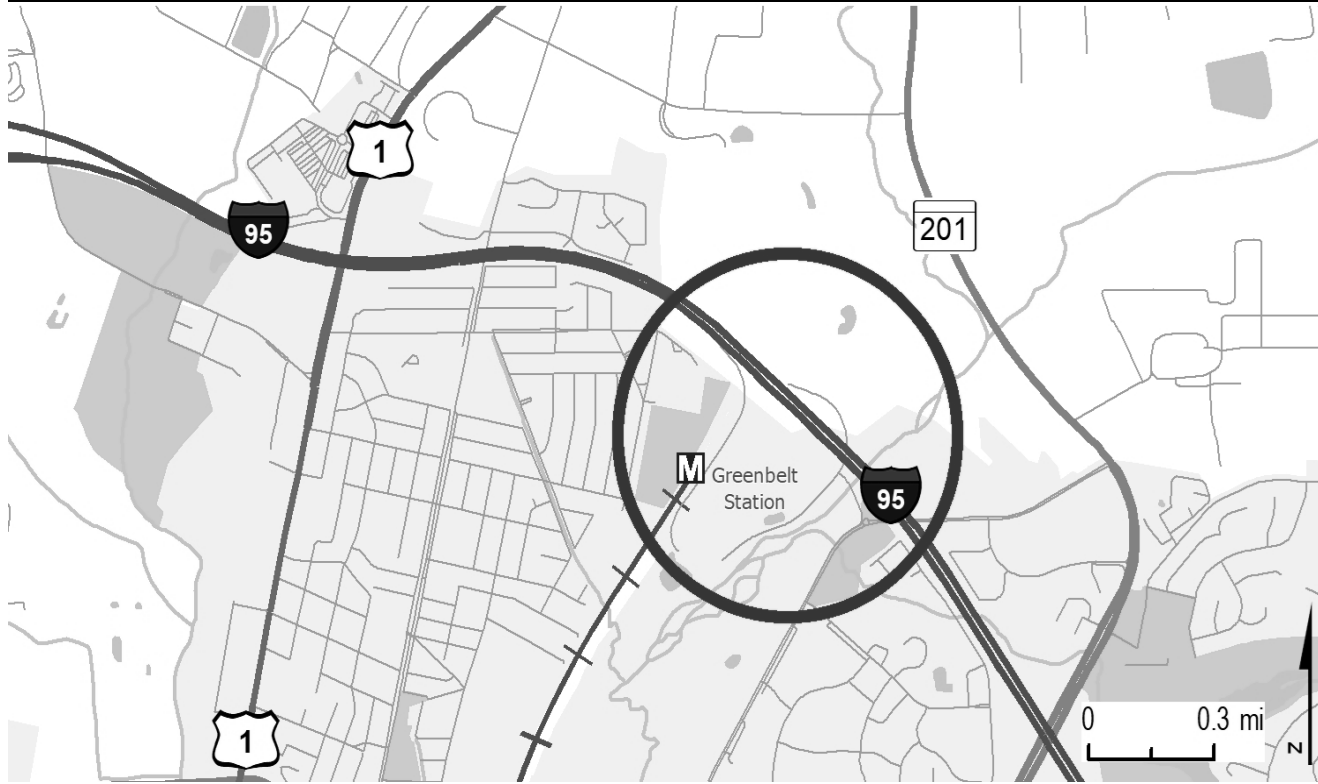




PRINCE GEORGE'S COUNTY

**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

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

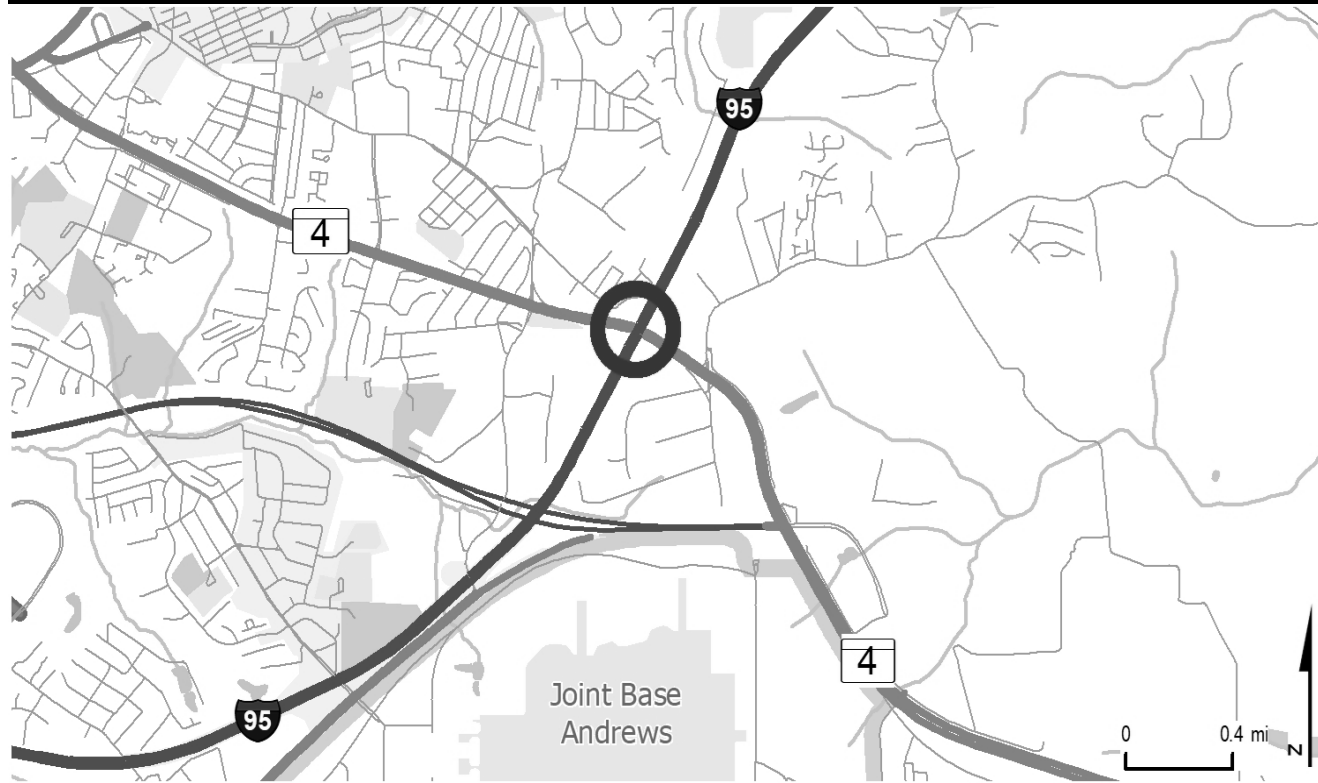
STATUS: Engineering paused for coordination with stakeholders. Cashflows shown are based on order of magnitude estimates and will be refined with further scope development.**SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:** None.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

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

EXPLANATION: The 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 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2026				...2029...	...2030...	...2031...	...2032...		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	22,736	12,736	0	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	265,251	15,251	0	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	13,824	13,824	0	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** 216,900
(2026)**PROJECTED** 246,500
(2046)

**PROJECT:** I-95, Capital Beltway**DESCRIPTION:** Replacement of Bridge Nos. 1615905 and 1615906 on I-495 over MD 4.

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. Completion of the planned improvements will also improve the operation and safety of the interchange.

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

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.

STATUS: Engineering and right-of-way acquisition underway. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of \$23.9 million is due to a revised engineer's estimate for construction including inflation. Construction is anticipated to begin in FY 2027.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,251	6,214	1,284	1,037	0	0	0	0	0	1,037	0
Right-of-way	526	260	245	84	84	84	14	0	0	266	0
Utilities	1,000	0	0	0	1,000	0	0	0	0	1,000	0
Construction	79,999	0	0	9,908	28,738	27,015	14,338	0	0	79,999	0
Total	88,776	6,474	1,529	11,029	29,822	27,099	14,352	0	0	82,302	0
Federal-Aid	81,707	3,644	1,525	10,392	28,286	25,749	13,636	0	0	78,063	0
Special	7,069	2,830	4	637	1,536	1,350	716	0	0	4,239	0
Other	0	0	0	0	0	0	0	0	0	0	0

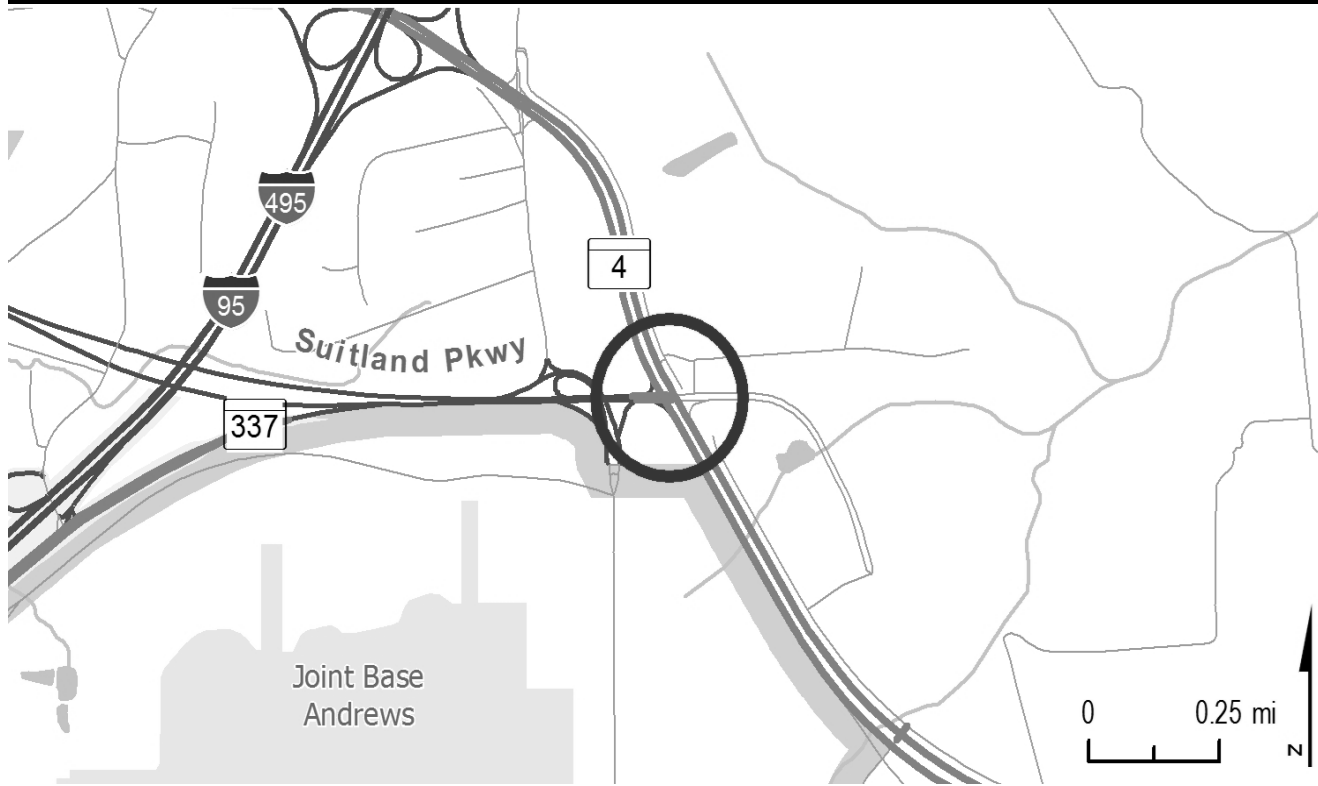
Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)CURRENT 212,500
(2026)PROJECTED 242,100
(2046)

**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 |

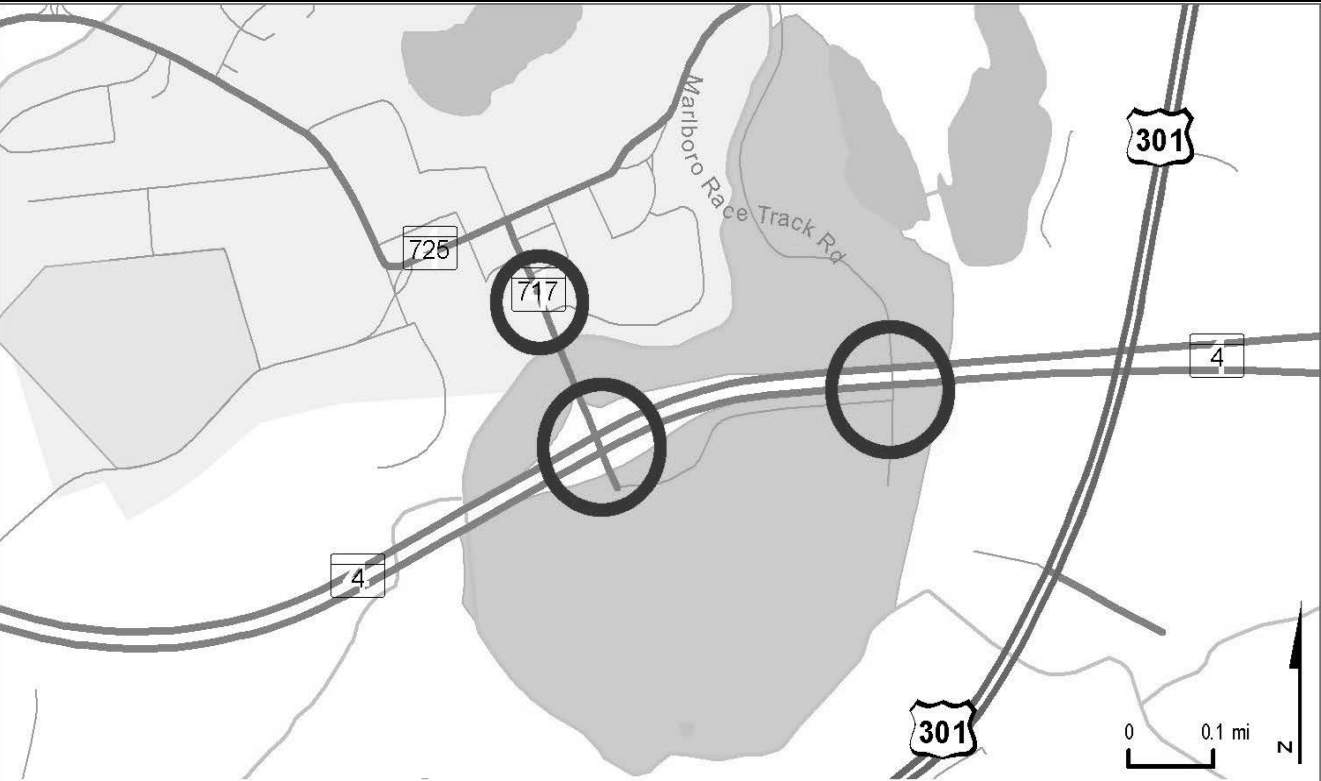
EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Construction underway.**SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	22,138	22,138	0	0	0	0	0	0	0	0	0
Right-of-way	14,133	13,563	122	392	178	0	0	0	0	570	0
Utilities	8,773	8,687	13	52	34	0	0	0	0	86	0
Construction	225,142	114,962	39,824	32,815	33,356	44,009	0	0	0	110,180	0
Total	270,186	159,350	39,959	33,259	33,568	44,009	0	0	0	110,836	0
Federal-Aid	230,147	119,791	38,616	33,040	33,418	43,898	0	0	0	110,356	0
Special	37,872	37,392	1,343	219	150	111	0	0	0	480	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** 66,100
(2026)**PROJECTED** 84,750
(2046)



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.

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.

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

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

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.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,500	3,617	648	2,026	1,857	0	0	0	0	3,883	0
Right-of-way	74	0	0	63	11	0	0	0	0	74	0
Utilities	27	0	0	20	7	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	52,600	3,617	648	2,109	4,520	10,476	12,134	11,308	8,436	48,983	0
Federal-Aid	48,671	1,998	647	2,071	4,365	9,952	11,527	10,743	8,015	46,673	0
Special	3,929	1,619	1	38	155	524	607	565	421	2,310	0
Other	0	0	0	0	0	0	0	0	0	0	0

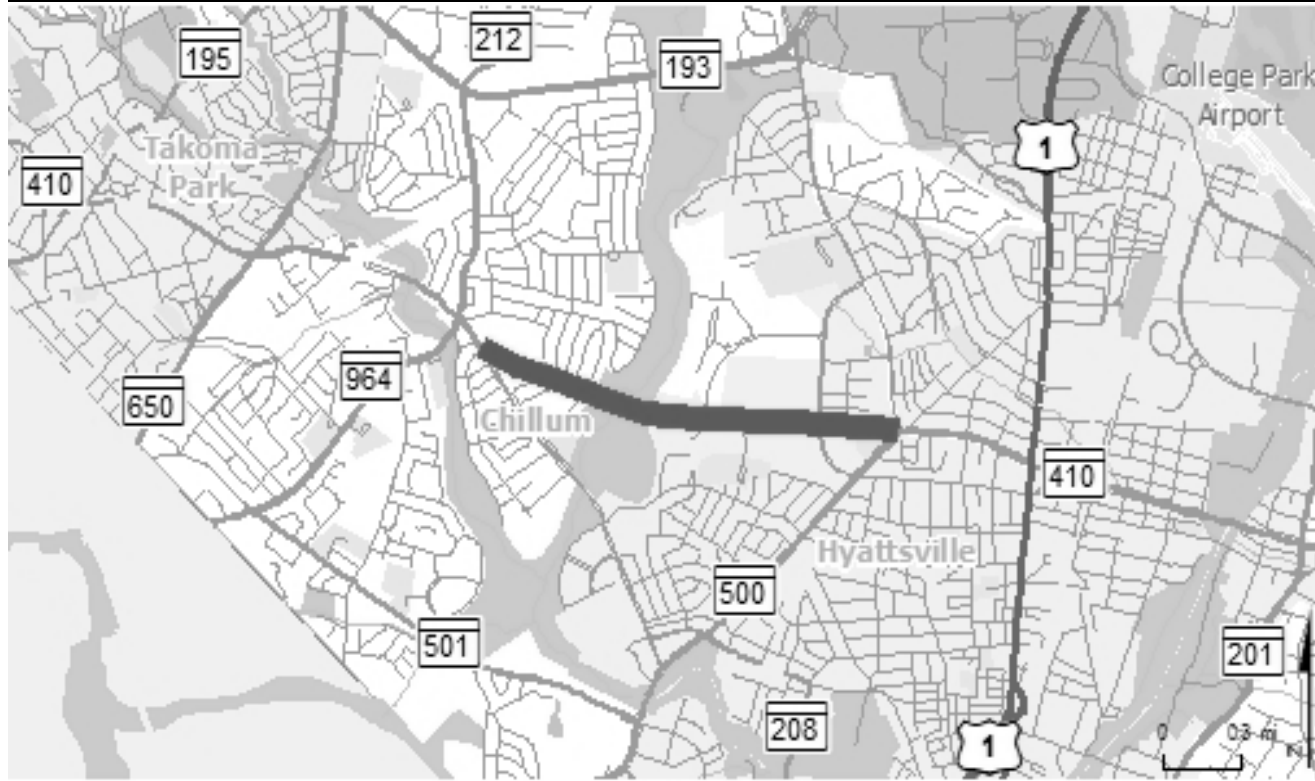
Classification:

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 53,200 (MD 4) and 7,900 (MD 717) (2026)

PROJECTED 66,500 (MD 4) and 9,700 (MD 717) (2046)

**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:**

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

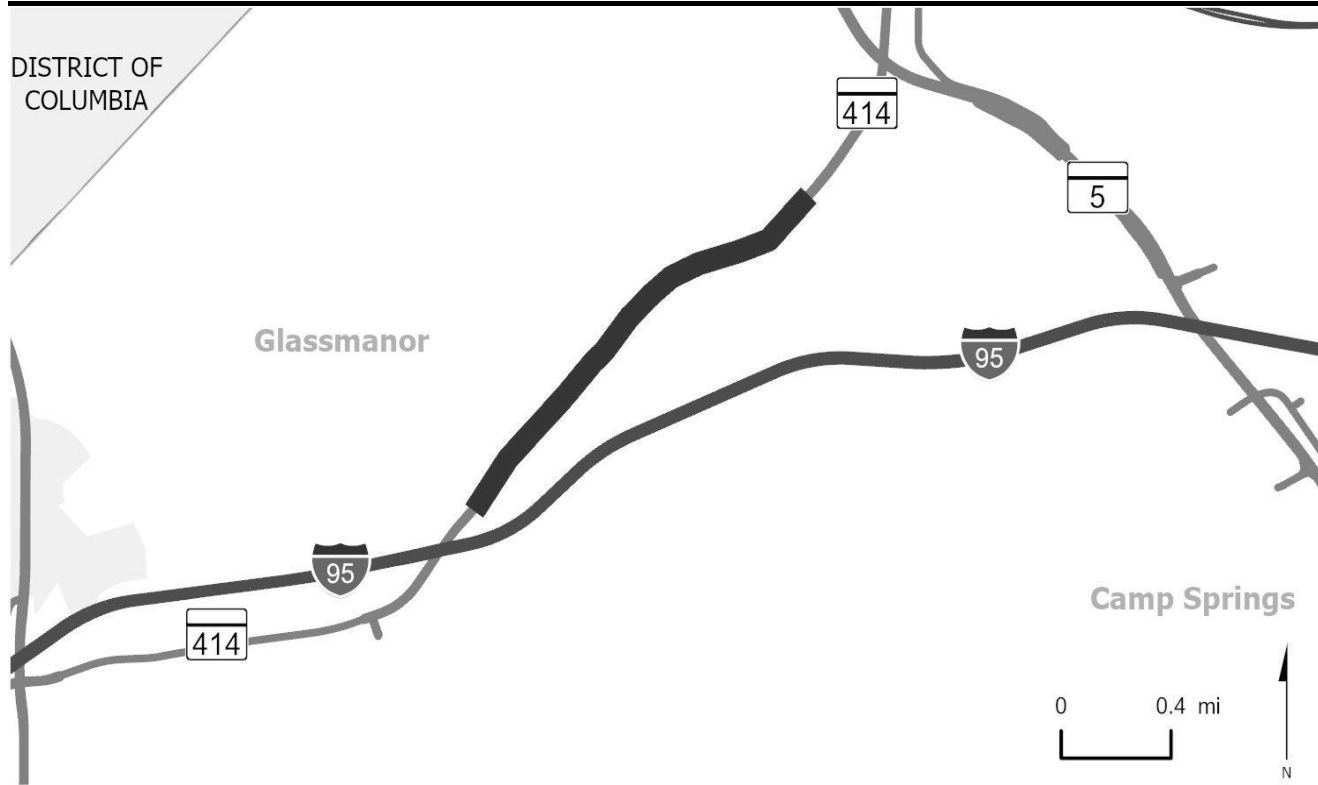
EXPLANATION: This project will make Context Driven improvements on MD 410 from MD 212 (Riggs Road) to Adelphi Road/ MD 500 (Queens Chapel Road) making travel safe for all users.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering and right-of-way acquisition underway. Construction anticipated to begin in FY 2027.**SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:** The cost increase of \$3.2 million is for utilities and additional design funding.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,562	3,302	1,882	260	0	0	0	0	0	260	0
Right-of-way	1,021	25	25	239	239	239	239	40	0	996	0
Utilities	1,854	0	0	556	1,298	0	0	0	0	1,854	0
Construction	15,000	0	0	828	2,411	2,831	2,994	2,844	2,428	14,336	664
Total	21,437	3,327	1,907	1,883	3,948	3,070	3,233	2,884	2,428	17,446	664
Federal-Aid	20,003	2,917	1,508	1,722	3,672	2,929	3,083	2,742	2,307	16,455	631
Special	1,434	410	399	161	276	141	150	142	121	991	33
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** 27,800 - 41,200
(2026)**PROJECTED** 31,300 - 47,400
(2046)

**PROJECT:** MD 414, St. Barnabas Road

DESCRIPTION: Safety and accessibility improvements from I 95 ramp 2 to MD 5 ramp 5, provide safe and accessible pedestrian facilities within the project limits by eliminating channelized right turn lanes, reduce turning radius and install mid-block crossing, ADA ramp upgrades, lease lighting upgrades, install high visibility continental crosswalks, reduce lane width, and install new traffic signals.

PURPOSE & NEED SUMMARY STATEMENT: Provide safe and accessible pedestrian facilities within the project limits. The project will directly address the vulnerable road user connectivity, accessibility and safety needs along the corridor.

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 overall goal of the project is to enhance safety for all road users along MD 414, from I-95 ramp 2 to MD 5 ramp 5, while maintaining acceptable trade-offs in vehicular mobility. To be consistent with the Complete Streets Policy, this project includes a constraint to provide improvements that reduce vehicular speeds to align fully with the context and roadway type.

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. Construction anticipated to begin in FY 2027.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: New project added to the Construction Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	1,390	542	610	0	0	0	0	0	610	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	101	0	0	31	42	28	0	0	0	101	0
Construction	15,000	0	0	854	2,642	3,113	3,210	2,634	2,547	15,000	0
Total	17,101	1,390	542	1,495	2,684	3,141	3,210	2,634	2,547	15,711	0
Federal-Aid	16,236	1,311	478	1,427	2,547	2,981	3,049	2,502	2,419	14,925	0
Special	865	79	64	68	137	160	161	132	128	786	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Major Collector

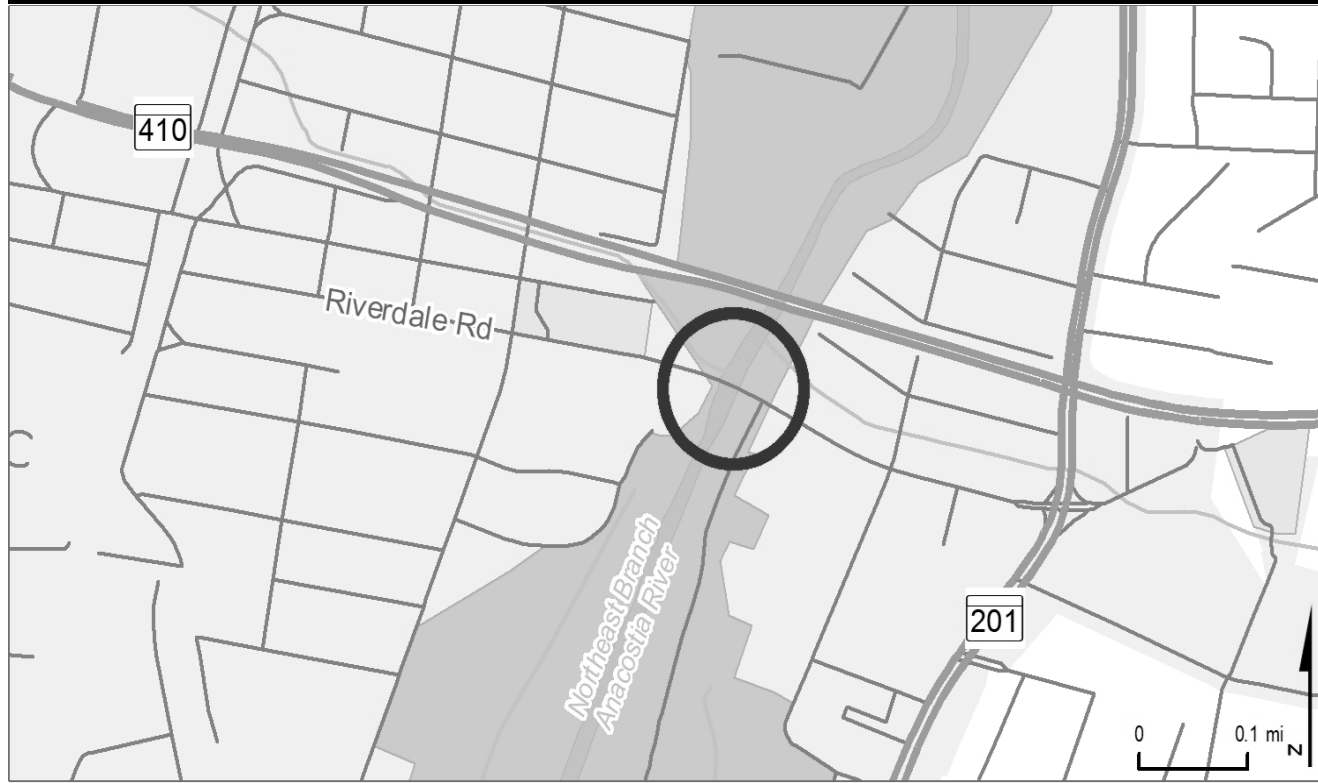
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 35,800 - 43,200
(2026)

PROJECTED 39,400 - 47,500
(2046)

**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.**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 |

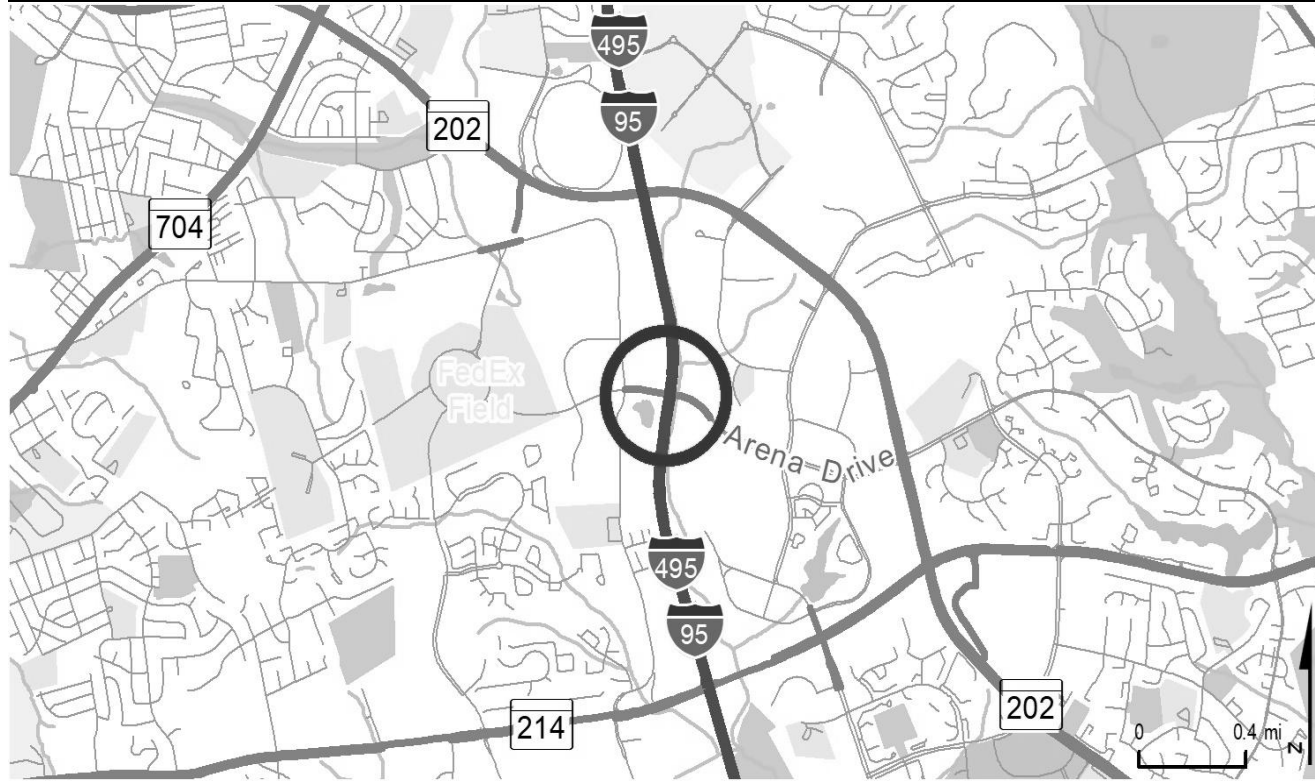
EXPLANATION: The existing bridge, built in 1931, is nearing the end of its useful service life and is rated poor based on deck and superstructure condition.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

STATUS: Engineering underway. Construction anticipated to begin in FY 2028.**SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,966	1,979	75	538	449	0	0	0	0	987	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	8,274	0	0	0	1,154	4,316	2,804	0	0	8,274	0
Total	11,240	1,979	75	538	1,603	4,316	2,804	0	0	9,261	0
Federal-Aid	9,788	1,171	71	412	1,440	4,101	2,664	0	0	8,617	0
Special	1,452	808	4	126	163	215	140	0	0	644	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
(2026)**PROJECTED** 7,800
(2046)



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 is currently on hold, as coordination is underway with Prince George's County and the adjacent developer on project connections to the Downtown Largo master plan.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of \$1.7 million is due to increased design costs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	11,627	5,797	700	0	2,500	2,500	830	0	0	5,830	0
Right-of-way	4,226	0	0	0	400	1,330	2,496	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	17,953	5,797	700	0	2,900	4,739	4,517	0	0	12,156	0
Federal-Aid	15,214	3,666	665	0	2,755	4,502	4,291	0	0	11,548	0
Special	2,739	2,132	35	0	145	237	226	0	0	608	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principle Arterial

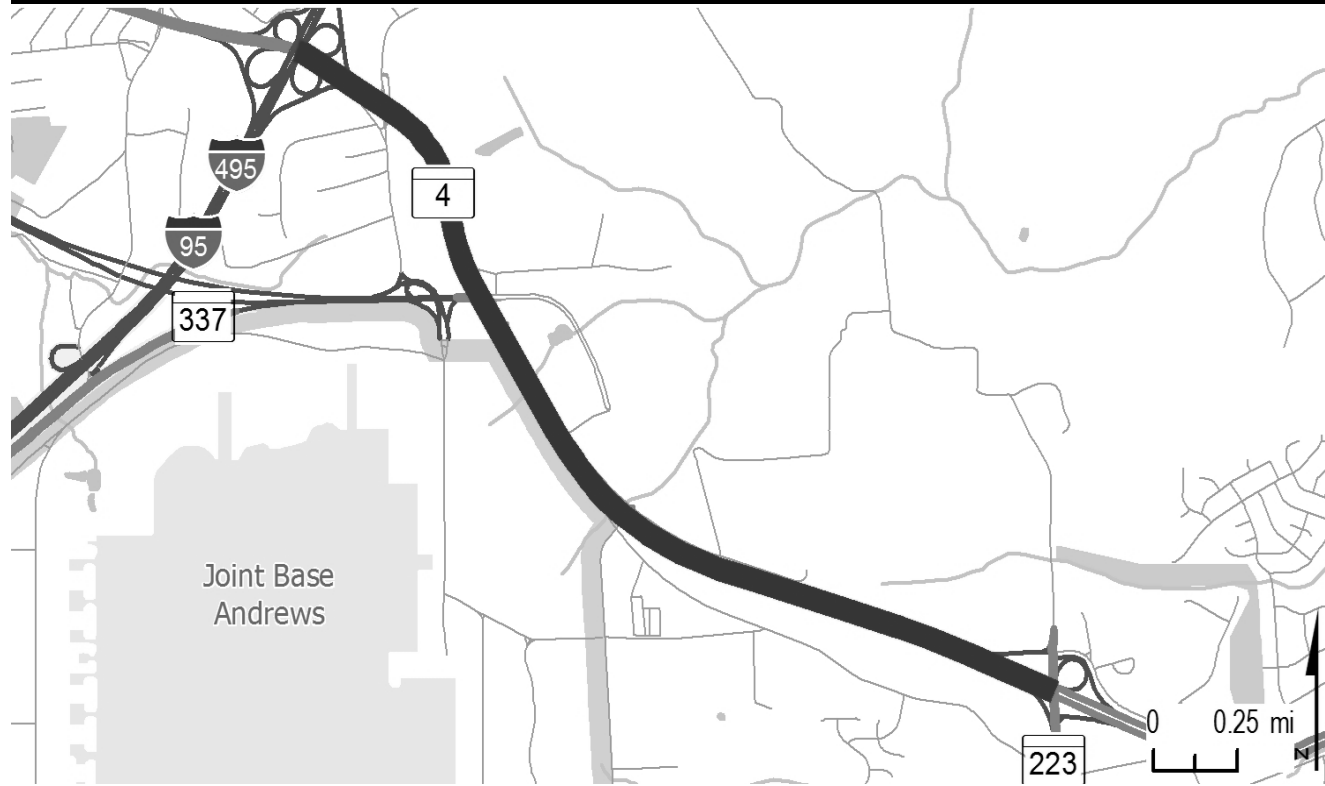
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 215,000
(2026)

PROJECTED 262,300
(2046)



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
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

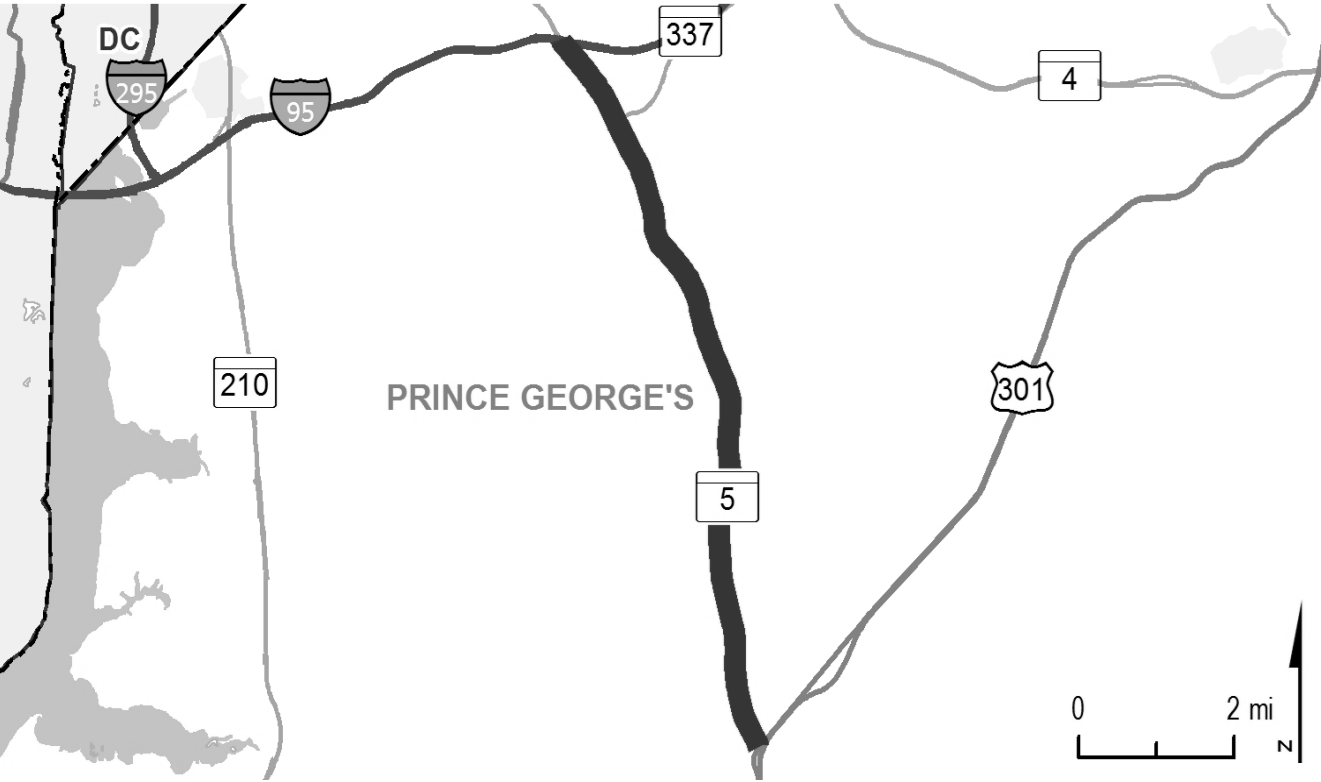
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,100
(2026)

PROJECTED 84,750
(2046)



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

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

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:											
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL		EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2026				...2029...	...2030...	...2031...	...2032...		
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:

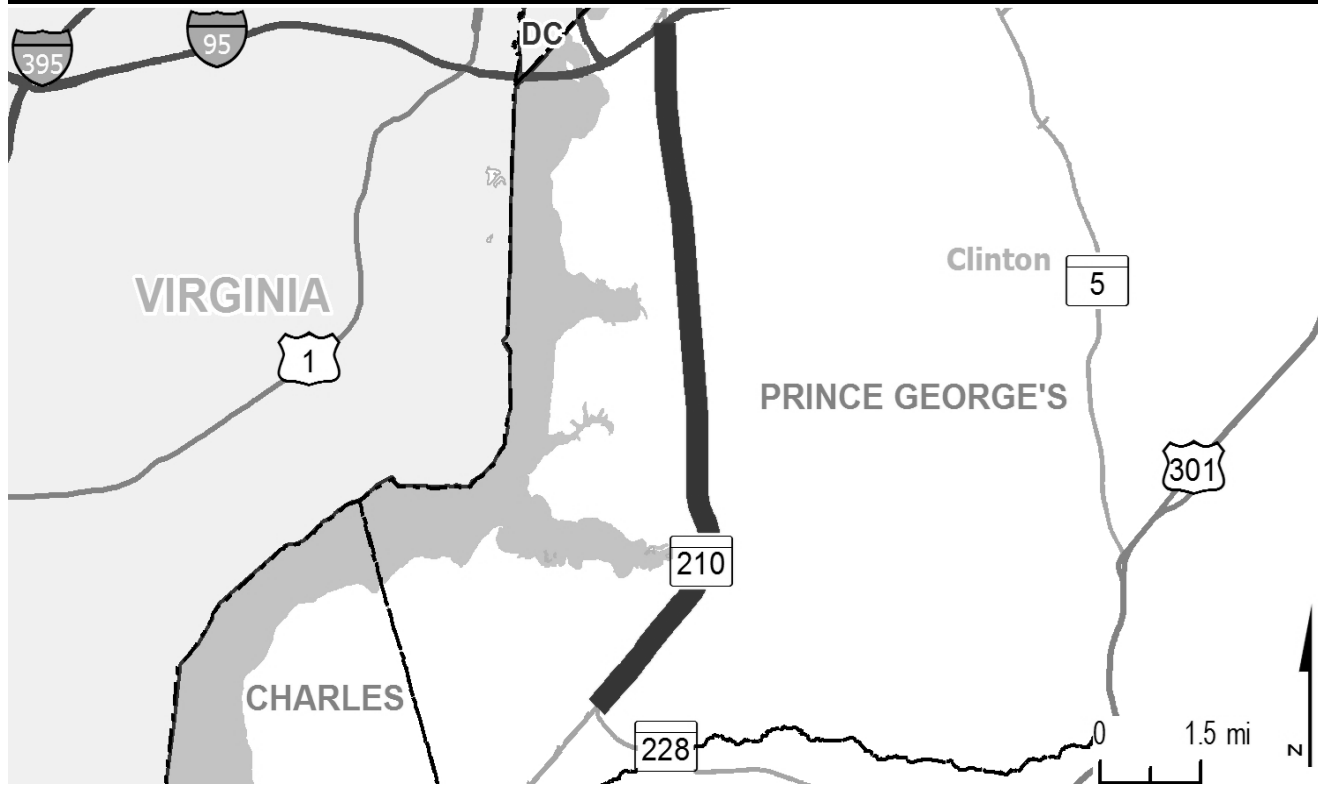
STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT	66,600 - 134,100
(2026)	
PROJECTED	89,700 - 148,200
(2046)	



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
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

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

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☒ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	11,909	4,535	1,532	3,000	3,000	1,374	0	0	0	7,374	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	15,413	8,039	1,532	3,000	3,000	1,374	0	0	0	7,374	0
Federal-Aid	9,850	3,276	1,433	2,683	2,683	1,208	0	0	0	6,574	0
Special	4,564	4,564	0	0	0	0	0	0	0	0	0
Other	1,000	200	99	317	317	166	0	0	0	800	0

Classification:

STATE - Intermediate Arterial

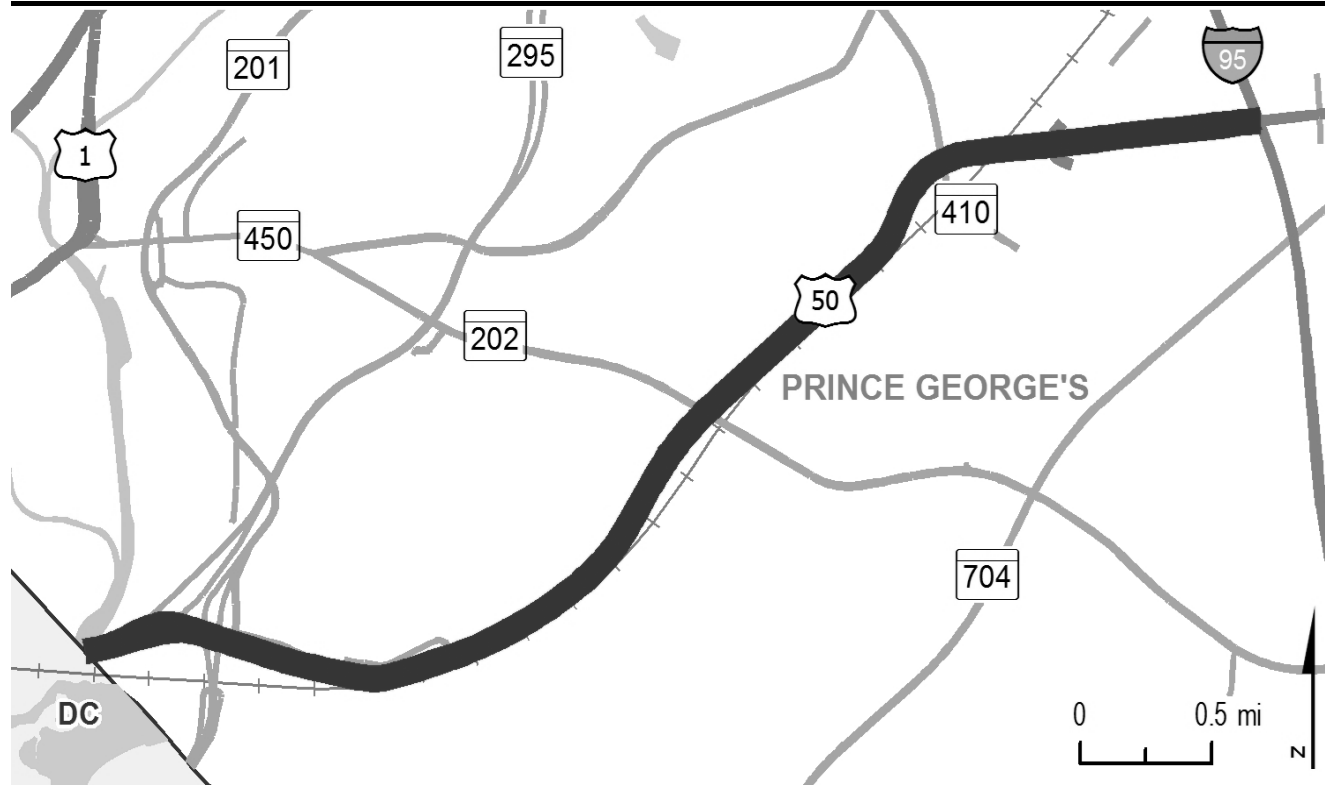
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 61,300 - 95,500
(2026)

PROJECTED 74,800 - 116,500
(2046)



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
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

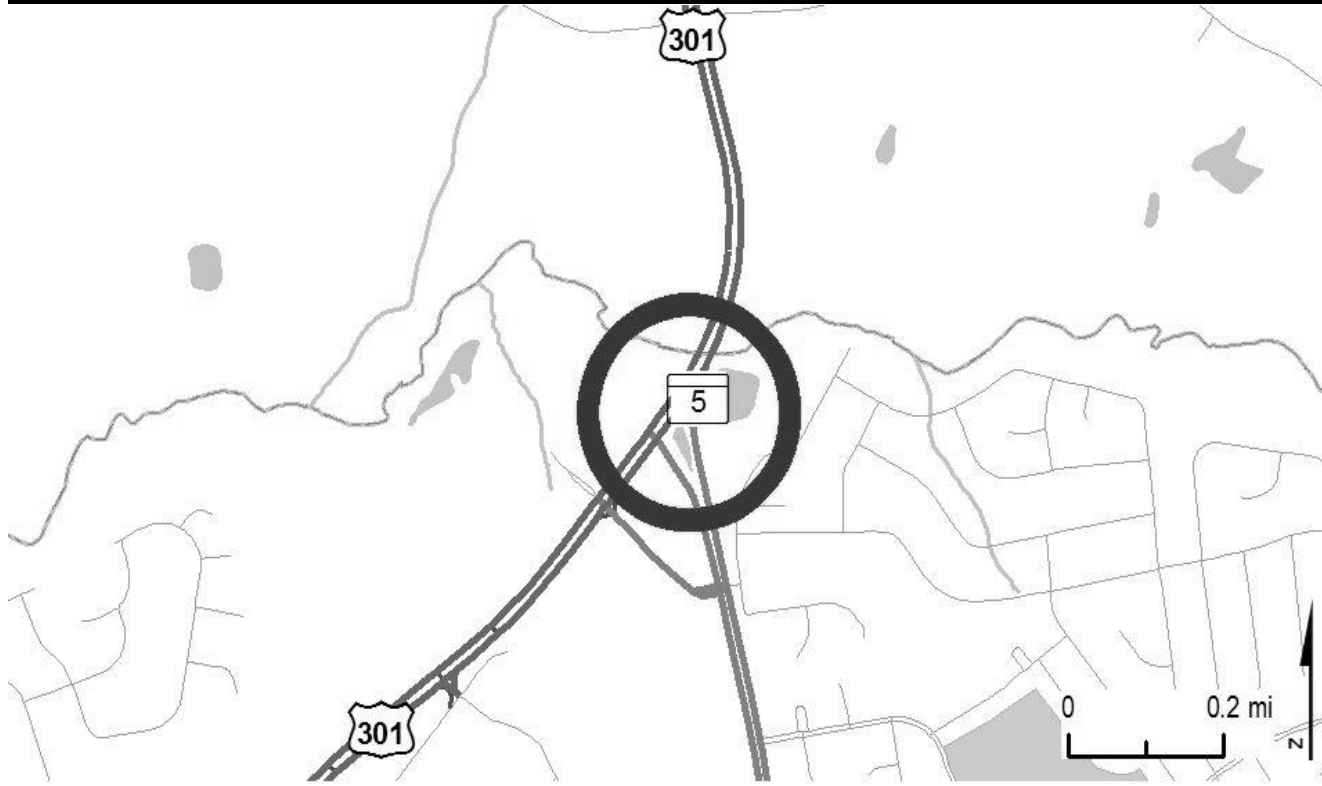
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,800 - 149,400
(2026)

PROJECTED 87,600 - 162,600
(2046)



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
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

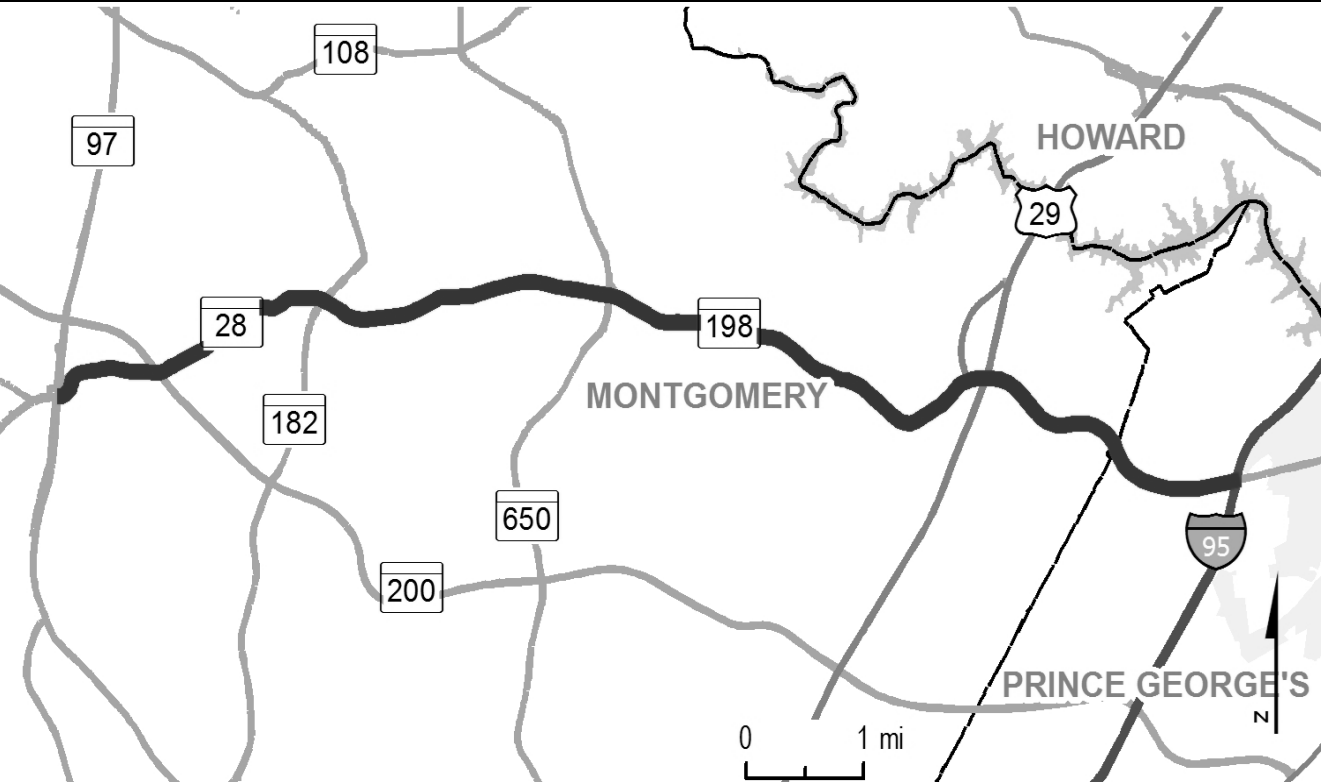
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 101,000 (US 301)
(2026)

PROJECTED 132,100 (US 301)
(2046)



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

☐ 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 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	9,158	9,158	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
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	0	0	0	0	0	0	0	0	0
Federal-Aid	3,206	3,206	0	0	0	0	0	0	0	0	0
Special	5,954	5,954	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 - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 16,100 - 23,200 (MD 28)
 (2026) 17,300 - 46,200 (MD 198)

PROJECTED 25,000 - 35,900 (MD 28)
 (2046) 27,100 - 61,100 (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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Updating environmental documentation.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:											
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER											
PHASE	TOTAL		EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU 2026				...2029...	...2030...	...2031...	...2032...		
Planning	1,824	1,824	0	0	0	0	0	0	0	0	0
Engineering	6,400	4,892	0	400	1,108	0	0	0	0	1,508	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	8,223	6,715	0	400	1,108	0	0	0	0	1,508	0
Federal-Aid	3,788	2,356	0	380	1,053	0	0	0	0	1,433	0
Special	3,435	3,359	0	20	55	0	0	0	0	75	0
Other	1,000	1,000	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

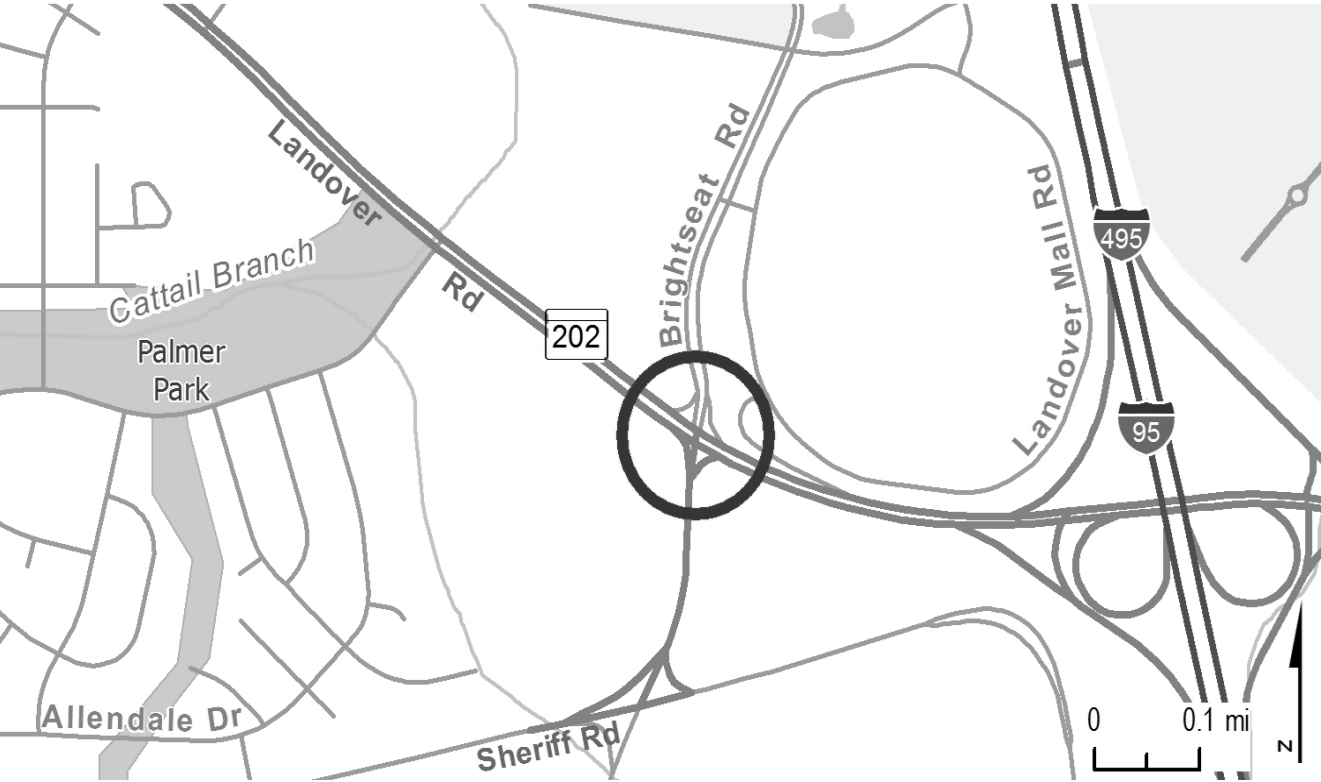
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 31,000
(2026)

PROJECTED 44,300
(2046)



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
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:

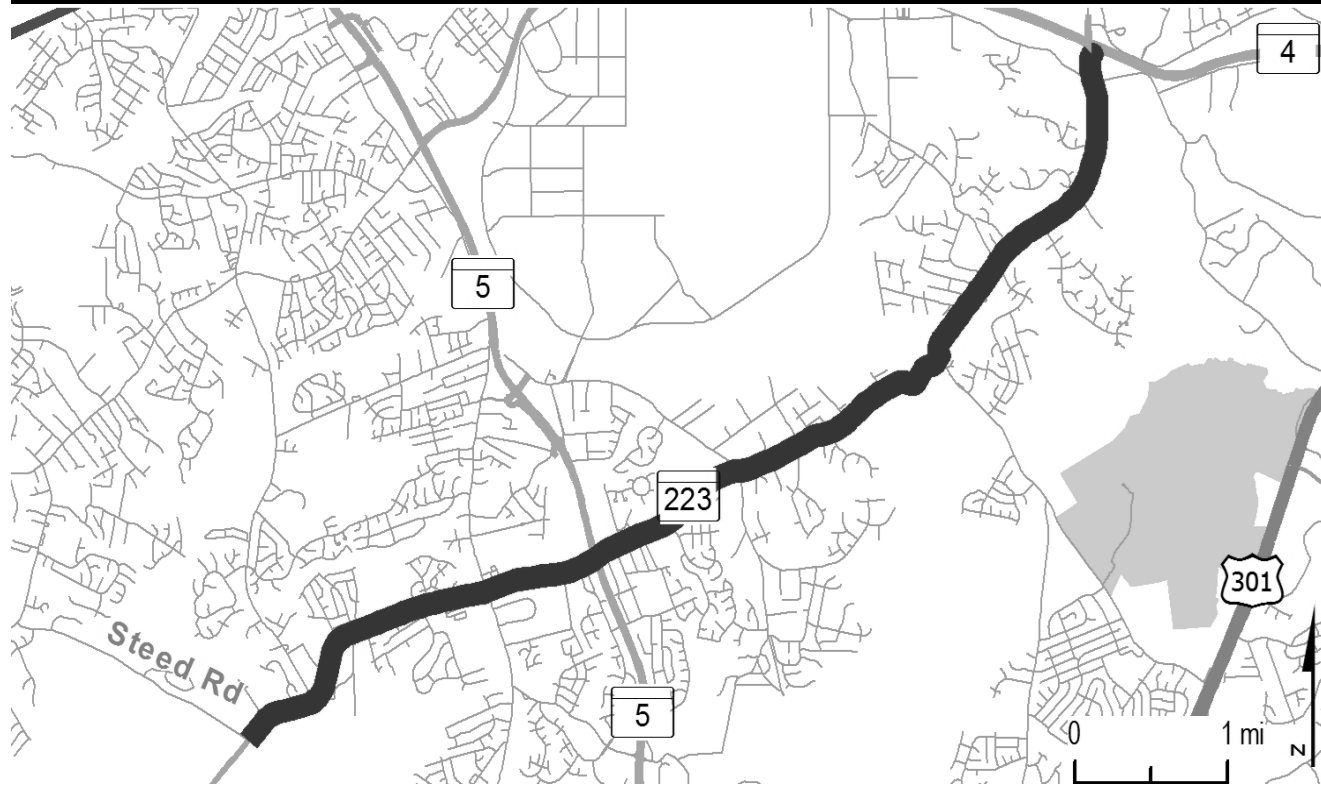
STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT (2026)	51,900
PROJECTED (2046)	64,700



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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
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 18,800 - 38,900
(2026)

PROJECTED 21,600 - 44,700
(2046)



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 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: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
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
(2026)

PROJECTED 32,400 - 40,300
(2046)



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Reconstruct US 1 from MD 193 to Sunnyside Avenue. This is Segments 2 and 3 (1.9 miles) of a 3-segment project to upgrade US 1 from College Avenue to Sunnyside Avenue. 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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Engineering underway. Segment 1 is open to service.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	8,800	900	900	2,000	2,000	1,600	1,200	1,100	0	7,900	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	10,187	2,287	900	2,000	2,000	1,600	1,200	1,100	0	7,900	0
Federal-Aid	8,502	720	720	2,000	1,960	1,568	1,176	1,078	0	7,782	0
Special	1,685	1,567	180	0	40	32	24	22	0	118	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 (2026)
PROJECTED 50,300 (2046)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 20

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
PG0672	MD382	Croom Road - Replacement of Small Structure No. 16043X0 over County Line Creek	\$	5,422	Under Construction
<u>Resurface/Rehabilitate</u>					
XB5162	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	\$	8,333	FY 2027
PG0431	US301	Crain Highway - Safety and Resurfacing Improvements from Charles County Line to Structure No. 16056	\$	5,370	Under Construction
PG8501	IS95	Capital Beltway - Safety and Resurfacing Improvements from Livingston Road to South of Auth Road	\$	13,566	Under Construction
PG8531	MD210	Indian Head Highway - Safety and Resurfacing Improvements from Seneca Drive Spur to DC Line	\$	2,538	Under Construction
XB131G	-	Patching Various Locations in Prince George's County	\$	3,020	Under Construction
XQ131G	-	Patching Various Locations in Prince George's County	\$	2,931	Under Construction
XQ4162	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	\$	7,945	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
PG8571	MD202	Landover Road - Geometric Improvements from MD 450 to 57th Avenue	\$	4,680	FY 2027
PG6252	IS495	Capital Beltway - Drainage Improvements at WSSC Watermain near Everhart Place	\$	3,515	Under Construction
PG6261	MD223	Piscataway Road - Intersection Improvements at Floral Park Road	\$	8,428	Under Construction
PGA481	MD650	New Hampshire Avenue - Safety Improvements from MD 193 to Montgomery County Line - Pedestrian Safety Action Plan	\$	5,561	Under Construction
<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	\$	5,500	Design Underway

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Prince George's County - LINE 20

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Transportation Alternatives Program</u>					
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	Design Underway
PGB191	-	Greenbelt Station/WMATA Hiker Biker Trail	\$	1,529	Design Underway
PGA501	-	Bicycle and Pedestrian Route Improvements on Metzerott Road	\$	4,603	Under Construction