

MEMORANDUM

TO: City Council

FROM: Alfred D. Lott, ICMA-CM, CPM
City Manager

SUBJECT: ***Status Report***

DATE: November 9, 2017

Status Report

1. Purchase of Road Deicing Salt

The Public Works Department has located a contract for the purchase of road deicing salt with Montgomery County (IFB# 1041647) through two (2) vendors, upon which we will be able to piggyback.

The current price for salt with Morton Salt, Inc. (Primary Vendor) is \$68.12/ton and we intend to purchase up to 1,460 tons as needed this winter. We will sign a contract and issue a purchase order to Morton Salt, Inc. in the amount of \$99,455.20. This is within the amount budgeted for FY18 in the Public Works Streets Operating Supplies Account.

The current price for salt with Eastern Salt Co., Inc. (Secondary Vendor) is \$77.10/ton. We will sign a contract and issue a purchase order to Eastern Salt Co., Inc. in the amount of \$10,000. As provided for in the Montgomery County Contract, the Secondary Vendor would serve only as a backup salt supplier should the Primary Vendor be unable to fulfill a required order.

As provided in Section 62 of the City Charter, this will serve as the required seven (7) day notice of intent to purchase.

2. Economic Development Committee (EDC)

The EDC held their regular meeting Wednesday and heard a briefing on the Prince George's County Competitive Retail Market Strategic Action Plan given by Derick Berlage from MNCPPC and Larry Hentz from the County EDC. One of the ways the Plan is implemented is through a targeted effort to recruit grocery stores, high-quality restaurants, and women's apparel stores. A copy of the entire Plan can be downloaded from here: https://issuu.com/mncppc/docs/crmsap_web1. The briefing slides are attached.

3. State Consolidated Transportation Program Meeting

Last Thursday, Deputy Transportation Secretary Jim Ports briefed elected officials in Prince George's County on the State's Draft FY 2018-2023 Consolidated Transportation Program (CTP). A copy of the Prince George's portion is attached. With the exception of engineering funding for MD 197, all of the Bowie road projects continue on hold. Also attached is a copy of the County Executive/County Council Transportation Priority List which was issued last week. There is really no change from the previous list, except that the County wanted to keep the Greenbelt Beltway interchange as their #1 priority in the event that the FBI headquarters opportunity comes back and because the same site is being promoted by the County for the Amazon headquarters search. That pushes all of the other projects down a notch on the list. MD 197 went from #3 to #4, MD 450 went from #5 to #6 and the US 301/MD 197 interchange went from #9 to #10. The meeting was attended by several County Council Members, including Council Member Todd Turner (who chairs the Transportation, Housing and Environment Committee) and several State Delegates, including Delegate Joe Vallario who spoke in support of construction funding for MD 197.

ADL/lfr

Attachments



PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

Rushern L. Baker, III
County Executive

November 2, 2017

Mr. Pete K. Rahn
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Rahn:

Enclosed is the Prince George's County Priority Projects List for the FY 2018-2023 State Consolidated Transportation Program (CTP). The list reflects the County's priorities with regard to State highway construction projects, transit, project planning starts, safety improvements, system preservation and gateway projects. Further, it advances the County's objectives related to Transit Oriented Development (TOD) and pedestrian and bicycle safety.

Each year, as we begin this process, we evaluate what has transpired since the last letter, and like you, we are very pleased to see the Purple Line finally moving forward. We appreciate the State's support in securing the Full Funding Grant Agreement from the federal government and enabling real work on the project to begin in Prince George's County. Breaking ground on this public-private partnership marks the beginning of the most important phase of a project that is highly needed, extensively studied and well planned. As this vital transit link comes on line, it will play a key role in increasing regional connectivity and relieving congestion.

While it is wonderful to see challenges being overcome to bring the Purple Line to reality, it is also critically important that the same thing happen for WMATA. The WMATA Compact partners must do what is necessary to assure that WMATA is well managed, capably staffed, and securely funded in order to fulfill its role in the regional transportation network. Its role as a regional transportation provider will become even more important as the region continues to grow and economic opportunities continue to expand.

We are also aware that Governor Hogan just recently announced plans to pursue public-private partnerships to expand capacity by adding toll lanes to MD 295, I-270, and I 95-495. While we are very interested in exploring additional measures to address congestion, we do not directly address this idea in our priority list because we have not yet received information on key issues such as the cost of the project, toll rates, traffic projections, environmental impacts, effect on existing properties, acquisitions, etc., that are necessary to evaluate the concept. Similarly, the County is concerned with the lack of substantive information on both the proposed Maglev and Hyper loop projects. We look forward to being provided with additional information so that we can determine how these proposals may fit within our transportation priority process.

Taken collectively, the Priority List represents projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, transit access, congestion relief and safety improvements. They will help in delivering an integrated, multi-modal transportation network for residents and visitors alike. Marylanders in the capital region deserve nothing less than a comprehensive approach to transportation which enables them to move about more freely, regardless of what mode of transportation they choose.

Because several key projects from previous lists are advancing, this list addresses other needed projects. Among them, for the FY 2018-2023 CTP, we highlight the following:

- **Pedestrian Safety Enhancements on State-maintained Roadways:** Projects that are intended to address safety, in particular those designed to reduce pedestrian crashes in Prince George's County, are paramount and can be found in a number of the different categories of the list including System Preservation, and Project Planning. Prince George's County strongly emphasizes that the State must continue to further efforts to implement safety features on and along State-maintained roadways. This must include the installation of continuous street lighting, crosswalks, sidewalks, as well as other measures. Prince George's County commends the State for implementing rapidly improving safety programs through such efforts as the Pedestrian Road Safety Audits, Community Enhancement projects. However, much more remains to be done, and we emphasize the need for continued focus and vigilance on this initiative.
- **MD 4 Corridor, Pennsylvania Avenue Interchange at Suitland Parkway:** This is one of Prince George's most important construction projects. Its original design with a flyover ramp was fully funded for construction and had even been advertised. However, the redesign of this project as presented by the State remains unacceptable and will not adequately serve the multiple demands of existing mission related growth at Joint Base Andrews, relieve congestion, and burgeoning development projects in the area.
- **MD 210, Indian Head Highway (Palmer Road @ Livingston Road West Interchange):** Advancing the work beginning at Kerby Hill Road further South along the MD 210 corridor is Prince George's County's number one priority for project planning. The County requests that the next intersection, Palmer Road at Livingston Road West, be advanced to construction as quickly as possible. The MGM facility opened in late 2016 and additional planned economic development within the MD 210 Corridor is coming. Advancing this project will benefit the State, Region and County by improving mobility from Southern Maryland into and through the County. Funding for work along the corridor will be supplemented by revenue provided as a result of the passage of Senate Bill 1 during the second special session of 2012.
- **US 1, Baltimore Avenue (College Avenue to I-95/495):** This is a unique opportunity to improve this showcase for the State's flagship college campus, ensuring that this project

is well designed and constructed is critical. This project will bring much needed streetscaping, and improved safety measures including sidewalk improvements to this highly congested and challenged section of US 1 in College Park.

- **I-95/ Greenbelt Metro and Landover Mall Site Access:** These intersection projects remain critical to the County and the region. Safe and efficient access to the Greenbelt Metrorail station and the Landover Mall site from I-95 will stimulate continued economic development in these areas and assure their competitiveness once the FBI relocation process resumes.
- **MD 197, Collington Road (US 50 to MD 450):** Widening MD 197 from US 50 to MD 450 is important for relieving congestion, improving safety, and supporting economic development in the Bowie area. This is a major access and conveyance point for an important economic center within the County.
- **MD 5, Branch Avenue:** The Branch Avenue Project, will provide improved traffic flow and new interchanges in the Branch Avenue corridor, in coordination with necessary fixed guideway transit is pivotal to relieving traffic congestion on MD 5. We strongly urge the State to finalize the remaining planning and design elements and move the Project forward into construction.
- **MD 4 Corridor, Pennsylvania Avenue Interchanges (Westphalia Rd, Dower House Road and MD 223 Woodyard Road).** In addition to moving forward with the construction of the MD 4 at Suitland Parkway project based on the original design with the flyover ramp, it is imperative to advance design for the remaining interchanges along Pennsylvania Avenue just outside of the Beltway. This will address mission related needs at Joint Base Andrews, relieve congestion, and help enhance development projects in the area. In addition, interim improvements at the MD 4 and Westphalia Road intersection are needed to address existing conditions as a result of BRAC movements at Andrews and the burgeoning needs of the corridor.
- **WMATA Funding:** Robust funding for the WMATA system is absolutely necessary to assure needed capacity and effective transit services throughout Prince George's County. Both the Metrorail and a soundly funded Metrobus network are essential to the County for addressing mobility needs and providing sustainable alternatives to single occupancy vehicles. Further, funding is needed for additional Priority Corridor Network (PCN) routes in Prince George's County, for Transit Oriented Development around the 15 Stations in the County, and enhanced transit connectivity between activity centers.
- **The Bus:** As Prince George's County operates a transit system separate from WMATA, additional funding is needed to help provide expanded service to meet existing needs and accommodate future growth.

Secretary Pete K. Rahn

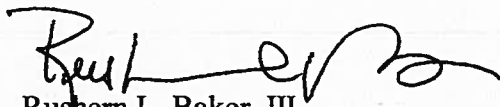
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- **Transit Oriented Development:** Prince George's County strongly supports infrastructure investment to support the vital economic development in transit oriented communities. In 2014, the County Council approved Plan 2035 Prince George's as our General Plan. It designates eight Regional Transit Districts, three of which are being designed as Downtown areas; Prince George's Plaza, New Carrollton and Largo. The County appreciates the strong support and collaboration from the State to date on advancing such efforts as the road diet on MD 410 in front of the Prince George's Plaza Metro and will want to continue these important investments to advance economic development.
- **Purple Line Extended (New Carrollton to Largo):** With construction of the Purple Line to New Carrollton finally underway, it is critical to advance study of the next logical phase of circumferential transit linking the spokes of the Nation's Capital. Further study is needed of the segment identified in the Washington Council of Governments' Transportation Land Use Study identifying corridors for a Countywide Transitway of fixed guideway alignments. This segment will be particularly critical to support the New Regional Hospital in Largo.
- **Southern Maryland Transit:** Moving forward toward fixed guideway transit, and coordinating closely with the State Highway Administration on the MD 5 highway and interchange project will provide better regional connectivity and help relieve congestion in this very congested corridor.
- **Prince George's County Transitway:** Advancing study of a fixed guideway network with emphasis on priority corridors is important for sustainable economic development and enhanced mobility within the County and the region. Priority corridors provide links to neighboring jurisdictions, and between activity centers within Prince George's County.

While we may not see eye to eye on every issue, Prince George's County continues to value the cooperative relationship we have with you and your staff. We appreciate their knowledge and professionalism, and look forward to working closely with you to advance our transportation priorities for the betterment of the County, the region and the State of Maryland.

Sincerely,



Rushern L. Baker, III
County Executive



Derrick Leon Davis
Chairman, County Council

Enclosure

Secretary Pete K. Rahn

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cc: The Honorable James C. Rosapepe, Chair, Prince George's County Senate Delegation
The Honorable Jay Walker, Chair, Prince George's County House Delegation
The Honorable Tawanna Gaines, Chair, Transportation and Environment Subcommittee
Maryland House Appropriations Committee
The Honorable Dannielle M. Glaros, Vice Chair, Prince George's County Council
The Honorable Mary A. Lehman, Member, Prince George's County Council
The Honorable Deni Taveras, Member, Prince George's County Council
The Honorable Todd M. Turner, Member, Prince George's County Council
The Honorable Andrea Harrison, Member, Prince George's County Council
The Honorable Karen R. Toles, Member, Prince George's County Council
The Honorable Obie Patterson, Member, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
Nicholas A. Majett, Chief Administrative Officer, Office of the County Executive
Barry Stanton, Deputy Chief Administrative Officer, Office of the County Executive
Darrell B. Mobley, Director, Prince George's Department of Public Works
and Transportation
Bradley W. Frome, Assistant Deputy Chief Administrative Officer, Office of the County
Executive
David S. Iannucci, Assistant Deputy Chief Administrative Officer, Office of the County
Executive
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Gregory Slater, Administrator, Maryland State Highway Administration
Kevin Quinn, Acting Administrator, Maryland Transit Administration

**PRINCE GEORGE'S COUNTY
2018 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS**

I. STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. Transit Expansion and Funding:

- | | |
|--|--|
| 1. WMATA Funding | Maintain needed capacity and effective transit services throughout the County with emphasis on more robust funding for MetroBus, MetroRail, additional PCN routes, enhanced investment in TOD, and improved connectivity between activity centers. |
| 2. <i>TheBus</i> | Expand community-based bus services to address unmet or underserved transit demands (i.e. enhanced service for National Harbor/South County). |
| 3. Prince George's County Transitway
(Priority Corridors from
COG TLC Study) | Study of expanded fixed guideway transit services along identified corridors to meet economic development at Largo, Branch Avenue, and MGM National Harbor |
- Purple Line Extension (Inner and Outer alignments)
Outer: New Carrollton to Virginia in phases
 - New Carrollton to Largo,
 - Largo to Branch Ave.
 - Branch Avenue to National HarborInner: New Carrollton to Virginia via Garrett Morgan, Suitland and National Harbor (In phases)
 - Mount Rainier to Langley Park
Phase I: Langley Park to Riverdale Park via Prince George's Plaza
Phase II: Riverdale Park to Mount Rainier to DC Streetcar
 - Greenbelt to Konterra

4. Southern Maryland Transit

Expansion of fixed guideway transit services from Branch Avenue Metrorail Station south along the MD 5/US 301 Corridor to Charles County to relieve congestion in Prince George's County. Project needs to be continued and entered into Alternatives Analysis.

5. MARC Growth and Investment Plan

Expand and enhance service along the MARC Camden and Penn lines (i.e., MARC Growth and Investment Plan).

6. Rail Line connecting
Southern Green Line to Virginia

Expand rail from the Yellow Line in Virginia to the Southern Green Line of Metrorail (Branch Avenue or Suitland) via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia; help address region divided; relieve congestion; promote economic development.

7. Full WMATA Metrorail Service
On Yellow Line to Greenbelt

Extend current Metrorail service on the Yellow Line to full service for Fort Totten to Greenbelt segment; help address region divided; relieve congestion; promote economic development.

B. Transit Oriented Development:

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth.

1. Greenbelt Metro Station

2. New Carrollton Transit Station

3. Largo Metrorail Station

4. Branch Avenue Metrorail Station

5. Prince George's Plaza Metro Station

6. Suitland Metro Station

7. College Park Metro Station/M-Square Purple Line Station
8. Laurel MARC Station
9. Southern Avenue Metro
10. Naylor Rd. Metro
11. Bowie MARC Station

II. State Highway Administration (SHA) Priority Projects:

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: the greatest benefit to areas inside or adjacent to the Beltway; much needed safety improvements; and economic development growth within the County. Historically, projects currently funded for construction in the Consolidated Transportation Program (CTP) are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this priority list.

A. Construction Priorities:

- | | |
|--|---|
| 1. I-95/Greenbelt Metro Access | Provide complete State/Federal funding for safe and efficient access from I-95/I-495 to the Greenbelt Metrorail Station through a completed interchange, and support mixed-use economic development around the Station. |
| 2. US 1, Baltimore Avenue
(College Avenue to I-95/495)
Roadway Reconstruction
(To be completed in phases)
Phase I- College Avenue to MD 193
Phase II – MD 193 to Hollywood Rd.
Phase III – Hollywood Rd. to I-95/I-495 | Improve safety; provide streetscaping for community revitalization; improve transit access; and upgrade Cherry Hill road intersection. |
| 3. MD4, Pennsylvania Avenue
Widening and Interchange Improvements
Suitland Parkway (flyover ramp) | Relieve congestion; Improve safety; and provide access to at employment centers in MD 4 corridor |

- | | | |
|-----|--|---|
| 4. | MD 197, Collington Road
(US 50 to MD 450) | and for Joint Base Andrews.
Relieve congestion; improve
safety; and support
Roadway Widening; economic
development. |
| 5. | MD 5, Branch Avenue
Interchanges and Widening <ul style="list-style-type: none"> • Surratts Road • Burch Hill Road (A-65) | Relieve congestion; improve
safety; and support
economic development. |
| 6. | MD 450, Annapolis Road
(Stonybrook Drive to MD 3) | Relieve congestion;
improve safety; and support
roadway widening; economic
development. |
| 7. | US 301/MD 5 (TB-Charles Co. Line) | Upgrade existing corridor to relieve
congestion |
| 8. | MD 223, Woodyard Road
(Steed Road to MD 4)
Roadway Widening | Relieve congestion; improve
safety; and provide
capacity for economic development;
intersection improvements. |
| 9. | MD 201, Kenilworth Avenue
Extended (I-95/495 to US 1) | Relieve congestion;
improve safety; and provide
access for economic
development and the Greenbelt
Metrorail Station from US 1 Corridor. |
| 10. | US 301 - MD 197 Interchange
(To be constructed in phases) | Improve safety and relieve
congestion in this rapidly developing
commercial area. |

B. Project Planning Start Priorities:

- | | | |
|----|--|--|
| 1. | MD 210, Indian Head Highway
Interchange and Intersection
Improvements
(To be redesigned and constructed in phases)
Phase II – Palmer Road/
Livingston Road
Phase III – Oxon Hill Rd. /
Old Fort Rd. | Redesign and construction is
needed of seven failing intersections
to relieve existing and projected
congestion, as well as
support economic
development. |
|----|--|--|

- | | |
|--|--|
| <p>2. MD 193, University Blvd.
(to be completed in phases)
Phase I (MD 650 to Adelphi Rd.)
Phase II (US 1 to Hanover Pkwy.)</p> | <p>Improve pedestrian and vehicular safety, intersection improvements, provide street lighting, community enhancement. It is absolutely critical to improve pedestrian safety as the Purple Line project is constructed.</p> |
| <p>3. MD 4 Corridor, Pennsylvania Avenue
Widening and Interchange Improvements</p> <ul style="list-style-type: none"> • Westphalia Road Interchange • Dower House Road Relocation /Interchange and short term improvements • MD 223 Interchange | <p>Relieve congestion; improve safety; and provide access to employment centers in MD 4 corridor and for Joint Base Andrews mission related growth.</p> |
| <p>4. MD 458 Silver Hill Road</p> <ul style="list-style-type: none"> • MD 5 to Suitland Rd. • Suitland Rd. to MD 4 MD 4 to Walker Mill Rd. | <p>Improve safety for all users and provide streetscaping; revitalization; an continuous overhead lighting for community intersection improvements</p> |
| <p>5. MD 410, East-West Highway/
Riverdale Road
(To proceed in phases)
Phase I: MD 212 to MD 500 (road diet)
Phase II: MD 201 to MD 650
Phase III: Veterans Pkwy to MD201</p> | <p>Improve safety, provide streetscaping for community and economic development, provide continuous overhead lighting.</p> |
| <p>6. US 50/MD 201
(East of MD 704 to South Dakota Avenue)
Interchange and Corridor
Improvements</p> | <p>Gateway beautification, relieve flooding, congestion, and improve safety on these key inter-state links.</p> |
| <p>7. MD 717, Water Street
Geometric Roadway Reconstruction
Upgrades</p> | <p>Improve safety in Upper Marlboro area by raising MD 717 out of floodplain.</p> |
| <p>8. MD 202 @ I-95/495 & Brightseat Road</p> | <p>Improve for economic development, safety, community enhancement and congestion relief</p> |
| <p>9. MD 212, Powder Mill Road
(Pleasant Acres Drive to I-95)
Roadway and Intersection</p> | <p>Improve safety and support economic development.</p> |

Reconstruction

- | | | |
|-----|---|---|
| 10. | Ritchie Marlboro Road @ I-95/495 | Relieve congestion; address capacity issues; and support economic |
| 11. | US 50, John Hanson Highway
(MD 704 to MD 197)
New Interchange | Relieve congestion and improve safety on MD 197 and MD 450. |

C. Gateway Beautification Projects:

Smaller scope projects to improve aesthetics, street lighting, SWM, sidewalk, beautification, streetscaping and bicycle facilities to enhance public, motorized and non-motorized transportation safety at the entrances to the County from the Nation's Capital.

1. MD 218, Suitland Road
2. US 50/MD 201 John Hanson Highway/Kenilworth Ave. (new)
3. MD 214, East Capitol Street
4. MD 210, Indian Head Highway
5. Alt US 1, Bladensburg Road
6. MD 332, Old Central Ave.
7. MD 500, Queens Chapel Road
8. MD 4, Pennsylvania Avenue
9. MD 212, Riggs Road
10. MD 650, New Hampshire Avenue
11. US 1, Rhode Island Avenue
12. I-295

D. System Preservation/Safety and Neighborhood Conservation Construction Priorities:

Improve pedestrian, bicycle and vehicular safety, provide street lighting, streetscaping to support community enhancement.

1. MD 500, Queens Chapel Road
(DC line to MD 208)
2. MD 704, Martin Luther King Hwy
(Hill Road to MD 450)
3. MD 410 East-West Highway
(Ager Road to Adelphi Road/
Queens Chapel Road)
4. Alt. US 1 MD @ 450 Annapolis Road
(Specific to Peace Cross)

Geometric improvements
for vehicular, bicycle and
pedestrian safety
5. MD 218 Suitland Road
(DC Line to MD 458)
6. MD 4, Pennsylvania Avenue
(DC Line to Silver Hill Road)
7. MD 214, Central Avenue
(DC line to Pepper Mill Drive)

Sidewalk, bicycle and safety
improvements, signals at Metro
Access entrance and Pepper Mill
Drive.
8. MD 202, Landover Road
(MD 450, Annapolis Road to Barlow Road)
9. MD 210, Indian Head Highway
(DC Line to Livingston Road)
10. MD 450 Annapolis Road
 - MD 450, Annapolis Road
(Finns Lane/Harkins Road to MD 564, Lanham-Severn Rd.)
 - Bladensburg - Green/Complete Street Project
(Peace Cross to MD 202)
11. MD 201, Kenilworth Avenue
(Riverdale Road to River Road)
12. MD 223, Woodyard Road

(MD 5 to Pine View Lane)

13. MD 212, Riggs Road
(DC line to Norton Rd.)

14. MD 414, Oxon Hill Road
(Brinkley Road to MD 210)

15. MD 650, New Hampshire Avenue

- Metzerott Rd. to MD 193
- MD 410 to DC Line

16. US 1, Baltimore Ave.
(Montgomery Rd. to Prince George's Ave.)

17. MD 201, Edmonston Road
(Cherrywood Lane to Sunnyside Avenue)

Improve vehicular safety
and relieve congestion

E. Bicycle Corridor Priorities:

1. MD 704 (multi-use sidepath and designated bike lanes - MD 450 to Hill Road)
2. MD 193 (sidewalks, designated bike lanes, and safety improvements - Montgomery County Line to MD 564, to be done in phases)
 - Phase I: Montgomery County Line to Adelphi Road
 - Phase II: US 1 to Hanover Parkway
 - Phase III: Hanover Parkway to MD 564
3. US 1 (DC line to Howard County Line, to be done in phases)
 - Phase I: Guilford Drive to I-95/I-495
 - Phase 2: Guilford Drive to DC Line
 - Phase 3: Contee Road to Howard County Line
 - Phase 4: I-95/I-495 to Odell Road
4. Oxon Hill Farm/National Harbor Connection (MGM/National Harbor Ave./Tanger Blvd. to Oxon Hill Bike Trail)
5. MD 414 (Oxon Hill Road) sidewalks, bike lanes and safety improvements - MD 210 to St. Barnabas/Brinkley Road)

6. MD 223 (multi-use sidepath - MD 4 to Livingston Road, in phases) (6)
 - Phase I: Steed Road to MD 5
 - Phase II: MD 5 to MD 4
 - Phase III: Livingston Road to Steed Road
7. MD 450 (road diet, restriping for designated bike lanes - just west of MD 410 to the Baltimore-Washington Parkway)
8. Bowie Heritage Trail
9. MD 4 (multi-use sidepath, sidewalk, and safety improvements - Forestville Road to District Line)
10. MD 210 (multi-use sidepath - MD 414 to Henson Creek)

F. Park Trails Priorities:

1. WB&A Trail connections (Anne Arundel County to the Anacostia River Trail)
 - Phase I – Bike/ped bridge over Patuxent River connecting Prince George’s and Anne Arundel Counties
 - Phase II – Cheverly to Bladensburg Waterfront Park (Euclid Street Park to Lloyd St.)
2. Central Ave. Connector Trail (Marvin Gaye Trl./Cap. Heights Metro to Largo Metro)
3. Rhode Island Avenue Trolley Trail (Armentrout Drive to Farragut Street)
4. Little Paint Branch Trail Extension
 - Phase I – Along Old Gunpowder Road (Denim Rd. to 900 ft. N. of Denim Road)
 - Phase II – multi-use facility across I-495/I-95 (Cherry Hill Rd.)
5. Piscataway Creek Trail (MD 223 to the Potomac River)
6. Oxon Run Trail (Southern Avenue to Naylor Road)
7. Henson Creek Trail Extension (Temple Hill Road to Suitland Parkway, including cross Beltway access)
8. Folly Branch Trail (MD 450 to Enterprise Golf Course)
9. Prince George’s Connector Trail (Chillum Road to Russell Avenue)
10. College Park Trolley Trail Extension (Greenbelt Road to Quimby Avenue)
11. Chesapeake Rail Trail (Seat Pleasant)

An illustration of a person from the waist up, wearing a dark suit, a green patterned tie, and a yellow high-visibility safety vest. The person is standing in front of a stylized cityscape with orange and white buildings. The background is a solid orange color.

RCLCO

Prince George's County Competitive Retail Market Strategic Action Plan

Derick Berlage, Prince George's County Planning Department
Larry Hentz, Prince George's County Economic Development Corp.

November 8, 2017

AGENDA

- Project Goals and Objectives
- Retail Market Findings
- Key Opportunities
- Strategic Action Plan Overview
- Marketing Strategy



GOALS AND OBJECTIVES



Prince George's County Retail Market Strategic Action Plan is the culmination of the Competitive Retail Market Analysis.

Phase 1**ASSESS AND
PRIORITIZE*****Retail Market Analysis, Consumer
Segmentation, Performance Outlook***

Kickoff and Team Coordination

Market Analysis

Demand Analysis

Market Segmentation and Psychographics

Retail Market Performance Outlook

Retail Opportunity Analysis

High-End/Luxury Retail Consumer

Marketability Analysis

Case Study Analysis

Redevelopment and Reuse Analysis

Phase 2**HOW TO
EFFECT CHANGE*****Five-Year Strategic Action Plan***

Identify Goals

Policy and Strategy Recommendations

Marketing Strategy

Targeted Outreach

Marketing and Branding

Presentation of Findings

The Competitive Retail Market Strategic Action Plan presents ***implementation strategies*** to help the County ***capitalize on opportunities*** to improve the retail landscape through:

- Diversification
- Development/Redevelopment
- Contraction
- Transformation of Targeted Retail/Commercial Centers into Alternative Uses or Vibrant Mixed Use Centers

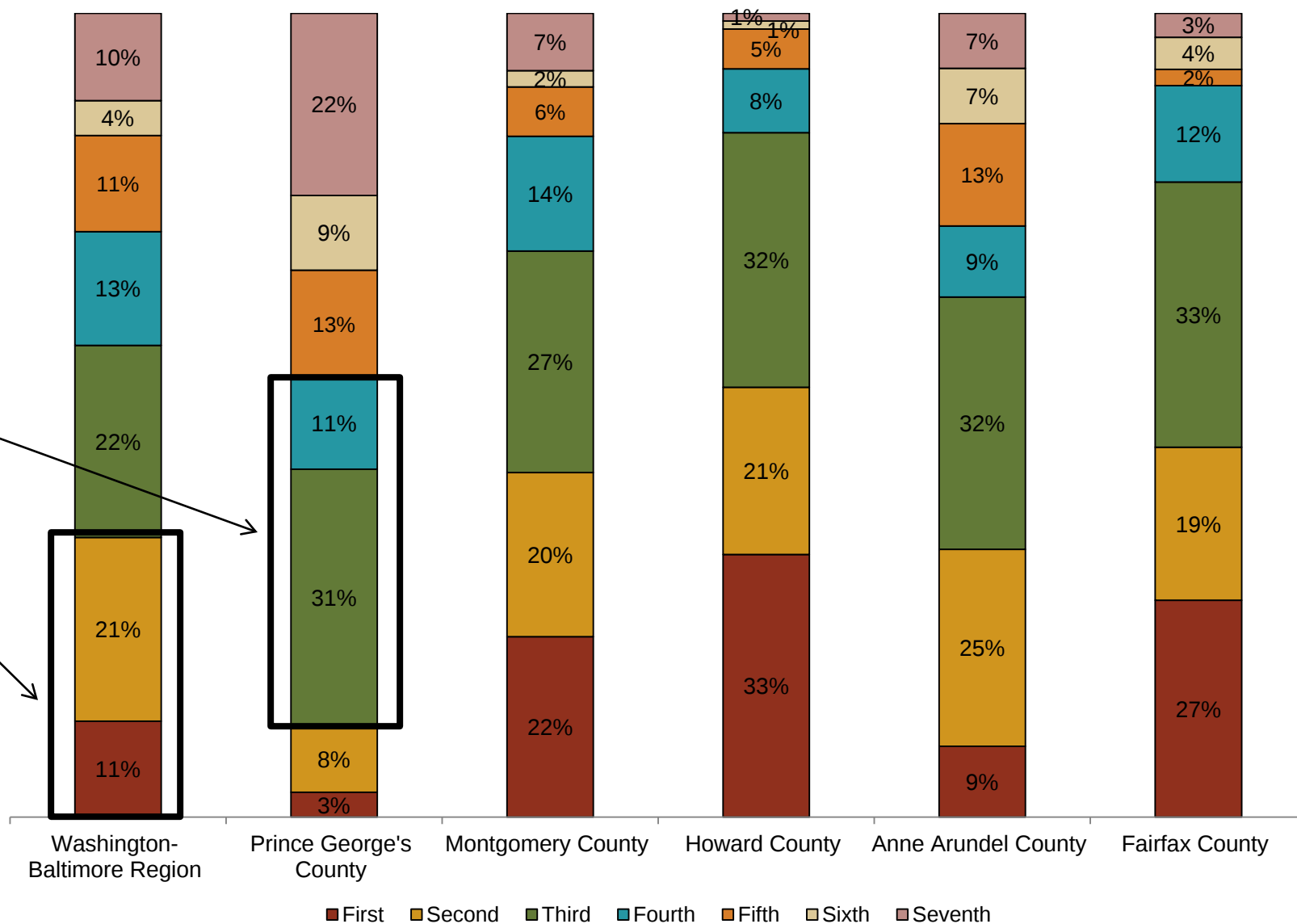
KEY RETAIL MARKET FINDINGS



REGION EXTREMELY AFFLUENT BUT COUNTY HAS STRONG UNDERSERVED MIDDLE

Prince George's
top 30-40% of
consumers likely
underserved by
available retail in
County

Region and
nearby counties
have 30-40% of
consumers in top
spending tiers;
County only has
11%

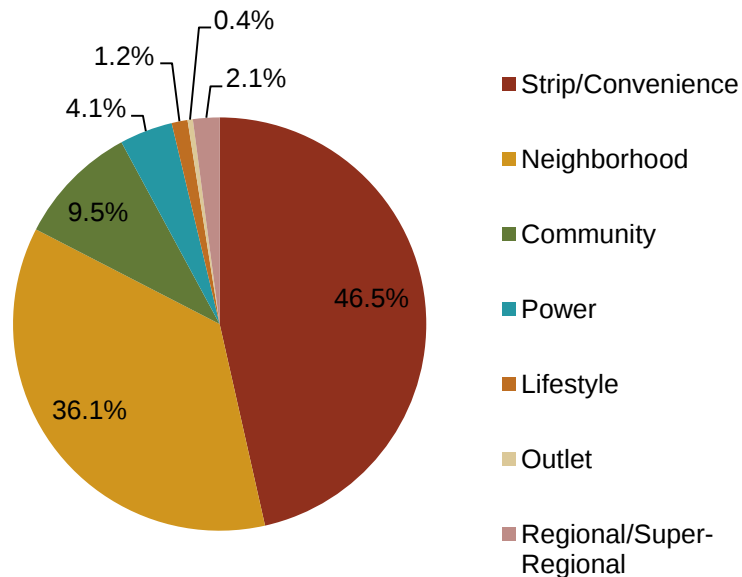


OVERVIEW OF COUNTY RETAIL INVENTORY

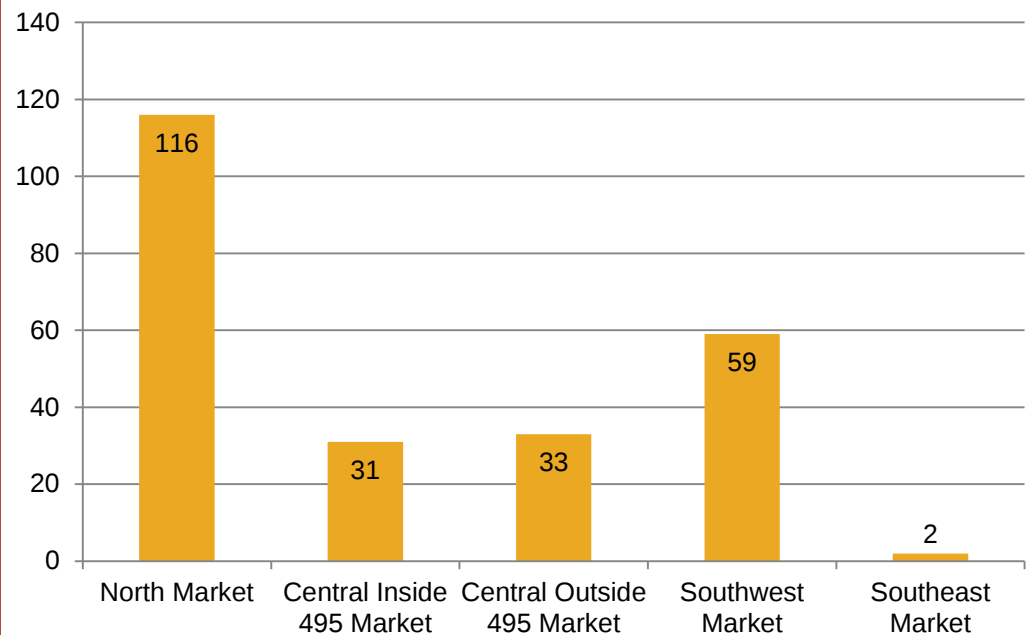
Surveyed 241 Shopping Centers & 10 Main Streets for:

- Quality of Tenants, Building, Vacancy, Surrounding Land Uses, and Other Qualitative and Quantitative Factors.

Shopping Centers by Type



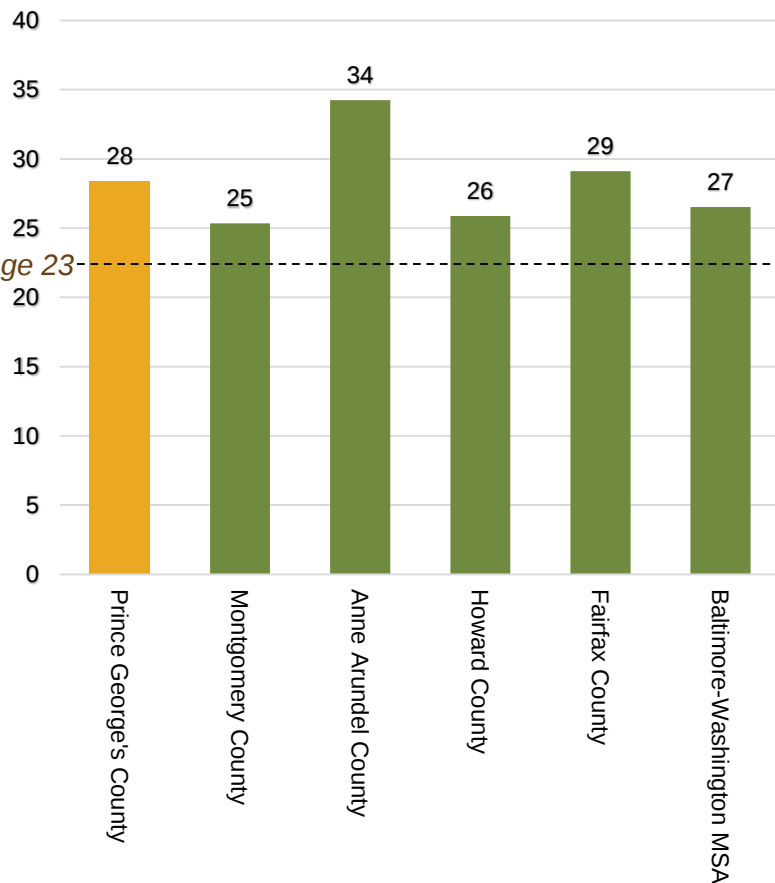
Shopping Centers by Trade Area



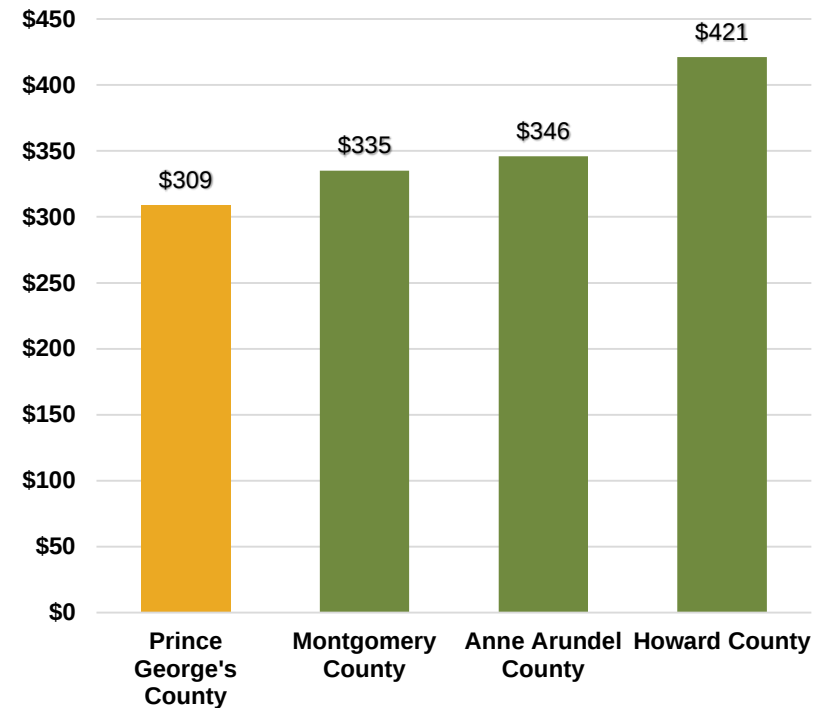
COUNTY RETAIL ISSUES PERTAIN TO QUALITY OF RETAIL MORE SO THAN QUANTITY OF RETAIL

Quantity and sales actually on or close to par with other local jurisdictions, but. . .

Retail Square Feet per Person

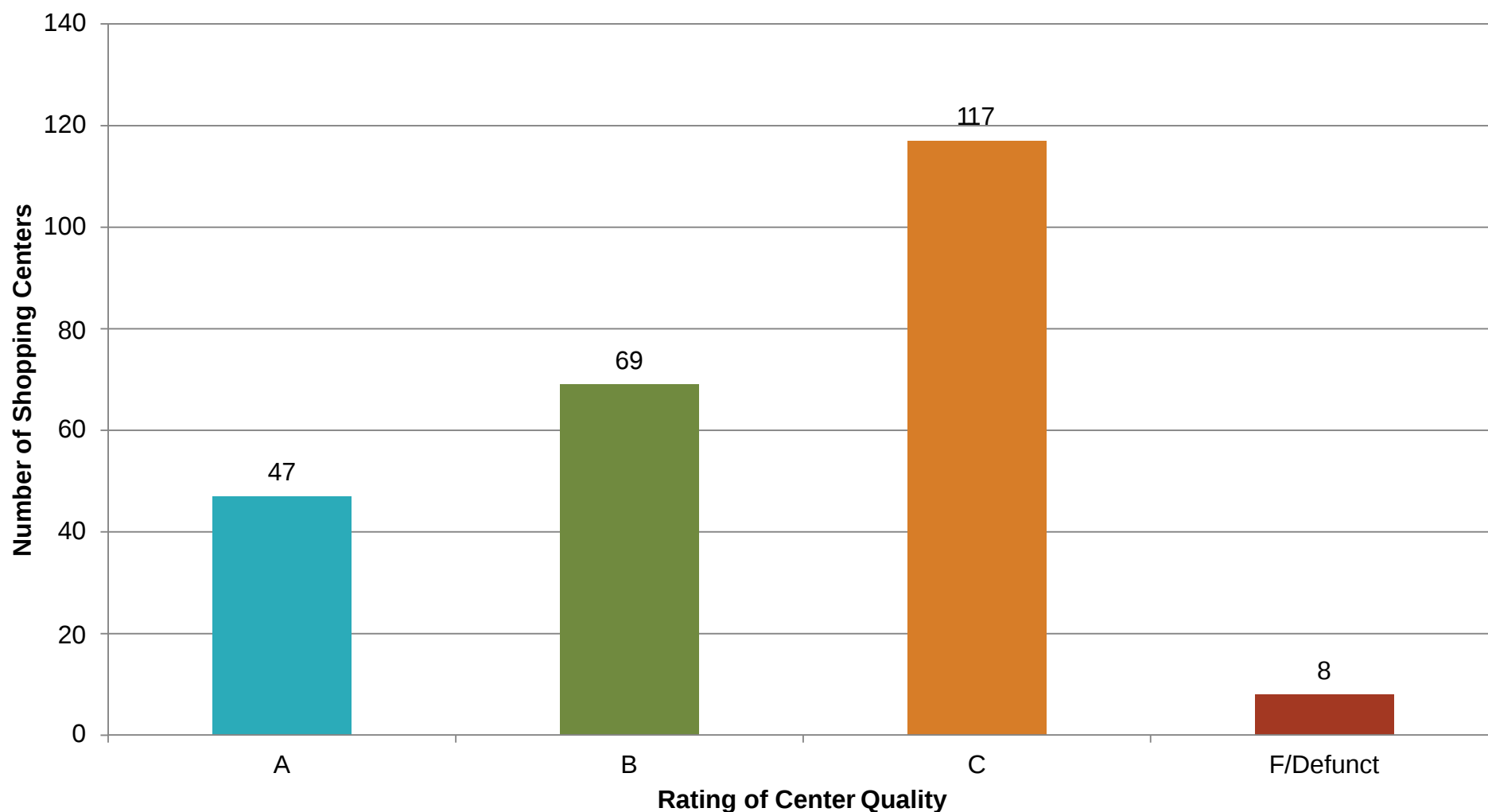


Retail Sales per Square Foot of Retail



ALMOST 50% OF CENTERS NEED SIGNIFICANT REPAIR VERY FEW ARE COMPLETELY VACANT OR RUN DOWN

Shopping center distribution by center quality doesn't align with spending power.



NEW RETAIL CENTERS CANNIBALIZING TENANTS FROM OLDER CENTERS

Power Center
Tenant

Regional Mall



**Beltway
Plaza Mall**



In-Line
Tenant

Anchor Tenant
Space



**Fitness Center
in Anchor
Space**

Strip Center
Tenant

Community
Center



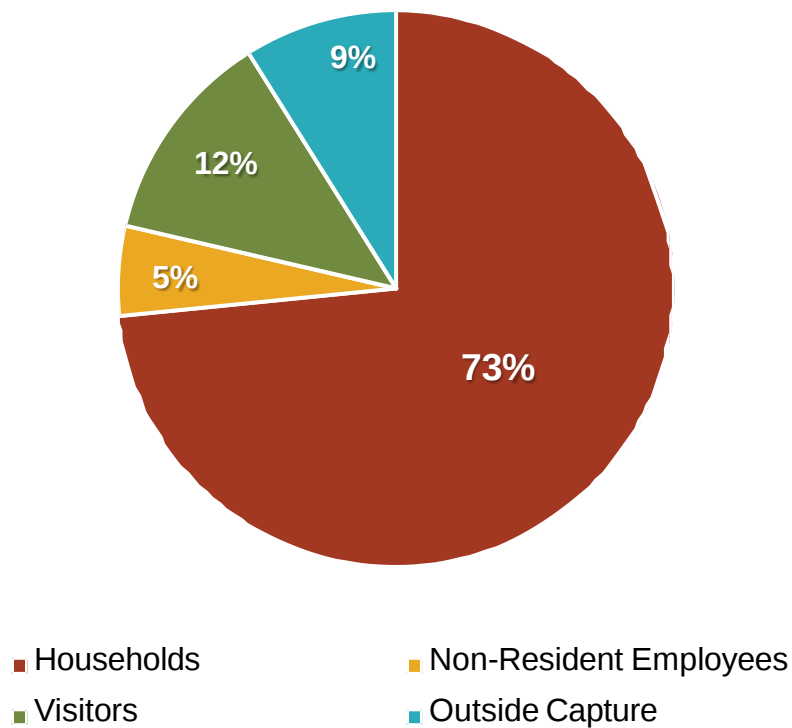
**Strip Tenants
in Community
Space**

UNMET RETAIL DEMAND

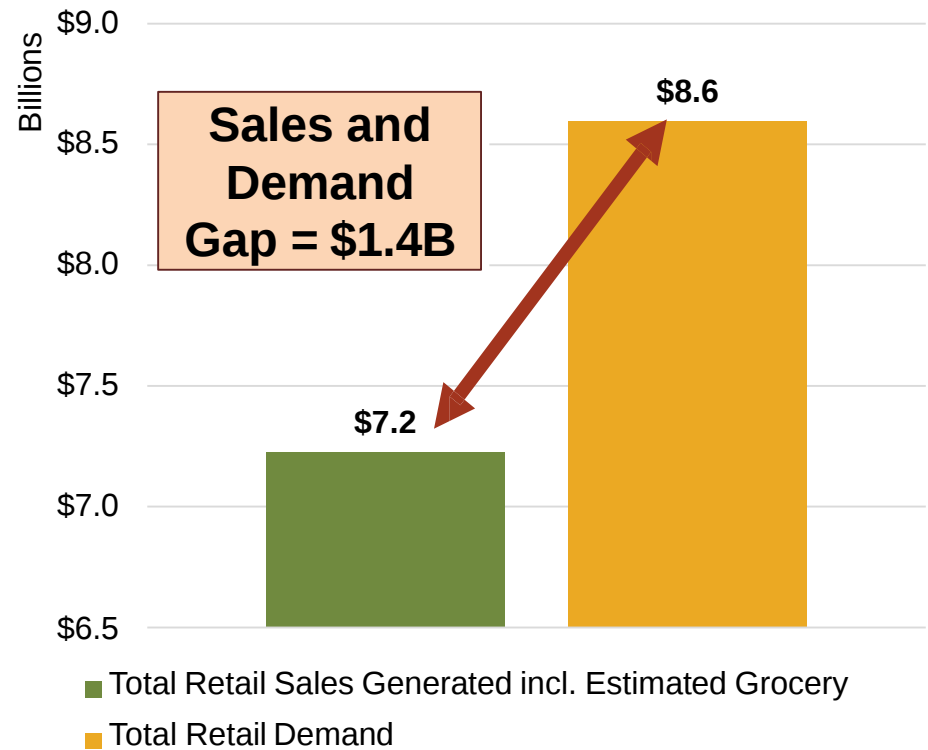
*By 2020: Demand will Support **24.1 million square feet***

*By 2025: Demand will Support **25.6 million square feet***

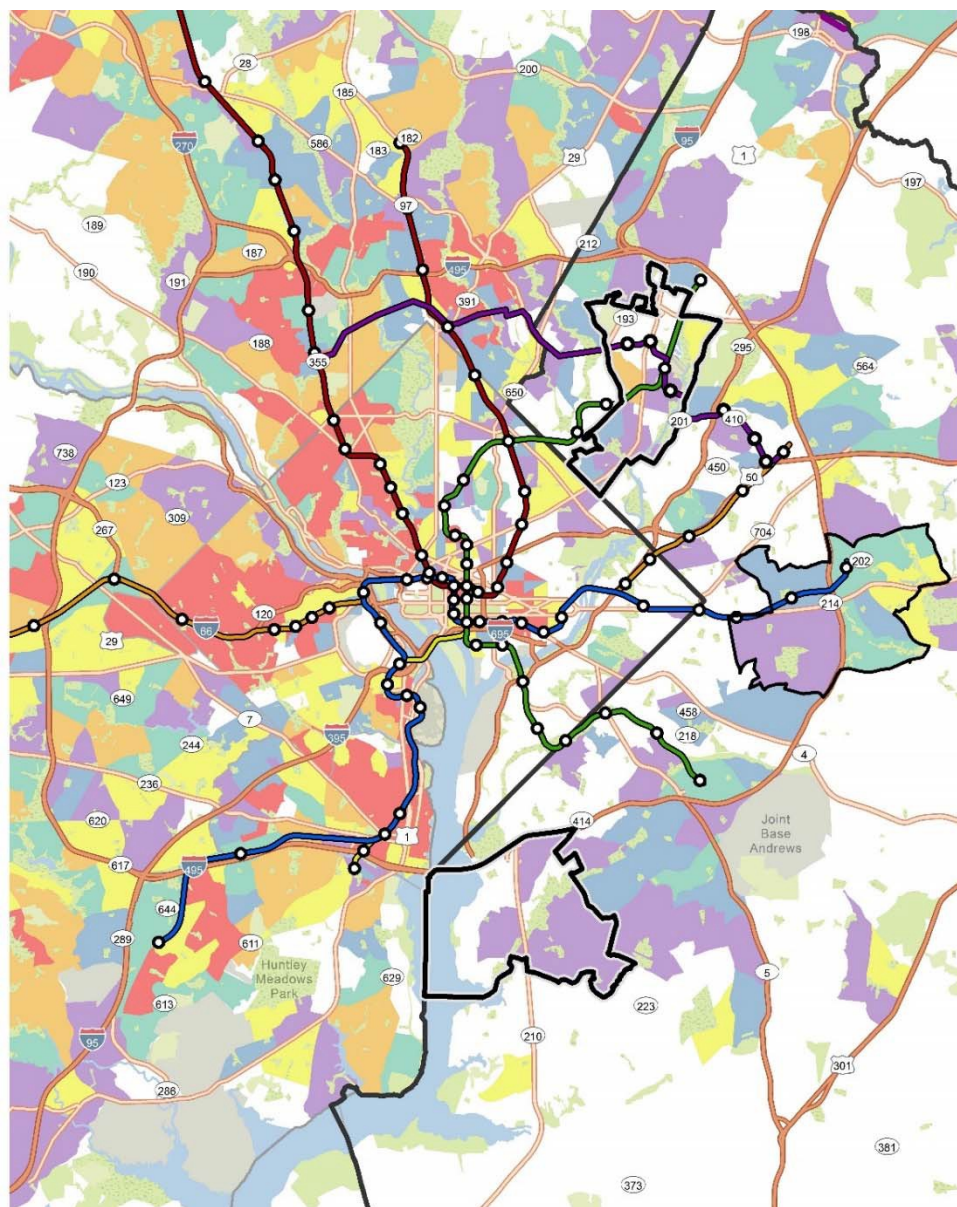
**Distribution of Demand by Consumer Market
2014**



**Gap Between Existing Retail and Supply
2014**



LOCATION MARKETABILITY



- Median Income
- Household Density
- Education Levels



Criteria

Qualification	Median Income	Density	Education %
Most Favorable Conditions	\$100,000	5,000	60%
Favorable, Lower Density	\$100,000	2,000	60%
Average Conditions	\$75,000	2,000	40%
Average, Lower Density	\$75,000	1,500	30%
Average, Lowest Density	\$75,000	1,000	30%
Below Average Conditions	\$60,000	400	30%

SEVEN CASE STUDIES SHOW REUSE AND REDEVELOPMENT POSSIBILITIES

Case Studies

- Iverson Mall
- Dodge Plaza
- Riggs Plaza Shopping Center
- University Place
- University Plaza West
- Great Eastern Plaza
- Andrews Manor
- Upper Marlboro Main Street
- Potomac Village



KEY OPPORTUNITIES & STRATEGIC ACTION PLAN





Key Components

- 6 key Strategic Actions
- 26 Sub-actions
- Retail Redevelopment Tools
- Incentives
- Best Practices

Strategic Actions and Sub-actions

- Phasing Over 5-year Timeframe
- Key Lead Agency and Partners
- Cost and Impact Metrics

STRATEGIC ACTION PLAN OVERVIEW

STRATEGIC ACTIONS		IMMEDIATE	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5
1.1	Create and fill retail director position						
1.2	Build strategic retail partnerships						
1.3	Develop an interactive economic development toolbox						
2.1	Coordinate development policies, planning, and investments						
2.2	Focus on Areas with existing strong marketability						
2.3	Coordinate land use with retail goals in zoning process						
2.4	Review high density zoning and locations						
2.5	Leverage or request resources from regional agencies						
2.6	Evaluate and identify land uses that would Repurpose Retail						
3	Designate target areas for high-quality retail attraction						
3.1	Evaluate target area vicinity						
3.2	Fund needed transportation improvements						
3.3	Identify and fill gaps in organizations						
3.4	Provide full support for existing small area plans in target areas						
4	Create long lasting, high value places over the long term						
4.1	Pursue high-end tenants.						
4.2	Streamline the entitlement process for high priority retail sites						
4.3	Develop and implement creative strategies						
4.4	Capitalize on emerging growth areas						
4.5	Address disparity between household density, incomes						
5	Repurpose or redevelop weaker retail centers with other uses						
5.1	Assess low quality centers to identify for retail, repurposing						
5.2	Revitalize troubled centers						
5.3	Repurpose distressed or failing retail centers to non-retail						
5.4	Partner with property owners to facility redevelopment						
6	Strengthen targeted trade areas with other uses						
6.1	Identify and support needs in markets						
6.2	Monitor neighborhoods surrounding stable centers						
6.3	Stimulate local business development to building tenant base						
6.4	Build on the County's healthy and stable centers and corridors						

Legend

Lead Agency

Economic Development Corporation (EDC)
[Includes Office of the County Executive]

Retail Implementation Director (Retail Director)

Prince George's County Council (CC)

M-NCPPC Prince George's County Planning
Department (Planning)

Redevelopment Authority (RA)

Department of Public Works and Transportation
(DPW&T)

Co-Leads or Partners

Prince George's County Office of the County
Executive (CEX)

Department of Permitting, Inspections and
Enforcement (DPIE)

Municipalities

Prince George's County MD Conference &
Visitors Bureau (PGCVB)

Prince George's County Department of
Housing and Community Development (DHCD)

KEY OPPORTUNITIES





Prince George's County has Unmet Demand for Higher Quality Retail and a Strong Middle Class Underserved by Existing Retail.

- **Prioritize Investments** to optimize high-end retail attraction.

Overall Surplus Of Retail Space With Low Marketability that is unlikely to attract tenants that residents desire.

- **Repurpose or Redevelop Weaker Retail Centers** with other uses that could better serve the local market.

Surplus of Space Perpetuates Market Conditions that Allow Tenants To Overreach in type of centers they occupy.

- **Increase Spending Power** surrounding healthy and stable retail centers.



Focus Retail Growth to Meet Underserved Consumer Demand while slowing the pattern of marginalization at older centers.

- **Target Three to Four Areas for Retail Development** based on unique county attributes.

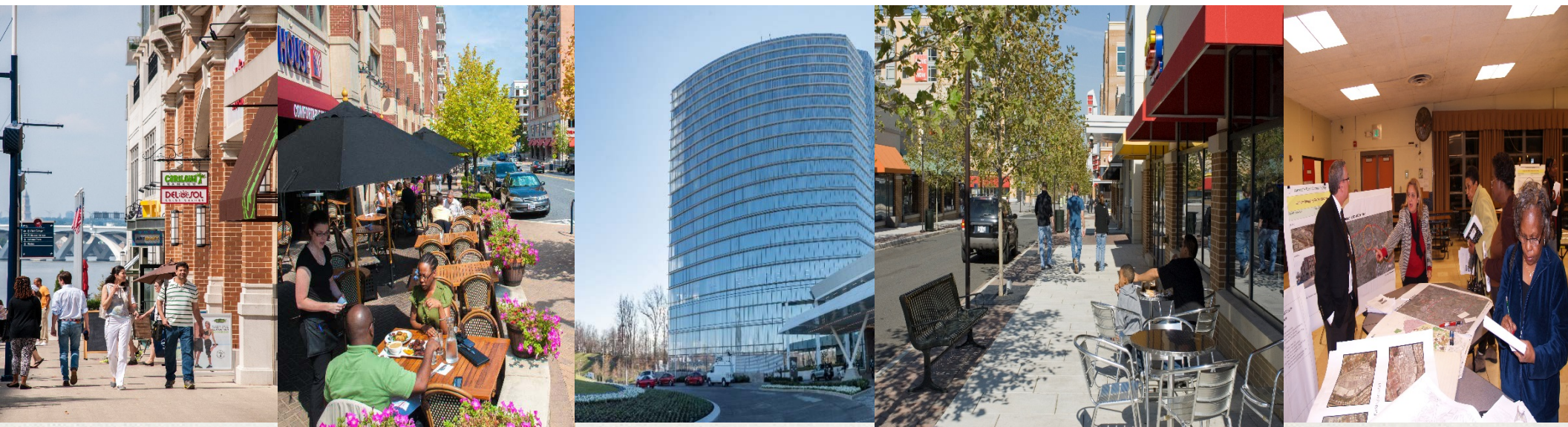
Misalignment of Demographics, Density, and Priority Areas produces challenges in attracting higher quality retailers..

- **Align Retail Development Planning, Policy, and Investments with Marketability.**

No One is “in charge” of Retail Success and Coordination within County.

- **Empower Retail Business Development Champion** to expand knowledge and centralize available resources.

Strategic Actions



1: EMPOWER RETAIL BUSINESS DEVELOPMENT CHAMPION

Align County goals and objectives with retail marketability and create an extensive centralized knowledge of existing property dynamics that the County can leverage in its investments and decision making.

Action	COST	IMPACT
Immediate		
1.1 Create and fill retail director position	Medium	High
Year 1 (and Ongoing)		
1.2 Build strategic retail partnerships with key owners, managers, developers, tenants, and brokers	Low	High
Year 2		
1.3 Develop an interactive economic development toolbox web tool	Low	Low

2: ALIGN RETAIL DEVELOPMENT PLANNING, POLICY AND INVESTMENTS

Action	COST	IMPACT
Year 1 (and Ongoing)		
2.1 Coordinate development policies, planning, and investments to enhance marketability for TOD and mixed-use	Low	Medium
2.2 Focus on areas with existing strong marketability	Low	Medium
2.4 Review high-density zoning and locations	Low	Medium
Year 2 (and Ongoing)		
2.3 Coordinate land use with retail goals in zoning process	Low	Medium
Year 3 (and Ongoing)		
2.5 Leverage or request resources from regional agencies	Low	Medium
2.6 Evaluate and identify land uses that would repurpose retail for non-retail uses	Low	Medium

3: DESIGNATE TARGET AREAS FOR HIGH-QUALITY RETAIL ATTRACTION

Serve County's changing consumer make-up and unmet demand for new, higher-quality retail

Action	COST	IMPACT
Year 1		
3.1 Evaluate target area vicinity to ensure that general plan supports high-density housing and transportation	Low	High
Year 2		
3.2 Fund needed transportation improvements to achieve a complete network	Low	High
3.3 Identify and fill gaps in organizations needed to create authentic places	Low	Medium
3.4 Provide full support for existing small area plans in target areas	Low	Medium

4: CREATE LONG LASTING, HIGH VALUE PLACES OVER THE LONG TERM

Action	COST	IMPACT
Year 1 (and Ongoing)		
4.1 Pursue high-end tenants, facilitate new development, create cohesive retail districts	Low	Medium
4.5 Address disparity between household density and high household incomes	Medium	High
Year 2 (and Ongoing)		
4.2 Streamline the entitlement process for high-priority retail sites	Low	Medium
4.3 Develop and implement creative strategies to attract higher-quality retail	Low	Medium
Year 3 (and Ongoing)		
4.4 Capitalize on emerging growth areas to encourage main street revitalization	Low	Medium

5: REPURPOSE OR REDEVELOP WEAKER RETAIL CENTERS

Redevelop, repurpose, and strengthen the surrounding markets for existing retail properties

Action	COST	IMPACT
Year 1 (and Ongoing)		
5.1 Assess low-quality centers to identify for retail, repurposing, redevelopment	Low	Medium
Year 2 (and Ongoing)		
5.2 Revitalize troubled centers that can be improved and remain retail	Medium	Low
5.3 Repurpose distressed or failing retail centers to non-retail or mixed-use	Low	Medium
5.4 Partner with property owners to facilitate redevelopment	Low	Medium

6: CREATE LONG LASTING, HIGH VALUE PLACES

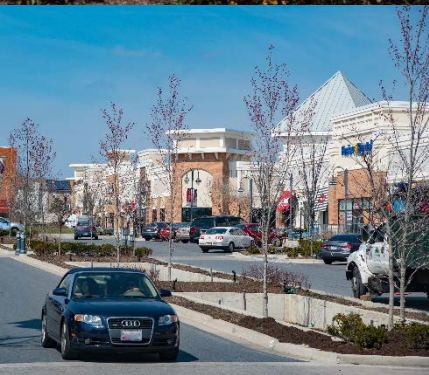
Action	COST	IMPACT
Year 1 (and Ongoing)		
6.1 Identify and support needs in markets surrounding healthy centers	Low	Medium
6.2 Monitor neighborhoods surrounding stable centers	Low	Low
6.4 Build on the County's healthy and stable centers and corridors	Low	High
Year 2 (and Ongoing)		
6.3 Stimulate local business development to building tenant base	Low	Medium



- Public Incentives
- Foundations
- Crowdfunding
- Co-ops
- Incentives for High-Priority Businesses
- Incentives for Rehabilitation of Older & Historic Buildings
- Disincentives for Vacant Property

MARKETING STRATEGY HIGHLIGHTS



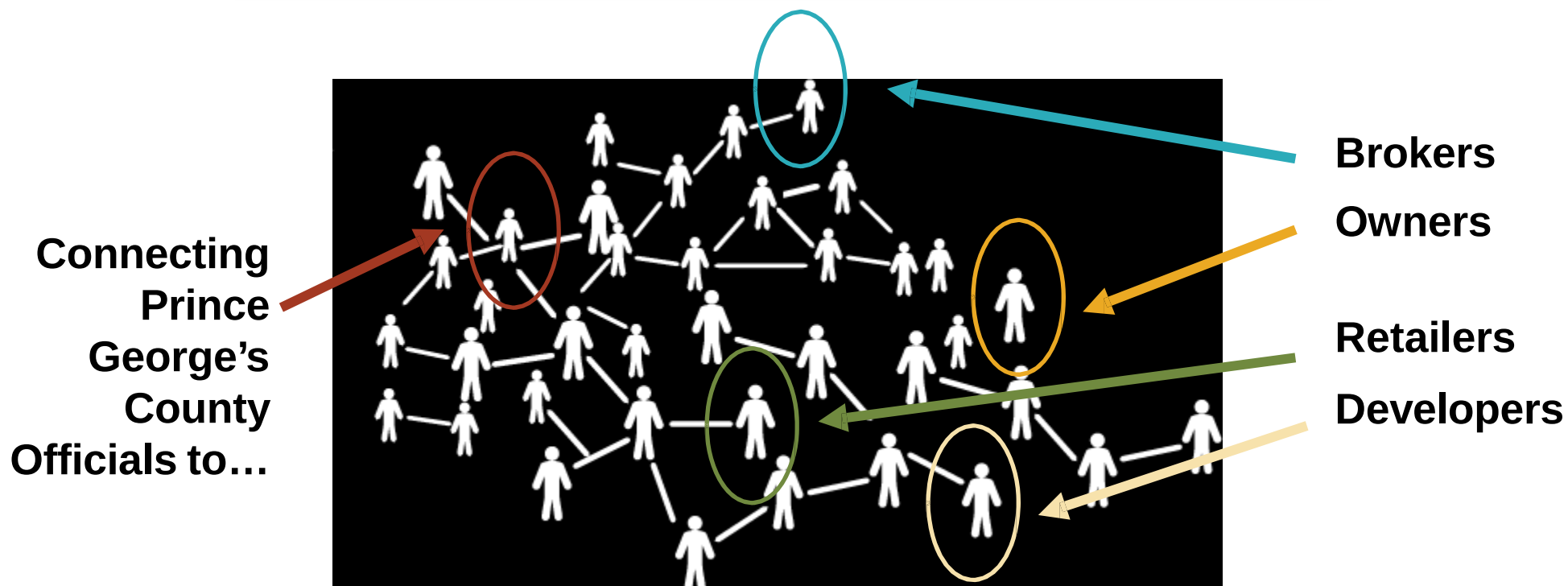


Purpose
***Fully Realize the Benefits of the
Retail Market Strategic Action Plan***

- Leverage Existing County Marketing Efforts
- Promote All the Benefits and Opportunities of Doing Business in Prince George's County
- Tell a Clear, Data-driven Story about the County's Growth and the Success of Major Retailers that have Opened Here
- Target Highly Desirable Retailers in "Attainable Luxury" Category

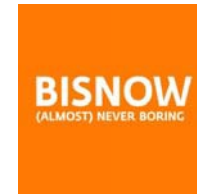
1. EXPAND OUTREACH & MESSAGE TO KEY STAKEHOLDERS

- **Understand Target Audiences**
(Owners, Brokers, Developers, Retailers)
- **Identify Positioning and Competitive Landscape**
- **Articulate County Support and Opportunities**



2. DEVELOP MARKETING AND PROMOTIONAL MATERIALS AND STRATEGIC PARTNERSHIPS

- **Produce Marketing Collateral**
- **Establish Distribution Plan to Amplify Message**
 - ✓ *Personalized Contact*
 - ✓ *Mass Communication*
 - ✓ *In-person Industry Events and Networking*
- **Engage In Promotions and Advertising**
- **Explore Joint Ventures and Partnerships**



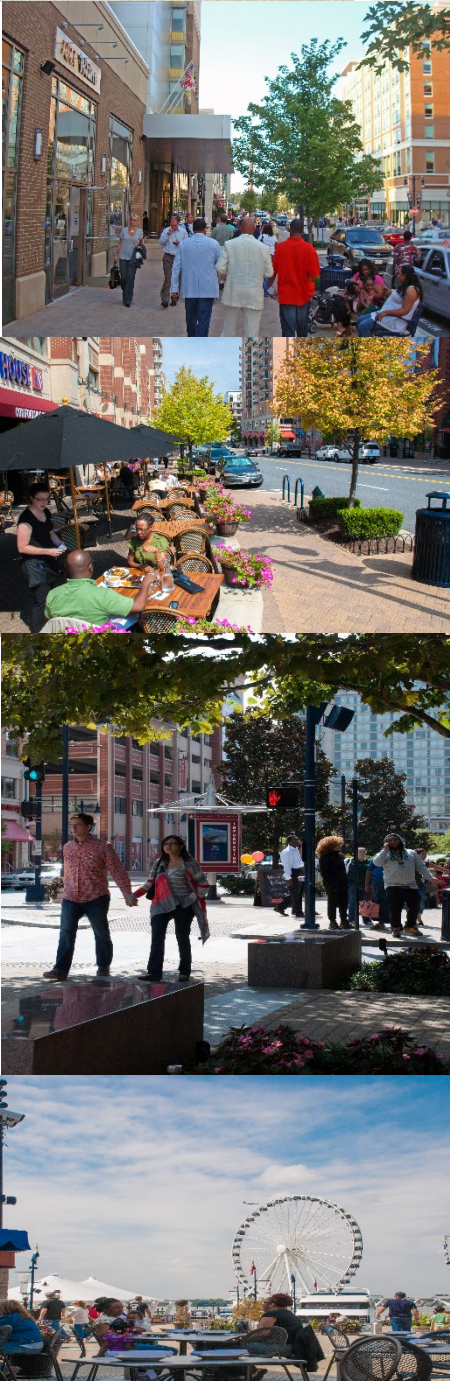
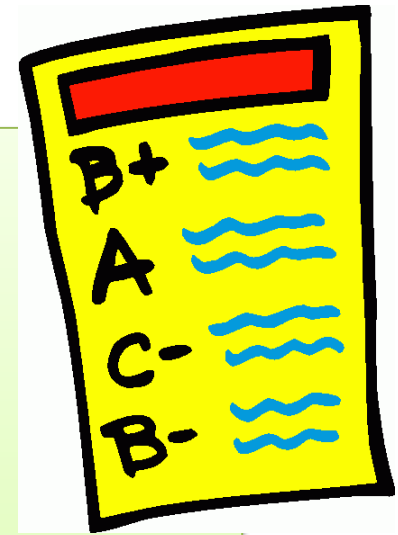
3. EVALUATE MARKETING SUCCESS

➤ Establish Marketing Goals

- Event Attendance
- Phone Calls
- Email Newsletters
- Social Media, etc.

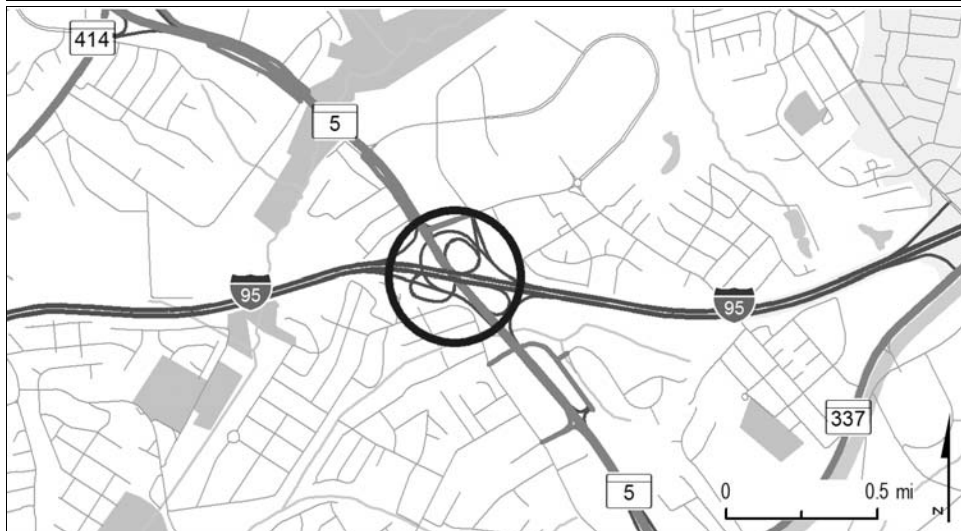
➤ Review Marketing Results Annually

- Update Marketing Plan as Necessary





PRINCE GEORGE'S COUNTY



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

DESCRIPTION: Phase 2 Access improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including improvements to the Access Road, pedestrian bridge, and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to enhance access to the Metro station and address congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Project Outside PFA ☐ PFA Status Yet To Be Determined

☐ Grandfathered ☐ Exception Will Be Required ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

☐ Safety & Security ☐ Environmental Stewardship
☐ System Preservation ☒ Community Vitality
☒ Quality of Service ☒ Economic Prosperity

EXPLANATION: This project will enhance vehicular and pedestrian connectivity between the Metro station and MD 5. The improved connectivity will help support planned growth in the vicinity of the station, a designated transit-oriented development (TOD) site.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST (\$000)	THRU 2017	YEAR 2018	YEAR 2019	2020.....	2021.....	2022.....	2023.....		
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	4,534	4,534	0	0	0	0	0	0	0	0
Right-of-way	1,603	1,505	98	0	0	0	0	0	98	0
Construction	41,662	41,033	444	185	0	0	0	0	629	0
Total	48,576	47,849	542	185	0	0	0	0	727	0
Federal-Aid	38,145	38,049	96	0	0	0	0	0	96	0

CLASSIFICATION:

STATE - Principal Arterial

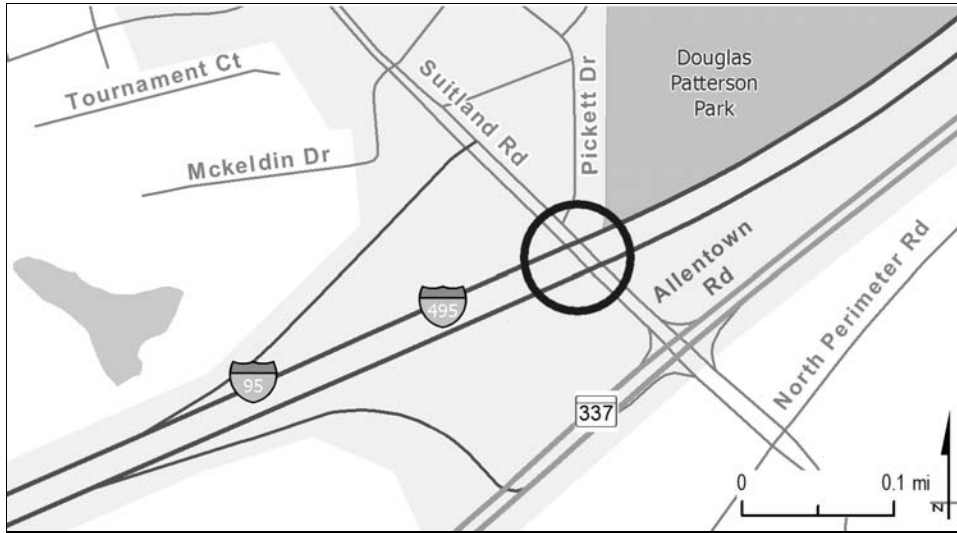
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 135,000 (MD 5)
187,475 (I-95/495)

PROJECTED (2035) - 143,000 (MD 5)
209,750 (I-95/495)

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Replace Bridges 1616205 and 1616206 over Suitland Road.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are structurally deficient and functionally obsolete.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

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

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,874	1,874	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,897	5,185	9,324	9,324	10,064	0	0	0	28,712	0
Total	35,771	7,059	9,324	9,324	10,064	0	0	0	28,712	0
Federal-Aid	1,446	1,446	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

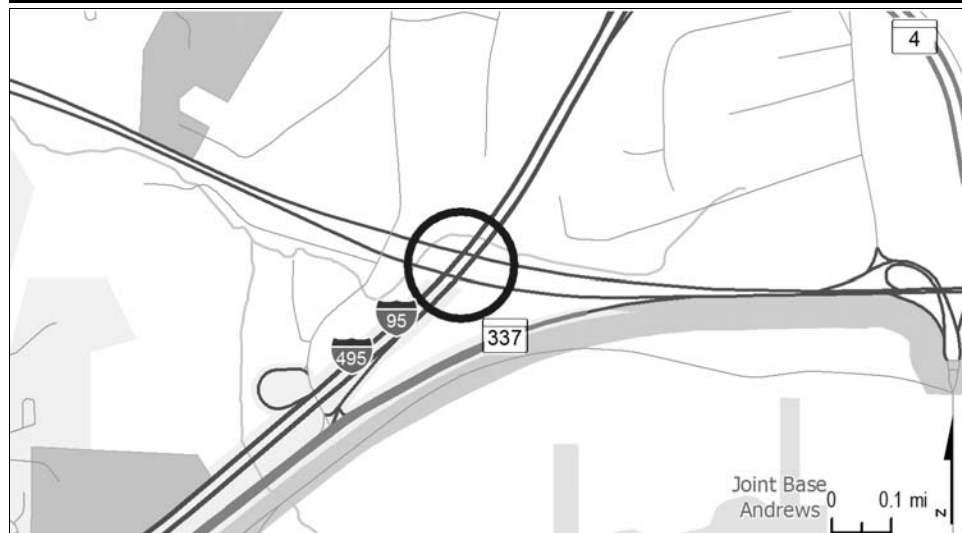
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 176,325

PROJECTED (2035) - 207,650

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Replace Bridges 1616005 and 1616006 over Suitland Parkway.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures are structurally deficient and functionally obsolete.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

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

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The existing bridges are nearing the end of their useful life and are in need of replacement.**STATUS:** Engineering underway. Construction to begin during budget fiscal year. Construction delay due to necessary design work.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	1,176	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,000	0	0	8,000	8,000	8,000	6,000	0	30,000	0
Total	31,176	1,176	0	8,000	8,000	8,000	6,000	0	30,000	0
Federal-Aid	23,400	0	0	6,240	6,240	6,240	4,680	0	23,400	0

CLASSIFICATION:

STATE - Principal Arterial

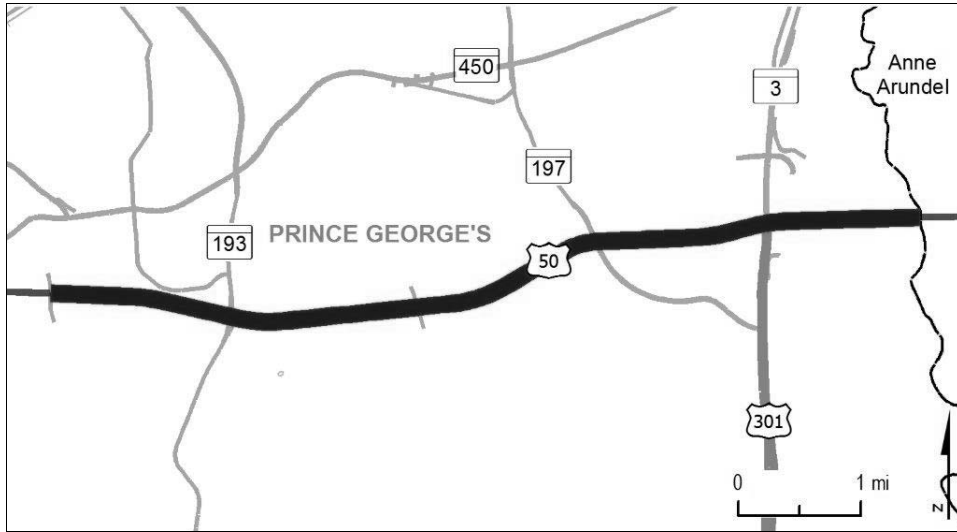
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 201,575

PROJECTED (2035) - 226,350



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct safety and resurfacing improvements on US 50 from east of Lottsford Vista Road to Anne Arundel County Line (Westbound) (7.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project enhances the longevity of the roadway surfaces.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 3, US 50 to MD 32 (Line 18)
 US 301, South Corridor Transportation Study (Line 24)
 US 301, North of Mount Oak Road to US 50 (Line 25)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The resurfacing will extend the useful lifespan of the roadway, while enhancing the quality of travel along the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	309	309	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,092	3,591	7,501	0	0	0	0	0	7,501	0
Total	11,401	3,900	7,501	0	0	0	0	0	7,501	0
Federal-Aid	310	310	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

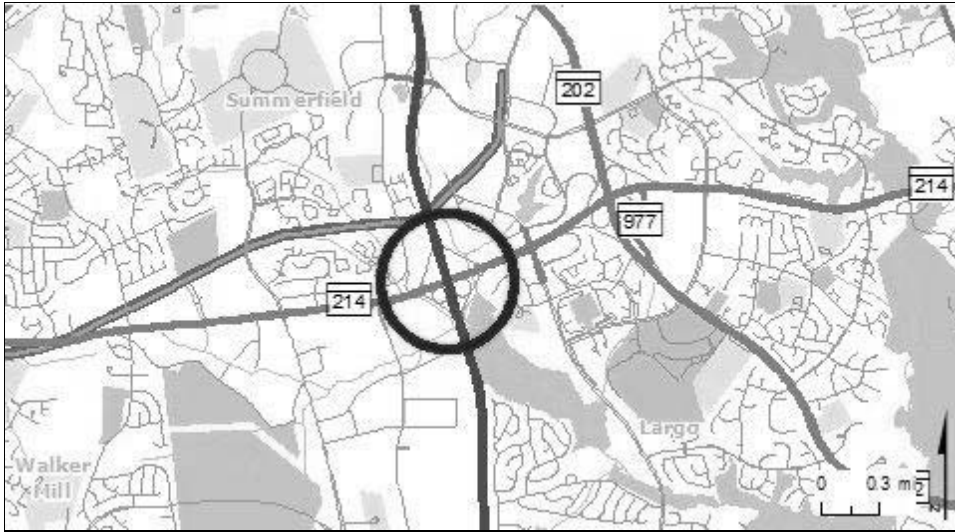
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 108,450 - 127,600

PROJECTED (2035) - 133,850 - 157,450

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replace Bridge 1615305, 1615306 over MD 214.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure is structurally deficient and functionally obsolete.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

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

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	699	477	0	0	0	0	0	477	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,686	196	490	8,773	17,671	8,556	0	0	35,490	0
Total	36,862	895	967	8,773	17,671	8,556	0	0	35,967	0
Federal-Aid	27,835	153	382	6,843	13,783	6,674	0	0	27,682	0

CLASSIFICATION:

STATE - Principal Arterial

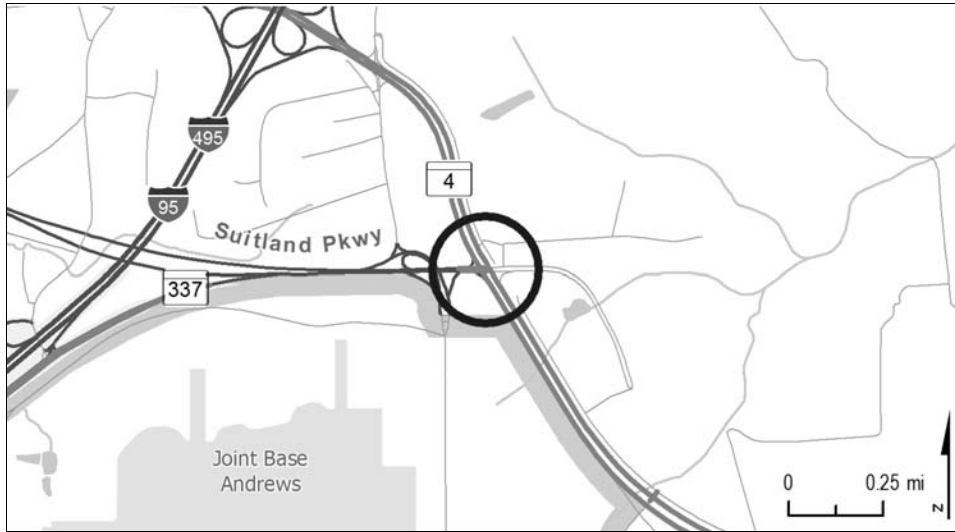
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 222,125

PROJECTED (2035) - 268,350



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: 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 increasing traffic volumes associated with future growth.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 4, MD 223 to I-95/I-495 (Line 19)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| ☐ Safety & Security | ☒ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☒ Quality of Service | ☒ Economic Prosperity |

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at the existing at-grade intersection.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$2.3 million is due to design modifications.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	12,405	12,405	0	0	0	0	0	0	0	0
Right-of-way	25,656	13,245	4,588	4,474	3,349	0	0	0	12,411	0
Construction	92,949	9,041	17,424	24,134	24,180	18,170	0	0	83,908	0
Total	131,010	34,691	22,012	28,608	27,529	18,170	0	0	96,319	0
Federal-Aid	100,119	21,406	16,585	22,680	22,523	16,925	0	0	78,713	0

CLASSIFICATION:

STATE - Intermediate Arterial

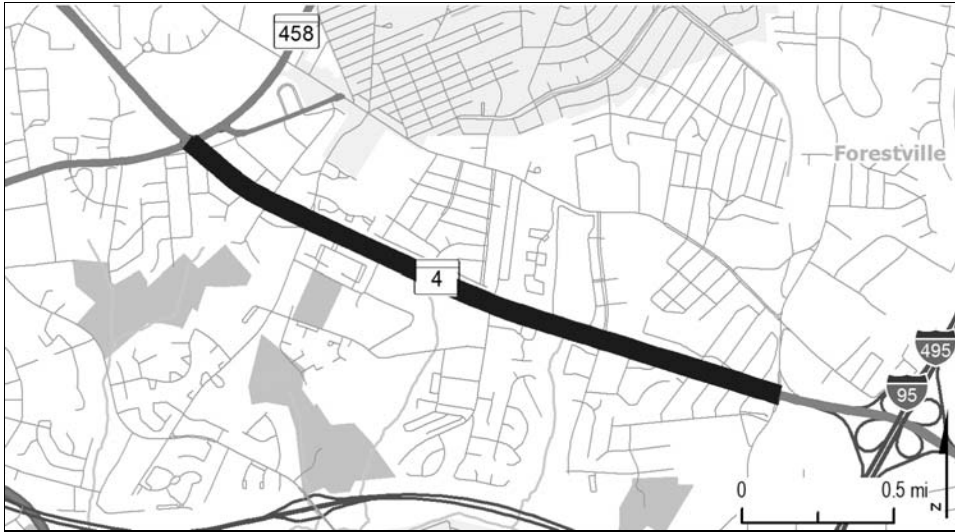
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 72,725

PROJECTED (2035) - 99,350



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct raised curb along the outside edge of roadway, sidewalk along southbound MD 4, a 10 foot multi-use trail along northbound MD 4, on-road bicycle accommodations and other traffic calming measures from Forestville Road to MD 458 (Silver Hill Road) (2.1 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhanced pedestrian and bicycle safety on a roadway segment that has experienced a higher than average pedestrian related crash rate.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| ☒ Safety & Security | ☒ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The raised curb, sidewalk, and multi-use trail, on-road bicycle accommodations and other traffic calming measures will enhance pedestrian and bicycle safety and connectivity throughout the corridor.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST									
	(\$000)									
Planning	0	0	0	0	2020.....	2021.....	2022.....	2023.....	0	0
Engineering	1,831	1,831	0	0	0	0	0	0	0	0
Right-of-way	316	316	0	0	0	0	0	0	0	0
Construction	24,476	24,476	0	0	0	0	0	0	0	0
Total	26,623	26,623	0	0	0	0	0	0	0	0
Federal-Aid	1,747	1,747	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

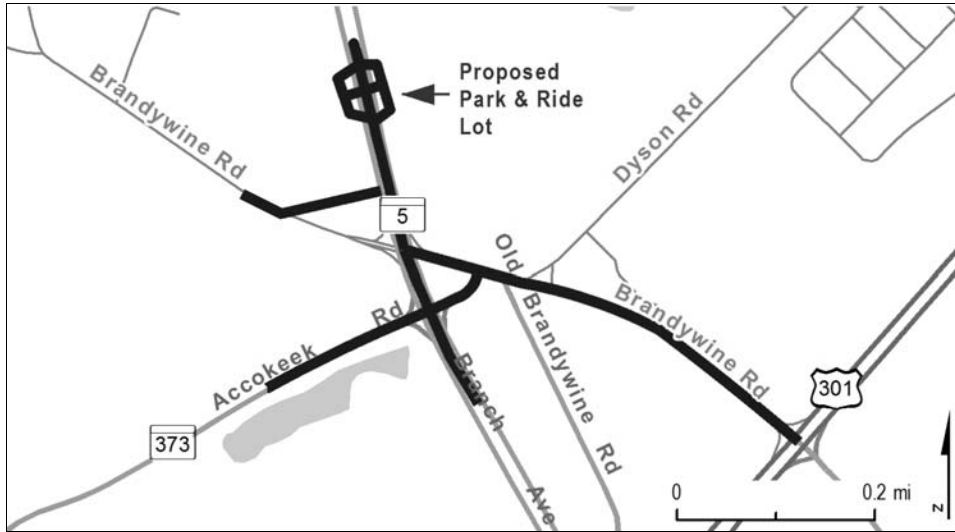
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 44,000

PROJECTED (2035) - 59,100

**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian accommodations will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☒ Grandfathered
☒ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)
 US 301, South Corridor Transportation Study (Line 24)
 US 301, Study to upgrade Intersections at MD 5 and MD 228/MD 5 BU (Line 26)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|--|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☐ System Preservation | ☒ Community Vitality |
| ☒ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.**STATUS:** Construction underway. Washington Suburban Sanitary Commission is contributing \$8.6 million towards Construction.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2020.....	2021.....	2022.....	2023.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	6,866	6,866	0	0	0	0	0	0	0	0	
Right-of-way	5,849	4,145	609	686	409	0	0	0	1,704	0	
Construction	42,726	9,409	11,697	12,356	9,264	0	0	0	33,317	0	
Total	55,441	20,420	12,306	13,042	9,673	0	0	0	35,021	0	
Federal-Aid	31,886	11,118	7,269	7,746	5,753	0	0	0	20,768	0	

CLASSIFICATION:

STATE - Principal Arterial

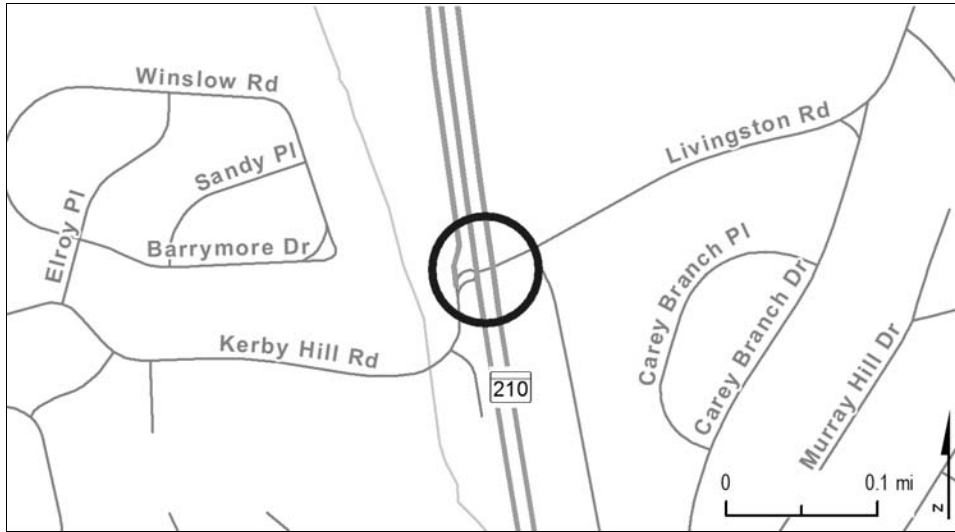
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 65,000

PROJECTED (2035) - 97,700

**PROJECT:** MD 210, Indian Head Highway**DESCRIPTION:** Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:
MD 210, MD 228 to 95/I-495 (Line 22)**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☒ Quality of Service | ☒ Economic Prosperity |

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,331	5,269	430	632	0	0	0	0	1,062	0
Right-of-way	12,507	6,940	1,748	2,116	1,703	0	0	0	5,567	0
Construction	97,296	32,130	27,434	34,282	3,450	0	0	0	65,166	0
Total	116,134	44,339	29,612	37,030	5,153	0	0	0	71,795	0
Federal-Aid	95,833	30,417	27,288	33,740	4,388	0	0	0	65,416	0

CLASSIFICATION:

STATE - Intermediate Arterial

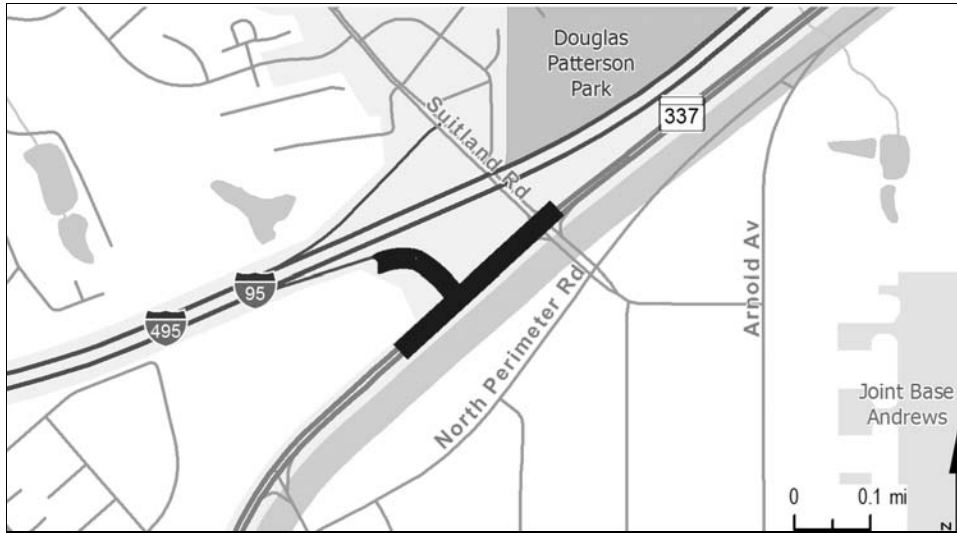
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 82,700

PROJECTED (2035) - 102,850

**PROJECT:** MD 337, Allentown Road**DESCRIPTION:** Construct intersection improvements at MD 337 (Allentown Road) at Suitland Road and I-95/I-495 NB off Ramp. Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)**PURPOSE & NEED SUMMARY STATEMENT:** Improving access to the Joint Base Andrews is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations at the intersection.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|---|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☐ Quality of Service | ☒ Economic Prosperity |

EXPLANATION: Improvements to this intersection in the vicinity of the Joint Base Andrews is supportive of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL	ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						2020.....	2021.....	2022.....	2023.....		
Planning		0	0	0	0	0	0	0	0	0	0
Engineering		0	0	0	0	0	0	0	0	0	0
Right-of-way		544	335	209	0	0	0	0	0	209	0
Construction		5,574	5,574	0	0	0	0	0	0	0	0
Total		6,118	5,909	209	0	0	0	0	0	209	0
Federal-Aid		4,876	4,708	168	0	0	0	0	0	168	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2017) -** 32,300**PROJECTED (2035) -** 38,000

**PROJECT:** MD 381, Brandywine Road**DESCRIPTION:** Replace Bridge 1630500 over Timothy Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The project increases the width of the bridge to provide a safer travel area and improves water flow at the roadway crossing.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The project replaces a functionally obsolete bridge with a wider bridge that accommodates bicycles. The project also replaces temporary pipes under the bridge that were damaged by storms. The new pipes will adequately handle high water volumes from severe storms.**STATUS:** Construction delayed until FY 18.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** The cost increase of \$1.0 million is due to additional utility costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	769	407	0	0	0	0	0	407	0
Right-of-way	95	59	9	9	9	9	0	0	36	0
Construction	3,049	4	1,038	2,007	0	0	0	0	3,045	0
Total	4,320	832	1,454	2,016	9	9	0	0	3,488	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

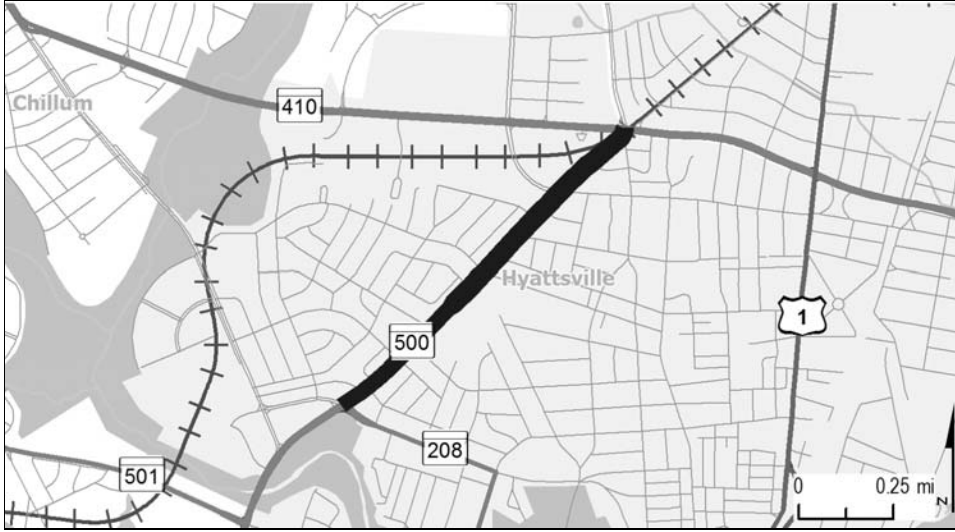
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 9,300

PROJECTED (2035) - 16,900



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road) (0.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances pedestrian safety along the roadway.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

☒ Safety & Security ☒ Environmental Stewardship
☒ System Preservation ☒ Community Vitality
☐ Quality of Service ☐ Economic Prosperity

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,037	2,037	0	0	0	0	0	0	0	0
Right-of-way	258	258	0	0	0	0	0	0	0	0
Construction	9,162	7,918	1,148	96	0	0	0	0	1,244	0
Total	11,457	10,213	1,148	96	0	0	0	0	1,244	0
Federal-Aid	1,937	1,937	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

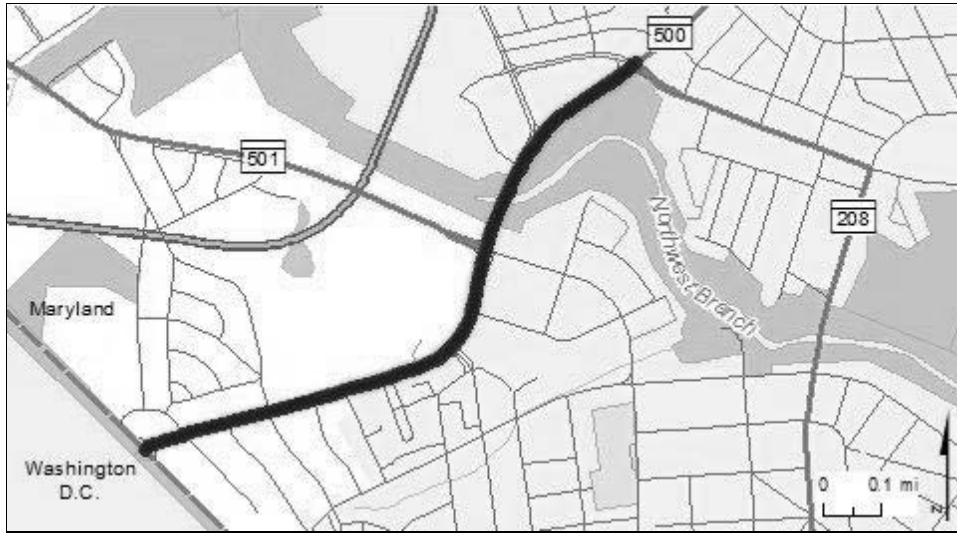
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 23,800

PROJECTED (2035) - 32,800

**PROJECT:** MD 500, Queens Chapel Road**DESCRIPTION:** Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to the D.C. Line (1.2 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project provides traffic calming and enhances pedestrians safety along the roadway.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:
MD 500, MD 410 to MD 208 (Line 12)**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Safety & Security ☐ Environmental Stewardship
☒ System Preservation ☐ Community Vitality
☐ Quality of Service ☐ Economic Prosperity
EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements will enhance traffic calming and pedestrian safety along the roadway. The project also reduces impervious surface area and adds landscaping that will increase stormwater management capacity.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

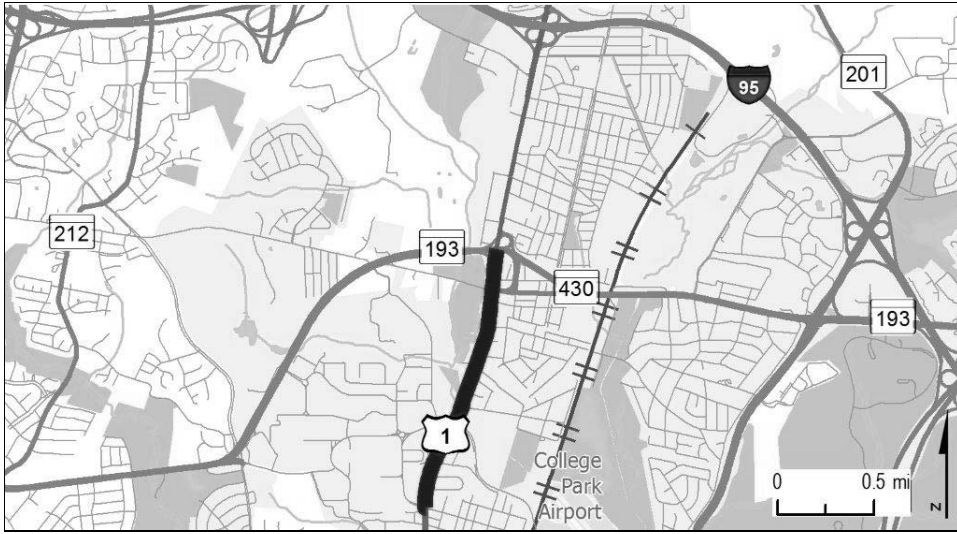
PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,897	2,897	0	0	0	0	0	0	0	0
Right-of-way	1,666	83	487	487	487	122	0	0	1,583	0
Construction	19,177	222	2,549	8,395	5,986	2,025	0	0	18,955	0
Total	23,740	3,202	3,036	8,882	6,473	2,147	0	0	20,538	0
Federal-Aid	14,957	173	1,988	6,548	4,669	1,579	0	0	14,784	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2017) -** 21,975**PROJECTED (2035) -** 26,550



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Bicycle and pedestrian facilities will be included where appropriate (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 1, MD 193 to I-95, Segments 2 and 3 (Line 33)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☐ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: This project will improve traffic operations while enhancing bicycle and pedestrian mobility and safety.

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

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost decrease of \$4.9 million is due to reduced Right-of-Way needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2017			2019	2020	2021	2022		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,564	5,328	2,774	462	0	0	0	0	3,236	0
Right-of-way	6,351	1,247	3,500	1,604	0	0	0	0	5,104	0
Construction	30,035	0	0	3,345	8,115	9,156	9,419	0	30,035	0
Total	44,950	6,575	6,274	5,411	8,115	9,156	9,419	0	38,375	0
Federal-Aid	31,827	5,163	2,774	3,071	6,330	7,142	7,347	0	26,664	0

CLASSIFICATION:

STATE - Intermediate Arterial

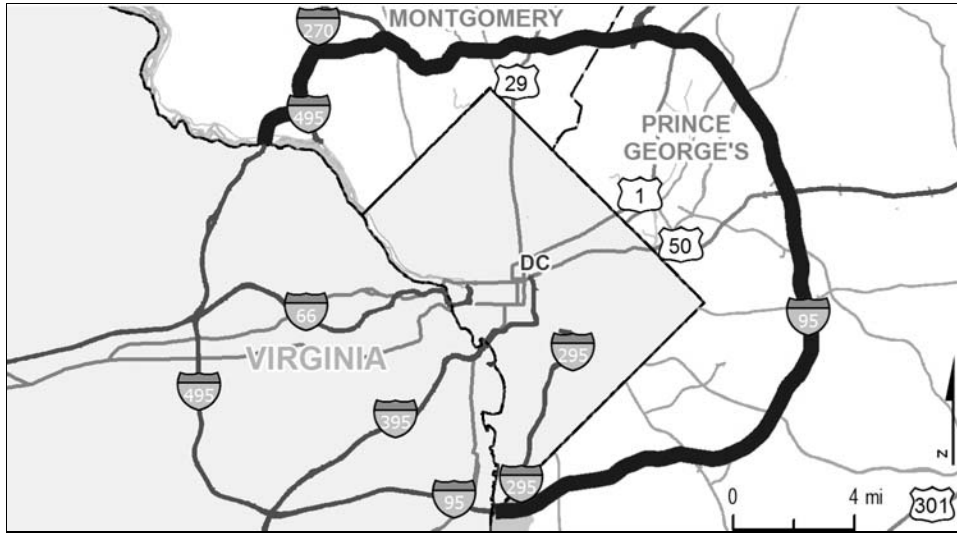
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 48,875

PROJECTED (2035) - 66,825



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

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Montgomery and Prince George's counties and the concurrent increase in traffic causes the Capital Beltway to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Project Outside PFA ☐ PFA Status Yet To Be Determined

☐ Grandfathered ☐ Exception Will Be Required ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 1)
 I-95/I-495, Bridge Replacement over Suitland Road (Line 2)
 I-95/I-495, Bridge Replacement over Suitland Parkway (Line 3)
 MD 4, Interchange at Suitland Parkway (Line 6)
 I-95/I-495, Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 16)
 Purple Line Study (MTA Program Line 31)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2020.....	2021.....	2022.....	2023.....		
Planning	11,044	11,044	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 103,400 - 245,000

PROJECTED (2035) - 110,000 - 260,000



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Cost decrease of \$158.6 million is due to the transference of funds to the Howard Street Tunnel project. Reallocated due to the GSA decision to cancel the FBI headquarters project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2020.....	2021.....	2022.....	2023.....		
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	10,963	9,569	1,394	0	0	0	0	0	1,394	0
Right-of-way	138	138	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,662	11,268	1,394	0	0	0	0	0	1,394	0
Federal-Aid	12,386	10,992	1,394	0	0	0	0	0	1,394	0

CLASSIFICATION:

STATE - Principal Arterial

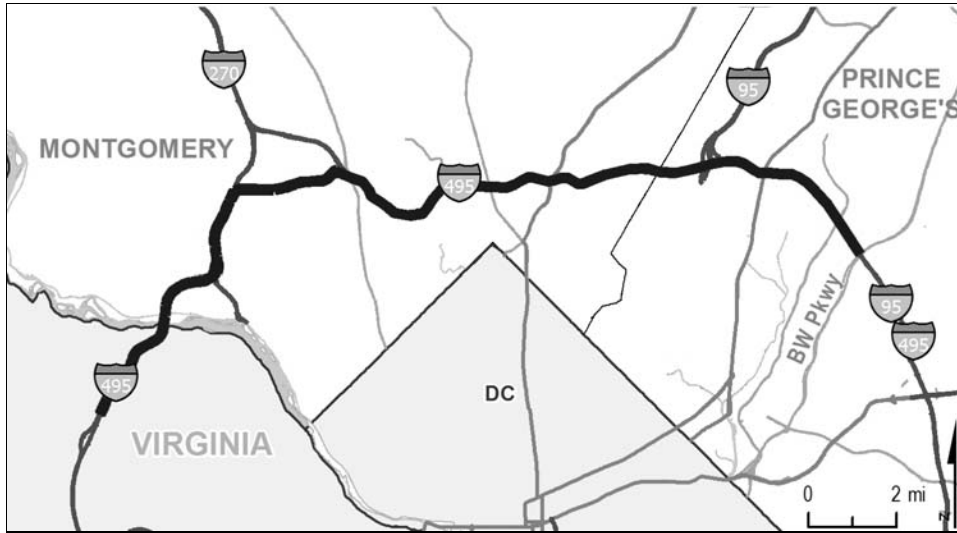
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 220,000

PROJECTED (2035) - 242,100



PROJECT: I-495, Capital Beltway

DESCRIPTION: Planning study of I-495 improvements from the current terminus of high occupancy toll (HOT) lane facilities in Virginia to the Baltimore Washington Parkway, including the American Legion Bridge.

JUSTIFICATION: Increasing growth and the concurrent increase in traffic is causing I-495 to experience severe congestion.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-495, Inner Loop Resurfacing (Line 2)

I-95/I-495, Capital Beltway Study (Line 3)

I-95/I-495, Interchange Reconstruction at Greenbelt Metro Station (Prince George's County Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: Study limits extended east from I-270 to the Baltimore Washington Parkway.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	6,000	2,080	500	1,250	1,020	1,150	0	0	3,920	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,000	2,080	500	1,250	1,020	1,150	0	0	3,920	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

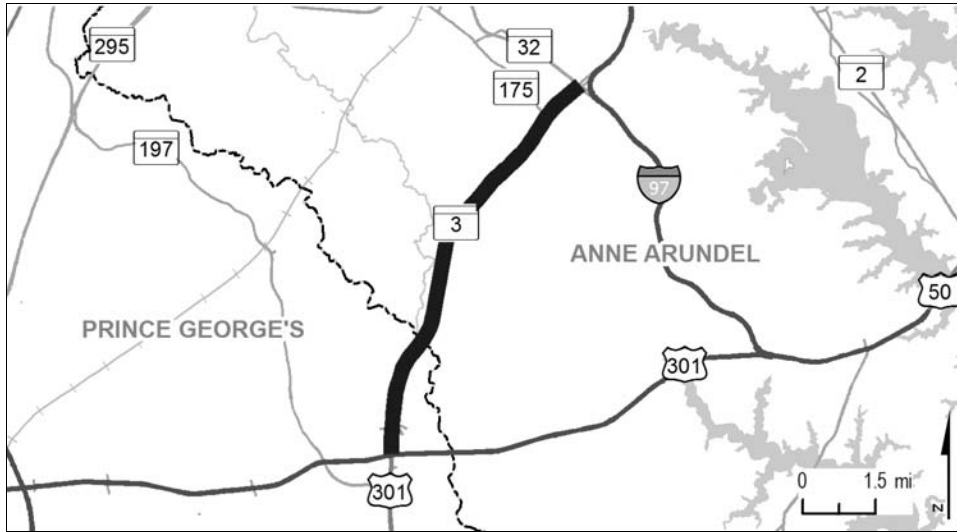
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 111,500 - 245,000

PROJECTED (2035) - 119,000 - 260,000



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.9 miles). Bicycle and pedestrian access will be provided where appropriate.

JUSTIFICATION: This project will improve safety and operations and relieve congestion in this heavily traveled corridor.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50, East of Lottsford Vista Road to Anne Arundel County Line - Westbound (Line 4)

US 301, South Corridor Transportation Study (Line 24)

US 301, North of Mount Oak Road to US 50 (Line 25)

MD 450, Stonybrook Drive to west of MD 3 (Line 32)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST									
	(\$000)									
Planning	3,872	3,872	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

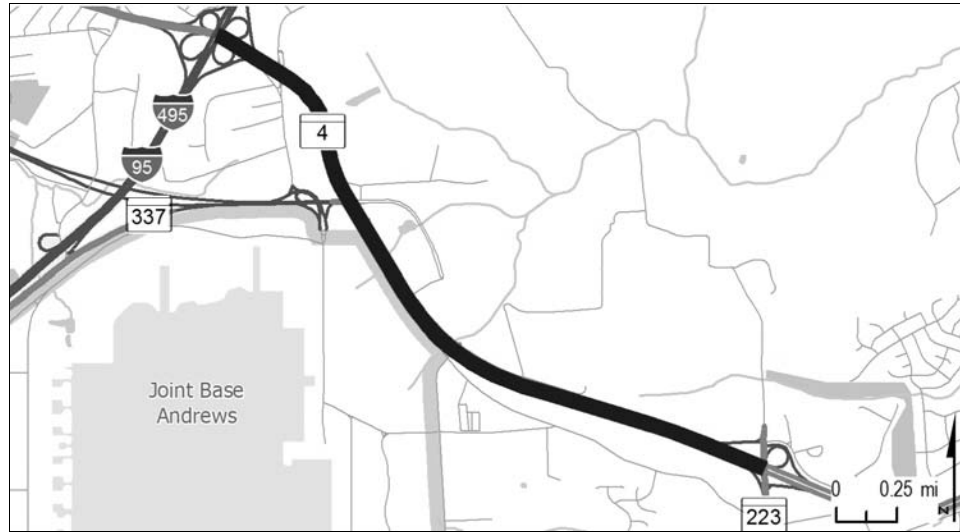
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 67,125 - 85,825

PROJECTED (2035) - 78,375 - 124,800



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 6)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 223, Steed Road to MD 4 (Line 31)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	COST	THRU	YEAR	YEAR					YEAR	TO
	(\$000)	2017	2018	2019	2020.....	2021.....	2022.....	2023.....	TOTAL	COMPLETE
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

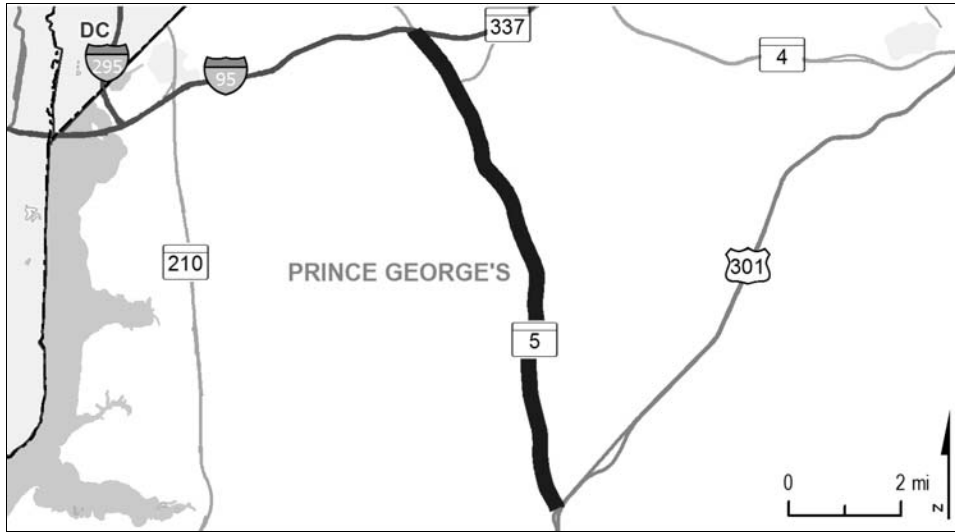
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 72,725

PROJECTED (2035) - 99,325

**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Study to upgrade existing MD 5 to a multilane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.5 miles). Bicycles and pedestrians will be accommodated where appropriate.**JUSTIFICATION:** Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☒ Project Outside PFA ☒ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Station Access - Phase 2 (Line 1)
 I-95/I-495 American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 5, Improvements at Linda Lane (Line 21)
 US 301, South Corridor Transportation Study (Line 24)
 US 301, Study to upgrade Intersections at MD 5 and MD 228/MD 5 BU (Line 26)
 MD 223, Steed Road to MD 5 (Line 31)

STATUS: Planning underway. Currently evaluating breakouts for needed short term safety improvements and capacity.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
PROJECT CASH FLOW

PHASE	TOTAL	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					SIX	BALANCE
	ESTIMATED				YEAR	2020	2021	2022	2023		
	COST	THRU	YEAR	YEAR	2019	2020	2021	2022	2023	YEAR	TO
	(\$000)	2017	2018	2019						TOTAL	COMPLETE
Planning	4,091	4,071	20	0	0	0	0	0	0	20	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,984	13,964	20	0	0	0	0	0	0	20	0
Federal-Aid	7,212	7,212	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 146,900

PROJECTED (2035) - 164,375

**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**JUSTIFICATION:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,100	515	750	742	793	300	0	0	2,585	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,100	515	750	742	793	300	0	0	2,585	0
Federal-Aid	3,081	496	750	742	793	300	0	0	2,585	0

CLASSIFICATION:

STATE - Principal Arterial

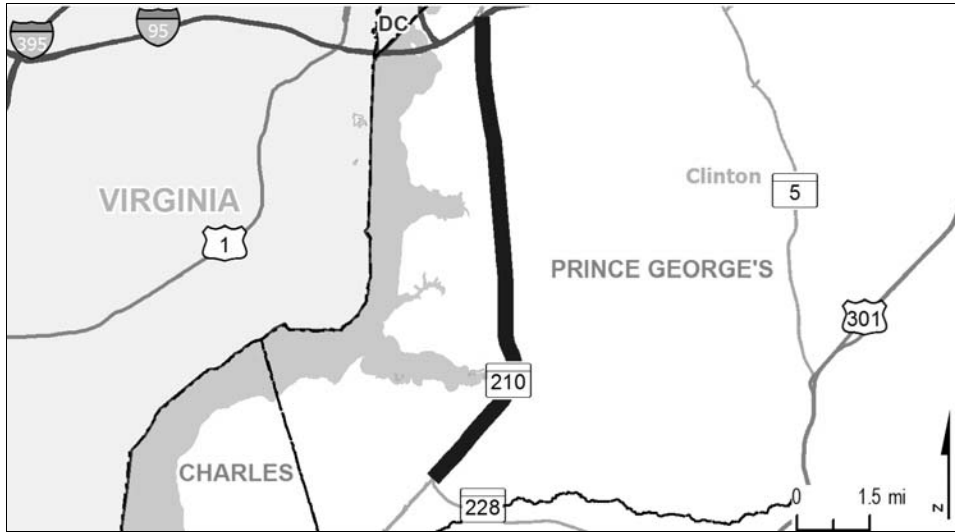
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 135,600

PROJECTED (2035) - 145,000



PROJECT: MD 210, Indian Head Highway

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

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 9)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

STATUS: Engineering to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: The cost increase of \$12.8 million is due to the funds becoming available from Greenbelt to advance projects in partnership with Prince George's County along the MD 210 Corridor.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2020.....	2021.....	2022.....	2023.....			
Planning	3,058	3,058	0	0	0	0	0	0	0	0	0
Engineering	12,766	1	0	2,553	2,553	2,553	2,553	2,553	12,765	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	16,806	4,041	0	2,553	2,553	2,553	2,553	2,553	12,765	0	0
Federal-Aid	12,766	1	0	2,553	2,553	2,553	2,553	2,553	12,765	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

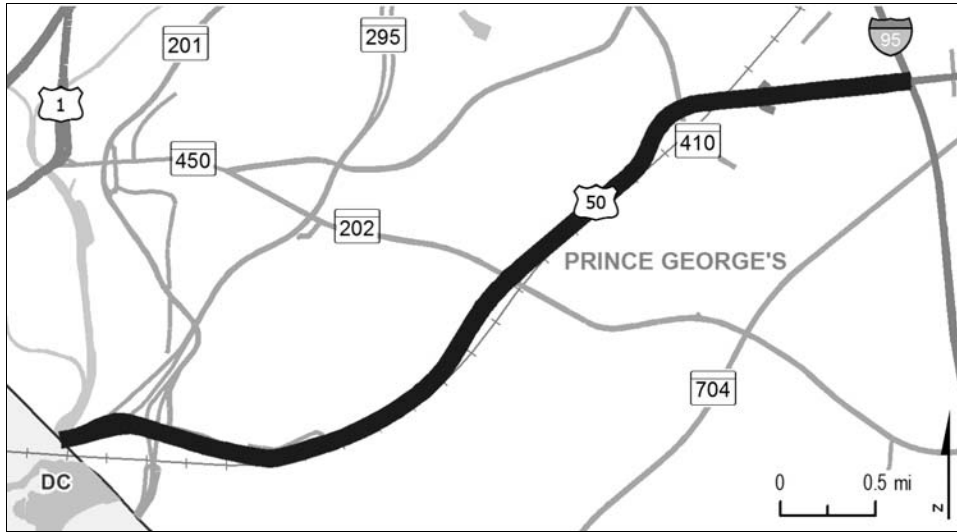
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 83,450

PROJECTED (2035) - 103,875



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 miles).

JUSTIFICATION: This section of US 50 was identified as highly congested in the 2013 Maryland State Highway Mobility Report.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson (Line 15)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2020....	2021....	2022....	2023....			
Planning	500	500	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	500	500	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

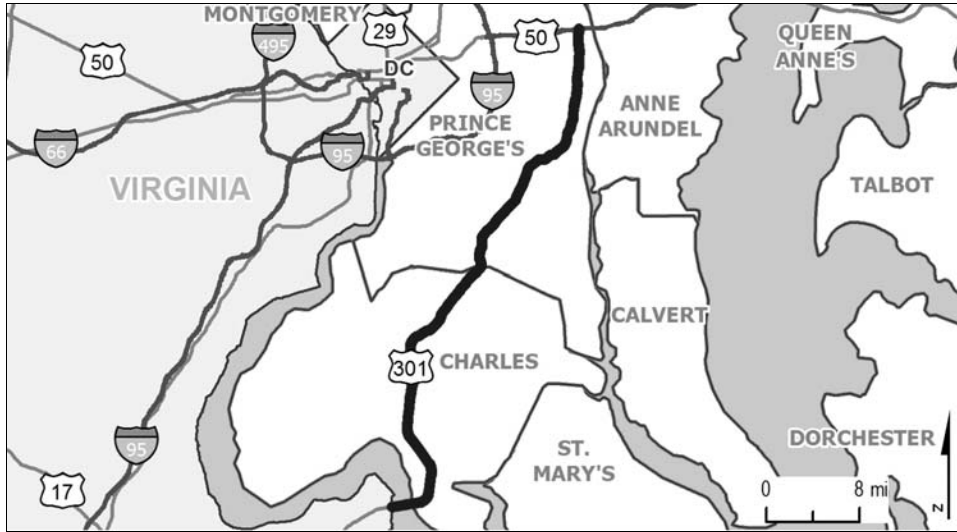
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 126,875

PROJECTED (2035) - 154,800



PROJECT: US 301, South Corridor Transportation Study

DESCRIPTION: The South Corridor Transportation Study is a multimodal study of US 301 corridor highway and transit improvements between the Potomac River/Virginia State Line and I-595/US 50 (50.3 miles).

JUSTIFICATION: This study will address transportation needs and consider related environmental and growth management issues.

SMART GROWTH STATUS: ☒ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50, East of Lottsford Vista Road to Anne Arundel County Line - Westbound (Line 4)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 8)
 MD 3, US 50 to MD 32 (Line 18)
 MD 5, US 301 at T.B. to North of I-95/I-495 (Line 20)
 US 301, North of Mount Oak Road to US 50 (Line 25)
 US 301, Intersections at MD 5 and MD 228/MD 5BU (Line 26)

STATUS: Planning on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)									
					2020.....	2021.....	2022.....	2023.....		
Planning	10,750	10,750	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	55,758	55,758	0	0	0	0	0	0	0	0
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 22,900 (Charles) -
87,800 (Prince George's)

PROJECTED (2035) - 27,300 (Charles) -
122,000 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301 from, north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuous growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 50, East of Lottsford Vista Rd. to Anne Arundel County Line - Westbound (Line 4)

MD 3, US 50 to MD 32 (Line 18)

US 301, South Corridor Transportation Study (Line 24)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST									
	(\$000)									
Planning	2,504	2,504	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

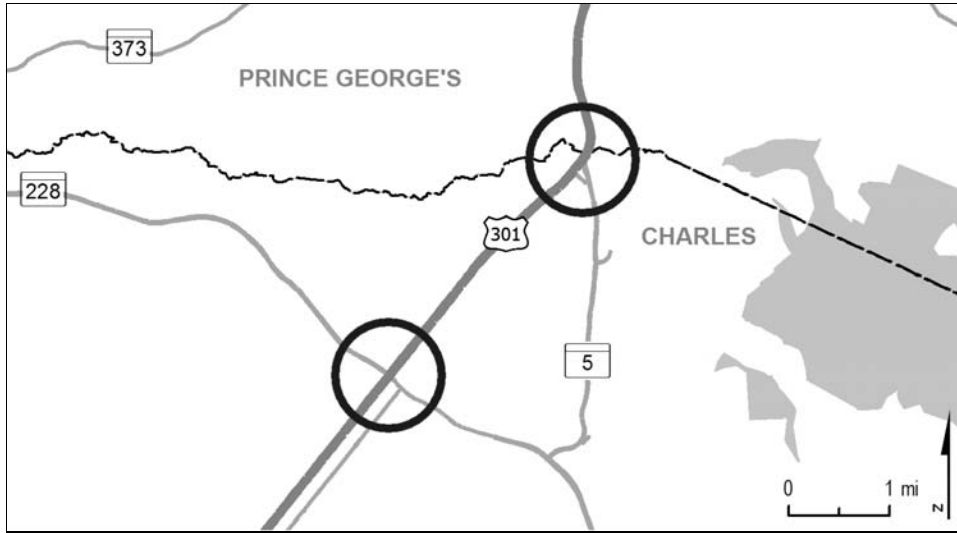
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 69,175 (US 301)
22,500 (MD 197)

PROJECTED (2035) - 122,000 (US 301)
33,500 (MD 197)

**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Study to upgrade US 301 intersections at MD 5 and MD 228/MD 5BU.**JUSTIFICATION:** US 301 corridor improvements will improve safety, reduce congestion, and provide capacity for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☐ Project Inside PFA ☐ Grandfathered

☐ Project Outside PFA ☐ Exception Will Be Required

☒ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 8)

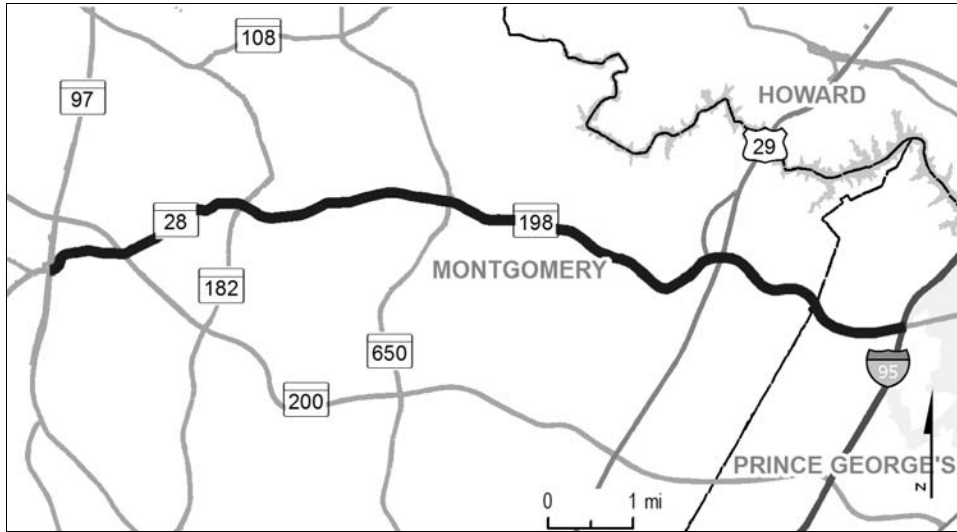
MD 5, US 301 to I-95/I-495 (Line 20)

US 301, South Corridor Transportation Study (Line 24)

STATUS: Planning underway.**SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	14,636	11,423	600	1,813	800	0	0	0	3,213	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,636	11,423	600	1,813	800	0	0	0	3,213	0
Federal-Aid	8,869	8,069	600	200	0	0	0	0	800	0

CLASSIFICATION:**STATE -** Principal Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2017) -** 63,400 (Charles) -
87,800 (Prince George's)**PROJECTED (2035) -** 78,100 (Charles) -
122,000 (Prince George's)



PROJECT: MD 28, Norbeck Road, and MD 198, Spencerville Road/Sandy Spring Road

DESCRIPTION: Study of MD 28/MD 198 corridor safety, capacity, and operational improvements in Montgomery and Prince George's counties, between MD 97 and I-95 (11.1 miles). Bicycle and pedestrian accommodations will be included where appropriate.

JUSTIFICATION: This project would address safety in the MD 28/MD 198 corridor. This project would also reduce traffic congestion and improve traffic operations.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☒ Project Outside PFA ☒ Grandfathered
☐ PFA Status Yet To Be Determined ☐ Exception Will Be Required ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 97 Interchange Construction at MD 28 (Line 19)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND	CURRENT	BUDGET						SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					YEAR	TO
	(\$000)	2017	2018	2019	2020.....	2021.....	2022.....	2023.....	TOTAL	COMPLETE	
Planning	7,032	6,738	294	0	0	0	0	0	294	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,032	6,738	294	0	0	0	0	0	294	0	
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 20,000 - 37,500 (MD 28)
16,800 - 47,000 (MD 198)

PROJECTED (2035) - 28,000 - 50,000 (MD 28)
24,000 - 58,500 (MD 198)



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering underway. County contributed \$1.0 million to planning study.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:									
			☒	☒	☐	☒			
			SPECIAL	FEDERAL	GENERAL	OTHER			
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					2020.....	2021.....	2022.....	2023.....	
Planning	1,595	1,595	0	0	0	0	0	0	0
Engineering	10,554	2,069	2,424	2,424	2,424	1,213	0	0	8,485
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	12,149	3,664	2,424	2,424	2,424	1,213	0	0	8,485
Federal-Aid	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

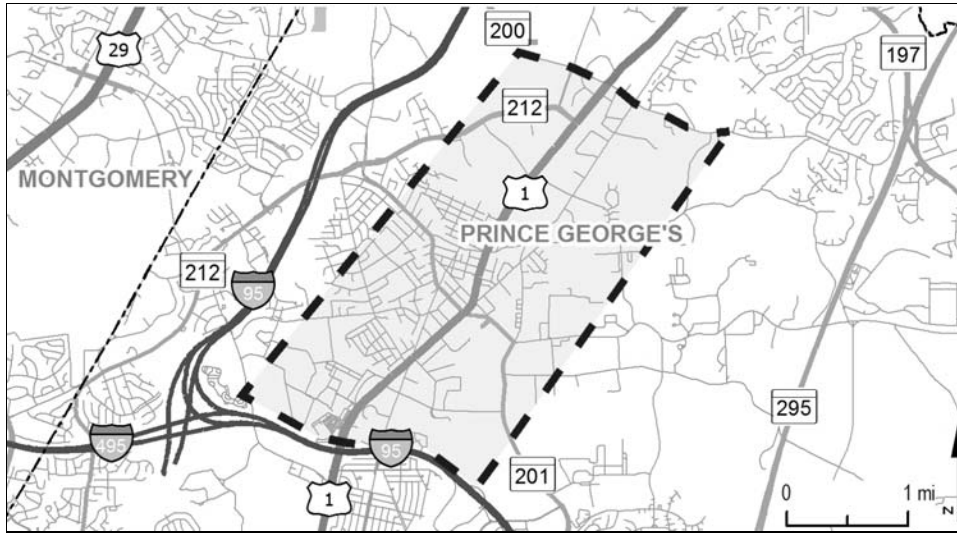
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 33,000

PROJECTED (2035) - 40,700



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

DESCRIPTION: Study of capacity improvements on MD 201 and US 1 from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The existing local roadway network is inadequate. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☒ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 33)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)									
					2020.....	2021.....	2022.....	2023.....		
Planning	6,839	6,839	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,839	6,839	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

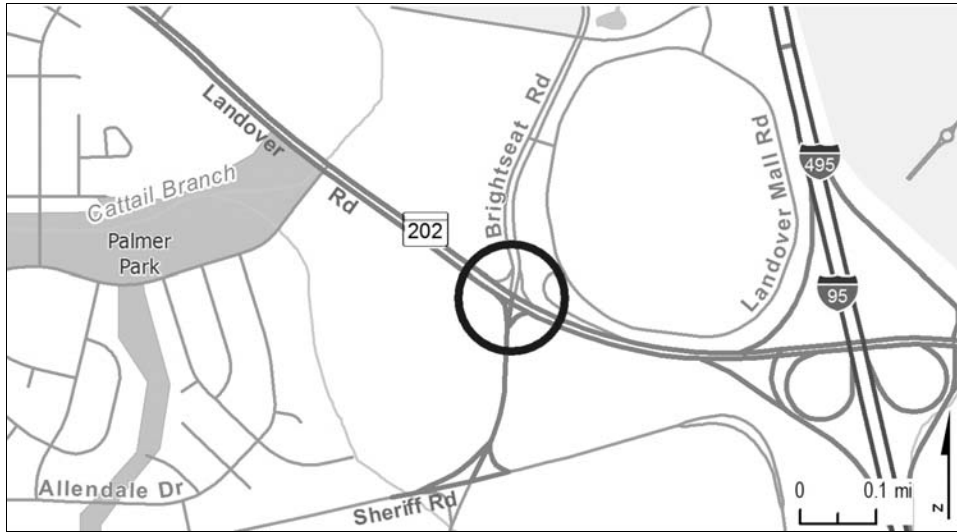
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 47,750

PROJECTED (2035) - 65,500



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS:

☐ Project Not Location Specific	☐ Not Subject to PFA Law
☒ Project Inside PFA	☐ Grandfathered
☐ Project Outside PFA	☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined	☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					SIX	BALANCE
	ESTIMATED				YEAR	2020	2021	2022	2023		
	COST	THRU	YEAR	YEAR	2019					YEAR	TO
	(\$000)	2017	2018	2019						TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	462	462	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	462	462	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

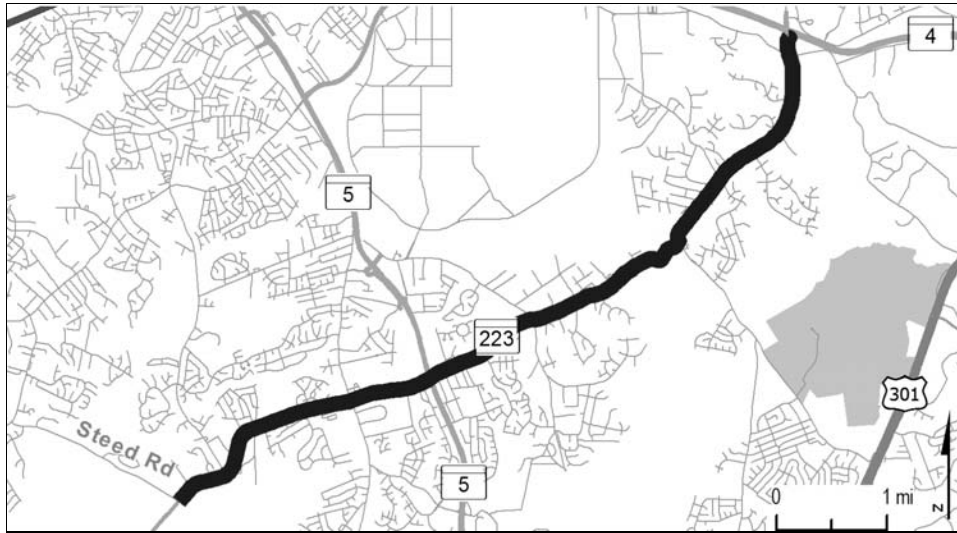
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 55,850

PROJECTED (2035) - 72,050



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor, from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short-term safety and operational improvements can be developed and prioritized.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 19)

MD 5, US 301 at TB to I-95/495 (Line 20)

STATUS: Corridor Study complete.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER				
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2020....	2021....	2022....	2023....			
Planning	1,293	1,293	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,293	1,293	0	0	0	0	0	0	0	0	
Federal-Aid	594	594	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

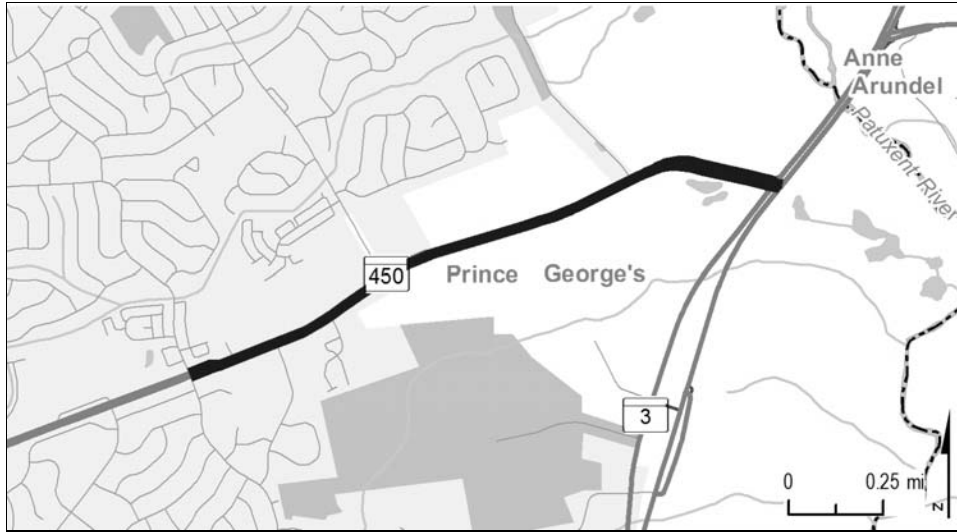
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 42,450

PROJECTED (2035) - 52,400



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: 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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,486	1,486	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,486	1,486	0	0	0	0	0	0	0	0
Federal-Aid	1,189	1,189	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

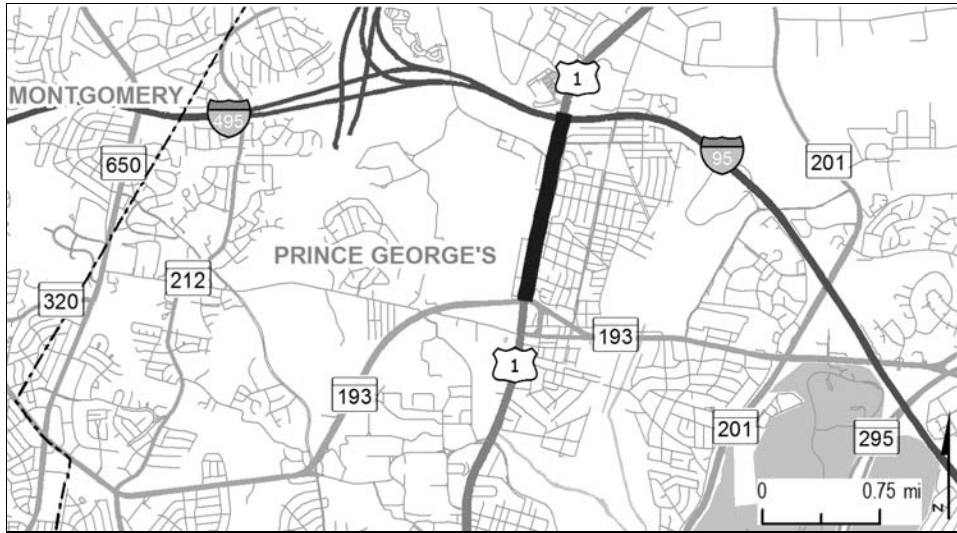
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 29,750

PROJECTED (2035) - 61,850



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to MD 193 (Segment 1) (Line 14)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 29)

STATUS: Project on hold

SIGNIFICANT CHANGE FROM FY 2017 - 22 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2017	CURRENT YEAR 2018	BUDGET YEAR 2019	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				2020.....	2021.....	2022.....	2023.....		
Planning	1,387	1,387	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2017) - 48,875

PROJECTED (2035) - 66,825

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2017
<u>Fiscal Year 2017 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 202	Largo Road; Brightseat to MD 704; resurface	2,308	Completed
2	US 301	Crain Highway; 481 ft south of Excalibur Road to 1800 ft north of MD 3 structure 16236; resurface	4,048	Completed
3	MD 414	St. Barnabas Road; I-95 to MD 5; resurface	5,114	Completed
4	MD 650	New Hampshire Avenue; North of Merrimac Drive to Montgomery County line; resurface	3,106	Completed
5	MD 704	Martin Luther King Jr Highway; Ardwick Ardmore Road to 92nd Avenue; resurface	1,841	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6	I 495	Bridge 1612000, 1612200, 1612300, 1615905, 1615906, 1617400 and 1621400 along I-495, MD 197; clean/paint bridges	2,144	Completed
<u>Safety/Spot Improvement</u>				
7	US 1	Baltimore Avenue; at Ammendale Road; drainage improvement	8,123	Completed
8	MD 198	Sandy Spring Road; Riding Stable Road to I-95 and mainline I-95 south of ICC to Howard County line; resurface	6,570	Completed
<u>Fiscal Years 2018 and 2019</u>				
<u>Resurface/Rehabilitate</u>				
9		At various locations in Prince George's County; mill and resurface	14,458	Under construction
10	US 1	Rhode Island Avenue; North of ICC to Oak Street; safety and resurface	3,795	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	US 1 Alt	Bladensburg Road; DC line to Anacostia River bridge; resurface	3,021	Under construction
12	MD 5	Branch Avenue; Surratts Road to MD 223; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,526	Under construction
13	MD 5	Branch Avenue; Moores Road to Surratts Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,144	FY 2018
14	MD 193	University Boulevard; Campus Drive to US 1; resurface	5,494	Under construction
15	MD 201	Kenilworth Avenue; DC line to Lawrence Street; safety and resurface	4,041	FY 2018
16	MD 202	Largo Road; US 50 to MD 450 (Annapolis Road); safety and resurface	2,828	Under construction
17	MD 210 NB	Indian Head Highway; Farmington Road to Old Fort Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,510	FY 2018
18	US 301	Crain Highway; South Osborne Road to MD 381 (Old Crain Highway); safety and resurface	2,120	FY 2018
19	MD 704	Martin Luther King Jr Highway; Hill Road to Greenleaf Road; resurface	1,349	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
20		Various bridges on US 1, US 301, MD 4, MD 5 and MD 214; clean/paint bridges	2,803	FY 2018
<u>Safety/Spot Improvement</u>				
21		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,654	FY 2018

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2017
<u>Fiscal Years 2018 and 2019 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
22		On MD 4 and MD 214; drainage improvement	1,775	Under construction
23	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,931	FY 2018
24	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	323	FY 2018
<u>Urban Reconstruction</u>				
25	MD 5	Branch Avenue; Curtis Drive to north of Suitland Parkway/Naylor Road from Branch Avenue; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	8,707	Under construction
26	MD 201	Kenilworth Avenue; Kenilworth Towers to Riverdale Road; urban reconstruction (Transportation Infrastructure Investment Act of 2013)	9,623	Under construction
27	MD 212 A	Powder Mill Road; Pine Street to the US 1 intersection; urban reconstruction	7,138	FY 2018
<u>Noise Barriers</u>				
28	US 50	John Hanson Highway; at MD 410; noise abatement (Transportation Infrastructure Investment Act of 2013)	2,235	Under construction
<u>Traffic Management</u>				
29		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,852	Under construction
30	I 95	At I-495 interchange; lighting	2,122	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2017
		<u>Fiscal Years 2018 and 2019 (cont'd)</u>		
		<u>Traffic Management (cont'd)</u>		
31	MD 214	Central Avenue; I-495 and MD 202; signing	1,522	FY 2018
		<u>Environmental Preservation</u>		
32		IRVM, native plants - 1000 feet west of I-495/95 to AA County line - Phase 2; landscape	1,031	FY 2018
33		Anacostia Gateway Park ; landscape	453	Under construction
34	US 50	John Hanson Highway; West of I-95 to the AA County line; landscape	2,207	Under construction
35	I 495	Capital Beltway; IRVM, VEG MGMT - MO/PG County line to MD/VA line - Phase 1; landscape	4,347	FY 2018
		<u>Truck Weight</u>		
36		John F Kennedy Memorial Highway; College Park Weigh Station; weigh station	2,235	Under construction
		<u>TMDL Compliance</u>		
37		Rosaryville State Park; drainage improvement (reimbursed by DNR)	241	FY 2018
38		Charles Branch Tributaries; wetlands replacement	5,600	FY 2018
39	MD 210	Indian Head Highway; Along MD 210; drainage improvement (Transportation Infrastructure Investment Act of 2013)	2,193	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2017
40		<u>Fiscal Years 2018 and 2019 (cont'd)</u>	404	FY 2018
		<u>Enhancements</u> <u>Pedestrian/Bicycle Facilities</u> Bowie Heritage Trail, Phase I; construct asphalt trail at Zug Road to MD 564 bridge		