MD 5 Relocated at Hughesville	4,554 b	4,554	2,584 b						SHS	40,284 FEIS	FEIS
From: End of divided highway south of Hughesville To: End of divided highway north of Hughesville			37,700 c						80/ 20/		Approved
Jurisdiction: Charles County									Total:	\$40,284	
sscription: Construct a bypass of Hughesville from end of divided highway south of Hughesville to end of divided highway north of Hughesville	ighway south of	Hughesville to	and of divided hi	ghway north ol	Hughesville.	A CONTRACTOR OF THE CONTRACTOR					
9 Facility: US 15 Catoctin Mountain Highway			-338-8-						Local	338 CE	CE
From: MD 26 Liberty Road To:			200	0	V 99 U				1	100	Approved
Jurisdiction: Frederick County,				シカるか					Total:	\$338	
35 cription: Constructing a directional ramp from westbound MD 26 to northbound US 15.	to northbound U	S 15.									
0 Facility: US 29 (Columbia Pike)	17,683 c	9,161	300 p						NHS	9,161	FEIS
From: MD 198			8,861 c						80/ 20/		Approved
To:			·								
Jurisdiction: Montgomery County,									Total:	\$9,161	
ascription: Construction of an interchange at US 29MD 198. This project includes the relocation of US 29 at MD 198.	project includes	the refocation o	US 29 at MD 1	98.	NOOTH COMMENT OF THE PROPERTY						
Facility: US 29 (Columbia Pike)	9,170 c	9,170	874 b						NHS/HPP	11,540 FEIS	FEIS
From: Randolph Road			10,666 c						80/20/		Approved
To:											
lurisdiction: Montgomery County,									Total:	\$11,540	
scription: Construct an interchange at US 29/Randolph Road.		And the state of t	, , , , , , , , , , , , , , , , , , ,		1	1			Total Control of the		
2 Facility; US 29 (Columbia Pike)	5,374 c	5,374	275 b						SHS	31,187 FEIS	FEIS
From: Briggs Chaney Road			30,912 c						80/ 20/		Approved
To:											
iurisdiction: Montgomery County,									Total:	\$31,187	
scription: Construction of an interchange at US 29/Briggs Chaney Road	Road.							The state of the s			
3 Facility: US 29 (Columbia Pike)	20 a	520	1,942 a						SHS	9,729 FEIS	FEIS
From: Musgrove/Fairland Road	200 p		7,787 b						80/ 20/		Approved
70.									<del></del>		
lurisdiction: Montgomery County									Total:	\$9,729	
scription: Construct an interchange at Musgrove/Fairland Road.				*	***************************************						
1 Facility: US 29 (Columbia Pike)	1,249 a	1,249	1,890 a						NHS	1,890	1,890 FONSI
From: Stewart Lane, Tech Road, Greencastle Road,									80/ 20/		Approved
To: and Blackburn Road			***************************************								
urisdiction: Montgomery County,									Total:	\$1,890	
scription: Construct interchanges along US 29 at Stewart Lane, Tech Road, Greencastle	sch Road, Gree		Road, and Blackburn Road	oad.	W. 60.4901100-400-000-000-000-000-000-000-000-00						: .

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

FY 2005 - 2010

		FY 04	FY 04 Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source So Fed/St/Loc	Source Total	Environ. Review
25 Facility: US 301	US 301	292 a	100	100 a						NHS	100 DEIS	DEIS
From:	From: North of Mount Oak Road	***************************************								80/ 10/		Juder
To:	To: US 50		***************************************			WAR THE STREET						oreparation
Jurisdiction:	Jurisdiction: Prince George's County		<u></u>							Total:	\$100	
Description:	Description: Widen US 301 from north of Mount Oak Road to US 50. Construct an interct	Construct an in	terchange with a	s service road a	at MD 197. Upç	nange with a service road at MD 197. Upgrade MD 197 from US 301 to Mitchellville Road.	om US 301 to A	Aitchellville Roa	d.			
26 Facility:	26 Facility: US 301 @eeth Corridor Transportation Study 333 a	333 а	3,643	# <del>999-a</del>	3		1.202	12 C		SHN	26,486 DEIS	DEIS
From:	South-of-LaPlate: North of Mount R.	%√3,310 b		26,153 b		A Company of the Comp		, o	0 2 7	80/ 20/		Under
ا ت	To: Mount Dak Boad Smith of Lot later		~	100X				D P V				oreparation
Jurisdiction:	Jurisdiction: Prince George's County									Total:	\$26,486	
Pescription:	Fescription: Project planning study and right-of-way preservation along US 301, from south of LaPlata. to Mount Oak Road	g US 301, from	south of LaPlate	a, to Mount Oa	k Road.							THE THE PARTY OF T

# /17/2004

# SUBURBAN MARYLAND TRANSPORTATION IMPROVEMENT PROGRAM

		)	ITAL CC	CAPITAL COSTS (in \$1,000)	\$1,000)					Lot of F	Environ
	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/St/Loc	Source Forai	Review
	A. A.		0.00		· c						
						200 March 200 Ma			STP	23,152 CE	병
ecolidary Most Integration Improvement Program	146 a	23,152	100 a						80/ 20/		Approved
From: Categories 1 & II	10,636 b		1,865 b							900 AEO	
To: Jurisdiction: Montgomery County, Prince George's County	34,183 C				o past-west tra	el between I-2	70 and US 1.		Total:	\$23,132	
escription: This project includes a series of minor intersection improvement projects that will	overnent project	s that will relieve	traffic congest	ion and migrov							
Category II (Mid term at grade improvements) includes the following:	the following:										
IMD 355/Gude Drive Intersection (Under Construction)											
MD 566/Aspen Hill Road Intersection (Under Construction)	Xion) tion)										
MMD 560/Randolph Road											
IMD 650/MD 108											
IMAD 9//rotest circli rocal interchange Ramp Improvements (Developer funded IM-270/Shady Grove Road Interchange Ramp Improvements (Developer funded)	nents (Develop	er funded)									
hi-270/MD 28 Interchange Ramp improvements (Developed randow)	chan inina										
MD 650/Lockwood Drive (Under Construction)											-
IMD 650/Schindler Drive/Mahan Road (Under Construction)	nction)										
IMD 650/Powder Mill Road (Under Construction)									STP	3,463 CE	3O -
28 Facility: MD 115, Muncaster Mill Road	1,419 b	3,463	959 b						80/20/		Approved
	2,566 c		+0c,2			<u>.</u>					
To: MD 124									Total:	\$3,463	to a profitoant
Jurisdiction: Montgomery County,  Jurisd	28 to MD 124.	Improvements v	vill concentrate	on horizontal a	nd vertical defi	dencies in the	road as well as	spot intersectio	n improvements.	MIJ 115 experiences a significant	es a significant
	ntified as candida	date salety impli	2.157 a	a a					STP	2,15/	Approved
29 Facility: MD 117 (Clopper Hoad)	2								/07 /08		2
From: Great Seneca Park				•		<del></del>			-	7 06	1
To: I-270 Montromery County	·····								Total:	101,24	
Consistion: Intersection improvements along MD 117, from Great Seneca Park to I-270.	t Seneca Park t	01-270.		٠			-		STP	3,181	1 CE
1	500 a	a 500	2,484-8	596,	2 S92A	-			80/ 20/	,	Approved
From: Midcounty Highway To: Warfield Road			2002	\$ 50 m	2005	200000	5 c 1,473 C	1484	C Total:	\$3,181	
Jurisdiction: Montgomery County,				odw bobuloui o	re appropriate	Wide curb lan	Wide curb lanes will accommodate bicycles	odate bicycles.			
Description: Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield	inty Highway to	Warfield Hoad.	Sigewalks to b	e ii cinnan wie	andarda a			THE LAND THE PROPERTY OF THE P	The state of the s		



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

31 Facility: MD 201 Extended/US 1 From: I-95/I-495 To: MD 198	EV 04	1.0.0	10 31	30 774	L > 1	- A 118	2				200
Facility: From: To:		Carry Over	FY 05	- A 16	<u> </u>	) } •	:		Fed/St/Loc		
Facility: From: To:									STP	739	DEIS
Facility: From: To:	50 a	20	799-e	**************************************					80/ 20/		Under
From: II-95/I-495 To: MD 198 ricetarion Prince George's County			4 of								<u>.</u>
To: MD 198									Total:	\$739	
Carlo carlo carlo contraction of the carlo						Andor to improve	a traffic operati	ions along these	e roadways, Includes	Includes an interchange at US 1 at	je at US 1 at
ı í	n of MD 201 fron	1 Sunnyside Ave	Avenue to 198 as a four-lane divided highway in older to higher contracts	a four-lane divik	ded highway in	older to make		,		000 +	u
Description: Study to reconstruct US 1 and of Construct o										008'1	
MU 212.	n 200 a	500	8 006'						80/ 20/		Proposed for
32 Facility: MD 202 Earlyo Town Commo										000	
From: North of brightnessar i fous									Total:	\$1,900	
To: South of Technology was bedesidation (Prince George's County				ofcomonio	and auxilliary la	ines between in	tersections alo	ng MD 202 fron	n north of Brightseat	Road to south	ol lechnologi
Description: Provide improved access to the planned Largo Town Center Metro Station. This includes intersections included are as follows:	Center Metro Sta	tion. This incluc	les intersection sections include	Improvenients od are as follow.	S:						
ļ	יייי אייי אייי										
IMD 202 at Brightseat Road;											
MD 202 at Lottsford Hoad,											
MD 202 at McCormick Road;											
1-95 at MD 202 Interchange;		•							State	6,370	Y/N
1.95 at MD 214 Interchange.	an 523 c	5 523	4,184 c	2,186 c		<u>,</u>			/ 100/		
33 Facility into 2.12 (consent of property)										020.04	-1
		<del></del>							Total:	\$6,370	
hulsdiction: Prince George's County,				pue apad 700	mitz Wav. from	US 1 to I-95.				00	SOS EEIS
Construct a four in six lane divided roadway along the general alignment of Ammendate/Virginia Watrot notice.	ne general alignm	ent of Ammend	late/Virginia wa	not notate and	1621.					or S	Approved
Cripuori.	1,042 b	p 303	2 5	2 (					80/ 20/		222
34 Facility, IND 60 Common States Boad	8,873 c	ပ	2 802	<u> </u>				<del></del>			<b>-</b> T.
Tom: hillie Fold hoad To Great Seneca Highway (MD 119)									Total:	\$303	- 1
10. Great Constant County					A live a diameter	provided from	Muddy Branch	Road to MD 11	<ol> <li>Sidewalks will be included as appropriate.</li> </ol>	included as al	ргорпате. А
	Riffle Ford Road	to MD 119 (Gre	at Seneca High	tway). A 6-lank	e section Will be	commodate b	icycles.		- 1	č	SUD DEIS
Description: Upgrade MiD to lot and actific will be included on the north side of MD 28, from MD 119 to Owens dien Way. White can be considered actific will be included on the north side of MD 28, from MD 119 to Owens dien Way.	north side of MD	28, from MD 11	19 to Owens alk	H Way, wide	- Carro Irano				STP	5	Ja Chris
25 Facility IMD 28 (Norbeck Road) / MD 198 (Spencervill	rvill 932	а 309	80 80 						80/ 20/		preparation
						<u></u>				6063	- 1
TO: 1.05	a. A. Marrier and P. S.								Total:	Sold College	ne Wide curh
Jurisdiction: Montgomery County, Prince George's County	unty		anounder Board	and to a 6-lane	3 divided highw	ay from Old Gu	npowder Road	to 1-95 in Mont	gomery and Prince G	eorge's Court	Mas. Wilde cu
Description: Upgrade MD 28/MD 198 to a 4-lane divided highway from east of MD 97 to Ord Carlother Description: Upgrade MD 28/MD 198 to a 4-lane divided highway from east of MD 29/MD 198 to be included where appropriate. An 8' Hiker/Biker path will be constructed along the south side from MD 20/MD 197 to Carlother Description: Upgrade MD 28/MD 198 to a 4-lane divided highway from east of MD 28/MD 198 to a 4-lane divided hig	ay from east of Nijdewalks to be in	cluded where a	ppropriate. An	8' Hiker/Biker p	nath will be con:	structed along t	he south side if	CO CIN III	STP	7	
lanes will be included to accommodate by a 36 Facility; IMD 28 (West Montgomery Ave.)	520 a	a 420	420	 ල					80/ 20/	•	Proposed for preparation
									H	\$420	T
, O	•								l Olai.	•	
Interiorion, Montgomery County,				Cidowic	alke will he incli	ded as approp	riate. Wide cui	rb lanes will acc	commodate bicycles.		

# 11/17/2004

# SUBURBAN MARYLAND

# TRANSPORTATION IMPROVEMENT PROGRAM

CAPITAL COSTS (in \$1,000)

	- 1 O4	Carry Over	FY 05	A US	FY 07	FY 08	FY 09	FY 10	Source	Source Total	Environ.
									Fed/St/Loc		Heview
37 Facility: MD 355 (Rockville Pike)	50 a	1,050	3,796 a	21.58.8.P.	7 111			7,599 C.		8,946	EA/FONSI
From: CSX RR & Interchange @Montrose/Randolph	1,000 b		5,150 b	7921.77	3,8442				80/ 20/		Approved
Jurisdiction: Montgomery County,			4,5596						Total:	\$8,946	
Description: Construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road/Montrose Road.	d interchange in	nprovements on	Randolph Road	Montrose Roa	d,	W	A B STEERING A VAN CANADA VA VAN SEEDING VAN SEEDING VA VAN SEEDING VAN SEEDIN	AND TO A TOTAL OF THE BREEF POOL TOTAL TO SOME THE PARTY.			A CONTRACTOR OF THE CONTRACTOR
38 Facility: Mt) 414 Extended	450 a	21,057	1,900 a						State	29,911 FEIS	FEIS
From: MD 210	20,607 c		28,011 c						/ 100/		Approved
To: 1-295		***									,
Jurisdiction; Prince George's County							, Tring		Total:	\$29,911	
Description: The project consists of the following improvements:	1000		-								
IA. Our lane divided foadway between MD 210 and the i-295/1-495 interchange, including the reconstruction of existing Uxon Hill Hoad and new construction. A k op ramp connecting the proposed MD 414 Extended to the proposed Waterfront Main Road. So, dway potwark connecting the Baltway Parcel with the Waterfront Parcel.	I-295/I-495 Inter d to the propos he Waterfront P.	change, includir ed Waterfront M ercel	ig the reconstruc ain Road.	tion of existing	Oxon HIII Hoad	and new cons	ruction.				
39 Facility: ME 450 (Annapolis Road)	17,081 c	9,343	4.96	7		0.50			STP	9,343	9,343 FONSI
From: ME-493- Stony brook Drive			9,293 e	1,210a	1,4104	\$00/			80/ 20/		Approved
To: Straybrook-Drive West of MD 3			530a								
Jurisdiction: Prince George's County									Total:	\$9,343	
Description: Col struction and right-of-way acquisition for the widening of MD 450, from MD + 'Six lane divided roadway - MD 193 to Bell Station Road.	ng of MD 450, fr d.		193 to Stonylarook Drive (5.8 miles).	(5.8 miles).	-						
'Four-lane divided roadway with 8' outside shoulders - Bell Station Road to MD 'Four-lane divided roadway, no shoulders - MD 197 to Stonybrook Drive.	Bell Station Roa Stonybrook Driv	d to MD 197. e.									
40 Facility: MD 450 (Annapolis Road)	3,764 c	3,764	3,827 c						STP	3,827	3,827 FONSI
From: Whitfield Chapel Road									80/ 20/		Approved
To: Seabrook Road											
Jurisdiction; Prince George's County									Total:	\$3,827	
Description: Upgrade and widen existing MD 450 to a multilane divided highway from east of Whitefield Chapel Rd. to Seabrook Rd.	ded highway from	m east of Whitef	eld Chapel Rd. t	o Seabrook Ro	_						
41 Facility: MD 450 (Annapolis Road)	4 007	4,400	-4-8 <del>95</del>		The terms of the		A month of a Month		STP	48,567 FONSI	FONSI
From: Overpass at CSX railroad crossing	3,700 с		47,999-c		AV / W		0 / 1/2 P		80/ 20/		Approved
Jurisdiction: Prince George's County,	yea-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4-4						-		Total:	\$48,567	
Description: Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross.	ssing and inters	ection improven	ents near the Pe	ace Cross.		A LOUIS AND THE PARTY OF THE PA				ANALOG AND	
42 Facility: MD 475 (East Street Extended)	50 a	20	278 a						STP/Local	278	278 FONSI
From: South Street			<i></i>		• • • •				80/ 20/		Approved
To: proposed Monocacy Boulevard				•							
Jurisdiction: Frederick County,									Total:	\$278	

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

	_ocation and Jur	ISCICTION	2. Submitting Agency	: MDOT/State Highway	ramma	ation
<u> </u>	From/At: Sha To: I-70	0/US 15 Corridor dy Grove Metro ntgomery County, Freder	Last Modified On:	02/03/200		
		<del></del>	ick county,			
	Project Type and	Description				
	✓ Construction  Transportation	n Emissions Reduction Me	☐ Study asure (TERM) ☐ Illustrativ	e Project		
	·			tion/Strategy		
١	Description of pr	oject or action:	ts in the I-270/US 15 corrido	The I-270/MD 85 interd	hange wil	l be
i	Study nigriway partially recons	and transit improvement structed as part of the MI	) 85 Line Item in Frederick C	ounty.	, , , , , , , , , , , , , , , , , , ,	
	partially recent					
/ I	Project Phasing					
	ject In				# Lane Comp	
I			From	117	From To Da	
	Construct	I-270/US 15 Corridor	Shady Grove Metro	I-70	varyvary 20	20
	corridor. I-270 needed to relie County. This p Germantown N	is a heavily traveled converse existing and future transfer with the consistent with	will continue to deteriorate nmuter and freight transport affic and to tie into improven n the local master plans, incl	ation route and improve nents already underway uding: Clarksburg and \ id the Frederick County	ments are in Montgo /icinity,	
	Goals 1, 2, and	also compatible with the	i and Vicinity Master Plan an following adopted TPB goa	ls, objectives and strate	gies: Poli	Plan. cy
	Goals 1, 2, and	also compatible with the 3.	g and Vicinity Master Plan an following adopted TPB goa	ls, objectives and strate	gies: Poli	Plan. cy
6.	Goals 1, 2, and	also compatible with the 3.  nedule Information	g and Vicinity Master Plan and following adopted TPB goal Date of completion or im	ls, objectives and strate	gies: Poli	Plan. cy
6.	Goals 1, 2, and Funding and Sc	also compatible with the 3.  nedule Information inds): \$2,311,240	following adopted TPB goa	ls, objectives and strate	gies: Poli	Plan. cy
6.	Goals 1, 2, and Funding and Sc Cost (In Thousa	also compatible with the 3.  nedule Information and sign of the state, and sign of the state, also become a sign of the state.	following adopted TPB goa	ls, objectives and strate	gies: Poli	Plan. cy
6.	Goals 1, 2, and Funding and Sc Cost (In Thousa Source: Federa	also compatible with the 3.  nedule Information ands): \$2,311,240 al, State, ule remarks:	following adopted TPB goa	ls, objectives and strate	gies: Poli	Plan. cy
<ol> <li>7.</li> </ol>	Goals 1, 2, and Funding and Sc Cost (In Thousa Source: Federa Cost and sched CMS Document	also compatible with the 3.  nedule Information ands): \$2,311,240 al, State, ule remarks:	following adopted TPB goa	<b>Is, objectives and strate</b> plementation: <b>2020</b>	gies: Poli	Plan. cy
<ol> <li>7.</li> </ol>	Goals 1, 2, and Funding and Sc Cost (In Thousa Source: Federa Cost and sched CMS Document Is this a highwa	also compatible with the 3.  nedule Information ands): \$2,311,240 al, State, alle remarks:  ation y capacity-increasing proje	following adopted TPB goa  Date of completion or im  ct on a limited access or other	Is, objectives and strate plementation: 2020 principal arterial highway	gies: Poli	cy
<ol> <li>7.</li> </ol>	Goals 1, 2, and Funding and Sci Cost (In Thousa Source: Federa Cost and sched CMS Document Is this a highwa If yes, does this	also compatible with the 3.  nedule Information ands): \$2,311,240  II, State, alle remarks:  ation y capacity-increasing project require a CMS Do	Date of completion or imediate of access or other cumentation form under the gi	Is, objectives and strate plementation: 2020 principal arterial highway	gies: Poli	Cy No
<ol> <li>7.</li> </ol>	Goals 1, 2, and Funding and Sci Cost (In Thousa Source: Federa Cost and sched  CMS Document Is this a highwa If yes, does this If not, please ide	also compatible with the 3.  nedule Information ands): \$2,311,240 al, State, ule remarks:  ation y capacity-increasing project require a CMS Doentify the criteria that exempting and second control of the company of the control of the company of the control of the company of t	Date of completion or imediate of access or other cumentation form under the gi	Is, objectives and strate plementation: 2020 principal arterial highway ven criteria?	gies: Poli	Cy No

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility: From/At:

I-270/US 15 Corridor Shady Grove Metro

To:

1-70

Jurisdiction:

Montgomery County, Frederick County,

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**DEIS** 

Under preparation

6. Funding and Schedule Information

Date of completion or implementation:

2020

Source

FY

Amount (\$1,000s) Phase

% Fed/State/Loc

NHS						
	2005	\$3,000	Carry Over	80	20	
	2006	\$2,000	P.E.	80	20	
	2007	\$1,202	P.E.	80	20	

Cost and schedule remarks:

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1.	Location an	d Jurisdiction	2	. Subi	mitting Agency:	MDOT/State Highway Administration
	Facility: From/At: To: Jurisdiction	I-70 (Baltimore National Pike) Mt. Phillip Road MD 144 :Frederick County		Last	Modified On:	02/03/200
3	Project Type	e and Description				
٠.	✓ Construc	•			☐ Study	
		rtation Emissions Reduction Measure	(TEI	RM)	☐ Illustrative ☐ Other Acti	
		of project or action: ct would upgrade existing I-70 to in	nclud	le the		
						•
	Phase I - P	rovide missing movements at US	15/US	340	interchange.	Construction complete.
	NB to I-70 I-70 EB and bridges . I	EB; construction of a third lane on d I-70 WB to US 15/US 40 NB; cons Reconstruction of the New Design	WB struct Road	I-70; tion o d stru	dualization of f 5 new bridge cture 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
	□□Constru	- Construction complete uction of ramps from eastbound I-7 uction of Relocated MD 85 at MD 3 ng of MD 355 from south of I-70 for	55 in	terse	ction	t.
	-Preliminar	tion of Monocacy Blvd. Storm Wate ry grading of Monocacy Blvd. Emb n along Proposed East Street Exte	ankn	nent	ment Ponds a	nd Pumping Station
		5 Urban Diamond Interchange and	Ram	ps		
	•	on of Monocacy Blvd. om just south of Monocacy Blvd. t	a tha	nort	harn praigat lir	mi#
	-Necessary	y widening of I-70 associated with Ride Lot in the northeast quadrant	the a	bove	improvements	
		and Lot III the Hothicast quadrant	<b>O</b> , 1	. 0.111		
		k Street Roundabout, westbound Bridges over Reich's Ford Road	ramp	, and	widening of I-	70 at westbound ramp
		r's Ford Road Pumping Station eastbound and westbound widenin	g on	I-70		
	Phase 3					
		ion of new MD 355 structure over	-70			
	_	of MD 355 from north of Moncacy				
	-Construct	ion of Phase 3 is required before o	onst	ructio	on of Phase 2D	)
	Phase 4					

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

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

### '4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	То	# Lane From To	Completion Date
L		Construct	I-70 (Phase IIA)	MD 85 Extended/MD 355		0 4	2005
	V	Widen	1-70 - Phases 2D and 4	Mt. Phillip Road	MD 144FA	4 6	2010
MI4	<b>✓</b>	Widen	I-70 - Phases 2B, 2C, 3, and East Street Extension	Mount Phillip Road	MD 144FA	4 6	2010

### 5. Purpose/contribution to regional goals

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

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

6. Funding and Schedule In	nformation		
Cost (In Thousands):	\$285,205	Date of completion or implementation:	2010
Source: Federal, State,			
Cost and schedule rema	rks:		
Phase I - 1997			
Phase IA - 2003			
Phase IIA - 2004			
Phases II - IV - 2010			
7. ONO Danisaninina			

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?	✓ Yes	□ No
If yes, does this project require a CMS Documentation form under the given criteria?	☐ Yes	<b>☑</b> 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 2005-2010

Last Modified On: 1. Agency: MDOT/State Highway Administration 02/03/200

2. Location and Jurisdiction

Facility:

I-70 - Phases 2B, 2C, 3, and East Street Extension

From/At:

**Mount Phillip Road** 

To:

**MD 144FA** 

Jurisdiction:

**Frederick County** 

3. Description of Project or Action

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

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

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

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**FONSI** 

Approved

6. Funding and Schedule Information

Date of completion or implementation:

2010

Source	FY	Amount (\$1,000s)	Phase	% Fed/S	State/Loc
IM					
	2005	\$2,165	Carry Over	80	20
	2005	\$585	Carry Over	80	20
	2006	\$15,606	Construction	80	20
	2006	\$727	R.O.W. Acquisition	80	20
	2006	\$696	P.E.	80	20
	2007	\$26,792	Construction	80	20
	2007	\$1,414	R.O.W. Acquisition	80	20
	2008	\$26,845	Construction	80	20
	2009	\$10.147	Construction	80	20

Cost and schedule remarks:

### Proposed Project or Action Description Form 2. Submitting Agency: MDOT/State Highway Administration 1. Location and Jurisdiction Last Modified On: 01/14/200 I-95/I-495 Capital Beltway Facility: American Legion Bridge From/At: **Woodrow Wilson Bridge** To: Jurisdiction: Montgomery County, Prince George's County 3. Project Type and Description Study Construction Illustrative Project ☐ Transportation Emissions Reduction Measure (TERM) ☐ Other Action/Strategy Description of project or action: A study to determine the feasibility of providing managed lanes on the Capital Beltway from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles). 4. Project Phasing # Lane Completion Project In TIP Improvement Facility From То Fron To Date ID Woodrow Wilson Bridge 6 6+4 I-95/I-495 (Capital Beltway) American Legion Bridge MI1a Study Purpose/contribution to regional goals Increased development in Prince George's and Montgomery counties along with an increase in through traffic has caused the Capital Beltway to have severe traffic congestion. The alternatives being studied will reduce congestion on the Capital Beltway by providing other modes of travel, or better travel time for buses and managed lanes and improve the person carrying capacity of the Beltway. This project is also compatible with the following adopted TPB goals, objectives and strategies: Policy Goals 1, 2, 3 and 7. Funding and Schedule Information \$2,918,647 Date of completion or implementation: Cost (In Thousands): Source: Federal, State Cost and schedule remarks: Project included in CLRP as study only.

CONSTRAINED LONG RANGE PLAN (CLRP)

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

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

7. CMS Documentation

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

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

Nο

✓ No

Yes

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility: From/At:

I-95/I-495 (Capital Beltway) American Legion Bridge

To:

Woodrow Wilson Bridge

Jurisdiction:

Montgomery County, Prince George's County,

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

DEIS Under Preparation

6. Funding and Schedule Information

Date of completion or implementation:

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

Cost and schedule remarks:

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

8

Location and Jurisdiction		2. Submitting Agency:	MDOT/State Highway	Admir	nistration
Facility: I-95/I-495 From/At: Branch Avenue	Metro Station	Last Modified On:	02/03/200		
To: Jurisdiction: Prince George's	: County				
3. Project Type and Description		☐ Study			
<ul><li>✓ Construction</li><li>✓ Transportation Emissions</li></ul>	Reduction Measure (1	<u> </u>	Project		
•		Other Action	on/Strategy		
Description of project or action Construct a flyover ramp from ramp will eliminate the current of the current o	om the inner loop Ca			5. This	new
Construct a four-lane direc	t Access Road (appr t would include:	roximately 2400 feet) be	etween MD 5 and the	Branch	Avenue
A grade-separated signalize the existing traffic signal at structure to access MD 5 and Provide four through lanes Bicycle/pedestrian accomm	t the MD 5/Auth Road nd the outer loop of and a left-turn lane	d intersection. WB traf the Capital Beltway.	fic on Auth Road will	use th	e
1. Project Phasing					
				# Lane	
	E	om	To		Completion Date
Project In Improvement Facility  Construct I-95/I-495 (Capi		anch Avenue Metro Access	То	From To	Date 2010
ID TIP Improvement Facility	tal Beltway) Bra (Pt tal Beltwy) Bra		То	<b>Fron To</b>	Date
ID TIP Improvement Facility  Construct I-95/I-495 (Capi  Construct I-95/I-495 (Capi	tal Beltway)  Bra (Pr tal Beltwy)  Bra (Pr nal goals  raffic operations alor	anch Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)		8 8 8 8	2010 2010
TIP Improvement Facility  Construct I-95/I-495 (Capi  Construct I-95/I-495 (Capi  Construct I-95/I-495 (Capi  Description to regio  This project will improve tr	tal Beltway)  tal Beltway)  Bra (Pr tal Beltwy)  Bra (Pr tal Beltwy)  anal goals  raffic operations alorate  aue Metro Station.  with the local master	ench Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)  In g the Capital Beltway  T plans and is compatib	at this interchange ar	8 8 8 8 md will	2010 2010 2010 enhance
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Construct Facility Construct I-95/I-495 (Capi Co	tal Beltway)  Bra (Properties of the Beltwy)  The Beltwy)  The Bra (Properties of the Beltwy)  The Bra (Properties of the Bra (Properties	ench Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)  In g the Capital Beltway  T plans and is compatib	at this interchange ar	8 8 8 8 md will	2010 2010 2010 enhance
Construct I-95/I-495 (Capi Construct I-95/I-495	tal Beltway)  Bra (Propertial Beltwy)  In all goals  raffic operations alorate Metro Station.  With the local master ojectives: Policy Goal mation  1,579  Da	ench Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)  Ing the Capital Beltway  I plans and is compatibals 1, 2, 3, and 4.	at this interchange ar	8 8 8 8 md will	2010 2010 enhance
Construct I-95/I-495 (Capi Construct I-95/I-495 (Capi Construct I-95/I-495 (Capi Furpose/contribution to regio This project will improve tr access to the Branch Aven This project is consistent v Vision Policy Goals and Ot Funding and Schedule Inform Cost (In Thousands): \$84	tal Beltway)  tal Beltway)  tal Beltwy)  Bra (Pr  tal Beltwy)  mal goals  raffic operations alor  aue Metro Station.  with the local master ojectives: Policy Goal  nation  1,579  Da	ench Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)  Ing the Capital Beltway  I plans and is compatibals 1, 2, 3, and 4.	at this interchange ar	8 8 8 8 md will	2010 2010 enhance
Cost (In Thousands): \$84  Cost includes total for Pha	tal Beltway)  tal Beltway)  tal Beltwy)  Bra (Pr  tal Beltwy)  mal goals  raffic operations alor  aue Metro Station.  with the local master ojectives: Policy Goal  nation  1,579  Da	ench Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)  Ing the Capital Beltway  I plans and is compatibals 1, 2, 3, and 4.	at this interchange ar	8 8 8 8 md will	2010 2010 enhance
Construct Facility Construct I-95/I-495 (Capi Co	tal Beltway)  tal Beltway)  Bra (Pr tal Beltwy)  mal goals  raffic operations alorate Metro Station.  with the local master ojectives: Policy Goal mation  1,579  Da asses 1 and 2.	anch Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)  In g the Capital Beltway  In plans and is compatible als 1, 2, 3, and 4.	at this interchange ar ole with the following ementation: 2010	From To  8 8  8 8  TPB ac	2010 2010 enhance
Construct Facility Construct I-95/I-495 (Capi Co	tal Beltway)  tal Beltway)  tal Beltwy)  Bra (Proposition of the local master of the l	anch Avenue Metro Access hase 1) anch Avenue Metro Access hase 2)  In g the Capital Beltway  In plans and is compatible als 1, 2, 3, and 4.  In the of completion or implementation of implementation in the completion of implementation of implementation in the completion in the compl	at this interchange ar ole with the following ementation: 2010	From To  8 8  8 8  TPB ac	pate 2010 2010  enhance dopted
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Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility:

I-95/I-495 (Capital Beltway)

From/At:

**Branch Avenue Metro Access (Phase 1)** 

To:

Jurisdiction:

Prince George's County.

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

**Approved** 

6. Funding and Schedule Information

Date of completion or implementation:

2010

Source

FΥ

Amount (\$1,000s) Phase

% Fed/State/Loc

CMAQ/NH	IS				
······································	2005	\$9,681	Carry Over	80	20
	2006	\$4,805	Construction	80	20
	2006	\$4,800	R.O.W. Acquisition	80	20
	2006	\$1,808	P.E.	80	20
	2007	\$11,088	Construction	80	20
	2007	\$437	R.O.W. Acquisition	80	20
	2008	\$11,715	Construction	80	20
	2009	\$5.223	Construction	80	20

Cost and schedule remarks:

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

10

1. Lo	cation and Juri	isdiction	2. Subn	nitting Agency:	MDOT/State Highwa	ay Adminis	stration
Fr To	om/At: MD 2 or MD 2		i <b>ge Interl</b> iast	Modified On:	02/03/200		
3. Pr	oject Type and	Description					
De Co	Construction Transportation escription of propostruct operation of the terchange to henter Metro Stom south of A	n Emissions Reduction Measur oject or action: ational and safety improvem ne I-95/I-495 interchange at a nandle the existing and prop ation. Three through lanes a rena Drive Ram to North of the local C/D lanes, the thro	nents along I Arena Drive posed growt and two loca Ramp to MD	from a part-tin h in the vicinit Il C/D (Collect 202 will be co	on/Strategy  MD 214 to MD 202 in  ne interchange to a f  ty of FedEx Field and  or Distributor) lanes  onstructed. In order	ull-time I the Largo along I-95 to accomm	/495 nodate
4. Pr	oject Phasing						
Projec ID	t In TIP Improvement	Facility	From		То	# Lane From To	mpletion Date
.,.,,	Construct	I-95/I-495/Arena Drive Interchange	MD 214		MD 202	8 8+2	2010
Re pl	elieve congest anned econor	tion to regional goals tion at the adjacent Capital l nic development and the La edule Information					
Sc	ost (In Thousar ource: <b>Federal</b> ost and schedu	, State,	Date of com	npletion or impl	ementation: 2010		
7. CN	/IS Documenta	ition					
ls	this a highway	capacity-increasing project or	n a limited ac	cess or other p	rincipal arterial highwa	ay? 🗹 Yes	□ No
If	/es, does this p	project require a CMS Docum	entation form	under the give	n criteria?	☐ Yes	✓ No
lfı	not, please idei	ntify the criteria that exempt th	ne project her	e:			

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility: I-95/I-495/Arena Drive Interchange

From/At: MD 214 To: MD 202

Jurisdiction: Prince George's County

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Under preparation

6. Funding and Schedule Information

Date of completion or implementation: 2010

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

NHS					
	2005	\$400	Carry Over	80	20
	2006	\$420	R.O.W. Acquisition	80	20
	2006	\$2,000	P.E.	80	20
	2007	\$3,586	Construction	80	20
	2007	\$630	R.O.W. Acquisition	80	20
	2007	\$244	Construction	80	20
	2008	\$11,980	Construction	80	20
	2009	\$10,391	Construction	80	20

Cost and schedule remarks:

## **CONSTRAINED LONG RANGE PLAN (CLRP)**

Proposed Project or Action Description Form

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	ocatio	on and Juris	sdiction	2. Subn	nitting Agency:	MDOT/State Hi	ghway Adminis	stration
F	Facility From/A Fo: Jurisdi	At: MD 2 I-95/I	10, Indian Head Highway 28 -495 (Capital Beltway) e George's County	Last	Modified On:	02/03/200		
5	<b>Z</b> Con	nstruction	Description  Emissions Reduction Meas	ure (TERM)	☐ Study ☐ Illustrative	Project		
			ject or action: udes the following improv	vements along		on/Strategy n MD 228 to I-95	/1-495:	
, 	Provid Provid	de right-in de intercha	rovements and right-out at Wilson Bi inges at Livingston Road/ nington Road, and Livings	Kerby Hill Roa	nd, Livingstor an Creek Roa	ı Road/Palmer R d intersections	oad, Old Fort F	Road
(	Old Fo	ort Road S	ng with indirect left-turn m outh d & MD 373	novements at				
	Also v are:	/arious mu	lti-modal options will be e	examined for i	nclusion in th	is project. The	se TDM/TSM st	trategies
; 	signal Park a	l preemption and Ride F						raffic
4. F	Proiec	t Phasing						
Proj	ect In	t Phasing				_		ompletion
Proj	ect In TIP	Improvement		From MD 228		To Capital Beltway	# Lane From To	ompletion Date 2020
Proj IE MP6	ect In TIP	Improvement Widen	MD 210 (Indian Head Highway)	From MD 228		To Capital Beltway	From To	Date
Proj ID MP66 5. F	Purposindica Prince indica * Man high-c Amen	Improvement  Widen  se/contribut  ased develops. Interse e George's ated in the age the su occupancy elop and mandments of	MD 210 (Indian Head Highway) ion to regional goals opment along this corrido ction improvements will r County Master Plan for S Long-Range Transportation pply of parking to suppor travel. anage the transportation 1990. Iso compatible with the fo	MD 228 or has caused relieve traffic of the control on Plan for the towelopment system to me	congestion. To and VII and is congestion. To and environ et the require	Capital Beltway  ve severe conge his project is co ompatible with pital Region: mental objective ments of the Cle	estion during ponsistent with the following ges and to enco	2020 eeak the joals urage
Proj 16 16 16 16 16 16 16 16 16 16 16 16 16	ect In TIP  O TIP  Ourpose  Increa perioc  Prince indica * Man  high-c  Amen  This perioc  Goals	Improvement Widen se/contribut ased devel ds. Interse e George's ated in the age the su occupancy elop and m idments of oroject is a is 1, 2, 3, 4 a	MD 210 (Indian Head Highway) ion to regional goals comment along this corrido ction improvements will r County Master Plan for S Long-Range Transportation pply of parking to suppor travel. canage the transportation 1990. Iso compatible with the found 5. edule Information	MD 228 or has caused relieve traffic of the control on Plan for the total development system to me collowing adop	congestion. To death of the congestion of the co	Capital Beltway  ve severe conge his project is co ompatible with pital Region: mental objective ments of the Cle	estion during ponsistent with the following ges and to encorant Air Act	2020 eeak the joals urage

Source: Federal, State,

١	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? $\hfill\Box$ Yes	<b>✓</b> No
	If not, please identify the criteria that exempt the project here:	
	CMS requirements will be addressed as part of the project planning study.	

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On: 02

02/03/200

2. Location and Jurisdiction

Facility:

MD 210 (Indian Head Highway)

From/At:

MD 228

To:

**Capital Beltway** 

Jurisdiction:

**Prince George's County** 

3. Description of Project or Action

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

Intersection Improvements

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

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

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

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

NHS						
1	2005	\$881	Carry Over	80	20	
	2006	\$226	R.O.W. Acquisition	80	20	

Cost and schedule remarks:

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

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

1. Location and Jurisdiction				2. Submitting Agency:	MDOT/State Highway	Admi	nistra	ıtion
F T	acility rom// o: urisd	At: MD 2 I-95/	1, Pennsylvania Avenue 223 I-495 ce George's County	Last Modified On:	02/03/200			
3. P	rojec	t Type and	Description					
~	Cor	nstruction	Emissions Reduction Measure		Project on/Strategy			
M p	ID 4 rojec	west of MI ct will elim	oject or action: D 223 is currently a four-lane inate all at-grade intersection ian accomodations included	divided principal arterial ns, and widen existing M	with partial access co		. Thi	İs
	<del></del>	t Phasing			1	# Lane		
Proje ID	ct In TtP	Improvement	Facility	From	i	From To	Comple Dat	
	~	Construct	MD 4 (Pennsylvania Avenue)	Interchanges at Westphalia Rd., Dower House Rd.	***************************************	4 6	201	0
	✓	Construct	MD 4, Pennsylvania Avenue	MD 223	1-95/1-495	4 6	201	0
	V	Construct	MD 4	Interchange at Suitland Parkway		4 6	201	0
T th 6. Fe C S	his phis phis phis his his his his his his his his his	project wor project is c aster Plan ng and Sch In Thousan e: Federal			ster Plan for Melwood			
7. C	MS [	Documenta	tion					
Is	this	a highway	capacity-increasing project on	a limited access or other p	rincipal arterial highway	? 🗹 Y	es	
lf	yes,	does this p	project require a CMS Docume	ntation form under the give	en criteria?	<b>✓</b> Y	es	
lf	not,	please ider	ntify the criteria that exempt the	e project here:				
		requireme ment Form	nt was addressed as part of   a).	project planning in 1996	(See Congestion Mana	geme	nt	

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility:

MD 4

From/At:

Interchange at Suitland Parkway

To:

Jurisdiction:

**Prince George's County** 

3. Description of Project or Action

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

4. Project Status

in previous TIP, proceeding as scheduled

5. Environmental Review

**FONSI** 

**Approved** 

6. Funding and Schedule Information

Date of completion or implementation:

2010

Source	FY	Amount (\$1,000s)	Phase	% Fed/S	itate/Loc
NHS					
	2005	\$1,600	Carry Over	80	20
	2006	\$5,106	R.O.W. Acquisition	80	20
	2006	\$2,813	P.E.	80	20
	2007	\$5,112	R.O.W. Acquisition	80	20
	2007	\$1,770	P.E.	80	20
	2008	\$7,860	Construction	80	20
	2008	\$5,112	R.O.W. Acquisition	80	20
	2008	\$500	P.E.	80	20
	2009	\$29,826	Construction	80	20
	2009	\$1,202	R.O.W. Acquisition	80	20
	2010	\$22,773	Construction	80	20

Cost and schedule remarks:

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

		Proposed Pro	oject or Action Description	n Form		9
Faci Fron	•	sdiction 5 Catoctin Mountain Highw 26 Liberty Road	Submitting Agency:     Last Modified On:	MDOT/State Highwa 02/03/200	ay Admini	stratio
To: Juris	diction: <b>Fred</b>	erick County,				
✓ C □ Tr	cription of pro	Description  Emissions Reduction Measure  pject or action:  ride the missing westbound	☐ Other Acti	on/Strategy		
Project					# Lane Co	ompletion Date
	TP Improvement Construct	US 15 Catoctin Mountain Highway	From MD 26 Liberty Road	То	Prom 10	2010
The and plan	missing mo Wormans M ined develop	tion to regional goals  vement to the north on US  lill Road at US 15. Ramp im  oment in the vicinity of the o  ed TPB's goals, objectives a	provements are necessar current interchange. This	y to safely accommo project is also comp	date exis	ting a
Cost Sout	t (In Thousan	, State, Local,	Date of completion or imp	ementation: 2010		
7. CMS	S Documenta	tion				

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:

**CONSTRAINED LONG RANGE PLAN (CLRP)** 

**Y** No

**Y** No

☐ Yes

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility:

**US 15 Catoctin Mountain Highway** 

From/At:

MD 26 Liberty Road

To:

Jurisdiction:

Frederick County,

3. Description of Project or Action

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

4. Project Status

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/S	State/Lo	С
NHS						
	2005	\$200	Carry Over	80	20	
	2006	\$424	Construction	80	20	
	2006	\$28	R.O.W. Acquisition	80	20	
	2007	\$688	Construction	80	20	
	2008	\$323	Construction	80	20	

Cost and schedule remarks:

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

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. Location	and Jurisdiction			MDOT/State Highway	Administration
Facility: From/At: To: Jurisdict	US 301 Corridor Transportation  South of LaPlata  North of Mount Oak Road  ion: Prince George's County, Charles		Modified On:	02/03/200	
. Project T	Type and Description				
Const		re (TERM)	✓ Study ☐ Illustrative	Project ion/Strategy	
Multi-m	tion of project or action: odal corridor study to consider high ncludes preparing appropriate enviro	nway/transit onmental ap	improvement	s from south of LaPlata	to Mount Oak ates.
Project Road.	planning study and right-of-way pre	eservation al	ong US 301, f	rom south of La Plata to	o Mount Oak
	rom the Capital Beltway to US 301 at	TR ichair	na roovaluatei	d as a senarate project.	
	planning for the US 301 corridor, fro		outh of LaPlat	a, is being re-initiated.	
Bicycle	/pedestrian accommodations includ				
1. Project F	Phasing			ļ-	Lane Completion Date
Project In ID III In III III III III III III II	Phasing  Improvement Facility  US 301Corridor Transportation Study  E/contribution to regional goals	From South of LaPlat		To I North of Mount Oak Road	Fron To Date
1. Project Foroject In ID III In III In III In III In III In III I	Phasing  Inprovement Facility  Itudy US 301Corridor Transportation Study  E/contribution to regional goals  Dject will address transportation and will expand the transportation system of the properties of the provided HTML of the provided H	From South of LaPlat  I related envem in a manipevelopment in developrand the Sub	ironmental ar ner that prote in the corrido nent. This pr region VI Mas	North of Mount Oak Road  and growth issues in the cts sensitive environment. The study will considuject is consistent with ster Plan.	corridor. This ental features. the Prince
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4. Project Foroject In III II	Phasing  Improvement Facility  US 301Corridor Transportation Study  Proceder will address transportation and will expand the transportation system of the process of the pr	From South of LaPlate I related envelopment in a manipulate development and the Sub I TPB goals, Date of con	ironmental ar ner that prote in the corrido nent. This pr region VI Mas vision and st	North of Mount Oak Road  and growth issues in the cts sensitive environment. The study will consider oject is consistent with ster Plan.  crategies for the National elementation:	corridor. This ental features. the Prince
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Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility:

**US 301Corridor Transportation Study** 

From/At:

South of LaPlata.

To:

North of Mount Oak Road

Jurisdiction:

Charles and Prince George's Counties

3. Description of Project or Action

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

% Fed/State/Loc

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

DEIS

Source

**Under preparation** 

6. Funding and Schedule Information

Date of completion or implementation:

Source	11 700	Curry (\$1,0000)	, 111000	70 1 00/1	,
NHS					
t	2005	\$958	Carry Over	80	20
	2006	\$8,275	R.O.W. Acquisition	80	20
	2006	\$1,468	P.E.	80	20
	2007	\$5,000	R.O.W. Acquisition	80	20
	2007	\$1,250	P.E.	80	20
	2008	\$7,300	R.O.W. Acquisition	80	20
	2008	\$1,250	P.E.	80	20
	2009	\$2,300	R.O.W. Acquisition	80	20
	2009	\$625	P.E.	80	20
	2010	\$2,300	R.O.W. Acquisition	80	20

Amount (\$1,000s) Phase

Cost and schedule remarks:

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

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. Location	and Juris	diction	2. Submitting Agency:	MDOT/State Highway	Admi	nistratio
Facility: From/At: To: Jurisdicti	Midco Warfi	24 (Woodfield Road) ounty Highway eld Road gomery County,	Last Modified On:	01/21/200		
Constinution Constinution Constinution Constinution Constinution Constinution Constitution Const	ruction portation I ion of proj truct MD d where a	Description  Emissions Reduction Measure ect or action: 124 (Woodfield Road), from ppropriate. Wide curb lane in accommodations include	☐ Other Act  Midcounty Highway to to so will accommodate bick	ion/Strategy Warfield Road. Sidewal	ks to	be
. Project P	hasing				# Lane	
Project In IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	provement F	Facility	From	i	From To	Completion Date
		MD 124 (Woodfield Road	south of Airpark Drive	north of Fieldcrest Road	2 6	2010
This pro	contribution	on to regional goals tended to accommodate existent with the Gaithersburg the Long-Range Transpor	y & Vicinity Master Plan	and is compatible with	es an the fo	existing Ilowing
This pro road and goals in * Use tra existing * Develo Amendan * Improv	contribution contribution considers	on to regional goals  tended to accommodate ex istent with the Gaithersburg  the Long-Range Transpor ion strategies to encourage tation corridors and in clos	g & Vicinity Master Plan a tation Plan for the Nation local plans which prome e proximity to transports stem to meet the require gion's ports, airports, in	and is compatible with a nal Capital Region: ote concentrated devel ation centers. Iments of the Clean Air termodal transportation	the fo opme Act	llowing
This pro road and goals in * Use tra existing * Develo Amenda * Improv * Expanda Cost (In Source:	contribution contribution contribution considerated in contraction contribution con	tended to accommodate existent with the Gaithersburgh the Long-Range Transportation corridors and in closs anage the transportation sy 1990.  necessary access to the remance transit services and indule Information  \$87,707	g & Vicinity Master Plan a tation Plan for the Nation local plans which prome e proximity to transports stem to meet the require gion's ports, airports, in ncrease the use of such	and is compatible with an all Capital Region: ote concentrated develoation centers. Intermodal transportation services.  Ilementation: 2015	the fo opme Act n facil	Ilowing int along ities.
This pro road and goals in * Use tra existing * Develo Amendn * Improv * Expand G. Funding Cost (In Source: Cost and	contribution contribution contribution considers in considers of contribution contr	tended to accommodate existent with the Gaithersburgh the Long-Range Transportation strategies to encourage tation corridors and in closs anage the transportation sy 1990.  necessary access to the remance transit services and in dule Information dis): \$87,707  State, eremarks:	g & Vicinity Master Plan a tation Plan for the Nation local plans which prome e proximity to transports stem to meet the require gion's ports, airports, in ncrease the use of such	and is compatible with an all Capital Region: ote concentrated develoation centers. Intermodal transportation services.  Ilementation: 2015	the fo opme Act n facil	Ilowing int along ities.
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Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility:

MD 124 (Woodfield Road

From/At:

south of Airpark Drive

To:

north of Fieldcrest Road

Jurisdiction:

**Montgomery County** 

3. Description of Project or Action

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

Bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE

**Approved** 

6. Funding and Schedule Information

Date of completion or implementation:

2010

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

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1	_ocation and	d Jurisdiction	2. Subr	nitting Agency:	MDOT/State Highway	Administ	ation
!	From/At: To:	MD 201 Extended/US 1 I-95/I-495 MD 198 Prince George's County	Last	Modified On:	01/18/200		
		<del>-</del>					
3. ł	Project Type □ Construct	e and Description		✓ Study			
Ĺ		tation Emissions Reduction Mea	asure (TERM)	☐ Illustrative	•		
	Description	of project or action:			on/Strategy		
į :	interchange study to co	ktension of MD 201 from I-95/I e at MD 212. Bicycle and ped Instruct an interchange on US	estrian access 1 at MD 212 (F	will be consid Powder Mill Ro	ered as part of this pro	ay includi ject. Incl	ng an udes
		of this project may be reduce lestrian accomodations inclu		C.			
	Project Pha						
	ject In						pletion
IC	TIP Improv	rement Facility  MD 201 Extended/US 1	From I-95/I-495		To F	From To D	ate
		ntribution to regional goals					
	the existing	portation strategies to encou g transportation corridors and				opment a	
•	consistenc land use ar * Encourag developme * Serve the	the likely effect of transportal y of transportation plans and and development plans. e transportation system imprort, transportation, and enviro region's transportation needs at systems.	tion policy dec programs with ovements base nmental goals	isions on land the provision ed on how wel for the region	use and development is of all applicable shor I they advance the over	t and Ion	g term
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	consistence land use are * Encourage developme * Serve the manageme  This project Funding and Cost (In The Source: Fee Cost and so	y of transportation plans and addevelopment plans. The transportation system improved in the transportation, and envirous region's transportation needs at systems.  Set is consistent with the followed Schedule Information busands): \$405,881 deral, State, shedule remarks:	tion policy dec programs with ovements base nmental goals is identified thr ring TPB's goal Date of cor	isions on land the provision d on how wel for the region ough the state Is and strateg	use and development is of all applicable shore I they advance the over the over the intermodal facilities are ies. Goals 1, 2, and 3.	t and lon rall nd systen	g term
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6. I	consistence land use are * Encourage developme * Serve the manageme  This project Funding and Cost (In The Source: Fee Cost and so  CMS Docum Is this a high If yes, does If not, pleas	y of transportation plans and hid development plans. The transportation system improved in the transportation, and envirous region's transportation needs not systems.  It is consistent with the followed Schedule Information busands): \$405,881 deral, State, whedule remarks:	tion policy dec programs with ovements base nmental goals is identified thr ving TPB's goal Date of cor	isions on land the provision and on how well for the region ough the state is and strateg in pletion or imp	use and development is of all applicable shore I they advance the over intermodal facilities and ies. Goals 1, 2, and 3.  I dementation:	t and lon rall nd system	g term n □ No

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility:

**a** 4 € 6

MD 201 Extended/US 1

From/At:

1-95/1-495

To:

MD 198

Jurisdiction:

**Prince George's County** 

3. Description of Project or Action

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

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**DEIS** 

**Under preparation** 

6. Funding and Schedule Information

Date of completion or implementation:

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

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1. Lo	cation ar	id Juris	sdiction	<ol><li>Submitting Ager</li></ol>	ncy: MDOT/State	Highway Administration
	acility: rom/At: o:		855 (Rockville Pike) RR & Interchange@Mon	Last Modified C ntrose/Rand	n: <b>02/03/200</b>	
Ju	ırisdiction	: Mont	tgomery County,			
3. Pr	oject Typ	e and	Description			
✓	Construc	ction		Study		
	Transpo	rtation	Emissions Reduction Mea		ative Project	
D	escription	of pro	ect or action:	L Other	Action/Strategy	
С	onstruct	a CSX	Railroad grade-separat	ted crossing and intercha		nts on Randolph
				e included where appropri	ate.	
В	icycle/pe	destri	an accommodations inc	cluded		
4. Pi	oject Pha	sing				
Projec	t in TIP impro	vomont	Facility	From	То	# Lane Completion From To Date
311	1 1		<u> </u>			2010
ID	Const	ruct	MD 355 (Rockville Pike)	Randolph Road/Montrose Park	way	20.0
	Const Upgra	de	MD 355 (Rockville Pike) MD 355 tion to regional goals	CSX Railroad	CSX Railroad	4 4 2020
5. Pt Ti 3!	Upgra urpose/co his proje 55/Rando ompatible	de Intribut Ct WOL IPh/M e With	MD 355 tion to regional goals uld improve safety and r	·	CSX Railroad that occurs at th	e MD crossing. This project is
5. Pr T 3: cc st	Upgra urpose/co his proje 55/Rando ompatible trategies	ontribut ct wou olph/M e with . Goal	MD 355  ion to regional goals  uld improve safety and r ontrose Road intersection the local master plan ar	CSX Railroad relieve traffic congestion to and the Randolph Roa	CSX Railroad that occurs at th	e MD crossing. This project is
5. Pt 3: c: s:	Upgra urpose/co his proje 55/Rando ompatible trategies	de ontribut ct wou olph/M e with . Goal d Sche	MD 355 tion to regional goals uld improve safety and r ontrose Road intersective the local master plan ar ls 1, 2, and 3. edule Information	CSX Railroad relieve traffic congestion to and the Randolph Roa	CSX Railroad that occurs at th id CSX railroad of following adopte	e MD crossing. This project is d TPB's goals and
5. Pt 3: c: s: 6. Ft	Upgra urpose/co his proje 55/Rando pmpatible trategies unding an	ontribut ct wou liph/M e with Goal d Sche	MD 355 tion to regional goals ald improve safety and r ontrose Road intersection the local master plan ar is 1, 2, and 3. edule Information ds): \$98,619	csx Railroad relieve traffic congestion t on and the Randolph Roa nd is consistent with the f	CSX Railroad that occurs at th id CSX railroad of following adopte	e MD crossing. This project is d TPB's goals and
5. Pt 3: c; st 6. Ft S	Upgraurpose/consister project	ontribut ct wou olph/M e with Goal d Sche	MD 355 tion to regional goals ald improve safety and r ontrose Road intersection the local master plan ar is 1, 2, and 3. edule Information ds): \$98,619	csx Railroad relieve traffic congestion t on and the Randolph Roa nd is consistent with the f	CSX Railroad that occurs at th id CSX railroad of following adopte	e MD crossing. This project is d TPB's goals and
5. Pr 33 cc st 6. Fr C	Upgraurpose/consister project	ontribut of wou olph/M e with Goal d Sche ousan ederal, chedul	MD 355 tion to regional goals uld improve safety and r ontrose Road intersective the local master plan ar is 1, 2, and 3. edule Information ids): \$98,619 , State, le remarks:	csx Railroad relieve traffic congestion t on and the Randolph Roa nd is consistent with the f	CSX Railroad that occurs at th id CSX railroad of following adopte	e MD crossing. This project is d TPB's goals and
5. Pr 39 c; sf 6. Fr C S C	Upgra urpose/co his proje 55/Rando ompatible trategies unding an ost (In Th ource: Fe ost and s	ontribut ct wou liph/M e with Goal d Sche cousan ederal, chedul	MD 355 tion to regional goals ald improve safety and r ontrose Road intersection the local master plan ar is 1, 2, and 3. edule Information ds): \$98,619 , State, le remarks:	celieve traffic congestion to on and the Randolph Roand is consistent with the f	CSX Railroad that occurs at the did CSX railroad of following adopte implementation:	e MD crossing. This project is d TPB's goals and
5. Pt Ti 33 ct st 6. Ft C S C	Upgra urpose/co his proje 55/Rando propatible trategies unding an ost (In Th ource: Fe ost and s  MS Docu this a hig	ontribut ct wou liph/M e with Goal d Sche cousan chedul mentat	MD 355 tion to regional goals ald improve safety and resortion to regional goals ald improve safety and resortion the local master plan are is 1, 2, and 3. The dule information dos): \$98,619 The state, The remarks: The capacity-increasing projection to region and the same is a second content of the same is a second c	celieve traffic congestion to on and the Randolph Roand is consistent with the formal Date of completion or contact on a limited access or other	CSX Railroad  that occurs at the CSX railroad of following adopte implementation:	e MD crossing. This project is d TPB's goals and
5. Pr Ti 3: cc st 6. Fr C S C	Upgra urpose/co his proje 55/Rando pmpatible trategies unding an ost (In Th ource: Fe ost and s  MS Docu this a hig yes, does	ontribut ct wou liph/M e with Goal d Sche ousan ederal, chedul mentat	tion to regional goals ald improve safety and resortion to regional goals ald improve safety and resortion the local master plan are is 1, 2, and 3.  The second intersection is 1, 2, and 3.  The second	celieve traffic congestion to and the Randolph Roand is consistent with the formal dependence of the completion of the completion of the completion form under the completion form under the	CSX Railroad  that occurs at the CSX railroad of following adopte implementation:	e MD crossing. This project is ed TPB's goals and
5. Pr Ti 39 cr st 6. Fr C S C	urpose/co his proje 55/Rando compatible trategies unding an ost (In Th ource: Fe ost and s  MS Docu this a hig yes, does not, pleas	ontribut of wou oliph/M e with Goal d Sche ousan chedul mentat ghway s this p	MD 355 tion to regional goals ald improve safety and resortion to regional goals ald improve safety and resortion the local master plan are is 1, 2, and 3. The dule information dos): \$98,619 The state, The remarks: The capacity-increasing projection to region and the same is a second content of the same is a second c	celieve traffic congestion to and the Randolph Roand is consistent with the formal dependence of the completion of the completion of the completion form under the completion form under the	CSX Railroad  that occurs at the CSX railroad of following adopte implementation:	e MD crossing. This project is ed TPB's goals and

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility: MD 355 (Rockville Pike)

From/At: Randolph Road/Montrose Parkway

To:

Jurisdiction: Montgomery County

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: 2010

Source	FY	Amou	*	<b>,</b>	% Fed/State/Loc
STP					
<u> </u>	2005	- 1	\$4,559	Carry Over	more than the second of the se

2005	\$4,559	Carry Over	80	20
2005	\$750	Carry Over	80	20
2006	\$4,756	R.O.W. Acquisition	80	20
2006	\$1,158	P.E.	80	20
2007	\$3,844	R.O.W. Acquisition	80	20
2007	\$1,117	P.E.	80	20
2010	\$7,599	Construction	80	20

anny,	C

Fa Fro To	om/At: <b>V</b> : <b>w</b>	ID 450 Vhitfield C vest of ME	hapel Road		nitting Agency: Modified On:	MDOT/State Highway 02/03/200	y Admini	stration
	oject Type a Constructic Transporta	n	ption ions Reduction Mea	sure (TERM)	☐ Study ☐ Illustrative ☐ Other Acti	-		
Wi se MI MI MI MI MI MI	gment of t D 450, from D 450, from	50 from Whis project neast of Win Greenwon Seabroon MD 704 in MD 193 in Bell Stat n MD 197 in Stonybro	hitfield Chapel Roa et: Vhitfield Chapel Ro bod Lane to Seabro k Road to MD 704 to MD 193 - six land to Bell Station Roa	oad to Greenwo bok Road - four - four lanes div es divided (con d - six lanes di 7 - four lanes di e - four-lane di of MD 3 - four la	D 3. Describe ood Lane - five lane divided ided with 12 f apleted) vided ivided roadwa vided roadwa	ed below is typical sec e lanes undivided clos with 12 foot outside s oot outside shoulders ay with 8' outside sho y, no shoulders	sed secti shoulders s. (compl	on. s.
1	oject Phasir	ng 					# Lane Co	ompletion
Project ID	TIP Improven	nent Facility		From		То	From To	Date
MS18i	Widen		(Annapolis Road)	Whitfield Chape	Road	Seabrook Road	2 4/5	2005
MS18h	✓ Widen ✓ Widen		(Annapolis Road) (Annapolis Road)	MD 193 Stonybrook Driv		Stonybrook Drive West of MD 3	2 4/6	2005 2020
5 D.,			regional goals		·			
Th pla ma Se pre	is project anned residants aster plans eabrook, La	is intende dential de , includin anham an	ed to accommodate velopment in centr g the Prince Geoer d vicinity and the M	ral Prince Geor ge's County G Master Plan for	ge's County. eneral Plan, tl Bowie-Collin	affic and provide bett This project is consis he Master Plan for Gle gton-Mitchellville and bjectives and Strateg	stent with en Dale, Vicinity.	h local This
Co So	nding and S ost (In Thou ource: <b>Fede</b> ost and sche	sands): eral, State	\$83,314 ,	Date of com	pletion or impl	lementation: 2020		
				idor from Whit	efield Chapel	Road to west of MD 3	3.	
7. CN	/IS Docume	ntation						
ls	this a highv	vay capaci	ty-increasing project	on a limited ac	cess or other p	rincipal arterial highwa	y? 🗹 Ye	s 🗆 No
If y	es, does th	nis project	require a CMS Docւ	ımentation form	under the give	en criteria?	☐ Yes	s 🔽 No
	• •	•	criteria that exemp		e:			
Re	ceived NE	PA appro	val prior to April 1	992.				

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/03/200

2. Location and Jurisdiction

Facility:

MD 450 (Annapolis Road)

From/At:

Stonybrook Drive

To:

West of MD 3

Jurisdiction:

Prince George's County,

3. Description of Project or Action

Widen MD 450, from Stonybrook Drive to west of MD 3, to a four lane divided roadway.

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**FONSI** 

**Approved** 

6. Funding and Schedule Information

Date of completion or implementation:

2020

Amount (\$1,000s), Phase

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

Cost and schedule remarks:

Funded for PE only.

### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

41

1. Location a	ınd Jurisdictio	on	2. Subm	itting Agency:	MDOT/State Highway	y Admii	nistration
Facility: From/At: To: Jurisdictio		Crossing near Peace Cro		Modified On:	02/03/200		
3. Project Ty ✓ Constru	pe and Desc	npuon		☐ Study			
		sions Reduction Measure	(TERM)	Illustrative	=		
Description	n of project o	or action:		☐ Other Acti	on/Strategy		
		hway-railroad grade-se	parated cro	ssing and int	ersection improveme	nts nea	r the
	oss in Blade	•					
Bicycle/p	edestrian ad	commodations include	d				
4. Project Ph	asing						
Project In ID TIP Impi	rovement Facilit	····	From		То	# Lane Fron To	Completion Date
		) (Annapolis Road)	Overpass at CS)	K railroad crossing	<u>. F </u>	4 4/5	2008
intersecti		ove safety and relieve to roject is consistent with 3 and 4.					
6. Funding a	nd Schedule	Information					
Cost (In T	housands):	\$68,532	Date of com	pletion or impl	ementation: 2008		
Source: F	ad State			•			
Cost and	eu, State						
	schedule ren	narks:					
7. CMS Doci	schedule ren	narks:					
7. CMS Doci	schedule renumentation	narks: city-increasing project on	a limited acc	ess or other p	ríncipal arterial highwa	y? □ Y	es 🗹 ſ
7. CMS Doci Is this a h	schedule renumentation					y? □ Y □ Y	
7. CMS Doci Is this a hi If yes, doc	schedule renumentation  ighway capaces this projec	city-increasing project on	ntation form	under the give			

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration Last Modified On: 02/03/200

2. Location and Jurisdiction

Facility: MD 450 (Annapolis Road)

From/At: Overpass at CSX railroad crossing

To:

Jurisdiction: Prince George's County,

3. Description of Project or Action

Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross in Bladensburg.

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

FONSI Approved

6. Funding and Schedule Information

Date of completion or implementation: 2008

Source FY Amount (\$1,000s) Phase

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

#### CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Loc	atio	n and Juri	sdiction	2. Sub	mitting Agency:	MDOT/State Highwa	ay Ad	mir	nistratio
Fro		At: US 3 Nort	5, Branch Avenue 01 at T.B. h of the Capital Beltwa ce George's County		st Modified On:	02/03/200			
Pro	ject	Type and	Description						
✔ (	Con	struction			Study				
-	Гrar	sportation	Emissions Reduction M	leasure (TERM)	☐ Illustrative	Project on/Strategy			
De	scri	ption of pro	oject or action:			orn on alogy			
Γh	is p	roject wou	uld upgrade access co	ntrols and wide	n existing MD 5	from US 301 at T.B.	to no	orth	of I-95
19:	i to	a six lane	freeway with intercha	nges at MD 373	Brandywine Ro	oad Relocated, Burch	n Hill	/ Ea	arnshav
			Road, MD 233 (comple	~	•	•			
			and modification to the						
	•			: 1-33/1-433 HILEH	change. This p	roject includes an ov	ciha	33 (	aı
IVI a	ncr	iester Driv	re (complete).						
Pro	ojec	t planning	study is being reeval				MD 5	o co	rridor,
Pro	ojec	t planning	g study is being reeval Γ.Β. to the Capital Belt				MD 5	o co	rridor,
Pro	ojec	t planning					MD 5	o co	rridor,
Pro	ojec	t planning					MD 5	o co	rridor,
Pro fro	ojec m U	t planning					MD 5	o co	rridor,
Pro	jec m U ject	t planning IS 301 at 1					MD 5		
Pro fro	jec m U ject	t planning IS 301 at 1	Γ.B. to the Capital Belt					ine	crridor,  Completion Date
Pro Fro	ject In	t planning IS 301 at 7 Phasing	Γ.B. to the Capital Belt	way as a manag	ed lane facility.		# La	ine	Completion
Pro Pro ject	ject In TIP	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide	Facility	From US 301 at T.E	ed lane facility.  3.  t MD 373/Brandywine	То	# La Fron	ne To	Completion Date
Pro fro	ject In TIP	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade?Wid	Facility MD 5 (Branch Avenue)	From  US 301 at T.E  Interchange a Road Relocal Interchange a Roads	ed lane facility.  3. at MD 373/Brandywine led at Earnshaw/Burch Hill	То	# La Fron 4	To	Completion Date 2010
Pro Pro	ject In TIP	t planning IS 301 at 7 Phasing Improvement Upgrade/Wide Upgrade?Wid	Facility MD 5 (Branch Avenue) MD 5 (Branch Avenue)	From  US 301 at T.E  Interchange a Road Relocal Interchange a Roads	ed lane facility.  3. It MD 373/Brandywine led	То	# La Fron 4	To 6	Completior Date 2010 2010
Pro	ject In TIP	t planning JS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide	Facility MD 5 (Branch Avenue) MD 5 (Branch Avenue) MD 5 (Branch Avenue) MD 5 (Branch Avenue)	From  US 301 at T.E  Interchange a Road Relocal Interchange a Roads	ed lane facility.  3. at MD 373/Brandywine led at Earnshaw/Burch Hill	То	# La Fron 4 4	To 6 6	Completion Date 2010 2010 2010
Pro	ject In TIP	t planning JS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide	Facility MD 5 (Branch Avenue) MD 5 (Branch Avenue) MD 5 (Branch Avenue)	From  US 301 at T.E  Interchange a Road Relocal Interchange a Roads	ed lane facility.  3. at MD 373/Brandywine led at Earnshaw/Burch Hill	То	# La Fron 4 4	To 6 6	Completio Date 2010 2010 2010
Pro Pro ject Pur	ject in TIP V pos	t planning JS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide	Facility  MD 5 (Branch Avenue)	From  US 301 at T.E  Interchange a Road Relocat Interchange a Roads Interchange a	ed lane facility.  3. at MD 373/Brandywine led at Earnshaw/Burch Hill	To  North of the Capital Beltway	# La Fron 4 4 4	70 6 6 6	Completio Date 2010 2010 2010 2010
Pro fro Pro Pur The	ject In TIP	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide upgrade/Wide te/contribut	Facility  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  tion to regional goals  s project is to improve	From US 301 at T.E Interchange a Road Relocat Interchange a Roads Interchange a	ed lane facility.  3. It MD 373/Brandywine led It Earnshaw/Burch Hill It Surratts Road  and enhance s	To  North of the Capital Beltway  afety along this segn	#La Fron 4 4 4	ne   To   6   6   6   6   6   6	Completion Date 2010 2010 2010 2010 MD 5.
Pro fro Pro ject D Pui Th	pject in TIP pos e in is p	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide Upgrade/Wide te/contribut tent of thi roject is c	Facility  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  tion to regional goals  s project is to improve onsistent with the Prir	From US 301 at T.E Interchange a Road Relocal Interchange a Roads Interchange a	and enhance sounty Master Pla	To  North of the Capital Beltway  afety along this segnan for Subregion V.	#La Fron 4 4 4 4	6 6 6 diti	Completion Date 2010 2010 2010 2010 MD 5. on it is
Pro Pro Ject Put The	ject in Tip pos e in is p	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide Upgrade/Wide te/contribut tent of this roject is c	Facility  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  tion to regional goals  s project is to improve	From US 301 at T.E Interchange a Road Relocal Interchange a Roads Interchange a	and enhance sounty Master Pla	To  North of the Capital Beltway  afety along this segnan for Subregion V.	#La Fron 4 4 4 4	6 6 6 diti	Completio Date 2010 2010 2010 MD 5. on it is
Property Put Thicon	ject in Tip pos e in is p	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide Upgrade/Wide te/contribut tent of thi roject is c	Facility  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  tion to regional goals  s project is to improve onsistent with the Prir	From US 301 at T.E Interchange a Road Relocal Interchange a Roads Interchange a	and enhance sounty Master Pla	To  North of the Capital Beltway  afety along this segnan for Subregion V.	#La Fron 4 4 4 4	6 6 6 diti	Completion Date 2010 2010 2010 2010 MD 5. on it is
Property Purify Colors	ject in TIP v pos e in is p mpa pita	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide e/contribut tent of thi roject is c atible with I Region:	Facility  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  tion to regional goals  s project is to improve onsistent with the Prir the following goals in	From  US 301 at T.E  Interchange a Road Relocat Interchange a Roads Interchange a	and enhance sounty Master Planning-Range Train	To  North of the Capital Beltway  afety along this segn an for Subregion V. nsportation Plan for	# La Fron 4 4 4 nent In ad the N	fo 6 6 6 6 diti	Completion Date  2010  2010  2010  2010  MD 5. on it is onal
Property Purification	ject in TIP v pos e in is p mpa pita	t planning IS 301 at 1 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide e/contribut tent of thi roject is c atible with I Region:	Facility  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  tion to regional goals  s project is to improve onsistent with the Prir	From  US 301 at T.E  Interchange a Road Relocat Interchange a Roads Interchange a	and enhance sounty Master Planning-Range Train	To  North of the Capital Beltway  afety along this segn an for Subregion V. nsportation Plan for	# La Fron 4 4 4 nent In ad the N	fo 6 6 6 6 diti	Completio Date 2010 2010 2010 2010 MD 5. on it is
Property of the control of the contr	ject in Tip in V in pos in is p in pa in pita se ti	t planning IS 301 at 7 Phasing Improvement Upgrade/Wide Upgrade/Wide Upgrade/Wide Upgrade/Wide te/contribut tent of thi roject is c atible with I Region:	Facility  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  MD 5 (Branch Avenue)  tion to regional goals  s project is to improve onsistent with the Prir the following goals in	From  US 301 at T.E  Interchange a Road Relocat Interchange a Roads Interchange a  traffic mobility ace George's Co dicated in the L	and enhance sounty Master Place ong-Range Trains which prome	To  North of the Capital Beltway  afety along this segnan for Subregion V. nsportation Plan for	# La Fron 4 4 4 nent In ad the N	fo 6 6 6 6 diti	Completion Date 2010 2010 2010 2010  MD 5. on it is onal

and use and development plans.
□□
\* Encourage transportation system improvements based on how well they advance the overall

development, transportation, and environmental goals for the region.

\* Consider the likely effect of transportation policy decisions on land use and development and the

consistency of transportation plans and programs with the provisions of all applicable short and long term,

\* Serve the region's transportation needs identified through the state intermodal facilities and system management systems.

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

6. Funding and Schedule Information

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

Source: Federal, State,

Date of completion or implementation: 2010

•	Cost and schedule remarks: \$1 million was added to the CTP for Project Planning to study the feasibility of developing the managed lane facility.	ie corridoi	rasa
7. (	CMS Documentation		
ı	s this a highway capacity-increasing project on a limited access or other principal arterial highway?	Yes	□ No
1	f yes, does this project require a CMS Documentation form under the given criteria?	☐ Yes	✓ No
١	f not, please identify the criteria that exempt the project here:		
I	Received NEPA approval prior to April 6, 1992.		

Proposed Project or Action Description Form FY 2005-2010

1. Agency: MDOT/State Highway Administration

Last Modified On:

02/04/200

2. Location and Jurisdiction

Facility:

MD 5 (Branch Avenue)

From/At:

US 301 at T.B.

To:

North of the Capital Beltway

Jurisdiction:

**Prince George's County** 

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

**FEIS** 

**Approved** 

6. Funding and Schedule Information

Date of completion or implementation:

2010

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

Cost and schedule remarks:

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