

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.

TPB R14- 2005
March 16, 2005

**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 21st 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 (CLRTP) 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.

TPB R15- 2005
March 16, 2005

**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)**

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 21st Century (TEA-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

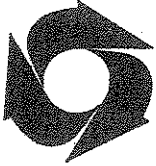
WHEREAS, on November 17, 2004 the TPB adopted the 2004 Constrained Long-Range Transportation Plan (CLRTP) and the FY 2005-2010 Transportation Improvement Program (TIP); and

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.



Maryland Department of Transportation
The Secretary's Office

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Robert L. Flanagan
Secretary

James F. Ports, Jr.
Deputy Secretary

February 3, 2005

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

Dear Chairman Mendelson:

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

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

Sincerely,

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

Attachment

cc: Ms. Marsha J. Kaiser, Director, Office of Planning and Capital Programming, Maryland Department of Transportation
MD TPB Members



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

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

Maryland Department of Transportation

MEMORANDUM

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

ATTN: Mr. Ron Spalding

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

DATE: February 7, 2005

SUBJECT: I-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.

- Project:** I-270/US 15, Multi-modal Corridor Study – Line 2
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.
Comments: 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.
- Project:** 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.
- Project:** 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.

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.

Project: 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.

Project: 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.

Project: 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.

Project: 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.

- Project:** MD 201 Extended (Kenilworth Avenue)/US 1 – Line 31
Improvement: Study a 4-6 lane divided highway from 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).
Comment: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local network is inadequate. Industrial and employment centers are being developed in the area, which is expected to increase traffic.
- Project:** 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.
Comments: This project will improve safety and relieve traffic congestion at the Randolph/Montrose Roads intersection, and is consistent with Montgomery County's planned Montrose Parkway facility.
- Project:** 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).
Comments: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.
- Project:** 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.
Comments: This project will improve safety and relieve traffic congestion that occurs at this railroad crossing and adjacent intersections.
- Project:** MD 5, Branch Avenue – R&D
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.
Comments: Severe traffic congestion occurs during peak hours, especially at signalized 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

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

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
Interstate											
1 Facility: I-270 From: Interchange at Watkins Mill Road Extended To: Jurisdiction:	500 a	500	1,400 a						NHS 80/ 20/ Total: \$1,400	1,400	FONSI Approved
Description: Construct a new interchange at Watkins Mill Road Extended. This consists of a full diamond interchange connecting I-270 to and from Watkins Mill Road Extended. This also includes two-lane Collector-Distributor roads on I-270 in the northbound and southbound directions and the completion of the four-to-six lane connection of Watkins Mill Road from MD 117 to MD 355.											
2 Facility: I-270/US 15 Corridor From: Shady Grove Metro To: I-70 Jurisdiction: Montgomery County, Frederick County,	5,635 a	5,635	5,635 a 3,000	2,000 a 1202 a					NHS 80/ 20/ Total: \$5,635	5,635	DEIS Under preparation
Description: Alternative 3 consists of a mix of additional auxiliary lanes, collector/distributor lanes, and managed lanes between I-370 and I-70 in Frederick. It includes two new full movement interchanges at Newcut Road and MD 75, and two managed lane only direct access ramps to transit stations at Metropolitan Grove and Shady Grove via I-370.											
3 Facility: I-70 - Phases 2B, 2C, 2D, 3 and 4 From: Mount Phillip Road To: MD 144FA Jurisdiction: Frederick County	600 a 10,918 b	5,600	680 a 5,000 b 585 a 2,653 b	596 a 727 b 15,006 c	1414 b 26,792 c	26845 c	10,147 c		IM 80/ 20/ Total: \$5,680	5,680	FONSI Approved
Description: 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 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;											
Phase III - Construction of new MD 355 structure over I-70.											
Phase IV - Widening westbound I-70 from I-270 to Mt. Philip Road.											
4 Facility: I-70 (Phase IIA) From: MD 85 Extended/MD 355 To: Jurisdiction: Frederick County	9,656 c	3,052	3,052 c						IM 80/ 20/ Total: \$3,052	3,052	FONSI Approved
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.											
5 Facility: I-95 From: Contee Road Relocated w/ CD Roads To: Jurisdiction: Prince George's County,	4,091 a	4,091	4,091 a						NHS 80/ 20/ Total: \$4,091	4,091	DEIS Under preparation
Description: Construct a new interchange at Contee Road Relocated with two lane collector-distributor roads northbound and southbound from north of MD 212 to north of MD 98.											

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

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
6 Facility: I-95/I-495 (Capital Beltway) From: Interchange at Greenbelt Metro Station To: Prince George's County Jurisdiction: Prince George's County Description: Construct a full interchange along the Capital Beltway at the Greenbelt Metro Station.	6,297 a	6,297	6,297 a						NHS 80/ 20/ Total: \$6,297	6,297	ICE Under Preparation
7 Facility: I-95/I-495 (Capital Beltway) From: American Legion Bridge To: Woodrow Wilson Bridge Jurisdiction: Montgomery County, Prince George's County Description: Project planning study for upgrading the Maryland portion of the Capital Beltway.	5,692 a	5,692	5,692 a 3,978 a 3,638 a 1,249 a						NHS 80/ 20/ Total: \$5,692	5,692	DEIS Under Preparation
8 Facility: I-95/I-495 (Capital Beltway) From: Branch Avenue Metro Access To: Prince George's County. Jurisdiction: Prince George's County. Description: Construct a flyover ramp from the Capital Beltway inner loop to southbound MD 5. 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.	50 a 2,594 b	2,644	1,560 a 4,650 b 1,000 a 8681 b 4,800 b 4,805 c	1808 a 437 b 11,088 c	11,715 c 5,223 c				CMAQ/NHS 80/ 20/ Total: \$6,210	6,210	ICE Approved
9 Facility: I-95/I-495 Woodrow Wilson Bridge From: MD 210 Interchange To: Virginia Line Jurisdiction: Prince George's County. Description: Replace the existing Woodrow Wilson Bridge with two side-by-side, 70 foot clearance drawbridges on the current alignment, along with associated interchange improvements. The facility will open as a 10 lane facility, consisting of two weave/merge lanes, four local lanes and four express lanes.	150,481	150,481	10,874 a 407 b 162,564 c	10,852 a 212,083 c	1,707 a 182,533 c 157,926 c	1,707 a 1,707 a 28,204 c			WWB/IM/NHS 80/ 20/ Total: \$770,564	770,564	SFEIS Approved
10 Facility: I-95/I-495/Arena Drive Interchange From: MD 214 To: MD 202 Jurisdiction: Prince George's County Description: 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 handle the existing and proposed growth in the vicinity of the former US Air Arena, FedEx Field and the proposed Largo Town Center Metro Station.	700 a	700	446 a 400 a 2,000 a 420 b	2,000 a 420 b	2,440 a 630 b 3,586 c	11,980 c 10,391 c			NHS 80/ 20/ Total: \$1,116	1,116	DEIS Under preparation
11 Facility: UM Connector From: I-95/I-495 Interchange To: University of Maryland campus Jurisdiction: Prince George's County Description: A study to provide improved access to the University of Maryland campus in College Park.	965 a	965	965 a						State / 100/ Total: \$965	965	DEIS Proposed for preparation

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

Primary		FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
12	Facility: Intercounty Connector From: I-270 To: I-95/US 1 Jurisdiction: Montgomery County, Prince George's County	32,000 a 15,000 b		53,000 a 36,000 b						Federal/State 80/ 20/ Total: \$89,000	89,000	DEIS Under preparation
Description: Construct a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. The project will include managed lanes with express bus service connecting to Metrorail stations, and is currently undergoing a National Environmental Policy Act study which is considering two build corridors.												
13	Facility: MD 2/4 From: south of MD 765 To: north of Stoakley Road Jurisdiction: Calvert County	400 a	400	500 a 3,900 b						NHS 80/ 20/ Total: \$4,400	4,400	FONSI Approved
Description: Upgrade MD 2/4 to a six-lane divided highway with auxiliary lanes.												
14	Facility: MD 210 (Indian Head Highway) From: MD 228 To: Capital Beltway Jurisdiction: Prince George's County	350 a	67	67-a 180a 701b	226b					NHS 80/ 20/ Total: \$67	67	FEIS Under preparation
Description: 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												
15	Facility: MD 3 (Robert Crain Highway) From: US 50 To: Anne Arundel County Line Jurisdiction: Prince George's County	976 a	360	360 a						STP 80/ 20/ Total: \$360	360	DEIS Under preparation
Description: MD 3 is currently a 4 to 6-lane divided principal arterial serving north/south travel from US 50 to I-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.												
16	Facility: MD 4 From: MD 223 To: I-95/I-495 Jurisdiction: Prince George's County											FONSI Approved
Description: Provide one additional lane in each direction within the limits of project. Funding included with MD 4 interchanges at Westphalia Rd., Suitland Pk...												
17	Facility: MD 4 (Pennsylvania Avenue) From: Interchanges at Westphalia Rd., Suitland Pk To: Prince George's County	500 a	500	1,600a 1,700a 5,112b 5,106b	2,813a 5,112b 7,860c	1,700a 5,112b	500a 5,112b	1,202b	22,713c	NHS 80/ 20/ Total: \$1,500	1,500	FONSI Approved
Description: This project will replace at-grade interchanges at Westphalia Road, Dower House Road and Suitland Parkway with grade-separated interchanges and widen MD 4 to a 6 lane freeway.												

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

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
8 Facility: MD 5 Relocated at Hughesville From: End of divided highway south of Hughesville To: End of divided highway north of Hughesville Jurisdiction: Charles County	4,554 b	4,554	2,584 b 37,700 c						NHS 80/ 20/ Total: \$40,284	40,284	FEIS Approved
Description: Construct a bypass of Hughesville from end of divided highway south of Hughesville to end of divided highway north of Hughesville.											
9 Facility: US 15 Catoctin Mountain Highway From: MD 28 Liberty Road To: Frederick County, Jurisdiction: Frederick County,			338 a 200 b	286 421 c	688 c	323 c			Local / / 100 Total: \$338	338	CE Approved
Description: Constructing a directional ramp from westbound MD 26 to northbound US 15.											
0 Facility: US 29 (Columbia Pike) From: MD 198 To: Montgomery County, Jurisdiction: Montgomery County,	17,683 c	9,161	300 b 8,861 c						NHS 80/ 20/ Total: \$9,161	9,161	FEIS Approved
Description: Construction of an interchange at US 29/MD 198. This project includes the relocation of US 29 at MD 198.											
1 Facility: US 29 (Columbia Pike) From: Randolph Road To: Montgomery County, Jurisdiction: Montgomery County,	9,170 c	9,170	874 b 10,666 c						NHS/HPP 80/ 20/ Total: \$11,540	11,540	FEIS Approved
Description: Construct an interchange at US 29/Randolph Road.											
2 Facility: US 29 (Columbia Pike) From: Briggs Chaney Road To: Montgomery County, Jurisdiction: Montgomery County,	5,374 c	5,374	275 b 30,912 c						NHS 80/ 20/ Total: \$31,187	31,187	FEIS Approved
Description: Construction of an interchange at US 29/Briggs Chaney Road.											
3 Facility: US 29 (Columbia Pike) From: Musgrove/Fairland Road To: Montgomery County, Jurisdiction: Montgomery County,	20 a 500 b	520	1,942 a 7,787 b						NHS 80/ 20/ Total: \$9,729	9,729	FEIS Approved
Description: Construct an interchange at Musgrove/Fairland Road.											
4 Facility: US 29 (Columbia Pike) From: Stewart Lane, Tech Road, Greencastle Road, To: and Blackburn Road Jurisdiction: Montgomery County, Jurisdiction: Montgomery County,	1,249 a	1,249	1,890 a						NHS 80/ 20/ Total: \$1,890	1,890	FONSI Approved
Description: Construct interchanges along US 29 at Stewart Lane, Tech Road, Greencastle Road, and Blackburn Road.											

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

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/SV/Loc	Source Total	Environ. Review
25 Facility: US 301 From: North of Mount Oak Road To: US 50 Jurisdiction: Prince George's County	292 a	100	100 a						NHS 80/ 10/ Total: \$100	100	DEIS Under preparation
Description: Widen US 301 from north of Mount Oak Road to US 50. Construct an interchange with a service road at MD 197. Upgrade MD 197 from US 301 to Mitchellville Road.											
26 Facility: US 301 South Corridor Transportation Study From: South of LaPlata North of Mount Road To: Mount Oak Road South of LaPlata Jurisdiction: Prince George's County	333 a 3,310 b	3,643	999 a 26,499 b 950 a	14,680 a 8,275 b	1,250 a 5,000 b	1,250 a 7,300 b	625 a 2,300 b	2,300 b	NHS 80/ 20/ Total: \$26,486	26,486	DEIS Under preparation
Description: Project planning study and right-of-way preservation along US 301, from south of LaPlata, to Mount Oak Road.											

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

1/17/2004

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
Secondary											
7 Facility: East-West Intersection Improvement Program	146 a	23,152	100 a						STP	23,152	CE
From: Categories I & II	10,636 b		1,865 b						80/ 20/		Approved
To: Montgomery County, Prince George's County	34,183 c		21,187 c						Total:	\$23,152	
This project includes a series of minor intersection improvement projects that will relieve traffic congestion and improve east-west travel between I-270 and US 1.											
Category II (Mid term at-grade improvements) includes the following: MD 117/MD 124 Intersection (Under Construction) MD 355/Gude Drive Intersection MD 185/MD 586 Intersection (Under Construction) MD 586/Aspen Hill Road Intersection (Under Construction) MD 586/Randolph Road Intersection (Under Construction) MD 650/Randolph Road MD 650/MD 108 MD 97/Forest Glen Road I-270/MD 28 Interchange Ramp Improvements (Developer funded) I-270/MD 28 Interchange Ramp Improvements (Developer funded) MD 410/MD 185 (Under Construction) MD 650/Lockwood Drive (Under Construction) MD 650/Michelson Road (Under Construction) MD 650/Schindler Drive/Mahan Road (Under Construction) MD 650/Powder Mill Road (Under Construction) MD 650/US 29 (Under Construction)											
28 Facility: MD 115, Muncaster Mill Road	1,419 b	3,463	959 b						STP	3,463	CE
From: MD 28	2,566 c		2,504 c						80/ 20/		Approved
To: MD 124									Total:	\$3,463	
Jurisdiction: Montgomery County, Description: Provide safety improvements along MD 115 from MD 28 to MD 124. Improvements will concentrate on horizontal and vertical deficiencies in the road as well as spot intersection improvements. MD 115 experiences a significant number of accidents and several intersections are identified as candidate safety improvement intersections.											
29 Facility: MD 117 (Clopper Road)	1,576 a	1,576	2,157 a						STP	2,157	CE
From: Great Seneca Park									80/ 20/		Approved
To: I-270									Total:	\$2,157	
Jurisdiction: Montgomery County, Description: Intersection improvements along MD 117, from Great Seneca Park to I-270.											
30 Facility: MD 124 (Woodfield Road)	500 a	500	596 a	592 a					STP	3,181	CE
From: Midcounty Highway			596 a	2065 b					80/ 20/		Approved
To: Warfield Road			200 b	3435 b	2533 c	10535 c	11913 c	4,891 c	Total:	\$3,181	
Jurisdiction: Montgomery County, Description: Reconstruct MD 124 (Woodfield Road), from Midcounty Highway to Warfield Road. Sidewalks to be included where appropriate. Wide curb lanes will accommodate bicycles.											

Secondary

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

11/17/2004

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
31 Facility: MD 201 Extended/US 1 From: I-95/I-495 To: MD 198 Jurisdiction: Prince George's County Description: 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.	50 a	50	450 a 799-a	330 a					STP 80/ 20/ Total: \$739	739	DEIS Under preparation
32 Facility: MD 202 Largo Town Center Metro Access Im From: North of Brightseat Road To: South of Technology Way Jurisdiction: Prince George's County Description: Provide improved access to the planned Largo Town Center Metro Station. This includes intersection improvements and auxiliary lanes between intersections along MD 202 from north of Brightseat Road to south of Technology Way, including minor ramp improvements for I-95 at MD 202 and MD 214. Major intersections included are as follows: MD 202 at Brightseat Road; MD 202 at Loitsford Road; MD 202 at Technology Way; MD 202 at McCormick Road; I-95 at MD 202 Interchange; I-95 at MD 214 Interchange.	200 a	200	1,900 a						STP 80/ 20/ Total: \$1,900	1,900	CE Proposed for preparation
33 Facility: MD 212 Relocated (Ammendale/Virginia Man From: US 1 To: I-95 Jurisdiction: Prince George's County, Description: Construct a four to six lane divided roadway along the general alignment of Ammentale/Virginia Manor Roads and Ritz Way, from US 1 to I-95.	523 c	523	4,184 c	2,186 c					State / 100/ Total: \$6,370	6,370	N/A
34 Facility: MD 28 (Darnestown Road) From: Riffle Ford Road To: Great Seneca Highway (MD 119) Jurisdiction: Montgomery County Description: Upgrade MD 28 to a 4/6 lane divided highway from Riffle Ford Road to MD 119 (Great Seneca Highway). A 6-lane section will be provided from Muddy Branch Road to MD 119. Sidewalks will be included as appropriate. A separate bicycle/peped facility will be included on the north side of MD 28, from MD 119 to Owens Glen Way. Wide curb lanes will accommodate bicycles.	1,042 b 8,873 c	303	50 b 253 c						STP 80/ 20/ Total: \$303	303	FEIS Approved
35 Facility: MD 28 (Norbeck Road) / MD 198 (Spencerville From: MD 97 To: I-95 Jurisdiction: Montgomery County, Prince George's County Description: Upgrade MD 28 to a 4-lane divided highway from east of MD 97 to Old Gunpowder Road, and to a 6-lane divided highway from Old Gunpowder Road to I-95 in Montgomery and Prince George's Counties. Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate. An 8' Hiker/Biker path will be constructed along the south side from MD 650 to I-95.	932 a	309	309 a						STP 80/ 20/ Total: \$309	309	DEIS Proposed for preparation
36 Facility: MD 28 (West Montgomery Ave.) From: MD586/MD911 To: Montgomery County, Jurisdiction: Montgomery County, Description: Study to construct interchange improvements at the MD 586/MD 911 intersection in Montgomery County. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.	520 a	420	420 a						STP 80/ 20/ Total: \$420	420	EA Proposed for preparation

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

	FY 04	Carry Over	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	Source Fed/ST/Loc	Source Total	Environ. Review
37 Facility: MD 355 (Rockville Pike) From: CSX RR & Interchange @ Montrose/Randolph To: To: Jurisdiction: Montgomery County,	50 a 1,000 b	1,050	8,796 a 5,150-b 750 a 4,559 b	1,158 a 4,756 b 3,844 b	1,117 a		7,599 c		STP 80/ 20/ Total: \$8,946	8,946	EAFONSI Approved
Description: Construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road/Montrose Road.											
38 Facility: MD 414 Extended From: MD 210 To: I-295 Jurisdiction: Prince George's County	450 a 20,607 c	21,057	1,900 a 28,011 c						State / 100/ Total: \$29,911	29,911	FEIS Approved
Description: This project consists of the following improvements: A Four lane divided roadway between MD 210 and the I-295/I-495 interchange, including the reconstruction of existing Oxon Hill Road and new construction. A fly ramp connecting the proposed MD 414 Extended to the proposed Waterfront Main Road. Roadway network connecting the Beltway Parcel with the Waterfront Parcel.											
39 Facility: MD 450 (Annapolis Road) From: ME-198- Stony brook Drive To: Stonybrook Drive west of MD 3 Jurisdiction: Prince George's County	17,081 c	9,343	50 b 8,293 e 530 a	1,210 a	1,210 a	700 a			STP 80/ 20/ Total: \$9,343	9,343	FONSI Approved
Description: Construction and right-of-way acquisition for the widening of MD 450, from MD 193 to Stonybrook Drive (5.8 miles). Six lane divided roadway - MD 193 to Bell Station Road. Four-lane divided roadway with 8' outside shoulders - Bell Station Road to MD 197. Four-lane divided roadway, no shoulders - MD 197 to Stonybrook Drive.											
40 Facility: MD 450 (Annapolis Road) From: Whitfield Chapel Road To: Seabrook Road Jurisdiction: Prince George's County	3,764 c	3,764	3,827 c						STP 80/ 20/ Total: \$3,827	3,827	FONSI Approved
Description: Upgrade and widen existing MD 450 to a multilane divided highway from east of Whitefield Chapel Rd. to Seabrook Rd.											
41 Facility: MD 450 (Annapolis Road) From: Overpass at CSX railroad crossing at To: Peace Cross Jurisdiction: Prince George's County,	700 b 3,700 c	4,400	568 b 47,899 e 400 a 2,301 b 7,186 a	2,399 b 13,975 c	2,570 b 15,226 c	863 b 11,334 c	347 b 6,774 c		STP 80/ 20/ Total: \$48,567	48,567	FONSI Approved
Description: Construction of a highway-railroad grade separated-crossing and intersection improvements near the Peace Cross.											
42 Facility: MD 475 (East Street Extended) From: South Street To: proposed Monocacy Boulevard Jurisdiction: Frederick County,	50 a	50	278 a						STP/Local 80/ 20/ Total: \$278	278	FONSI Approved
Description: Extend East Street from South Street to proposed Monocacy Boulevard (1-70 project). Includes sidewalks where appropriate and wide curb lanes will accommodate bicycles.											

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

2

1. Location and Jurisdiction

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

Facility: **I-270/US 15 Corridor**

Last Modified On: **02/03/200**

From/At: **Shady Grove Metro**

To: **I-70**

Jurisdiction: **Montgomery County, Frederick County,**

3. Project Type and Description

Construction

Study

Transportation Emissions Reduction Measure (TERM)

Illustrative Project

Other Action/Strategy

Description of project or action:

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

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	I-270/US 15 Corridor	Shady Grove Metro	I-70	vary	vary	2020

5. Purpose/contribution to regional goals

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

6. Funding and Schedule Information

Cost (In Thousands): **\$2,311,240**

Date of completion or implementation: **2020**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

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

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

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

Last Modified On: **02/03/200**

2. Location and Jurisdiction

Facility: **I-270/US 15 Corridor**
From/At: **Shady Grove Metro**
To: **I-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 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

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

3

1. Location and Jurisdiction

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

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

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

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

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

Phase 2A – Construction complete

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

Phase 2B

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

Phase 2C

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

Phase 2D

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

Phase 3

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

Phase 4

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

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

4. Project Phasing

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

5. Purpose/contribution to regional goals

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

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

6. Funding and Schedule Information

Cost (In Thousands): **\$285,205**

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

Phase I - 1997

Phase IA - 2003

Phase IIA - 2004

Phases II - IV - 2010

7. CMS Documentation

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

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

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

Received NEPA approval prior to April 6, 1992.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2005-2010

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

Last Modified On: **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/State/Loc

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc
IM				
	2005	\$2,165	Carry Over	80 20
	2005	\$585	Carry Over	80 20
	2006	\$15,606	Construction	80 20
	2006	\$727	R.O.W. Acquisition	80 20
	2006	\$696	P.E.	80 20
	2007	\$26,792	Construction	80 20
	2007	\$1,414	R.O.W. Acquisition	80 20
	2008	\$26,845	Construction	80 20
	2009	\$10,147	Construction	80 20

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

7

1. Location and Jurisdiction

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

2. Submitting Agency: MDOT/State Highway Administration

Last Modified On: **01/14/200**

3. Project Type and Description

- Construction
 Transportation Emissions Reduction Measure (TERM)
 Study
 Illustrative Project
 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

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MI1a	<input checked="" type="checkbox"/>	Study	I-95/I-495 (Capital Beltway)	American Legion Bridge	Woodrow Wilson Bridge	6	6+4	

5. Purpose/contribution to regional goals

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

6. Funding and Schedule Information

Cost (In Thousands): **\$2,918,647** Date of completion or implementation:

Source: **Federal, State**

Cost and schedule remarks:

Project included in CLRP as study only.

7. CMS Documentation

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

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

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

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

Transportation Improvement Program (TIP)

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: **American Legion Bridge**
To: **Woodrow Wilson Bridge**
Jurisdiction: **Montgomery County, Prince George's County,**

3. Description of Project or Action

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

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

DEIS Under Preparation

6. Funding and Schedule Information

Date of completion or implementation:

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

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

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

8

1. Location and Jurisdiction

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

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

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

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

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

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

4. Project Phasing

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

5. Purpose/contribution to regional goals

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

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

6. Funding and Schedule Information

Cost (In Thousands): **\$84,579** Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

Cost includes total for Phases 1 and 2.

7. CMS Documentation

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

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 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 accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

CE Approved

6. Funding and Schedule Information

Date of completion or implementation: **2010**

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

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc	
CMAQ/NHS					
	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. Location and Jurisdiction

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

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

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 Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	I-95/I-495/Arena Drive Interchange	MD 214	MD 202	8	8+2	2010

5. Purpose/contribution to regional goals

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

6. Funding and Schedule Information

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

7. CMS Documentation

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 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

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

14

1. Location and Jurisdiction

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

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

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

Intersection Improvements

Provide right-in and right-out at Wilson Bridge Drive
Provide interchanges at Livingston Road/Kerby Hill Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, and Livingston Road/Swan Creek Road intersections

At grade widening with indirect left-turn movements at Old Fort Road South Farmington Road & MD 373

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

Enhanced bus service with additional routes, increased express service, reduced headways, and traffic signal preemption
Park and Ride Facilities
Bus stop relocations to better serve transit patrons and provide improved traffic operations

4. Project Phasing

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

5. Purpose/contribution to regional goals

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

- * **Manage the supply of parking to support development and environmental objectives and to encourage high-occupancy travel.**
- * **Develop and manage the transportation system to meet the requirements of the Clean Air Act Amendments of 1990.**

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

6. Funding and Schedule Information

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

Date of completion or implementation: **2020**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

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

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

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

Last Modified On: **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

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

17

1. Location and Jurisdiction

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

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

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

Bicycle/pedestrian accommodations included

4. Project Phasing

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

5. Purpose/contribution to regional goals

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

6. Funding and Schedule Information

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

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

7. CMS Documentation

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

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 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/State/Loc

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

Cost and schedule remarks:

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

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

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1. Location and Jurisdiction

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

Facility: **US 15 Catoclin Mountain Highway**

Last Modified On: **02/03/200**

From/At: **MD 26 Liberty Road**

To:

Jurisdiction: **Frederick County,**

3. Project Type and Description

Construction

Study

Transportation Emissions Reduction Measure (TERM)

Illustrative Project

Other Action/Strategy

Description of project or action:

Project will provide the missing westbound MD 26 to northbound US 15 movement.

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
	<input checked="" type="checkbox"/>	Construct	US 15 Catoclin Mountain Highway	MD 26 Liberty Road				2010

5. Purpose/contribution to regional goals

The missing movement to the north on US 15 cause capacity and safety issues along Opposumtown Pike and Wormans Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange. This project is also compatible with the following adopted TPB's goals, objectives and strategies: Policy Goals 1, 2, and 3.

6. Funding and Schedule Information

Cost (In Thousands): **\$3,403**

Date of completion or implementation: **2010**

Source: **Federal, State, Local,**

Cost and schedule remarks:

7. CMS Documentation

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

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

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

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 2005-2010

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

Last Modified On: **02/03/200**

2. Location and Jurisdiction

Facility: **US 15 Catocin 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/State/Loc

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

26

1. Location and Jurisdiction

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

Facility: **US 301 Corridor Transportation Study** Last Modified On: **02/03/200**
 From/At: **South of LaPlata**
 To: **North of Mount Oak Road**
 Jurisdiction: **Prince George's County, Charles County**

3. Project Type and Description

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

Description of project or action:

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

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

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

Project planning for the US 301 corridor, from T.B. to south of LaPlata, is being re-initiated.

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>		Study	US 301 Corridor Transportation Study	South of LaPlata.	North of Mount Oak Road			

5. Purpose/contribution to regional goals

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

**This project is compatible with the adopted TPB goals, vision and strategies for the National Capital Region:
 Goals 1, 2, 3 4 and 5.**

6. Funding and Schedule Information

Cost (In Thousands): **\$4,657,980** Date of completion or implementation:
 Source: **Fed, State**
 Cost and schedule remarks:

7. CMS Documentation

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

Transportation Improvement Program (TIP)

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

3. Description of Project or Action

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

Bicycle/pedestrian accommodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

DEIS Under preparation

6. Funding and Schedule Information

Date of completion or implementation:

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

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

Cost and schedule remarks:

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

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

30

1. Location and Jurisdiction

2. Submitting Agency: MDOT/State Highway Administration

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

Last Modified On: 01/21/200

3. Project Type and Description

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

Description of project or action:

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

4. Project Phasing

Table with columns: Project ID, In TIP, Improvement, Facility, From, To, # Lane (From/To), Completion Date. Rows include widening projects on MD 124.

5. Purpose/contribution to regional goals

This project is intended to accommodate existing high levels of traffic. The project improves an existing road and is consistent with the Gaithersburg & Vicinity Master Plan... Use transportation strategies to encourage local plans... Develop and manage the transportation system to meet the requirements of the Clean Air Act Amendments of 1990... Improve, where necessary access to the region's ports, airports, intermodal transportation facilities... Expand and enhance transit services and increase the use of such services.

6. Funding and Schedule Information

Cost (In Thousands): \$87,707 Date of completion or implementation: 2015
Source: Federal, State,
Cost and schedule remarks:

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

7. CMS Documentation

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

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

CMS requirements will be reviewed as part of environmental document.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 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/State/Loc

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

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

31

1. Location and Jurisdiction

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

2. Submitting Agency: MDOT/State Highway Administration

Last Modified On: **01/18/200**

3. Project Type and Description

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

Description of project or action:

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

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

Bicycle/pedestrian accomodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MS10a	<input checked="" type="checkbox"/>	Study	MD 201 Extended/US 1	I-95/I-495	MD 198			

5. Purpose/contribution to regional goals

The intent of this project is to improve traffic mobility and enhance safety along this segment of MD 201. This project is consistent with the Langley Park, College Park , Greenbelt Master Plan. In addition it is compatible with the following goals indicated in the Long-Range Transportation Plan for the National Capital Region:

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

This project is consistent with the following TPB's goals and strategies. Goals 1, 2, and 3.

6. Funding and Schedule Information

Cost (In Thousands): **\$405,881** Date of completion or implementation:
Source: **Federal, State,**
Cost and schedule remarks:

7. CMS Documentation

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

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

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

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

Transportation Improvement Program (TIP)

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

3. Description of Project or Action

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

Bicycle/pedestrian accomodations included

4. Project Status

In previous TIP, proceeding as scheduled

5. Environmental Review

DEIS Under preparation

6. Funding and Schedule Information

Date of completion or implementation:

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

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

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

37

1. Location and Jurisdiction

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

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

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

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
<input checked="" type="checkbox"/>	Construct	MD 355 (Rockville Pike)		Randolph Road/Montrose Parkway				2010
<input type="checkbox"/>	Upgrade	MD 355		CSX Railroad	CSX Railroad	4	4	2020

5. Purpose/contribution to regional goals

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

6. Funding and Schedule Information

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

7. CMS Documentation

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

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

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

Upgrade of an existing intersection.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 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 Amount (\$1,000s) Phase % Fed/State/Loc

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

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

39

1. Location and Jurisdiction

Facility: **MD 450**
 From/At: **Whitfield Chapel Road**
 To: **west of MD 3**
 Jurisdiction: **Prince George's County,**

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

Widen MD 450 from Whitfield Chapel Road to west of MD 3. Described below is typical section for each segment of this project:

MD 450, from east of Whitfield Chapel Road to Greenwood Lane - five lanes undivided closed section.

MD 450, from Greenwood Lane to Seabrook Road - four lane divided with 12 foot outside shoulders.

MD 450, from Seabrook Road to MD 704 - four lanes divided with 12 foot outside shoulders. (completed)

MD 450, from MD 704 to MD 193 - six lanes divided (completed)

MD 450, from MD 193 to Bell Station Road - six lanes divided

MD 450, from Bell Station Road to MD 197 - four lanes divided roadway with 8' outside shoulders

MD 450, from MD 197 to Stonybrook Drive - four-lane divided roadway, no shoulders

MD 450, from Stonybrook Drive to west of MD 3 - four lane divided roadway

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date
						From	To	
MS18i	<input checked="" type="checkbox"/>	Widen	MD 450 (Annapolis Road)	Whitfield Chapel Road	Seabrook Road	2	4/5	2005
MS18h	<input checked="" type="checkbox"/>	Widen	MD 450 (Annapolis Road)	MD 193	Stonybrook Drive	2	4/6	2005
	<input checked="" type="checkbox"/>	Widen	MD 450 (Annapolis Road)	Stonybrook Drive	West of MD 3	2	4	2020

5. Purpose/contribution to regional goals

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

6. Funding and Schedule Information

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

Source: **Federal, State,**

Cost and schedule remarks:

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

7. CMS Documentation

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

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

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

Received NEPA approval prior to April 1992.

Transportation Improvement Program (TIP)

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**

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

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

Facility: **MD 450**
From/At: **CSX RR Crossing near Peace Cross**
To:
Jurisdiction: **Prince George's County,**

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

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

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

Bicycle/pedestrian accommodations included

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date	
						From	To		
	<input checked="" type="checkbox"/>	Construct	MD 450 (Annapolis Road)	Overpass at CSX railroad crossing			4	4/5	2008

5. Purpose/contribution to regional goals

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

6. Funding and Schedule Information

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

7. CMS Documentation

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

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

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

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

Transportation Improvement Program (TIP)

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 % Fed/State/Loc

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

Cost and schedule remarks:

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction

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

2. Submitting Agency: MDOT/State Highway Administration

Last Modified On: **02/03/200**

3. Project Type and Description

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

Description of project or action:

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

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

4. Project Phasing

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

5. Purpose/contribution to regional goals

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

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

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

6. Funding and Schedule Information

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

Date of completion or implementation: **2010**

Source: **Federal, State,**

Cost and schedule remarks:

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

7. CMS Documentation

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

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

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

Received NEPA approval prior to April 6, 1992.

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form

FY 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

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.