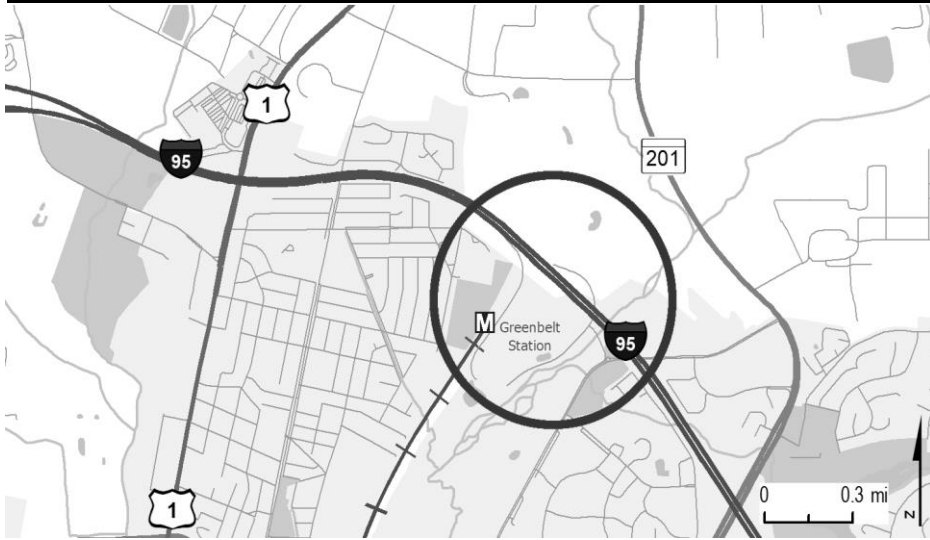




PRINCE GEORGE'S COUNTY



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 and other improvements necessary to support the relocation of the FBI Headquarters.

PURPOSE & NEED SUMMARY STATEMENT: The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station. The project is needed to accommodate the relocation of the FBI headquarters at this site.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

EXPLANATION: The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station and support the relocation of the FBI Headquarters.

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Added to the construction program. Cash flows shown are for order of magnitude estimates and will be refined with further scope development.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY	SIX YEAR TOTAL	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER				
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0	0
Engineering	21,444	10,944	168	2,500	4,000	4,000	0	0	0	0	10,500	0
Right-of-way	5,129	129	0	0	2,500	2,500	0	0	0	0	5,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	235,824	824	0	0	25,000	105,000	105,000	0	0	0	235,000	0
Total	263,959	13,459	168	2,500	31,500	111,500	105,000	0	0	0	250,500	0
Federal-Aid	51,426	1,426	0	0	10,000	15,000	25,000	0	0	0	50,000	0
Special	12,533	12,033	168	500	0	0	0	0	0	0	500	0
Other	200,000	0	0	2,000	21,500	96,500	80,000	0	0	0	200,000	0

Classification:

STATE - Principal Arterial

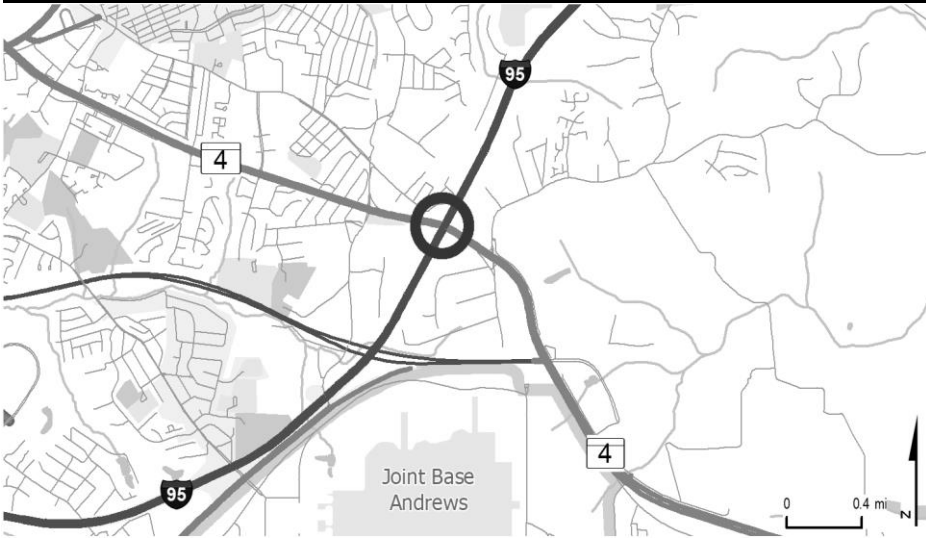
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 215,600 (2023)

PROJECTED 245,000 (2043)



PROJECT: I-95, Capital Beltway

DESCRIPTION: Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The increase in funding of \$2.8M is due to an increase in engineering costs for the project.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,062	794	406	1,736	1,532	0	0	0	0	3,268	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	0	0	1,500	500	0	0	0	0	2,000	0
Construction	35,000	0	0	0	2,423	12,142	12,546	7,888	0	35,000	0
Total	41,062	794	406	3,236	4,455	12,142	12,546	7,888	0	40,268	0
Federal-Aid	38,833	655	397	3,015	4,215	11,535	11,919	7,494	0	38,178	0
Special	2,229	139	9	221	240	607	627	394	0	2,090	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

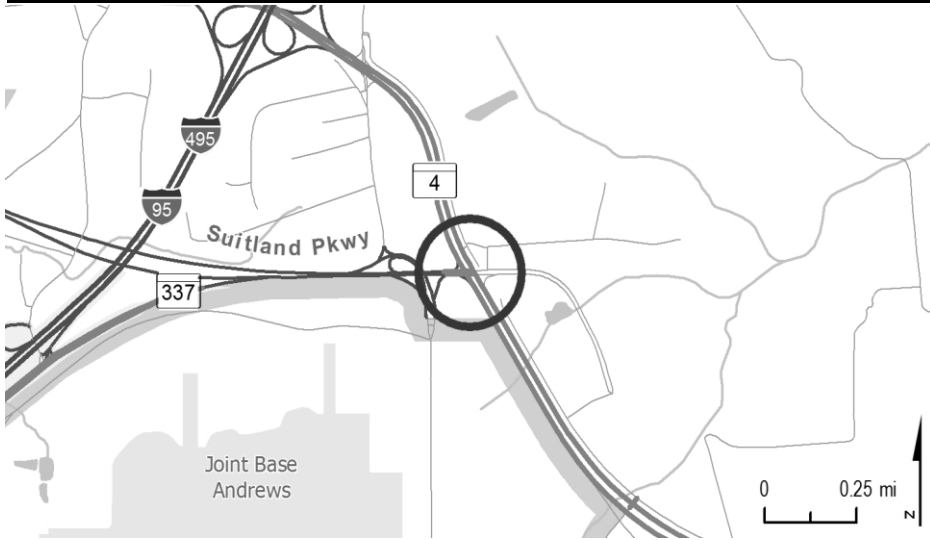
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 211,200 (2023)

PROJECTED 240,600 (2043)



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.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

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

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 this location.

STATUS: Utility work underway. Construction to begin this current fiscal year.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	20,488	20,288	2,853	200	0	0	0	0	0	200	0
Right-of-way	14,195	10,000	0	2,905	1,290	0	0	0	0	4,195	0
Utilities	9,752	8,674	0	1,078	0	0	0	0	0	1,078	0
Construction	238,358	37,438	48	12,024	28,377	41,498	43,507	43,507	32,007	200,920	0
Total	282,794	76,401	2,901	16,207	29,667	41,498	43,507	43,507	32,007	206,393	0
Federal-Aid	234,359	40,130	22	13,746	27,990	39,423	41,332	41,332	30,407	194,229	0
Special	46,267	34,103	2,875	2,461	1,677	2,075	2,175	2,175	1,600	12,164	0
Other	2,168	2,168	5	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

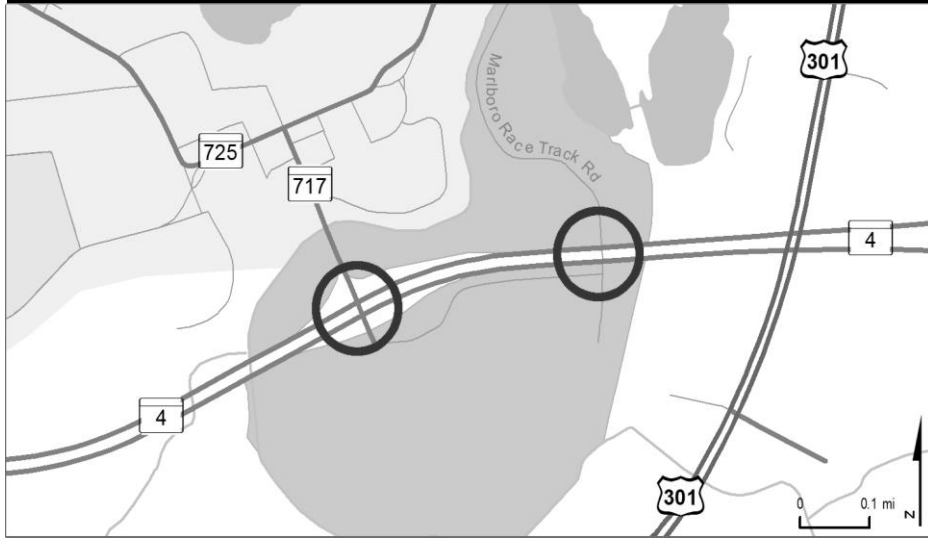
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000 (2023)

PROJECTED 111,400 (2043)



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717 and Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road. This is a Project Labor Agreement candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace fair and poor rated bridges to keep the roadway safe and open to traffic. The project will provide improved pedestrian facilities under MD 4 along MD 717 and will increase the clearance of MD 4 over Race Track Road

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

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

EXPLANATION: The existing bridges, built in 1960, are nearing the end of their useful service lives. One of the bridges over MD 717 is rated poor based on deck condition. The bridges over Race Track Road are fair rated with restrictive under-clearance.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		PROJECTED CASH REQUIREMENTS							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,325	2,023	942	302	0	0	0	0	0	302	0
Right-of-way	72	0	0	9	14	14	14	14	7	72	0
Utilities	27	0	0	27	0	0	0	0	0	27	0
Construction	20,686	0	0	0	6,099	14,587	0	0	0	20,686	0
Total	23,110	2,023	942	338	6,113	14,601	14	14	7	21,087	0
Federal-Aid	21,449	1,526	929	221	5,805	13,869	11	11	6	19,923	0
Special	1,661	497	13	117	308	732	3	3	1	1,164	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

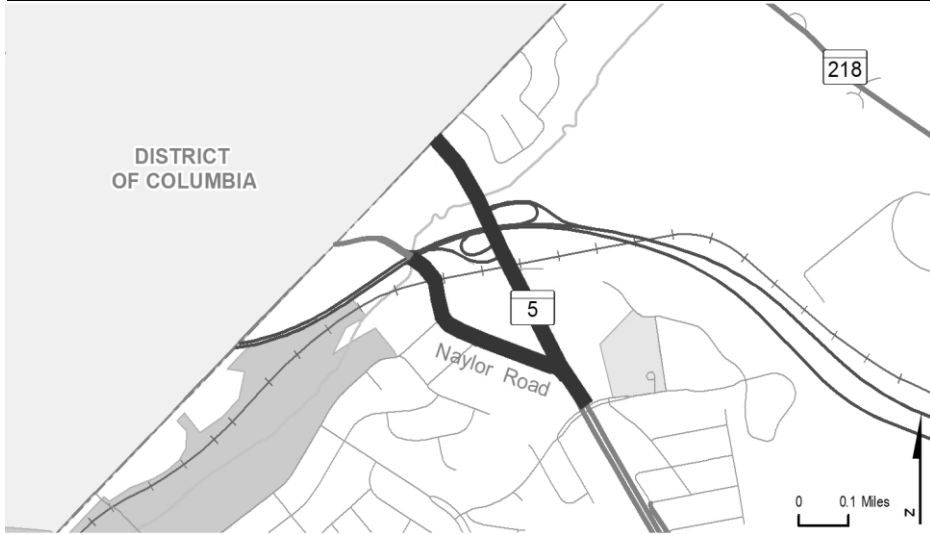
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 53,075 (2023)

PROJECTED 66,300 (2043)



PROJECT: MD 5, Branch Ave, and MD 637, Naylor Road

DESCRIPTION: Construct roadway and streetscape, including sidewalks and crosswalks, on MD 5 from Curtis Drive to Southern Avenue (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance safety for vulnerable users and connectivity in the vicinity of the station.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

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

EXPLANATION: This project will provide greater multi-modal access to the Naylor Road Metro Station, and will enhance pedestrian safety and connectivity in the vicinity of the station.

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL		PROJECTED CASH REQUIREMENTS								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,429	4,429	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,043	1,043	3	0	0	0	0	0	0	0	0	0
Utilities	183	183	0	0	0	0	0	0	0	0	0	0
Construction	18,644	17,446	4,640	1,198	0	0	0	0	0	1,198	0	0
Total	24,300	23,101	4,643	1,198	0	0	0	0	0	1,198	0	0
Federal-Aid	9,861	8,675	4,565	1,185	0	0	0	0	0	1,185	0	0
Special	14,439	14,426	79	13	0	0	0	0	0	13	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

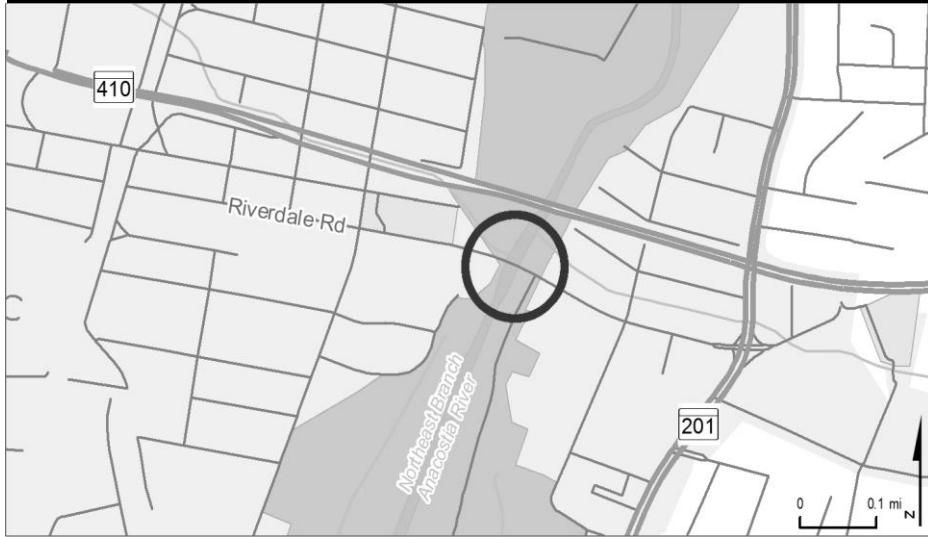
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 34,800 (MD 5)
(2023) 21,300 (MD 637)

PROJECTED 41,800 (MD 5)
(2043) 25,400 (MD 637)



PROJECT: MU 227, Riverdale Road

DESCRIPTION: Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic. The new bridge will provide shoulders and sidewalks to improve safety for vulnerable users.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

EXPLANATION: The existing bridge, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition.

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

STATUS: Coordination with local agencies and utilities underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,611	1,549	320	62	0	0	0	0	0	62	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
Total	9,885	1,549	320	62	1,154	4,316	2,804	0	0	8,336	0
Federal-Aid	8,671	748	316	62	1,096	4,101	2,664	0	0	7,923	0
Special	1,215	801	4	0	58	216	140	0	0	414	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Collector

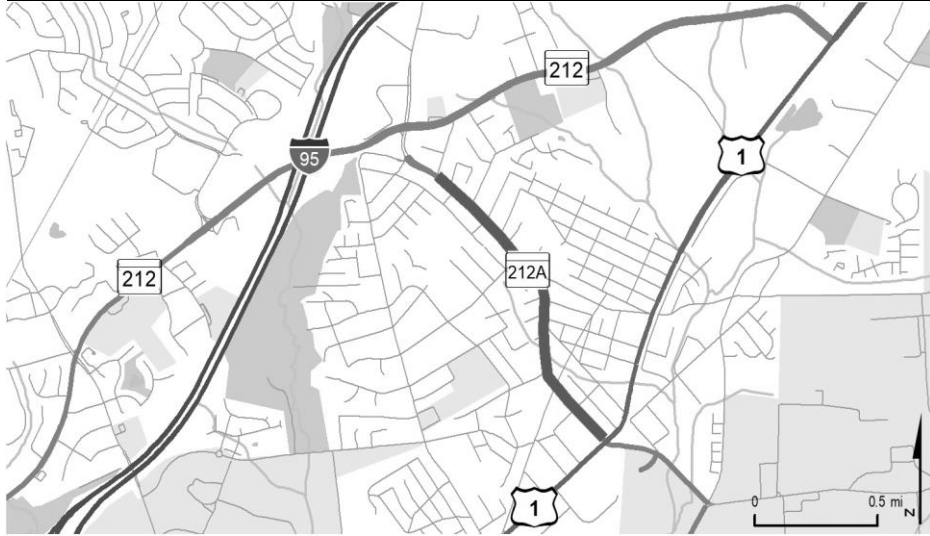
FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 5,900 (2023)

PROJECTED 7,850 (2043)



PROJECT: MD 212A, Powder Mill Road

DESCRIPTION: Reconstruction of MD 212A from Pine Street to US 1 intersection. Project included sidewalk and crosswalk improvements (1.6 miles).

PURPOSE & NEED SUMMARY STATEMENT: The project provided traffic calming and enhanced pedestrian safety along the roadway.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

EXPLANATION: This project enhanced pedestrian safety with the provision of sidewalk and crosswalk improvements.

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

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL		CURRENT		BUDGET		PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	YEAR 2024	YEAR 2025	...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,147	5,147	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,444	3,399	156	45	0	0	0	0	0	0	45	0
Utilities	2,432	456	2	1,976	0	0	0	0	0	0	1,976	0
Construction	20,697	20,394	8,016	303	0	0	0	0	0	0	303	0
Total	31,720	29,396	8,174	2,324	0	0	0	0	0	0	2,324	0
Federal-Aid	22,811	20,605	6,009	2,206	0	0	0	0	0	0	2,206	0
Special	5,502	5,384	179	118	0	0	0	0	0	0	118	0
Other	3,407	3,407	1,986	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

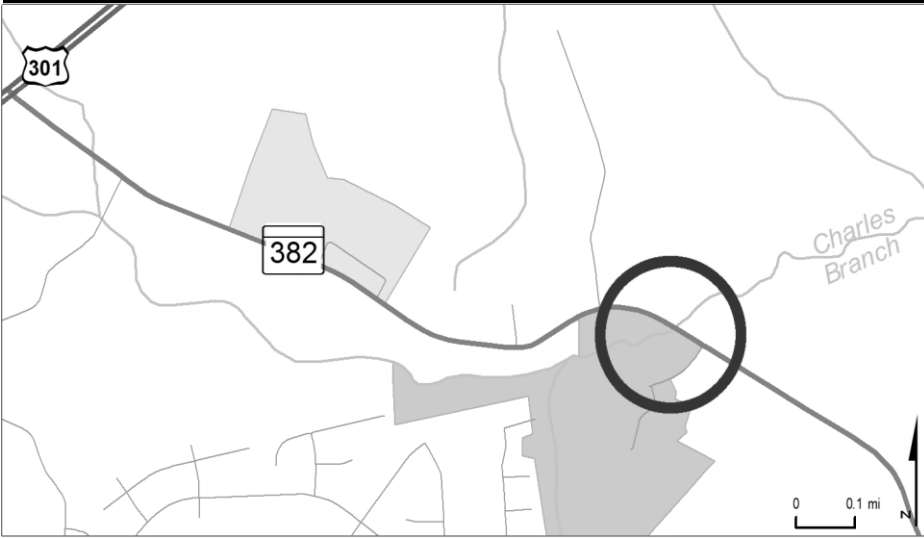
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20,200 (2023)

PROJECTED 25,400 (2043)



PROJECT: MD 382, Croom Road

DESCRIPTION: Replacement of Bridge No.1606100 on MD 382 over Charles Branch.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

EXPLANATION: The original bridge, built in 1933, is nearing the end of its useful service life and is rated poor based on superstructure condition.

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,082	1,079	81	3	0	0	0	0	0	3	0
Right-of-way	86	17	0	46	23	0	0	0	0	69	0
Utilities	336	0	0	207	129	0	0	0	0	336	0
Construction	3,556	214	214	2,434	908	0	0	0	0	3,342	0
Total	5,060	1,310	295	2,690	1,060	0	0	0	0	3,750	0
Federal-Aid	4,113	385	262	2,668	1,060	0	0	0	0	3,728	0
Special	947	925	33	22	0	0	0	0	0	22	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

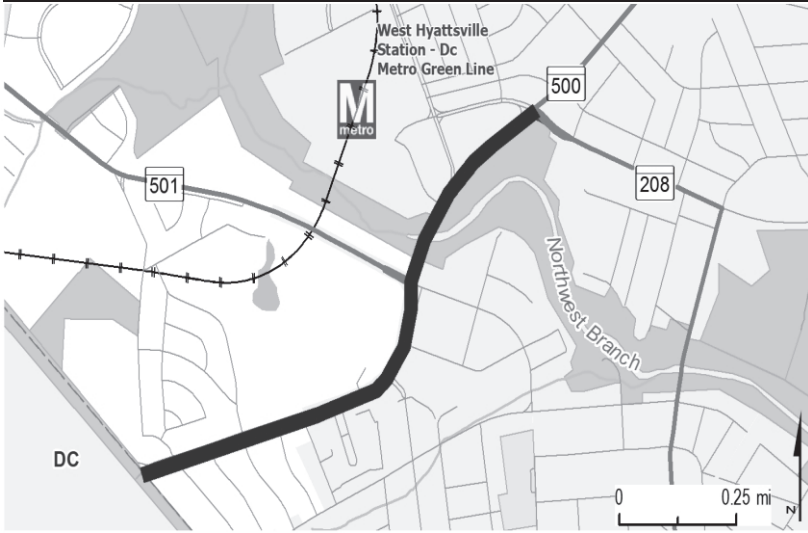
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 1,300 (2023)

PROJECTED 5,200 (2043)



PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to Eastern Avenue (1.2 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project provides traffic calming and enhances safety for vulnerable users.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

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

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

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$4.3 million is due to utility coordination issues, related construction delays, and additional material costs needed to maintain pedestrian access during construction.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023					
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,456	4,456	0	0	0	0	0	0	0	0	0
Right-of-way	2,159	1,838	8	113	166	42	0	0	0	321	0
Utilities	1,089	2	1	1,087	0	0	0	0	0	1,087	0
Construction	19,755	19,194	4,927	561	0	0	0	0	0	561	0
Total	27,459	25,490	4,936	1,761	166	42	0	0	0	1,969	0
Federal-Aid	19,238	18,292	4,818	946	0	0	0	0	0	946	0
Special	8,221	7,198	118	815	166	42	0	0	0	1,023	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

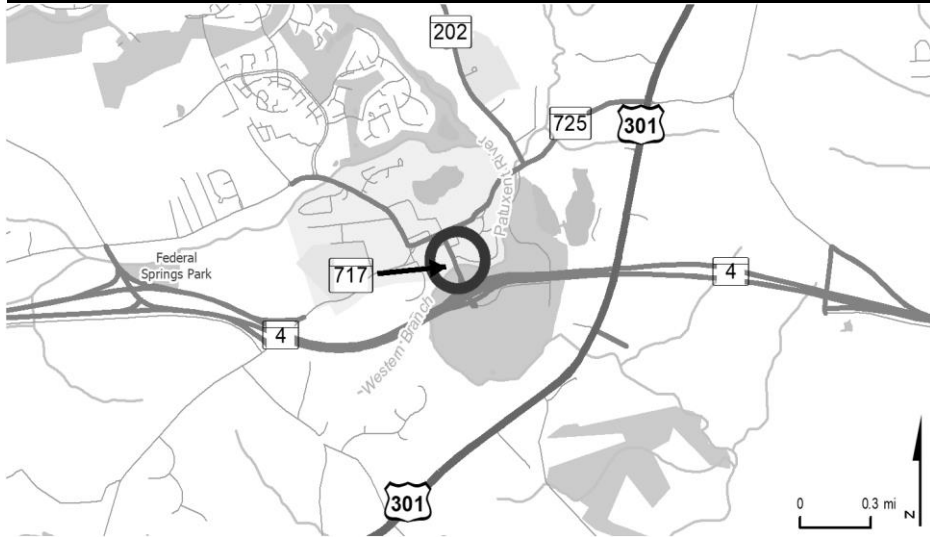
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 35,200 (2023)

PROJECTED 42,800 (2043)



PROJECT: MD 717, Water Street

DESCRIPTION: Replacement of Bridge No. 1610900 on MD 717 over Water Street.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace a weight restricted fair rated bridge to keep the roadway safe and open to traffic. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

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

EXPLANATION: The existing bridge, built in 1900, is nearing the end of its useful service life and is currently weight restricted and fair rated. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL		
						...2026...	...2027...	...2028...	...2029...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,144	2,052	283	92	0	0	0	0	0	92	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	608	2,408	2,789	2,599	1,939	10,343	0	0
Total	12,487	2,052	283	92	608	2,408	2,789	2,599	1,939	10,435	0	0
Federal-Aid	10,373	483	153	64	577	2,288	2,650	2,469	1,842	9,890	0	0
Special	2,114	1,569	130	28	31	120	139	130	97	545	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

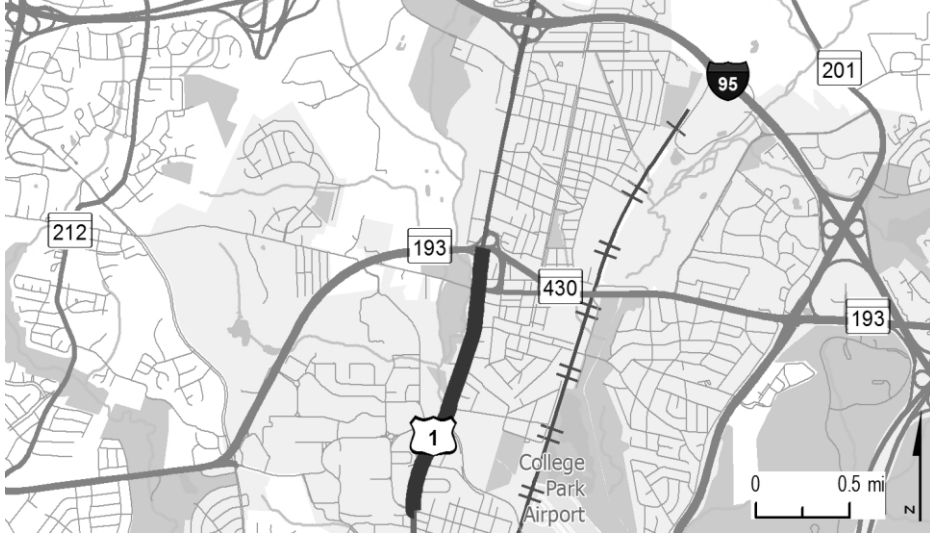
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 8,000 (2023)

PROJECTED 9,800 (2043)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). Project includes bicycle and pedestrian improvements (1.5 miles).

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project will improve traffic operations, pedestrian circulation and safety. This project will also accommodate planned revitalization within College Park.

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

- Enhance Safety and Security
- Deliver System Quality
- Serve Communities and Support the Economy
- Promote Environmental Stewardship

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: The cost increase of \$2.9 million is due to additional right-of-way settlement costs and additional drainage improvements.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	(25)	0	0	0	0	0	0	0	0
Right-of-way	7,663	6,233	1,178	1,430	0	0	0	0	0	1,430	0
Utilities	3,997	408	0	2,692	897	0	0	0	0	3,589	0
Construction	35,307	28,528	10,169	6,779	0	0	0	0	0	6,779	0
Total	56,814	44,816	11,321	10,901	897	0	0	0	0	11,798	0
Federal-Aid	41,843	31,734	9,159	9,242	867	0	0	0	0	10,109	0
Special	11,514	9,825	1,378	1,659	30	0	0	0	0	1,689	0
Other	3,257	3,257	784	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

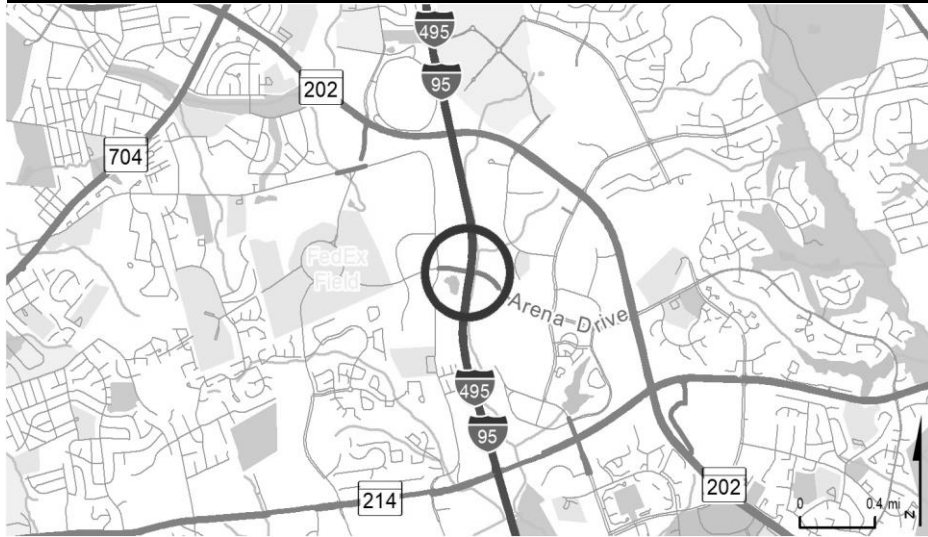
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 36,000 (2023)

PROJECTED 40,100 (2043)



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

DESCRIPTION: Project to upgrade the existing I-95/ I-495 interchange at Medical Center Drive (formerly Arena Drive). A shared-use path will be provided along Medical Center Drive with fully protected crossings at all ramps.

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion during stadium events and will 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

STATUS: Engineering and right-of-way acquisition underway.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: Construction funding has been reduced by \$89.5 million due to the CTP funding deficit, but D&E remains. This project will be evaluated for construction funding as it advances through the design and engineering phases and additional Transportation Trust Fund revenue becomes available.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPENDED THRU 2023	TOTAL EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,039	2,039	1,851	1,900	2,100	1,900	100	0	0	6,000	0
Right-of-way	4,968	0	0	1,242	1,863	1,863	0	0	0	4,968	0
Utilities	2,000	0	0	0	0	909	1,091	0	0	2,000	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,007	2,039	1,851	3,142	3,963	4,672	1,191	0	0	12,968	0
Federal-Aid	14,273	2,002	1,815	3,018	3,777	4,395	1,082	0	0	12,271	0
Special	733	37	36	124	186	277	109	0	0	697	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principle Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 206,000 (2023)

PROJECTED 252,000 (2043)



PROJECT: MD 4, Pennsylvania Avenue

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

PURPOSE & NEED SUMMARY STATEMENT: MD 4 is a crucial connection to Joint Base Andrews and economic opportunities. The project will improve severe peak hour traffic congestion and the future increase in traffic associated 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

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

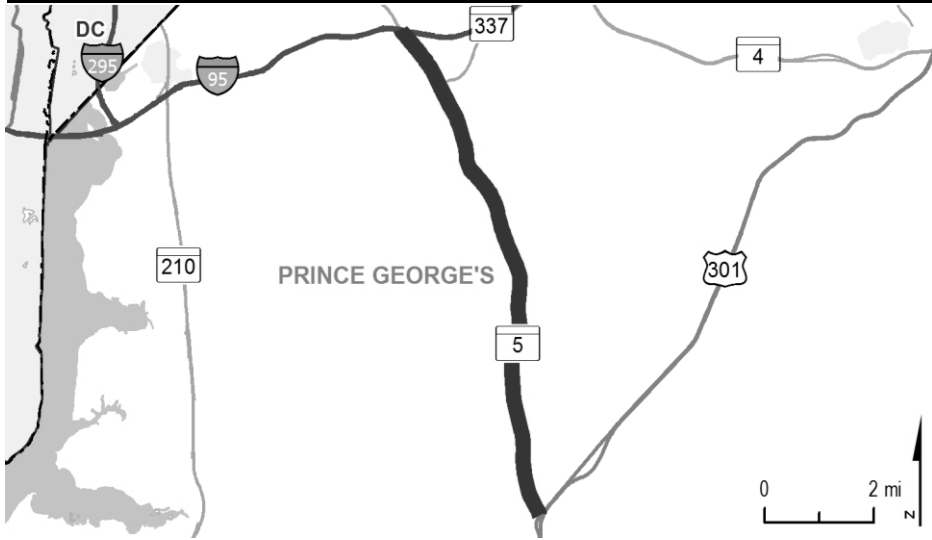
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000 (2023)

PROJECTED 111,600 (2043)



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Project 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.

PURPOSE & NEED SUMMARY STATEMENT: MD 5 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve mobility and safety at several intersections along MD 5 and accommodate continued development in the corridor.

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	4,084	4,084	0	0	0	0	0	0	0	0	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,977	13,977	0	0	0	0	0	0	0	0	0
Federal-Aid	7,368	7,368	0	0	0	0	0	0	0	0	0
Special	6,609	6,609	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

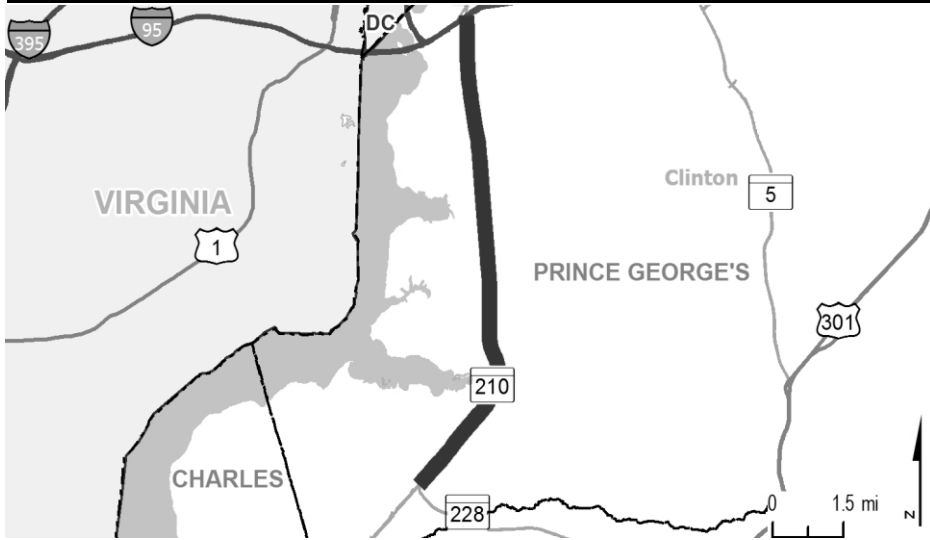
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 126,600 (2023)

PROJECTED 148,700 (2043)



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to improve safety and mobility along MD 210 and provide grade-separated interchanges from I-95/ I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 210 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve severe peak hour traffic congestion and the future increase in traffic associated 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

STATUS: Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. County is contributing \$1.0 million for engineering.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER							
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...			
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0	
Engineering	12,414	902	902	1,000	1,250	1,250	1,250	1,250	5,512	11,512	0	
Right-of-way	982	982	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	15,919	4,407	902	1,000	1,250	1,250	1,250	1,250	5,512	11,512	0	
Federal-Aid	11,010	396	396	750	1,000	852	1,250	1,250	5,512	10,614	0	
Special	3,909	3,909	404	0	0	0	0	0	0	0	0	
Other	1,000	102	102	250	250	398	0	0	0	898	0	

Classification:

STATE - Intermediate Arterial

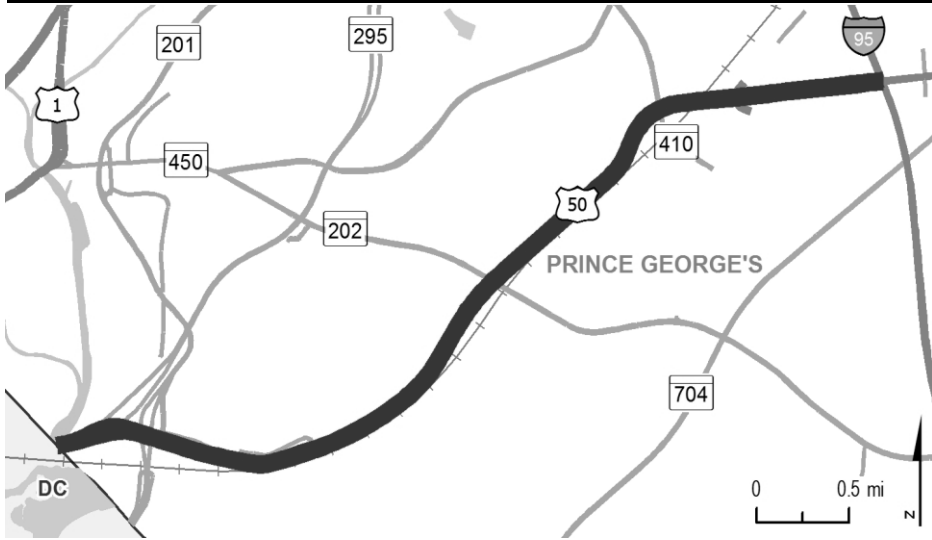
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 60,000 - 80,000 (2023)

PROJECTED 70,000 - 100,000 (2043)



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles). Study concepts recommend various interchange and auxiliary lane modifications to help improve traffic operations.

PURPOSE & NEED SUMMARY STATEMENT: US 50 is an important east-west commuter route to employment centers in Washington DC. The project will improve mobility, safety, and operations along US 50.

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

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	477	477	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	477	477	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

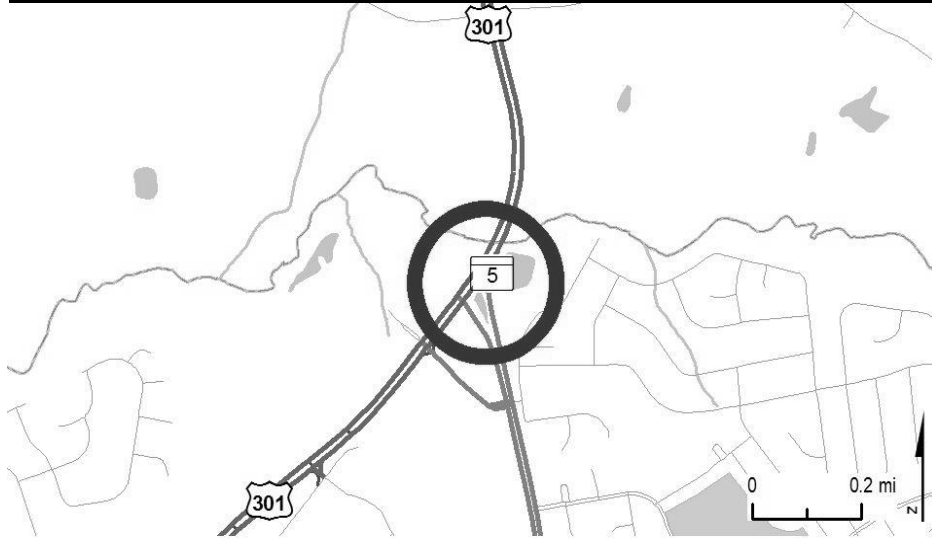
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,700 - 149,200 (2023)

PROJECTED 87,500 - 162,400 (2043)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce severe peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles 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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Primary Arterial

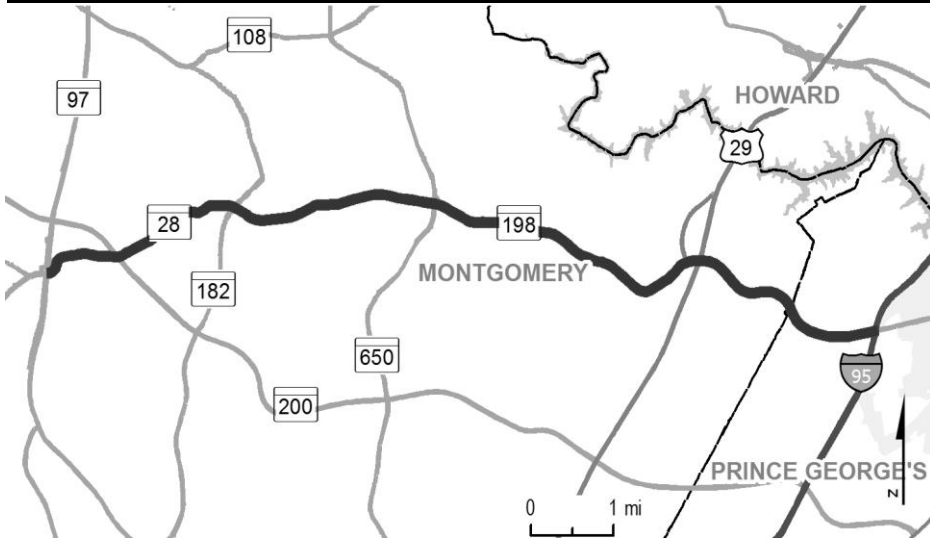
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100,800 (US 301) (2023)

PROJECTED 131,800 (US 301) (2043)



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). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

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

STATUS: Planning underway for Segment D from Old Columbia Pike to US 29A.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

PHASE	TOTAL		PROJECTED CASH REQUIREMENTS							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023	EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	...2026...	...2027...	...2028...	...2029...		
Planning	9,200	9,111	589	89	0	0	0	0	0	89	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,202	9,113	589	89	0	0	0	0	0	89	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,907	589	89	0	0	0	0	0	89	0
Other	0	0	0	0	0	0	0	0	0	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

Classification:

STATE - Intermediate Arterial

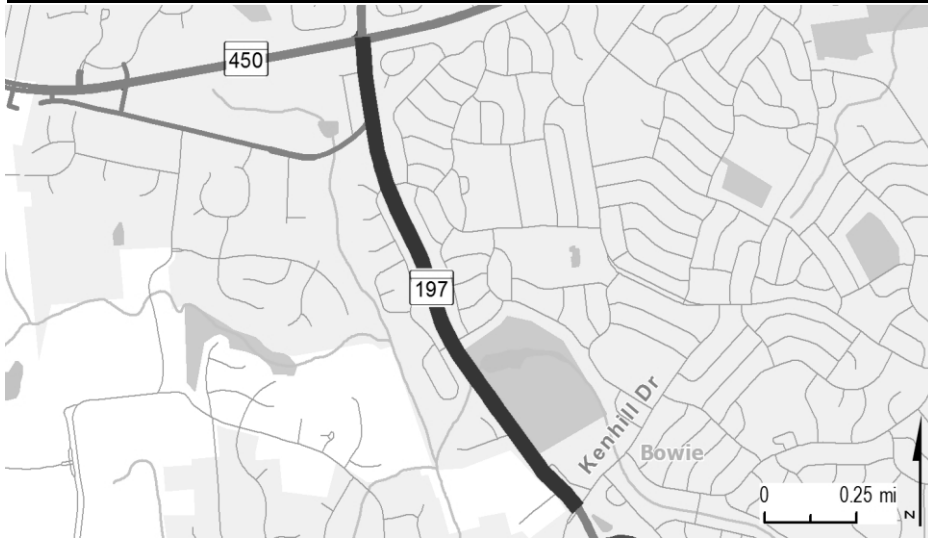
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20,200 - 37,400 (MD 28)
(2023) 17,300 - 46,100 (MD 198)

PROJECTED 30,400 - 52,600 (MD 28)
(2043) 27,100 - 61,000 (MD 198)



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 from two to four lanes from Kenhill Drive to MD 450 Relocated (1.4 miles), including three multi-lane roundabouts. The shared-use path along northbound MD 197 will be realigned and enhanced.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to accommodate an increase in traffic volume and improve access in Bowie. The project will also improve accessibility by providing safe pedestrian crossings to connect residences to a nearby school and 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

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

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,779	1,777	16	2	0	0	0	0	0	2	0
Engineering	6,441	3,641	825	1,000	1,000	800	0	0	0	2,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,220	5,418	840	1,002	1,000	800	0	0	0	2,802	0
Federal-Aid	3,765	1,105	778	950	950	760	0	0	0	2,660	0
Special	3,455	3,313	62	52	50	40	0	0	0	142	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

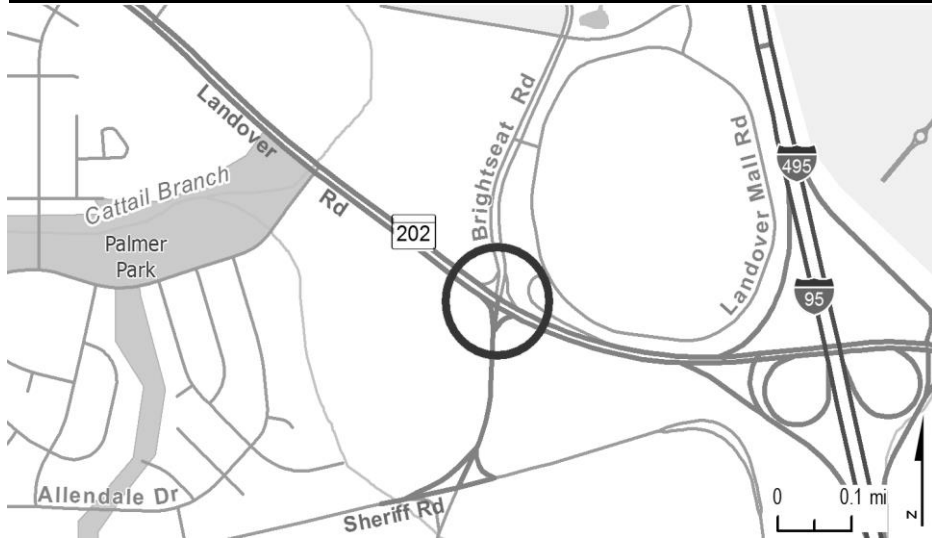
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 31,000 (2023)

PROJECTED 44,300 (2043)



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.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved access to the Landover Mall site 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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	474	474	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	474	474	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 51,800 (2023)

PROJECTED 64,600 (2043)



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). Intersection and lane configuration modifications are included to address traffic congestions, along with sidewalks and on road bike lanes where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 223 is a congested corridor linking growing residential communities in south central Prince George's County. This project will develop a long-term vision and identify short-term safety and operational improvements.

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

STATUS: Corridor study complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:												
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...			
Planning	1,294	1,294	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,294	1,294	0	0	0	0	0	0	0	0	0	
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0	
Special	671	671	0	0	0	0	0	0	0	0	0	
Other	0	0	0	0	0	0	0	0	0	0	0	

Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,800 (2023)

PROJECTED 55,500 (2043)



PROJECT: MD 450, Annapolis Road

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

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is 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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,529	1,529	0	0	0	0	0	0	0	0	0
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

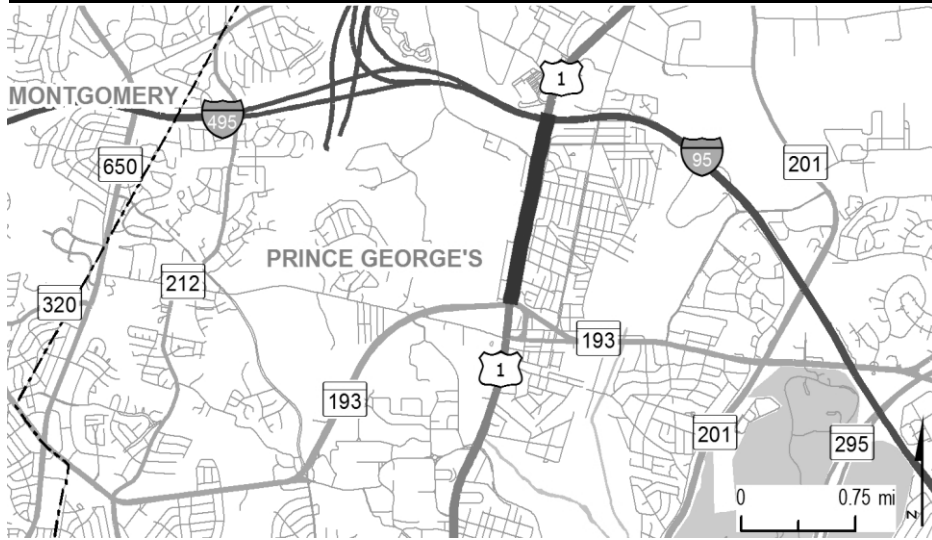
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,900 - 31,000 (2023)

PROJECTED 32,400 - 40,300 (2043)



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.

PURPOSE & NEED SUMMARY STATEMENT: There are significant mobility needs along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and 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

STATUS: Planning complete. Project on-hold.

SIGNIFICANT CHANGE FROM FY 2023 - 28 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2023	CURRENT YEAR 2024	BUDGET YEAR 2025	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2023				...2026...	...2027...	...2028...	...2029...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,293	1,293	0	0	0	0	0	0	0	0	0
Other	94	94	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,500 (2023)

PROJECTED 50,300 (2043)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
PG8671	US1	RHODE ISLAND AVENUE; CHARLES ARMENTROUT DRIVE TO FARRAGUT STREET (RHODE ISLAND TROLLEY TRAIL)	\$ 7,827	Under Construction
<u>Bridge Replacement/Rehabilitation</u>				
PG4122	-	CLEANING AND PAINTING BRIDGES 1601800,1606500,1614505/06, AND 1623903/04	\$ 2,815	Completed
PG4812	-	CLEANING AND PAINTING BRIDGES 1611700, 1211800, 1612700, 1613000, 1613200, AND 1613400	\$ 2,681	Completed
PGA471	-	CLEANING AND PAINTING BRIDGES 1604400, 1612500, 1619900, AND 1620500	\$ 5,593	FY 2024
PGA791	-	CLEANING AND PAINTING BRIDGES 1601400, 1612100, 1614201, 1614202, AND 1614700	\$ 2,958	FY 2025
<u>Resurface/Rehabilitate</u>				
PG8511	US1	SAFETY AND RESURFACING IMPROVEMENTS FROM RHODE ISLAND AVENUE TO MD 212A	\$ 2,572	Completed
XX131C	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,796	Completed
XY7161	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 20,702	Completed
PG8501	IS95	CAPITAL BELTWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM LIVINGSTON ROAD TO SOUTH OF AUTH ROAD	\$ 11,074	FY 2024
XX131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,742	FY 2024
PG0351	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 214 TO SOUTH OF EXCALIBUR ROAD	\$ 3,815	Under Construction
PG8521	MD5	BRANCH AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM OLD BRANCH AVENUE TO CURTIS DRIVE	\$ 3,076	Under Construction
PG8551	MD704	MARTIN LUTHER KING JR HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM GREENLEAF ROAD TO ARDWICK ARDMORE ROAD	\$ 5,219	Under Construction
XY8161	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 22,525	Under Construction
<u>Safety/Spot Improvement</u>				
PG6252	IS495	CAPITAL BELTWAY - DRAINAGE IMPROVEMENT AT WSSC WATERMAIN NEAR EVERHART PLACE	\$ 2,105	FY 2024
PG6261	MD223	PISCATAWAY ROAD - ROUNDABOUT - FLORAL PARK ROAD/PISCATAWAY ROAD	\$ 7,010	FY 2025
PG0111	MD201	KENILWORTH AVENUE - INTERSECTION RECONSTRUCT - M SQUARE BETTERMENTS NEAR RIVER ROAD	\$ 1,857	Under Construction

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 24

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Safety/Spot Improvement				
PG8901	-	BICYCLE AND PEDESTRIAN ROUTE - PURPLE LINE ALIGNMENT	\$ 4,551	Under Construction
Sidewalks				
PG2801	MD223	WOODYARD ROAD - SIDEWALKS FROM SOUTH OF VICTORIA DRIVE TO NORTH OF SHERWOOD DRIVE	\$ 4,317	Under Construction
PGA111	MD725	MAIN STREET - SIDEWALKS FROM WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 1,242	Under Construction
Transportation Alternatives Program				
PG0202	US1	BALTIMORE AVENUE - HOLLYWOOD ROAD SIDEWALK DESIGN	\$ 14	Design Underway
PGA101	-	CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 230	Design Underway
PGA381	-	BICYCLE AND PEDESTRIAN ROUTE - CENTRAL AVENUE CONNECTOR TRAIL - PHASE I & III	\$ 750	FY 2025
PGA501	MD650	BICYCLE AND PEDESTRIAN ROUTE - METZEROTT ROAD PEDESTRIAN SAFETY	\$ 4,603	FY 2026
PGA651	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY, AND ACCESS IMPROVEMENT	\$ 1,456	FY 2026
PGNEW2	-	CHAMBERS AVENUE - TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2026
PGNEW5	-	GREENBELT STATION/WMATA HIKER - BIKER TRAIL	\$ 1,530	FY 2026
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	Under Construction
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	Under Construction