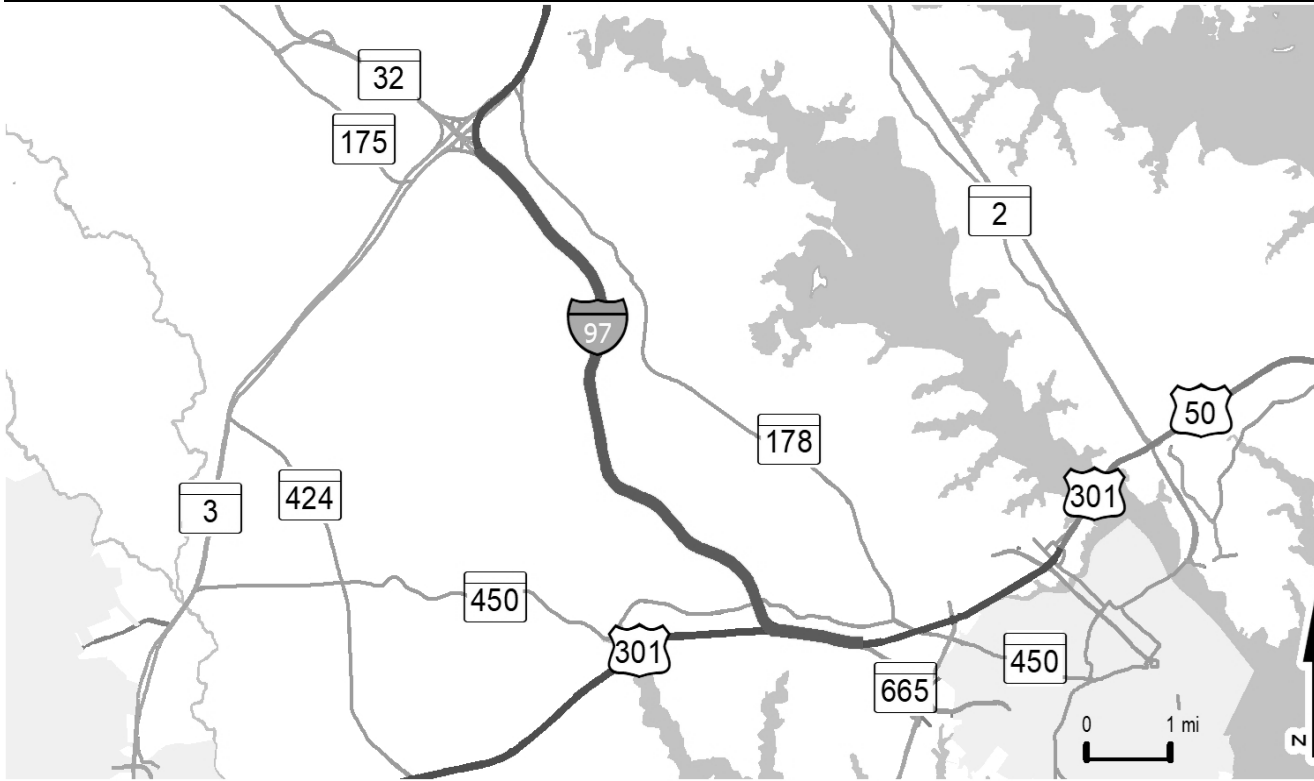


ANNE ARUNDEL COUNTY

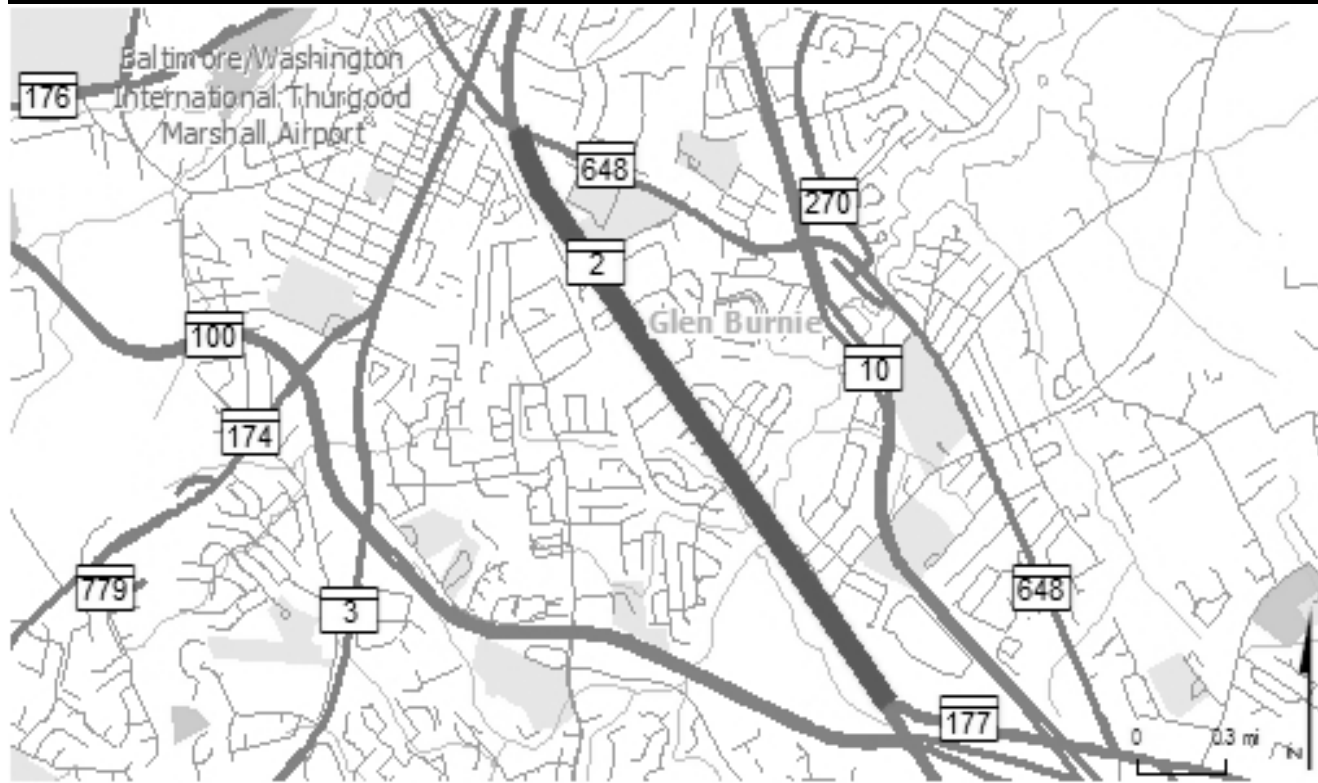
**PROJECT:** I-97, US 50 to MD 32**DESCRIPTION:** Widen I-97 to six lanes from MD 32 to US 50 (7 miles), including ramp modifications at US 50/ US 301.**PURPOSE & NEED SUMMARY STATEMENT:** This project will provide additional capacity and improve safety and operations in this heavily traveled corridor.**SMART 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. MDOT is able to advance this project to the Engineering phase because of the funding provided by the Governor and Legislature in the last session.**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** Project moved to the Construction Program from the Development and Evaluation Program. The cost increase of \$109.5 million will advance the project through construction and is contingent on a cost-sharing agreement with Anne Arundel County for all phases of the project.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	309	309	0	0	0	0	0	0	0	0	0
Engineering	14,958	2,958	650	2,000	5,000	5,000	0	0	0	12,000	0
Right-of-way	500	0	0	250	250	0	0	0	0	500	0
Utilities	2,000	0	0	0	1,000	1,000	0	0	0	2,000	0
Construction	96,000	0	0	0	0	10,000	22,000	22,000	20,000	74,000	22,000
Total	113,767	3,267	650	2,250	6,250	16,000	22,000	22,000	20,000	88,500	22,000
Federal-Aid	90,439	2,039	618	1,800	5,000	12,800	17,600	17,600	16,000	70,800	17,600
Special	1,228	1,228	33	0	0	0	0	0	0	0	0
Other	22,100	0	0	450	1,250	3,200	4,400	4,400	4,000	17,700	4,400

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 94,100 - 113,400
(2025)**PROJECTED** 112,400 - 135,300
(2045)



PROJECT: MD 2, Governor Ritchie Highway

DESCRIPTION: Safety Improvements in the MD 2 corridor from MD 177 to MD 648. Improvements include shared-use paths on both sides of MD 2 and along eastbound MD 648. Roadway geometric improvements throughout the project limits, including pavement removal to be implemented to increase safety for vulnerable road users. Shared use path connections between MD 2 and the nearby Baltimore and Annapolis (B&A) Trail are also included

PURPOSE & NEED SUMMARY STATEMENT: This project is part of the Pedestrian Safety Action Plan Program which utilizes a data-driven approach to prioritize corridors for vulnerable road user safety projects.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This project will make Context Driven improvements on MD 2 from MD 177 (Mountain Road) to MD 648 (Baltimore Annapolis Boulevard) making travel safe for all users.

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

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

STATUS: Engineering underway. MDOT is able to advance the Engineering and Construction phases of this project because of the funding provided by the Governor and Legislature in the last session.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: New project added to Construction Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,500	1,803	1,627	2,465	1,232	0	0	0	0	3,697	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	14,893	0	0	0	2,379	7,490	5,024	0	0	14,893	0
Total	20,393	1,803	1,627	2,465	3,611	7,490	5,024	0	0	18,590	0
Federal-Aid	19,645	1,803	1,627	2,463	3,491	7,115	4,773	0	0	17,842	0
Special	748	0	0	2	120	375	251	0	0	748	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

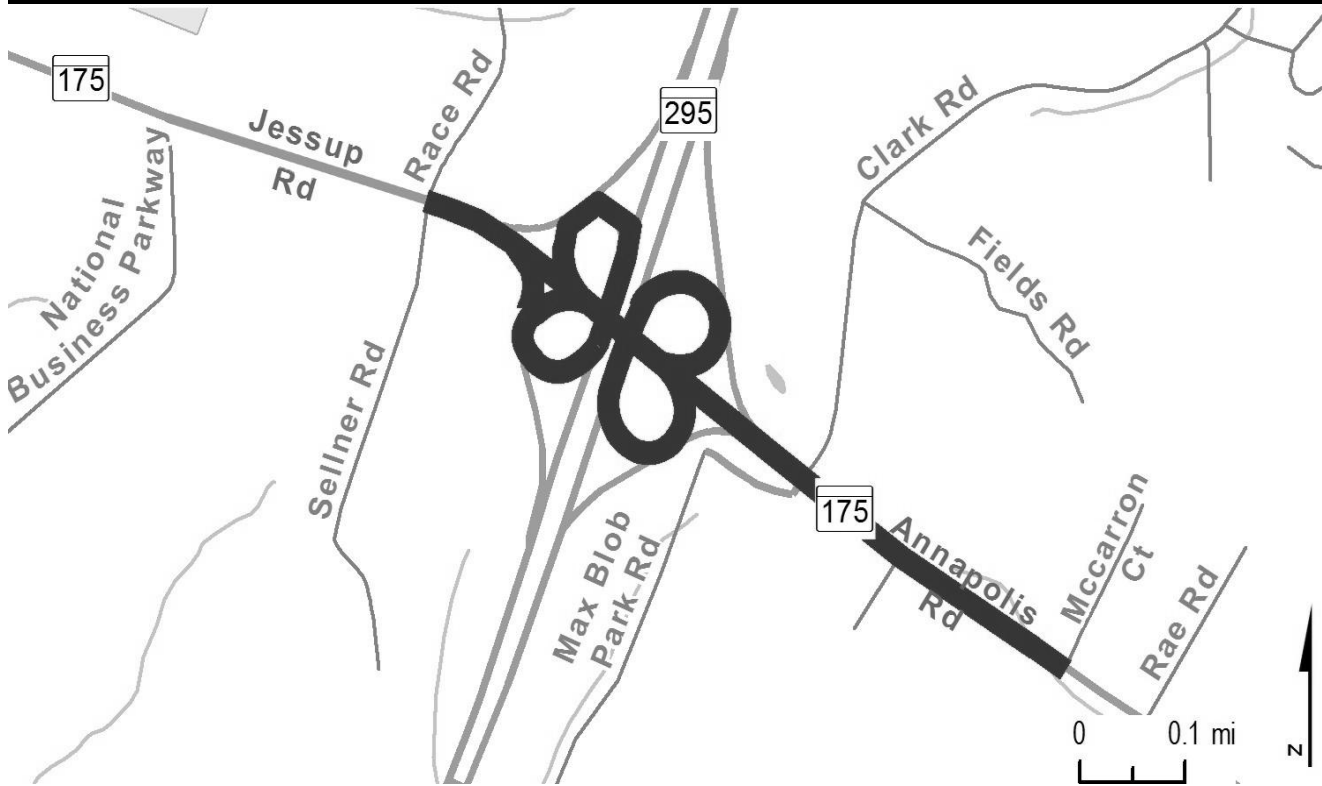
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 18,800
(2025)

PROJECTED 20,700
(2045)

**PROJECT:** MD 175, Annapolis Road

DESCRIPTION: Widen MD 175 from Sellner Road/ Race Road to McCarron Court from two lanes to six lanes and reconfigure ramps at the MD 295 interchange to create signalized left turns at MD 175. Bicycle and pedestrian accommodations will be provided.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along MD 175 and ease growing congestion related to BRAC expansion at Fort Meade.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Enhance Safety and Security | <input checked="" type="checkbox"/> Serve Communities and Support the Economy |
| <input checked="" type="checkbox"/> Deliver System Quality | <input type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: This project will address safety concerns at the MD 295 interchange and improve mobility for BRAC expansion at Fort Meade.

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 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,936	5,936	0	0	0	0	0	0	0	0	0
Right-of-way	16,398	16,398	5	0	0	0	0	0	0	0	0
Utilities	3,592	2,639	357	953	0	0	0	0	0	953	0
Construction	56,350	32,957	13,770	23,393	0	0	0	0	0	23,393	0
Total	82,276	57,930	14,132	24,346	0	0	0	0	0	24,346	0
Federal-Aid	53,795	30,828	13,824	22,966	0	0	0	0	0	22,966	0
Special	26,905	25,525	308	1,380	0	0	0	0	0	1,380	0
Other	1,576	1,576	0	0	0	0	0	0	0	0	0

Classification:

STATE - Urban Minor Arterial

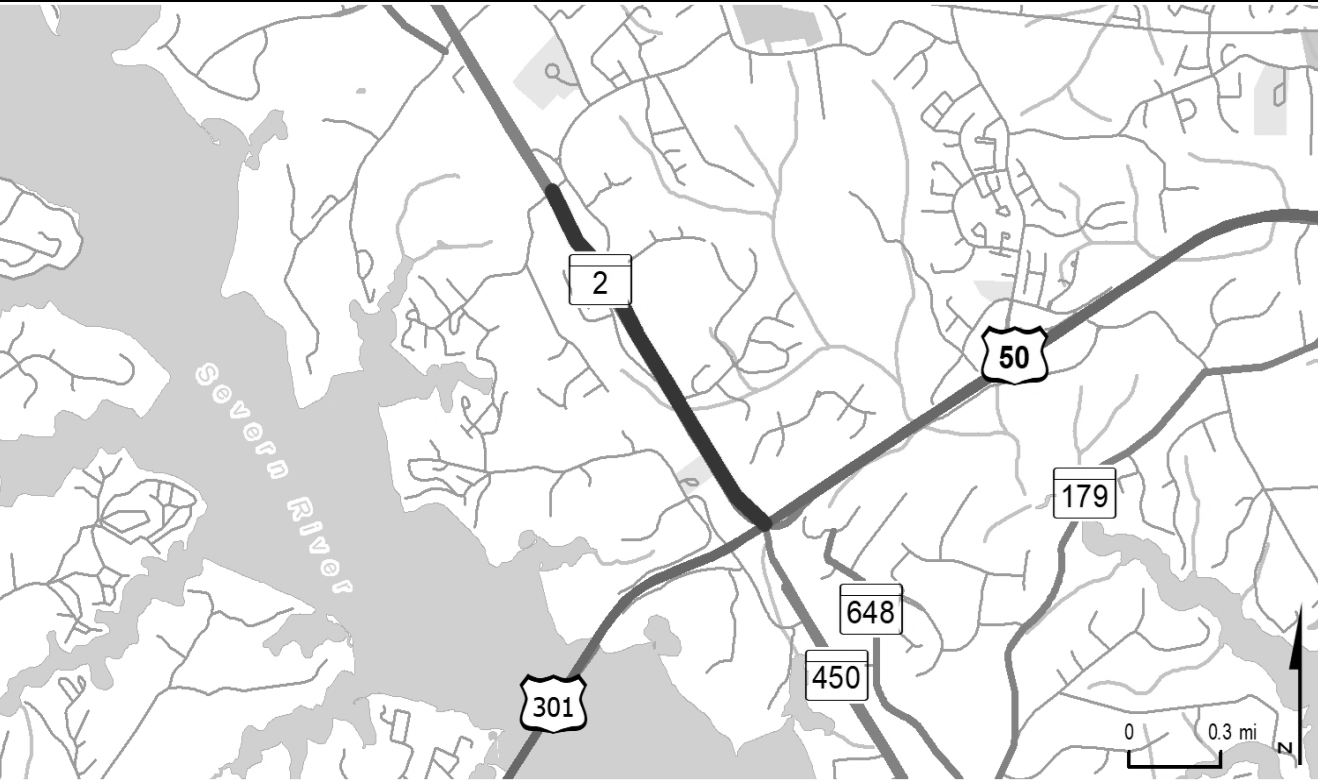
FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 32,000 - 38,600
(2025)

PROJECTED 54,300 - 68,900
(2045)



PROJECT: MD 2, Ritchie Hwy

DESCRIPTION: This project will improve safety, accessibility, and operations along northbound MD 2 from US 50 to Arnold Road by providing a continuous third lane and a sidewalk along northbound MD 2 from Chautaugua Road to Arnold Road and along Arnold Road from the B&A Trail to MD 2.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety for vulnerable users and reduce congestion along MD 2.

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. MDOT is working in partnership with Anne Arundel County through a cost-sharing agreement to advance all phases of the project through construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of \$3.7 million is for final design.

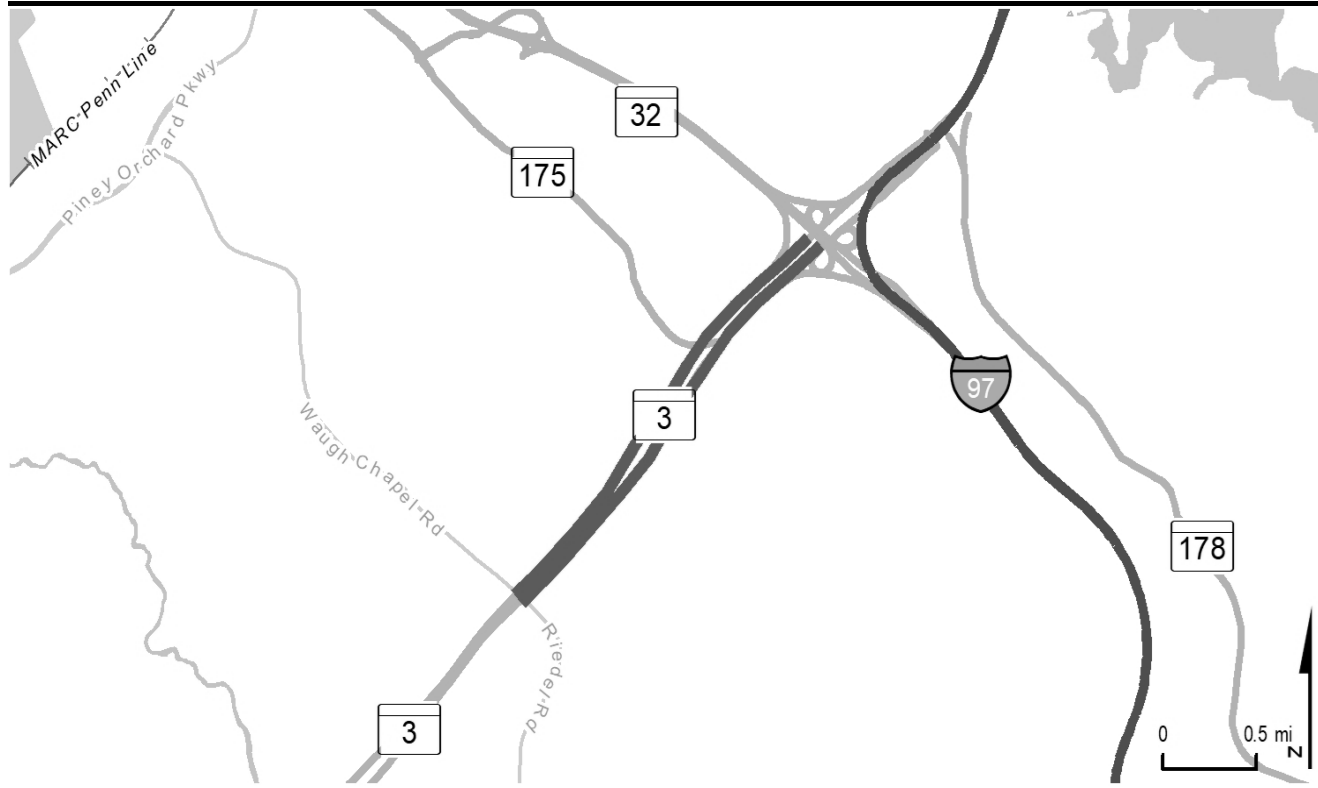
POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,213	1,513	600	1,000	1,500	1,200	0	0	0	3,700	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,213	1,513	600	1,000	1,500	1,200	0	0	0	3,700	0
Federal-Aid	4,187	1,227	480	800	1,200	960	0	0	0	2,960	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	1,026	286	120	200	300	240	0	0	0	740	0

Classification:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 61,400
(2025)

PROJECTED 72,100
(2045)



PROJECT: MD 3, Robert Crain Highway

DESCRIPTION: This project will improve safety, accessibility, and operations along MD 3 northbound from St. Stephens Church Road to MD 175 and along MD 3 southbound from MD 32 Ramp to Waugh Chapel Road/ Riedel Road by providing a third continuous lane in each direction, a shared-use path along MD 3 from MD 175 to Waugh Chapel Road/ Riedel Road which will provide a connection to the South Shore Trail, and sidewalk and crosswalk improvements at the MD 3 and MD 175 intersection.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve operations along MD 3, including improved safety at crossover roads and for vulnerable users along the corridor.

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

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

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: Engineering underway. MDOT is working in partnership with Anne Arundel County through a cost-sharing agreement to advance all phases of the project through construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of \$5.2 million is for final design.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,498	2,048	700	1,850	1,900	1,700	0	0	0	5,450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,498	2,048	700	1,850	1,900	1,700	0	0	0	5,450	0
Federal-Aid	5,972	1,587	560	1,480	1,520	1,385	0	0	0	4,385	0
Special	321	321	0	0	0	0	0	0	0	0	0
Other	1,205	140	140	370	380	315	0	0	0	1,065	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,700
(2025)

PROJECTED 89,200
(2045)



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles). Hanover Road would be improved to a 4-lane divided roadway with on-road bicycle lanes and a shared use path that would tie into the BWI Loop Trail.

PURPOSE & NEED SUMMARY STATEMENT: MD 295 is a congested freeway linking regional travelers with Baltimore/ Washington International Thurgood Marshall Airport. The project will improve traffic operations and extend Hanover Road to provide access to the airport and surrounding economic development opportunities.

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. Project on hold – no funding in the last 5 years.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	2,554	2,554	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	2,554	2,554	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

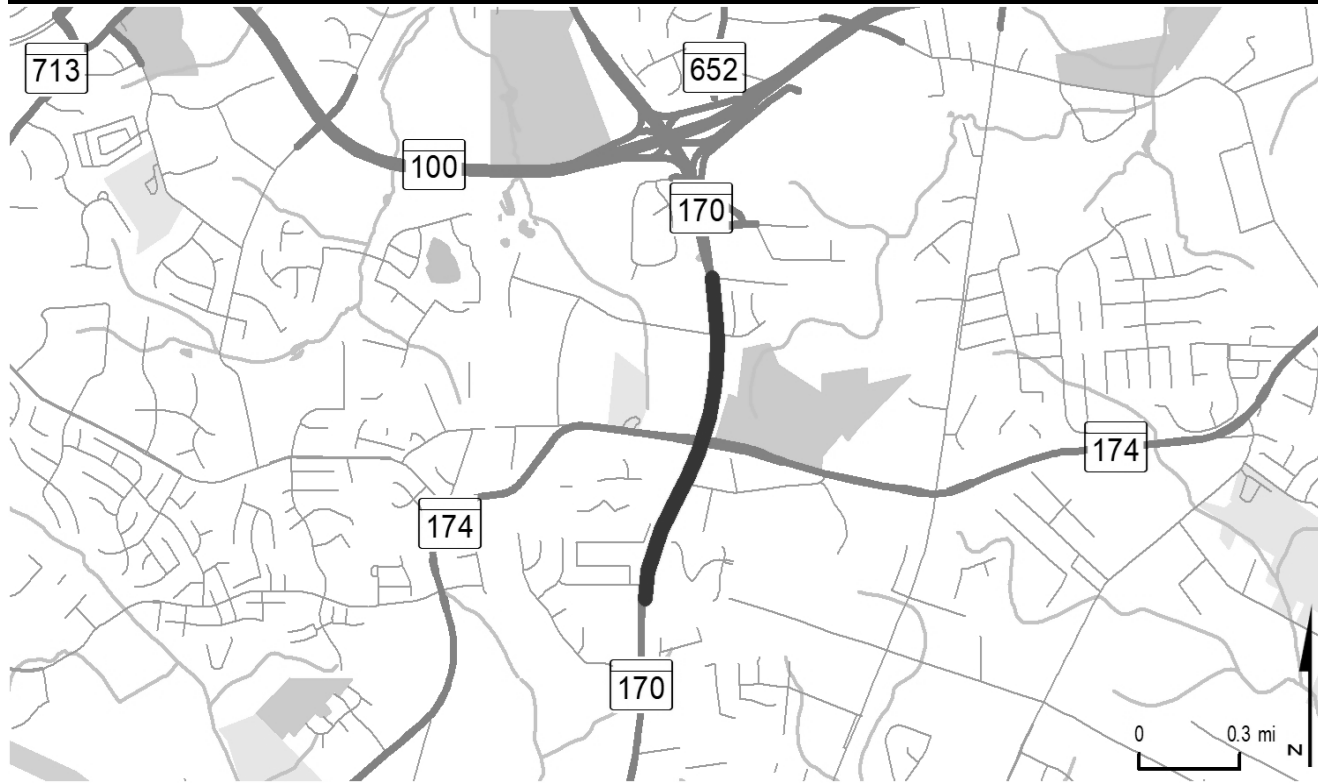
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 101,400
(2025)

PROJECTED 151,200
(2045)



PROJECT: MD 170, Telegraph Road

DESCRIPTION: This project will provide additional northbound and southbound through lanes along MD 170 from Norcross Lane to Wieker Road, and a raised median to control left turn movements. This project also includes bicycle and pedestrian improvements, stormwater management facilities, road resurfacing, installation of traffic signs and pavement markings, traffic signal reconstruction, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to increase capacity and improve safety. Lengthy queues have been observed during AM and PM peak hours. In addition, there are conflicting turning movements at the commercial access points along MD 170.

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. Working in partnership with Anne Arundel County to advance utilities and construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,917	3,029	430	296	296	296	0	0	0	888	0
Right-of-way	1,067	3	0	266	266	266	266	0	0	1,064	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,984	3,032	430	562	562	562	266	0	0	1,952	0
Federal-Aid	3,328	1,611	429	489	489	489	250	0	0	1,717	0
Special	1,656	1,421	1	73	73	73	16	0	0	235	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

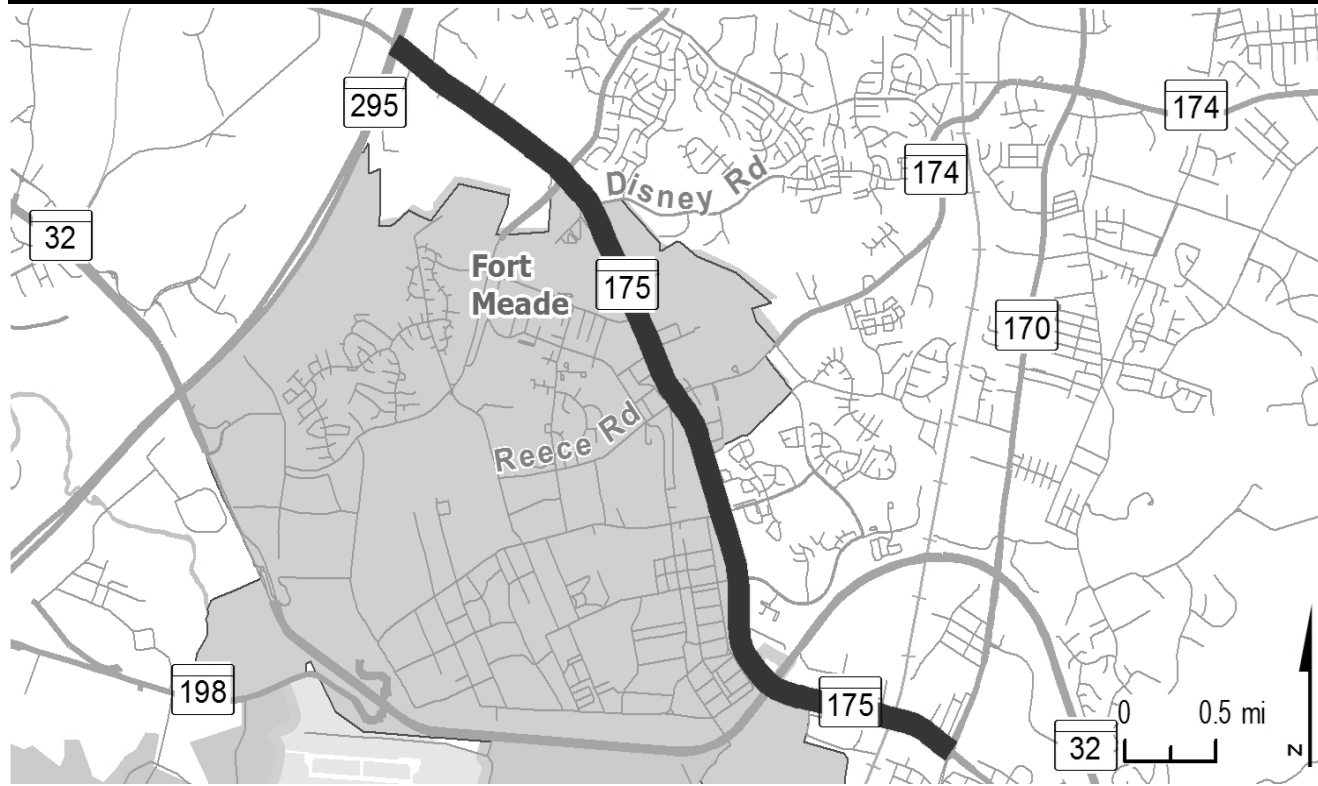
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT MD 170: 25,900 MD 174: 19,800
(2025)

PROJECTED MD 170: 34,900 MD 174: 26,800
(2045)



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170 including the MD 175/MD 295 interchange (5.2 miles). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will address current and future mobility needs along MD 175 and will improve access to Fort Meade.

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 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	2,660	2,660	0	0	0	0	0	0	0	0	0
Engineering	4,889	4,889	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,558	7,558	0	0	0	0	0	0	0	0	0
Federal-Aid	6,274	6,274	0	0	0	0	0	0	0	0	0
Special	1,285	1,285	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

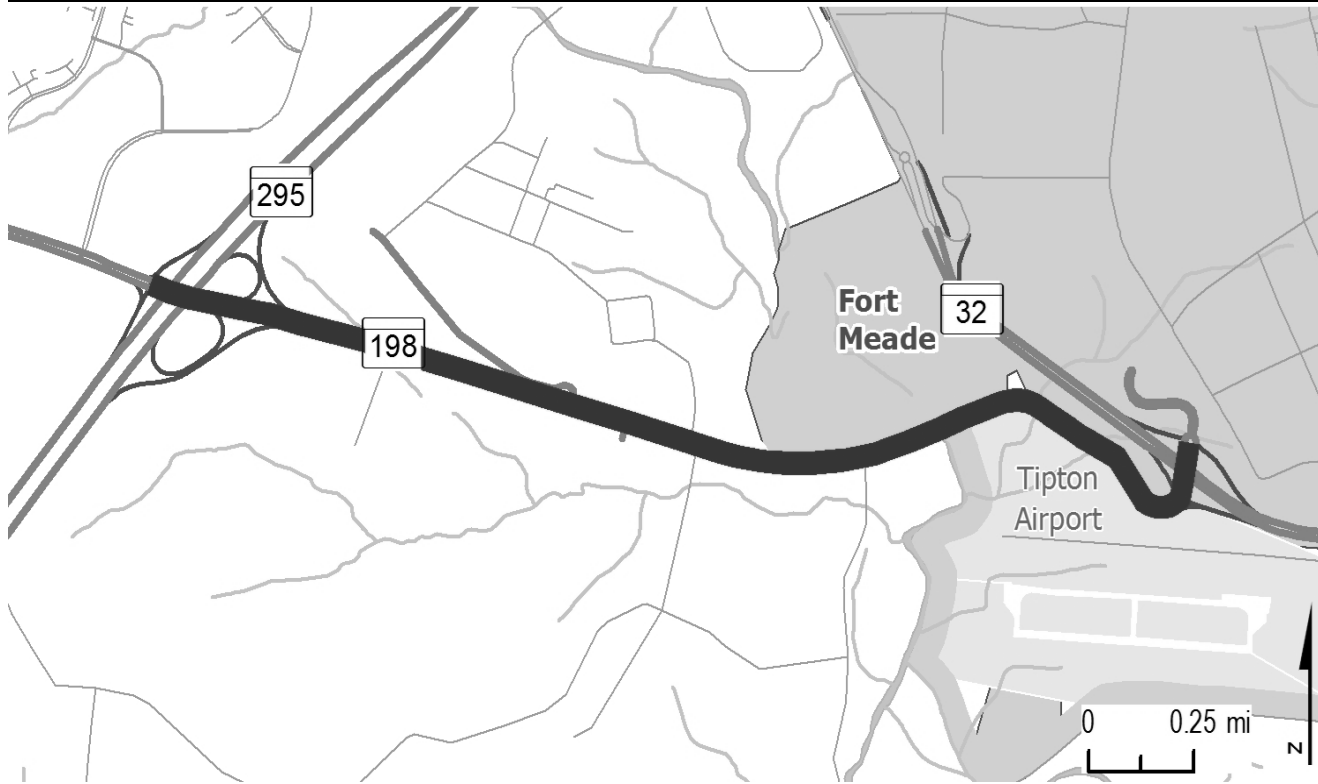
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 25,600 - 39,100
(2025)

PROJECTED 55,100 - 65,200
(2045)



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Project to address mobility needs on MD 198 from MD 295 to MD 32 (2.7 miles). MD 198 would become a 4-lane divided roadway with on-road bicycle lanes, sidewalk and a shared used path.

PURPOSE & NEED SUMMARY STATEMENT: MD 198 is a commuter route to Fort Meade with access to ongoing economic development in the area. The project will improve traffic operations and increase vehicular, bicycle, and pedestrian safety along MD 198.

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. County previously contributed \$3.5 million for planning.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	3,845	3,845	0	0	0	0	0	0	0	0	0
Engineering	1,439	1,439	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,284	5,284	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	1,784	1,784	0	0	0	0	0	0	0	0	0
Other	3,500	3,500	0	0	0	0	0	0	0	0	0

Classification:

STATE - Other Principal Arterial

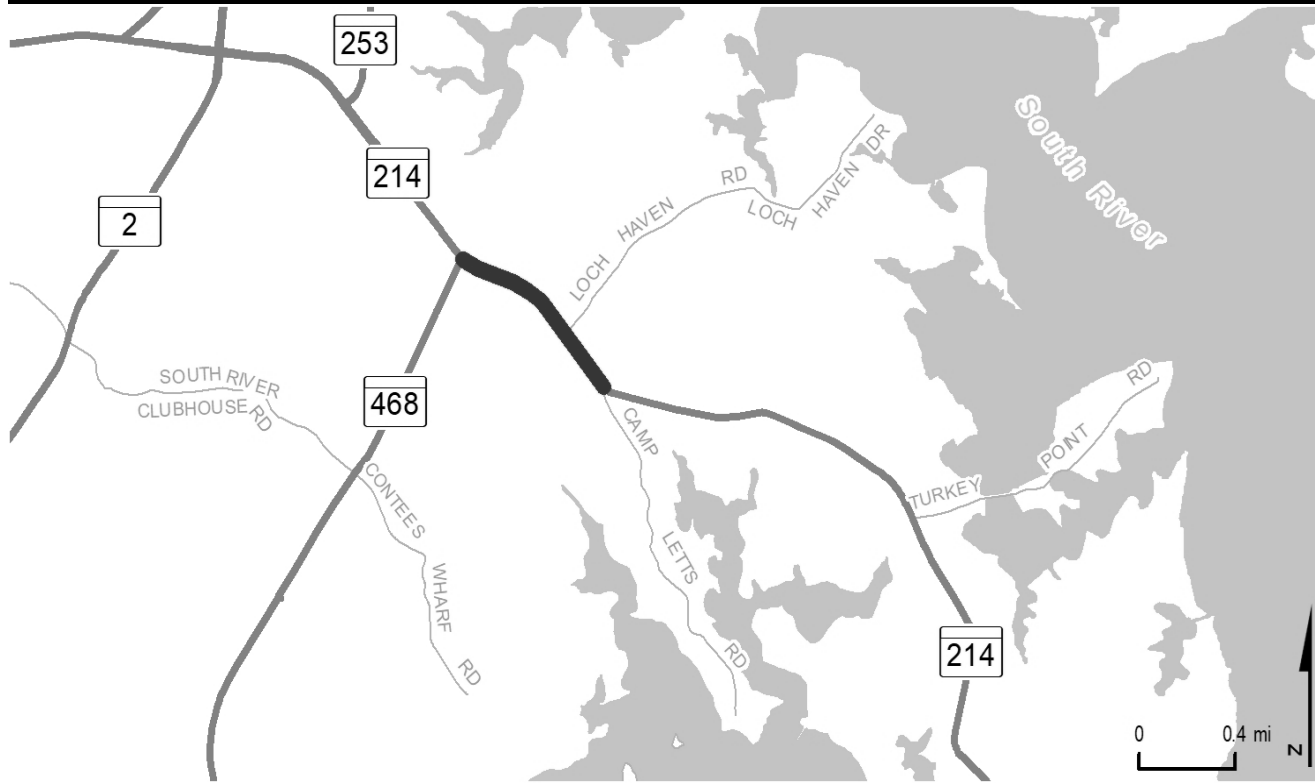
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 27,400
(2025)

PROJECTED 49,500
(2045)



PROJECT: MD 214, Central Avenue

DESCRIPTION: The project will address current and projected traffic and safety needs along MD 214 from the intersection with MD 468 to Camp Letts Road. These traffic and safety needs will be addressed by widening from a two-lane roadway to a four-lane section, adding a shared use path, and adding a two-lane roundabout at the intersection with Loch Haven Road. The project includes full depth widening, pavement resurfacing, intersection improvements at MD 468 and Loch Haven Road, culvert replacements, stream relocation, guardrail upgrades, drainage improvements, stormwater management facilities, installation of traffic signs & pavement markings, lighting, and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of the MD 214 project is to improve traffic operations, roadway safety, pedestrian and bicycle connections, and drainage deficiencies. The need for the project is evidenced by limited gaps for vehicles turning onto MD 214, failing traffic operations under future year 2045 conditions, high crash rates, poor bicycle and pedestrian connectivity and visible ponding in several locations.

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

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

STATUS: MDOT is working in partnership with Anne Arundel County through a cost-sharing agreement to advance all phases of the project through construction. Additional phases will be programmed accordingly per the agreement with Anne Arundel County.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2025	EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2028...	...2029...	...2030...	...2031...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,585	1,585	592	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,585	1,585	592	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	1,585	1,585	592	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 22,000
(2025)

PROJECTED 32,100
(2045)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bicycle Retrofit</u>					
AA0581	MD713	Arundel Mills Boulevard - Bicycle and Pedestrian Route Improvements from Arundel Way to MD 176	\$	6,657	FY 2026
<u>Resurface/Rehabilitate</u>					
XX171A	-	Patching at Various Locations in Anne Arundel County	\$	6,722	Completed
XX5375	-	Patching Bridge Approaches at Various Locations in Anne Arundel County	\$	2,478	Completed
XQ1275	-	Patching at Various Locations in Anne Arundel County	\$	3,471	FY 2026
XQ5022	-	Safety and Resurfacing Improvements at Various Locations in Southern Anne Arundel County	\$	8,974	FY 2026
AA9101	MD100	Safety and Resurfacing Improvements from MD 170 to MD 3 Business	\$	10,845	Under Construction
AA9861	IS97	Pavement Marking from Structure No. 020076011 over Severn Run to I-695	\$	963	Under Construction
XQ244M	-	Joint Sealing at Various Locations in Anne Arundel County	\$	1,017	Under Construction
XQ5375	-	Patching at Various Locations in Anne Arundel County	\$	1,521	Under Construction
XQ6022	-	Safety and Resurfacing Improvements at Various Locations in Southern Anne Arundel County	\$	3,139	Under Construction
XQ9023	-	Safety and Resurfacing Improvements at Various Locations in Northern Anne Arundel County	\$	7,225	Under Construction
<u>Safety/Spot Improvement</u>					
AA9121	MD100	Guardrail Improvements from MD 174 to MD 10	\$	2,349	Completed
AA8851	MD450	Defense Highway - Drainage and Geometric Improvements from MD 424 to Crownsville Road	\$	1,473	Design Underway
AA8661	-	Drainage Improvements - Outfall Stabilization and Restoration at various locations in Anne Arundel County - Phase 2	\$	5,325	FY 2026
XQ536A	-	Guardrail Improvements at Various Locations in Anne Arundel County	\$	2,731	FY 2026
<u>Sidewalks</u>					
AA9201	MD3 BUS	Crain Highway - Safety Improvements from IS 97 to MD 100 - Pedestrian Safety Action Plan	\$	4,338	Design Underway
AA1722	MD214	Central Avenue - Sidewalk Improvements from MD 2 to MD 253	\$	5,418	Under Construction
AA1781	MD173	Fort Smallwood Road - Sidewalk Improvements from Duvall Highway to Kenton Drive	\$	5,840	Under Construction
<u>Transportation Alternatives Program</u>					
AA9131	-	Hammons Ferry School Sidewalk Improvements - Safe Routes to School	\$	450	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Anne Arundel County - LINE 11

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Transportation Alternatives Program</u>					
AA9791	-	Anne Arundel County Accessibility Study Phase II - Safe Routes to School	\$	240	Design Underway
AA0111	-	Bicycle and Pedestrian Route Improvements - Baybrook Connector Trail	\$	750	FY 2026
AA9851	-	So-Glebe Branch Stream Restoration Phases B & C	\$	1,818	FY 2026
AA0261	-	Bicycle and Pedestrian Route Improvements - South Shore Trail - Phase II	\$	2,489	Under Construction
AA0891	-	Bicycle and Pedestrian Route Improvements - WB&A Trail Bridge at Patuxent	\$	4,808	Under Construction