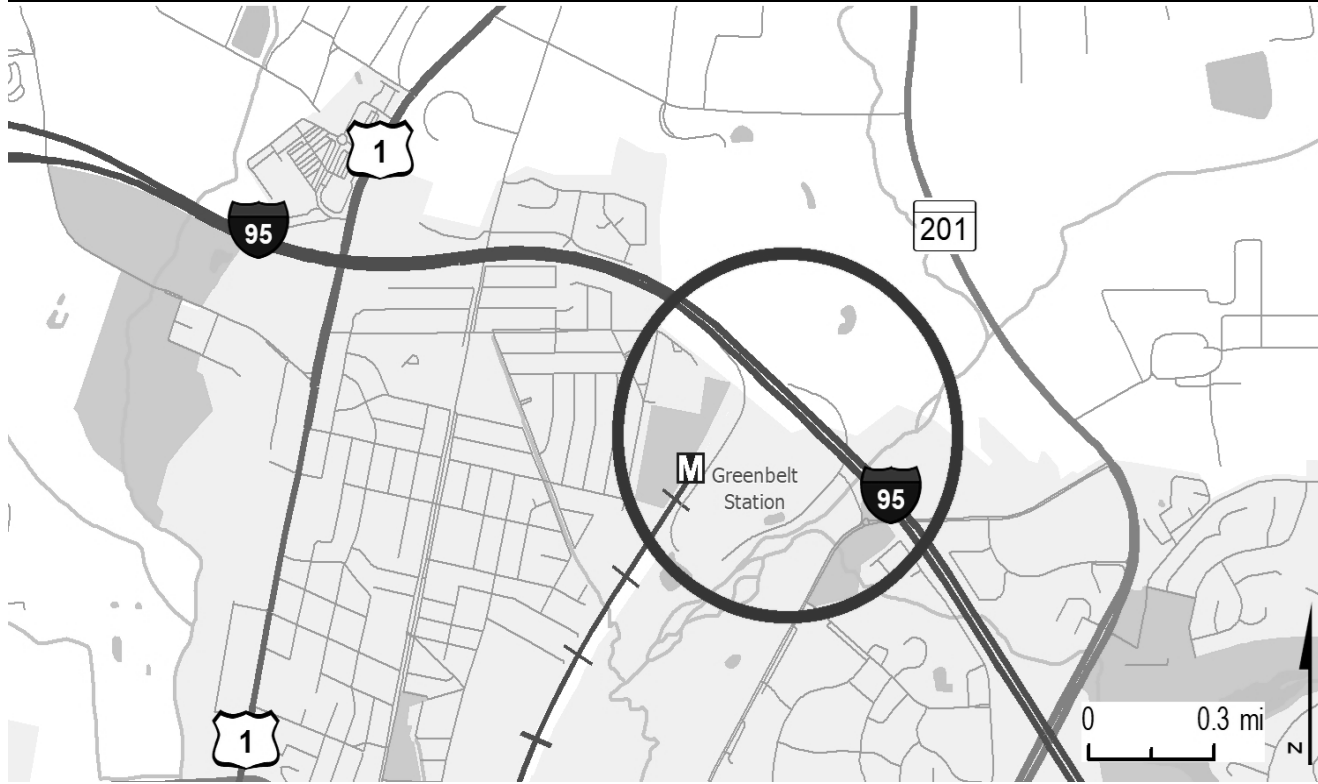




PRINCE GEORGE'S COUNTY



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at Greenbelt Metro Station and coordination with WMATA, Prince George's County, Greenbelt, and other stakeholder agencies to support FBI headquarters relocation and transit-oriented development.

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. Cashflows shown are based on order of magnitude estimates and will be refined with further scope development.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER						SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2024	EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE	
						...2027...	...2028...	...2029...	...2030...			
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0	
Engineering	21,444	11,444	500	2,000	4,000	4,000	0	0	0	10,000	0	
Right-of-way	5,129	129	0	0	2,500	2,500	0	0	0	5,000	0	
Utilities	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	235,000	0	
Total	263,959	13,959	500	2,000	31,500	111,500	105,000	0	0	250,000	0	
Federal-Aid	51,426	1,426	0	2,000	8,000	15,000	25,000	0	0	50,000	0	
Special	12,533	12,533	500	0	0	0	0	0	0	0	0	
Other	200,000	0	0	0	23,500	96,500	80,000	0	0	200,000	0	

Classification:

STATE - Principal Arterial

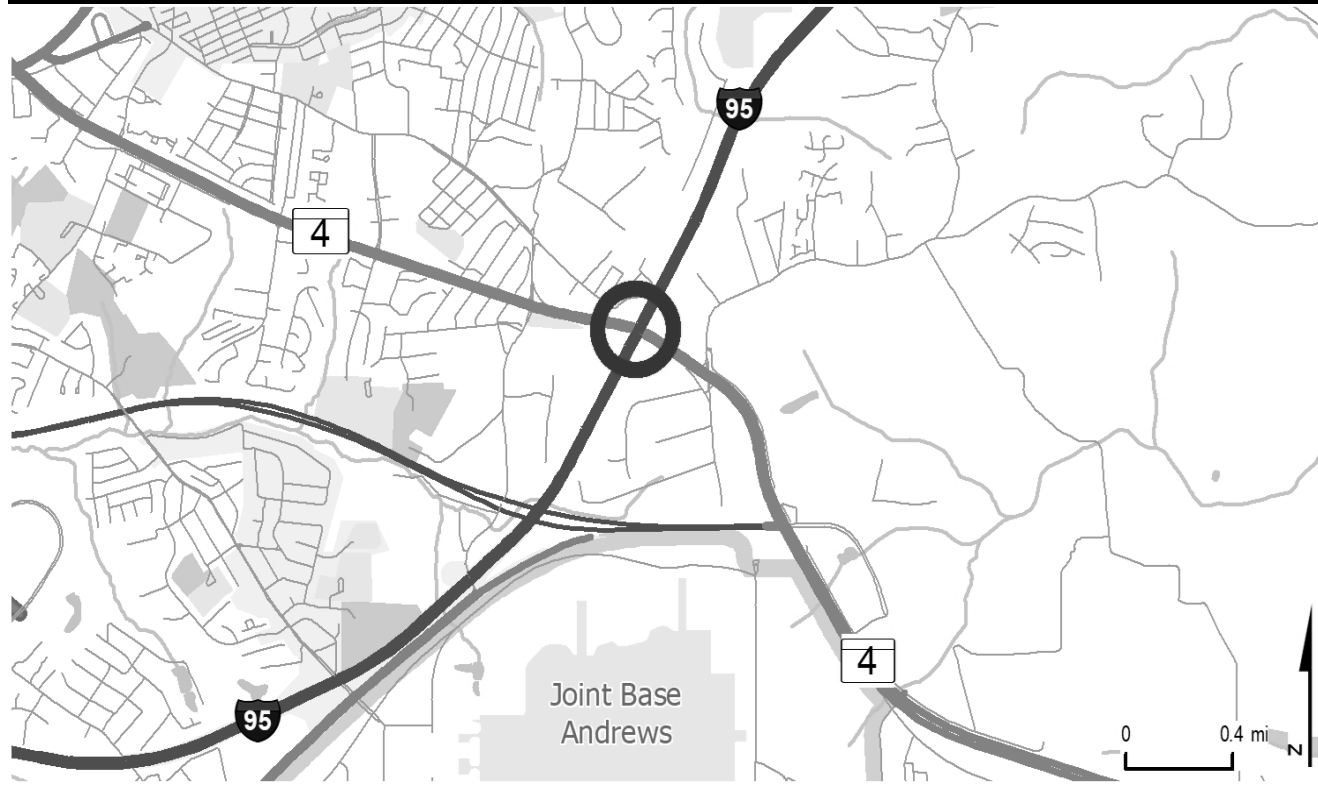
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 215,600 (2024)

PROJECTED 245,000 (2044)



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 2024 - 29 CTP: Project is subject to potential deferral due to fiscal constraints. The cost increase of \$21.4 million is primarily due to a revised engineer's estimate for construction. The updated estimate also accounts for additional safety and operational improvements to the ramps and interchange.

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,452	3,621	2,827	1,221	610	0	0	0	0	1,831	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	1,500	1,500	500	0	0	0	0	0	500	0
Construction	55,000	0	0	0	9,244	19,821	17,537	8,398	0	55,000	0
Total	62,452	5,121	4,327	1,721	9,854	19,821	17,537	8,398	0	57,331	0
Federal-Aid	59,299	4,768	4,114	1,671	9,392	18,830	16,660	7,978	0	54,531	0
Special	3,153	353	213	50	462	991	877	420	0	2,800	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

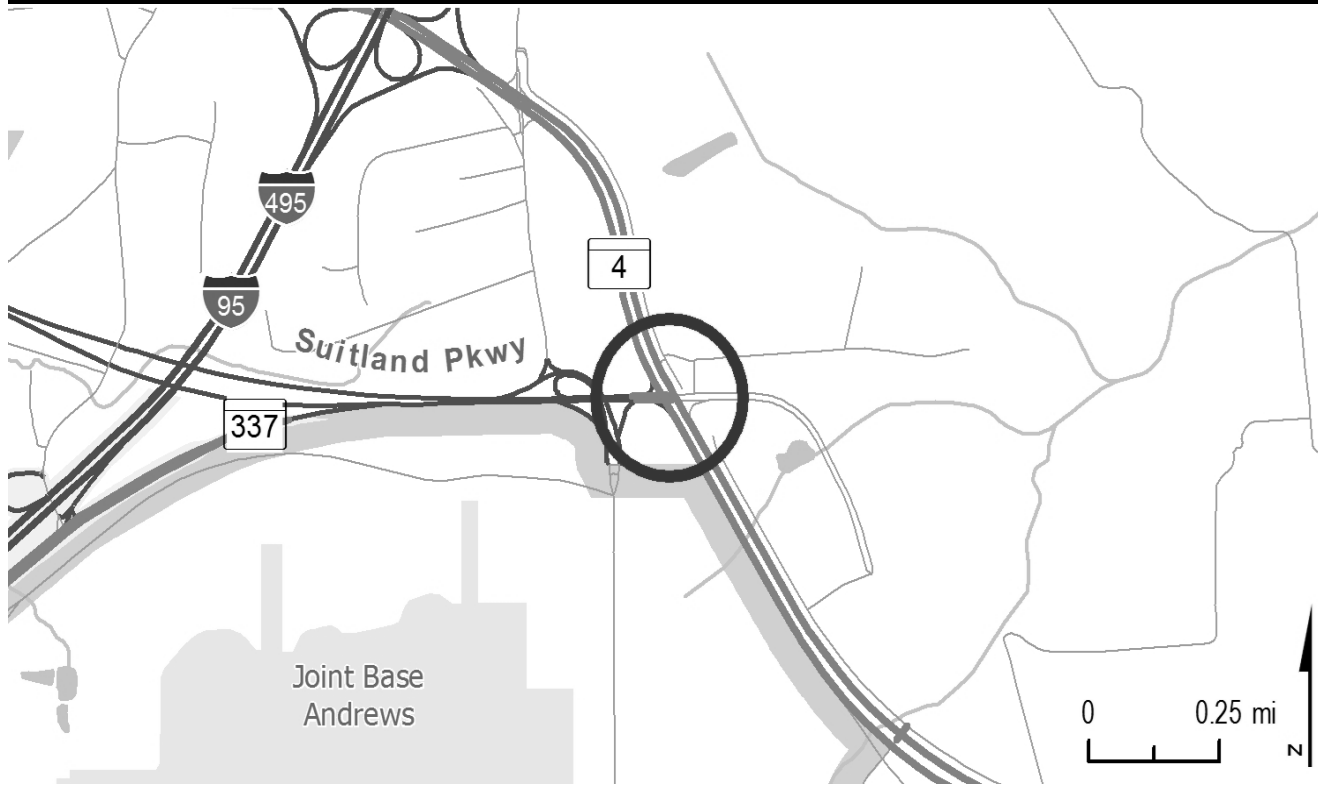
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 211,200 (2024)

PROJECTED 240,600 (2044)



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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$14.1 million is primarily due to a favorable bid on the construction contract.

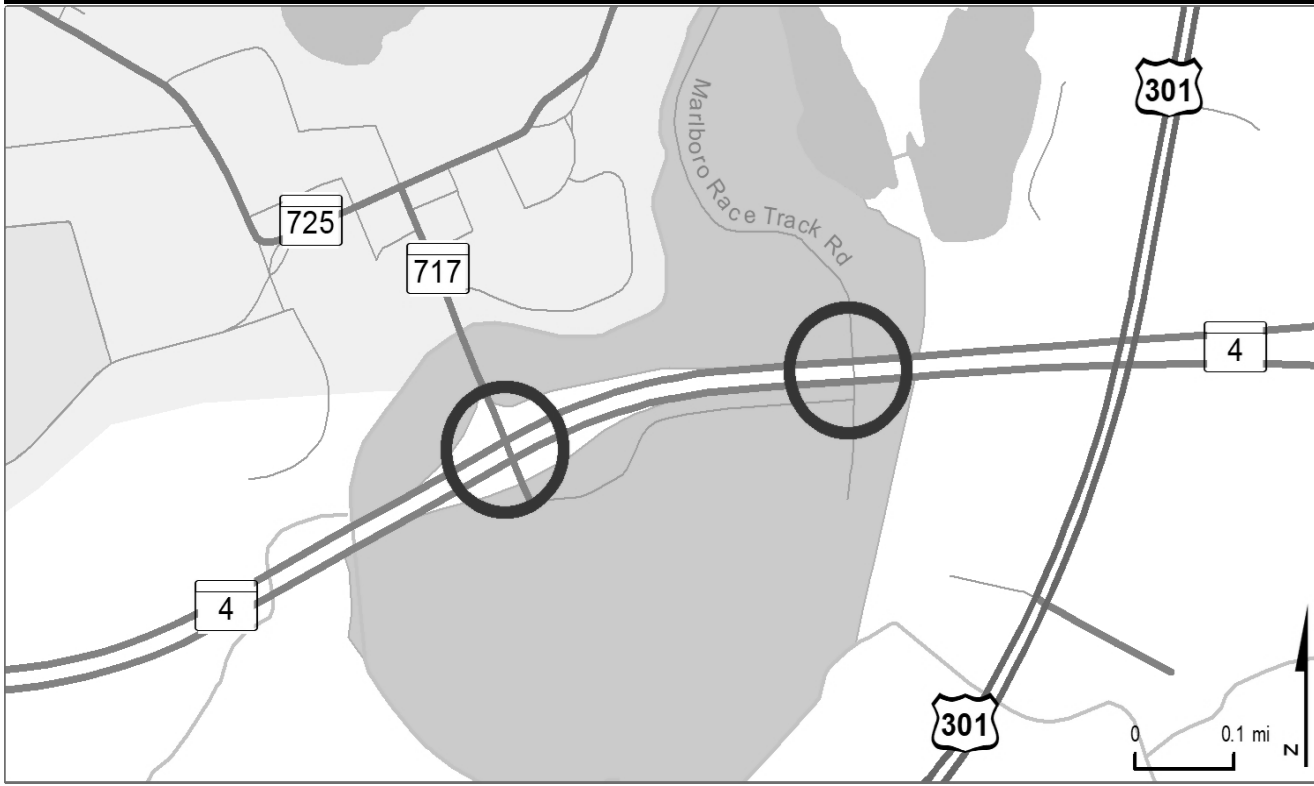
POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	21,592	21,592	1,304	0	0	0	0	0	0	0	0
Right-of-way	14,195	12,415	2,415	1,780	0	0	0	0	0	1,780	0
Utilities	9,752	8,674	0	1,078	0	0	0	0	0	1,078	0
Construction	223,176	52,469	15,031	25,578	37,446	39,262	39,262	29,159	0	170,707	0
Total	268,716	95,151	18,750	28,436	37,446	39,262	39,262	29,159	0	173,565	0
Federal-Aid	228,819	57,237	17,107	26,919	37,326	39,136	39,136	29,065	0	171,582	0
Special	37,729	35,746	1,643	1,517	120	126	126	94	0	1,983	0
Other	2,168	2,168	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 (2024)
 PROJECTED 111,400 (2044)



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

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

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

- 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 2024 - 29 CTP: Project is subject to potential deferral due to fiscal constraints.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

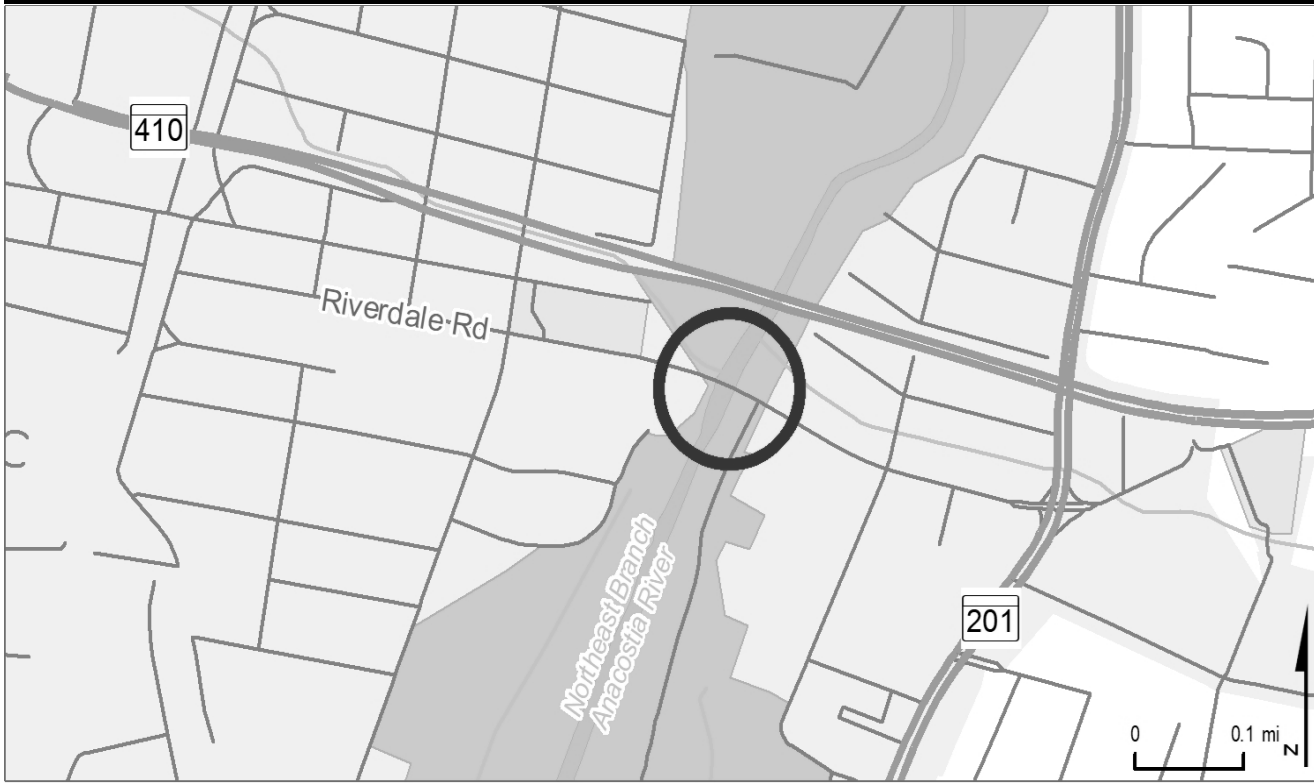
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,266	2,266	244	0	0	0	0	0	0	0	0
Right-of-way	73	1	1	16	16	16	16	8	0	72	0
Utilities	27	27	27	0	0	0	0	0	0	0	0
Construction	20,700	0	0	0	3,100	7,250	7,250	3,100	0	20,700	0
Total	23,066	2,294	272	16	3,116	7,266	7,266	3,108	0	20,772	0
Federal-Aid	21,512	1,789	263	13	2,958	6,901	6,901	2,951	0	19,723	0
Special	1,554	505	9	3	158	366	366	157	0	1,049	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 (2024)
 PROJECTED 66,300 (2044)



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: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: Project is subject to potential deferral due to fiscal constraints.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,996	1,696	146	150	150	0	0	0	0	300	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	10,270	1,696	146	150	1,304	4,316	2,804	0	0	8,574	0
Federal-Aid	9,038	893	146	142	1,238	4,101	2,664	0	0	8,145	0
Special	1,233	803	0	8	66	216	140	0	0	430	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Collector

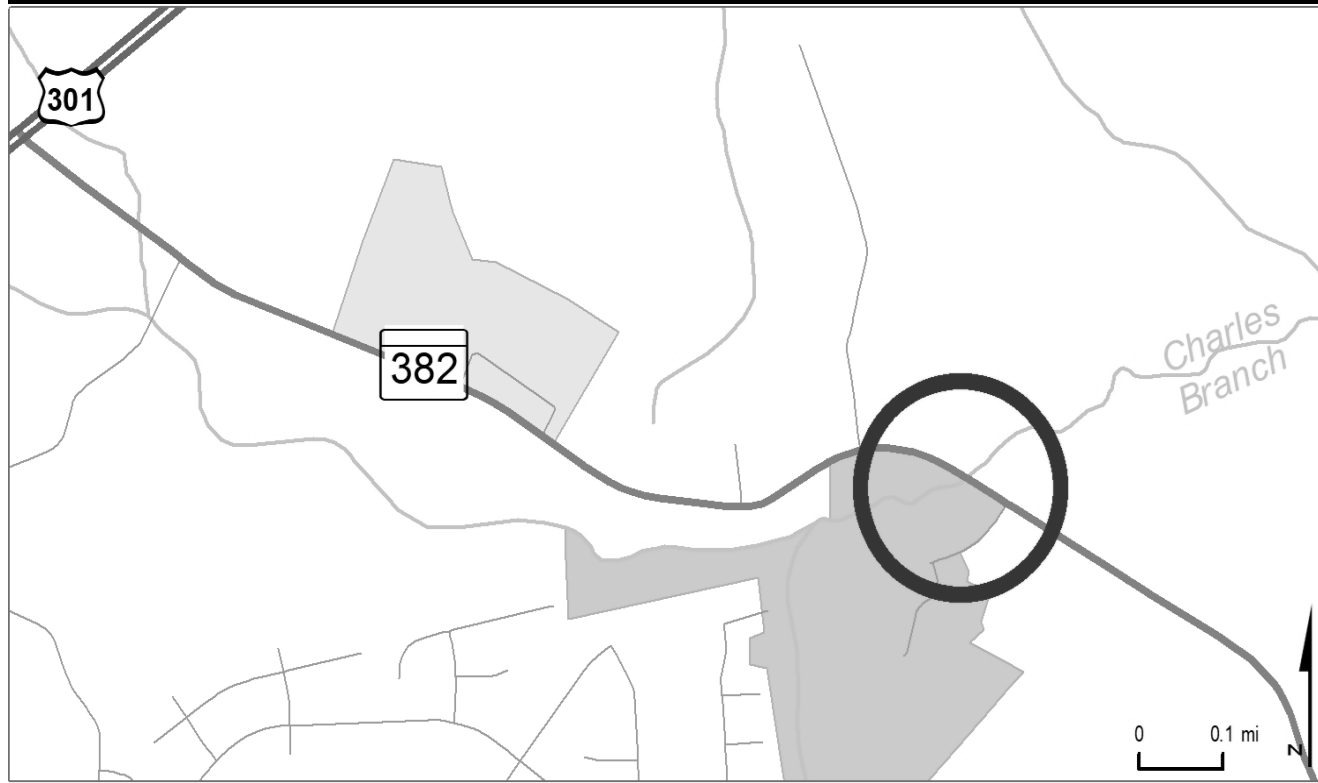
FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 5,900 (2024)

PROJECTED 7,850 (2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

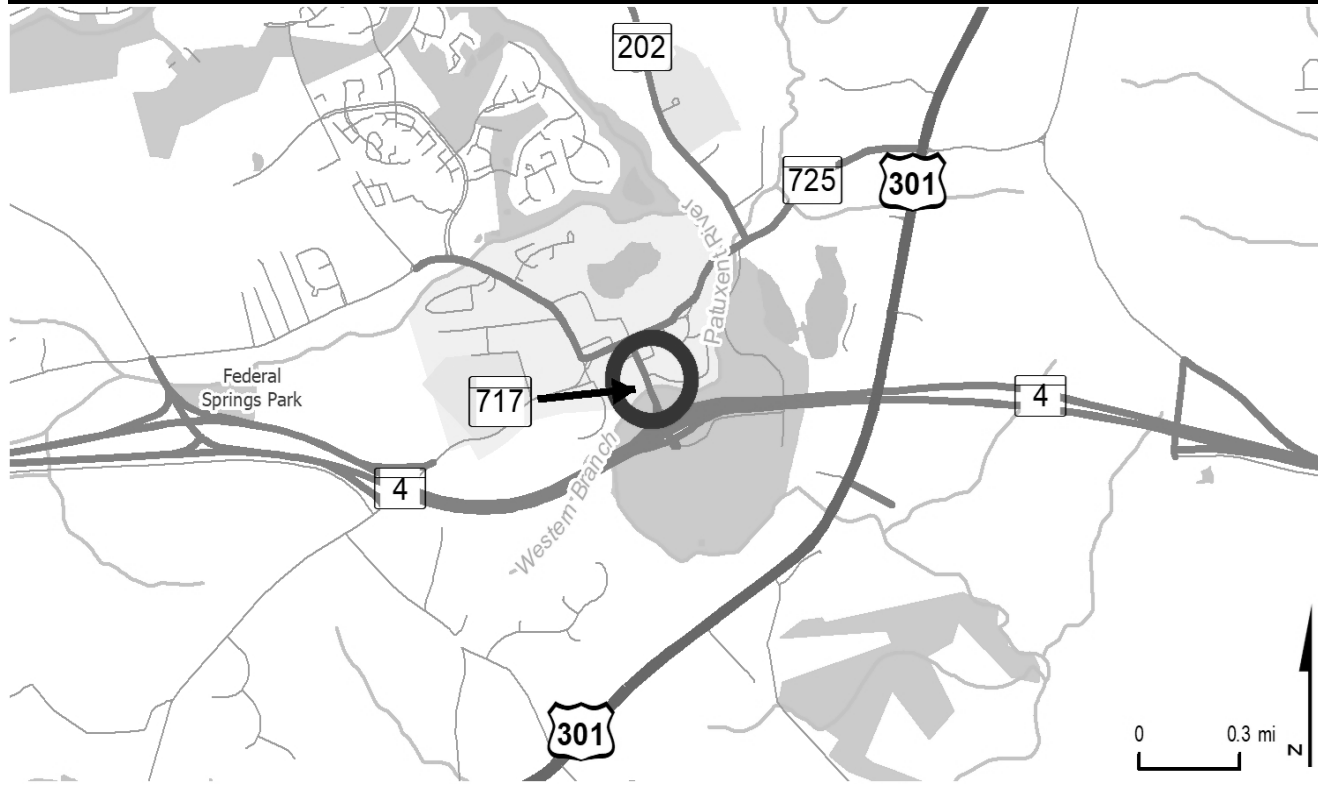
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,092	1,092	13	0	0	0	0	0	0	0	0
Right-of-way	86	31	14	55	0	0	0	0	0	55	0
Utilities	337	59	59	278	0	0	0	0	0	278	0
Construction	3,996	3,843	3,629	153	0	0	0	0	0	153	0
Total	5,511	5,025	3,715	486	0	0	0	0	0	486	0
Federal-Aid	4,540	4,054	3,669	486	0	0	0	0	0	486	0
Special	971	971	46	0	0	0	0	0	0	0	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 (2024)
 PROJECTED 5,200 (2044)



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 2024 - 29 CTP: Project is subject to potential deferral due to fiscal constraints.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,276	2,229	177	47	0	0	0	0	0	47	0
Right-of-way	90	2	2	20	20	20	20	8	0	88	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	10,343	0	0	0	1,600	3,570	3,570	1,603	0	10,343	0
Total	12,709	2,231	179	67	1,620	3,590	3,590	1,611	0	10,478	0
Federal-Aid	10,545	606	122	62	1,535	3,406	3,406	1,529	0	9,939	0
Special	2,164	1,625	57	5	85	184	184	82	0	539	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

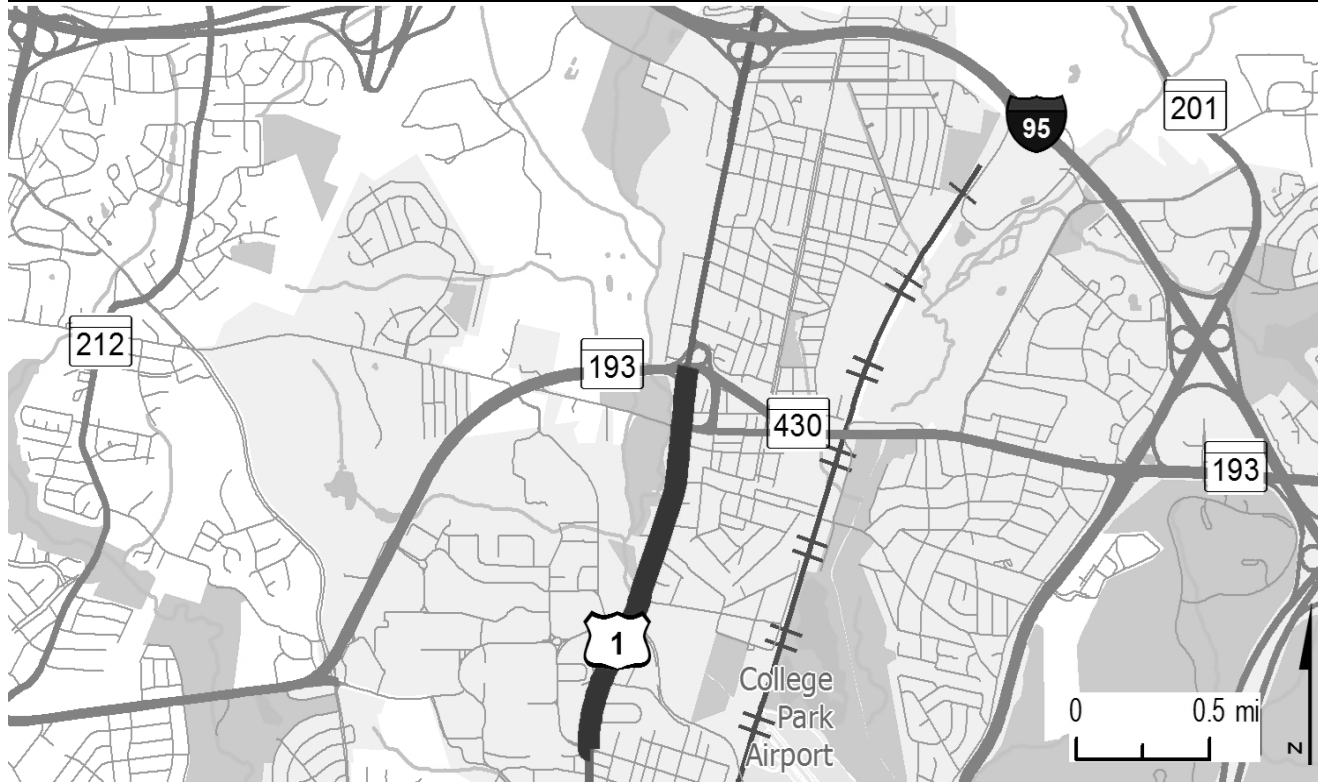
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 8,000 (2024)

PROJECTED 9,800 (2044)



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

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

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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

- SPECIAL
- FEDERAL
- GENERAL
- OTHER

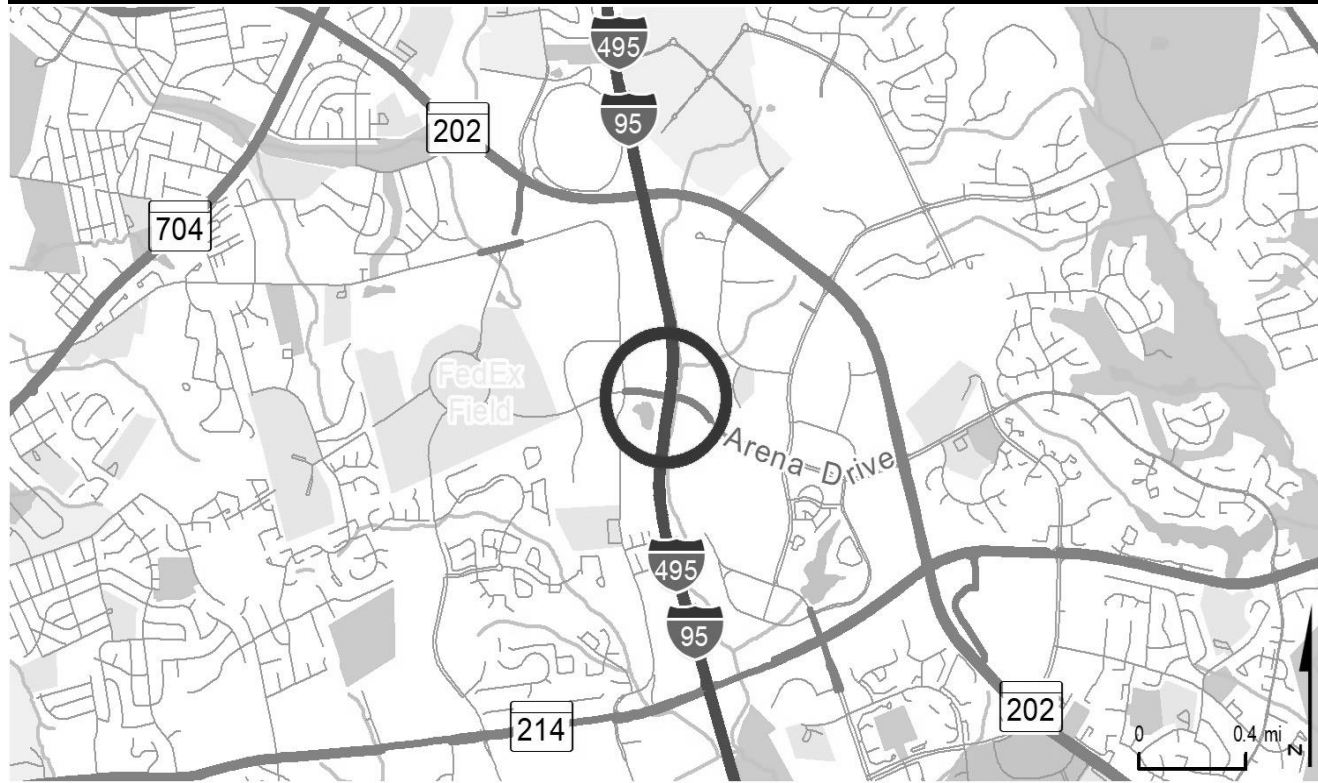
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,647	9,647	0	0	0	0	0	0	0	0	0
Right-of-way	7,663	7,133	900	530	0	0	0	0	0	530	0
Utilities	4,021	1,010	602	2,409	602	0	0	0	0	3,011	0
Construction	35,559	35,559	7,031	0	0	0	0	0	0	0	0
Total	56,890	53,349	8,533	2,939	602	0	0	0	0	3,541	0
Federal-Aid	42,192	39,281	7,547	2,329	582	0	0	0	0	2,911	0
Special	11,441	10,811	986	610	20	0	0	0	0	630	0
Other	3,257	3,257	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 36,000 (2024)
 PROJECTED 40,100 (2044)



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: Project going on hold in FY 2025.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$11.4 million is the result of project deferrals due to fiscal constraints.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,622	3,039	1,000	583	0	0	0	0	0	583	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	3,622	3,039	1,000	583	0	0	0	0	0	583	0
Federal-Aid	3,585	3,002	1,000	583	0	0	0	0	0	583	0
Special	37	37	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principle Arterial

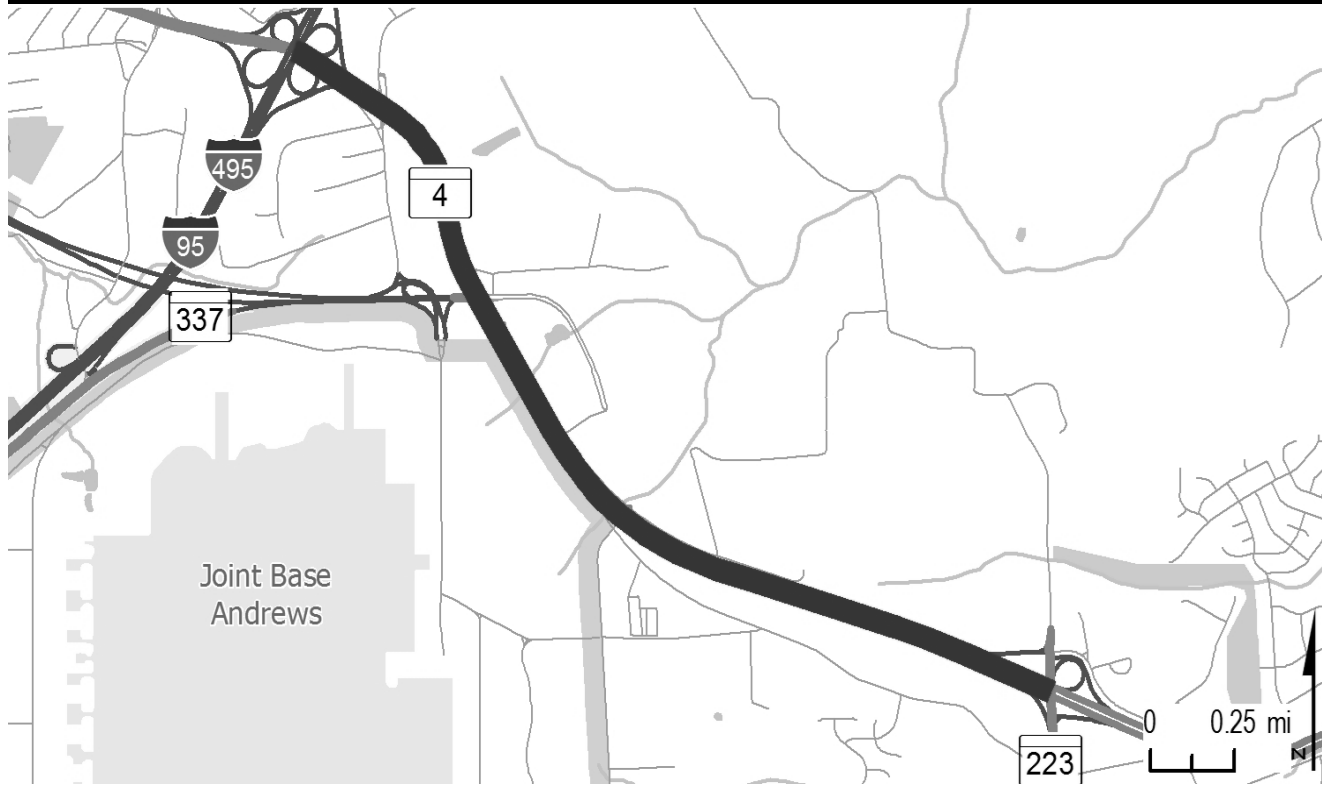
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 206,000 (2024)

PROJECTED 252,000 (2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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

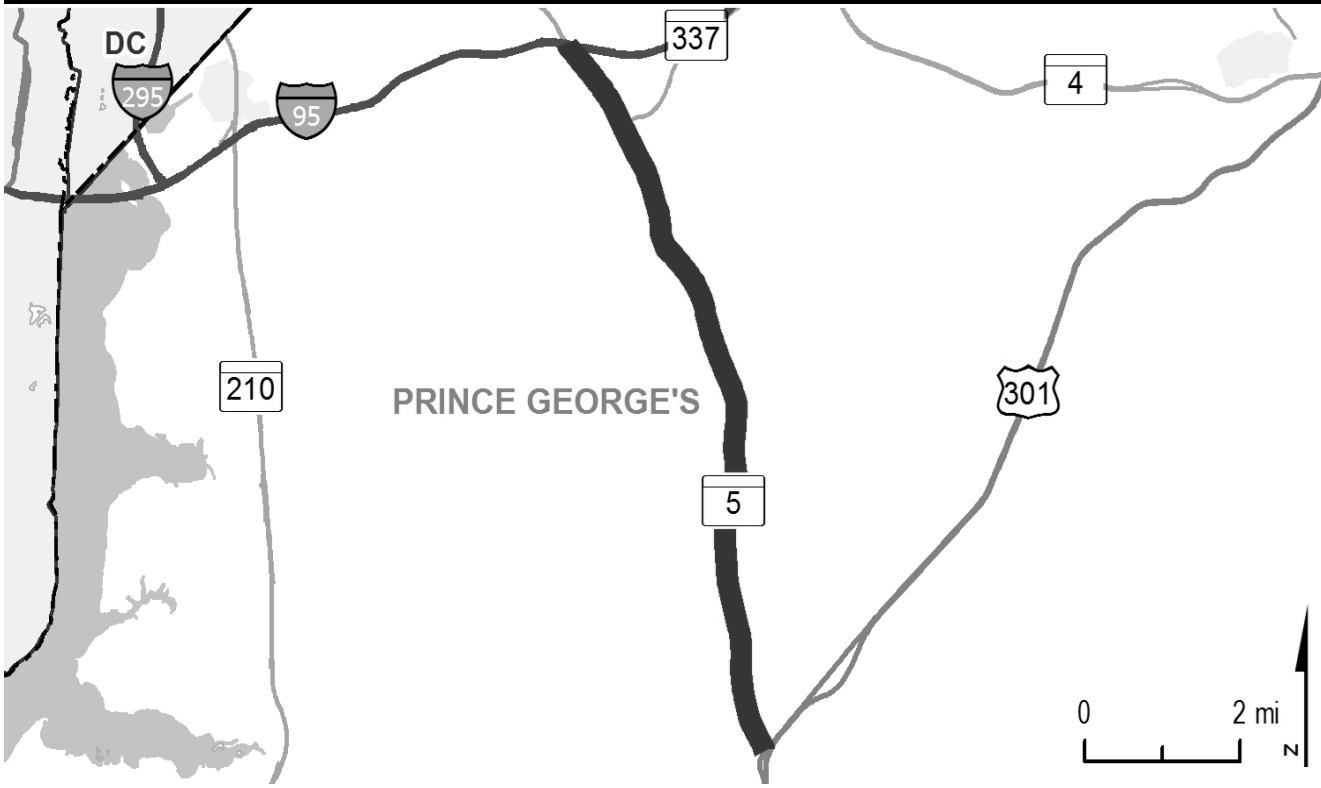
Classification:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000 (2024)

PROJECTED 111,600 (2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

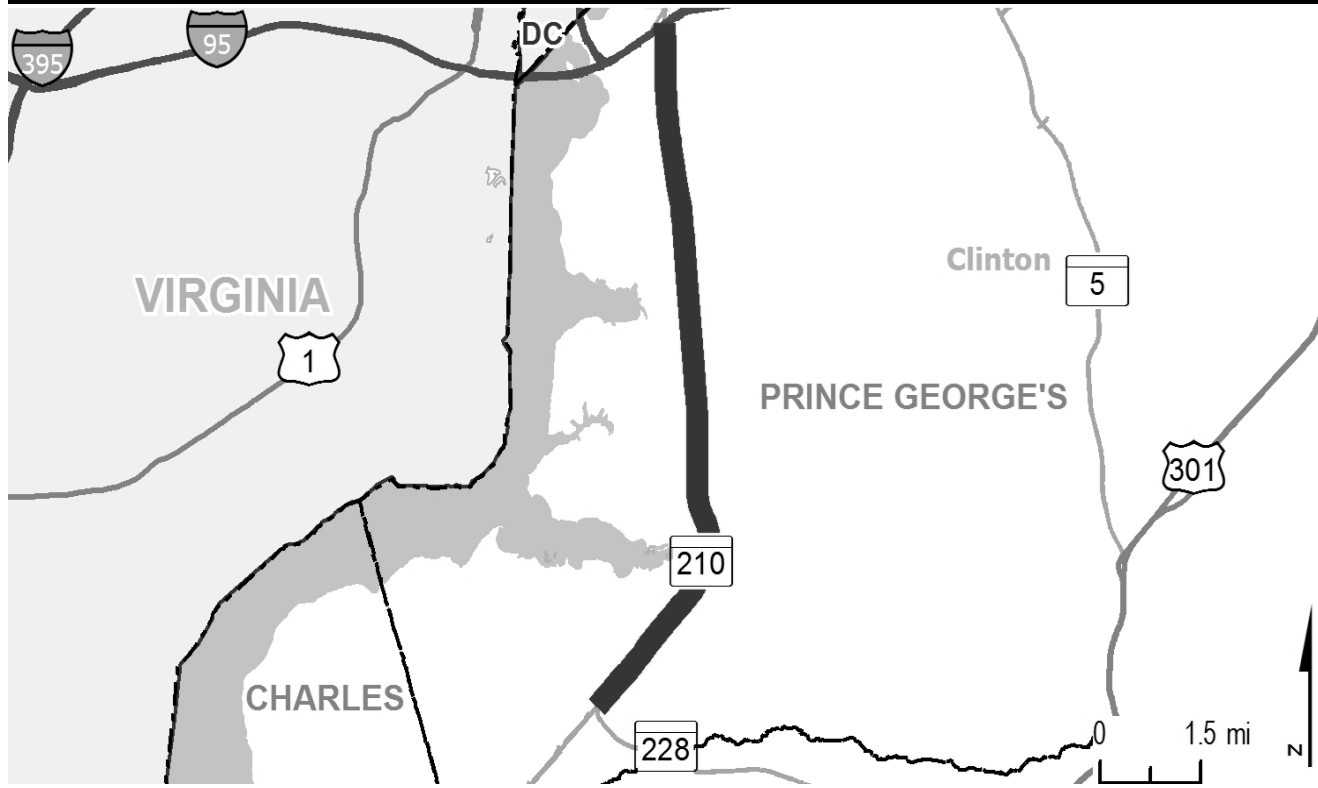
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	4,084	4,084	0	0	0	0	0	0	0	0	0
Engineering	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 (2024)
 PROJECTED 148,700 (2044)



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 through the provision of a facility consisting of bicycle lanes, a separated shared use path adjacent to MD 210, and various other treatments that will extend from I-95/ I-495 to MD 373.

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. Prince George's County is contributing \$1.0 million for engineering.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

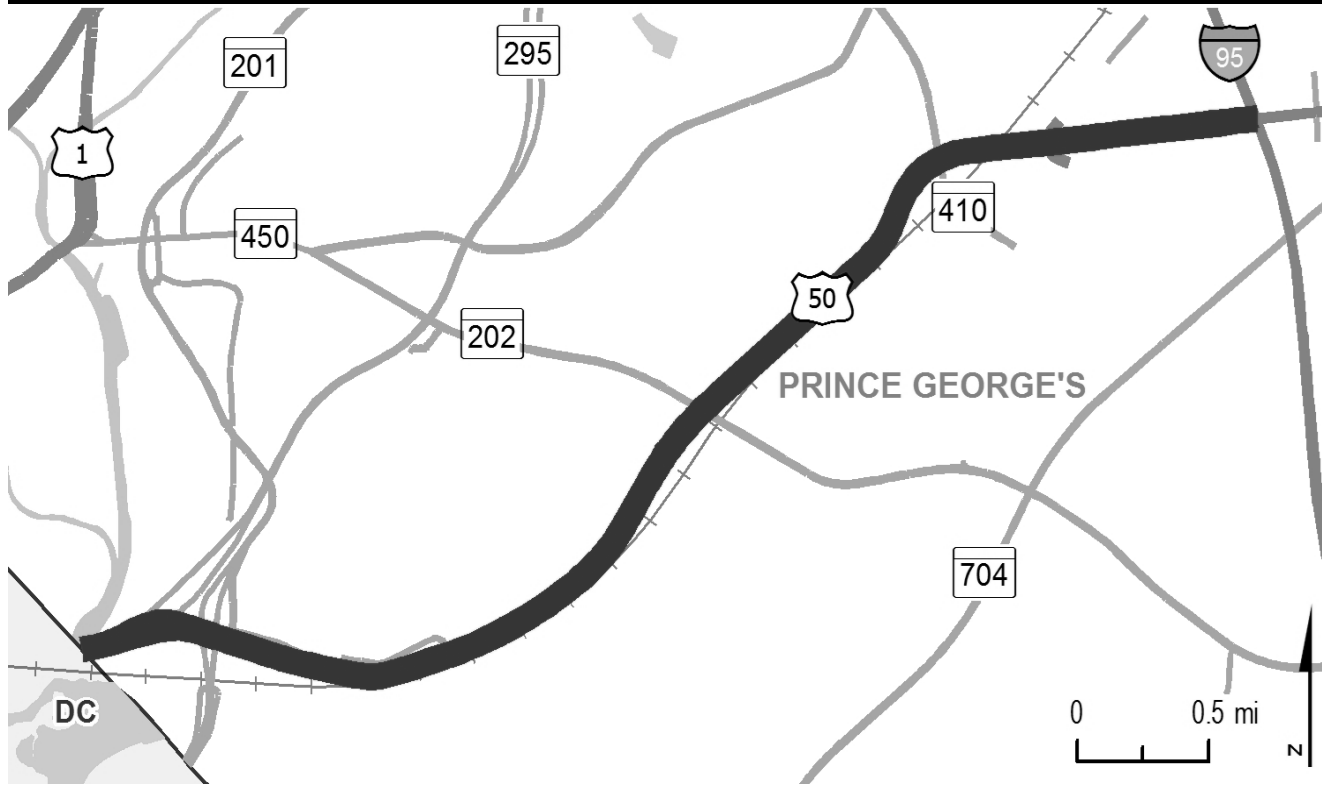
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,414	1,902	1,000	500	1,500	1,500	1,500	1,250	4,262	10,512	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	5,407	1,000	500	1,500	1,500	1,500	1,250	4,262	10,512	0
Federal-Aid	11,010	1,146	750	250	1,102	1,500	1,500	1,250	4,262	9,864	0
Special	3,909	3,909	0	0	0	0	0	0	0	0	0
Other	1,000	352	250	250	398	0	0	0	0	648	0

Classification:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway
 STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 60,000 - 80,000 (2024)
 PROJECTED 70,000 - 100,000 (2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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

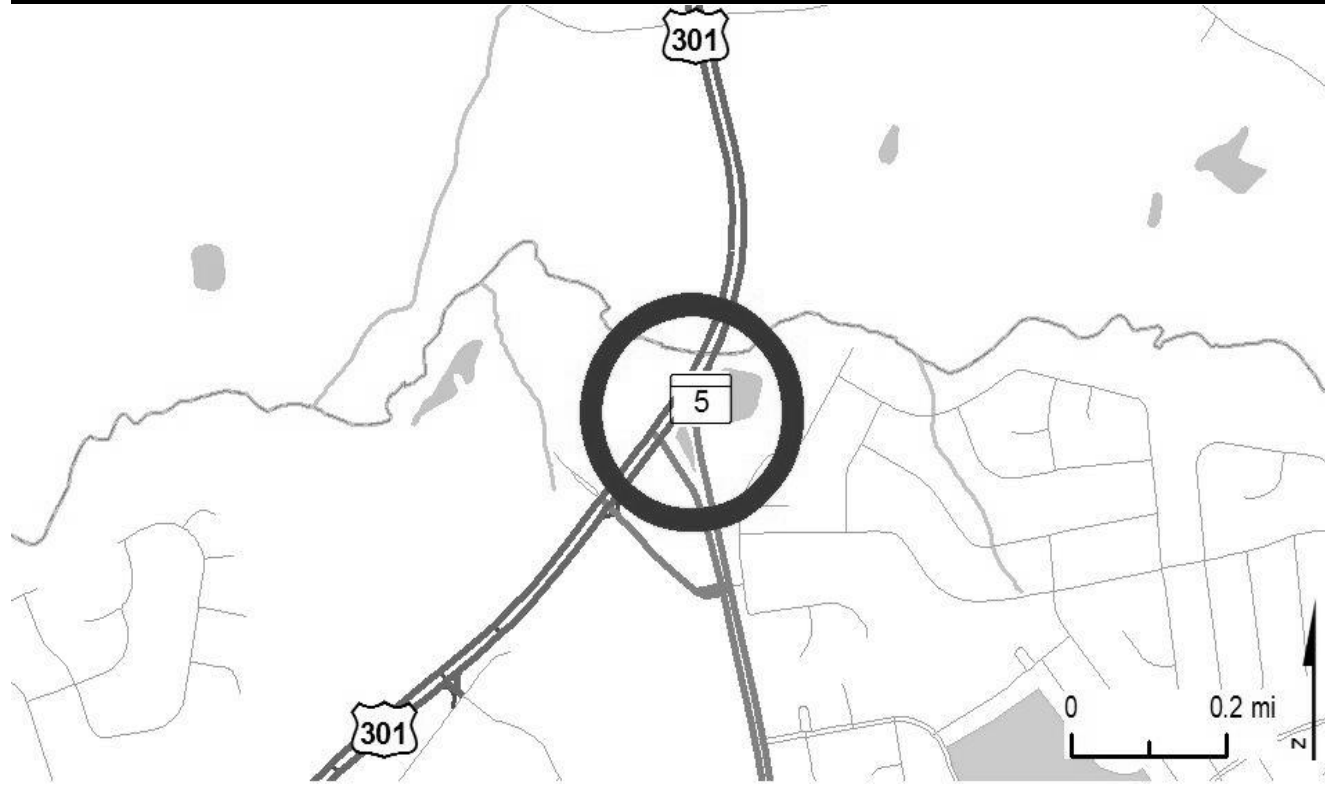
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,700 - 149,200 (2024)

PROJECTED 87,500 - 162,400 (2044)



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
 Project Outside PFA
 PFA Status Yet to Be Determined

 Grandfathered
 Exception Will Be Required
 Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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

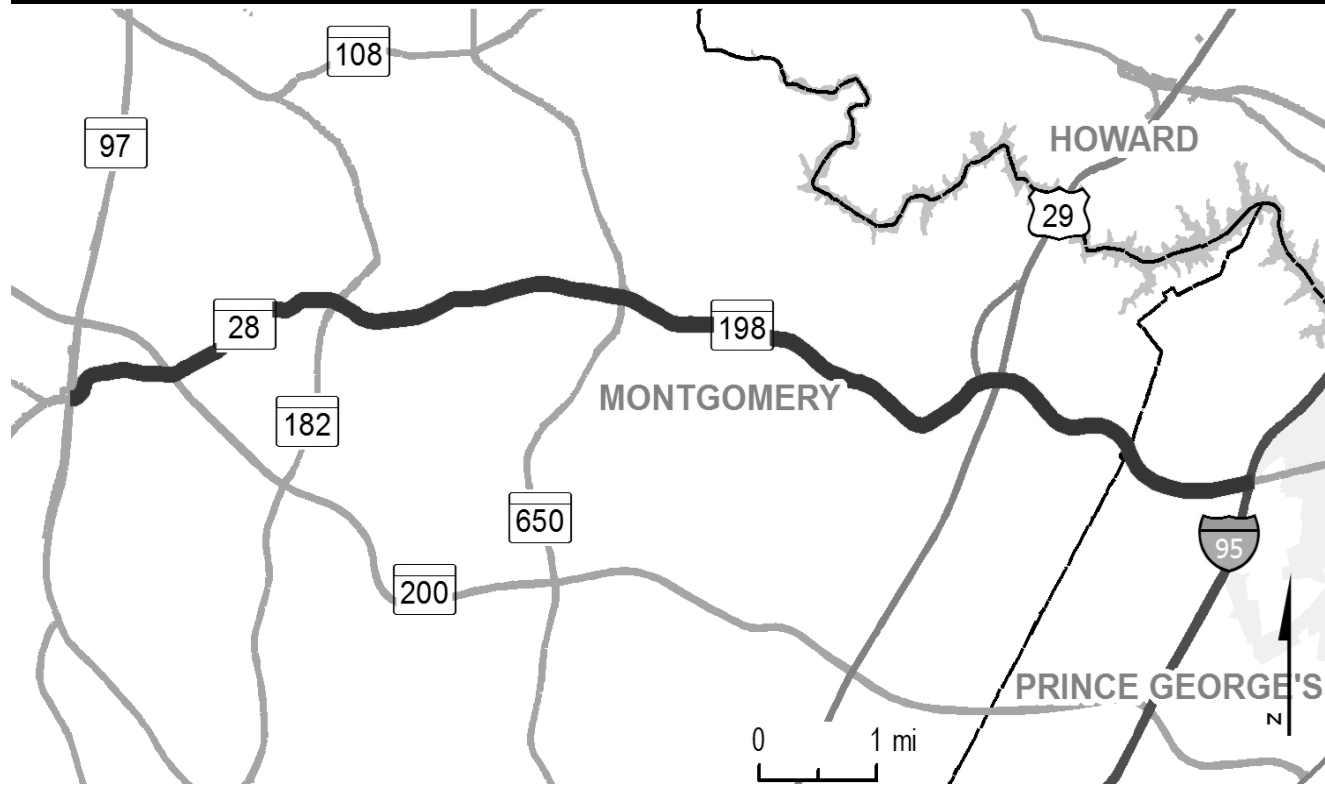
Classification:

STATE - Primary Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100,800 (US 301)
 (2024)

PROJECTED 131,800 (US 301)
 (2044)



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: Project on hold.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	9,200	9,200	89	0	0	0	0	0	0	0	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	9,202	89	0	0	0	0	0	0	0	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,996	89	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 - Other Principal Arterial
 STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2024) 20,200 - 37,400 (MD 28)
 17,300 - 46,100 (MD 198)
PROJECTED (2044) 30,400 - 52,600 (MD 28)
 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: Project going on hold in FY 2025. Prince George's County contributed \$1.0 million for planning.

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: The cost decrease of \$2.1 million is the result of project deferrals due to fiscal constraints.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	1,779	1,779	2	0	0	0	0	0	0	0	0
Engineering	4,341	4,241	600	100	0	0	0	0	0	100	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	6,120	6,020	602	100	0	0	0	0	0	100	0
Federal-Aid	1,770	1,675	570	95	0	0	0	0	0	95	0
Special	4,350	4,345	32	5	0	0	0	0	0	5	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

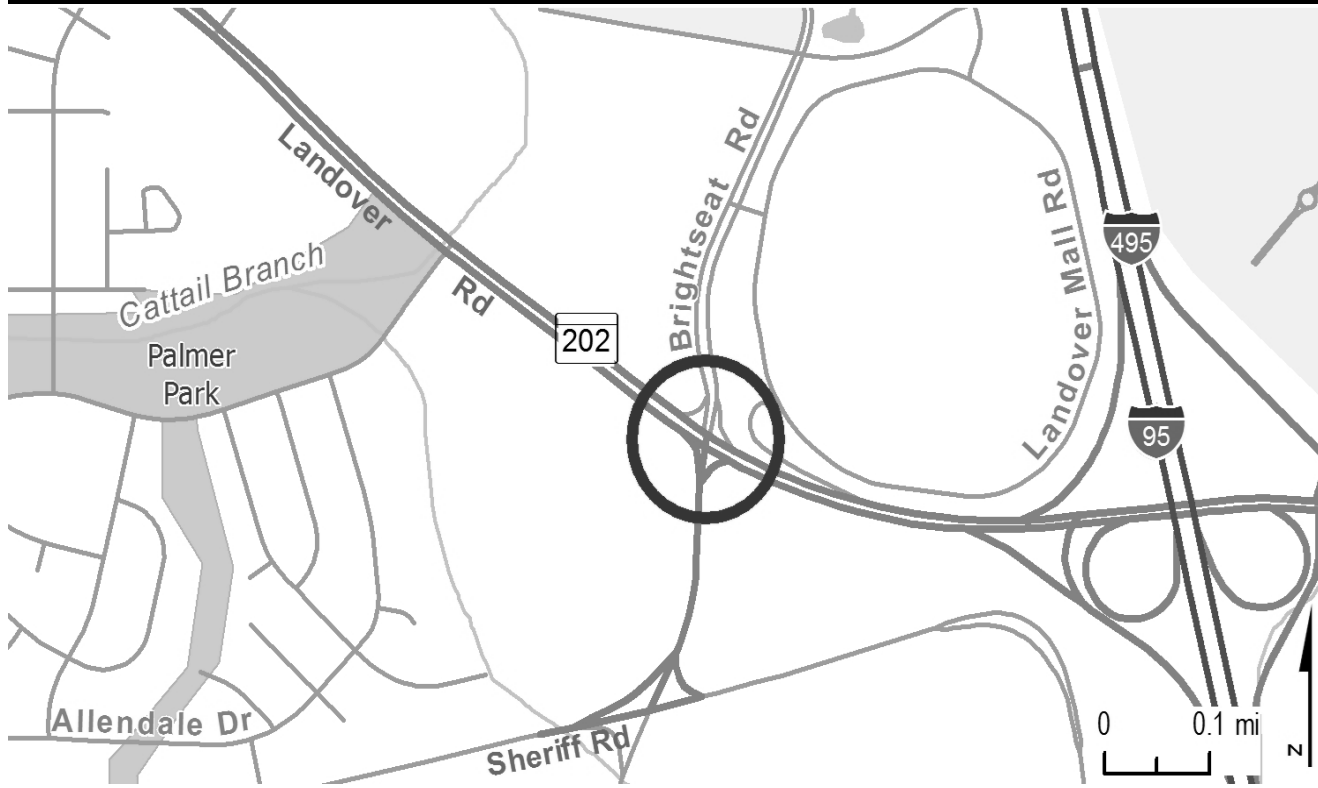
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 31,000 (2024)

PROJECTED 44,300 (2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

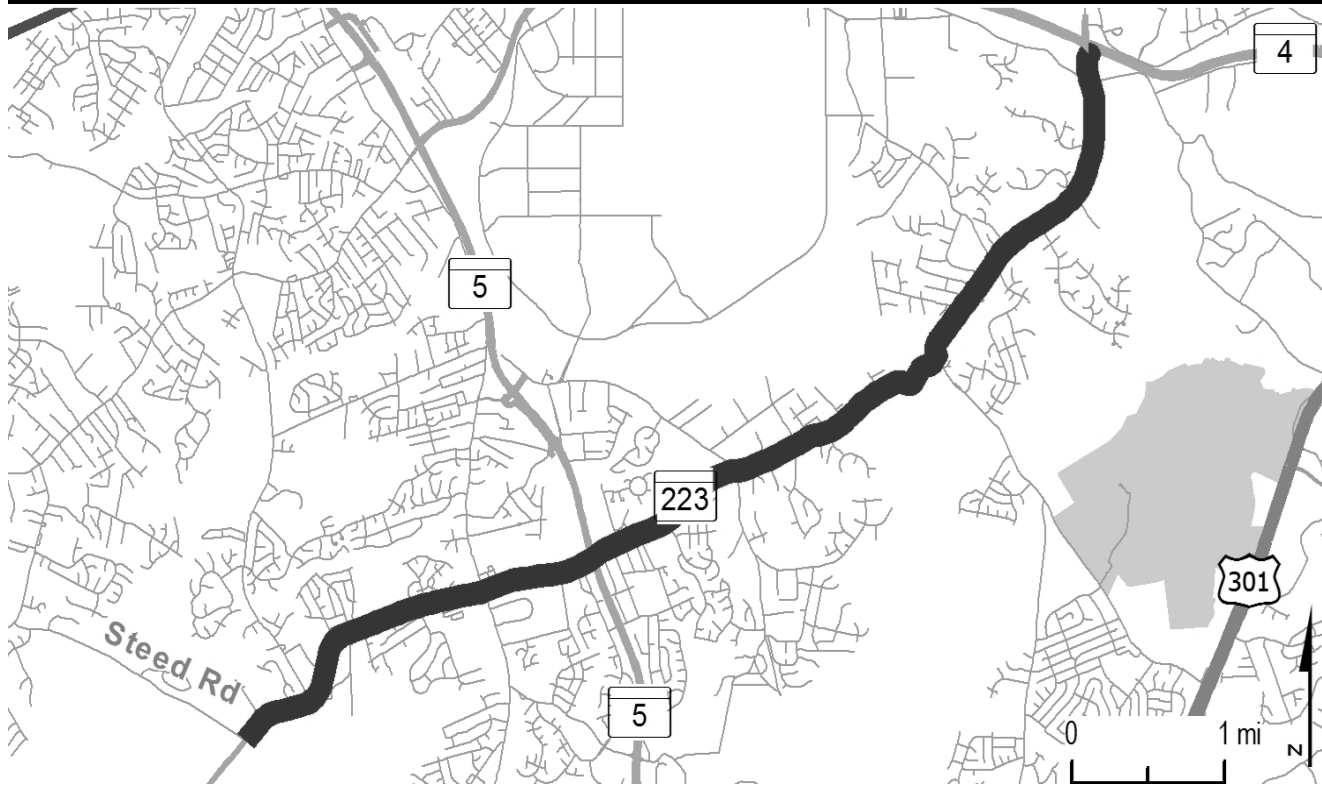
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	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 (2024)
 PROJECTED 64,600 (2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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 (2024)

PROJECTED 55,500 (2044)



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 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

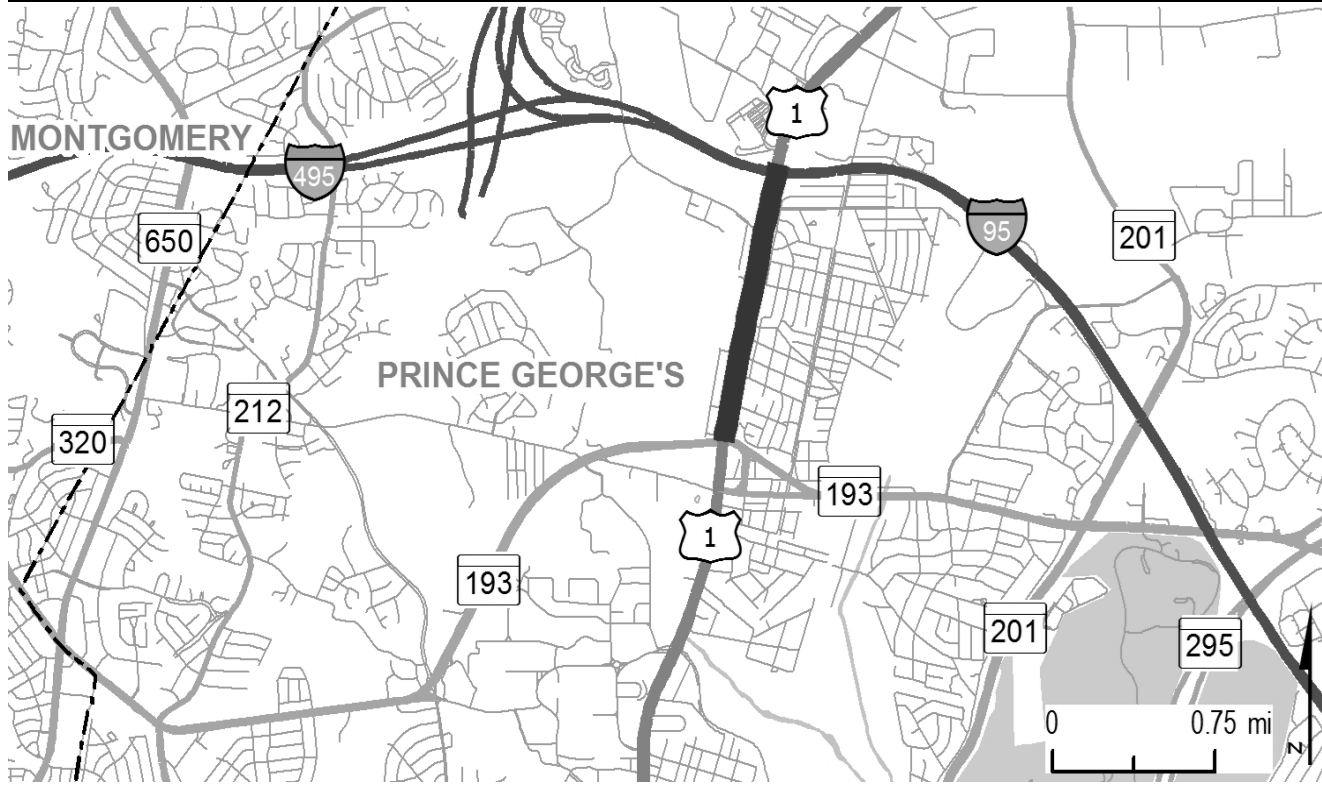
PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	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 (2024)
 PROJECTED 32,400 - 40,300 (2044)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) This is Segments 2 and 3 (1.1 miles) of a 3-segment project to upgrade US 1 from College Avenue to I-95/I-495. 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. Segment 1 is open to service. (Prince George's County Line 8).

SIGNIFICANT CHANGE FROM FY 2024 - 29 CTP: None.

POTENTIAL FUNDING SOURCE:

SPECIAL FEDERAL GENERAL OTHER

PHASE	TOTAL		EXPENDED IN 2024	CURRENT YEAR 2025	BUDGET YEAR 2026	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2024				...2027...	...2028...	...2029...	...2030...		
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 (2024)
 PROJECTED 50,300 (2044)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 21

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)	\$ 9,481	Under Construction
<u>Bridge Replacement/Rehabilitation</u>				
PGA471	-	CLEANING AND PAINTING BRIDGES 1604400, 1612500, 1619900, AND 1620500	\$ 5,475	Under Construction
<u>Resurface/Rehabilitate</u>				
XY7161	-	MILL AND RESURFACING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 20,702	Completed
PG0431	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM CHARLES COUNTY LINE TO STRUCTURE NO. 16056	\$ 4,557	FY 2025
PG8531	MD210	INDIAN HEAD HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM SPUR FOR SENECA DRIVE TO DC LINE	\$ 1,890	FY 2025
PG0351	US301	CRAIN HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM MD 214 TO SOUTH OF EXCALIBUR ROAD	\$ 4,230	Under Construction
PG8501	IS95	CAPITAL BELTWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM LIVINGSTON ROAD TO SOUTH OF AUTH ROAD	\$ 12,416	Under Construction
PG8521	MD5	BRANCH AVENUE - SAFETY AND RESURFACING IMPROVEMENTS FROM OLD BRANCH AVENUE TO CURTIS DRIVE	\$ 4,423	Under Construction
PG8551	MD704	MARTIN LUTHER KING JR HIGHWAY - SAFETY AND RESURFACING IMPROVEMENTS FROM GREENLEAF ROAD TO ARDWICK ARDMORE ROAD	\$ 5,229	Under Construction
XB131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 3,020	Under Construction
XQ131G	-	PATCHING AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 4,413	Under Construction
XY8161	-	SAFETY AND RESURFACING IMPROVEMENTS AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 22,525	Under Construction
<u>Safety/Spot Improvement</u>				
PG6261	MD223	PISCATAWAY ROAD - ROUNDABOUT - FLORAL PARK ROAD/PISCATAWAY ROAD	\$ 10,792	Potential Deferral *
PG0111	MD201	KENILWORTH AVENUE - INTERSECTION RECONSTRUCT - M SQUARE BETTERMENTS NEAR RIVER ROAD	\$ 1,857	Under Construction
PG6252	IS495	CAPITAL BELTWAY - DRAINAGE IMPROVEMENT AT WSSC WATERMAIN NEAR EVERHART PLACE	\$ 2,088	Under Construction
PG8901	-	BICYCLE AND PEDESTRIAN ROUTE - PURPLE LINE ALIGNMENT	\$ 4,551	Under Construction

* Subject to System Preservation Program fund allocations in the Final CTP

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 21

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Sidewalks				
PG2801	MD223	WOODYARD ROAD - SIDEWALKS FROM SOUTH OF VICTORIA DRIVE TO NORTH OF SHERWOOD DRIVE	\$ 6,147	Under Construction
PGA111	MD725	MAIN STREET - SIDEWALKS FROM WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 1,587	Under Construction
Transportation Alternatives Program				
PG0202	US1	BALTIMORE AVENUE - HOLLYWOOD ROAD SIDEWALK DESIGN	\$ 79	Design Underway
PGA101	-	CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS - SAFE ROUTES TO SCHOOL	\$ 237	Design Underway
PGA381	-	BICYCLE AND PEDESTRIAN ROUTE - CENTRAL AVENUE CONNECTOR TRAIL - PHASE I & III	\$ 749	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

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