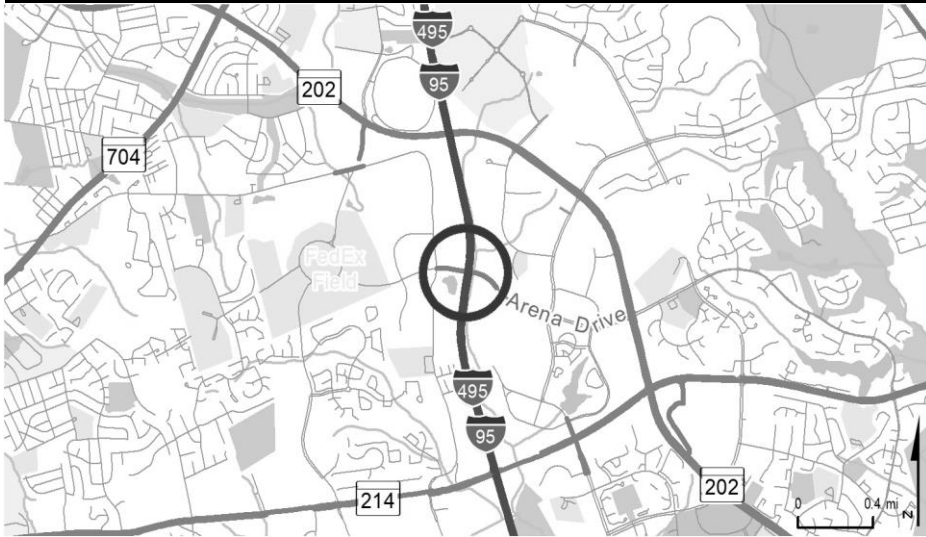




***PRINCE GEORGE'S COUNTY***



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

<input checked="" type="checkbox"/> Safe, Secure, and Resilient	<input type="checkbox"/> Quality & Efficiency
<input 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 address existing congestion and will accommodate increasing traffic volumes associated with future growth.

**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

<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 2022 - 27 CTP:** The funding increase of \$95.0 million is due to addition of right-of-way, utility, and construction funding. Additional project funding enabled by IIJA increases.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,688	188	188	2,600	3,050	2,800	1,050	0	0	9,500	0
Right-of-way	4,968	0	0	0	1,242	1,863	1,863	0	0	4,968	0
Utilities	2,000	0	0	0	0	0	909	1,091	0	2,000	0
Construction	87,848	0	0	0	0	0	0	12,822	20,946	33,768	54,080
<b>Total</b>	<b>104,504</b>	<b>188</b>	<b>188</b>	<b>2,600</b>	<b>4,292</b>	<b>4,663</b>	<b>3,822</b>	<b>13,913</b>	<b>20,946</b>	<b>50,236</b>	<b>54,080</b>
Federal-Aid	94,072	187	187	2,340	3,863	4,197	3,440	12,522	18,851	45,213	48,672
Special	10,432	1	1	260	429	466	382	1,391	2,095	5,023	5,408
Other	0	0	0	0	0	0	0	0	0	0	0

STIP REFERENCE #PGA201 12/01/2022

**Classification:**

**STATE -** Principle Arterial

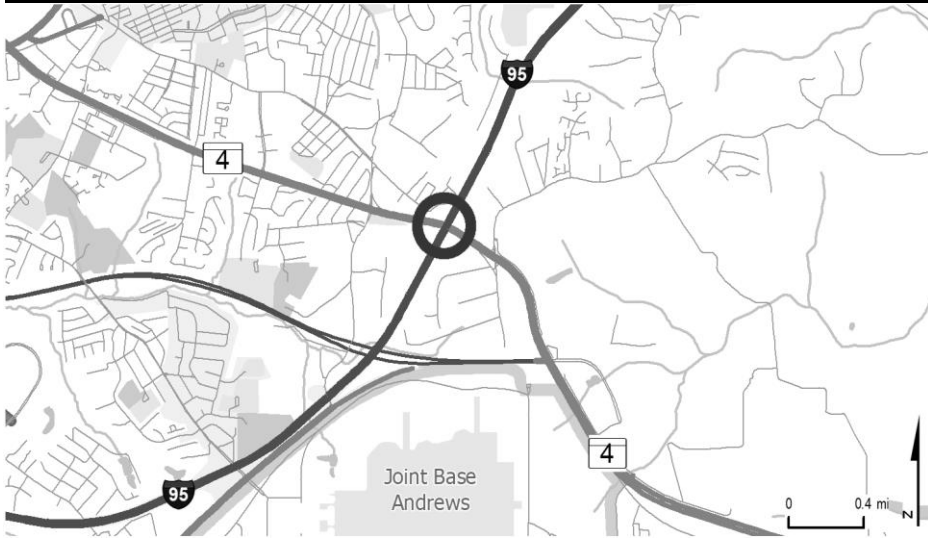
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 216000  
(2022)

**PROJECTED** 249100  
(2042)

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1615905 and 1615906 over MD 4.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1963, are nearing the end of their useful service life.**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 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 structures, built in 1963, are nearing the end of their useful service life.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the Construction program. Additional project funding enabled by IIJA increases.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,212	388	258	358	466	0	0	0	0	824	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	2,000	0	0	0	1,500	500	0	0	0	2,000	0
Construction	35,000	0	0	0	0	5,656	12,197	17,147	0	35,000	0
<b>Total</b>	<b>38,212</b>	<b>388</b>	<b>258</b>	<b>358</b>	<b>1,966</b>	<b>6,156</b>	<b>12,197</b>	<b>17,147</b>	<b>0</b>	<b>37,824</b>	<b>0</b>
Federal-Aid	34,377	258	258	356	1,814	5,540	10,977	15,432	0	34,119	0
Special	3,835	130	0	2	152	616	1,220	1,715	0	3,704	0
Other	0	0	0	0	0	0	0	0	0	0	0

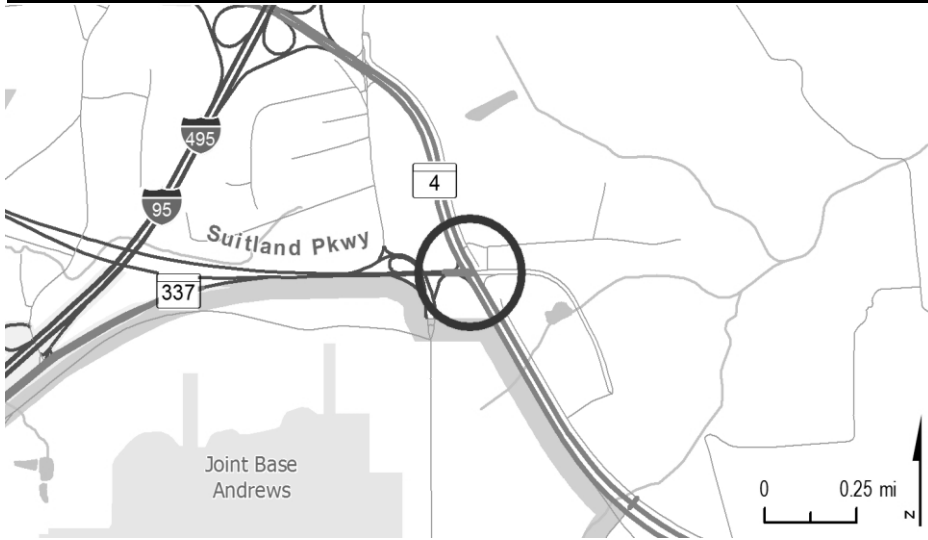
**Classification:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Interstate

**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 207700  
(2022)PROJECTED 236600  
(2042)

**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	

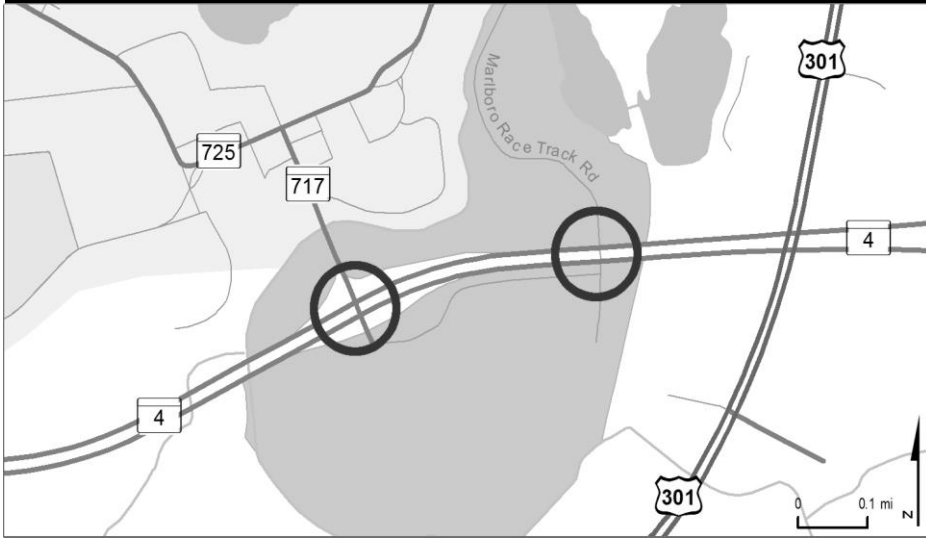
**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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:** Construction and Utility work to begin this current fiscal year.**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 2022 - 27 CTP:** The funding increase of \$74.3 million is due to the latest engineer's estimate accounting for the latest construction cost increases.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	19,935	17,435	4,919	2,500	0	0	0	0	0	2,500	0
Right-of-way	12,233	10,000	24	340	1,893	0	0	0	0	2,233	0
Utilities	15,535	8,674	212	6,861	0	0	0	0	0	6,861	0
Construction	234,941	37,390	1,202	10,343	49,646	46,544	46,543	35,166	9,309	197,551	0
<b>Total</b>	<b>282,644</b>	<b>73,500</b>	<b>6,357</b>	<b>20,044</b>	<b>51,539</b>	<b>46,544</b>	<b>46,543</b>	<b>35,166</b>	<b>9,309</b>	<b>209,145</b>	<b>0</b>
Federal-Aid	229,568	40,109	521	10,098	48,678	44,216	44,216	33,408	8,843	189,460	0
Special	50,913	31,228	6,116	9,946	2,861	2,327	2,327	1,758	465	19,685	0
Other	2,163	2,163	(280)	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** 72900  
(2022)**PROJECTED** 110000  
(2042)

**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 with restrictive 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 |   |

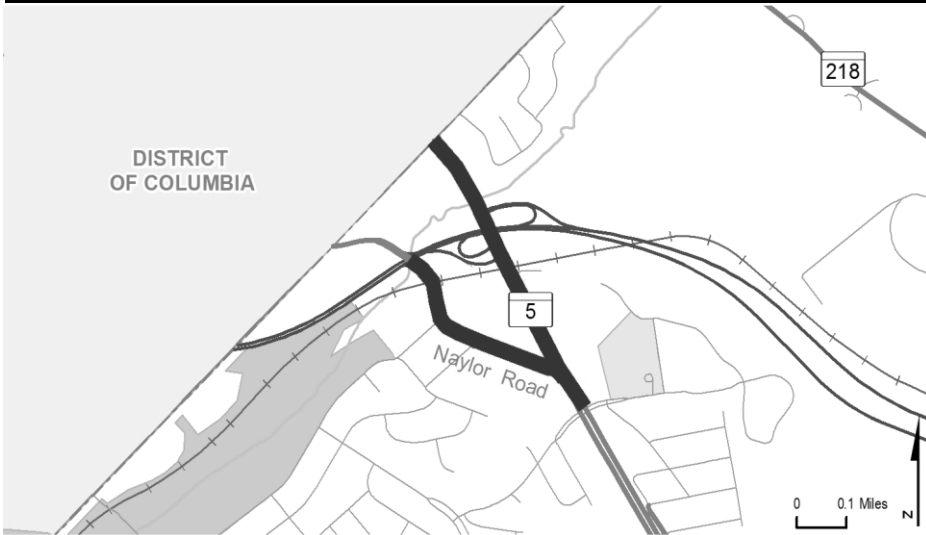
**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- |  |   |
|--|---|
| <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.**EXPLANATION:** The existing structures, built in 1960, are nearing the end of their useful service lives.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2022				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,802	1,081	434	493	228	0	0	0	0	721	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	20,686	0	0	0	6,193	9,095	5,398	0	0	20,686	0
<b>Total</b>	<b>22,488</b>	<b>1,081</b>	<b>434</b>	<b>493</b>	<b>6,421</b>	<b>9,095</b>	<b>5,398</b>	<b>0</b>	<b>0</b>	<b>21,407</b>	<b>0</b>
Federal-Aid	20,780	597	434	376	6,038	8,640	5,128	0	0	20,183	0
Special	1,708	484	0	117	383	455	270	0	0	1,224	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** 60600  
(2022)**PROJECTED** 65400  
(2042)



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

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

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

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

<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	

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

**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,429	4,429	0	0	0	0	0	0	0	0	0
Right-of-way	1,043	1,040	150	3	0	0	0	0	0	3	0
Utilities	183	183	0	0	0	0	0	0	0	0	0
Construction	18,644	17,446	4,640	1,198	0	0	0	0	0	1,198	0
<b>Total</b>	<b>24,300</b>	<b>23,099</b>	<b>4,790</b>	<b>1,202</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,202</b>	<b>0</b>
Federal-Aid	9,861	8,675	4,565	1,185	0	0	0	0	0	1,185	0
Special	14,440	14,423	226	16	0	0	0	0	0	16	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

**STATE -** Principal Arterial

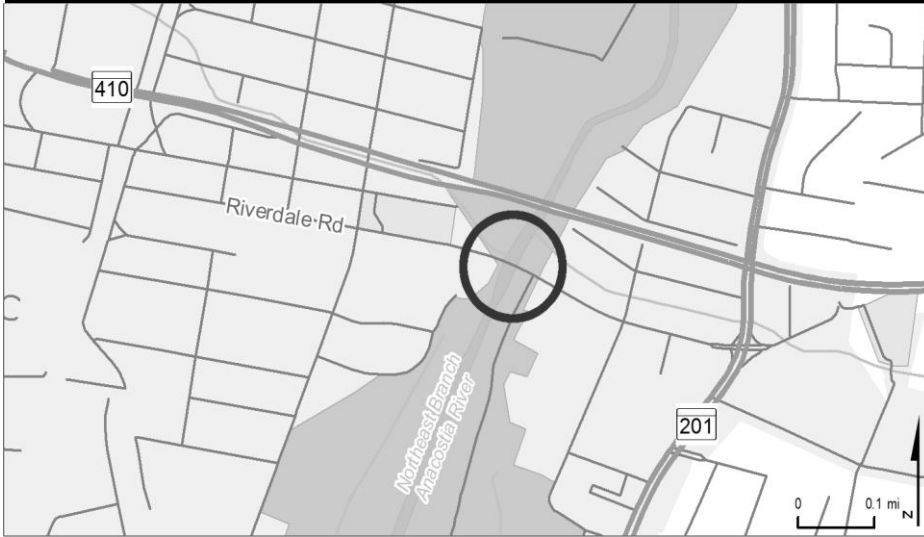
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 34,400 (MD 5)  
(2022) 21,000 (MD 637)

**PROJECTED** 41,300 (MD 5)  
(2042) 25,000 (MD 637)

**PROJECT:** MD 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 safety for vulnerable users.

**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 2022 - 27 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 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,297	1,230	358	67	0	0	0	0	0	67	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
<b>Total</b>	<b>9,571</b>	<b>1,230</b>	<b>358</b>	<b>67</b>	<b>1,154</b>	<b>4,316</b>	<b>2,804</b>	<b>0</b>	<b>0</b>	<b>8,341</b>	<b>0</b>
Federal-Aid	8,358	432	353	66	1,096	4,101	2,664	0	0	7,927	0
Special	1,213	798	5	1	58	216	140	0	0	415	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

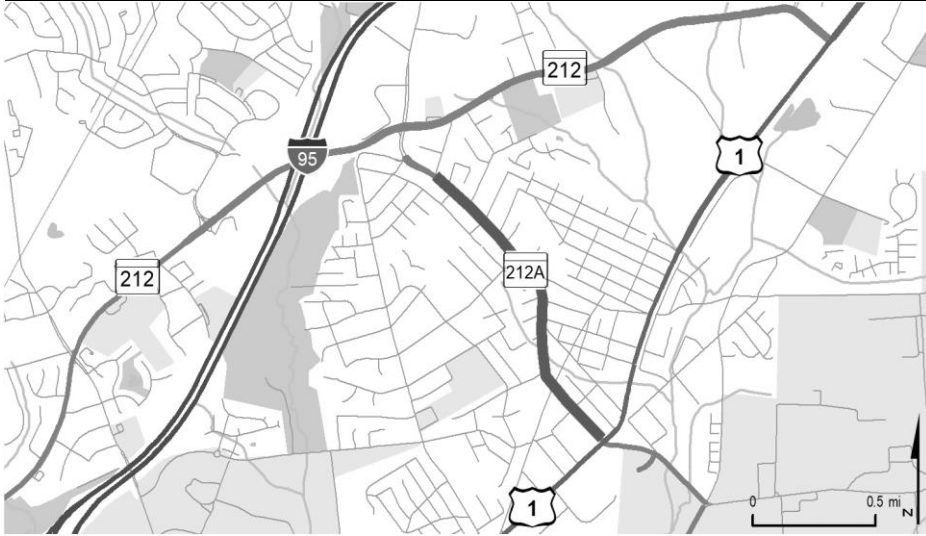
STATE - Minor Collector

FEDERAL - Major Collector

STATE SYSTEM: N/A

**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 5100  
(2022)PROJECTED 7200  
(2042)



**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 |   |

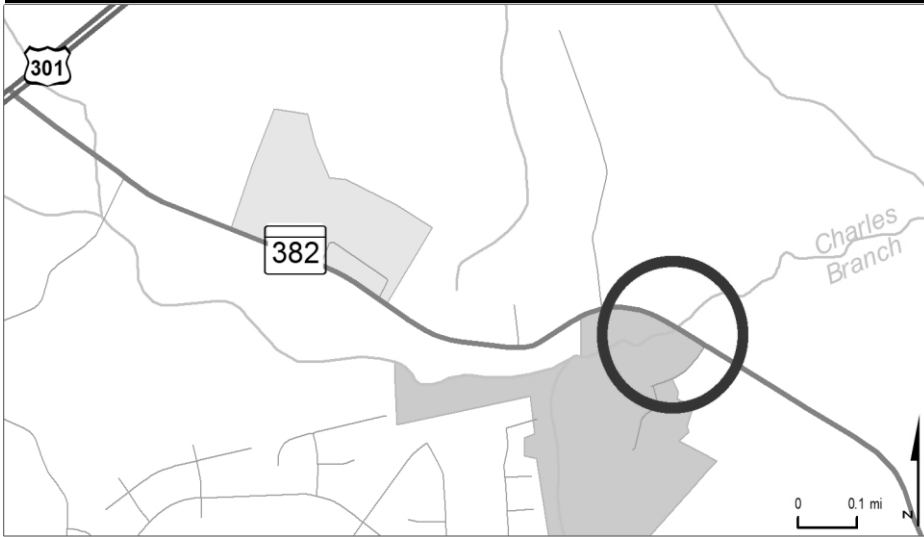
**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- |  |   |
|--|---|
| <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.**EXPLANATION:** This project enhances pedestrian safety with the provision of sidewalk and crosswalk improvements.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The cost increase of \$1.7 million is primarily due to costs associated with construction and capital program costs.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,147	5,147	0	0	0	0	0	0	0	0	0
Right-of-way	3,300	3,242	81	58	0	0	0	0	0	58	0
Utilities	2,431	454	140	1,977	0	0	0	0	0	1,977	0
Construction	19,910	12,379	5,437	7,531	0	0	0	0	0	7,531	0
<b>Total</b>	<b>30,789</b>	<b>21,222</b>	<b>5,658</b>	<b>9,566</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,566</b>	<b>0</b>
Federal-Aid	21,966	14,595	5,259	7,370	0	0	0	0	0	7,370	0
Special	5,416	5,206	399	210	0	0	0	0	0	210	0
Other	3,407	1,421	0	1,986	0	0	0	0	0	1,986	0

**Classification:****STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 19900  
(2022)**PROJECTED** 25000  
(2042)

**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 |   |

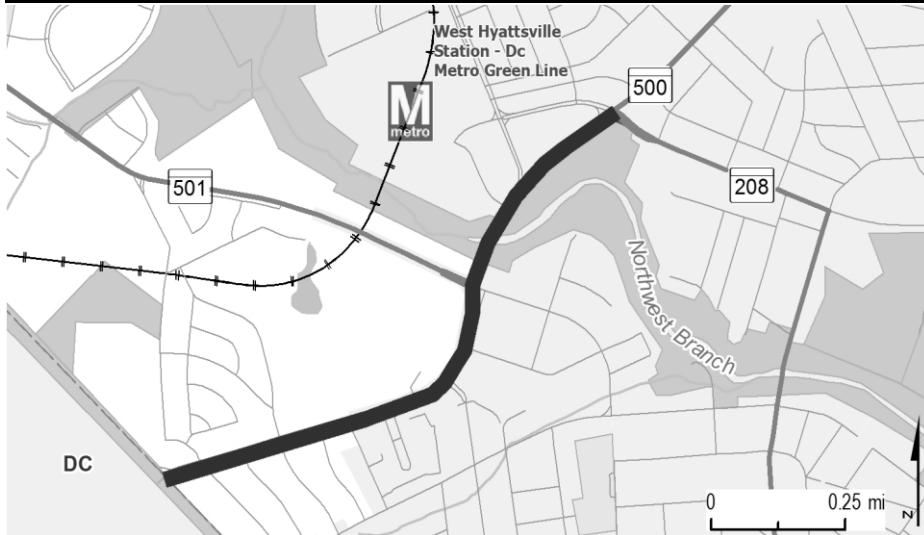
**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- |  |   |
|--|---|
| <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 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	998	118	432	0	0	0	0	0	432	0
Right-of-way	86	18	8	23	34	11	0	0	0	68	0
Utilities	335	0	0	335	0	0	0	0	0	335	0
Construction	3,310	0	0	745	2,565	0	0	0	0	3,310	0
<b>Total</b>	<b>5,160</b>	<b>1,016</b>	<b>126</b>	<b>1,534</b>	<b>2,599</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,144</b>	<b>0</b>
Federal-Aid	4,074	123	96	1,470	2,471	11	0	0	0	3,951	0
Special	1,086	893	30	65	128	0	0	0	0	193	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** 1300  
(2022)**PROJECTED** 5200  
(2042)

**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 |  |

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

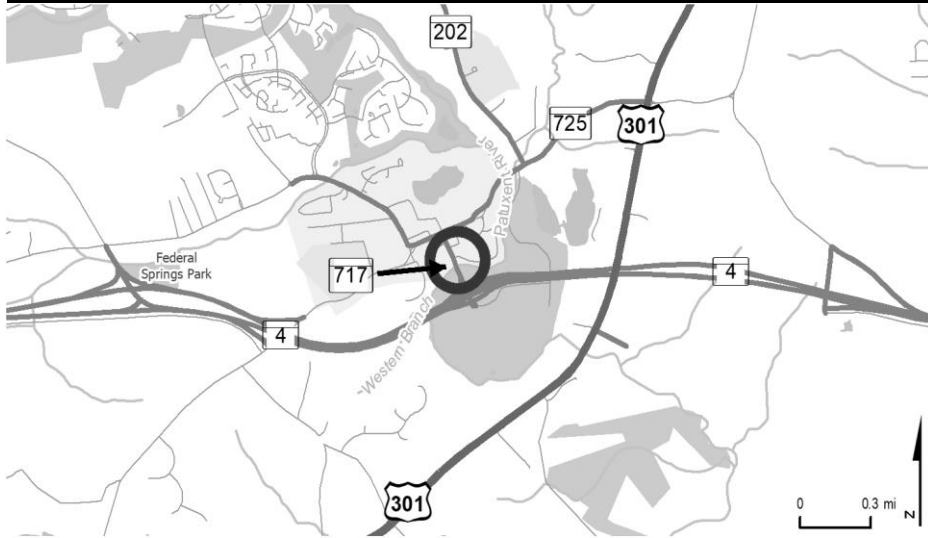
**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- |  |   |
|--|---|
| <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 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,456	4,456	2	0	0	0	0	0	0	0	0
Right-of-way	1,838	1,830	76	8	0	0	0	0	0	8	0
Utilities	1,088	1	0	1,087	0	0	0	0	0	1,087	0
Construction	15,743	14,267	5,469	1,476	0	0	0	0	0	1,476	0
<b>Total</b>	<b>23,126</b>	<b>20,555</b>	<b>5,547</b>	<b>2,571</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,571</b>	<b>0</b>
Federal-Aid	15,344	13,473	5,441	1,871	0	0	0	0	0	1,871	0
Special	7,782	7,082	106	700	0	0	0	0	0	700	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:****STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 34700  
(2022)PROJECTED 42200  
(2042)

**PROJECT:** MD 717, Water Street**DESCRIPTION:** Replacement of Bridge No. 1610900 over Western Branch.

**PURPOSE & NEED SUMMARY STATEMENT:** The existing structure, built in 1900, is nearing the end of its useful service life. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

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

**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 |   |

- |  |   |
|--|---|
| <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, built in 1900, is nearing the end of its useful service life. The project will reduce the frequency of flooding in this area and provide improved pedestrian facilities.

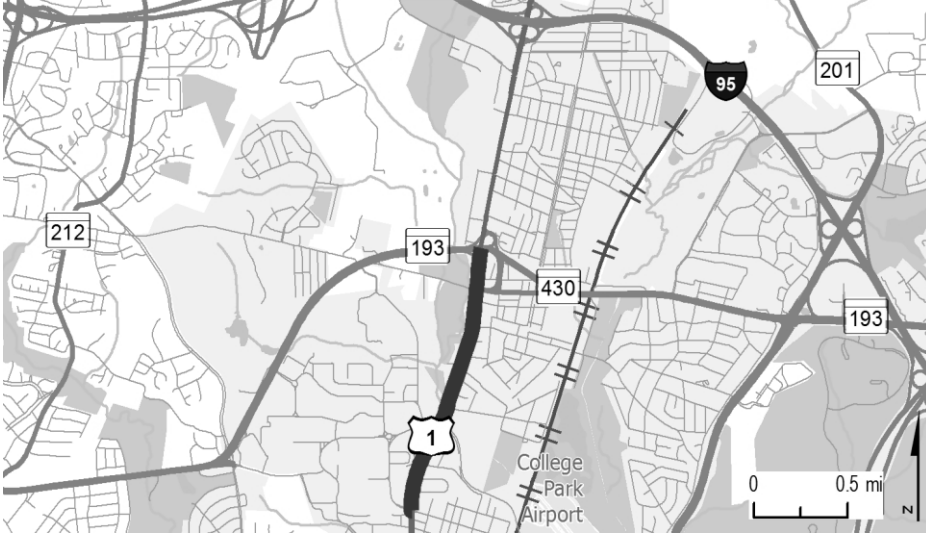
**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** Added to the Construction program. Additional project funding enabled by IIJA increases.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,899	1,769	290	104	26	0	0	0	0	130	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	10,343	0	0	0	3,656	3,105	3,582	0	0	10,343	0
<b>Total</b>	<b>12,242</b>	<b>1,769</b>	<b>290</b>	<b>104</b>	<b>3,682</b>	<b>3,105</b>	<b>3,582</b>	<b>0</b>	<b>0</b>	<b>10,473</b>	<b>0</b>
Federal-Aid	9,715	331	239	57	3,308	2,795	3,224	0	0	9,384	0
Special	2,527	1,438	51	47	374	311	358	0	0	1,089	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:****STATE -** Minor Arterial**FEDERAL -** Minor Arterial**STATE SYSTEM:** Secondary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 7700  
(2022)PROJECTED 9400  
(2042)



**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 2022 - 27 CTP:** The cost increase of \$1.6M is due to additional right of way and capital program costs.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,672	9,672	0	0	0	0	0	0	0	0	0
Right-of-way	5,738	5,056	512	631	51	0	0	0	0	682	0
Utilities	4,080	408	0	2,750	922	0	0	0	0	3,672	0
Construction	34,154	18,360	9,314	7,436	8,358	0	0	0	0	15,794	0
<b>Total</b>	<b>53,643</b>	<b>33,495</b>	<b>9,826</b>	<b>10,817</b>	<b>9,331</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20,148</b>	<b>0</b>
Federal-Aid	41,766	22,575	7,622	10,051	9,140	0	0	0	0	19,191	0
Special	9,404	8,447	652	766	191	0	0	0	0	957	0
Other	2,473	2,473	1,552	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** 35800  
(2022)

**PROJECTED** 55800  
(2042)



**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:** Engineering pending FBI relocation decision.

**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	13,772	10,776	3	2,996	0	0	0	0	0	2,996	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
<b>Total</b>	<b>16,287</b>	<b>13,291</b>	<b>3</b>	<b>2,996</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,996</b>	<b>0</b>
Federal-Aid	1,426	1,426	0	0	0	0	0	0	0	0	0
Special	14,861	11,865	3	2,996	0	0	0	0	0	2,996	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

**STATE -** Principal Arterial

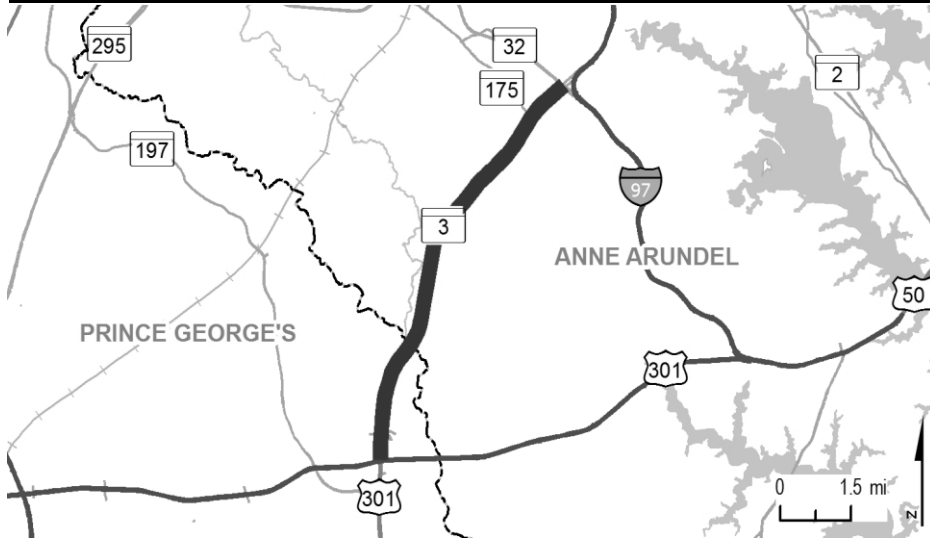
**FEDERAL -** Interstate

**STATE SYSTEM:** Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 216900  
(2022)

**PROJECTED** 246200  
(2042)



**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 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	3,872	3,872	0	0	0	0	0	0	0	0	0
Engineering	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
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,545</b>	<b>8,545</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	3,098	3,098	0	0	0	0	0	0	0	0	0
Special	5,448	5,448	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

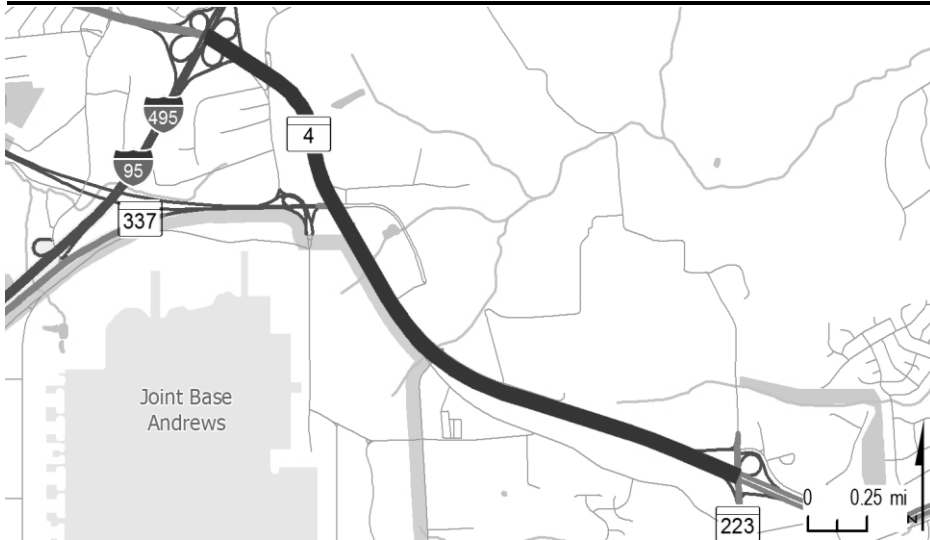
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 66,500 - 84,600  
(2022)

**PROJECTED** 88,600 - 137,400  
(2042)

**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

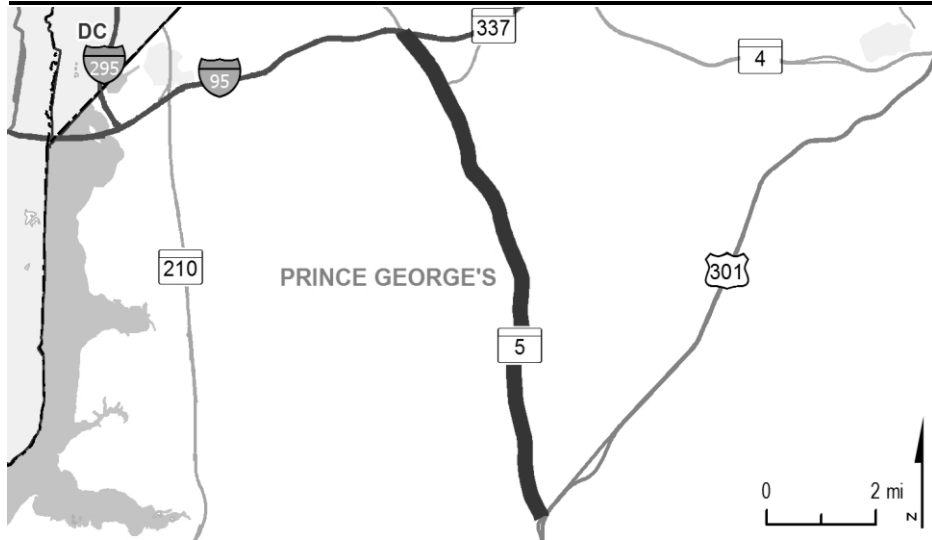
<input checked="" type="checkbox"/> Project Inside PFA	_____	<input type="checkbox"/> Grandfathered
<input type="checkbox"/> Project Outside PFA		<input type="checkbox"/> Exception Will Be Required
<input type="checkbox"/> PFA Status Yet to Be Determined		<input type="checkbox"/> Exception Granted

**STATUS:** Planning complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2022				...2025...	...2026...	...2027...	...2028...		
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
<b>Total</b>	<b>1,615</b>	<b>1,615</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0
Special	829	829	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:****STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 73700  
(2022)PROJECTED 110100  
(2042)



**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 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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
<b>Total</b>	<b>13,977</b>	<b>13,977</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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

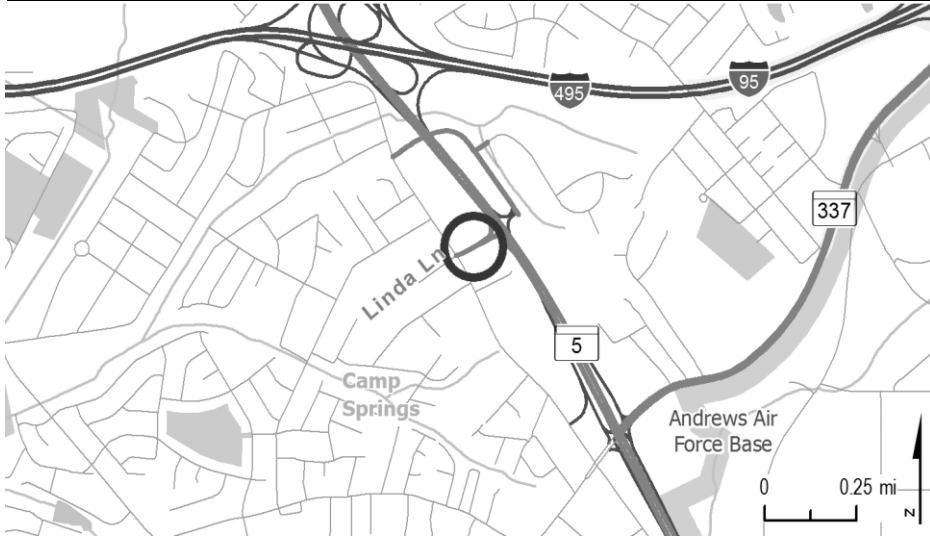
**FEDERAL -** Freeway/Expressway

**STATE SYSTEM:** Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 125000  
(2022)

**PROJECTED** 146800  
(2042)

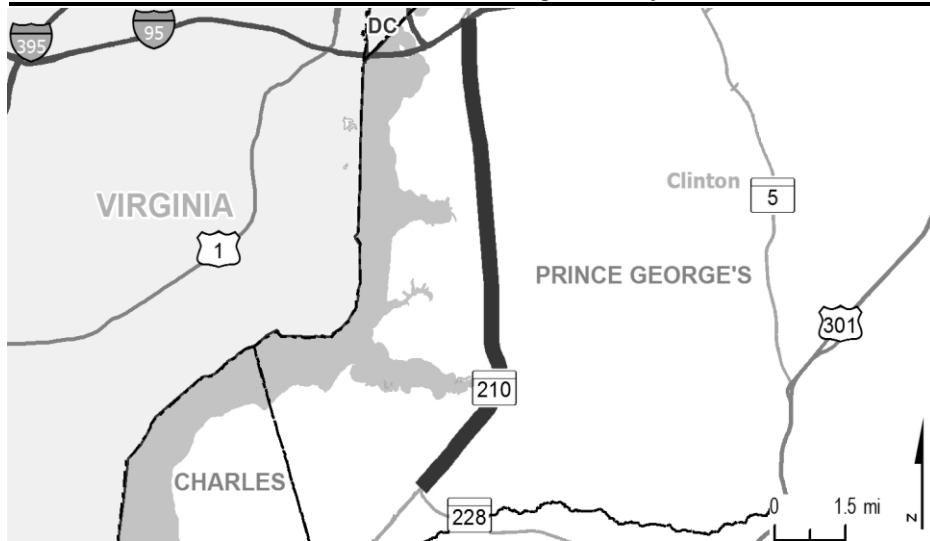
**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**PURPOSE & NEED SUMMARY STATEMENT:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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
<b>Total</b>	<b>435</b>	<b>435</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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 127700  
(2022)PROJECTED 153500  
(2042)

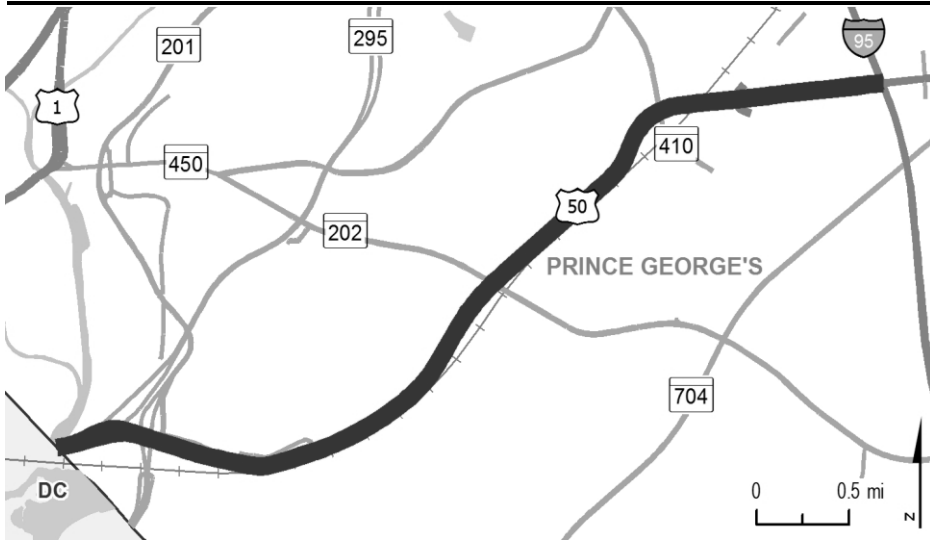
**PROJECT:** MD 210, Indian Head Highway**DESCRIPTION:** Project to improve mobility along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.**PURPOSE & NEED SUMMARY STATEMENT:** Increased development along this corridor has caused MD 210 to have severe congestion during peak periods.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

<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:** Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. County is contributing \$1.0 million for engineering.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$1.0 million is for preliminary engineering activities.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,015	1	0	1,750	3,050	2,750	2,750	1,714	0	12,014	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
<b>Total</b>	<b>15,519</b>	<b>3,505</b>	<b>0</b>	<b>1,750</b>	<b>3,050</b>	<b>2,750</b>	<b>2,750</b>	<b>1,714</b>	<b>0</b>	<b>12,014</b>	<b>0</b>
Federal-Aid	11,014	0	0	1,500	2,800	2,500	2,500	1,714	0	11,014	0
Special	3,505	3,505	0	0	0	0	0	0	0	0	0
Other	1,000	0	0	250	250	250	250	0	0	1,000	0

**Classification:****STATE -** Intermediate Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)**CURRENT 81300  
(2022)PROJECTED 122000  
(2042)

**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

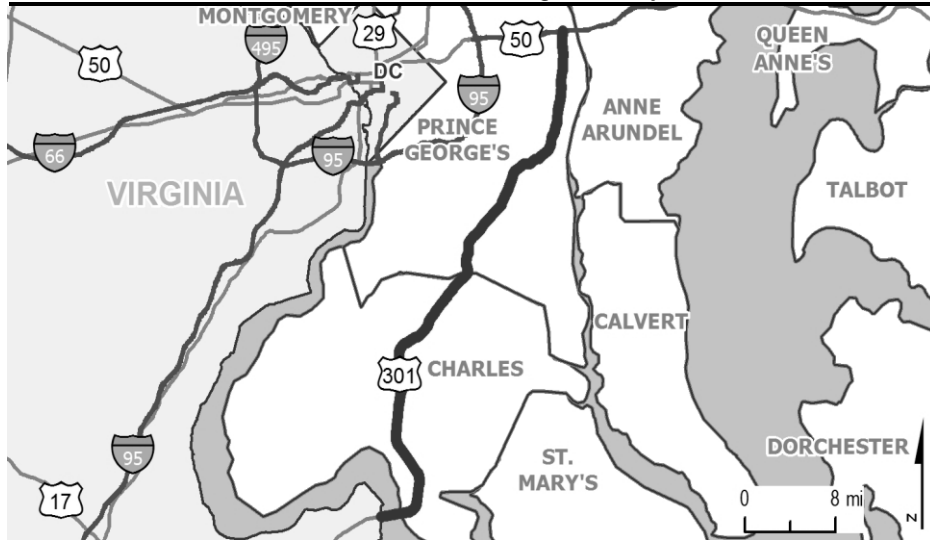
☒ Project Inside PFA  
☐ Project Outside PFA  
☐ PFA Status Yet to Be Determined

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**STATUS:** Planning complete.**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	477	477	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>477</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	477	477	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:****STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 76,700 - 147,300  
(2022)**PROJECTED** 86,400 - 160,300  
(2042)



**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 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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	45,008	45,008	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
<b>Total</b>	<b>55,757</b>	<b>55,757</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	9,055	9,055	0	0	0	0	0	0	0	0	0
Special	46,702	46,702	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

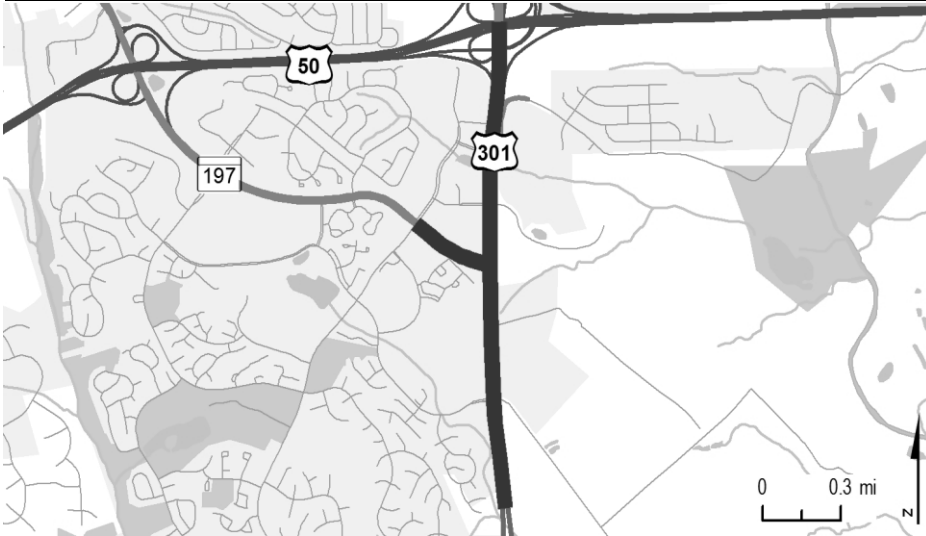
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 18,100 - 61,100 (Charles)  
(2022) 99,500 (Prince George's)

**PROJECTED** 46,300 - 84,400 (Charles)  
(2042) 130,100 (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 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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
<b>Total</b>	<b>2,504</b>	<b>2,504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	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
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

**STATE -** Principal Arterial

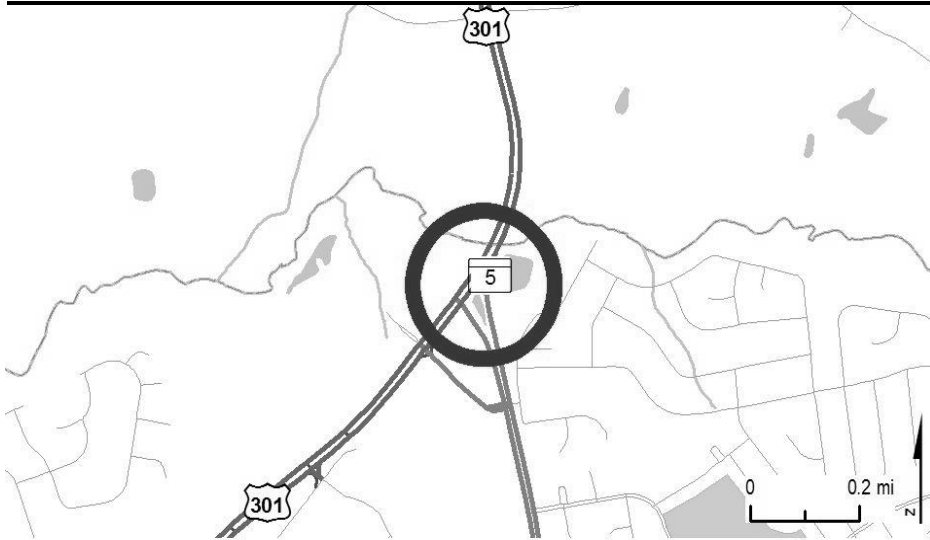
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Primary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 64,200 (US 301)  
(2022) 19,100 (MD 197)

**PROJECTED** 75,600 (US 301)  
(2042) 25,600 (MD 197)

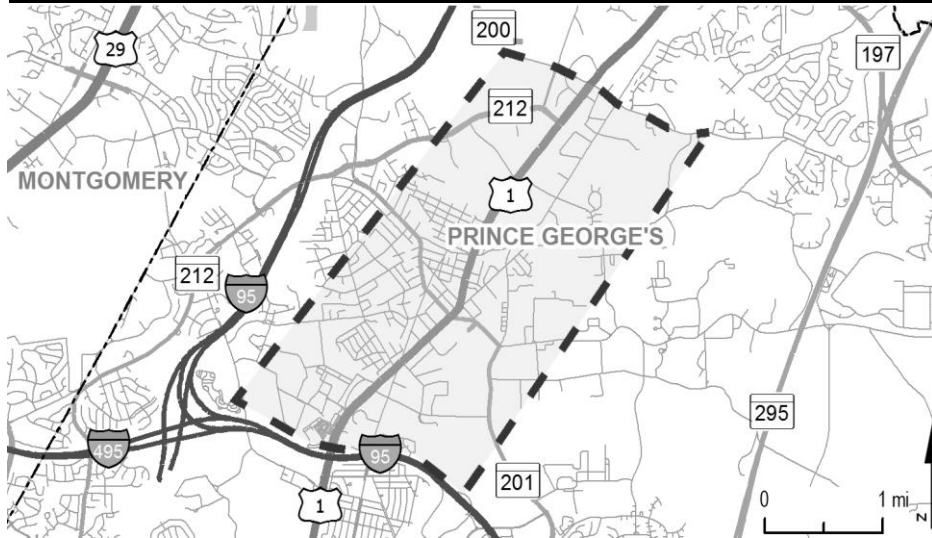
**PROJECT:** US 301, Crain Highway**DESCRIPTION:** Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road).**PURPOSE & NEED SUMMARY STATEMENT:** Project will improve safety and mobility for planned development.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject 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 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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** 99,500 (US 301)  
(2022)**PROJECTED** 130,100 (US 301)  
(2042)



**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 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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
<b>Total</b>	<b>6,839</b>	<b>6,839</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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

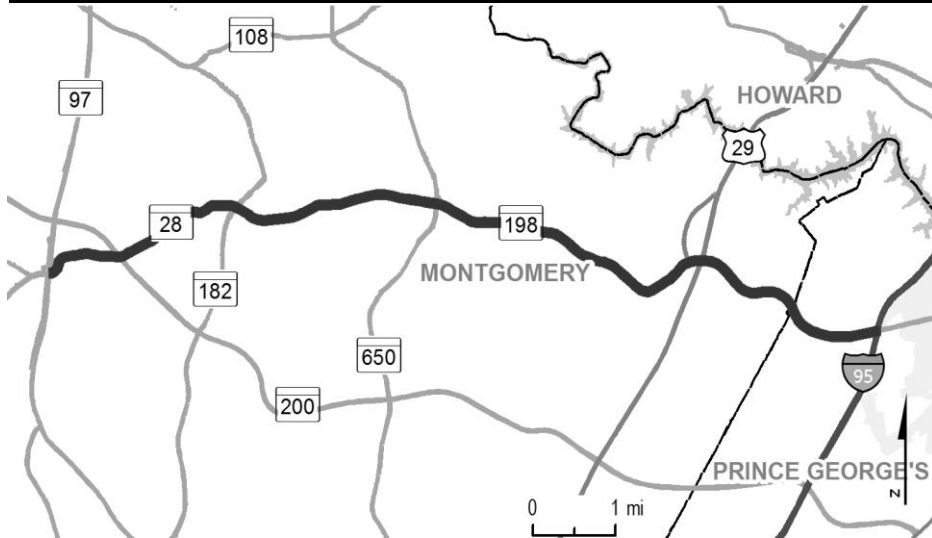
**STATE SYSTEM:** Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 44700  
(2022)

**PROJECTED** 60100  
(2042)





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

**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	9,200	8,522	422	628	50	0	0	0	0	678	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>9,202</b>	<b>8,524</b>	<b>422</b>	<b>628</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>678</b>	<b>0</b>
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,996	5,318	422	628	50	0	0	0	0	678	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

**STATE -** Intermediate Arterial

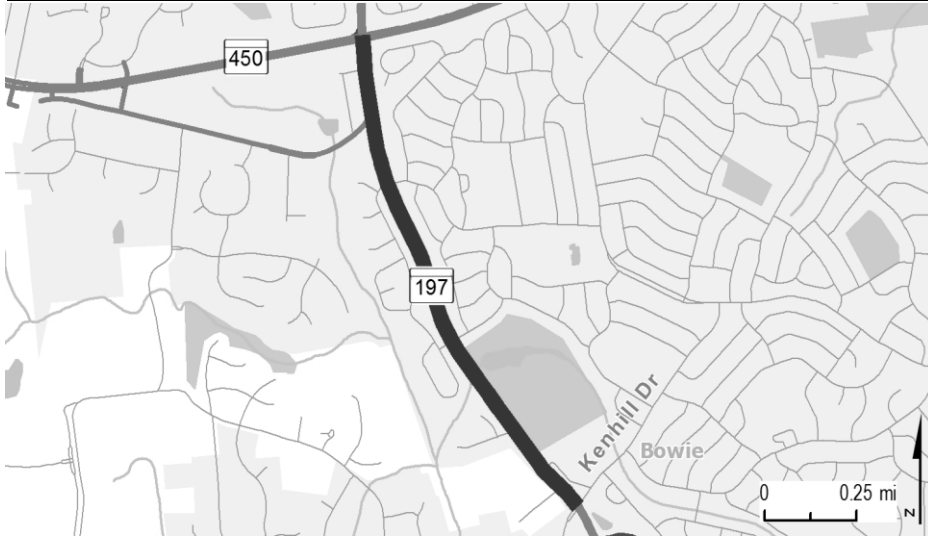
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 19,900 - 36,900 (MD 28)  
(2022) 17,100 - 45,500 (MD 198)

**PROJECTED** 29,900 - 51,900 (MD 28)  
(2042) 26,800 - 60,200 (MD 198)



**PROJECT:** MD 197, Collington Road

**DESCRIPTION:** Upgrade and widen existing MD 197 from two to four lanes from Kenhill Drive to MD 450 Relocated (1.4 miles). The shared-use path along northbound MD 197 will be realigned and enhanced with this project.

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

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

**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** The funding increase of \$1.8M is to complete final design.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	1,757	1,762	130	(5)	0	0	0	0	0	(5)	0
Engineering	6,616	2,816	328	1,200	1,000	1,000	600	0	0	3,800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,372</b>	<b>4,577</b>	<b>458</b>	<b>1,195</b>	<b>1,000</b>	<b>1,000</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>3,795</b>	<b>0</b>
Federal-Aid	3,937	327	327	1,140	950	950	570	0	0	3,610	0
Special	3,436	3,251	131	55	50	50	30	0	0	185	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

**Classification:**

**STATE -** Intermediate Arterial

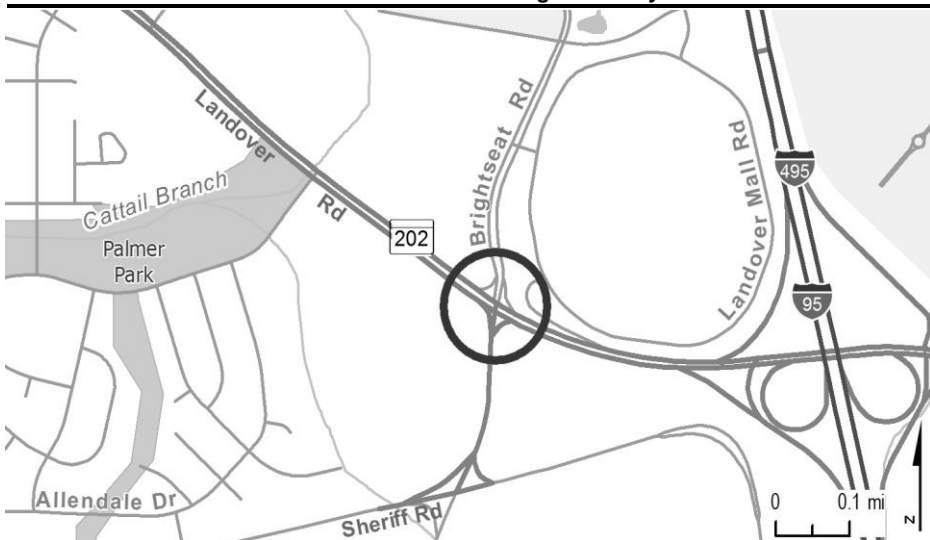
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 34000  
(2022)

**PROJECTED** 43800  
(2042)

**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 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	474	474	10	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
<b>Total</b>	<b>474</b>	<b>474</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	474	474	10	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 51100  
(2022)PROJECTED 67000  
(2042)

**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 2022 - 27 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2022				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	1,294	1,294	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	
<b>Total</b>	<b>1,294</b>	<b>1,294</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Federal-Aid	622	622	0	0	0	0	0	0	0	0	
Special	671	671	0	0	0	0	0	0	0	0	
Other	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 45200  
(2022)PROJECTED 54800  
(2042)



**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 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,529	1,529	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,529</b>	<b>1,529</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	347	347	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

**Classification:**

**STATE -** Minor Arterial

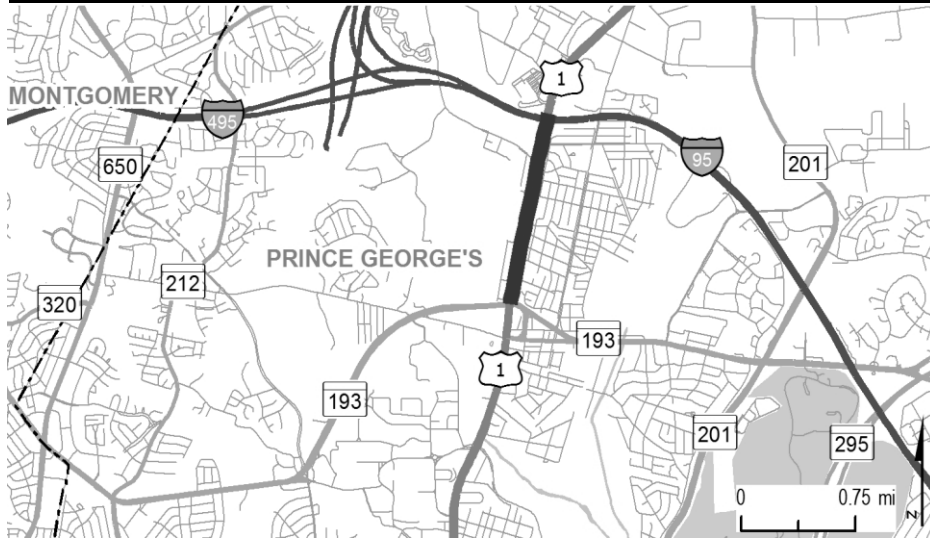
**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 24600  
(2022)

**PROJECTED** 40700  
(2042)



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

☐ Grandfathered  
☐ Exception Will Be Required  
☐ Exception Granted

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2022	EXPENDED IN 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2025...	...2026...	...2027...	...2028...		
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
<b>Total</b>	<b>1,387</b>	<b>1,387</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,293	1,293	0	0	0	0	0	0	0	0	0
Other	94	94	0	0	0	0	0	0	0	0	0

**Classification:**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**Estimated Annual Average Daily Traffic (vehicles per day)**

**CURRENT** 45300  
(2022)

**PROJECTED** 53400  
(2042)

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 29**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b><u>Bicycle Retrofit</u></b>				
PG8671	US1	RHODE ISLAND AVENUE; CHARLES ARMENTROUT DRIVE TO FARRAGUT STREET (RHODE ISLAND TROLLEY TRAIL)	\$ 7,724	Under Construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
PG4122	-	CLEANING AND PAINTING BRIDGE NUMBERS 1601800,1606500,1614505/06 AND 1623903/04	\$ 2,801	Under Construction
PG4812	-	BRIDGES 1611700, 1211800, 1612700, 1613000, 1613200 AND 1613400	\$ 2,681	Under Construction
<b><u>Intersection Capacity Improvements</u></b>				
PG9341	MD223	WOODYARD ROAD-GEOMETRIC IMPROVEMENTS-AT DOWER HOUSE ROAD	\$ 5,158	Completed
<b><u>Resurface/Rehabilitate</u></b>				
XX131B	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,661	Completed
XY6161	-	VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 15,498	Completed
PG0351	US301	CRAIN HIGHWAY-SAFETY AND RESURFACE-MD 214 TO 450 FEET SOUTH OF EXCALIBUR ROAD	\$ 4,139	FY 2023
PG8511	US1	RHODE ISLAND AVENUE; SUNNYSIDE AVENUE TO MD 212A	\$ 1,981	Under Construction
XX131C	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 8,796	Under Construction
XY7161	-	AT VARIOUS LOCATIONS IN PRINCE GEORGE'S COUNTY	\$ 20,702	Under Construction
<b><u>Safety/Spot Improvement</u></b>				
PG0831	MD3	CRAIN HIGHWAY-GEOMETRIC IMPROVEMENTS-IHB - AT FOREST DRIVE	\$ 5,959	Completed
PG0111	MD201	KENILWORTH AVENUE-INTERSECTION RECONSTRUCT-M SQUARE	\$ 1,259	FY 2023
PG8901	-	BETTERMENTS NEAR MD 201/RIVER ROAD BICYCLE-PEDESTRIAN ROUTE-PURPLE LINE ALIGNMENT	\$ 4,551	FY 2023
<b><u>Sidewalks</u></b>				
PG2801	MD223	WOODYARD ROAD-SIDEWALKS-1000 FT SOUTH OF VICTORIA DRIVE TO 265 FT NORTH OF SHERWOOD DRIVE	\$ 4,838	Under Construction
PGA111	MD725	MAIN STREET-WEST OF SERVICE LANE TO EAST OF GOVERNOR ODEN BOWIE DRIVE	\$ 982	Under Construction
<b><u>Transportation Alternatives Program</u></b>				
PG0202	US1	HOLLYWOOD ROAD SIDEWALK DESIGN COLLEGE PARK - SRTS	\$ 94	Design Underway

\* Project funding enabled by IJIA increases.

**MINOR PROJECTS PROGRAM**  
(Dollars in Thousands)

**STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 29**

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST	STATUS
<b>Transportation Alternatives Program</b>				
PGA101	-	SRTS - CRITTENDEN STREET AND 52ND AVENUE IMPROVEMENTS	\$ 237	Design Underway
PGNEW2	-	CHAMBERS AVENUE – TRAFFIC CALMING MEASURES ALONG CHAMBER AVENUE AND CAPITOL HEIGHTS BOULEVARD	\$ 250	FY 2023
PGNEW3	-	SIGNAL MODIFICATION, PEDESTRIAN SAFETY AND ACCESS IMPROVEMENT	\$ 1,456	FY 2023
PGNEW6	-	LAUREL MARC STATION PLATFORM AND PEDESTRIAN SAFETY IMPROVEMENTS	\$ 960	FY 2023
PG0001	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE I	\$ 640	FY 2024
PG0002	-	CENTRAL AVENUE CONNECTOR TRAIL – PHASE III	\$ 109	FY 2024
PGNEW5	-	GREENBELT STATION/WMATA HIKER-BIKER TRAIL	\$ 1,530	FY 2024
PGNEW7	-	OXON COVE TRAIL	\$ 1,228	FY 2024

\* Project funding enabled by IIJA increases.