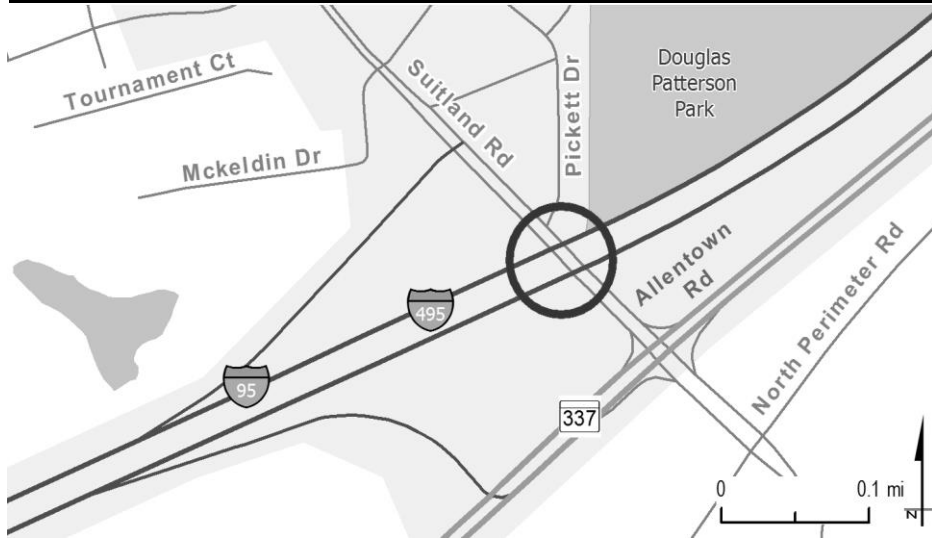


PRINCE GEORGE'S COUNTY

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The original structures were at the end of their useful lives and were in need of replacement.

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

DESCRIPTION: Replaced Bridges 1616205 and 1616206 over Suitland Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures, built in 1963, were rated poor.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,881	1,881	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	329	329	0	0	0	0	0	0	0	0	0
Construction	34,101	26,455	6,900	7,646	0	0	0	0	0	7,646	0
Total	36,312	28,666	6,900	7,646	0	0	0	0	0	7,646	0
Federal-Aid	1,452	1,452	0	0	0	0	0	0	0	0	0
Special	34,860	27,214	6,900	7,646	0	0	0	0	0	7,646	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 178,400

PROJECTED (2040) 194,000

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The existing structures are nearing the end of their useful lives and are in need of replacement.

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

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: I-95/I-495, Bridge Replacements over Suitland Road (Line 1)

MD 4, Interchange at Suitland Parkway (Line 4)

MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 16)

Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,605	1,605	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	34,250	21,497	12,400	6,624	4,855	1,274	0	0	0	12,753	0
Total	35,855	23,102	12,400	6,624	4,855	1,274	0	0	0	12,753	0
Federal-Aid	31,277	19,232	11,100	6,252	4,594	1,199	0	0	0	12,045	0
Special	4,578	3,870	1,300	372	261	75	0	0	0	708	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 199,000

PROJECTED (2040) 218,000

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The existing structures are at the end of their useful lives and are in need of replacement.

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

DESCRIPTION: Replace Bridges 1615305 and 1615306 over MD 214.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures, built in 1963, are poor rated.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$5.8 million is due to an increase in unit prices at time of advertisement to reflect bid prices received for similar projects and additional utility relocation costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL					PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	EXPENDED	CURRENT	BUDGET						
	COST	THRU	IN	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	2020	2020	2021	2022	...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,860	1,860	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	36,537	14,839	11,400	16,627	4,953	118	0	0	0	21,698	0
Total	38,397	16,699	11,400	16,627	4,953	118	0	0	0	21,698	0
Federal-Aid	31,735	13,117	10,000	14,261	4,253	104	0	0	0	18,618	0
Special	6,662	3,582	1,400	2,366	700	14	0	0	0	3,080	0
Other										0	

Classification:

STATE - Principal Arterial

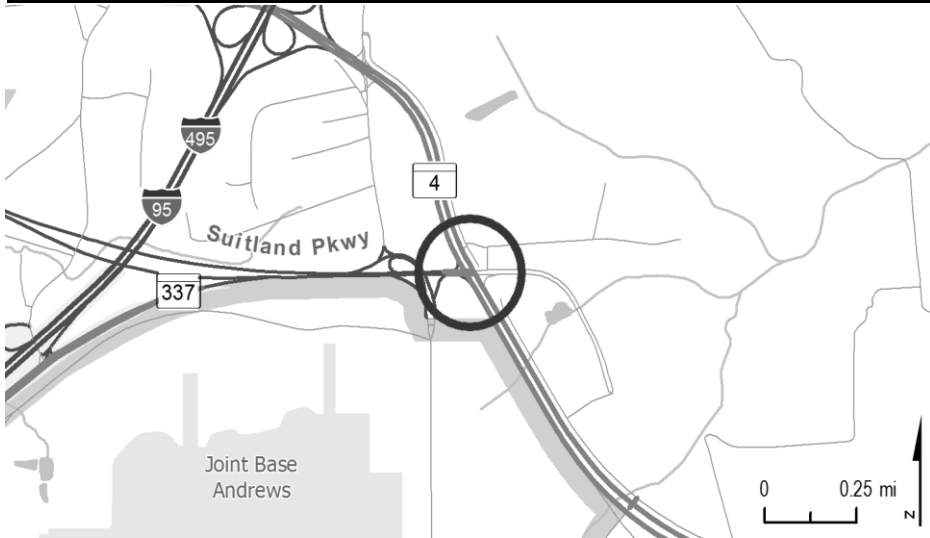
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 228,000

PROJECTED (2040) 247,000

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

- | | |
|--|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

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.

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 will accommodate increasing traffic volumes associated with future growth.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

MD 4 Bridge Replacements at MD 717 and Race Track Road (Line 5)

MD 4, MD 223 to I-95/I-495 (Line 16)

Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost decrease of \$8.5 million is due to reduced right-of-way needs.

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 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	12,379	12,379	0	0	0	0	0	0	0	0	0
Right-of-way	11,538	10,544	7	344	650	0	0	0	0	994	0
Utilities	7,817	7,817	1,100	0	0	0	0	0	0	0	0
Construction	93,728	42,292	12,777	51,436	0	0	0	0	0	51,436	0
Total	125,462	73,032	13,884	51,780	650	0	0	0	0	52,430	0
Federal-Aid	101,265	48,951	12,364	51,729	585	0	0	0	0	52,314	0
Special	21,648	21,531	1,141	51	65	0	0	0	0	116	0
Other	2,550	2,550	379	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

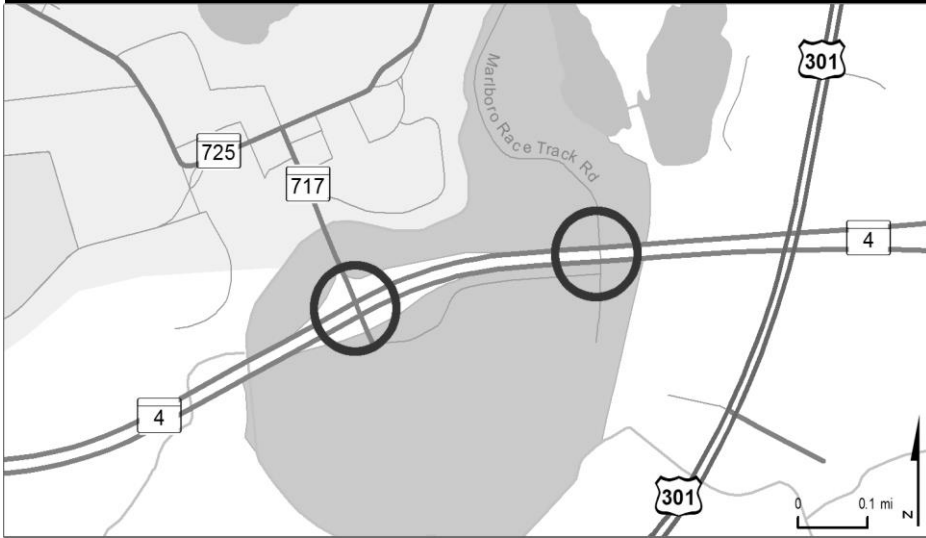
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 77,000

PROJECTED (2040) 108,900

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The original structures were at the end of their useful lives and are in need of replacement.

PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Replace Bridges 1609903 and 1609904 over MD 717 and Bridges 1610803 and 1610804 over Race Track Road.

PURPOSE & NEED SUMMARY STATEMENT: The original structures over MD 717 and Race Track Road, built 1960, are rated poor.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: MD 4 Interchange at Suitland Parkway (Line 4)
MD 4, MD 223 to I-95/I-495 (Line 16)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 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 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,805	480	242	935	390	0	0	0	0	1,325	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	20,000	0	0	0	0	1,193	4,835	5,545	4,978	16,551	3,449
Total	21,805	480	242	935	390	1,193	4,835	5,545	4,978	17,876	3,449
Federal-Aid	15,600	0	0	0	0	931	3,771	4,325	3,883	12,910	2,690
Special	6,205	480	242	935	390	262	1,064	1,220	1,095	4,966	759
Other										0	

Classification:

STATE - Intermediate Arterial

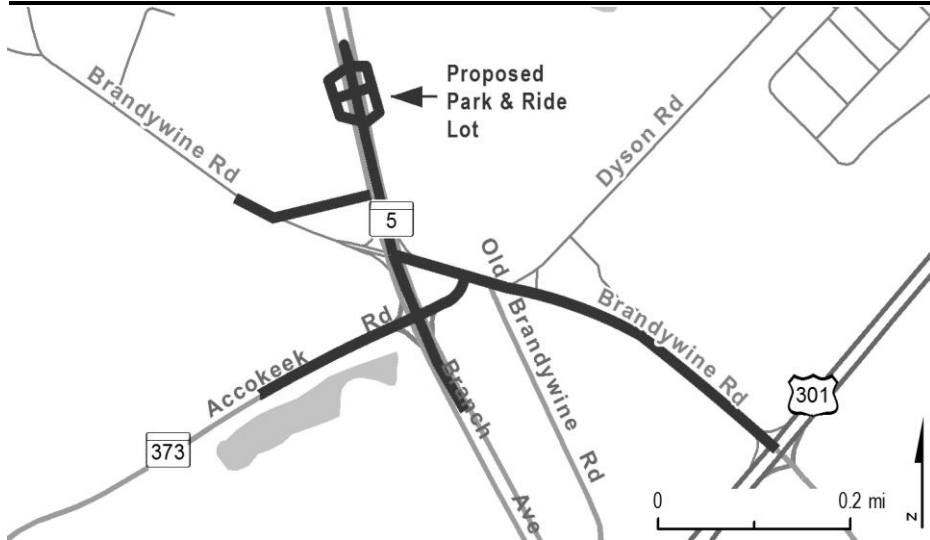
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 54,900

PROJECTED (2040) 63,550

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: This project improved mobility at a major bottleneck along the MD 5 and US 301 corridor and removed an at-grade conflict points at Brandywine Road and MD 373.

PROJECT: MD 5, Branch Avenue

DESCRIPTION: Constructed a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot.

PURPOSE & NEED SUMMARY STATEMENT: Significant mobility needs occurred during peak hours and were anticipated to increase as growth continues to occur in southern Prince George's County and Southern Maryland.

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

- | | |
|--|---|
| <input type="checkbox"/> Project Inside PFA | <input checked="" type="checkbox"/> Grandfathered |
| <input checked="" type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: MD 5, US 301 at T.B. to north of I-95/I-495 (Line 17)

US 301, South Corridor Transportation Study (Line 21)

US 301, at MD 5 (Mattawoman Beantown Road) (Line 23)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$2.5 million is due to final property settlements.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,870	6,870	0	0	0	0	0	0	0	0	0
Right-of-way	7,161	7,142	10	19	0	0	0	0	0	19	0
Utilities	1,799	1,799	635	0	0	0	0	0	0	0	0
Construction	42,960	42,960	7,748	0	0	0	0	0	0	0	0
Total	58,790	58,771	8,393	19	0	0	0	0	0	19	0
Federal-Aid	42,488	42,473	5,008	15	0	0	0	0	0	15	0
Special	10,977	10,973	1,901	4	0	0	0	0	0	4	0
Other	5,325	5,325	1,484	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

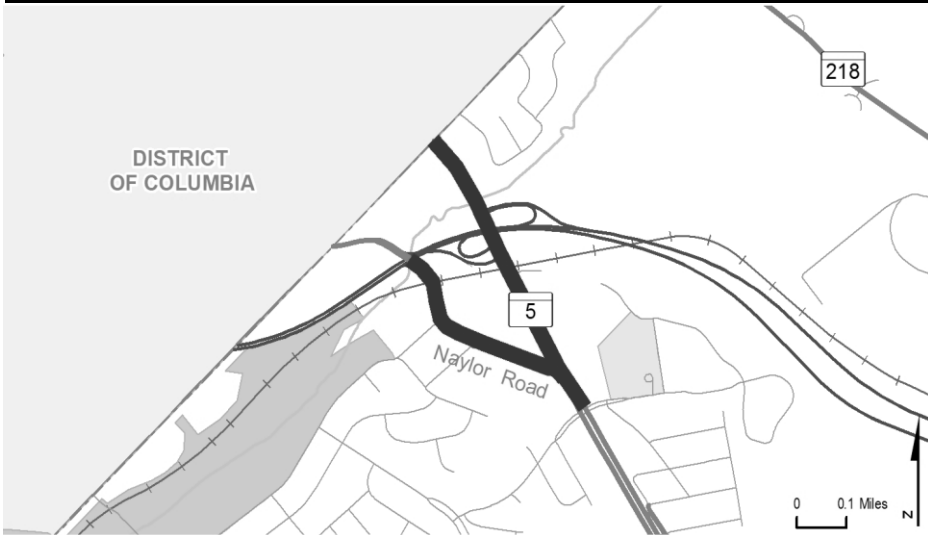
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 75,000

PROJECTED (2040) 104,200

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

- | | |
|---|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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.

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 the Washington D.C. Line (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 pedestrian safety and connectivity in the vicinity of the station.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered
<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | |

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$1.5 million is due to design modifications to improve safety.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,286	4,204	0	82	0	0	0	0	0	82	0
Right-of-way	798	676	0	40	37	45	0	0	0	122	0
Utilities	183	183	0	0	0	0	0	0	0	0	0
Construction	17,711	10,114	0	2,733	4,864	0	0	0	0	7,597	0
Total	22,978	15,177	0	2,855	4,901	45	0	0	0	7,801	0
Federal-Aid	8,554	2,628	0	2,132	3,794	0	0	0	0	5,926	0
Special	14,424	12,549	0	723	1,107	45	0	0	0	1,875	0
Other										0	

Classification:

STATE - Principal Arterial

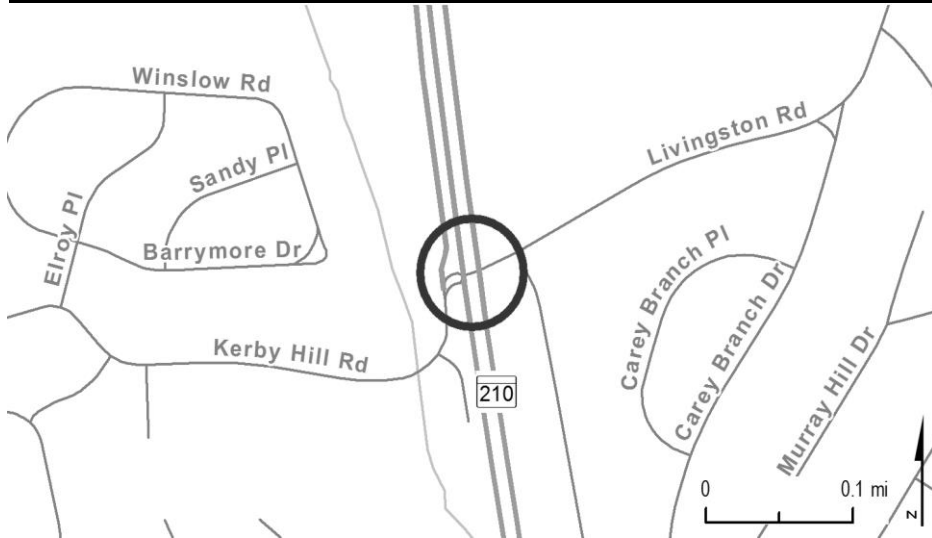
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 36,300 (MD5)
22,100 (MD 637)

PROJECTED (2040) 0,075 (MD5)
24,250 (MD 637)

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The new interchange will improve safety and reduce congestion at the existing at-grade intersection. In addition, the project will improve circulation in the area surrounding the National Harbor.

PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Construct a new interchange at MD 210 and Kerby Hill Road/Livingston Road. Bicycles and pedestrians will be accommodated where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have significant congestion during peak periods.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: MD 210, MD 228 to 95/I-495 (Line 19)

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$4.6 million is due to required design changes during construction, an increase in right-of-way acquisition costs, and additional pedestrian safety improvements.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,215	5,215	0	0	0	0	0	0	0	0	0
Right-of-way	11,355	10,993	3,204	362	0	0	0	0	0	362	0
Utilities	5,691	1,509	261	1,568	1,568	1,046	0	0	0	4,182	0
Construction	99,860	67,570	12,510	14,994	17,296	0	0	0	0	32,290	0
Total	122,121	85,287	15,975	16,924	18,864	1,046	0	0	0	36,834	0
Federal-Aid	94,489	61,098	11,289	15,135	17,315	941	0	0	0	33,391	0
Special	27,632	24,189	4,686	1,789	1,549	105	0	0	0	3,443	0
Other										0	

Classification:

STATE - Intermediate Arterial

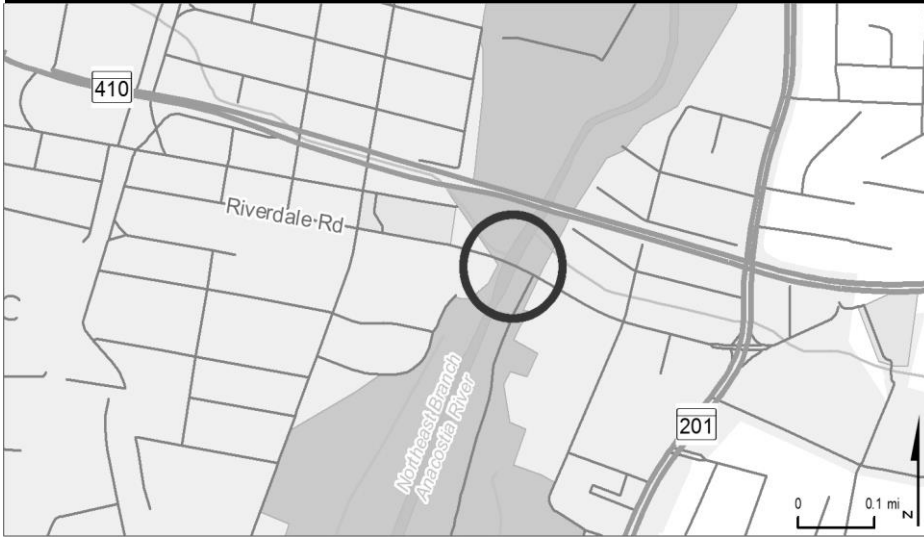
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 85,800

PROJECTED (2040) 118,500

**PROJECT:** MU 277, Riverdale Road**DESCRIPTION:** Replace Bridge 16090 over Northeast Branch Anacostia River.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1931, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

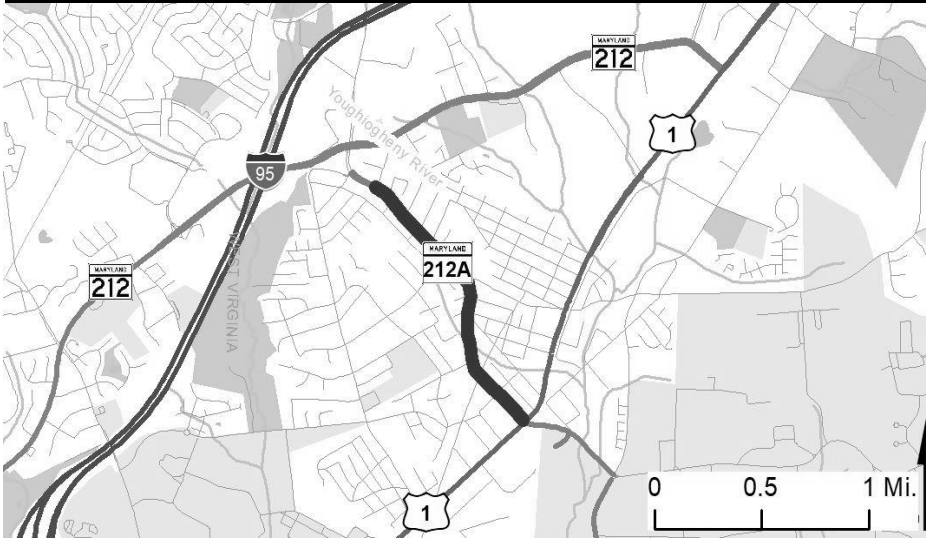
☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The original structure was at the end of its useful life and is in need of replacement.**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2020 - 25 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 ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,177	718	175	172	172	115	0	0	0	459	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	8,000	0	0	0	0	1,116	4,173	2,711	0	8,000	0
Total	9,177	718	175	172	172	1,231	4,173	2,711	0	8,459	0
Federal-Aid	6,240	0	0	0	0	870	3,255	2,115	0	6,240	0
Special	2,937	718	175	172	172	360	918	596	0	2,219	0
Other										0	

Classification:**STATE -** Minor Collector**FEDERAL -** Major Collector**STATE SYSTEM:** N/A**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2020)** 5,825**PROJECTED (2040)** 7,050

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: MD 212A, Powder Mill Road

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

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

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered
<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | |

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: The cost increase of \$3.1 million is due to additional right-of-way needs and the final engineer's estimate.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,125	5,125	399	0	0	0	0	0	0	0	0
Right-of-way	3,001	2,984	265	17	0	0	0	0	0	17	0
Utilities	2,369	4	0	2,365	0	0	0	0	0	2,365	0
Construction	17,642	690	2	7,858	7,101	1,993	0	0	0	16,952	0
Total	28,137	8,803	666	10,240	7,101	1,993	0	0	0	19,334	0
Federal-Aid	16,876	4,549	399	6,517	4,537	1,273	0	0	0	12,327	0
Special	11,261	4,254	267	3,723	2,564	720	0	0	0	7,007	0
Other										0	

Classification:

STATE - Minor Arterial

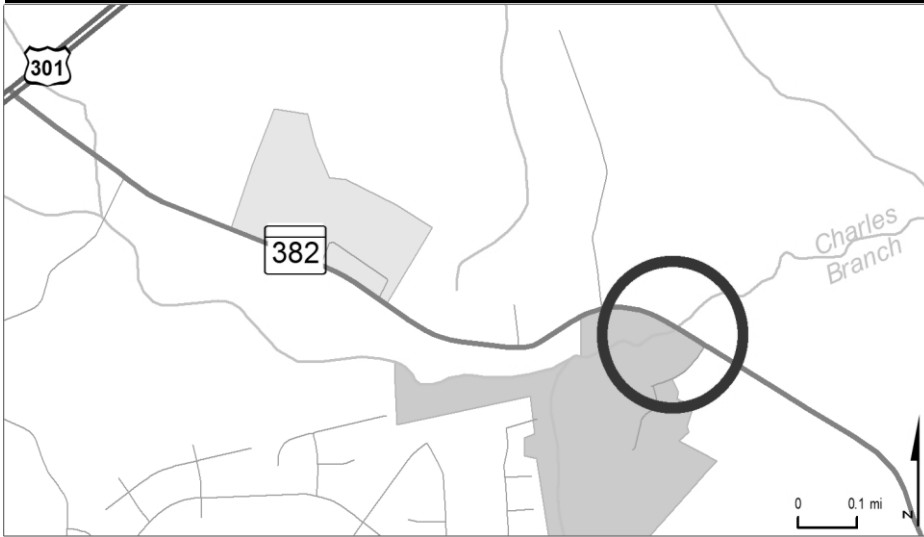
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 20,975

PROJECTED (2040) 24,275

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

EXPLANATION: The original structure is at the end of its useful life and is in need of replacement.

PROJECT: MD 382, Croom Road

DESCRIPTION: Replace Bridge 16061 over Charles Branch.

PURPOSE & NEED SUMMARY STATEMENT: The original structure, built in 1933, is rated poor.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered
<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | |

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 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 ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	756	149	174	174	72	0	0	0	420	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	4,656	0	0	0	0	1,070	3,586	0	0	4,656	0
Total	5,832	756	149	174	174	1,142	3,586	0	0	5,076	0
Federal-Aid	3,569	0	0	0	0	803	2,766	0	0	3,569	0
Special	2,263	756	149	174	174	339	820	0	0	1,507	0
Other										0	

Classification:

STATE - Major Collector

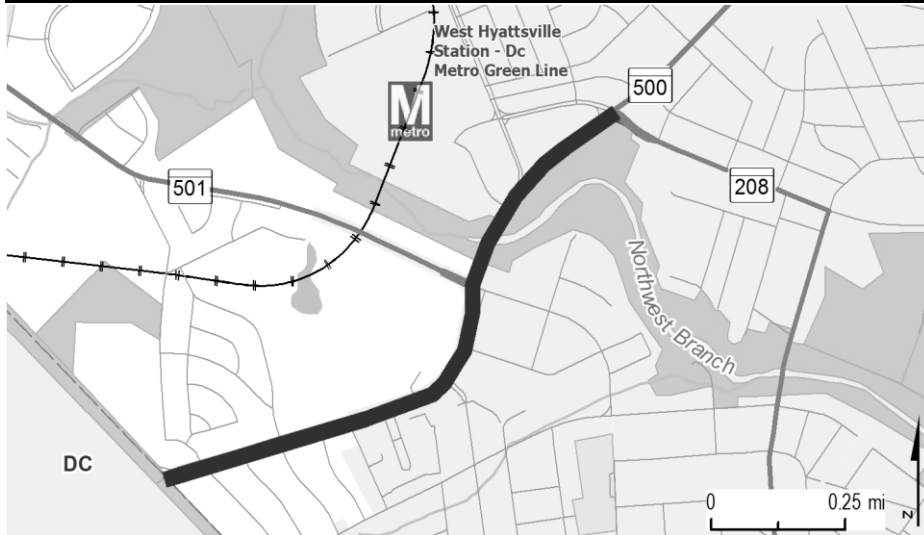
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 1,325

PROJECTED (2040) 5,225

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

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input checked="" type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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.

PROJECT: MD 500, Queens Chapel Road - MD 208

DESCRIPTION: Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to the D.C. Line (1.2 miles).

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

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered
<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> Exception Granted |
| <input type="checkbox"/> Project Outside PFA | |
| <input type="checkbox"/> PFA Status Yet to Be Determined | |

ASSOCIATED IMPROVEMENTS:

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,421	4,421	20	0	0	0	0	0	0	0	0
Right-of-way	2,434	2,217	687	217	0	0	0	0	0	217	0
Utilities	1,070	459	459	612	0	0	0	0	0	612	0
Construction	16,385	5,080	914	5,621	3,441	2,243	0	0	0	11,305	0
Total	24,310	12,177	2,081	6,450	3,441	2,243	0	0	0	12,134	0
Federal-Aid	5,047	1,230	394	2,037	884	896	0	0	0	3,817	0
Special	19,263	10,947	1,687	4,413	2,557	1,347	0	0	0	8,317	0
Other										0	

Classification:

STATE - Minor Arterial

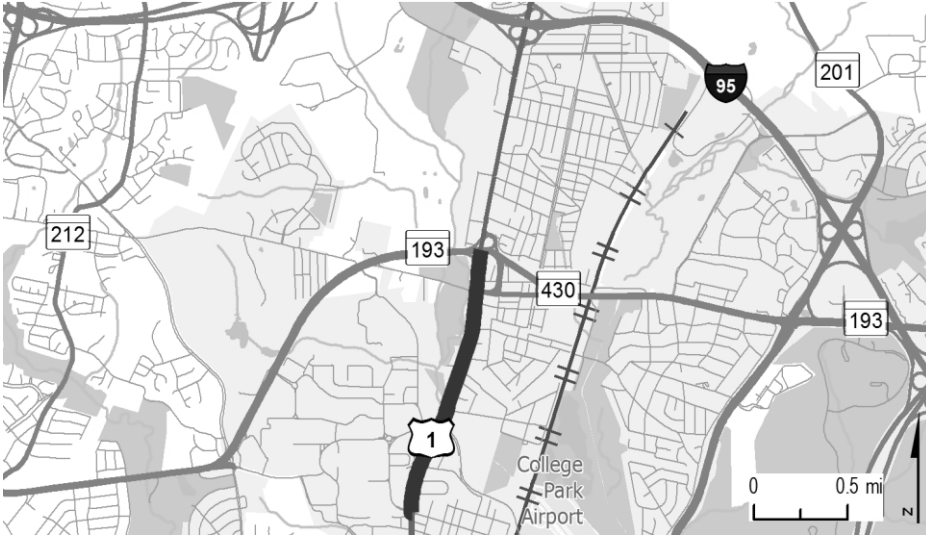
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 36,600

PROJECTED (2040) 41,000

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

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

PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from College Avenue to MD 193 (Segment 1). 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.

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

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS: US 1, MD 193 to I-95, Segments 2 and 3 (Line 30)

SIGNIFICANT CHANGE FROM FY 2020 - 25 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 ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,587	9,587	300	0	0	0	0	0	0	0	0
Right-of-way	5,639	4,709	882	688	242	0	0	0	0	930	0
Utilities	3,959	568	568	1,041	1,041	1,042	267	0	0	3,391	0
Construction	31,200	2,215	1,745	4,878	7,318	7,623	9,166	0	0	28,985	0
Total	50,385	17,079	3,495	6,607	8,601	8,665	9,433	0	0	33,306	0
Federal-Aid	37,579	8,783	1,632	5,271	7,436	7,709	8,380	0	0	28,796	0
Special	12,506	7,996	1,782	1,336	1,165	956	1,053	0	0	4,510	0
Other	300	300	81	0	0	0	0	0	0	0	0

STIP REFERENCE #PG6241 07/01/2020

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 38,700

PROJECTED (2040) 55,500



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.

PURPOSE & NEED SUMMARY STATEMENT: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

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

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

ASSOCIATED IMPROVEMENTS: Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	10,773	10,773	0	0	0	0	0	0	0	0	0
Right-of-way	129	129	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0	0
Total	13,288	13,288	0	0	0	0	0	0	0	0	0
Federal-Aid	8,883	8,883	0	0	0	0	0	0	0	0	0
Special	4,404	4,404	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

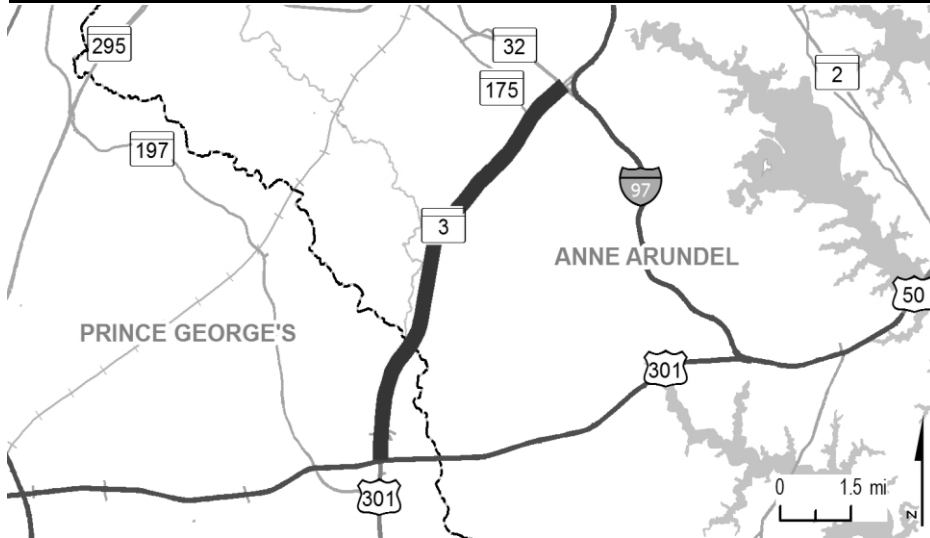
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 231,000

PROJECTED (2040) 245,000



PROJECT: MD 3, Robert Crain Highway

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

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and improve mobility in this heavily traveled corridor.

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

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

ASSOCIATED IMPROVEMENTS: US 301, South Corridor Transportation Study (Prince George's County - Line 21)

US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 22)

MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 29)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	4,673	4,673	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	8,545	8,545	0	0	0	0	0	0	0	0	
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	
Special	5,448	5,448	0	0	0	0	0	0	0	0	
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 70,100 - 89,200

PROJECTED (2040) 86,100 - 133,500



PROJECT: MD 4, Pennsylvania Avenue

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

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

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

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

ASSOCIATED IMPROVEMENTS: I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)

MD 4, Interchange at Suitland Parkway (Line 4)

MD 4, Bridge Replacement over MD 717 and Racetrack Road (Line 5)

MD 223, Steed Road to MD 4 (Line 28)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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	766	766	0	0	0	0	0	0	0	0	0
Special	849	849	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

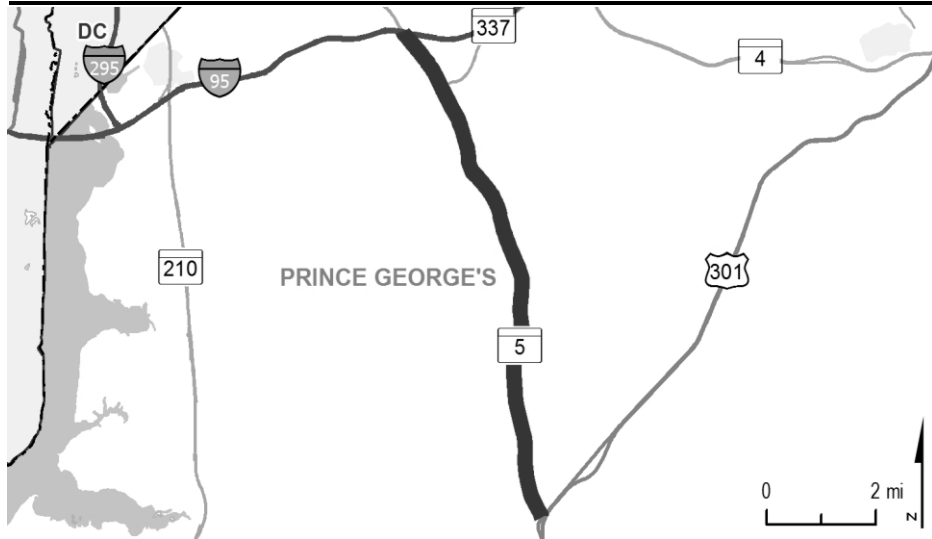
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 77,700

PROJECTED (2040) 108,900

**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: Mobility and safety concerns at several intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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

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

ASSOCIATED IMPROVEMENTS: US 5 at MD 373 and Brandywine Road (Line 6)
 MD 5 at Linda Lane (Line 18)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2023...	...2024...	...2025...	...2026...		
	COST	THRU									
	(\$000)	2020									
Planning	4,084	4,084	0	0	0	0	0	0	0	0	
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	13,977	13,977	0	0	0	0	0	0	0	0	
Federal-Aid	7,367	7,367	0	0	0	0	0	0	0	0	
Special	6,610	6,610	0	0	0	0	0	0	0	0	
Other									0		

Classification:

STATE - Principal Arterial

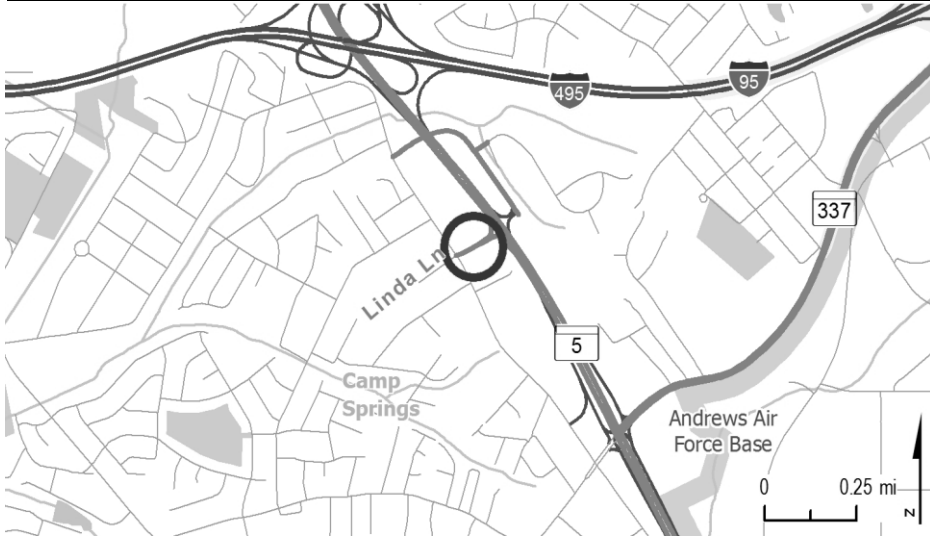
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

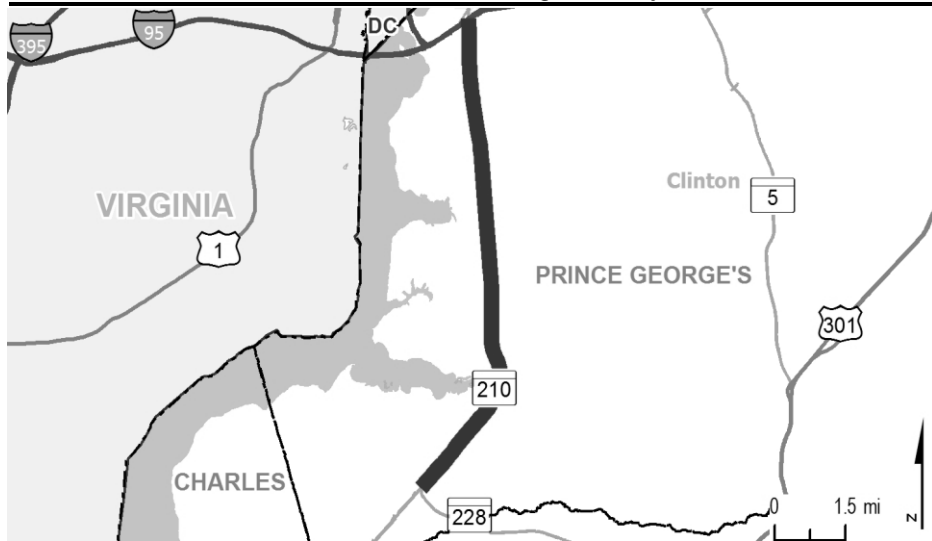
CURRENT (2020) 131,900

PROJECTED (2040) 145,100

**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**PURPOSE & NEED SUMMARY STATEMENT:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined
 ☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted
ASSOCIATED IMPROVEMENTS: MD 5, US 301 at T.B. to north of I-95/I-495 (Line 17)
Traffic Relief Plan (Statewide - Line 5)**STATUS:** Project on hold.**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	435	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	435	435	0	0	0	0	0	0	0	0	0
Federal-Aid	398	398	0	0	0	0	0	0	0	0	0
Special	36	36	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE** - Principal Arterial**FEDERAL** - Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2020)** 134,700**PROJECTED (2040)** 149,200



PROJECT: MD 210, Indian Head Highway

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

PURPOSE & NEED SUMMARY STATEMENT: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.

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

☒ Project Inside PFA

☐ Project Outside PFA

☐ PFA Status Yet to Be Determined

☐ Grandfathered

☐ Exception Will Be Required

☐ Exception Granted

ASSOCIATED IMPROVEMENTS: MD 210, Interchange at Kerby Hill Road/Livingston Road (Line 8)
Traffic Relief Plan (Statewide - Line 5)

STATUS: Evaluating the next phase with Prince George's County.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL

☒ FEDERAL

☐ GENERAL

☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	11,015	1	0	250	500	1,000	1,500	7,764	0	11,014	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	14,519	3,505	0	250	500	1,000	1,500	7,764	0	11,014	0
Federal-Aid	11,014	0	0	250	500	1,000	1,500	7,764	0	11,014	0
Special	3,505	3,505	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

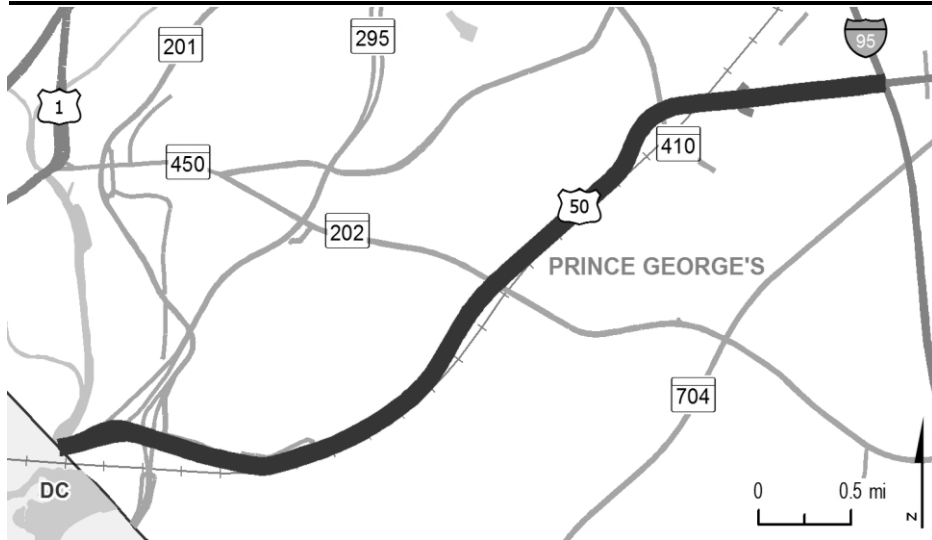
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 85,800

PROJECTED (2040) 118,500

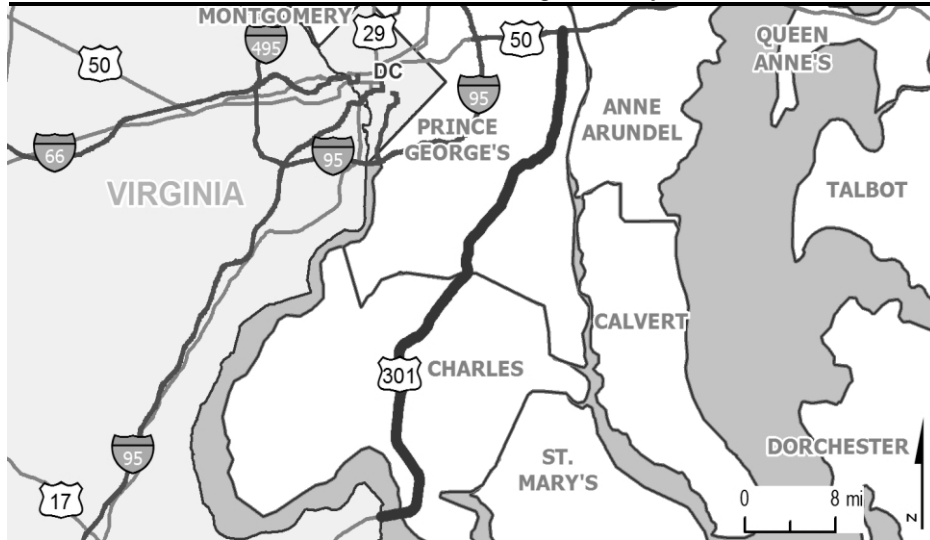
**PROJECT:** US 50, John Hanson Highway**DESCRIPTION:** Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This study identifies a series of improvements to address various mobility, safety, and operational concerns along this section of US 50.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS: Traffic Relief Plan (Statewide - Line 5)**STATUS:** Planning complete.**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	477	477	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	477	477	0	0	0	0	0	0	0	0	
Federal-Aid										0	
Special	477	477	0	0	0	0	0	0	0	0	
Other										0	

Classification:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2020)** 81,000 - 155,500**PROJECTED (2040)** 84,000 - 155,875



PROJECT: US 301, South Corridor Transportation Study

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

PURPOSE & NEED SUMMARY STATEMENT: This study will address transportation needs along the US 301 corridor in Charles and Prince George's counties.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS: US 301, at MD 228/MD 5BU (Charles County Line 4)

US 301, at MD 5 (Mattawoman Beantown Road) (Charles County Line 5)

US 301, North of Mount Oak Road to US 50 and MD 197 from US 301 to Mitchellville Road (Prince George's County Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	10,749	10,749	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,001	45,001	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	55,750	55,750	0	0	0	0	0	0	0	0	0
Federal-Aid	16,149	16,149	(0)	0	0	0	0	0	0	0	0
Special	39,601	39,601	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

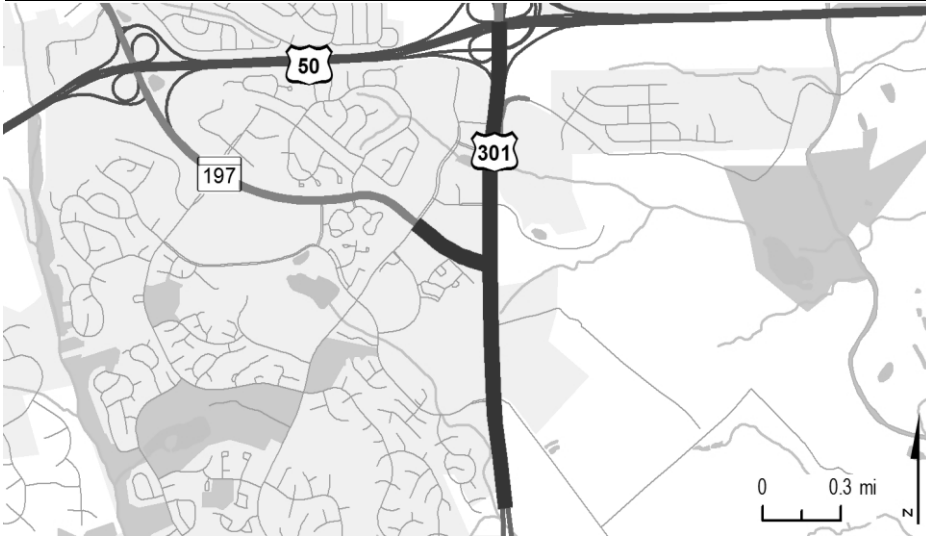
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 19,100 - 65,000 (Charles)

104,000 (Prince George's)

PROJECTED (2040) 45,000 - 82,050 (Charles)

127,400 (Prince George's)



PROJECT: US 301, Crain Highway

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

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

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

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

ASSOCIATED IMPROVEMENTS: MD 3, US 50 to MD 32 (Line 15)
 US 301, South Corridor Transportation Study (Line 21)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	2,504	2,504	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	2,504	2,504	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	2,504	2,504	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

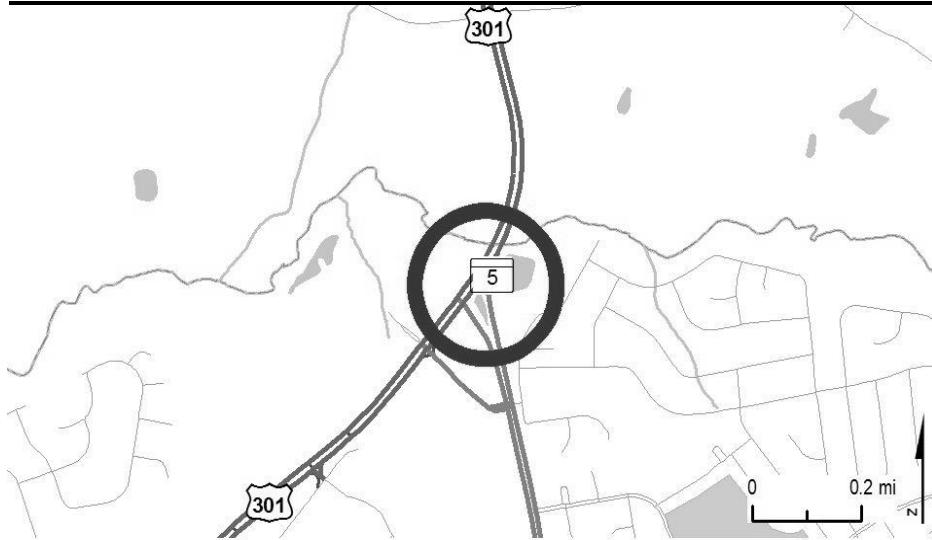
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 67,800 (US 301)

20,200 (MD 197)

PROJECTED (2040) 74,500 (US 301)

24,900 (MD 197)

**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law☐ Project Inside PFA☐ Project Outside PFA☒ PFA Status Yet to Be Determined☐ Grandfathered☐ Exception Will Be Required☐ Exception Granted**ASSOCIATED IMPROVEMENTS:** MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 6)

MD 5, US 301 to I-95/I-495 (Prince George's Line 17)

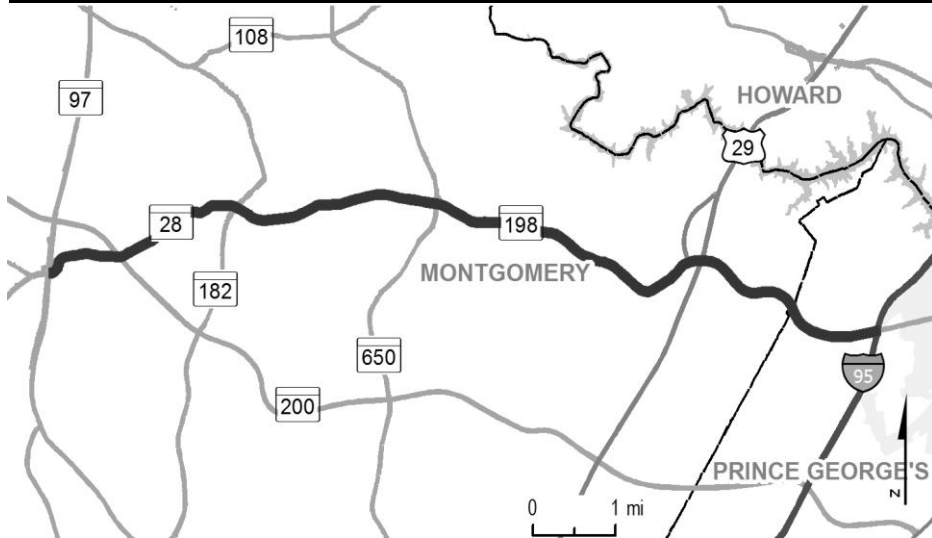
US 301, South Corridor Transportation Study (Prince George's Line 21)

US 301, MD 228/MD 5 Business (Charles County Line 4)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL☐ FEDERAL☐ GENERAL☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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	
Special										0	
Other										0	

Classification:**STATE -** Primary Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2020)** 105,000 (US 301)**PROJECTED (2040)** 127,400 (US 301)



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

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

PURPOSE & NEED SUMMARY STATEMENT: This project will address safety, congestion, and operations in the MD 28/MD 198 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

ASSOCIATED IMPROVEMENTS: MD 97 Interchange Construction at MD 28 (Montgomery County Line 10)

STATUS: Planning ongoing.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Added \$1.0 M for project planning on Segment D per legislative mandate.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL

☒ FEDERAL

☐ GENERAL

☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	8,426	7,426	0	1,000	0	0	0	0	0	1,000	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	8,426	7,426	0	1,000	0	0	0	0	0	1,000	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,220	4,220	0	1,000	0	0	0	0	0	1,000	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

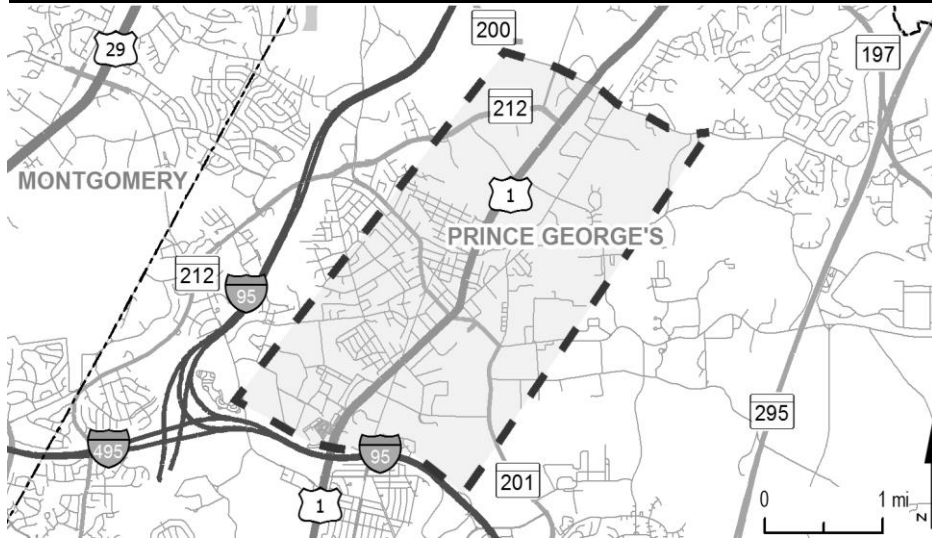
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 21,000 - 39,000 (MD 28)

18,000 - 48,000 (MD 198)

PROJECTED (2040) 29,000 - 51,000 (MD 28)

26,000 - 59,000 (MD 198)



PROJECT: MD 201 Extended and US 1, Baltimore Avenue

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

PURPOSE & NEED SUMMARY STATEMENT: US 1 and MD 201 have significant mobility needs during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

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

ASSOCIATED IMPROVEMENTS: US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 30)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED				...2023...	...2024...	...2025...	...2026...		
	COST (\$000)	THRU 2020									
Planning	6,839	6,839	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	6,839	6,839	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	6,839	6,839	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Minor Arterial

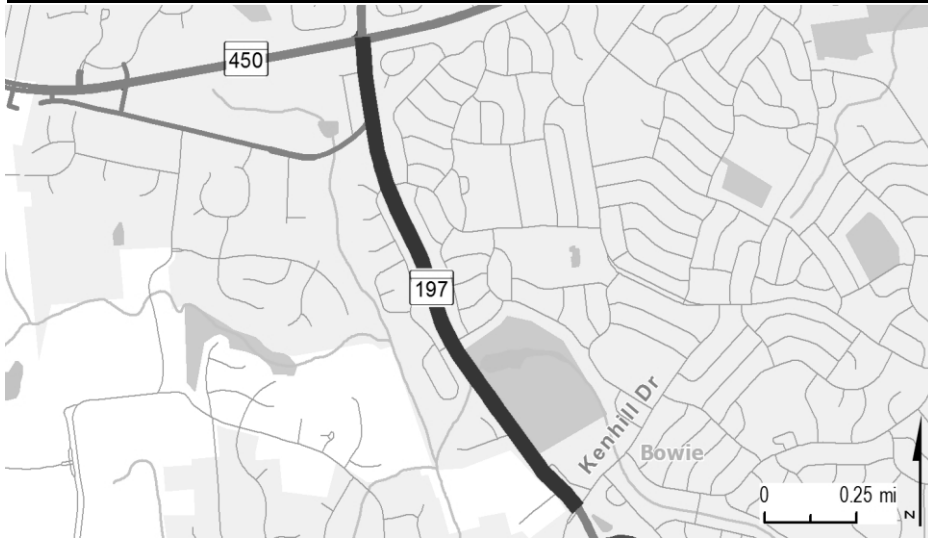
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 47,100

PROJECTED (2040) 59,300



PROJECT: MD 197, Collington Road

DESCRIPTION: Upgrade and widen existing MD 197 to a multilane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Bicycle and pedestrian improvements will be included.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate an increase in traffic volume and improve access to the City of Bowie.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: County contributed \$1.0 million to planning.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: Design funding deferred due to reduced revenues from COVID-19 pandemic. MDOT will be re-evaluating all deferrals for opportunities to restore funding in the Final CTP as additional information becomes available on revenues and potential federal infrastructure support.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				FOR PLANNING PURPOSES ONLY					
						...2023...	...2024...	...2025...	...2026...		
Planning	1,604	1,604	0	0	0	0	0	0	0	0	
Engineering	2,420	2,420	300	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Utilities	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,024	4,024	300	0	0	0	0	0	0	0	
Federal-Aid	300	300	300	0	0	0	0	0	0	0	
Special	2,724	2,724	0	0	0	0	0	0	0	0	
Other	1,000	1,000	0	0	0	0	0	0	0	0	

Classification:

STATE - Intermediate Arterial

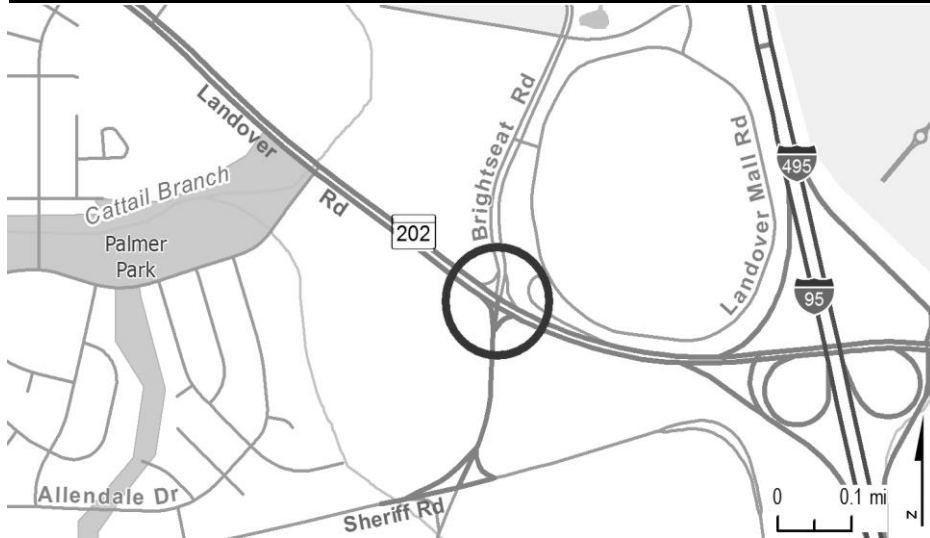
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 35,800

PROJECTED (2040) 42,500

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

<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS: Traffic Relief Plan (Statewide - Line 5)**STATUS:** Project on hold.**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	464	464	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	464	464	0	0	0	0	0	0	0	0	0
Federal-Aid										0	
Special	464	464	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2020)** 54,000**PROJECTED (2040)** 65,200

**PROJECT:** MD 223, Piscataway Road**DESCRIPTION:** A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Increased development along the MD 223 corridor has caused traffic congestion during peak hours. A long term vision for the corridor is needed, from which a series of short term safety and operational improvements can be developed and prioritized.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS: MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 16)
MD 5, US 301 at TB to I-95/495 (Line 17)**STATUS:** Corridor study complete.**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
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	

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2020)** 47,700**PROJECTED (2040)** 53,200

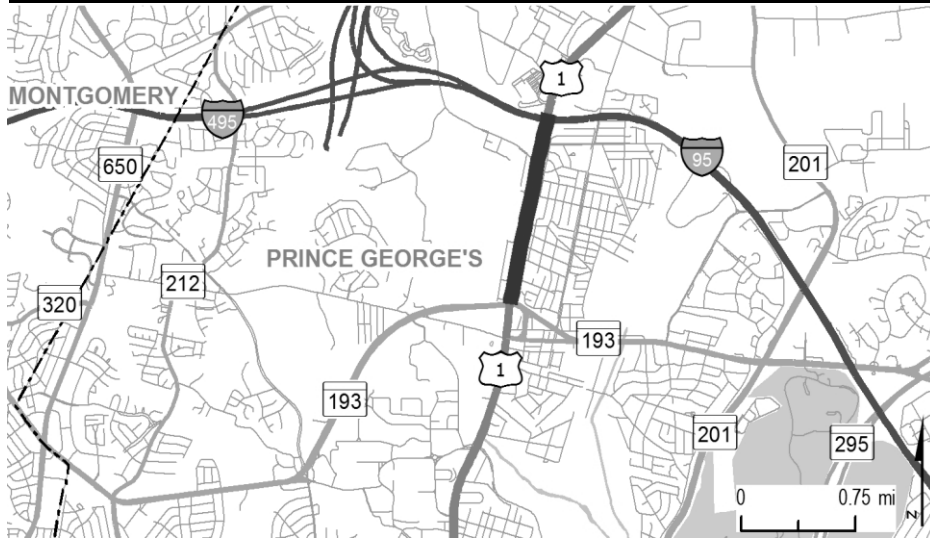
**PROJECT:** MD 450, Annapolis Road**DESCRIPTION:** Upgrade and widen existing MD 450 to a multilane divided highway from Stonybrook Drive to west of MD 3 (1.4 miles). Bicycle and pedestrian facilities will be included where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Additional capacity needed 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

<input checked="" type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted

ASSOCIATED IMPROVEMENTS: MD 3, US 50 to MD 32 (Line 15)**STATUS:** Project on hold.**SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2020				...2023...	...2024...	...2025...	...2026...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,503	1,503	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	1,503	1,503	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	321	321	0	0	0	0	0	0	0	0	0
Other										0	

Classification:**STATE -** Minor Arterial**FEDERAL -** Other Principal Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2020)** 25,900**PROJECTED (2040)** 39,500



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

ASSOCIATED IMPROVEMENTS: US 1, College Avenue to MD 193 (Segment 1) (Line 13)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 25)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2020 - 25 CTP: None.

POTENTIAL FUNDING SOURCE:											
						<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2020	EXPENDED IN 2020	CURRENT YEAR 2021	BUDGET YEAR 2022	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2023...	...2024...	...2025...	...2026...		
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	
Special	1,387	1,387	0	0	0	0	0	0	0	0	0
Other										0	

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2020) 48,600

PROJECTED (2040) 53,300

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 31

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Bicycle Retrofit</u>				
PG8671	US1	RHODE ISLAND AVENUE-BICYCLE-PEDESTRIAN ROUTE-41ST STREET TO FARRAGUT STREET(RHODE ISLAND TROLLEY TRAIL)	\$ 5,505	FY 2022
<u>Bridge Replacement/Rehabilitation</u>				
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 3,846	Under Construction
PG5722	CO123	TEMPLE HILL ROAD-BRIDGE DECK REPLACEMENT-BRIDGE 1616600 OVER I-95/495	\$ 6,841	Completed
<u>Intersection Capacity Improvements</u>				
PG9341	MD223	WOODYARD ROAD-GEOMETRIC IMPROVEMENTS-AT DOWER HOUSE ROAD	\$ 4,347	Under Construction
<u>Resurface/Rehabilitate</u>				
PG0401	MD4	PENNSYLVANIA AVENUE-SAFETY AND RESURFACE-MD 458 TO DC LINE AND FORESTVILLE ROAD TO I-495 BRIDGE	\$ 5,478	Completed
PG0421	MD201	KENILWORTH AVENUE-SAFETY AND RESURFACE-DC LINE TO LAWRENCE STREET	\$ 6,415	Completed
PG0481	MD198	SANDY SPRING ROAD-SAFETY AND RESURFACE-VANDUSEN ROAD TO 8TH STREET	\$ 1,764	Completed
PG0501	US1	BALTIMORE AVENUE-SAFETY AND RESURFACE-OAK STREET TO HOWARD COUNTY LINE	\$ 5,072	Completed
PG8541	MD450	ANNAPOLIS RD-SAFETY AND RESURFACE-FROM MD 704 TO MD 193	\$ 2,112	Completed
XX1313	-	PATCHING-AT VARIOUS LOCATIONS IN LAUREL SHOP AREA OF PRINCE GEORGE'S COUNTY	\$ 1,302	Completed
XX1314	-	PATCHING-AT VARIOUS LOCATIONS IN MARLBORO SHOP AREA OF PRINCE GEORGE'S COUNTY	\$ 1,377	Completed
XX131B	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 5,000	Under Construction
XY5161	-	MILL AND RESURFACE-AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 18,579	Completed
XY6161	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY.	\$ 14,566	Under Construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 31

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<u>Safety/Spot Improvement</u>				
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE BETTERMENTS NEAR MD 201/RIVER ROAD	\$ 650	FY 2021
PG0831	MD3	CRAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-IHB - AT FOREST DRIVE	\$ 5,626	Under Construction
PG8901	-	BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT	\$ 4,389	Completed
<u>TMDL Compliance</u>				
PG8321	-	DRAINAGE IMPROVEMENT-AT VARIOUS LOCATIONS - GROUP 2	\$ 5,866	Completed
PG9531	-	WETLANDS REPLACEMENT-CHARLES BRANCH TRIBUTARIES	\$ 10,200	Completed
<u>Traffic Management</u>				
PG1152	MD214	CENTRAL AVENUE-SIGNING-I-495 AND MD 202	\$ 1,364	Completed
PG8641	MD210	INDIAN HEAD HIGHWAY - PHASE 1 MD 228 TO OLD FORT ROAD (SOUTH)	\$ 1,673	Under Construction
<u>Transportation Alternatives Program</u>				
PG0001	-	CENTRAL AVENUE CONNECTOR TRAIL - PHASE I	\$ 640	Design Underway
PG0002	-	CENTRAL AVENUE CONNECTOR TRAIL - PHASE III	\$ 109	Design Underway
PG0003	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 2 AND 3B	\$ 223	FY 2022
PG0202	-	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 79	FY 2022
PG8601	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 1	\$ 737	FY 2022
PG8681	MD564	BICYCLE-PEDESTRIAN ROUTE-BOWIE HERITAGE TRAIL	\$ 397	Under Construction
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS.	\$ 179	FY 2021