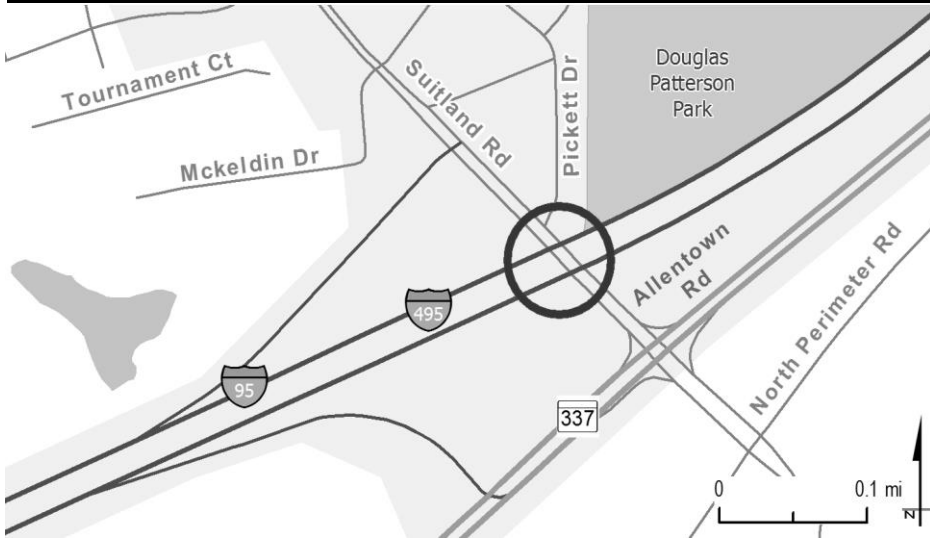




PRINCE GEORGE'S COUNTY

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1616205 and 1616206 over Suitland Road.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1963, were nearing the end of their useful service lives and were rated poor based on deck condition.**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	

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

STATUS: Open to Service.**SIGNIFICANT CHANGE FROM FY 2021 - 26 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 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	330	329	0	1	0	0	0	0	0	1	0
Construction	34,193	31,167	4,686	3,026	0	0	0	0	0	3,026	0
Total	36,404	33,377	4,686	3,027	0	0	0	0	0	3,027	0
Federal-Aid	1,452	1,452	0	0	0	0	0	0	0	0	0
Special	34,952	31,925	4,686	3,027	0	0	0	0	0	3,027	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 (2021)** 164,300**PROJECTED (2041)** 194,000

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1616005 and 1616006 over Suitland Parkway.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1963, were nearing the end of their useful service lives and were rated poor based on deck condition.**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 | |

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 |

STATUS: Open to service.**EXPLANATION:** The existing structures were nearing the end of their useful lives and were in need of replacement.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$4.8 million is due to an increase in costs for grading, maintenance of traffic, protection vehicle services, roadway lighting, abutment joints, and bearing pad elevation corrections.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	39,585	32,996	11,450	5,500	1,089	0	0	0	0	6,589	0
Total	41,190	34,601	11,450	5,500	1,089	0	0	0	0	6,589	0
Federal-Aid	36,974	30,561	11,289	5,358	1,055	0	0	0	0	6,413	0
Special	4,216	4,040	161	142	34	0	0	0	0	176	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 (2021)** 201,000**PROJECTED (2041)** 218,000

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1615305 and 1615306 over MD 214.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1963, were near the end of their useful service lives and were rated poor based on substructure condition.**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 | |

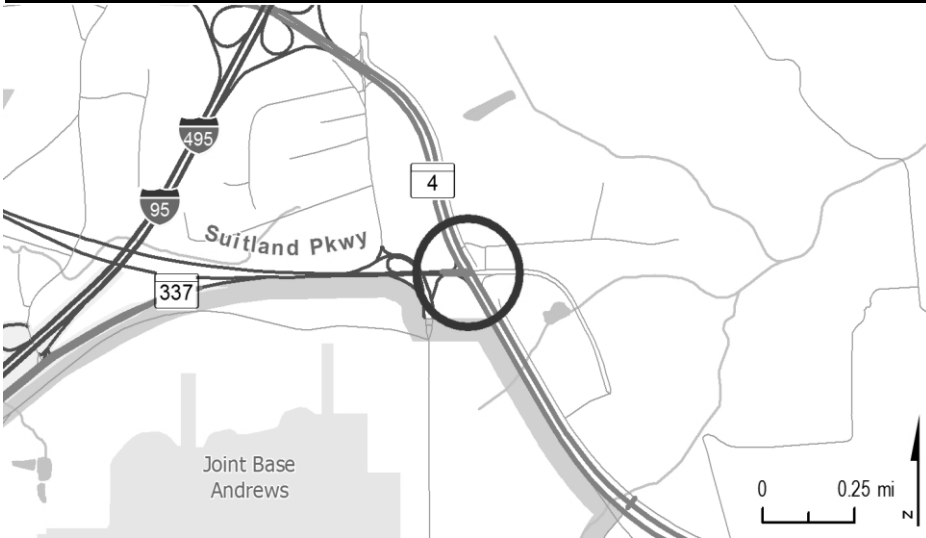
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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 |

STATUS: Open to service.**EXPLANATION:** The previous structures were at the end of their useful service lives and were in need of replacement.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	686	0	0	422	264	0	0	0	0	686	0
Construction	30,564	25,388	10,507	5,176	0	0	0	0	0	5,176	0
Total	33,110	27,248	10,507	5,598	264	0	0	0	0	5,862	0
Federal-Aid	29,019	23,568	10,414	5,208	243	0	0	0	0	5,451	0
Special	3,853	3,680	93	152	21	0	0	0	0	173	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 (2021)** 210,000**PROJECTED (2041)** 247,000

**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.**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	

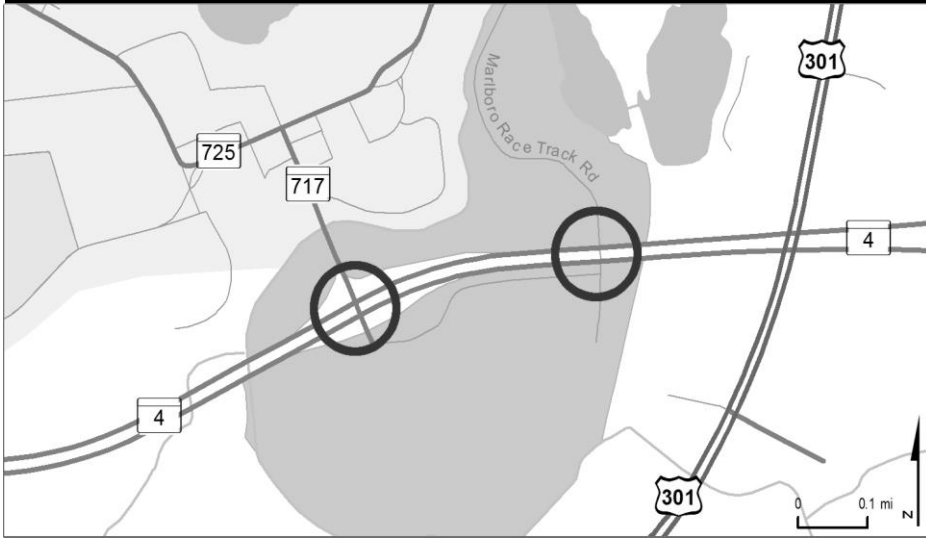
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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

STATUS: Design underway.**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.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$80.9 million is due to the addition to the project's scope of a flyover ramp from MD 4 to Suitland Parkway, as well as the costs associated with re-advertising the project and the costs of closing out the previous construction contract.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	18,584	12,516	137	4,600	1,468	0	0	0	0	6,068	0
Right-of-way	11,539	9,977	(561)	1,087	340	135	0	0	0	1,562	0
Utilities	16,479	8,462	1,279	4,161	3,856	0	0	0	0	8,017	0
Construction	161,779	38,779	7,609	2,000	22,161	27,240	23,811	23,811	23,978	123,000	0
Total	208,381	69,734	8,465	11,848	27,825	27,375	23,811	23,811	23,978	138,647	0
Federal-Aid	157,642	39,588	271	2,736	21,315	25,982	22,621	22,621	22,779	118,054	0
Special	48,296	27,703	8,087	9,112	6,510	1,393	1,190	1,190	1,199	20,593	0
Other	2,443	2,443	107	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 (2021)** 70,900**PROJECTED (2041)** 108,900

**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Replacement of the bridge decks for Bridge Nos. 1609903 and 1609904 over MD 717, and full replacement of Bridge Nos. 1610803 and 1610804 over Race Track Road.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, 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 voided slabs with low under-clearance.**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 | |

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 |

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 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 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,826	709	167	366	530	221	0	0	0	1,117	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	19,999	0	0	0	1,398	7,110	7,313	4,178	0	19,999	0
Total	21,825	709	167	366	1,928	7,331	7,313	4,178	0	21,116	0
Federal-Aid	20,563	225	163	366	1,859	7,196	6,947	3,970	0	20,338	0
Special	1,262	484	4	0	69	135	366	208	0	778	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 (2021)** 58,900**PROJECTED (2041)** 63,550

**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 Southern Avenue (1.2 miles), and on MD 637 (Naylor Road) from MD 5 to Suitland Parkway (1.4 miles).

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,429	4,429	95	0	0	0	0	0	0	0	0
Right-of-way	1,042	891	123	67	84	0	0	0	0	151	0
Utilities	183	183	0	0	0	0	0	0	0	0	0
Construction	17,861	11,667	1,520	4,512	1,682	0	0	0	0	6,194	0
Total	23,515	17,170	1,738	4,579	1,766	0	0	0	0	6,345	0
Federal-Aid	9,288	4,068	1,440	4,059	1,161	0	0	0	0	5,220	0
Special	13,356	13,102	298	146	108	0	0	0	0	254	0
Other	800	0	0	320	480	0	0	0	0	800	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

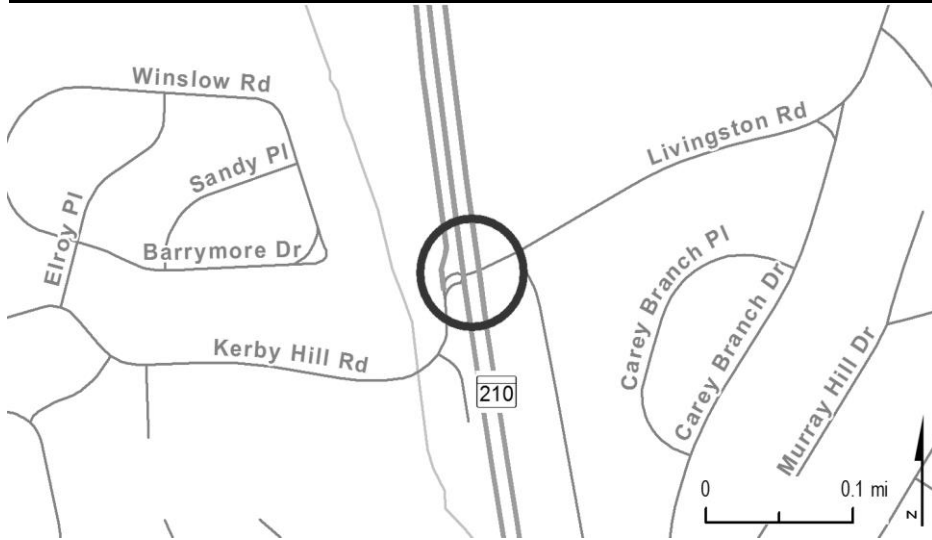
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 33,400 (MD 5)

20,400 (MD 637)

PROJECTED (2041) 40,075 (MD 5)

24,250 (MD 637)

**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.**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	

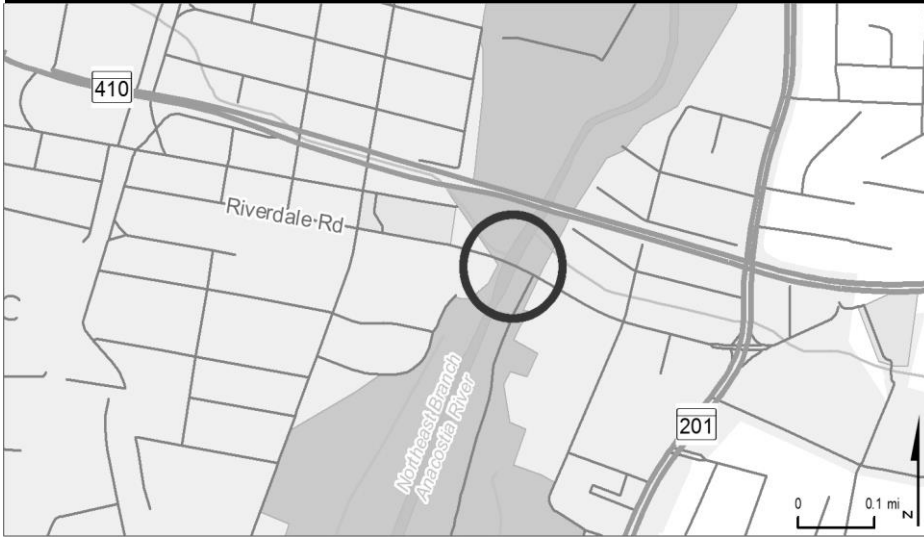
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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

STATUS: Open to service.**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.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost increase of \$5.4 million is due to additional costs as a result of utility delays.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	11,432	10,932	27	250	250	0	0	0	0	500	0
Utilities	5,866	1,423	175	2,352	2,091	0	0	0	0	4,443	0
Construction	107,641	86,766	17,633	7,775	7,045	6,055	0	0	0	20,875	0
Total	130,155	104,337	17,835	10,377	9,386	6,055	0	0	0	25,818	0
Federal-Aid	99,844	76,059	13,443	9,146	8,718	5,921	0	0	0	23,785	0
Special	30,180	28,161	4,307	1,217	668	134	0	0	0	2,019	0
Other	132	118	85	14	0	0	0	0	0	14	0

Classification:**STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 79,000**PROJECTED (2041)** 118,500

**PROJECT:** MU 277, Riverdale Road**DESCRIPTION:** Replacement of Bridge No. 1609000 over Northeast Branch Anacostia River.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition. The new bridge will provide shoulders and sidewalks to improve bicycle and pedestrian access.

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 | |

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 |

STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 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 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,176	872	155	151	102	51	0	0	0	304	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	1,116	4,173	2,711	0	0	8,000	0
Total	9,176	872	155	151	1,218	4,224	2,711	0	0	8,304	0
Federal-Aid	6,623	79	79	151	972	3,306	2,115	0	0	6,544	0
Special	2,553	793	77	0	246	918	596	0	0	1,760	0
Other	0	0	0	0	0	0	0	0	0	0	0

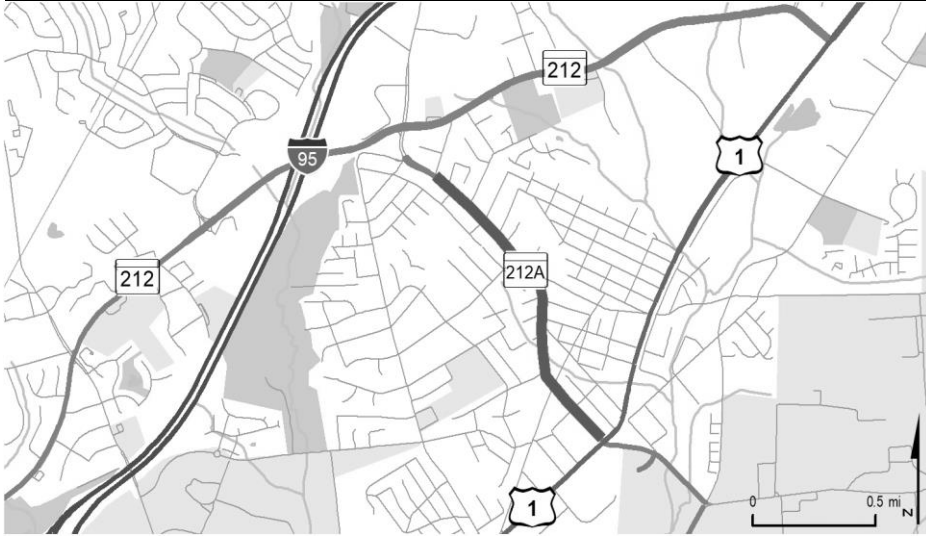
Classification:

STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT (2021)** 5,000**PROJECTED (2041)** 7,050

**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.**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 | |

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 |

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2021 - 26 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 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	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	5,147	5,147	22	0	0	0	0	0	0	0	0
Right-of-way	3,280	3,161	177	119	0	0	0	0	0	119	0
Utilities	2,368	278	274	2,090	0	0	0	0	0	2,090	0
Construction	18,327	5,521	4,830	9,587	3,219	0	0	0	0	12,806	0
Total	29,122	14,107	5,304	11,796	3,219	0	0	0	0	15,015	0
Federal-Aid	22,521	9,337	4,788	10,398	2,786	0	0	0	0	13,184	0
Special	5,136	4,770	516	366	0	0	0	0	0	366	0
Other	1,465	0	0	1,032	433	0	0	0	0	1,465	0

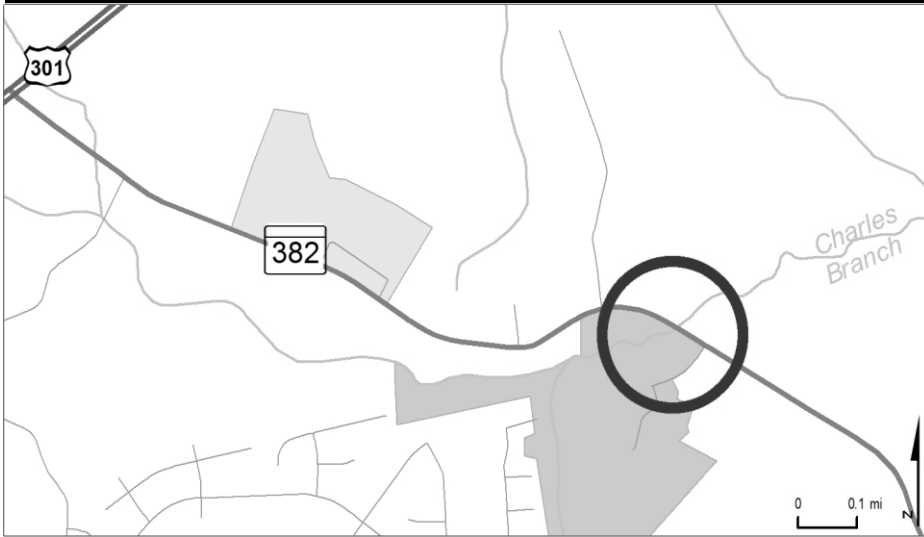
Classification:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT (2021)** 19,300**PROJECTED (2041)** 24,275

**PROJECT:** MD 382, Croom Road**DESCRIPTION:** Replacement of Bridge No.1606100 over Charles Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1933, is nearing the end of its useful service life and is rated poor based on superstructure condition.**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 | |

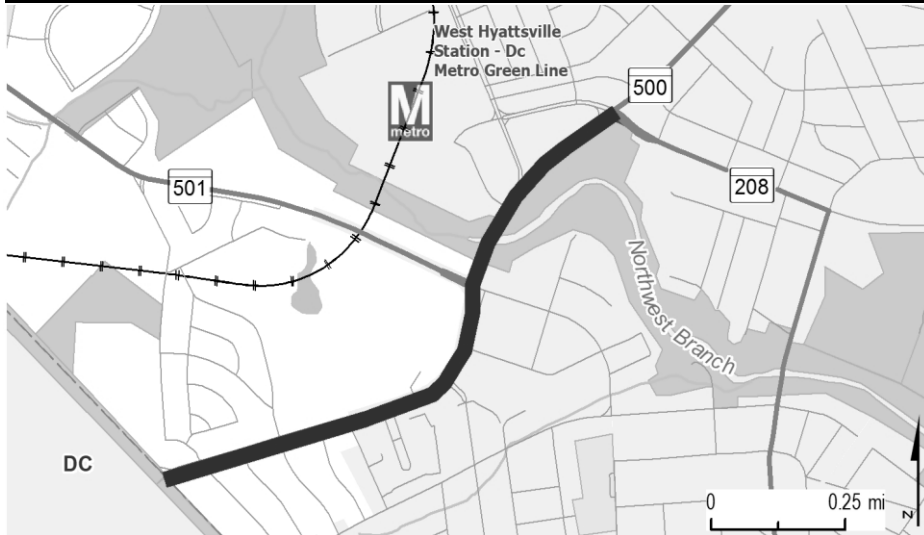
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <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 |

STATUS: Engineering underway.**EXPLANATION:** The existing structure is rated poor.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** The cost decrease of \$0.8 million is due to construction cost adjustments.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,377	880	125	259	238	0	0	0	0	497	0
Right-of-way	92	11	1	23	25	25	8	0	0	81	0
Utilities	324	0	0	199	125	0	0	0	0	324	0
Construction	3,200	0	0	0	720	2,480	0	0	0	3,200	0
Total	4,993	891	125	481	1,108	2,505	8	0	0	4,102	0
Federal-Aid	3,941	27	27	460	1,065	2,381	8	0	0	3,914	0
Special	1,052	864	99	21	43	124	0	0	0	188	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 (2021)** 1,300**PROJECTED (2041)** 5,225

**PROJECT:** MD 500, Queens Chapel Road**DESCRIPTION:** Construct landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to Eastern Avenue (1.2 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This project provides traffic calming and enhances safety for vulnerable users.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

<input checked="" 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 type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input checked="" type="checkbox"/> Better Transportation Choices & Connections	

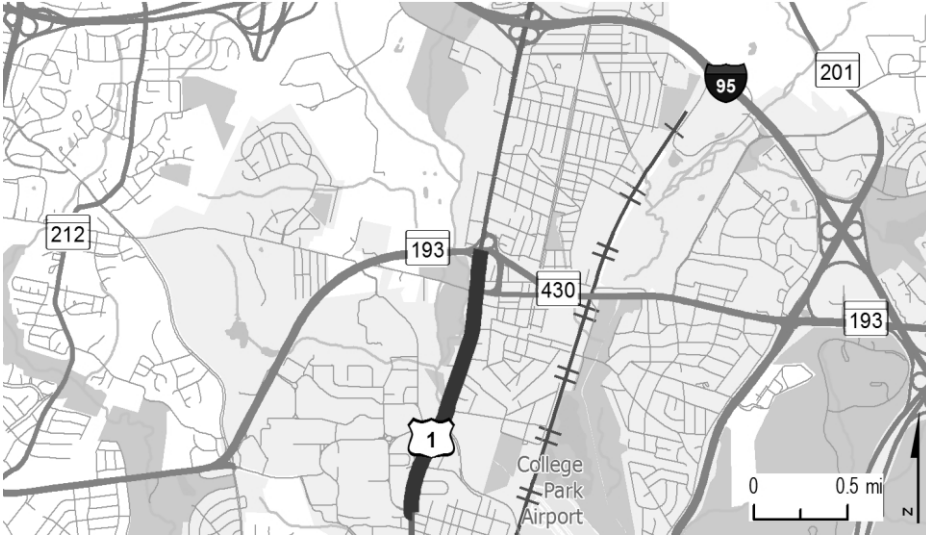
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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

STATUS: Construction underway.**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.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,454	4,454	0	0	0	0	0	0	0	0	0
Right-of-way	1,829	1,754	97	59	16	0	0	0	0	75	0
Utilities	1,070	1	0	1,069	0	0	0	0	0	1,069	0
Construction	15,924	8,798	4,632	4,563	2,563	0	0	0	0	7,126	0
Total	23,277	15,007	4,729	5,691	2,579	0	0	0	0	8,270	0
Federal-Aid	15,000	8,032	4,703	4,643	2,325	0	0	0	0	6,968	0
Special	8,175	6,975	26	984	216	0	0	0	0	1,200	0
Other	102	0	0	64	38	0	0	0	0	102	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 33,700**PROJECTED (2041)** 41,000



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.

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 | |

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 |

STATUS: Construction underway.

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

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: The cost increased by \$1.6 million to reflect the funding from the University of Maryland and College Park for pedestrian lighting and steam sleeves.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,591	9,591	39	0	0	0	0	0	0	0	0
Right-of-way	5,466	4,544	161	645	277	0	0	0	0	922	0
Utilities	3,958	408	15	1,329	1,772	449	0	0	0	3,550	0
Construction	33,000	9,003	7,969	7,379	7,671	8,949	0	0	0	23,998	0
Total	52,015	23,546	8,184	9,353	9,720	9,398	0	0	0	28,470	0
Federal-Aid	41,257	14,955	7,220	8,056	9,139	9,107	0	0	0	26,302	0
Special	8,775	7,748	340	719	299	9	0	0	0	1,027	0
Other	1,983	843	623	578	282	282	0	0	0	1,141	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 35,600

PROJECTED (2041) 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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Design Underway.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added \$3.0 million for design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	13,773	10,773	0	1,000	2,000	0	0	0	0	3,000	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	16,288	13,288	0	1,000	2,000	0	0	0	0	3,000	0
Federal-Aid	1,426	1,426	(7,454)	0	0	0	0	0	0	0	0
Special	14,861	11,861	7,454	1,000	2,000	0	0	0	0	3,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

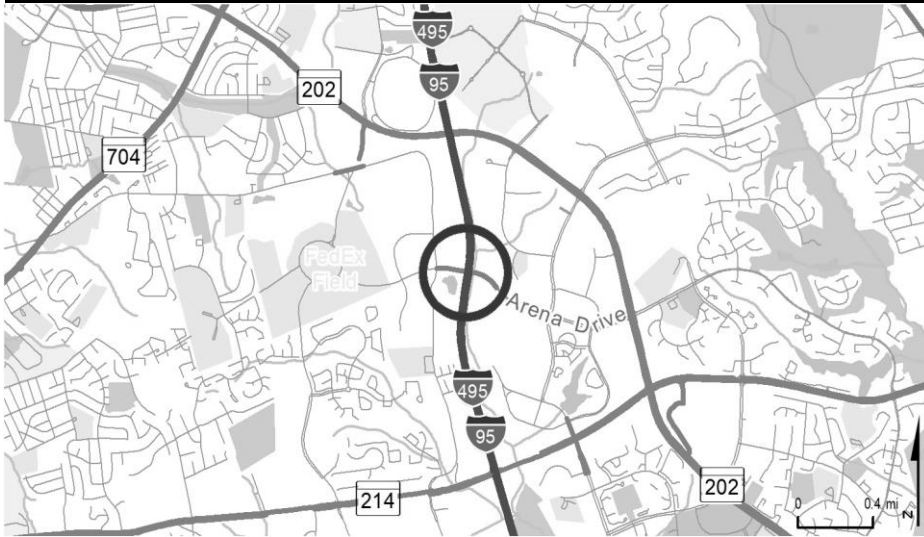
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 212,800

PROJECTED (2041) 245,000



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

DESCRIPTION: A project to upgrade the existing I-95/I-495 interchange at Medical Center Drive (formerly Arena Drive).

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion 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: Initiating design activities. Collaborating with Prince George's County on advancing the project.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added to the Development and Evaluation Program; added \$9.5 million to complete preliminary and final design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,500	0	0	500	3,000	3,000	3,000	0	0	9,500	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	9,500	0	0	500	3,000	3,000	3,000	0	0	9,500	0	0
Federal-Aid	8,550	0	0	450	2,700	2,700	2,700	0	0	8,550	0	0
Special	950	0	0	50	300	300	300	0	0	950	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principle Arterial

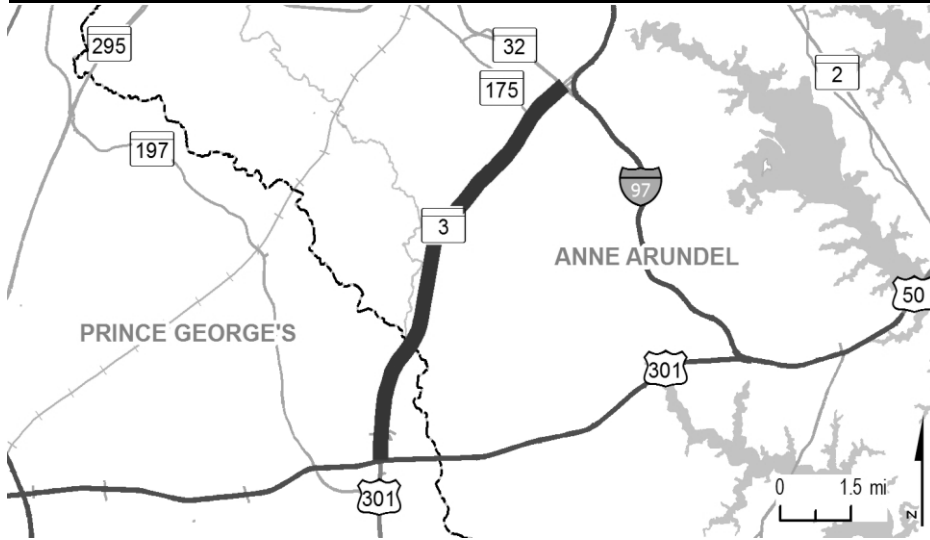
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 210,000

PROJECTED (2041) 247,000



PROJECT: MD 3, Robert Crain Highway

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

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

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	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	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	8,545	8,545	0	0	0	0	0	0	0	0	0	0
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 64,600 - 82,200

PROJECTED (2041) 86,100 - 133,500

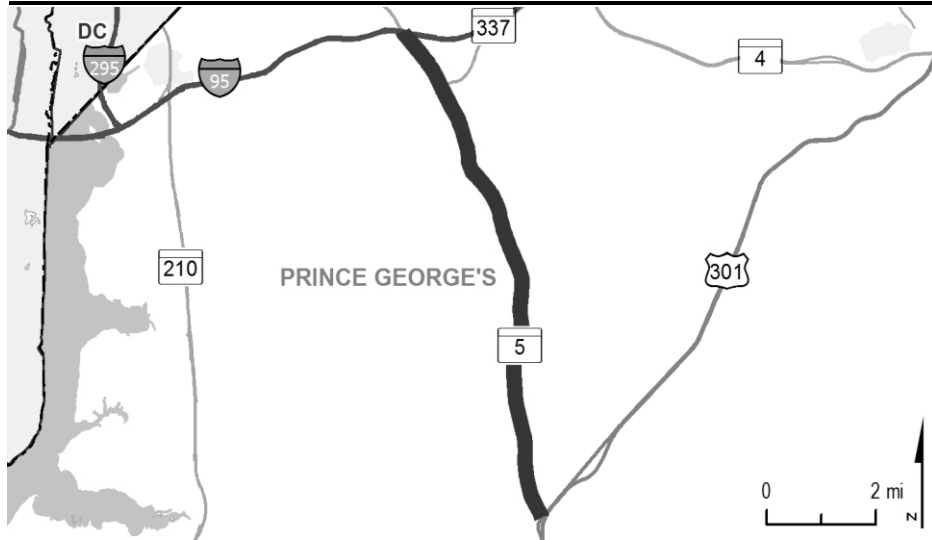
**PROJECT:** MD 4, Pennsylvania Avenue**DESCRIPTION:** Upgrade existing MD 4 to a multilane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.1 miles). Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)**PURPOSE & NEED SUMMARY STATEMENT:** Severe traffic congestion occurs 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

<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

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	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	0
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0	0
Other	0	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 (2021)** 71,600**PROJECTED (2041)** 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: There are mobility and safety concerns at several intersections along this section of MD 5, and 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
☒ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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 (2021) 121,500

PROJECTED (2041) 145,100

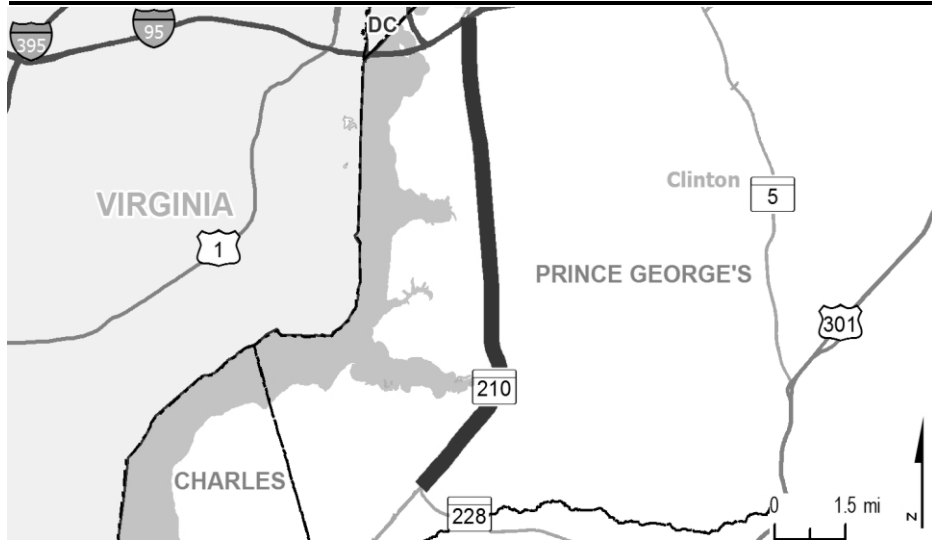
**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**PURPOSE & NEED SUMMARY STATEMENT:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	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 (2021)** 124,100**PROJECTED (2041)** 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

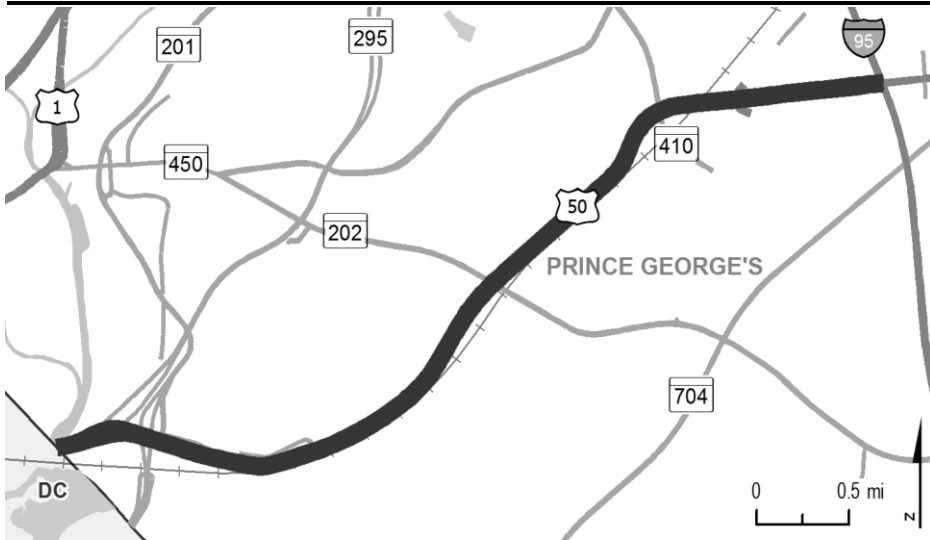
☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Evaluating potential future breakout projects with Prince George's County.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	11,015	1	0	1,500	1,500	1,500	1,500	5,014	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	1,500	1,500	1,500	1,500	5,014	0	11,014	0
Federal-Aid	11,014	0	0	1,500	1,500	1,500	1,500	5,014	0	11,014	0
Special	3,505	3,505	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 (2021)** 79,000**PROJECTED (2041)** 118,500

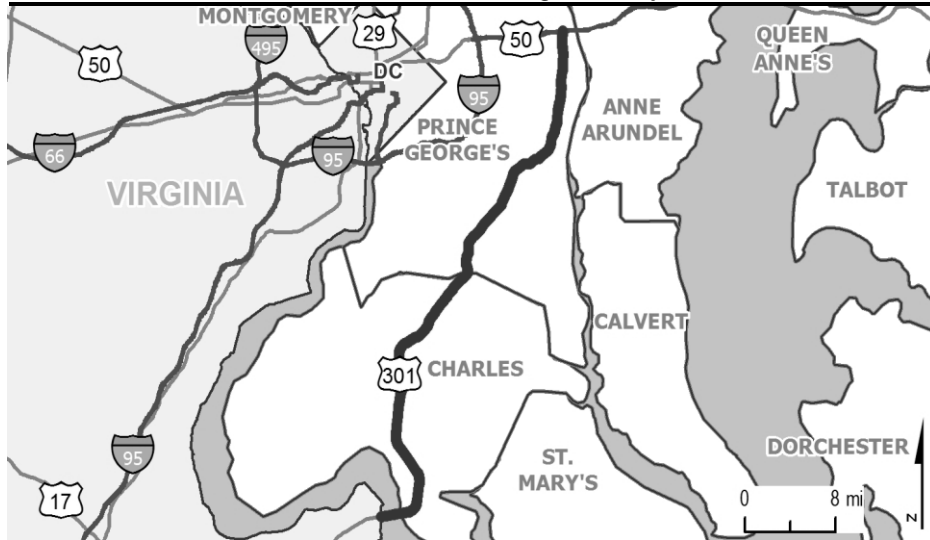
**PROJECT:** US 50, John Hanson Highway**DESCRIPTION:** Feasibility study to investigate improving traffic capacity and operations for US 50 from the District of Columbia to MD 704 (5.0 miles).**PURPOSE & NEED SUMMARY STATEMENT:** This study identifies a series of improvements to address various mobility, 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

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	477	477	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	477	477	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0	0
Other	0	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 (2021)** 74,600 - 143,200**PROJECTED (2041)** 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-95/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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	10,749	10,749	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	45,008	45,008	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	55,757	55,757	0	0	0	0	0	0	0	0	0	0
Federal-Aid	9,055	9,055	0	0	0	0	0	0	0	0	0	0
Special	46,702	46,702	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

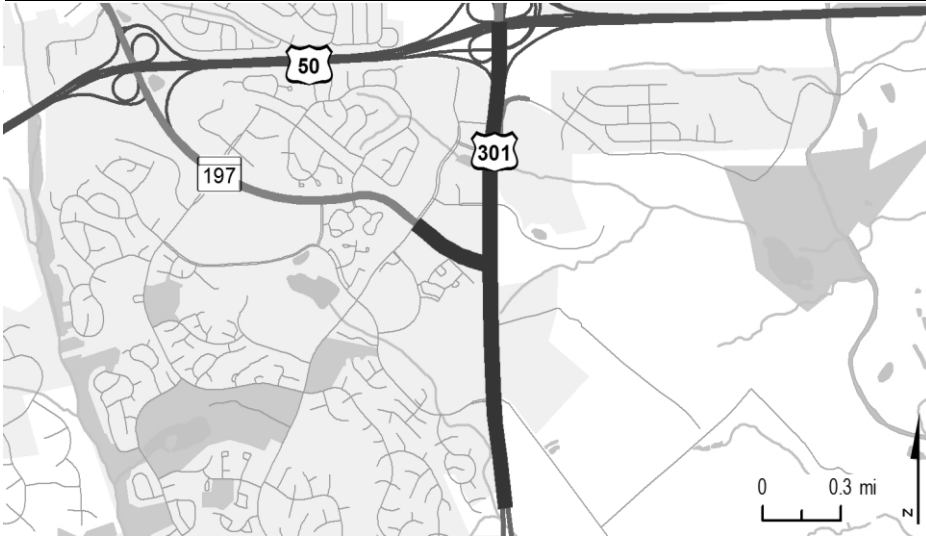
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 17,600 - 59,900 (Charles)

95,800 (Prince George's)

PROJECTED (2041) 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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	2,504	2,504	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	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	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
Special	2,504	2,504	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

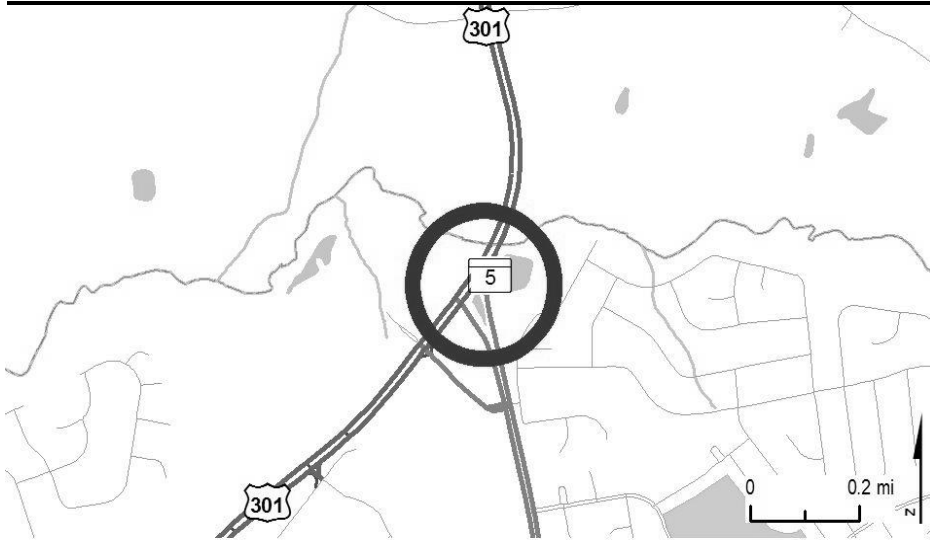
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 62,400 (US 301)

18,600 (MD 197)

PROJECTED (2041) 74,500 (US 301)

24,900 (MD 197)

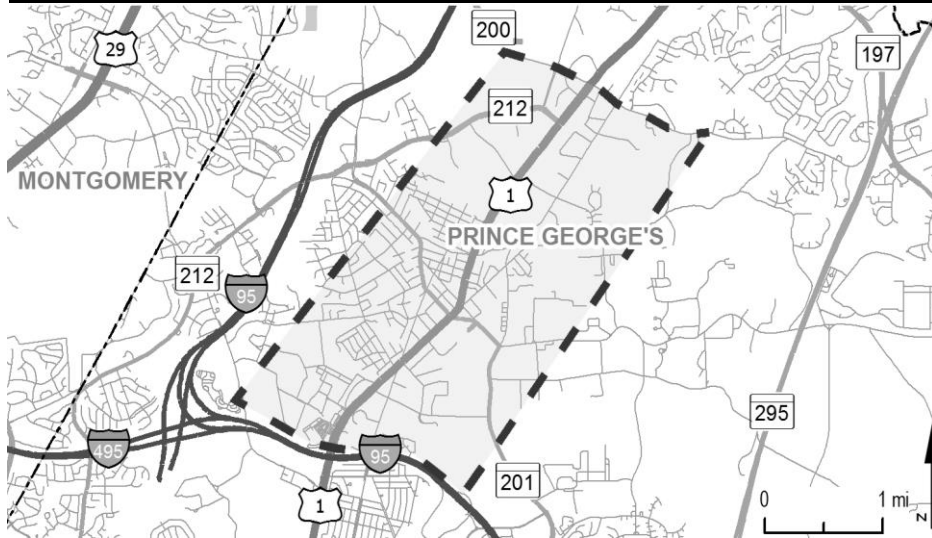
**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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 (2021)** 96,700 (US 301)**PROJECTED (2041)** 127,400 (US 301)



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
☐ Project Outside PFA
☒ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
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	0	0	0	0	0	0	0	0	0	0
Special	6,839	6,839	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

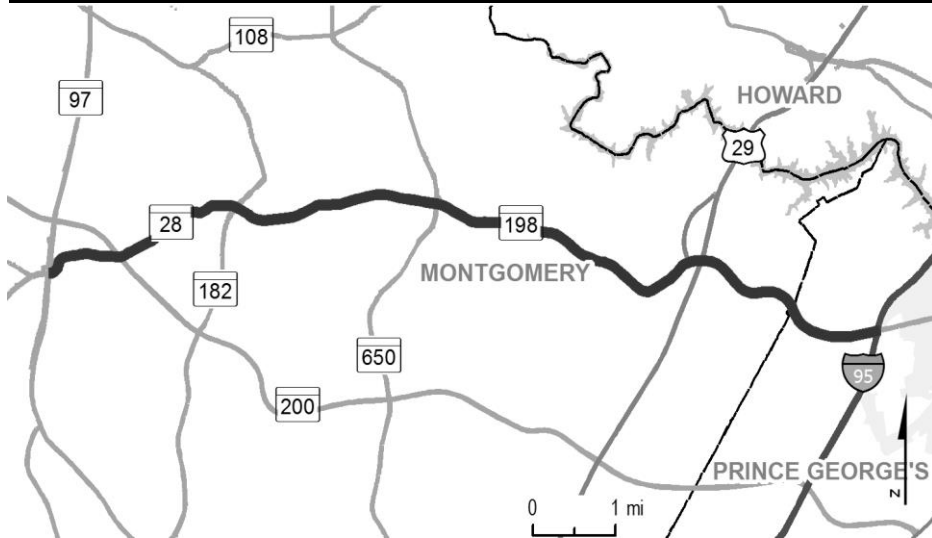
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 43,400

PROJECTED (2041) 59,300



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

STATUS: Completed the MD 198 Segment D (Old Columbia Pike to US 29A) Preliminary Planning Report.

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	8,426	8,100	673	327	0	0	0	0	0	0	327	0
Engineering	0	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	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	8,429	8,102	673	327	0	0	0	0	0	0	327	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0	0
Special	5,222	4,896	673	327	0	0	0	0	0	0	327	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

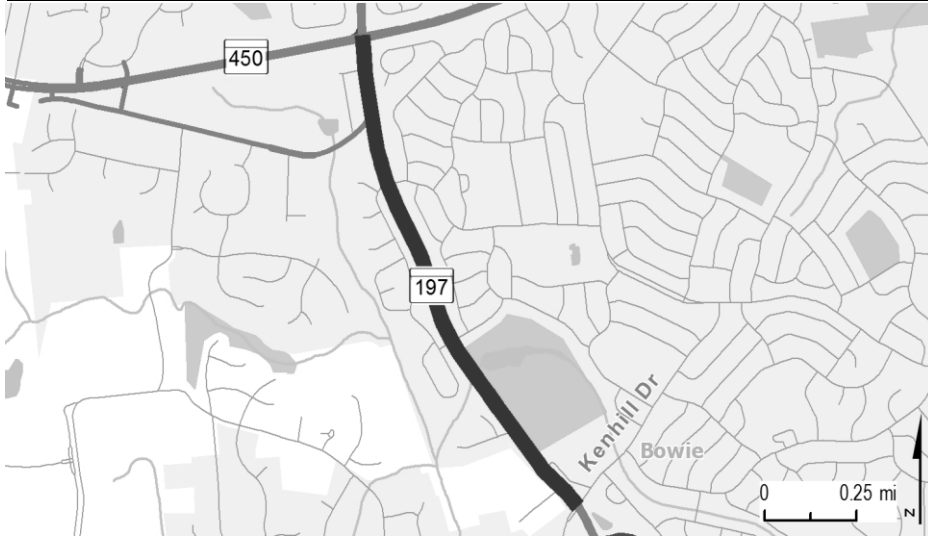
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 19,300 - 35,900 (MD 28)

16,600 - 44,200 (MD 198)

PROJECTED (2041) 29,000 - 51,000 (MD 28)

26,000 - 59,000 (MD 198)



PROJECT: MD 197, Collington Road

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

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity needed to accommodate an increase in traffic volume and improve access in 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

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

SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP: Added \$2.5 million to complete 30% design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...		
Planning	1,632	1,632	2	0	0	0	0	0	0	0	0
Engineering	4,986	2,487	14	735	882	882	0	0	0	2,499	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	6,618	4,119	15	735	882	882	0	0	0	2,499	0
Federal-Aid	2,375	0	0	699	838	838	0	0	0	2,375	0
Special	3,243	3,119	15	36	44	44	0	0	0	124	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

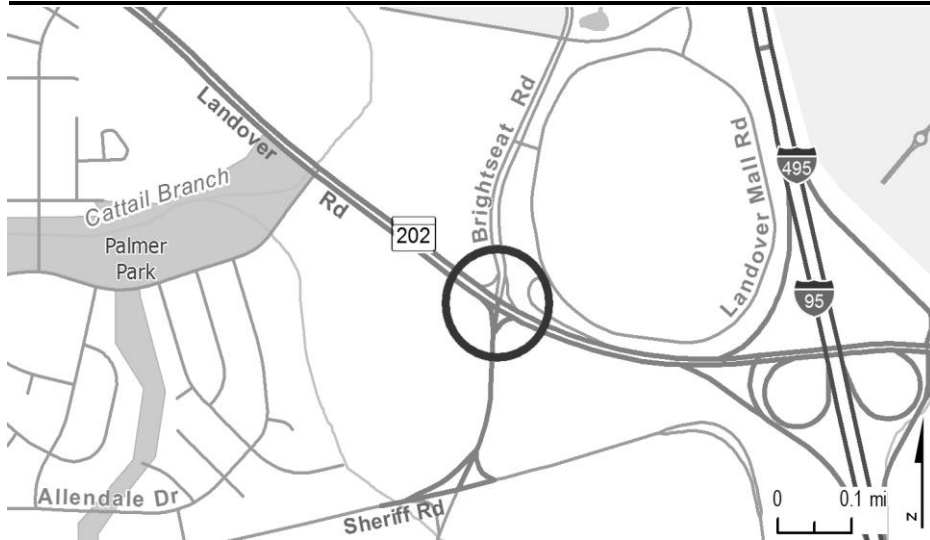
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 33,000

PROJECTED (2041) 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

☒ 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 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	464	464	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	464	464	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0
Special	464	464	0	0	0	0	0	0	0	0	0	0
Other	0	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 (2021)** 49,700**PROJECTED (2041)** 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

STATUS: : Corridor study complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	1,294	1,294	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	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	0
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT (2021)** 43,900**PROJECTED (2041)** 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

☒ 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 2021 - 26 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	0	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	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	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	0
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

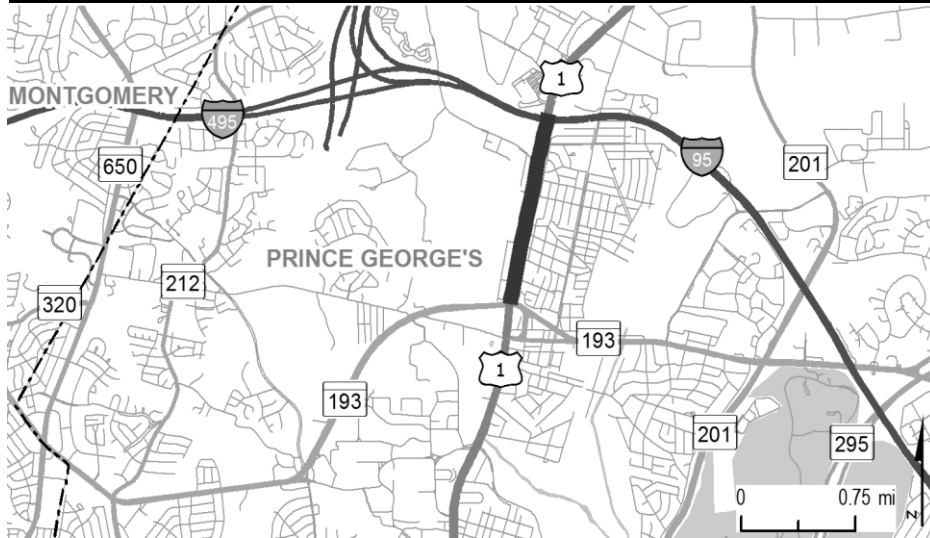
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2021) 23,900

PROJECTED (2041) 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

<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

STATUS: Planning complete.**SIGNIFICANT CHANGE FROM FY 2021 - 26 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2021	EXPENDED IN 2021	CURRENT YEAR 2022	BUDGET YEAR 2023	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2024...	...2025...	...2026...	...2027...			
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0	0
Engineering	0	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	0
Utilities	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	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	0
Federal-Aid	0	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	0
Other	94	94	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 (2021)** 44,800**PROJECTED (2041)** 53,300

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; CHARLES ARMENTROUT DRIVE TO FARRAGUT STREET (RHODE ISLAND TROLLEY TRAIL)	\$ 6,371	FY 2022
<u>Bridge Replacement/Rehabilitation</u>				
PG4812	-	BRIDGES 1611700, 1211800, 1612700, 1613000, 1613200 AND 1613400	\$ 1,489	FY 2022
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 2,295	Under Construction
<u>Intersection Capacity Improvements</u>				
PG9341	MD223	WOODYARD ROAD-GEOMETRIC IMPROVEMENTS-AT DOWER HOUSE ROAD	\$ 5,002	Under Construction
<u>Resurface/Rehabilitate</u>				
XY7161	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 22,061	FY 2022
PG8511	US1	RHODE ISLAND AVENUE; SUNNYSIDE AVENUE TO MD 212A	\$ 2,318	FY 2023
XX131C	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 7,693	FY 2023
XX131B	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 7,933	Under Construction
XY6161	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 14,269	Under Construction
<u>Safety/Spot Improvement</u>				
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE	\$ 650	FY 2023
PG8901	-	BETTERMENTS NEAR MD 201/RIVER ROAD	\$ 4,551	FY 2023
PG0831	MD3	BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT CRAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-IHB - AT FOREST DRIVE	\$ 5,959	Under Construction
<u>Sidewalks</u>				
PG2801	MD223	WOODYARD ROAD-SIDEWALKS-1000 FT SOUTH OF VICTORIA DRIVE TO 265 FT NORTH OF SHERWOOD DRIVE	\$ 4,838	Under Construction
<u>Traffic Management</u>				
PG8641	MD210	INDIAN HEAD HIGHWAY - PHASE 1 MD 228 TO OLD FORT ROAD (SOUTH)	\$ 1,860	Completed
PG8642	MD210	INDIAN HEAD HIGHWAY - PHASE II: FROM SWAN CREEK ROAD/LIVINGSTON ROAD TO PALMER ROAD/LIVINGSTON ROAD	\$ 2,363	Completed

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PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
Transportation Alternatives Program				
PG8681	MD564	BICYCLE-PEDESTRIAN ROUTE-BOWIE HERITAGE TRAIL	\$ 397	Completed
PGNEW8	-	GYF FOREST HEIGHTS – SRTS	\$ 211	Completed
PG0202	US1	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 79	Design Underway
PGNEW3	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY AND ACCESS IMPROVEMENT	\$ 1,456	FY 2022
PG0001	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE I	\$ 640	FY 2023
PG0002	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE III	\$ 109	FY 2023
PG0003	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 2 AND 3B	\$ 223	FY 2023
PG8601	-	PRINCE GEORGE'S COUNTY BIKE SHARE PHASE 1	\$ 737	FY 2023
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS.	\$ 172	FY 2023
PGNEW2	-	CHAMBERS AVENUE – TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2023
PGNEW4	-	ADA CROSSWALK AT LERNER AND MD 197	\$ 40	FY 2023
PGNEW5	-	GREENBELT STATION/WMATA HIKER-BIKER TRAIL	\$ 1,530	FY 2023
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	FY 2023
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	FY 2023