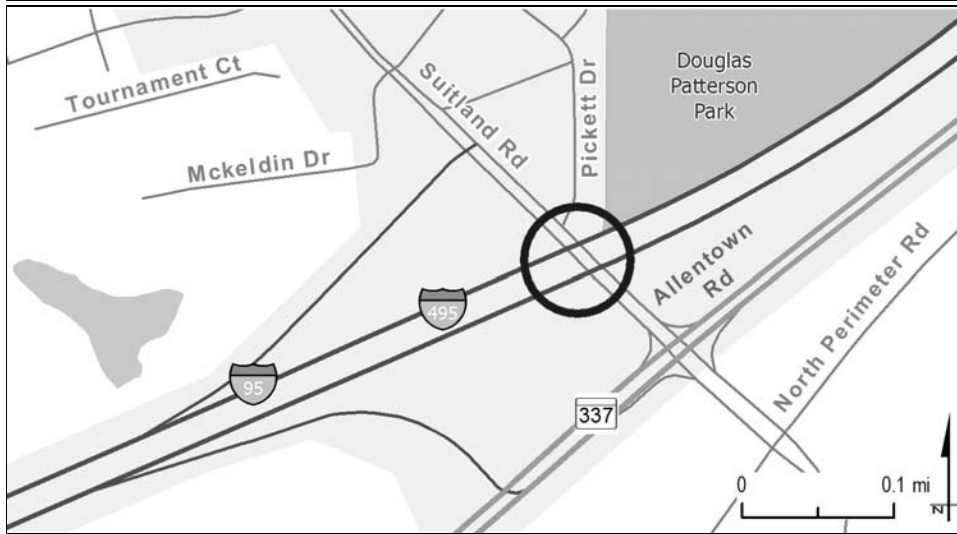




PRINCE GEORGE'S COUNTY

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

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

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

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

DESCRIPTION: Replace Bridges 1616205 and 1616206 over Suitland Road.

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

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

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet To Be Determined | ☐ Exception Granted |

ASSOCIATED IMPROVEMENTS:

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022.....	2023.....	2024.....	2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,882	1,882	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	34,031	20,853	6,976	6,202	0	0	0	0	13,178	0	0	
Total	35,913	22,735	6,976	6,202	0	0	0	0	13,178	0	0	
Federal-Aid	1,452	1,452	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

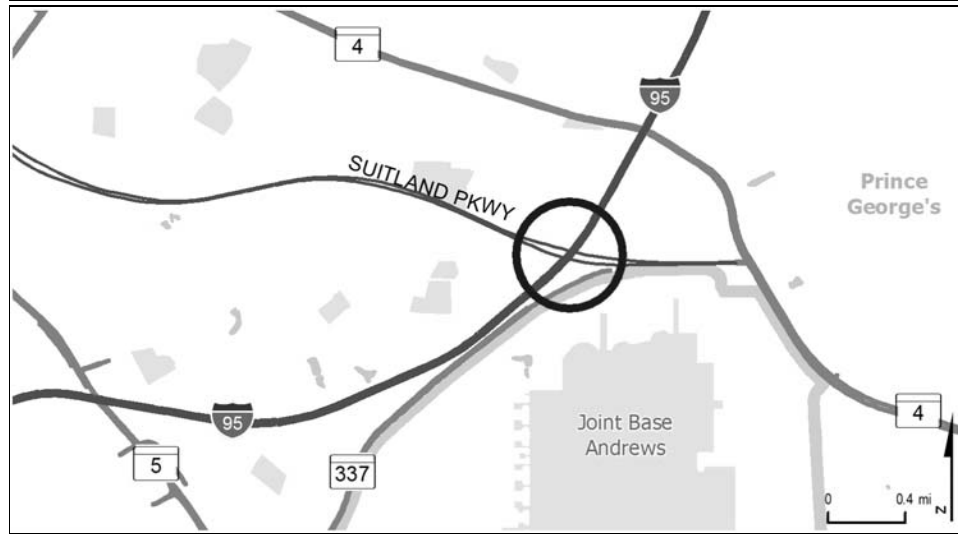
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 178,400

PROJECTED (2040) - 194,000

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

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

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

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

DESCRIPTION: Replace Bridges 1616005 and 1616006 over Suitland Parkway.

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

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

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet To Be Determined | ☐ Exception Granted |

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Road (Line 1)
 MD 4, Interchange at Suitland Parkway (Line 4)
 MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 17)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
	ESTIMATED				2022.....	2023.....	2024.....	2025.....			
	COST (\$000)										
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,605	1,605	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	34,203	8,024	12,843	13,336	0	0	0	0	26,179	0	
Total	35,808	9,629	12,843	13,336	0	0	0	0	26,179	0	
Federal-Aid	30,920	7,110	11,645	12,165	0	0	0	0	23,810	0	

CLASSIFICATION:

STATE - Principal Arterial

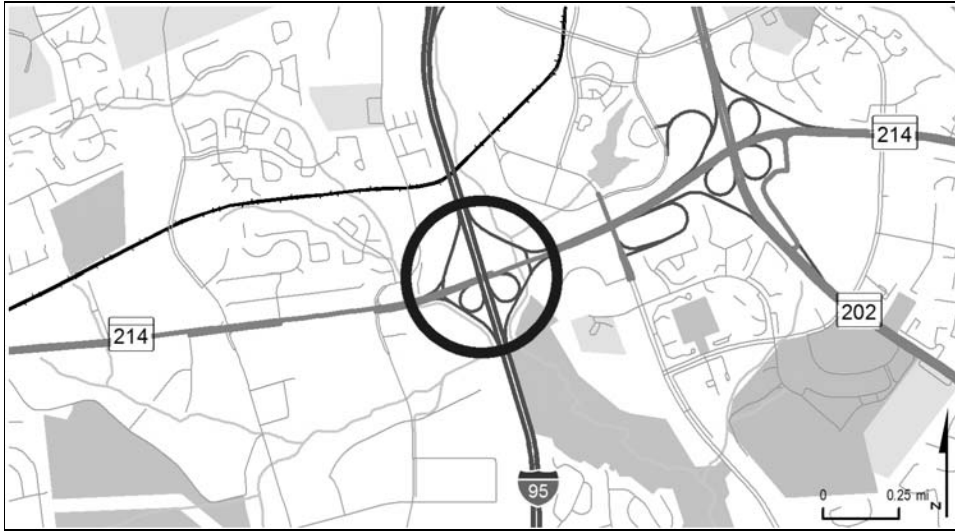
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 199,000

PROJECTED (2040) - 218,000

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replace Bridges 1615305 and 1615306 over MD 214.**PURPOSE & NEED SUMMARY STATEMENT:** The existing structures, built in 1963, are poor rated.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:
Traffic Relief Plan (Statewide - Line 5)**STATE GOALS :** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The existing structures are at the end of their useful lives and are in need of replacement.**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** The cost increase of \$1.0 million is due to the addition of utility relocations.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022.....	2023.....	2024.....	2025.....				
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	
Construction	30,723	6,105	11,251	10,029	3,245	93	0	0	24,618	0		
Total	32,583	7,965	11,251	10,029	3,245	93	0	0	24,618	0		
Federal-Aid	26,436	5,338	9,719	8,550	2,757	72	0	0	21,098	0		

CLASSIFICATION:

STATE - Principal Arterial

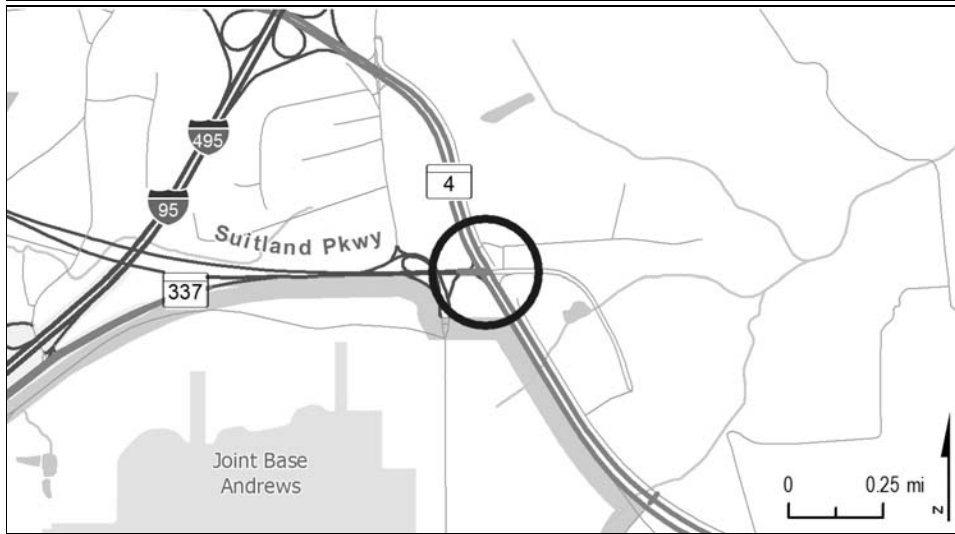
FEDERAL - Interstate

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 228,000

PROJECTED (2040) - 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.

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

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

ASSOCIATED IMPROVEMENTS:

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

MD 4, MD 223 to I-95/I-495 (Line 17)

Traffic Relief Plan (Statewide - Line 5)

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

☐ Safety & Security ☒ Environmental Stewardship
☒ System Preservation ☐ Community Vitality
☒ Quality of Service ☒ Economic Prosperity

EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	12,326	12,326	0	0	0	0	0	0	0	0	0	
Right-of-way	27,989	17,253	4,250	2,235	2,441	1,810	0	0	0	10,736	0	
Construction	93,613	29,312	26,184	38,117	0	0	0	0	0	64,301	0	
Total	133,928	58,891	30,434	40,352	2,441	1,810	0	0	0	75,037	0	
Federal-Aid	100,264	36,588	25,709	37,967	0	0	0	0	0	63,676	0	

CLASSIFICATION:

STATE - Intermediate Arterial

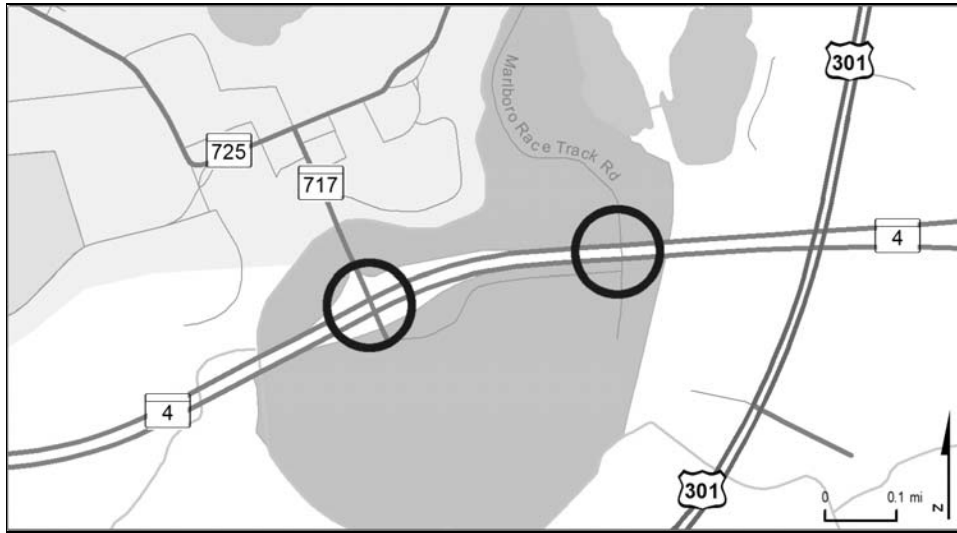
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,000

PROJECTED (2040) - 108,900



PROJECT: MD 4, Pennsylvania Avenue

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

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

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

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

ASSOCIATED IMPROVEMENTS:
 MD 4, MD 223 to I-95/I-495 (Line 17)

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

- | | |
|---|--|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction program.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER				
PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
					2022.....	2023.....	2024.....	2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,804	393	455	675	281	0	0	0	1,411	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	20,000	0	0	0	1,193	4,835	5,545	8,427	20,000	0	
Total	21,804	393	455	675	1,474	4,835	5,545	8,427	21,411	0	
Federal-Aid	15,600	0	0	0	931	3,771	4,325	6,573	15,600	0	

CLASSIFICATION:

STATE - Intermediate Arterial

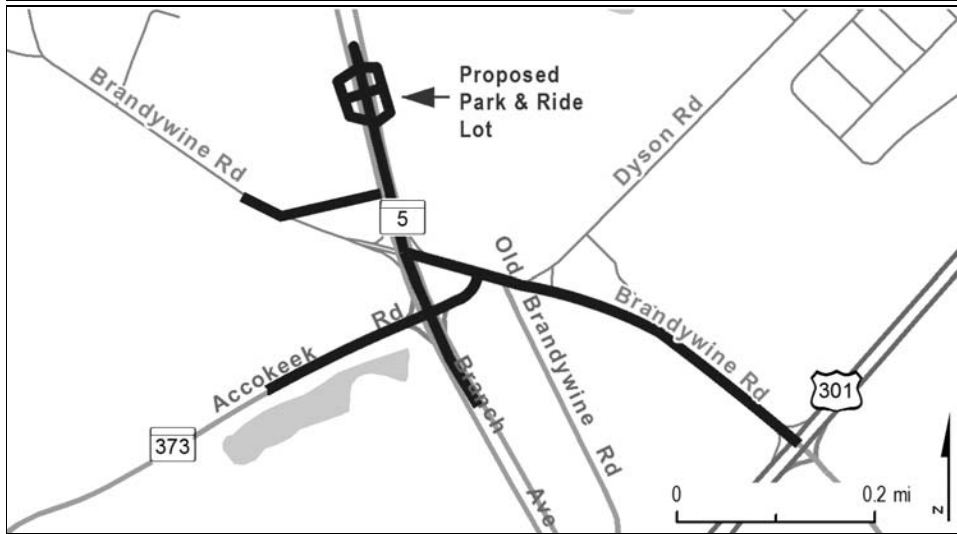
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,900

PROJECTED (2040) - 63,550

**PROJECT:** MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. This project also includes a park and ride lot. Bicycle and pedestrian accommodations will be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: Significant traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☒ Grandfathered
☒ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 US 301, South Corridor Transportation Study (Line 22)
 US 301, at MD 5 (Mattawoman Beantown Road) (Line 24)

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

- | | |
|--|--|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☐ System Preservation | ☒ Community Vitality |
| ☒ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: This project reduces congestion at a major bottleneck along the MD 5 and US 301 corridor and removes at-grade conflict points at Brandywine Road and MD 373.

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☒ OTHER					
PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY							
	COST (\$000)	THRU 2019	YEAR 2020	YEAR 2021	2022.....	2023.....	2024.....	2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	6,870	6,870	0	0	0	0	0	0	0	0	0	
Right-of-way	6,103	5,458	645	0	0	0	0	0	0	645	0	
Construction	43,265	36,455	6,810	0	0	0	0	0	0	6,810	0	
Total	56,238	48,783	7,455	0	0	0	0	0	0	7,455	0	
Federal-Aid	32,874	29,032	3,842	0	0	0	0	0	0	3,842	0	

CLASSIFICATION:

STATE - Principal Arterial

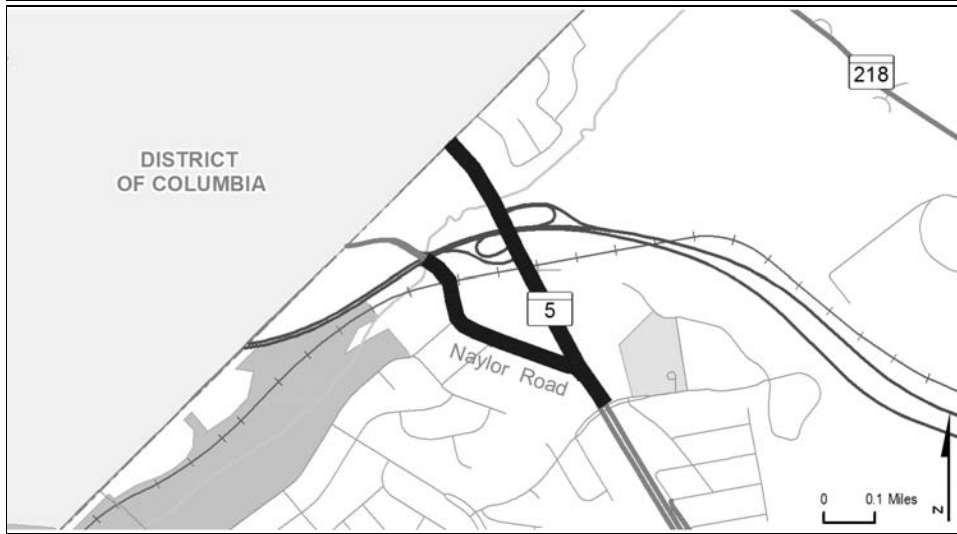
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 75,000

PROJECTED (2040) - 104,200



PROJECT: MD 5, Branch Ave

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

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

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

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

ASSOCIATED IMPROVEMENTS:

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

- | | |
|---|---|
| ☐ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☐ Quality of Service | ☒ Economic Prosperity |

EXPLANATION: The project will improve multi-modal access and provide enhanced pedestrian mobility and safety.

STATUS: Construction to resume during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER				
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY						
					2021	2022.....	2023.....	2024.....	2025.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,978	3,722	161	95	0	0	0	0	0	256	0
Right-of-way	834	674	37	37	39	47	0	0	0	160	0
Construction	16,688	10,292	28	2,291	4,077	0	0	0	0	6,396	0
Total	21,500	14,688	226	2,423	4,116	47	0	0	0	6,812	0
Federal-Aid	7,595	2,628	0	1,787	3,180	0	0	0	0	4,967	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 36,300 (MD5)
22,100 (MD 637)

PROJECTED (2040) - 40,075 (MD5)
24,250 (MD 637)

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

- | | |
|---|---|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☒ Quality of Service | ☒ Economic Prosperity |

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

PROJECT: MD 210, Indian Head Highway

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

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

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

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet To Be Determined | ☐ Exception Granted |

ASSOCIATED IMPROVEMENTS:
MD 210, MD 228 to 95/I-495 (Line 20)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022.....	2023.....	2024.....	2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	5,262	5,262	0	0	0	0	0	0	0	0	
Right-of-way	13,974	9,037	4,937	0	0	0	0	0	4,937	0	
Construction	98,261	55,060	24,412	18,789	0	0	0	0	43,201	0	
Total	117,497	69,359	29,349	18,789	0	0	0	0	48,138	0	
Federal-Aid	94,396	51,954	25,814	16,628	0	0	0	0	42,442	0	

CLASSIFICATION:

STATE - Intermediate Arterial

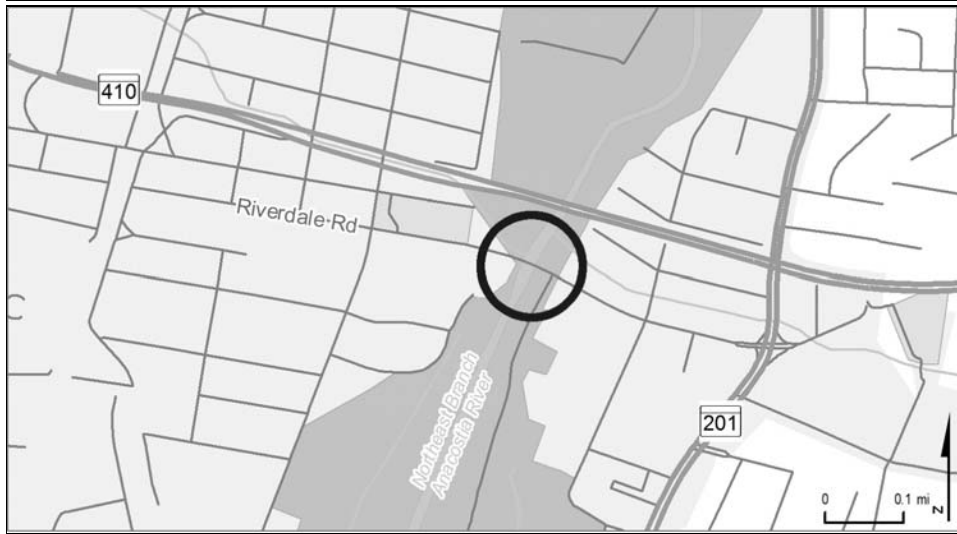
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 85,800

PROJECTED (2040) - 118,500

**PROJECT:** MU 277, Riverdale Road**DESCRIPTION:** Replace Bridge 16090 over Northeast Branch Anacostia River.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1931, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☐ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The original structure was at the end of its useful life and is in need of replacement.**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER							
PHASE	PROJECT CASH FLOW									BALANCE TO COMPLETE	
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL		
					2022.....	2023.....	2024.....	2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,176	510	167	187	187	125	0	0	666	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	8,000	0	0	0	0	1,116	4,173	2,711	8,000	0	
Total	9,176	510	167	187	187	1,241	4,173	2,711	8,666	0	
Federal-Aid	6,240	0	0	0	0	870	3,255	2,115	6,240	0	

CLASSIFICATION:

STATE - Minor Collector

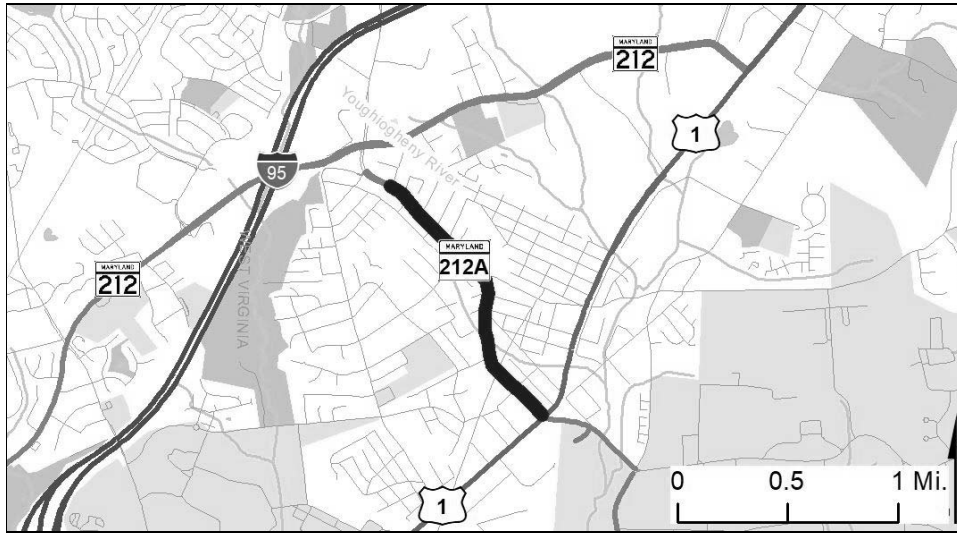
FEDERAL - Major Collector

STATE SYSTEM: N/A

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 5,825

PROJECTED (2040) - 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.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- | | |
|---|--|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

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

STATUS: Engineering underway. Construction to begin during the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2021	2022	2023	2024	2025		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,897	4,760	137	0	0	0	0	0	0	137	0
Right-of-way	2,889	2,651	238	0	0	0	0	0	0	238	0
Construction	17,253	1	1,922	4,426	5,341	3,145	2,418	0	0	17,252	0
Total	25,039	7,412	2,297	4,426	5,341	3,145	2,418	0	0	17,627	0
Federal-Aid	18,471	4,593	1,633	3,522	4,273	2,516	1,934	0	0	13,878	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 20,975

PROJECTED (2040) - 24,275

**PROJECT:** MD 382, Croom Road**DESCRIPTION:** Replace Bridge 16061 over Charles Branch.**PURPOSE & NEED SUMMARY STATEMENT:** The original structure, built in 1933, is rated poor.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 22)

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

- | | |
|---|--|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☒ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The original structure was at the end of its useful life and is in need of replacement.**STATUS:** Engineering underway.**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Added to the Construction Program.

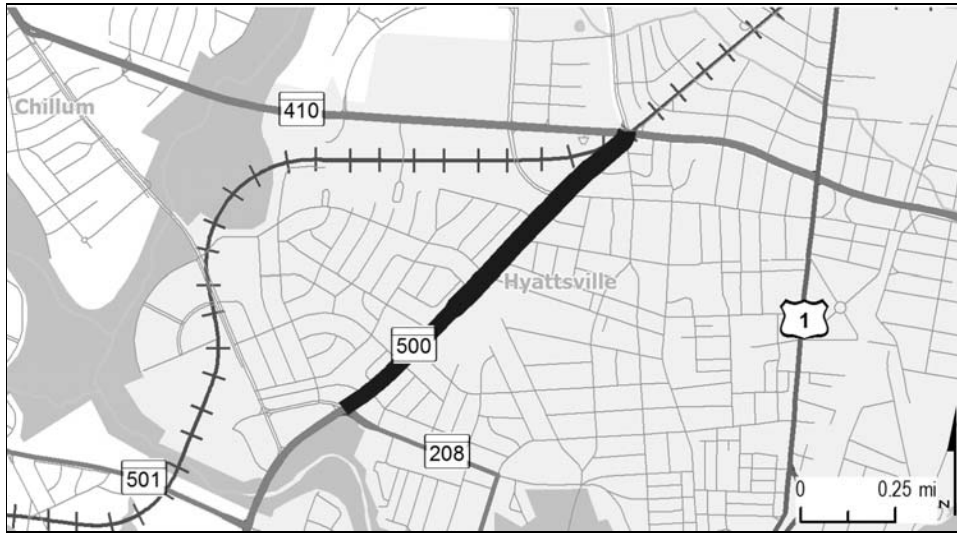
POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022.....	2023.....	2024.....	2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,176	587	589	0	0	0	0	0	0	589	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	4,576	0	0	0	0	1,030	3,546	0	0	4,576	0	
Total	5,752	587	589	0	0	1,030	3,546	0	0	5,165	0	
Federal-Aid	3,569	0	0	0	0	803	2,766	0	0	3,569	0	

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2019) -** 1,325**PROJECTED (2040) -** 5,225

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

- | | |
|---|---|
| ☒ Safety & Security | ☒ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

EXPLANATION: The landscaped median, sidewalks, and crosswalk improvements provides traffic calming and enhances pedestrian safety along the roadway. This project also reduces impervious surface area and adds landscaping that increases stormwater management capacity.

PROJECT: MD 500, Queens Chapel Road

DESCRIPTION: Constructed landscaped median with sidewalk and crosswalk improvements from MD 208 (Hamilton Street) to MD 410 (East-West Highway/Adelphi Road) (0.2 miles).

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

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 500, MD 208 to D.C. Line (Line 13)

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$2.7 million is due to additional pedestrian and vehicular safety improvements throughout the project corridor.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2022.....	2023.....	2024.....	2025.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,040	2,040	0	0	0	0	0	0	0	0
Right-of-way	271	271	0	0	0	0	0	0	0	0
Construction	12,675	10,895	1,632	148	0	0	0	0	1,780	0
Total	14,986	13,206	1,632	148	0	0	0	0	1,780	0
Federal-Aid	1,944	1,944	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

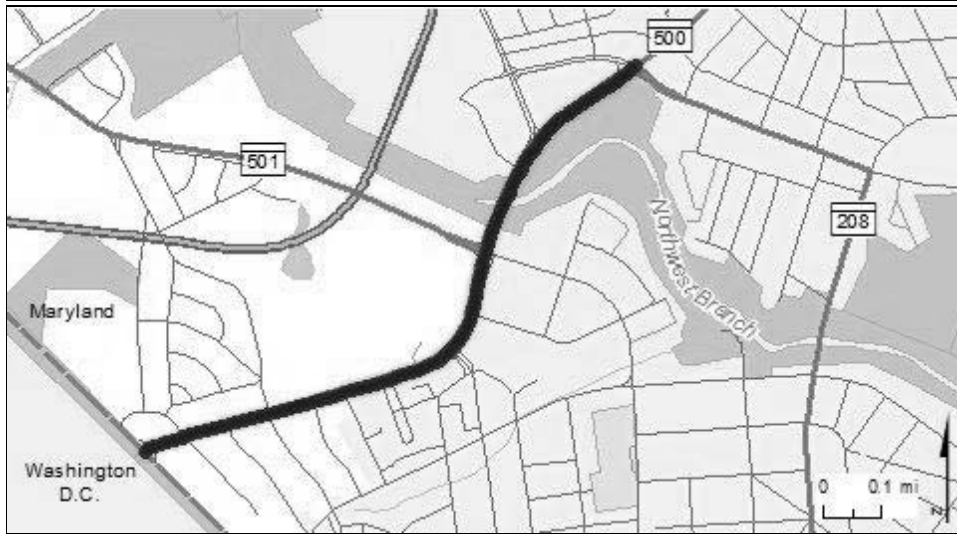
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 22,900

PROJECTED (2040) - 25,900



PROJECT: MD 500, Queens Chapel Road

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

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

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

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

ASSOCIATED IMPROVEMENTS:
 MD 500, MD 410 to MD 208 (Line 12)

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

- | | |
|---|---|
| ☒ Safety & Security | ☒ Environmental Stewardship |
| ☒ System Preservation | ☒ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

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.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$6.3 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER							
PHASE	TOTAL		CURRENT YEAR 2020	BUDGET YEAR 2021	<u>PROJECT CASH FLOW</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			<u>FOR PLANNING PURPOSES ONLY</u>						
					2022.....	2023.....	2024.....	2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,438	4,401	37	0	0	0	0	0	37	0	
Right-of-way	2,433	1,529	671	233	0	0	0	0	904	0	
Construction	16,784	23	4,638	7,754	4,369	0	0	0	16,761	0	
Total	23,655	5,953	5,346	7,987	4,369	0	0	0	17,702	0	
Federal-Aid	12,801	16	3,573	5,901	3,311	0	0	0	12,785	0	

CLASSIFICATION:

STATE - Minor Arterial

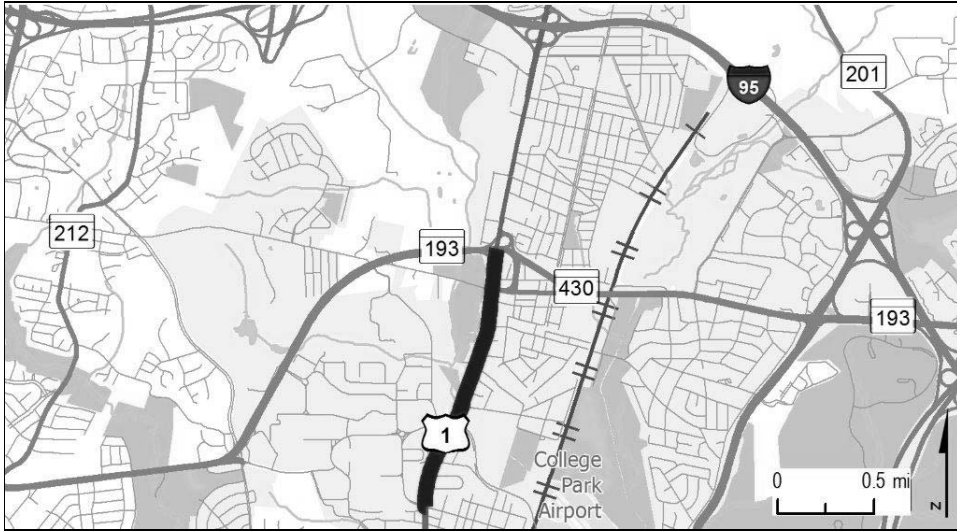
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 36,600

PROJECTED (2040) - 41,000



PROJECT: US 1, Baltimore Avenue

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

PURPOSE & NEED SUMMARY STATEMENT: Major traffic congestion is experienced along this segment of US 1. This project will improve traffic operations, pedestrian circulation, and safety. This project will also accommodate planned revitalization within College Park.

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

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

ASSOCIATED IMPROVEMENTS:

US 1, MD 193 to I-95, Segments 2 and 3 (Line 31)

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

- | | |
|---|--|
| ☒ Safety & Security | ☐ Environmental Stewardship |
| ☐ System Preservation | ☐ Community Vitality |
| ☐ Quality of Service | ☐ Economic Prosperity |

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

STATUS: Utility relocation underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: The cost increase of \$14.6 million is due to an unfavorable bid.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2022	2023	2024	2025	2026		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,159	9,859	300	0	0	0	0	0	0	300	0
Right-of-way	6,259	3,827	882	688	862	0	0	0	0	2,432	0
Construction	34,722	470	3,063	6,669	8,550	8,774	7,196	0	0	34,252	0
Total	51,140	14,156	4,245	7,357	9,412	8,774	7,196	0	0	36,984	0
Federal-Aid	32,640	7,320	2,572	4,888	6,244	6,406	5,210	0	0	25,320	0

CLASSIFICATION:

STATE - Intermediate Arterial

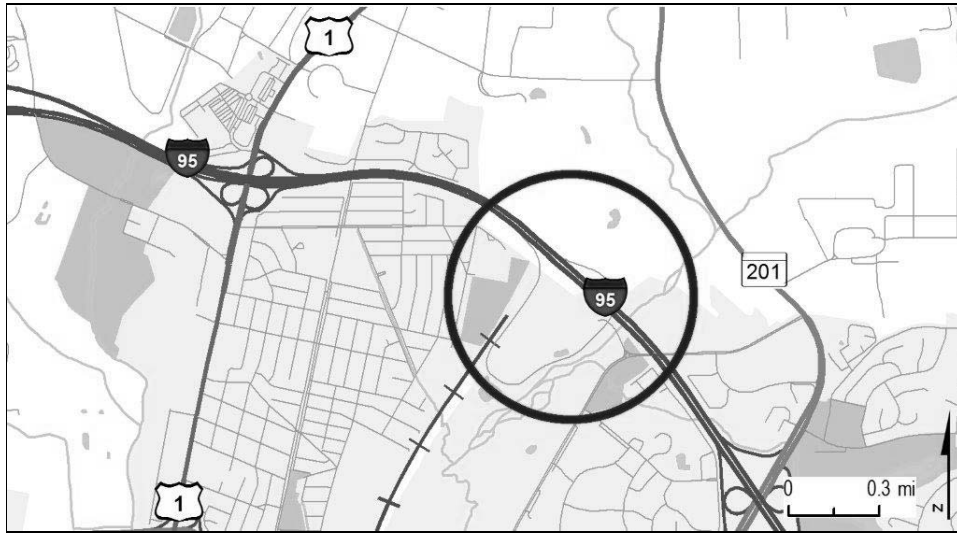
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 38,700

PROJECTED (2040) - 55,500



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station and extensions of acceleration and deceleration lanes along I-95/I-495 from US 1 to MD 201.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and improve access to the Greenbelt Metro Station.

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

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PROJECT CASH FLOW										
PHASE	TOTAL		CURRENT YEAR 2020	BUDGET YEAR 2021					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY					
					2022.....	2023.....	2024.....	2025.....		
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	10,773	10,773	0	0	0	0	0	0	0	0
Right-of-way	129	129	0	0	0	0	0	0	0	0
Construction	824	824	0	0	0	0	0	0	0	0
Total	13,287	13,287	0	0	0	0	0	0	0	0
Federal-Aid	8,880	8,880	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

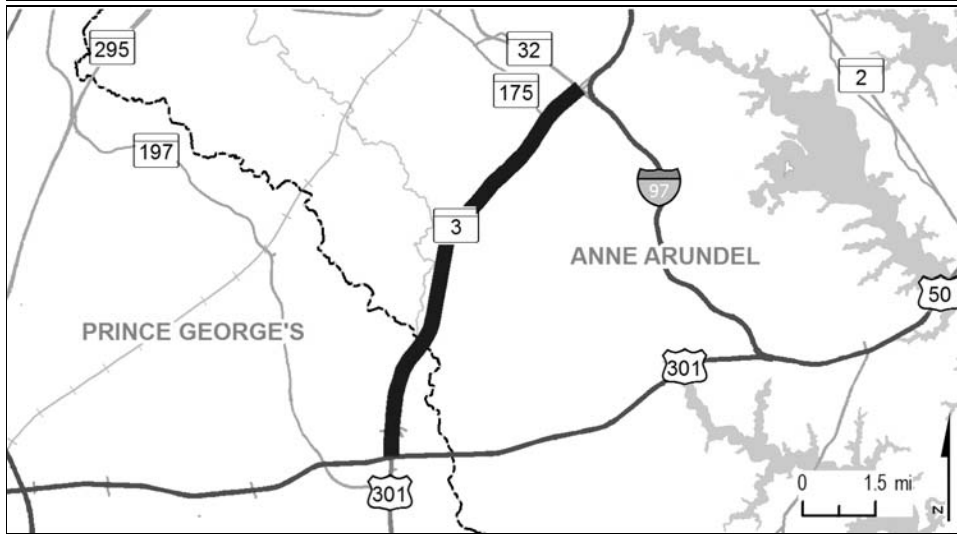
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 231,000

PROJECTED (2040) - 245,000



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.

JUSTIFICATION: 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 22)

US 301, North of Mount Oak Road to US 50 (Line 23)

MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
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	
Construction	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	
Federal-Aid	3,097	3,097	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

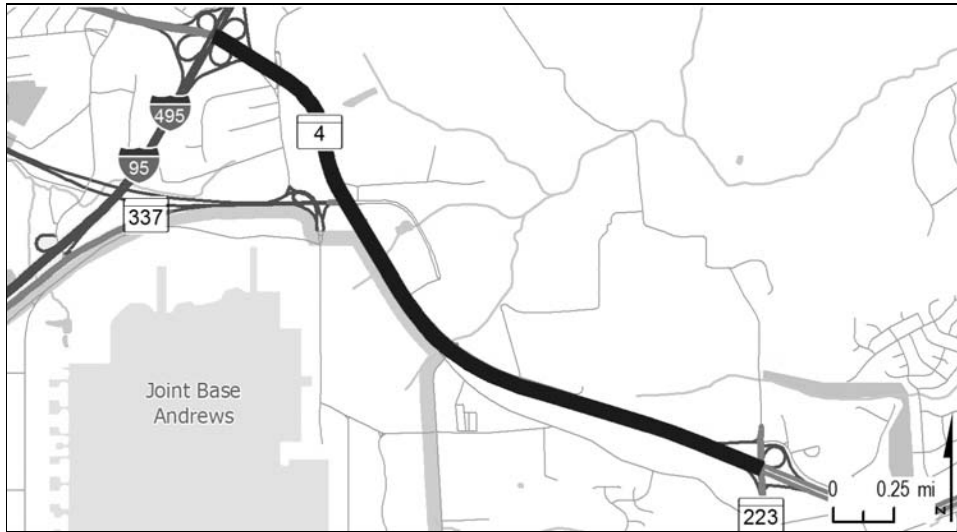
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 70,100 - 89,200

PROJECTED (2040) - 86,100 - 133,500



PROJECT: MD 4, Pennsylvania Avenue

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

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

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

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Bridge Replacements over Suitland Parkway (Line 2)
 MD 4, Interchange at Suitland Parkway (Line 4)
 MD 4, Bridge Replacement over MD 717 and Racetrack Road (Line 5)
 MD 223, Steed Road to MD 4 (Line 29)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER					
				PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022.....	2023.....	2024.....	2025.....				
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	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,615	1,615	0	0	0	0	0	0	0	0	0	
Federal-Aid	786	786	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

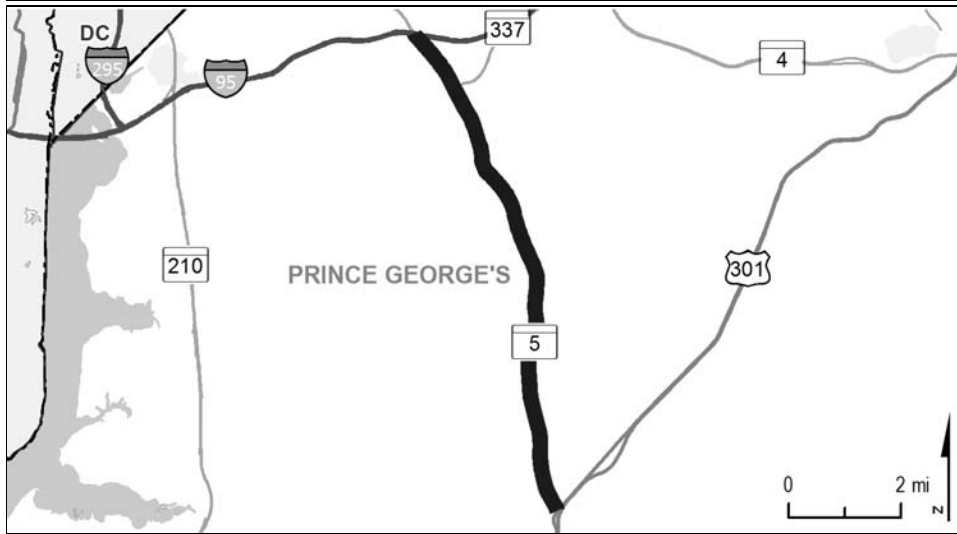
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 77,700

PROJECTED (2040) - 108,900



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study 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.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

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

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

ASSOCIATED IMPROVEMENTS:

US 301, at MD 5 (Mattawoman Beantown Road) (Line 24, Charles County - Line 3)
 MD 5, Improvements at Linda Lane (Line 19)
 US 301, South Corridor Transportation Study (Line 22)
 MD 223, Steed Road to MD 5 (Line 29)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2019			2022	2023	2024	2025	2026		
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
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	7,268	7,268	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 131,900

PROJECTED (2040) - 145,100

**PROJECT:** MD 5, Branch Avenue**DESCRIPTION:** Geometric improvements at MD 5 and Linda Lane.**JUSTIFICATION:** Project improves operations at MD 5 and Linda Lane.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted
ASSOCIATED IMPROVEMENTS:

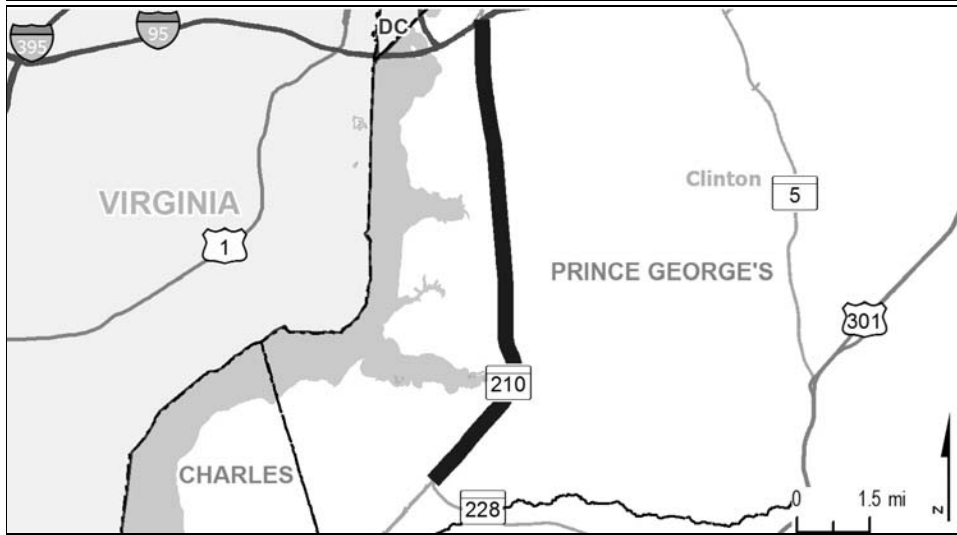
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.**SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP:** Funding reduced \$2.7 million due to mandated increased transit operating and capital spending and lowered tax revenue forecast.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER**PROJECT CASH FLOW**

PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY						
	ESTIMATED										
	COST (\$000)				2022.....	2023.....	2024.....	2025.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	435	435	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	435	435	0	0	0	0	0	0	0	0	
Federal-Aid	393	393	0	0	0	0	0	0	0	0	

CLASSIFICATION:**STATE -** Principal Arterial**FEDERAL -** Freeway/Expressway**STATE SYSTEM:** Primary**Annual Average Daily Traffic (vehicles per day)****CURRENT (2019) -** 134,700**PROJECTED (2040) -** 149,200



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to relieve traffic congestion 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.

JUSTIFICATION: 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2022.....	2023.....	2024.....	2025.....		
Planning	3,058	3,058	0	0	0	0	0	0	0	0
Engineering	11,015	1	250	1,500	2,000	2,000	2,000	3,264	11,014	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	15,055	4,041	250	1,500	2,000	2,000	2,000	3,264	11,014	0
Federal-Aid	11,015	1	250	1,500	2,000	2,000	2,000	3,264	11,014	0

CLASSIFICATION:

STATE - Intermediate Arterial

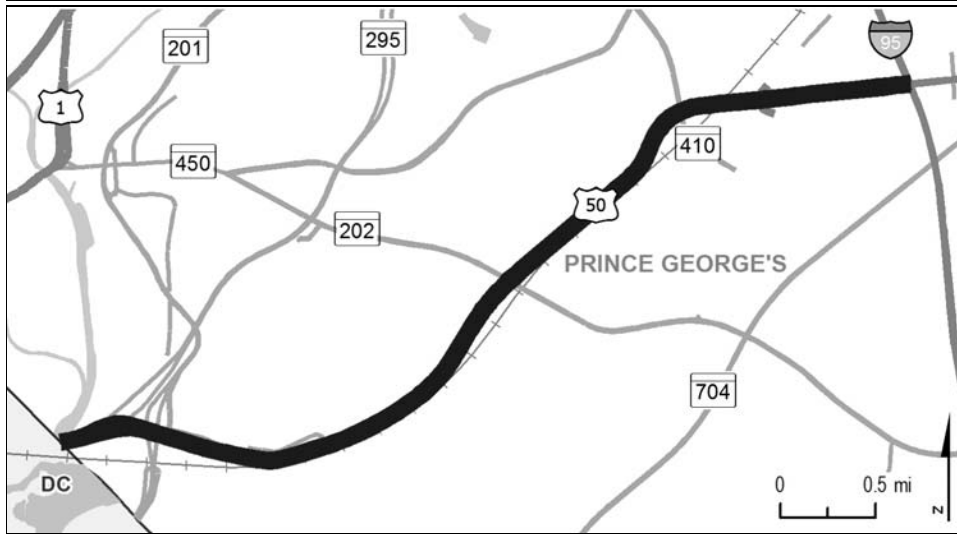
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 85,800

PROJECTED (2040) - 118,500



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Feasibility study to investigate improving traffic capacity and operations for US 50 from the D.C. Line to MD 704 (5.0 miles).

JUSTIFICATION: This study identifies a series of improvements to address various congestion, safety, and operational issues along this section of US 50.

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

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

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

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED										
	COST (\$000)				2022.....	2023.....	2024.....	2025.....			
Planning	476	476	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	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	476	476	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

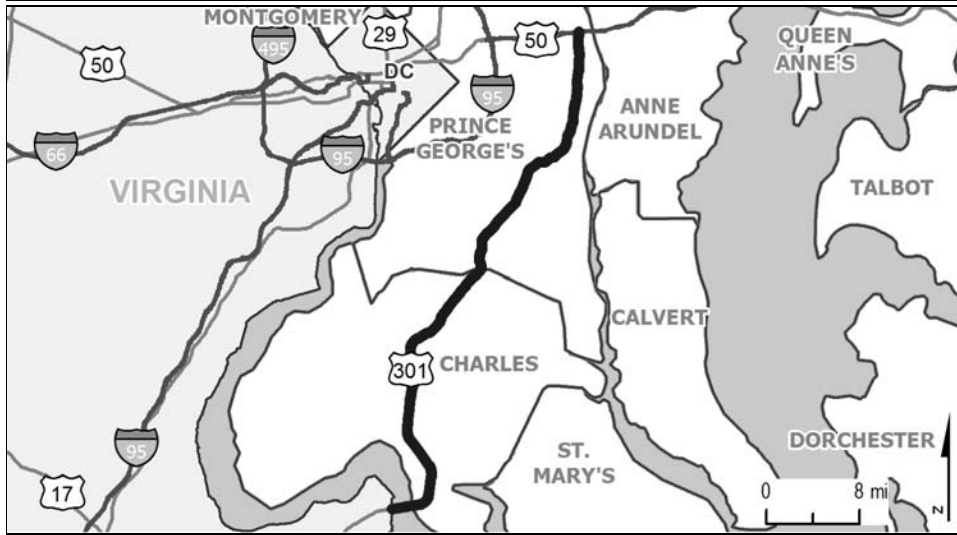
Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 81,000 - 155,500

PROJECTED (2040) - 84,000 - 155,875

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 22

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, South Corridor Transportation Study

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

JUSTIFICATION: This study will address transportation needs along the US 301 corridor in Prince George's and Charles counties.

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

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

ASSOCIATED IMPROVEMENTS:

MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 6)
 MD 3, US 50 to MD 32 (Line 16)
 MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
 US 301, North of Mount Oak Road to US 50 (Line 23)
 US 301, at MD 5 (Mattawoman Beantown Road) (Line 24)
 US 301, at MD 228/MD5 Buisiness (Charles County, Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022.....	2023.....	2024.....	2025.....			
Planning	10,750	10,750	0	0	0	0	0	0	0	0	
Engineering	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	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	55,758	55,758	0	0	0	0	0	0	0	0	
Federal-Aid	11,881	11,881	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 19,100 - 65,000 (Charles)
 104,000 (Prince George's)

PROJECTED (2040) - 45,000 - 82,050 (Charles)
 127,400 (Prince George's)



PROJECT: US 301, Crain Highway

DESCRIPTION: Study 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.

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

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

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

ASSOCIATED IMPROVEMENTS:

MD 3, US 50 to MD 32 (Line 16)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER							
PHASE	TOTAL		PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				
					2022.....	2023.....	2024.....	2025.....	SIX YEAR TOTAL
Planning	2,504	2,504	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	2,504	2,504	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

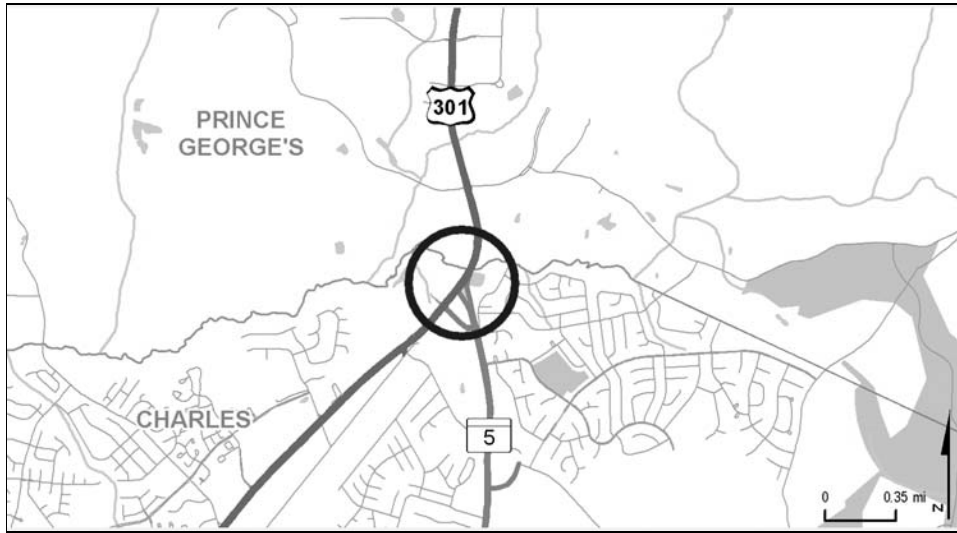
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 67,800 (US 301)
 20,200 (MD 197)

PROJECTED (2040) - 74,500 (US 301)
 24,900 (MD 197)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from US 301 to MD 5 (Mattawoman Beantown Road).

JUSTIFICATION: This project will improve safety, reduce congestion, and provide capacity for planned development.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☒ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 6)

MD 5, US 301 to I-95/I-495 (Line 18)

US 301, South Corridor Transportation Study (Line 22)

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: Removed from Construction Program following expiration of legislative mandate.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022....	2023....	2024....	2025....			
Planning	0	0	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	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

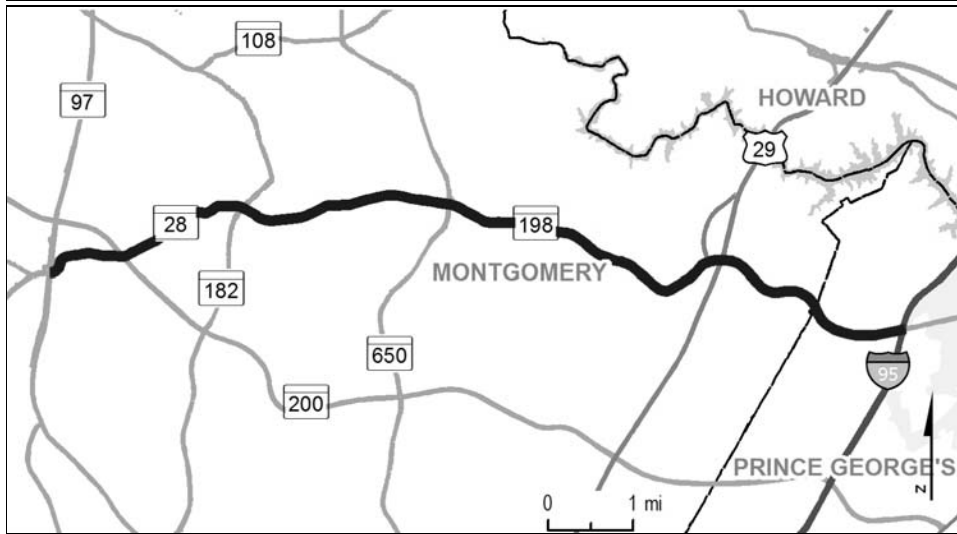
Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 71,900 (Charles)
102,400 (Prince George's)

PROJECTED (2040) - 75,200 (Charles)
127,400 (Prince George's)

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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.

JUSTIFICATION: 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 ☐ Grandfathered
☒ Project Outside PFA ☒ Exception Will Be Required
☐ PFA Status Yet To Be Determined ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

MD 97 Interchange Construction at MD 28 (Montgomery County, Line 10)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☐ OTHER					
<u>PROJECT CASH FLOW</u>												
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					2022....	2023....	2024....	2025....				
Planning	7,426	7,426	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	2	2	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	7,428	7,428	0	0	0	0	0	0	0	0	0	
Federal-Aid	3,207	3,207	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

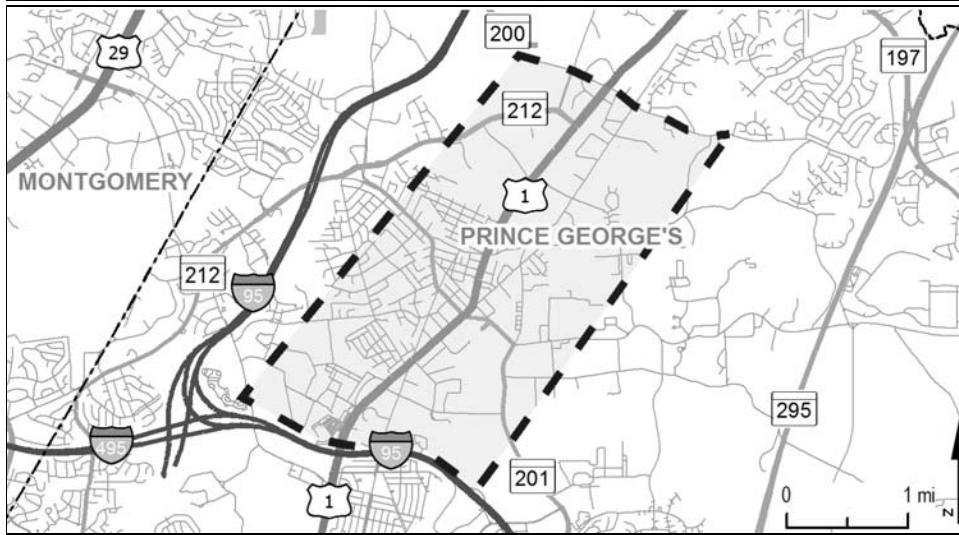
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 21,000 - 39,000 (MD 28)
18,000 - 48,000 (MD 198)

PROJECTED (2040) - 29,000 - 51,000 (MD 28)
26,000 - 59,000 (MD 198)



PROJECT: MD 201 Extended (Edmonston Road)/US 1 (Baltimore Ave.)

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.

JUSTIFICATION: US 1 and MD 201 are over capacity and experience severe congestion during peak periods. The industrial and employment centers in the area are being developed, which is expected to further increase traffic.

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

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

ASSOCIATED IMPROVEMENTS:

US 1, MD 193 to I-95/I-495 (Capital Beltway) (Line 31)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED										
	COST (\$000)				2022.....	2023.....	2024.....	2025.....			
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
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

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,100

PROJECTED (2040) - 59,300



PROJECT: MD 197, Collington Road

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

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of 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

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL	☒ FEDERAL	☐ GENERAL	☒ OTHER			
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2022.....	2023.....	2024.....	2025.....		
Planning	1,596	1,596	0	0	0	0	0	0	0	0
Engineering	10,554	2,120	800	1,500	1,800	2,000	2,100	234	8,434	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,150	3,716	800	1,500	1,800	2,000	2,100	234	8,434	0
Federal-Aid	8,434	0	800	1,500	1,800	2,000	2,100	234	8,434	0

CLASSIFICATION:

STATE - Intermediate Arterial

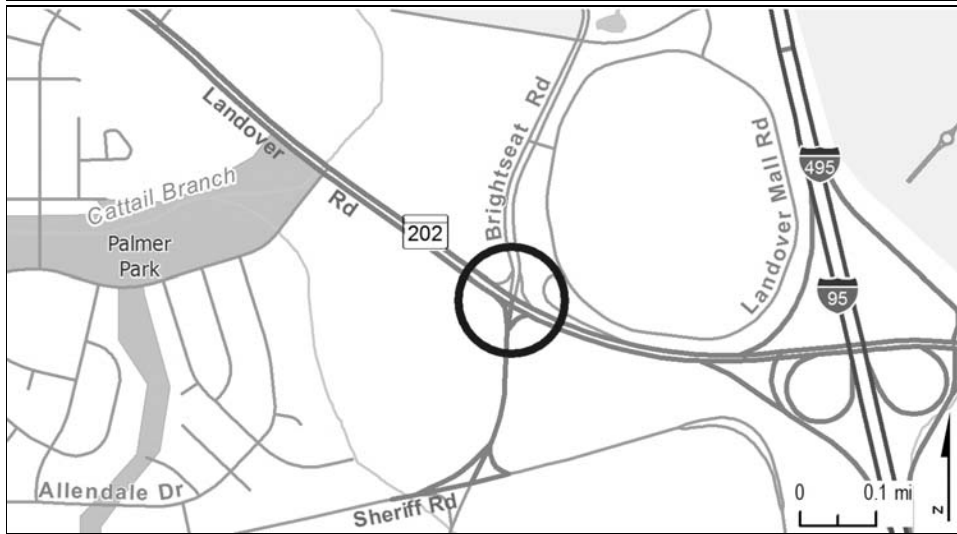
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 35,800

PROJECTED (2040) - 42,500



PROJECT: MD 202, Largo Road

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

JUSTIFICATION: This project will provide improved access to the Landover Mall site which is being planned for revitalization by the County.

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

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

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2022....	2023....	2024....	2025....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	462	462	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	462	462	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

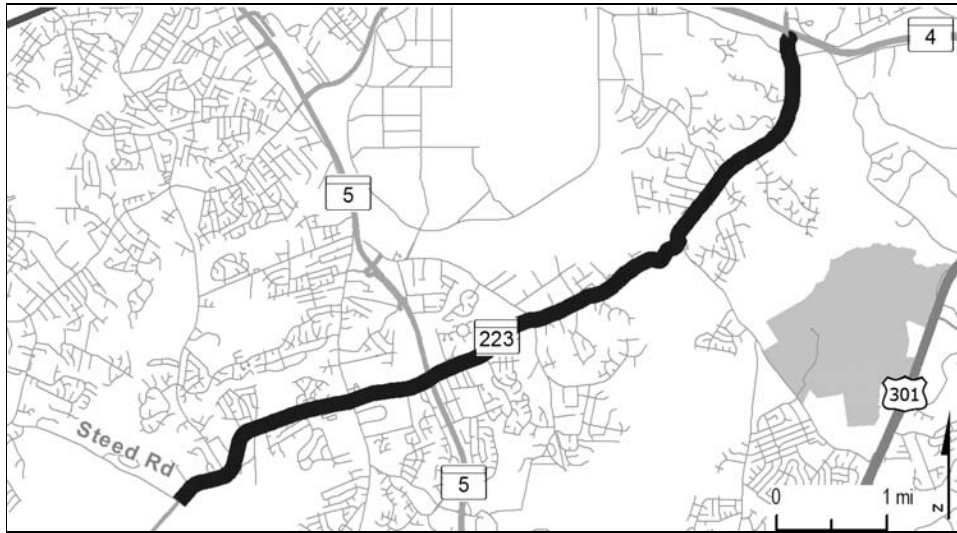
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 54,000

PROJECTED (2040) - 65,200



PROJECT: MD 223, Piscataway Road

DESCRIPTION: A study to establish a long term vision for the MD 223 Corridor from Steed Road to MD 4 (7.9 miles). Bicycle and pedestrian facilities will be included where appropriate.

JUSTIFICATION: 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

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

ASSOCIATED IMPROVEMENTS:

MD 4, MD 223 to I-95/I-495 (Capital Beltway) (Line 17)

MD 5, US 301 at TB to I-95/495 (Line 18)

STATUS: Corridor study complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:					☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER				
PHASE	TOTAL				PROJECT CASH FLOW				
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				
	COST	THRU	YEAR	YEAR	2022.....	2023.....	2024.....	2025.....	SIX
	(\$000)	2019	2020	2021					YEAR
Planning	1,293	1,293	0	0	0	0	0	0	TOTAL
Engineering	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	
Total	1,293	1,293	0	0	0	0	0	0	
Federal-Aid	622	622	0	0	0	0	0	0	
									BALANCE TO COMPLETE

CLASSIFICATION:

STATE - Minor Arterial

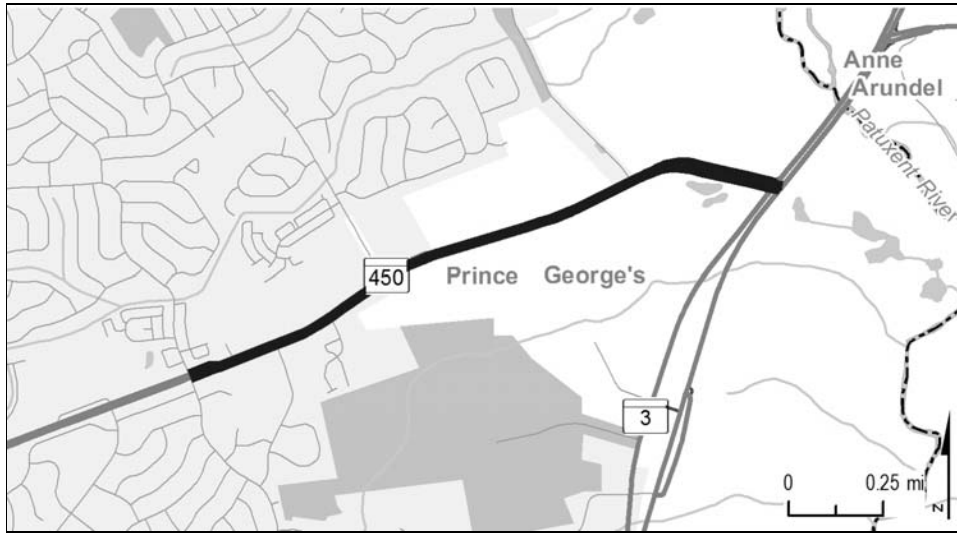
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 47,700

PROJECTED (2040) - 53,200



PROJECT: MD 450, Annapolis Road

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

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

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

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

ASSOCIATED IMPROVEMENTS:
 MD 3, US 50 to MD 32 (Line 16)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:				☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER								
PHASE	TOTAL		CURRENT YEAR 2020	BUDGET YEAR 2021	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2019			FOR PLANNING PURPOSES ONLY							
					2022.....	2023.....	2024.....	2025.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	1,502	1,502	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,502	1,502	0	0	0	0	0	0	0	0	0	
Federal-Aid	1,189	1,189	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

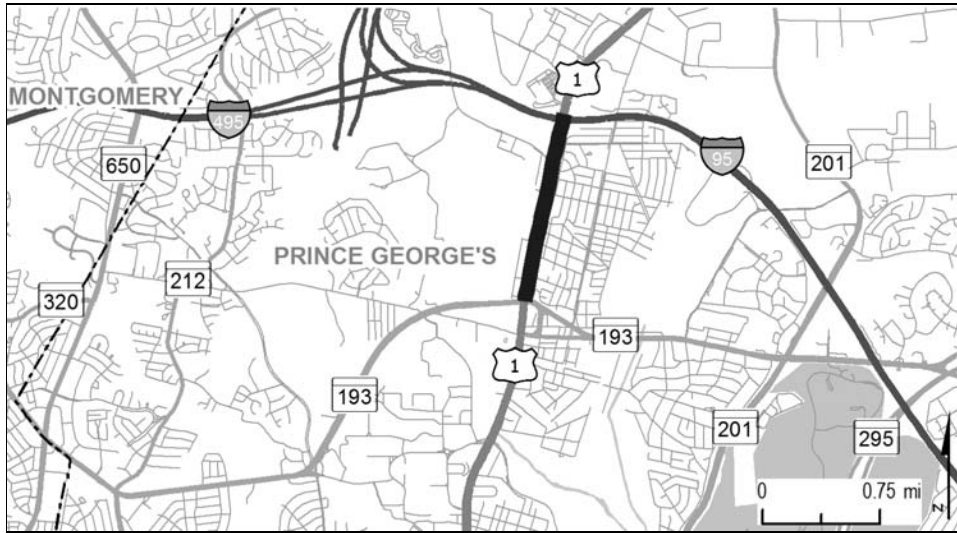
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 25,900

PROJECTED (2040) - 39,500



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) (Segments 2 and 3) (1.1 miles). Bicycle and pedestrian facilities will be included.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation, safety, and accommodate planned revitalization within College Park.

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

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

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to MD 193 (Segment 1) (Line 14)
 MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 26)
 Traffic Relief Plan (Statewide - Line 5)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2019 - 24 CTP: None.

POTENTIAL FUNDING SOURCE:		☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER							
		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2019	CURRENT YEAR 2020	BUDGET YEAR 2021	FOR PLANNING PURPOSES ONLY				
					2022.....	2023.....	2024.....	2025.....	SIX YEAR TOTAL
Planning	1,387	1,387	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	1,387	1,387	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2019) - 48,600

PROJECTED (2040) - 53,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL 2020 PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
		<u>Fiscal Year 2019 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 210 NB	Indian Head Highway; Farmington Road to Old Fort Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,545	Completed
2	US 301	Crain Highway; Peerless Avenue to MSP weigh station; safety and resurface	2,753	Completed
3	MD 202	Largo Road; Prince George's Community College entrance to 1900 feet south of MD 214; safety and resurface	891	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
4		Various bridges on US 1, US 301, MD 4, MD 5 and MD 214; clean/paint bridges	1,879	Completed
		<u>Safety/Spot Improvement</u>		
5		At various locations in Prince George's County; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,556	Completed
		<u>Traffic Management</u>		
6		MD 202 & MD 214 with APS/CPS; signalization Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,839	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
7		Bowie Heritage Trail, Phase I; construct asphalt trail at Zug Road to MD 564 bridge	383	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021</u>				
<u>Resurface/Rehabilitate</u>				
8		Various locations in Prince George's County	5,000	FY 2020
9		Various locations in Prince George's County	15,000	FY 2020
10	MD 198	Vandusen Road to 8th Street	1,634	FY 2020
11	MD 450	From MD 704 to MD 193	2,623	FY 2020
12		At various locations in Prince George's County; mill and resurface	15,717	Under construction
13		At various locations in Marlboro shop area of Prince George's County; patching	1,378	Under construction
14		At various locations in Laurel shop area of Prince George's County; patching	1,257	Under construction
15	US 1	Baltimore Avenue; Oak Street to Howard County line; safety and resurface	3,076	Under construction
16	MD 4	Pennsylvania Avenue; MD 458 to DC Line and Forestville Road to I 695 Bridge; resurface	4,801	Under construction
17	MD 201	Kenilworth Avenue; Edmonston Road to Patterson Road; resurfacing	1,806	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
18		Cleaning and painting bridge numbers 1601800, 1606500, 1614505/06 AND 1623903/04	2,059	FY 2020
19		Bridge 1616600 over I-95/495; bridge deck replacement	4,737	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	2 Year (20 - 21) PROJECT COST (\$000's)	CONSTRUCTION START Status as of December 1, 2019
<u>Fiscal Year 2020 and 2021 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
20		Purple Line alignment; bicycle-pedestrian route	3,082	Under construction
21	MD 3	Crain Highway; at Forest Drive; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,855	Under construction
22	MD 201	Kenilworth Avenue; M Square betterments near MD 201/River Road; intersection reconstruct	600	Under construction
23	MD 214	Central Avenue; at I-95/495; geometric improvements Funding provided by the Governor's Investment in Highways and Bridges Initiative	323	FY 2020
<u>Traffic Management</u>				
24	MD 214	Central Avenue; I-495 and MD 202; signing	1,418	Under construction
<u>Environmental Preservation</u>				
25	US 50	John Hanson Highway; 1000 feet west of I-495/95 to AA County line; landscape	343	FY 2020
<u>Intersection Capacity Improvements</u>				
26	MD 223	At Dower House Road	2,960	FY 2020
<u>TMDL Compliance</u>				
27		At various locations - group 2; drainage improvement	2,719	Under construction
28		Charles Branch Tributaries; wetlands replacement	6,635	Under construction