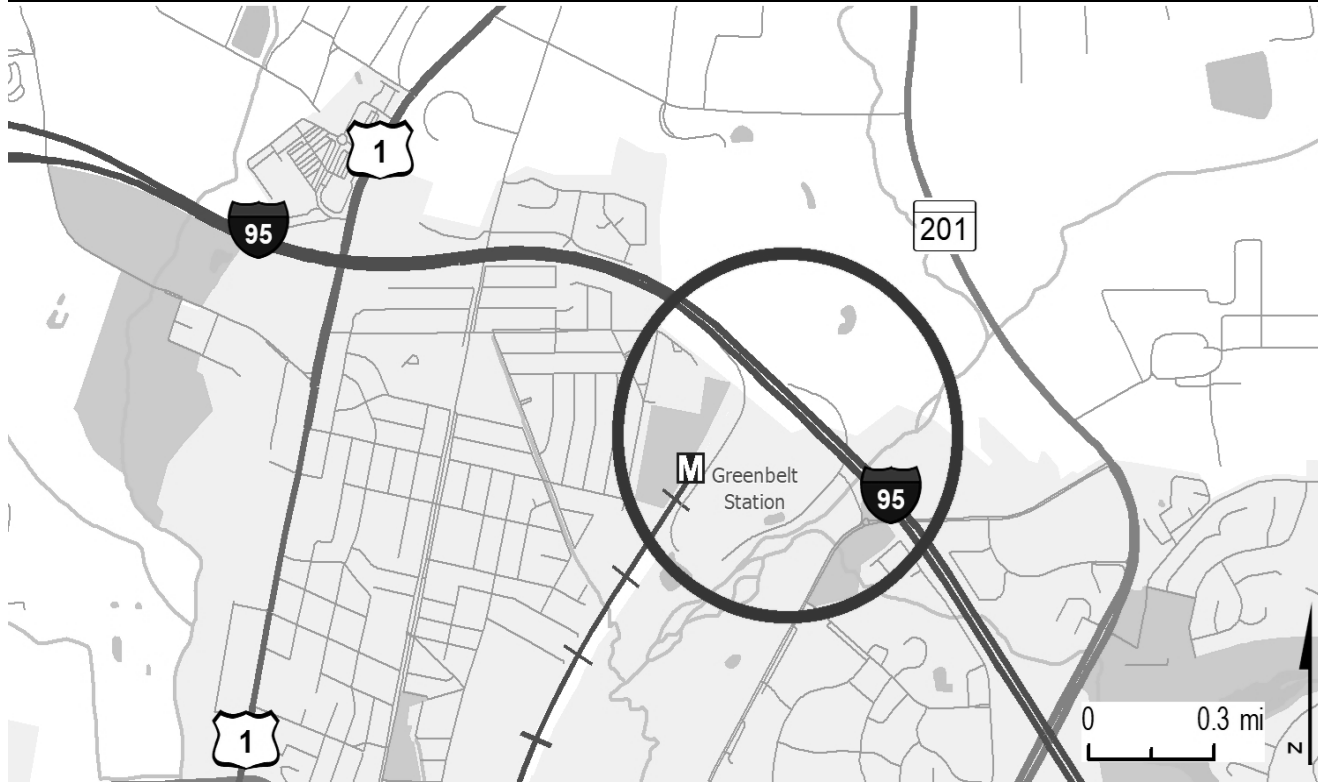




PRINCE GEORGE'S COUNTY

**PROJECT:** I-95/I-495, Capital Beltway**DESCRIPTION:** Construct a full interchange along I-95/I-495 at Greenbelt Metro Station in coordination with WMATA, Prince George's County, Greenbelt, and other stakeholder agencies to support FBI headquarters relocation and transit-oriented development.**PURPOSE & NEED SUMMARY STATEMENT:** The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station. The project is needed to accommodate the relocation of the FBI headquarters at this site.**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

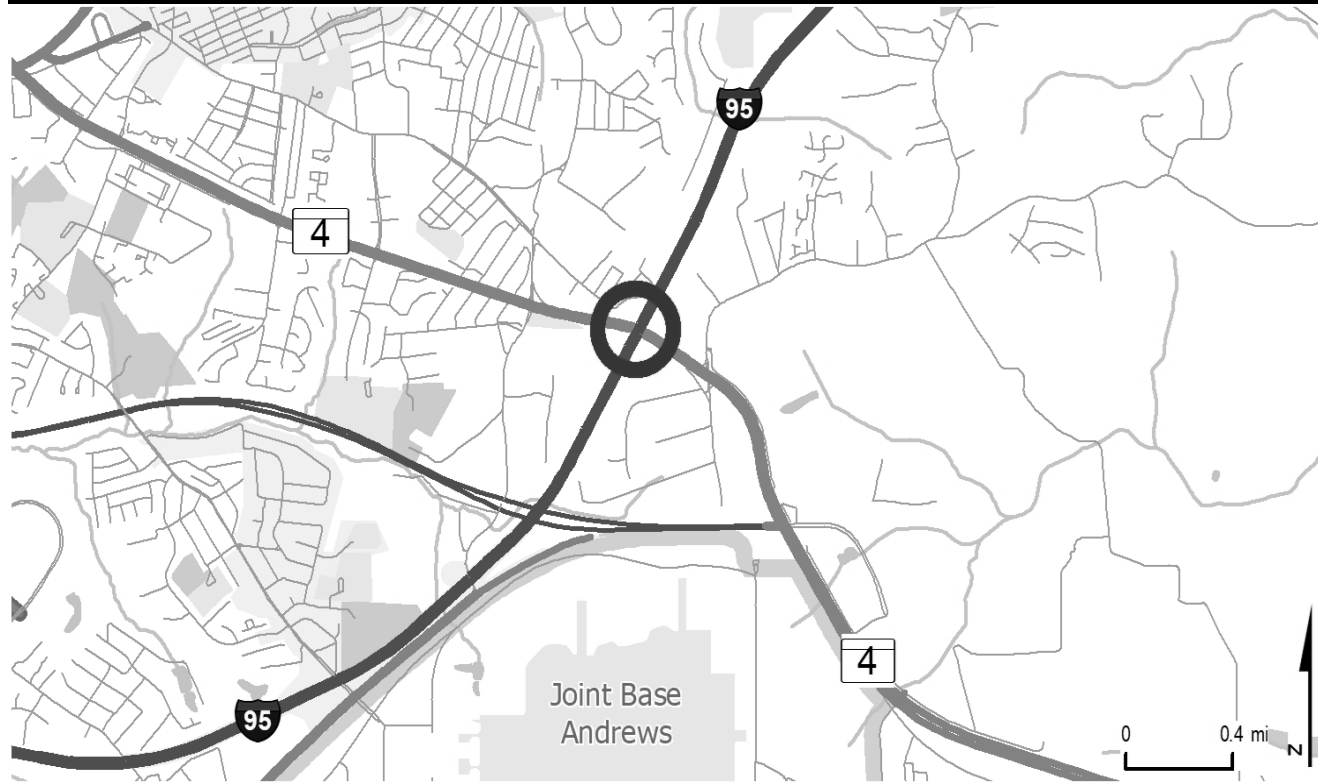
STATUS: Engineering underway. Cashflows shown are based on order of magnitude estimates and will be refined with further scope development.**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** None.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- | | |
|---|---|
| <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: The interchange will improve traffic operations on mainline I-95/ I-495 and improve access to the Greenbelt Metro Station and support the relocation of the FBI Headquarters.**POTENTIAL FUNDING SOURCE:**☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		EXPENDED IN 2025	CURRENT YEAR 2026	BUDGET YEAR 2027	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2025				...2028...	...2029...	...2030...	...2031...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	22,569	12,569	700	0	2,500	2,500	2,500	2,500	0	10,000	0
Right-of-way	5,129	129	0	0	2,500	2,500	0	0	0	5,000	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	235,824	824	0	0	25,000	105,000	105,000	0	0	235,000	0
Total	265,084	15,084	700	0	30,000	110,000	107,500	2,500	0	250,000	0
Federal-Aid	51,426	1,426	0	0	6,500	13,500	27,500	2,500	0	50,000	0
Special	13,657	13,657	700	0	0	0	0	0	0	0	0
Other	200,000	0	0	0	23,500	96,500	80,000	0	0	200,000	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 215,600
(2025)**PROJECTED** 245,000
(2045)

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4. This is a Project Labor Agreement (PLA) candidate project.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace the deteriorated bridges to keep the roadway safe and open to traffic. Replacing the bridges before they become poor rated will prevent additional disruptions to this heavily traveled roadway.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

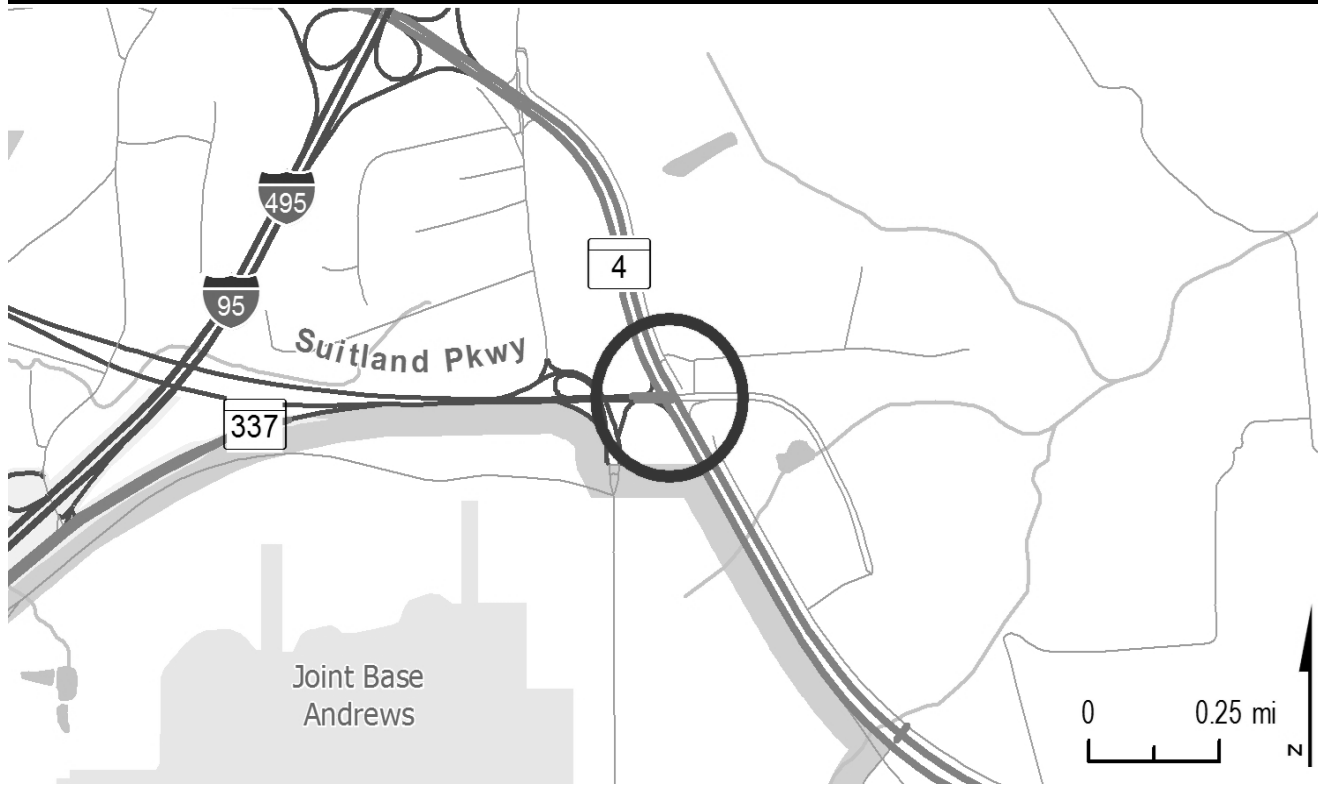
EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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 and right-of-way acquisition 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	7,250	4,900	87	1,567	783	0	0	0	0	2,350	0
Right-of-way	1,558	12	12	371	371	371	371	62	0	1,546	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	55,000	0	0	0	9,244	19,821	17,537	8,398	0	55,000	0
Total	63,808	4,912	99	1,938	10,398	20,192	17,908	8,460	0	58,896	0
Federal-Aid	58,100	2,097	(2,272)	1,842	9,889	19,201	17,031	8,040	0	56,003	0
Special	5,708	2,815	2,371	96	509	991	877	420	0	2,893	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** 211,200
(2025)**PROJECTED** 240,600
(2045)

**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 accommodate increasing traffic volumes associated with future growth.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

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.

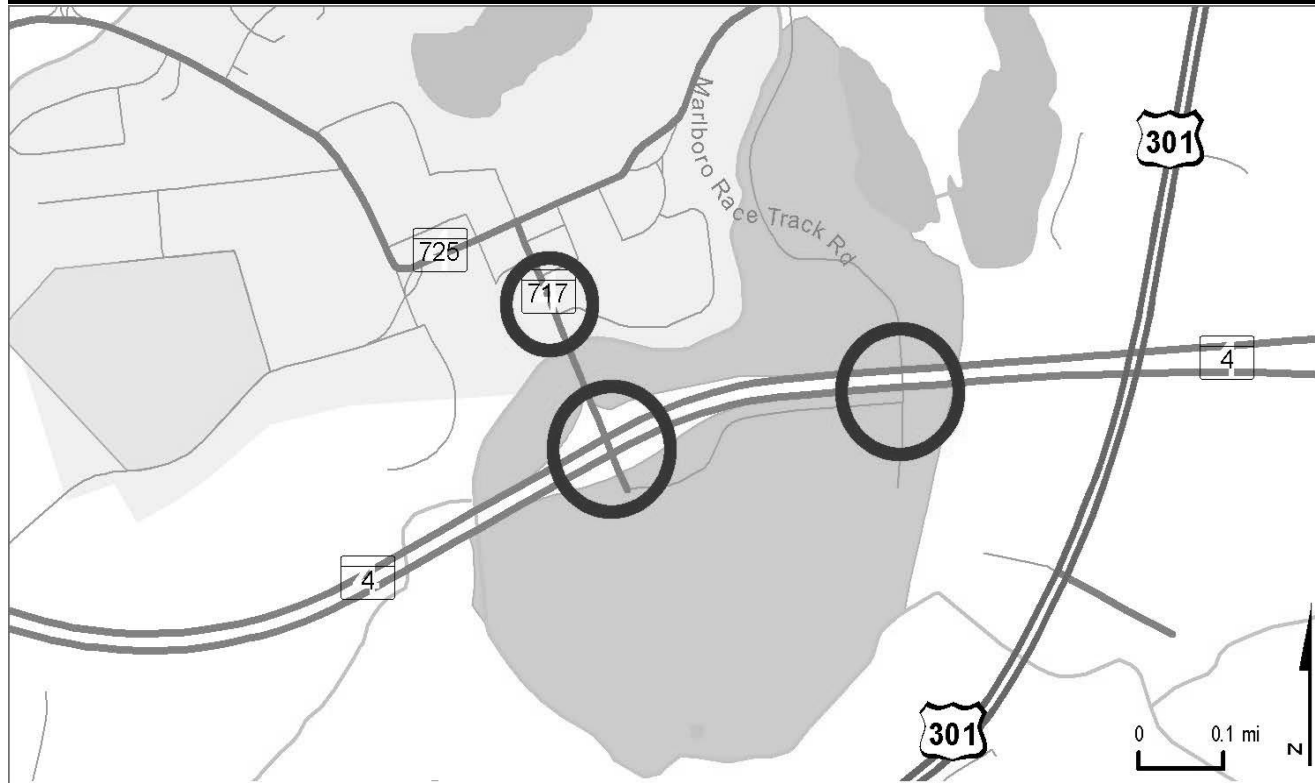
SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: 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	21,762	21,762	0	0	0	0	0	0	0	0	0
Right-of-way	14,195	13,918	1,956	277	0	0	0	0	0	277	0
Utilities	8,773	8,682	8	34	34	23	0	0	0	91	0
Construction	223,962	74,668	25,778	39,457	41,029	40,603	28,205	0	0	149,294	0
Total	268,692	119,030	27,742	39,768	41,063	40,626	28,205	0	0	149,662	0
Federal-Aid	222,941	80,889	27,319	37,706	38,978	38,573	26,795	0	0	142,051	0
Special	43,584	35,973	423	2,062	2,085	2,053	1,410	0	0	7,611	0
Other	2,168	2,168	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** 66,000
(2025)**PROJECTED** 111,400
(2045)



PROJECT: MD 4, Pennsylvania Avenue and MD 717, Water Street

DESCRIPTION: Replacement of Bridge Nos. 1609903 and 1609904 on MD 4 over MD 717, Bridge Nos. 1610803 and 1610804 on MD 4 over Race Track Road, and Bridge No. 1610900 on MD 717 over Western Branch. This is a Project Labor Agreement (PLA) candidate project.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to replace fair and poor rated bridges to keep the roadway safe and open to traffic and reduce the frequency of flooding in the area. The project will provide improved pedestrian facilities under MD 4 along MD 717 and will increase the clearance of MD 4 over Race Track Road and Western Branch, which is subject to frequent flooding.

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 checked="" type="checkbox"/> Promote Environmental Stewardship |

EXPLANATION: The existing bridges, built in 1960, are nearing the end of their useful service lives. One of the MD 4 bridges over MD 717 is rated poor based on deck condition. The MD 4 bridges over Race Track Road are fair rated with restrictive under-clearance. The MD 717 bridge is weight restricted and is subject to flooding. The project will provide improved pedestrian facilities.

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.

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	7,341	5,490	439	1,058	793	0	0	0	0	1,851	0
Right-of-way	74	0	0	21	21	21	11	0	0	74	0
Utilities	27	0	0	27	0	0	0	0	0	27	0
Construction	44,999	0	0	0	2,645	10,476	12,134	11,308	8,436	44,999	0
Total	52,441	5,490	439	1,106	3,459	10,497	12,145	11,308	8,436	46,951	0
Federal-Aid	46,639	2,165	(755)	978	3,235	9,968	11,535	10,743	8,015	44,474	0
Special	5,802	3,325	1,194	128	224	528	610	565	422	2,477	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial and Minor Arterial

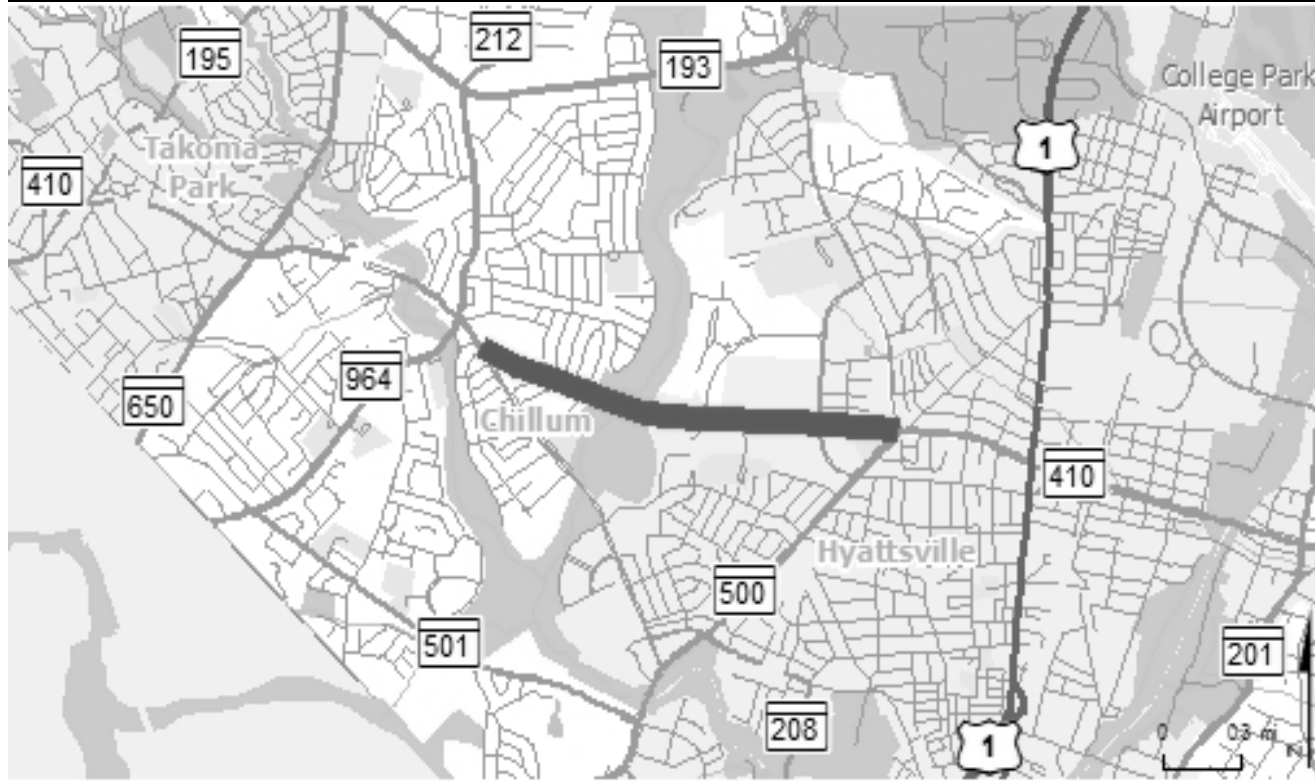
FEDERAL - Freeway/Expressway and Minor Arterial

STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 53,075 (MD 4) and 8,000 (MD 717) (2025)

PROJECTED 66,300 (MD 4) and 9,800 (MD 717) (2045)

**PROJECT:** MD 410, East-West Highway**DESCRIPTION:** Safety and accessibility improvements in the MD 410 corridor from Adelphi Road/ MD 500 to MD 212. Improvements include the elimination of channelized right-turn lanes, sidewalk construction, pedestrian refuge areas and curb extensions.**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.**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 |

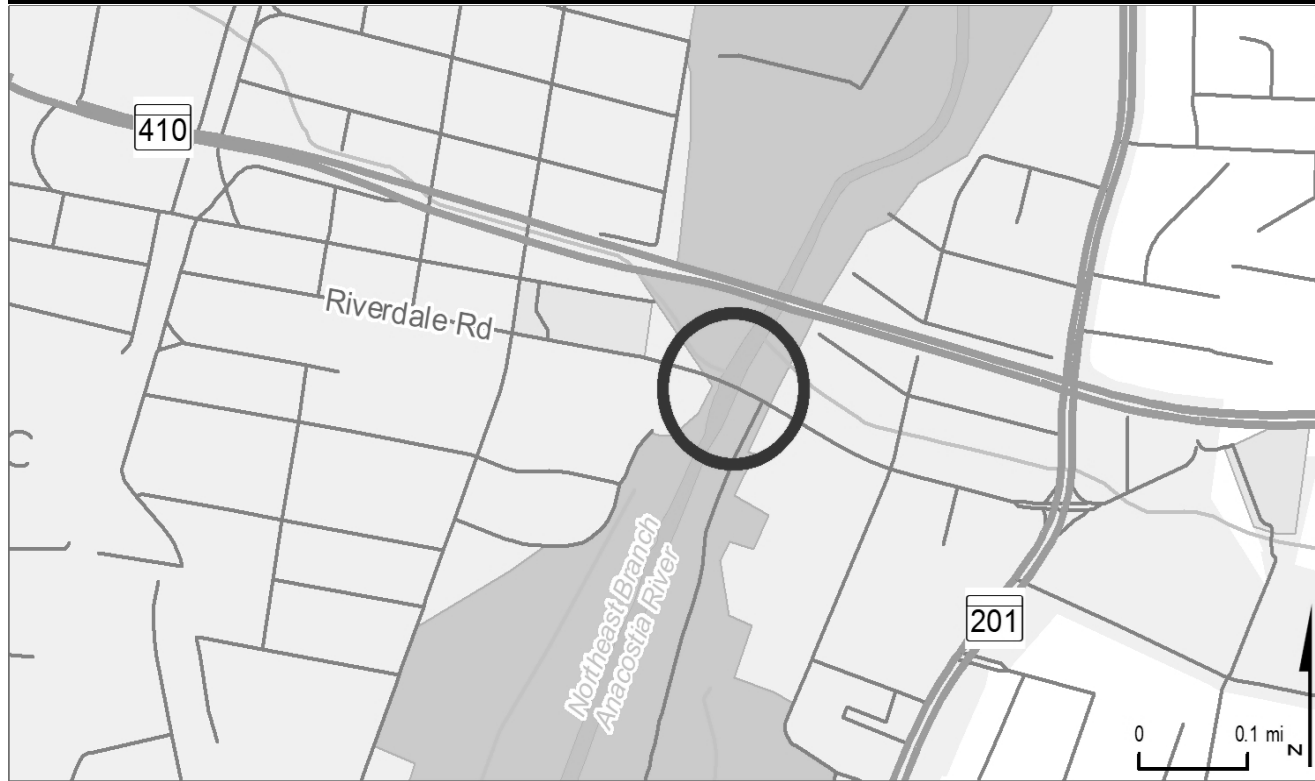
EXPLANATION: This project will make Context Driven improvements on MD 410 from MD 212 (Riggs Road) to Adelphi Road/ MD 500 (Queens Chapel Road) making travel safe for all users.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> 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 and Construction phases 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	2,130	1,394	1,385	736	0	0	0	0	0	736	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	15,070	0	0	0	1,648	6,401	5,552	1,469	0	15,070	0
Total	17,200	1,394	1,385	736	1,648	6,401	5,552	1,469	0	15,806	0
Federal-Aid	16,450	1,394	1,385	736	1,566	6,081	5,274	1,399	0	15,056	0
Special	750	0	0	0	82	320	278	70	0	750	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** 27,870
(2025)**PROJECTED**
(2045)

**PROJECT:** MU 227, Riverdale Road**DESCRIPTION:** Replacement of Bridge No. 1609000 on Riverdale Road over Northeast Branch Anacostia River.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated bridge to keep the roadway safe and open to traffic. The new bridge will provide shoulders and sidewalks to improve safety.**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

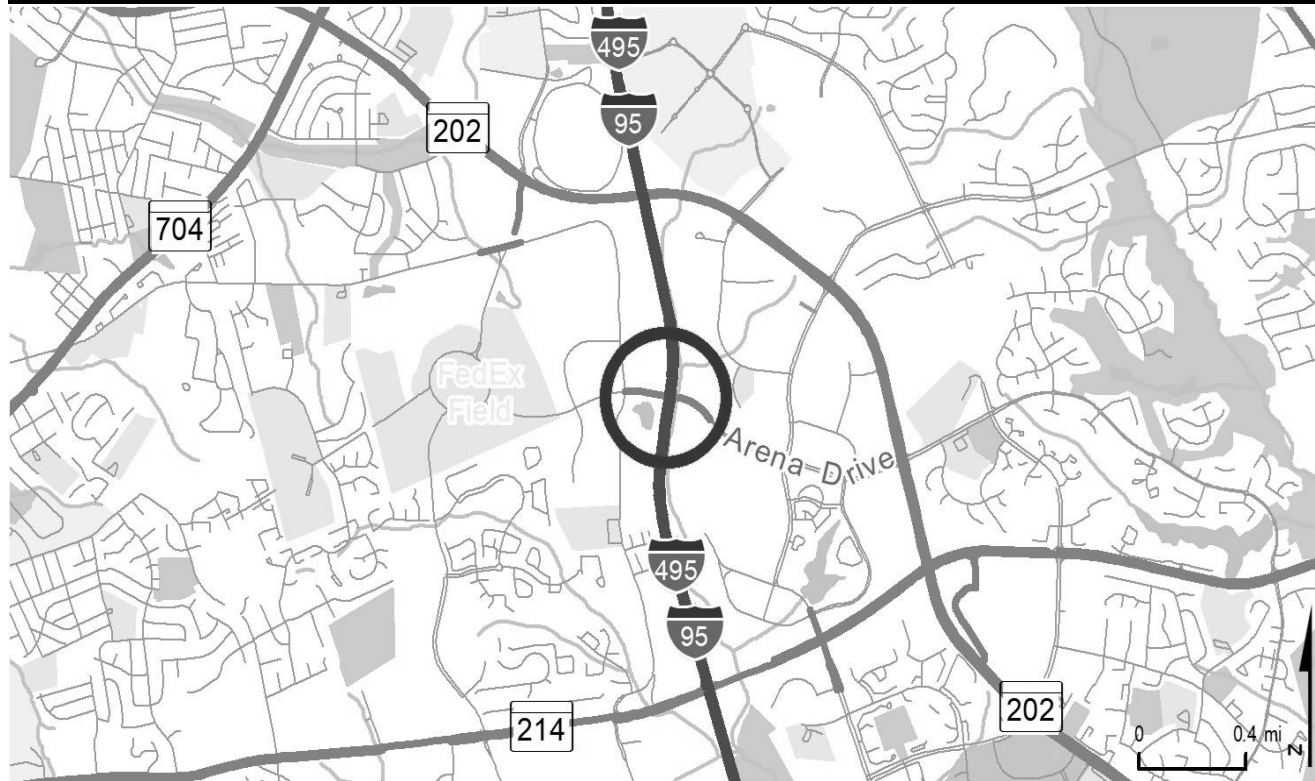
STATUS: Engineering underway.**SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP:** None.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

<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: The existing bridge, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition.**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	2,049	1,899	154	150	0	0	0	0	0	150	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	8,275	0	0	0	3,393	3,889	993	0	0	8,275	0
Total	10,324	1,899	154	150	3,393	3,889	993	0	0	8,425	0
Federal-Aid	9,105	1,095	153	149	3,223	3,695	943	0	0	8,010	0
Special	1,219	804	1	1	170	194	50	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** 5,900
(2025)**PROJECTED** 7,850
(2045)



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

DESCRIPTION: Project to upgrade the existing I-95/ I-495 interchange at Medical Center Drive (formerly Arena Drive). A shared-use path will be provided along Medical Center Drive with fully protected crossings at all ramps.

PURPOSE & NEED SUMMARY STATEMENT: This project will address existing congestion during stadium events 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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of \$2.5 million is due to increased design costs.

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	9,608	4,308	600	2,000	2,000	1,300	0	0	0	5,300	0
Right-of-way	4,226	0	0	400	1,330	2,496	0	0	0	4,226	0
Utilities	2,100	0	0	0	0	909	1,191	0	0	2,100	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,934	4,308	600	2,400	3,330	4,705	1,191	0	0	11,626	0
Federal-Aid	14,112	3,384	570	2,260	3,097	4,300	1,072	0	0	10,728	0
Special	1,822	925	30	140	233	406	119	0	0	898	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principle Arterial

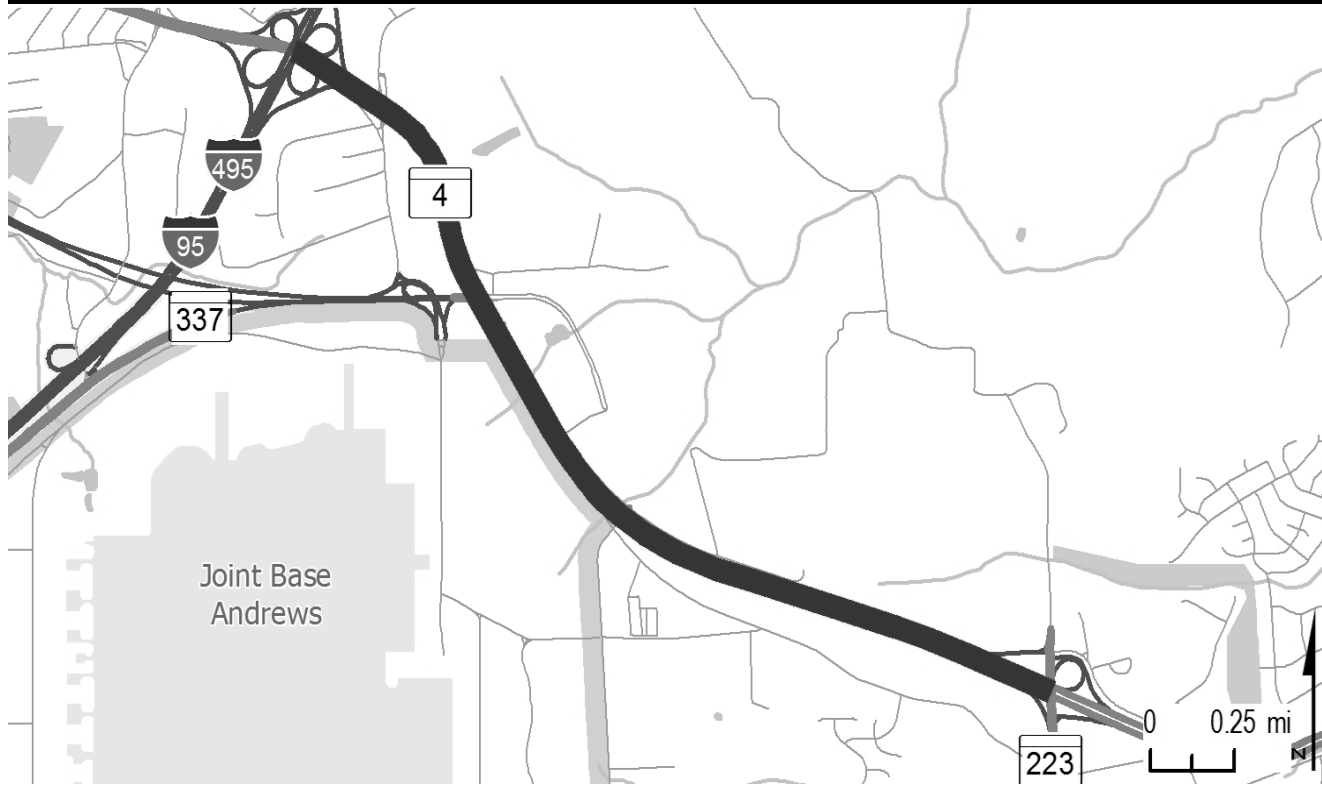
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 206,000
(2025)

PROJECTED 252,000
(2045)



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway with grade-separated interchanges 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: MD 4 is a connection to Joint Base Andrews and economic opportunities. The project will improve peak hour traffic congestion and the future increase in traffic associated with planned development in the immediate area.

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	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	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

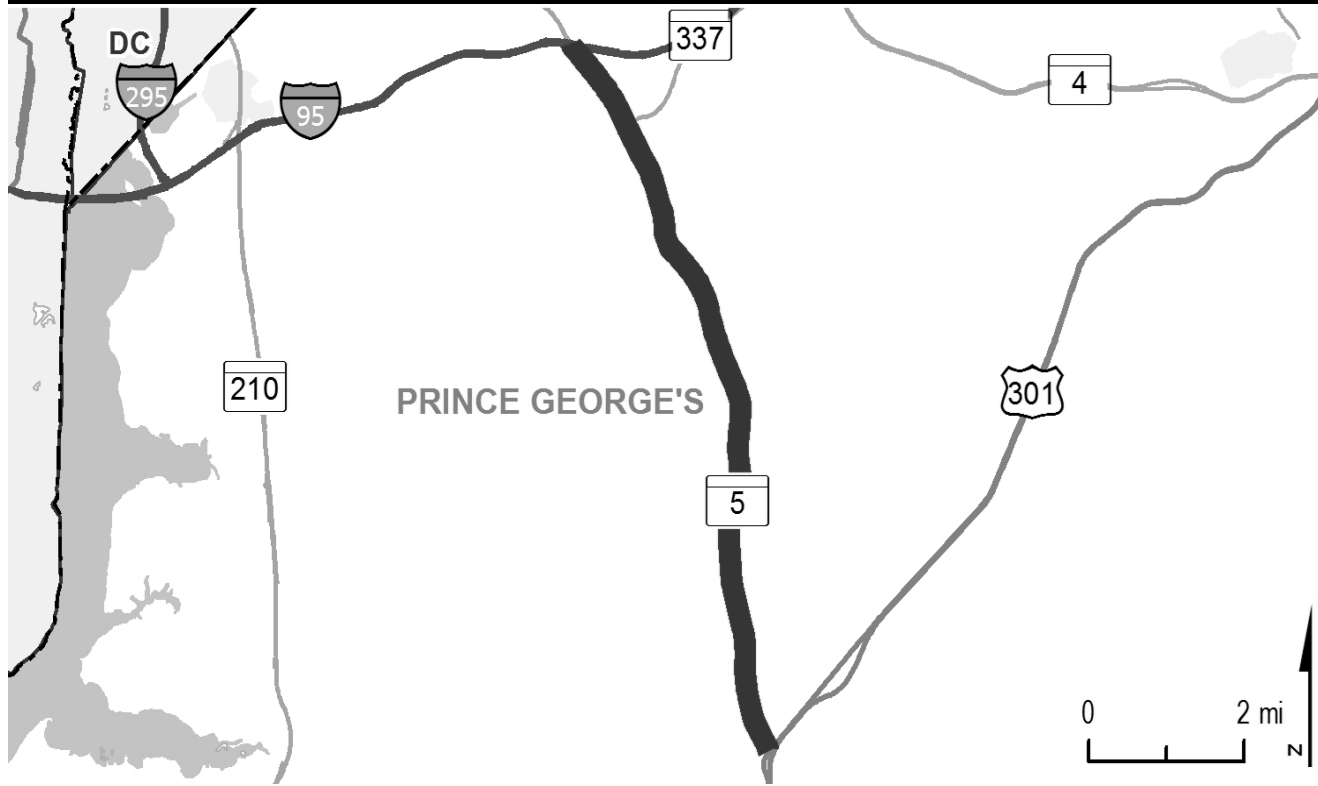
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,000
(2025)

PROJECTED 111,600
(2045)

**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: MD 5 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve mobility and safety at several intersections along MD 5 and accommodate continued development in the corridor.

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: 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	4,084	4,084	0	0	0	0	0	0	0	0	0
Engineering	1,724	1,724	0	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	13,977	13,977	0	0	0	0	0	0	0	0	0
Federal-Aid	7,368	7,368	0	0	0	0	0	0	0	0	0
Special	6,609	6,609	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

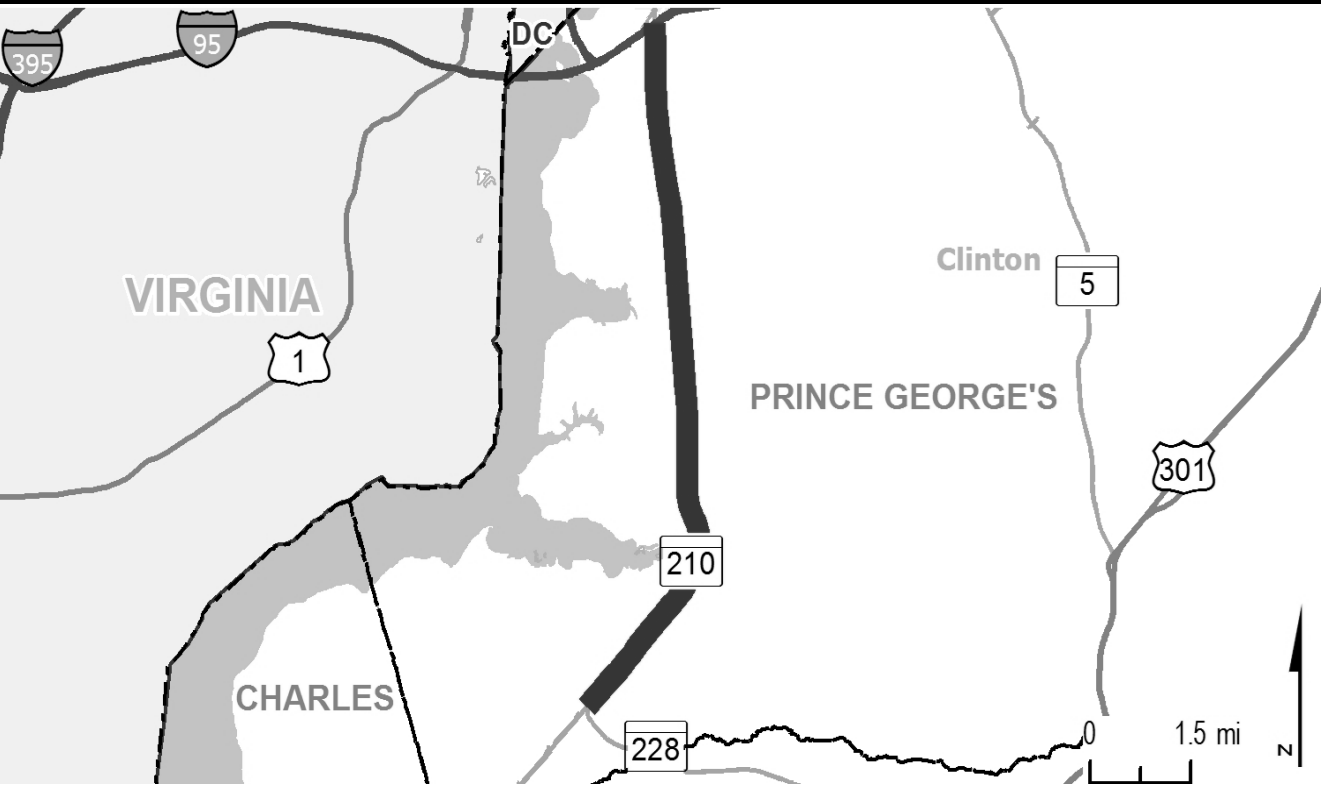
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 126,600
(2025)

PROJECTED 148,700
(2045)



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Project to improve safety and mobility along MD 210 and provide grade-separated interchanges from I-95/ I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated through the provision of a facility consisting of bicycle lanes, a separated shared use path adjacent to MD 210, and various other treatments that will extend from I-95/ I-495 to MD 373.

PURPOSE & NEED SUMMARY STATEMENT: MD 210 is an important commuter route serving residents in Prince George's County, Charles County, and the Southern Maryland region. The project will improve severe peak hour traffic congestion and the future increase in traffic associated with planned development in the immediate area.

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

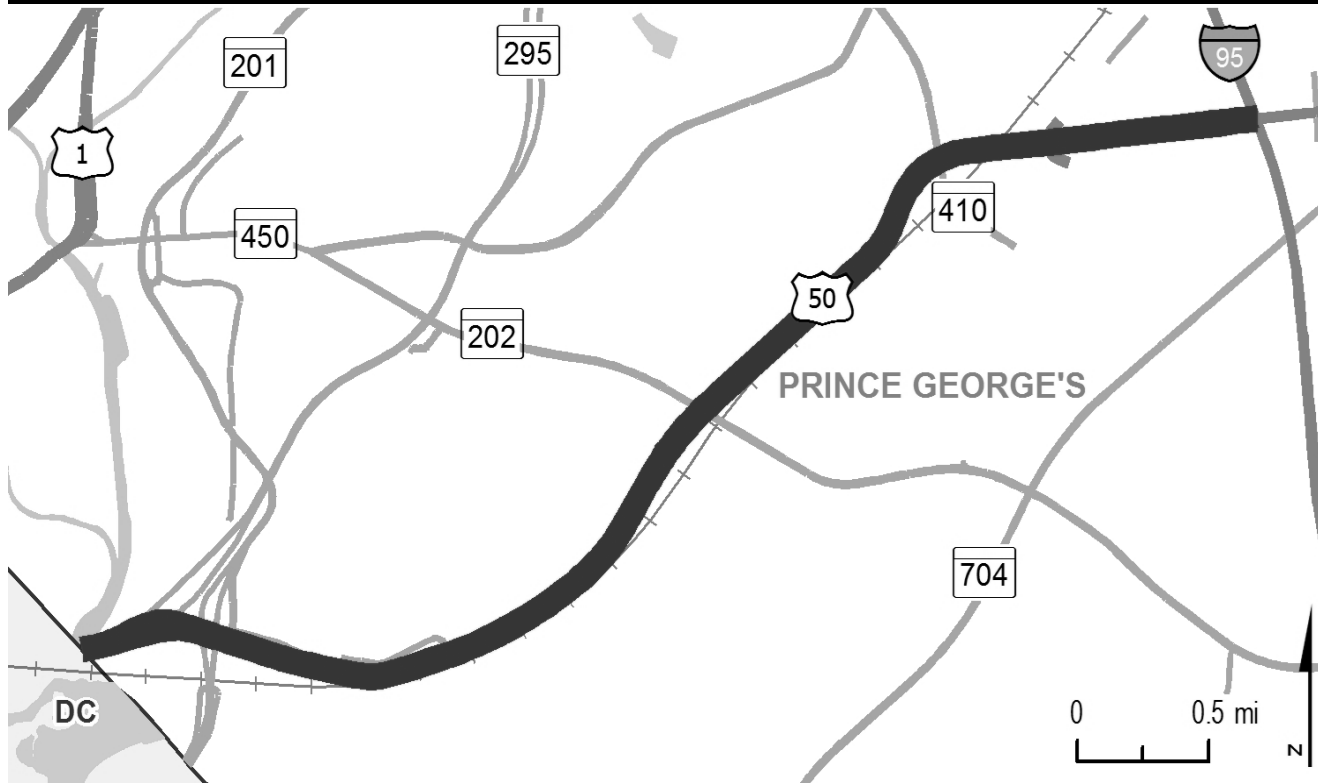
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Preliminary engineering underway for Palmer Road/ Livingston Road and Old Fort Road (south) interchange. Prince George's County is contributing \$1.0 million for engineering.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 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	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,178	2,478	500	1,700	3,000	3,000	2,000	0	0	9,700	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	15,682	5,982	500	1,700	3,000	3,000	2,000	0	0	9,700	0
Federal-Aid	10,697	1,395	250	1,302	3,000	3,000	2,000	0	0	9,302	0
Special	4,236	4,236	0	0	0	0	0	0	0	0	0
Other	750	352	250	398	0	0	0	0	0	398	0

Classification:
STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway
STATE SYSTEM: Primary
Estimated Annual Average Daily Traffic (vehicles per day)
CURRENT (2025) 60,000 - 80,000
PROJECTED (2045) 70,000 - 100,000



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). Study concepts recommend various interchange and auxiliary lane modifications to help improve traffic operations.

PURPOSE & NEED SUMMARY STATEMENT: US 50 is an important east-west commuter route to employment centers in Washington DC. The project will improve mobility, safety, and operations along 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. 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	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
Total	477	477	0	0	0	0	0	0	0	0	0
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

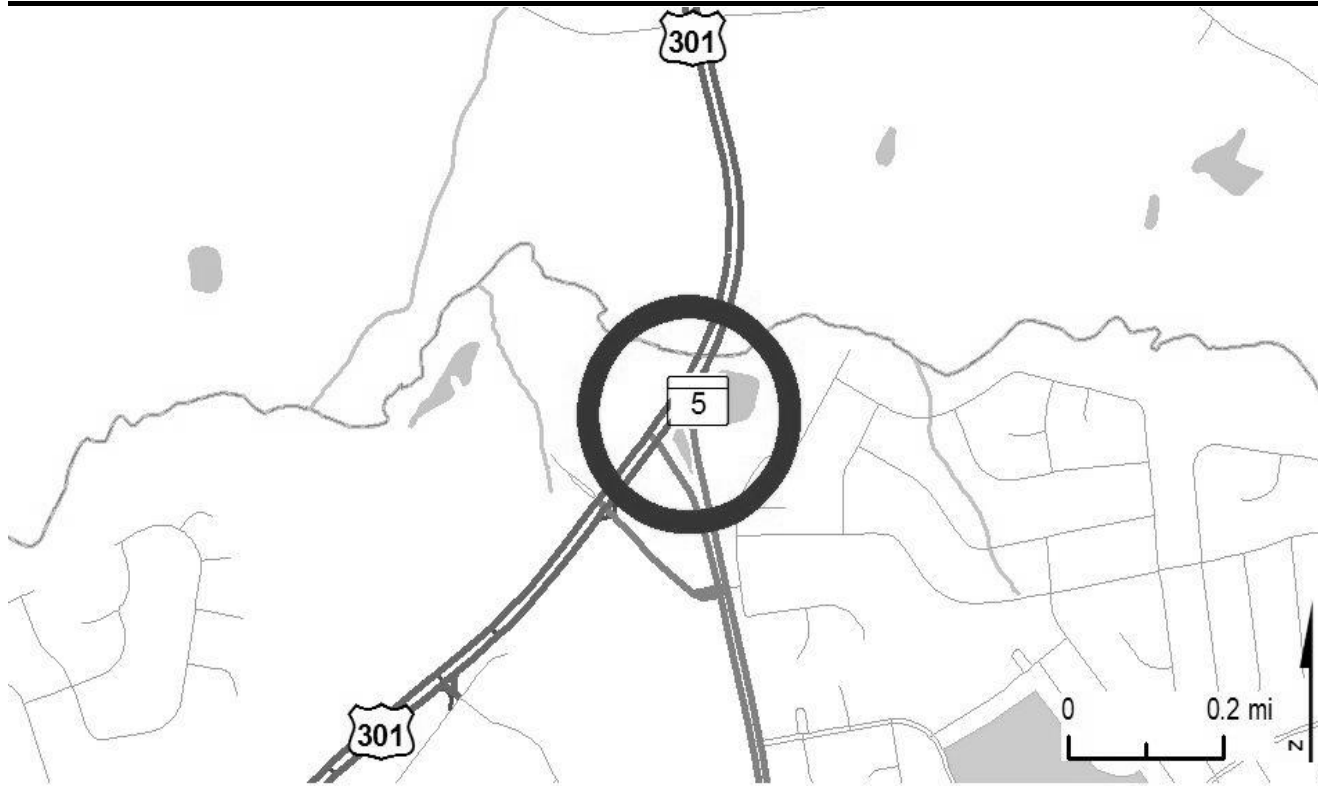
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,700 - 149,200
(2025)

PROJECTED 87,500 - 162,400
(2045)



PROJECT: US 301, Crain Highway

DESCRIPTION: Construct a new flyover from southbound US 301 to MD 5 (Mattawoman Beantown Road) to replace US 301 southbound triple left turning movement. Bicycle and pedestrian accommodations to be included where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: US 301 and MD 5 are important commuter routes serving residents in Prince George's County, Charles County and the Southern Maryland region. The project will reduce peak hour traffic congestion and accommodate future increase in traffic associated with planned development in southern Prince George's County and Waldorf in Charles 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 – 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Primary Arterial

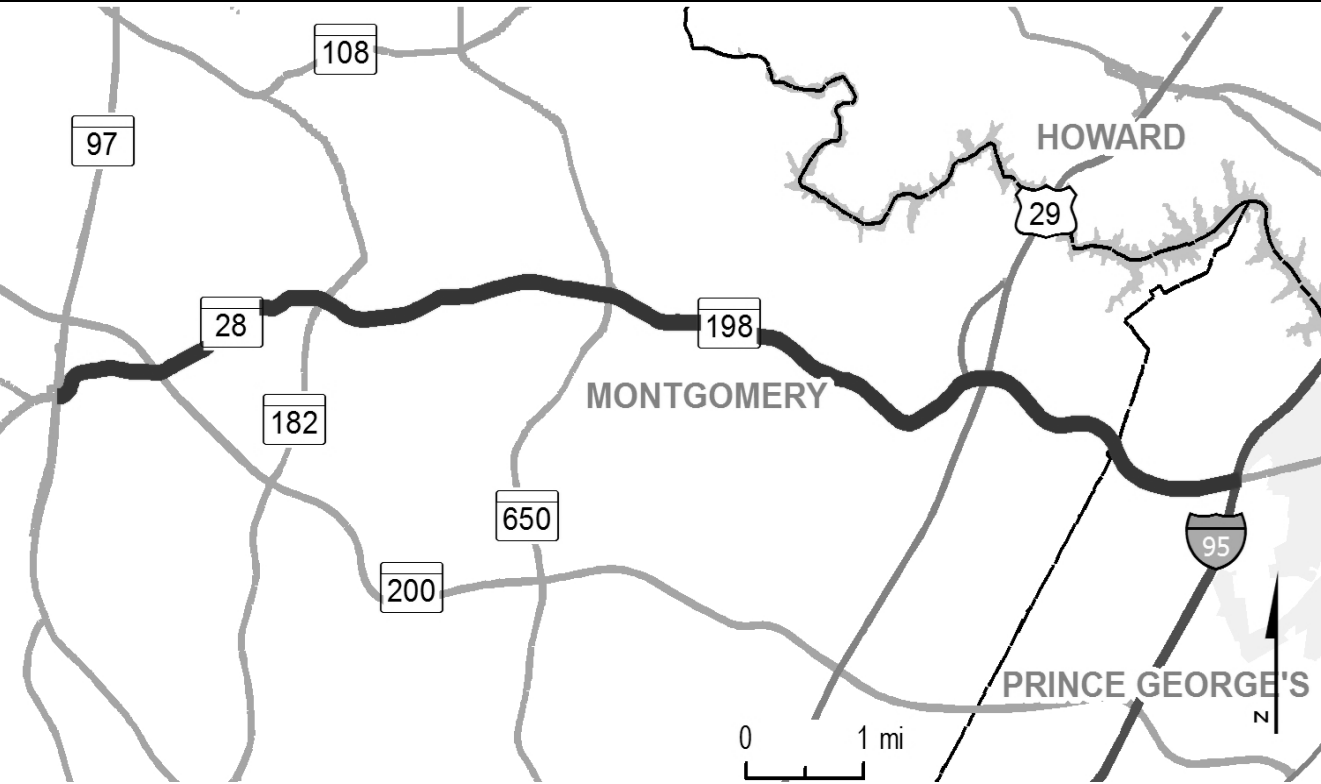
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 100,800 (US 301)
(2025)

PROJECTED 131,800 (US 301)
(2045)



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). Localized traffic operational improvements are included along with sidewalks, shared use paths, and on-road bicycle lanes, where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: The MD 28/ MD 198 corridor is an important regional connection between Montgomery and Prince George's counties. The project will improve safety and operations, and better accommodate bicyclists and pedestrians through the Burtonsville business district.

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: Project on hold.

SIGNIFICANT CHANGE FROM FY 2025 - 30 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 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	9,159	9,159	1	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
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	9,161	9,161	1	0	0	0	0	0	0	0	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,955	5,955	1	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 - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 20,200 - 37,400 (MD 28)
(2025) 17,300 - 46,100 (MD 198)

PROJECTED 30,400 - 52,600 (MD 28)
(2045) 27,100 - 61,000 (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), including three multi-lane roundabouts. The shared-use path along northbound MD 197 will be realigned and enhanced.

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to accommodate an increase in traffic volume and improve access in Bowie. The project will also improve accessibility by providing safe pedestrian crossings to connect residences to a nearby school and 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: Engineering underway. Prince George's County contributed \$1.0 million for planning. 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: The cost increase of \$1.4 million is for additional project 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	1,810	1,810	0	0	0	0	0	0	0	0	0
Engineering	6,578	4,878	730	0	900	800	0	0	0	1,700	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	8,388	6,688	730	0	900	800	0	0	0	1,700	0
Federal-Aid	3,957	2,342	730	0	855	760	0	0	0	1,615	0
Special	4,431	4,346	0	0	45	40	0	0	0	85	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

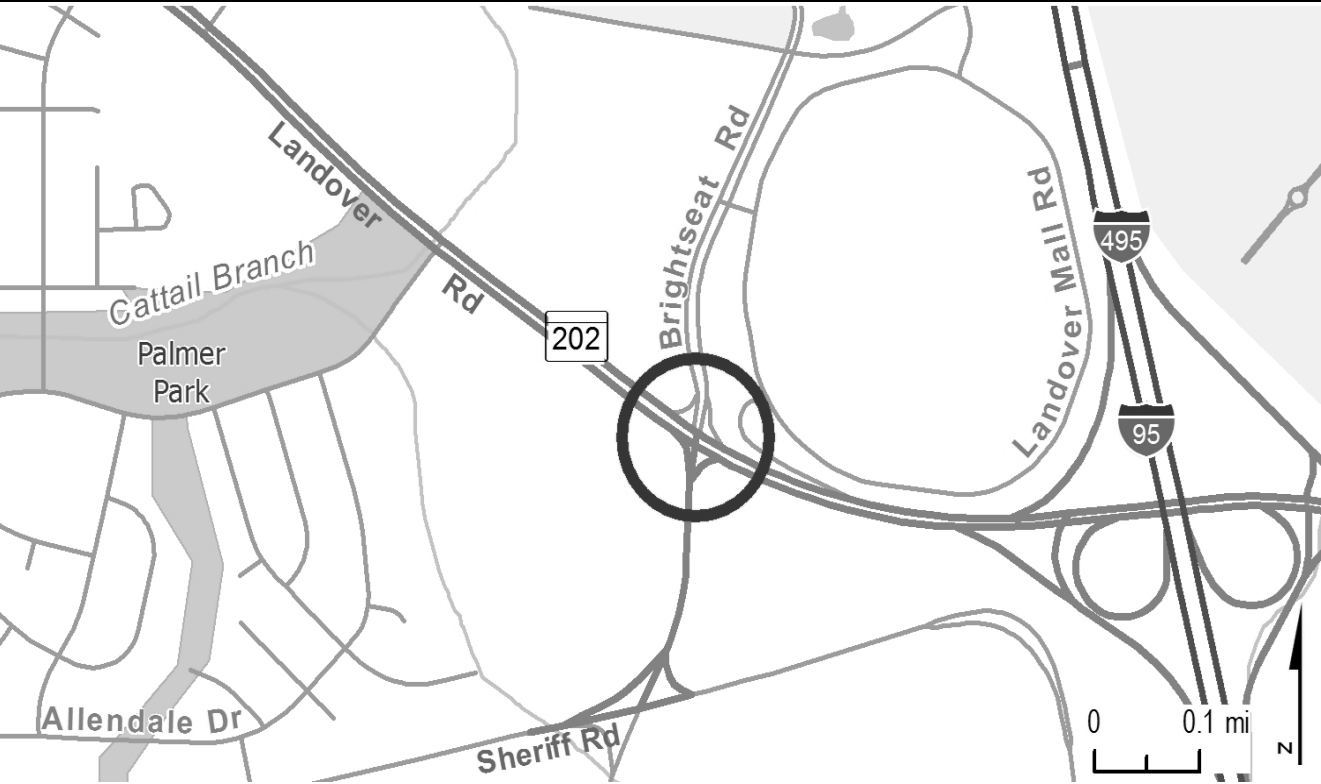
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 31,000
(2025)

PROJECTED 44,300
(2045)



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

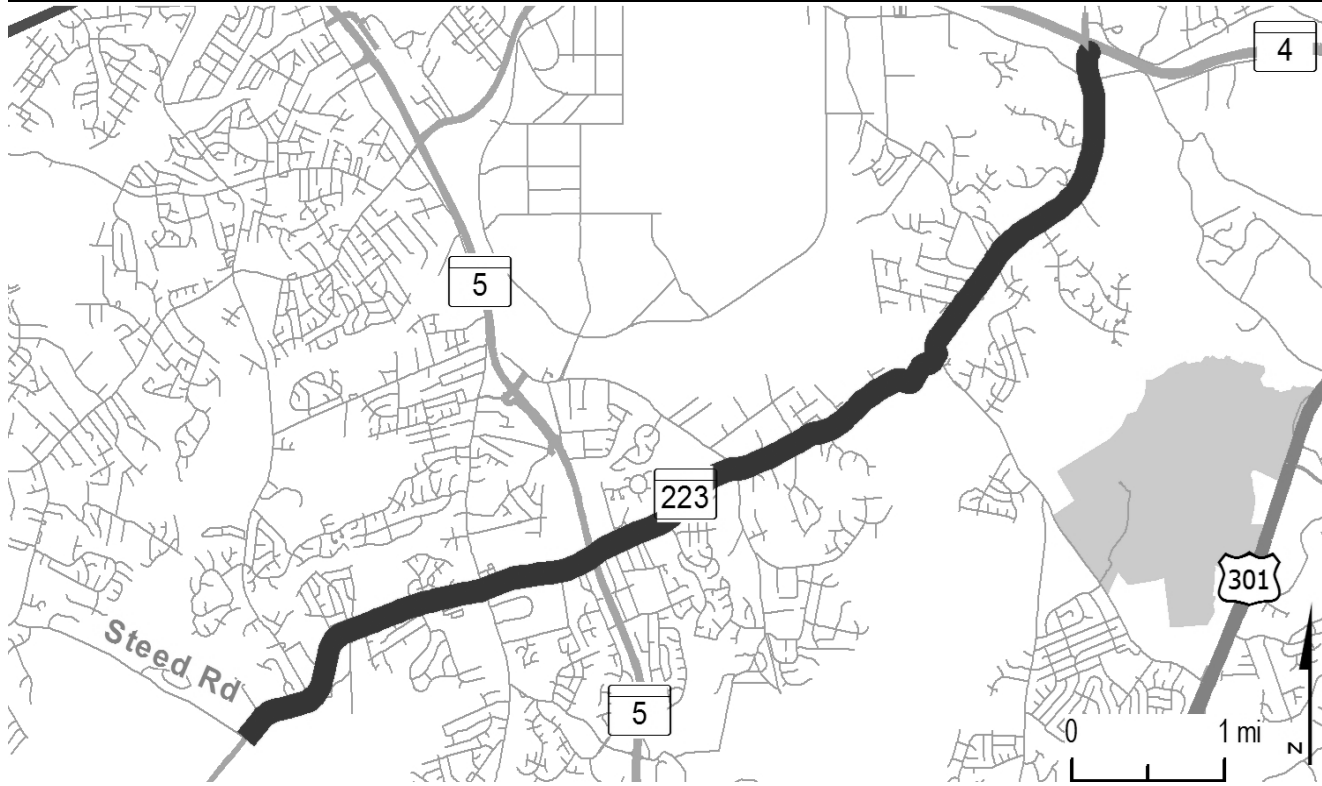
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

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

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input 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	475	475	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	475	475	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	475	475	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 51,800 (2025)
PROJECTED 64,600 (2045)



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). Intersection and lane configuration modifications are included to address traffic congestion, along with sidewalks and on road bike lanes where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: MD 223 is a congested corridor linking growing residential communities in south central Prince George's County. This project will develop a long-term vision and identify short-term safety and operational improvements.

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: Corridor study 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	1,294	1,294	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,294	1,294	0	0	0	0	0	0	0	0	0
Federal-Aid	622	622	0	0	0	0	0	0	0	0	0
Special	671	671	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Minor Arterial

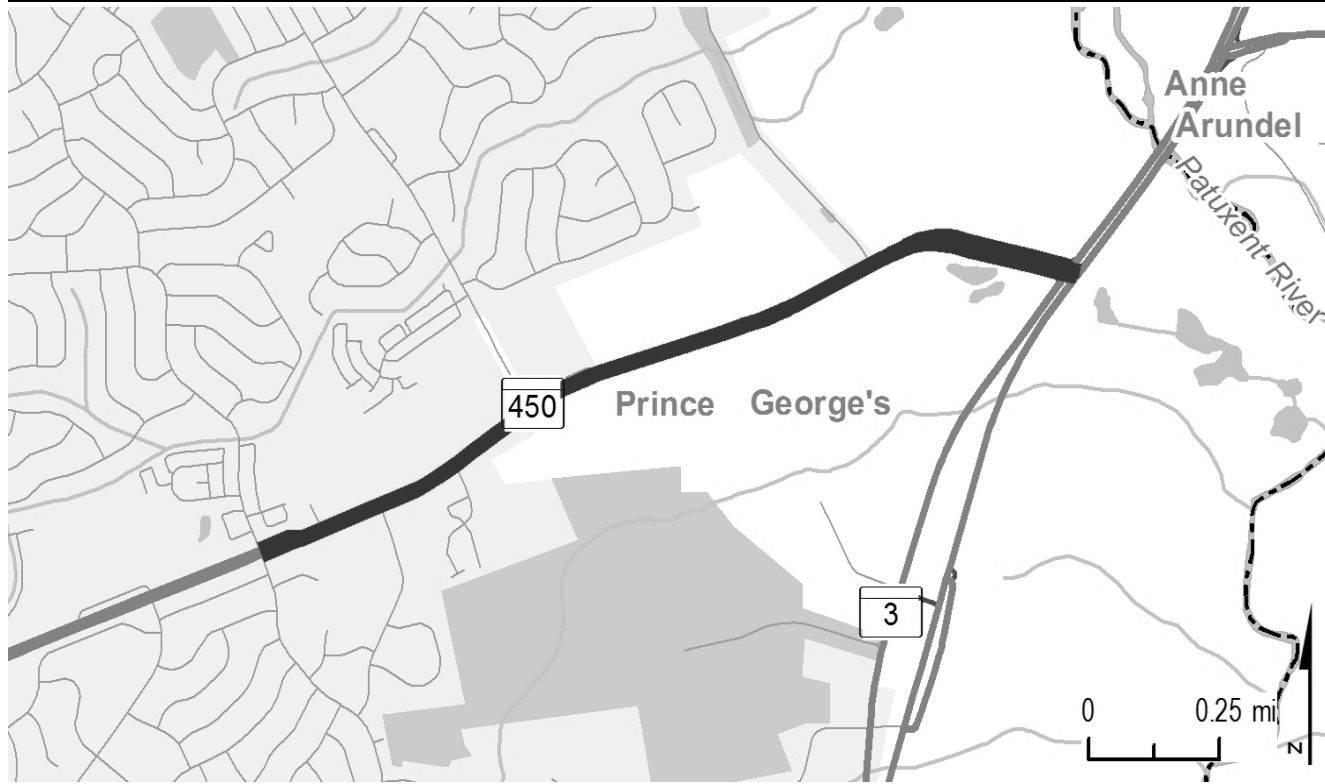
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 45,800
(2025)

PROJECTED 55,500
(2045)



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane 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 is 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 – 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	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
Total	1,529	1,529	0	0	0	0	0	0	0	0	0
Federal-Aid	1,181	1,181	0	0	0	0	0	0	0	0	0
Special	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

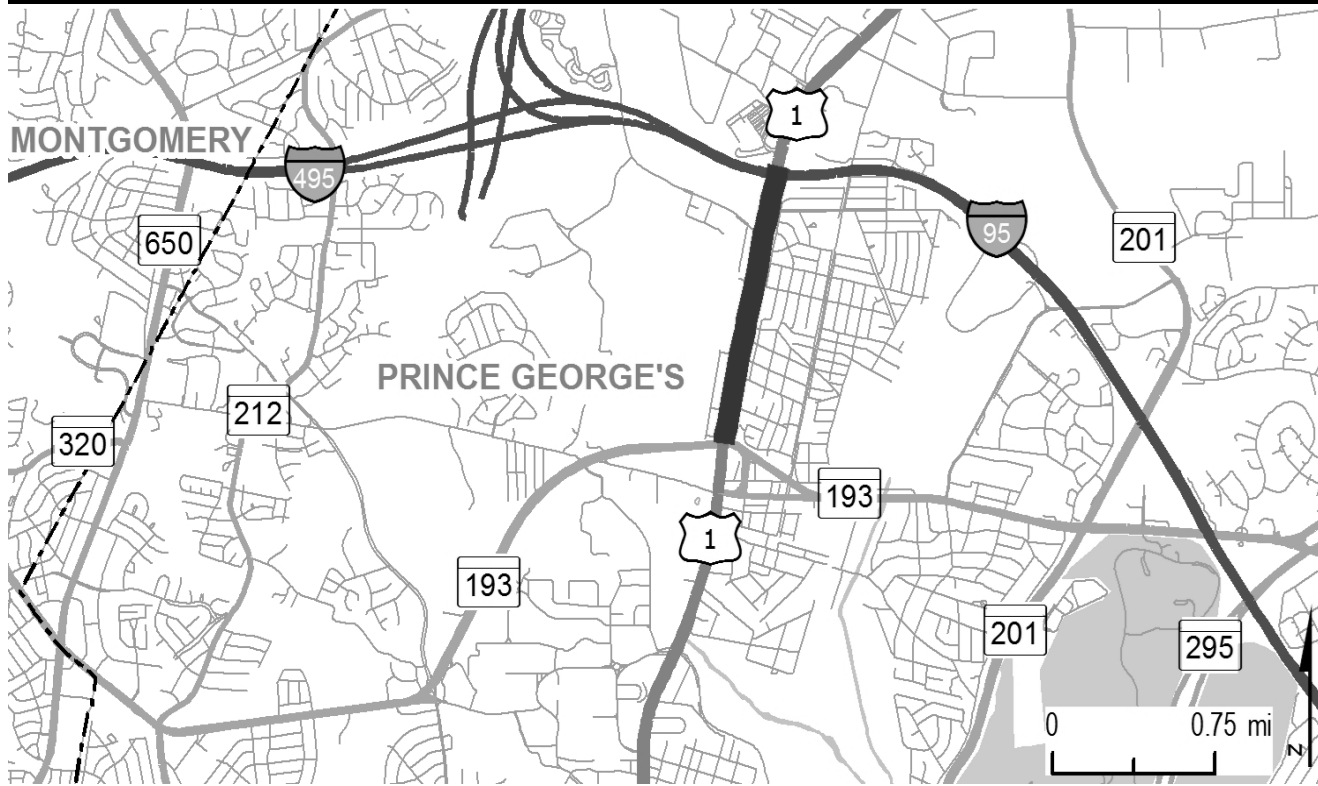
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 24,900 - 31,000
(2025)

PROJECTED 32,400 - 40,300
(2045)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to I-95 (Capital Beltway) This is Segments 2 and 3 (1.1 miles) of a 3-segment project to upgrade US 1 from College Avenue to I-95/I-495. 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: Preliminary engineering anticipated to begin in FY 2027. Segment 1 is open to service. 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: The cost increase of \$6.4 million programs the accompanying federal dollars for preliminary engineering.

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	1,183	1,183	0	0	0	0	0	0	0	0	0
Engineering	8,800	0	0	0	3,970	4,830	0	0	0	8,800	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
Total	9,983	1,183	0	0	3,970	4,830	0	0	0	8,800	0
Federal-Aid	6,600	0	0	0	2,970	3,630	0	0	0	6,600	0
Special	3,383	1,183	0	0	1,000	1,200	0	0	0	2,200	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 45,500
(2025)

PROJECTED 50,300
(2045)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 19

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
PGA471	-	Cleaning and Painting Bridge Nos. 1604400, 1612500, 1619900, and 1620500	\$	6,193	Completed
PG0672	MD382	Croom Road - Replacement of Small Structure No. 16043X0 over County Line Creek	\$	5,109	FY 2026
<u>Intersection Capacity Improvements</u>					
PG8571	MD202	Landover Road - Geometric Improvements from MD 450 to 57th Avenue	\$	3,361	FY 2026
<u>Resurface/Rehabilitate</u>					
XY8161	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	\$	22,525	Completed
PG0431	US301	Crain Highway - Safety and Resurfacing Improvements from Charles County Line to Structure No. 16056	\$	6,085	Under Construction
PG8501	IS95	Capital Beltway - Safety and Resurfacing Improvements from Livingston Road to South of Auth Road	\$	12,455	Under Construction
PG8531	MD210	Indian Head Highway - Safety and Resurfacing Improvements from Seneca Drive Spur to DC Line	\$	2,089	Under Construction
XB131G	-	Patching at Various Locations in Prince George's County	\$	3,020	Under Construction
XQ131G	-	Patching at Various Locations in Prince George's County	\$	2,931	Under Construction
XQ5161	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	\$	4,004	Under Construction
<u>Safety/Spot Improvement</u>					
PG0111	MD201	Kenilworth Avenue - Intersection Reconstruction - M Square Betterments near River Road	\$	1,857	Completed
PG8901	-	Bicycle and Pedestrian Route Improvements - Purple Line Alignment	\$	4,551	Completed
PG6252	IS495	Capital Beltway - Drainage Improvements at WSSC Watermain near Everhart Place	\$	2,479	Under Construction
PG6261	MD223	Piscataway Road - Intersection Improvements at Floral Park Road	\$	9,235	Under Construction
PGA481	MD650	New Hampshire Avenue - Safety Improvements from MD 193 to Montgomery County Line - Pedestrian Safety Action Plan	\$	5,316	Under Construction
<u>Sidewalks</u>					
PG2801	MD223	Woodyard Road - Sidewalk Improvements from South of Victoria Drive to North of Sherwood Drive	\$	8,042	Completed
PGA111	MD725	Main Street - Sidewalk Improvements from West of Service Lane to East of Governor Oden Bowie Drive	\$	1,624	Completed

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 19

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Sidewalks</u>					
PGA901	MD201	Kenilworth Avenue - Safety Improvements from 52nd Avenue to Good Luck Road - Pedestrian Safety Action Plan	\$	3,161	Design Underway
PGA911	MD214	Central Avenue - Safety Improvements from Southern Avenue to Ritchie Road - Pedestrian Safety Action Plan	\$	3,161	Design Underway
<u>Transportation Alternatives Program</u>					
PGNEW6	-	Laurel Marc Station Platform and Pedestrian Safety Improvements	\$	960	Completed
PGNEW7	-	Oxon Cove Trail	\$	1,228	Completed
PGA381	-	Bicycle and Pedestrian Route Improvements at Central Avenue Connector Trail - Phase I	\$	749	Design Underway
PGA651	-	Signal Modification, Pedestrian Safety, and Access Improvement	\$	1,456	FY 2026
PGB191	-	Greenbelt Station/WMATA Hiker Biker Trail	\$	1,529	FY 2026
PGA501	-	Bicycle and Pedestrian Route Improvements on Metzerott Road	\$	4,603	Under Construction