



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.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ 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.

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 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 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	1,561	1,561	0	0	0	0	0	0	0	0	0
Engineering	22,736	12,736	867	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	867	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	867	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 (2025)

PROJECTED 246,500 (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

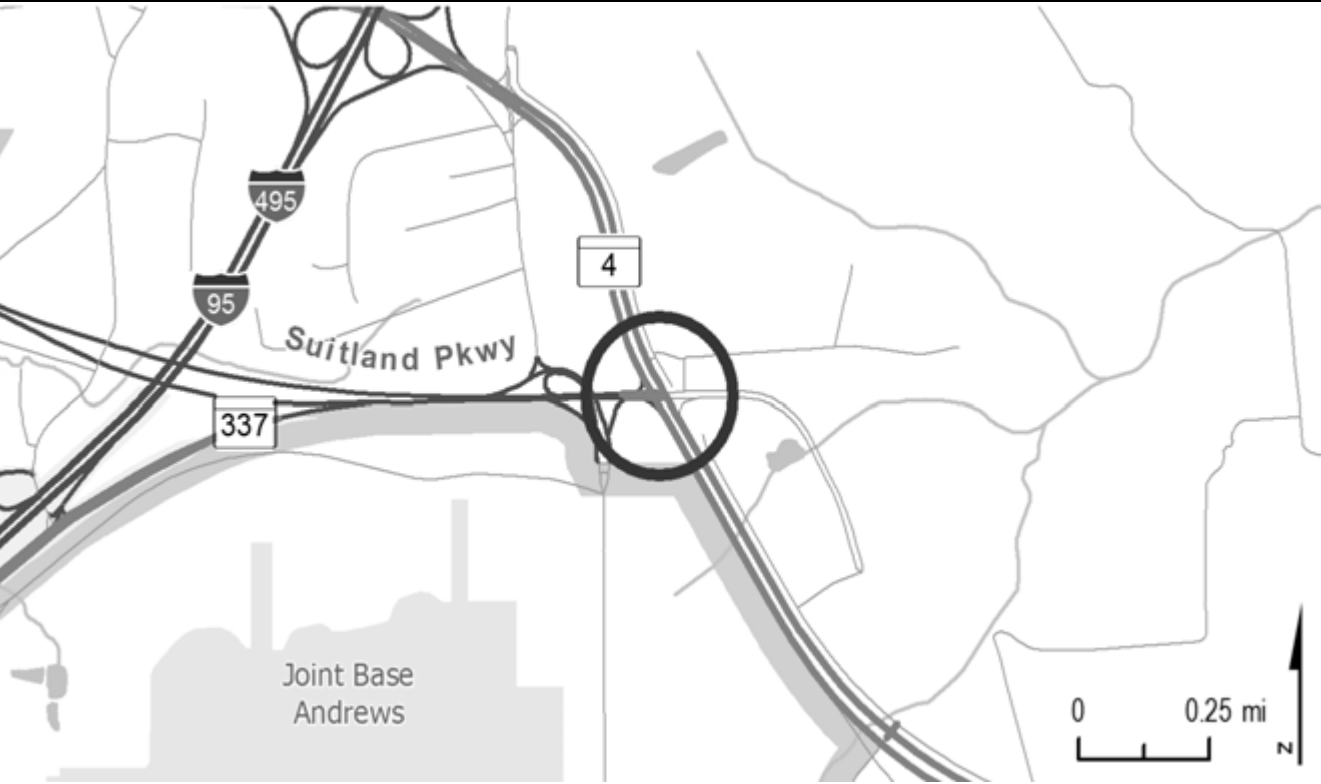
EXPLANATION: The existing bridges, built in 1963, are nearing the end of their useful service life and are currently rated fair.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☒ Not Subject to PFA Law

- | | |
|--|---|
| <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	7,251	4,930	117	1,394	927	0	0	0	0	2,321	0
Right-of-way	529	15	15	153	114	114	114	19	0	514	0
Utilities	2,000	0	0	0	1,000	1,000	0	0	0	2,000	0
Construction	55,000	0	0	0	9,244	19,821	17,537	8,398	0	55,000	0
Total	64,780	4,945	132	1,547	11,285	20,935	17,651	8,417	0	59,835	0
Federal-Aid	58,859	2,119	(2,250)	1,459	10,666	19,844	16,774	7,997	0	56,740	0
Special	5,921	2,826	2,382	88	619	1,091	877	420	0	3,095	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
(2025)**PROJECTED** 242,100
(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
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

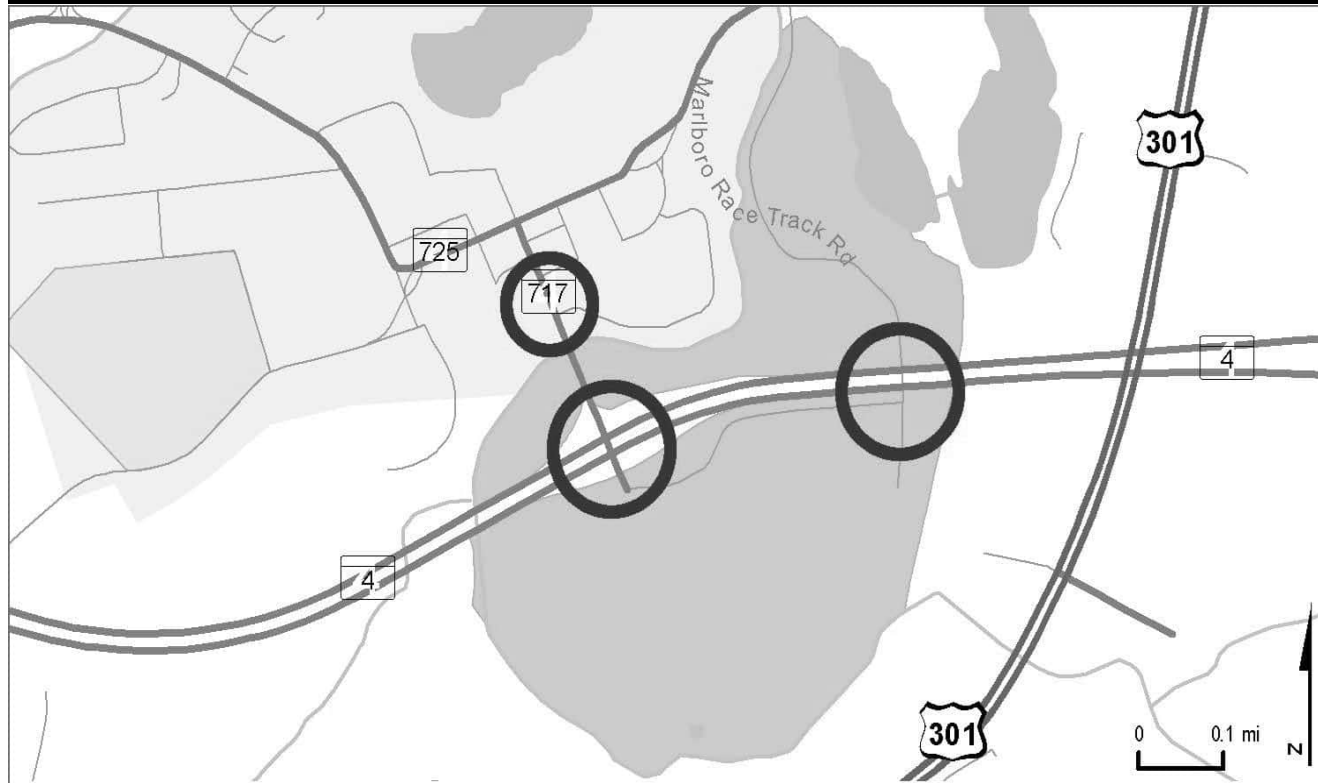
EXPLANATION: The new interchange at MD 4 and Suitland Parkway will facilitate enhanced access to an area that is planned for growth and economic development. In addition, the project will improve safety and reduce congestion at this location.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of \$1.2 million is primarily due to construction change orders and other construction management costs.

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	22,138	22,138	375	0	0	0	0	0	0	0	0
Right-of-way	14,133	13,441	1,479	300	392	0	0	0	0	692	0
Utilities	8,773	8,674	0	31	41	27	0	0	0	99	0
Construction	224,183	75,138	26,249	41,967	40,488	39,699	26,891	0	0	149,045	0
Total	269,227	119,391	28,103	42,298	40,921	39,726	26,891	0	0	149,836	0
Federal-Aid	230,730	81,175	27,605	42,185	40,784	39,699	26,887	0	0	149,555	0
Special	36,330	36,049	498	113	137	27	4	0	0	281	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 (2025)
PROJECTED 84,750 (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.

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

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> 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 |

- | | |
|--|---|
| <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 |

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 2025 - 30 CTP: None.

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	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,345	5,490	439	949	906	0	0	0	0	1,855	0
Right-of-way	74	0	0	17	23	23	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	52,445	5,490	439	993	3,574	10,499	12,145	11,308	8,436	46,955	0
Federal-Aid	46,807	2,165	(755)	960	3,418	9,970	11,536	10,743	8,015	44,642	0
Special	5,638	3,325	1,194	33	156	529	609	565	421	2,313	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial and Minor Arterial

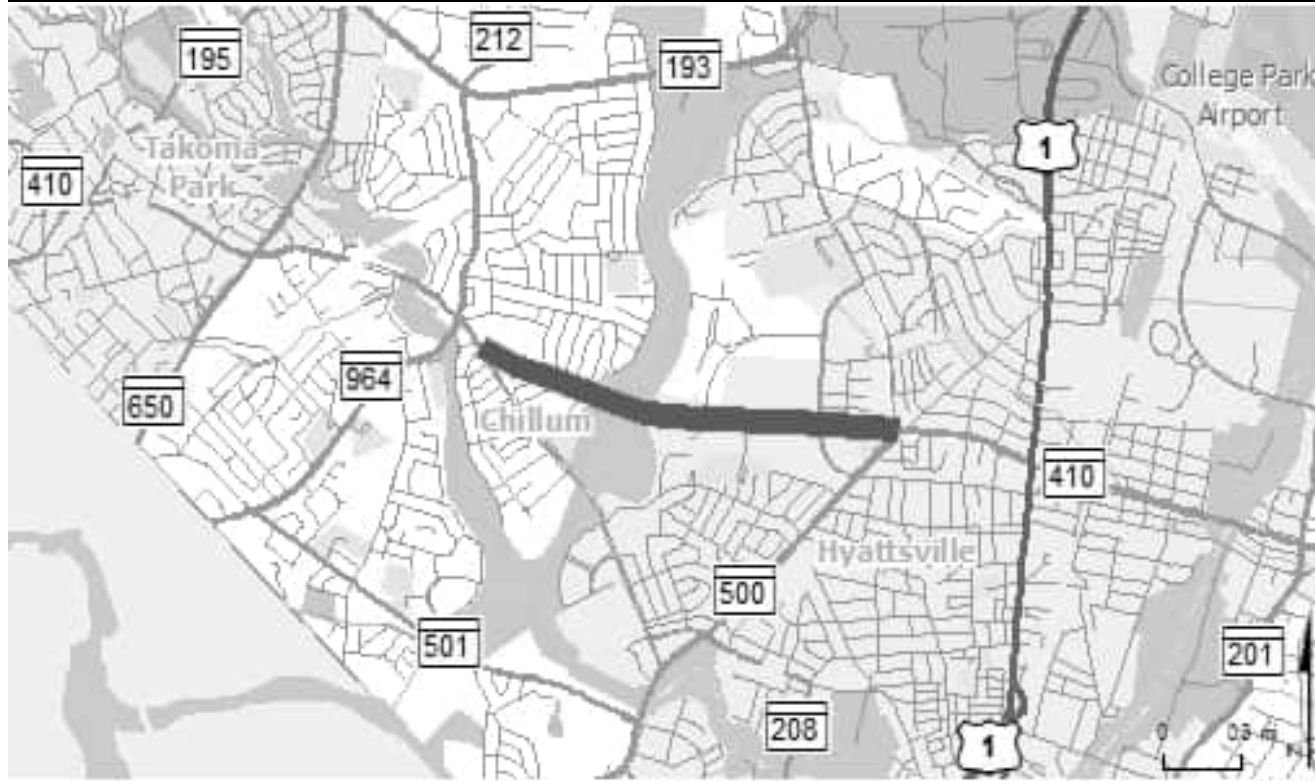
FEDERAL - Freeway/Expressway and Minor Arterial

STATE SYSTEM: Primary and Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 53,200 (MD 4) and 7,900 (MD 717)
(2025)

PROJECTED 66,500 (MD 4) and 9,700 (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 |

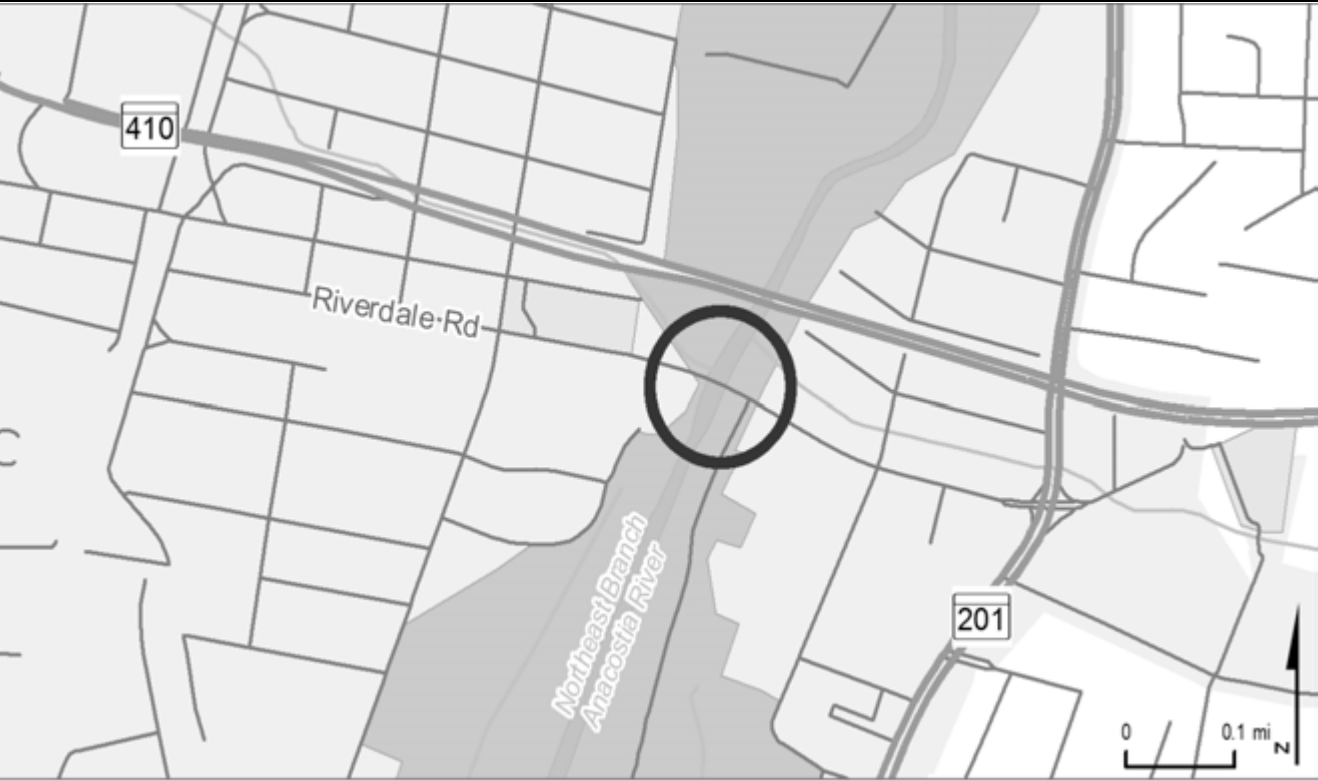
EXPLANATION: This project will make Context Driven improvements on MD 410 from MD 212 (Riggs Road) to Adelphi Road/ MD 500 (Queens Chapel Road) making travel safe for all users.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | | |
|--|--|---|
| <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 the 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	2,121	1,419	1,062	702	0	0	0	0	0	702	0
Right-of-way	1,023	0	0	156	208	208	208	208	35	1,023	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	18,214	1,419	1,062	858	1,856	6,609	5,760	1,677	35	16,795	0
Federal-Aid	17,326	1,409	1,054	835	1,749	6,264	5,457	1,582	30	15,917	0
Special	888	10	8	23	107	345	303	95	5	878	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** 27,800 - 41,200
(2025)**PROJECTED** 31,300 - 47,400
(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.

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:
☒ Enhance Safety and Security
☒ Deliver System Quality
☒ Serve Communities and Support the Economy
☐ Promote Environmental Stewardship

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

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.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2025 - 30 CTP: The cost increase of \$1.1 million is due to increased design costs.

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	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,967	1,904	159	335	397	331	0	0	0	1,063	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	0	1,154	4,316	2,804	0	8,274	0
Total	11,241	1,904	159	335	397	1,485	4,316	2,804	0	9,337	0
Federal-Aid	9,789	1,100	158	267	306	1,351	4,101	2,664	0	8,689	0
Special	1,452	804	1	68	91	134	215	140	0	648	0
Other	0	0	0	0	0	0	0	0	0	0	0

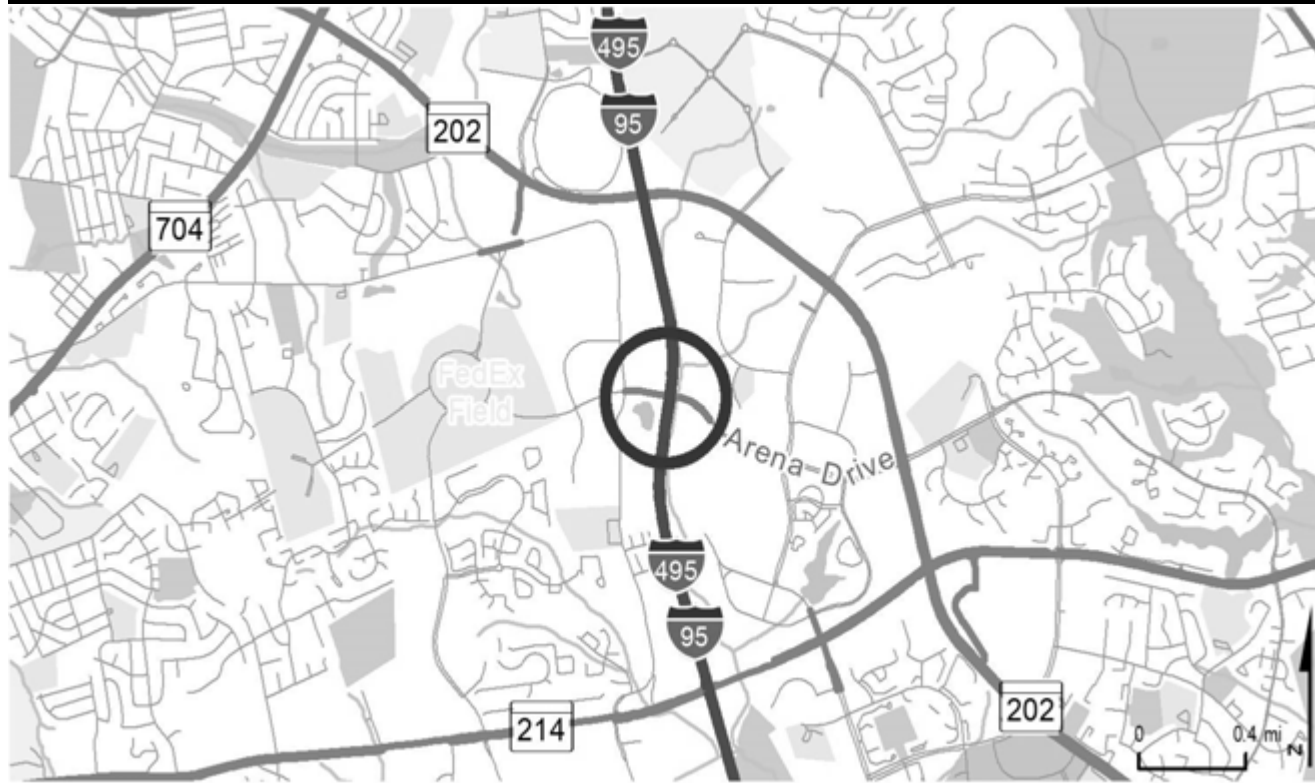
Classification:

STATE - Minor Collector
FEDERAL - Major Collector
STATE SYSTEM: N/A

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 5,900
(2025)

PROJECTED 7,800
(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 ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ 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 \$2.8 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	9,897	5,097	1,389	1,000	2,500	1,300	0	0	0	4,800	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	16,223	5,097	1,389	1,400	3,830	4,705	1,191	0	0	11,126	0
Federal-Aid	13,254	3,001	187	1,310	3,572	4,300	1,072	0	0	10,253	0
Special	2,969	2,097	1,202	90	258	406	119	0	0	873	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principle Arterial

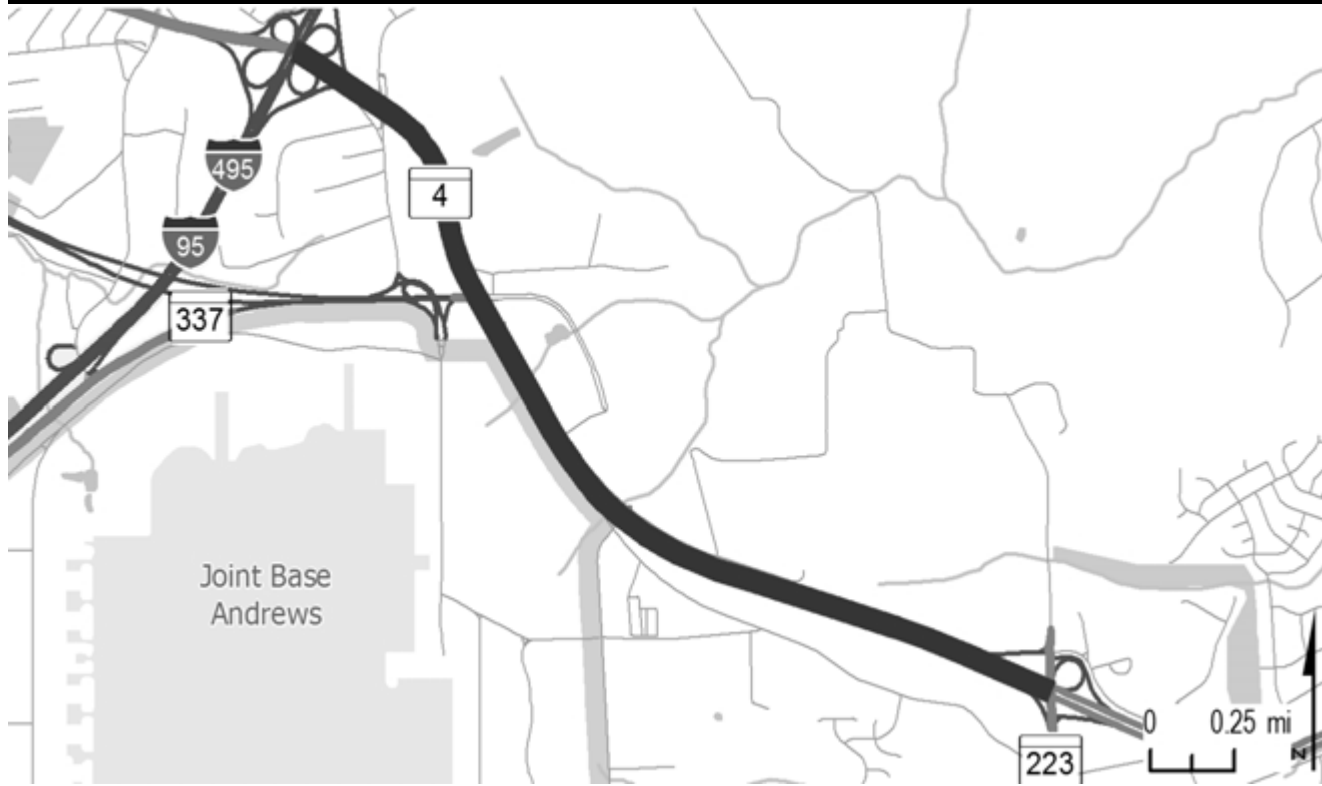
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 215,000
(2025)

PROJECTED 262,300
(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

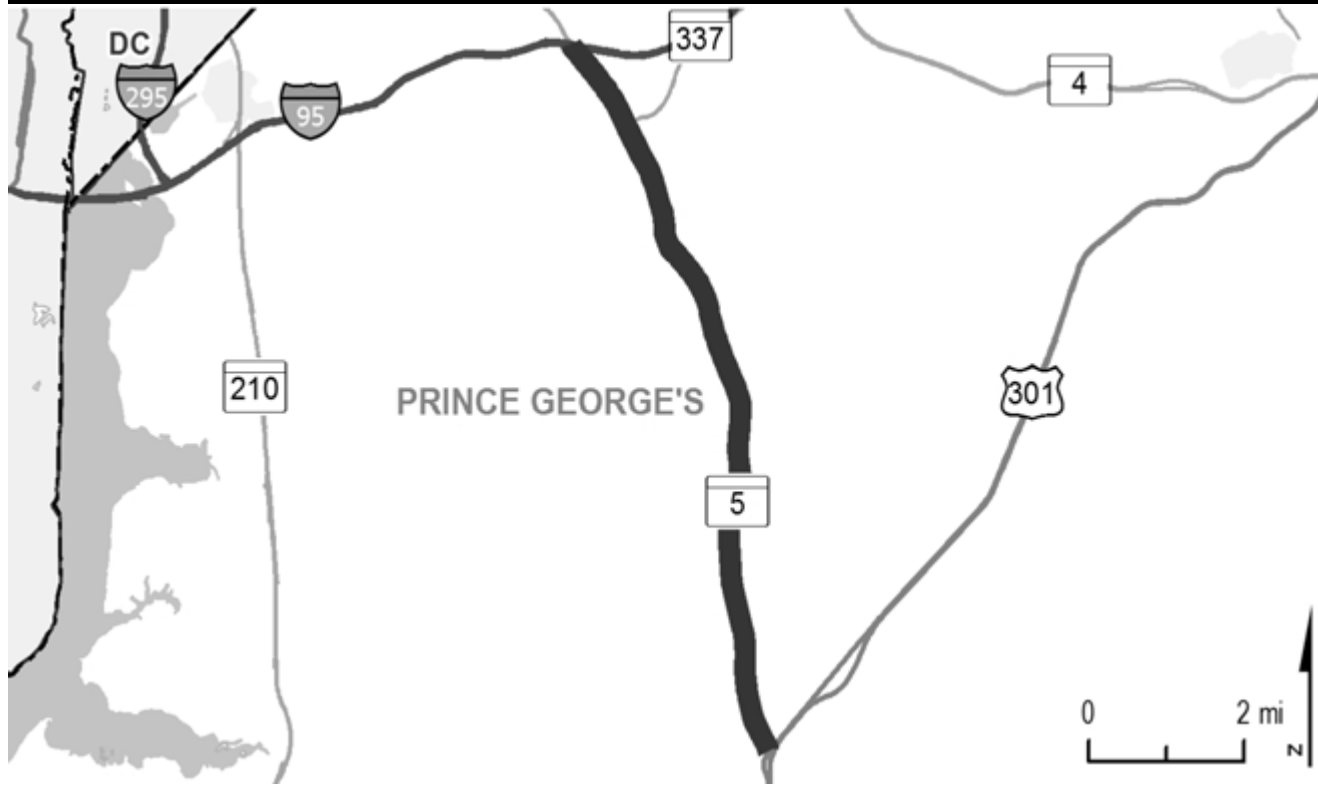
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,100
(2025)

PROJECTED 84,750
(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

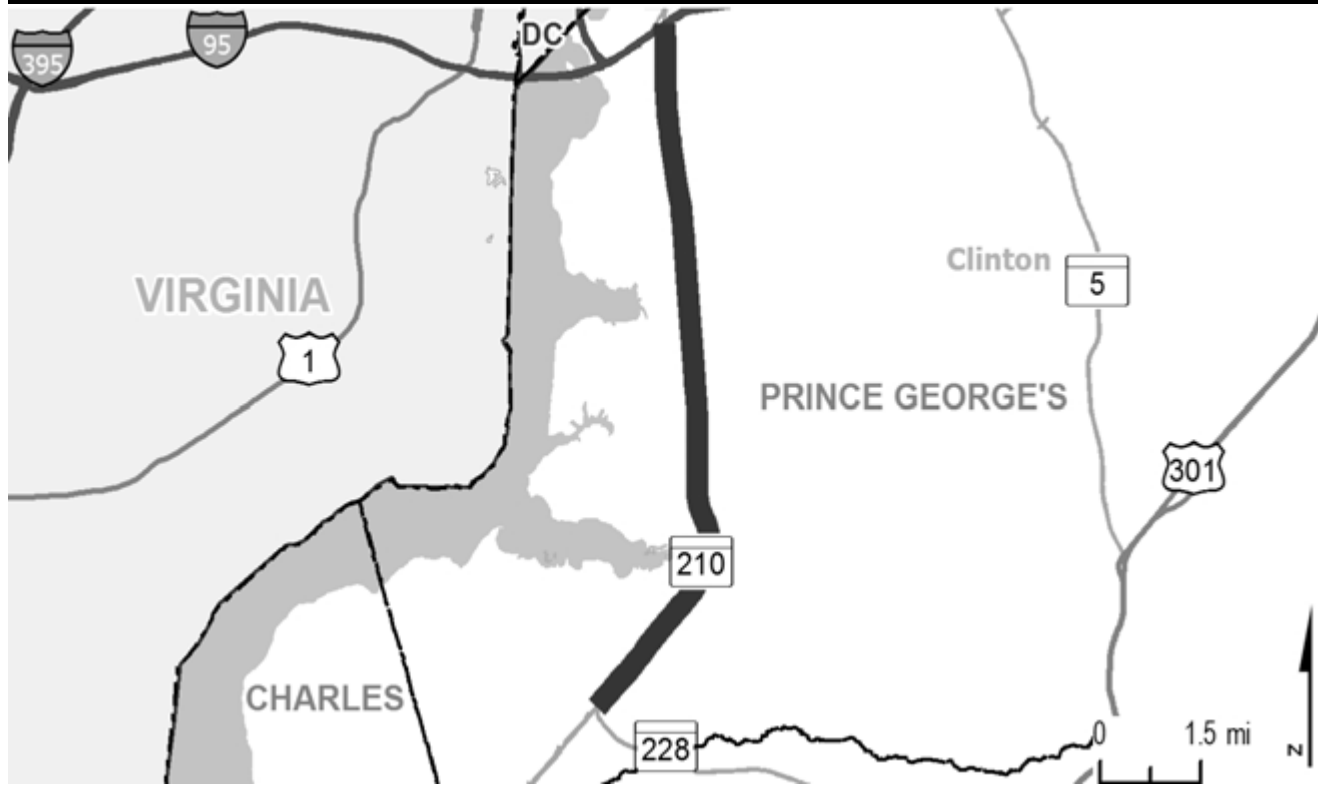
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 66,600 - 134,100
(2025)

PROJECTED 89,700 - 148,200
(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
☐ 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 is contributing \$1.0 million for engineering.

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	2,523	2,523	0	0	0	0	0	0	0	0	0
Engineering	12,107	2,933	1,026	1,800	3,000	3,000	1,374	0	0	9,174	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	15,611	6,437	1,026	1,800	3,000	3,000	1,374	0	0	9,174	0
Federal-Aid	10,048	1,843	698	1,610	2,683	2,683	1,229	0	0	8,205	0
Special	4,564	4,564	328	0	0	0	0	0	0	0	0
Other	1,000	31	0	190	317	317	145	0	0	969	0

Classification:

STATE - Intermediate Arterial

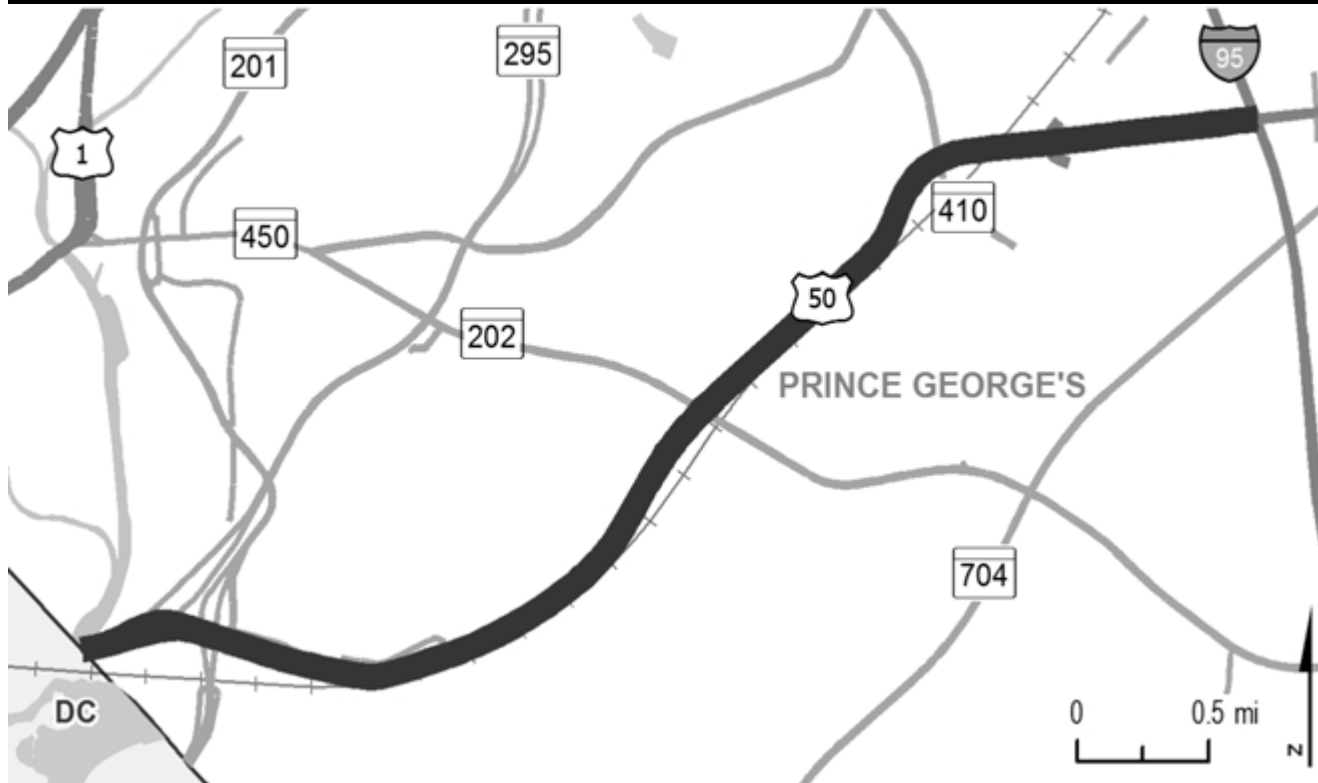
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 61,300 - 95,500
(2025)

PROJECTED 74,800 - 116,500
(2045)



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

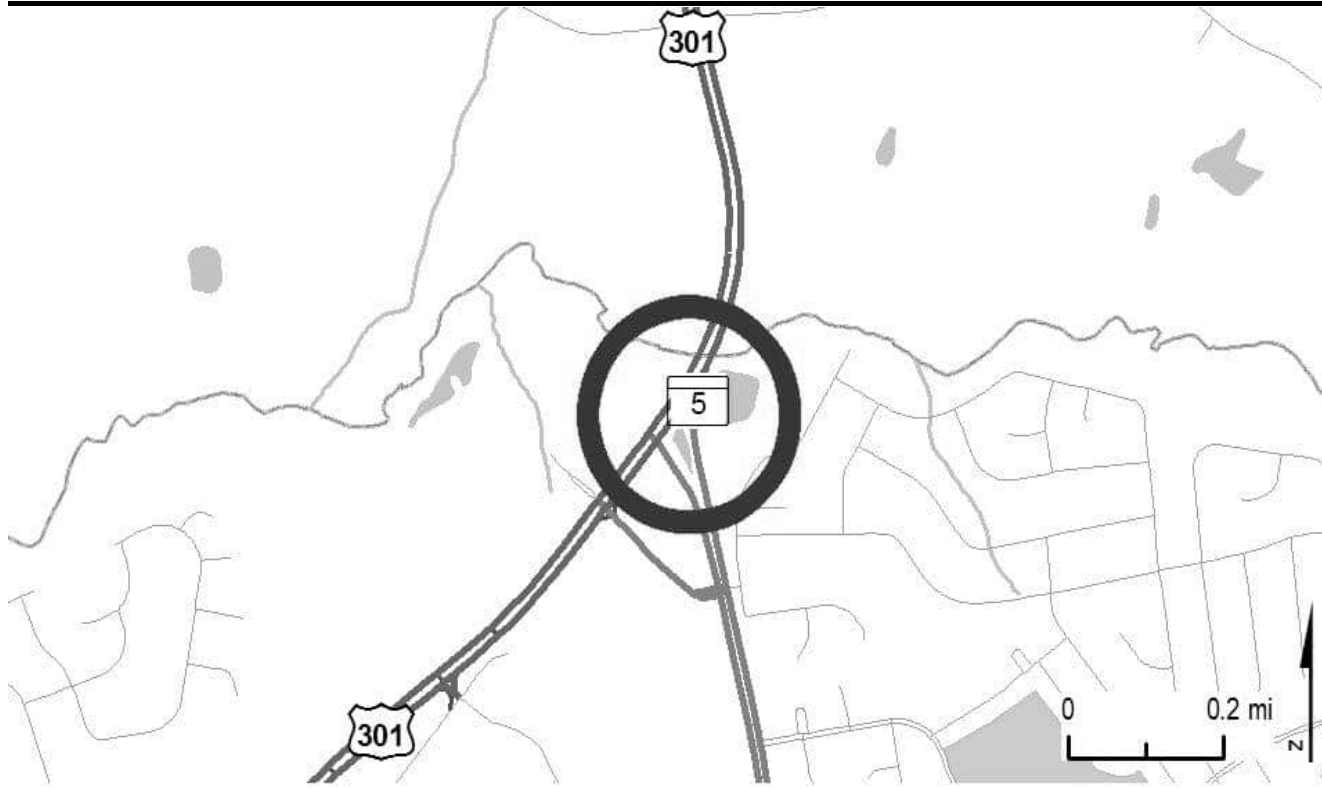
FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 77,800 - 149,400
(2025)

PROJECTED 87,600 - 162,600
(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

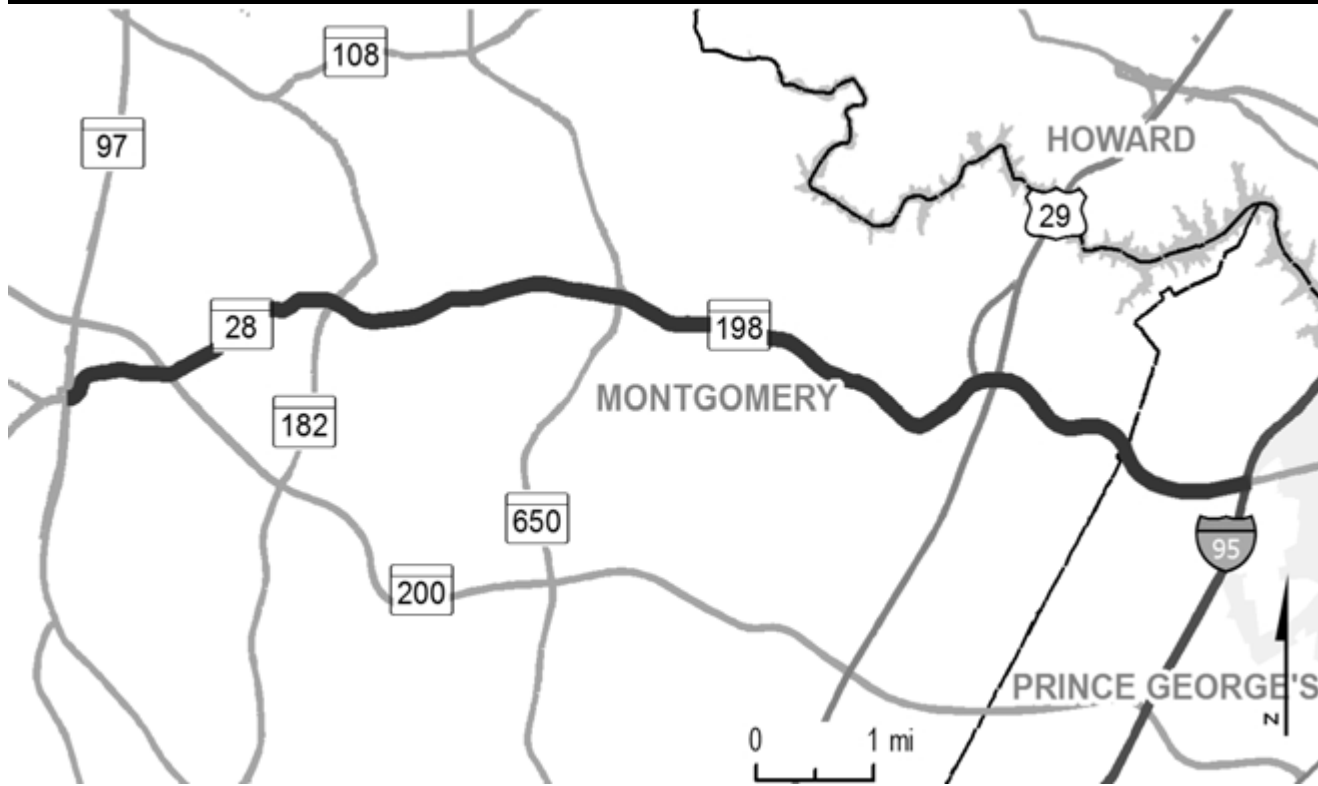
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 101,000 (US 301)
(2025)

PROJECTED 132,100 (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

☐ 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	9,158	9,158	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	5,954	5,954	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 16,100 - 23,200 (MD 28)
(2025) 17,300 - 46,200 (MD 198)

PROJECTED 25,000 - 35,900 (MD 28)
(2045) 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
☐ 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 \$1.3 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	1,824	1,824	14	0	0	0	0	0	0	0	0
Engineering	6,400	4,892	744	0	400	1,108	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	757	0	400	1,108	0	0	0	1,508	0
Federal-Aid	3,788	2,356	744	0	380	1,053	0	0	0	1,433	0
Special	4,435	4,359	14	0	20	55	0	0	0	75	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Intermediate Arterial

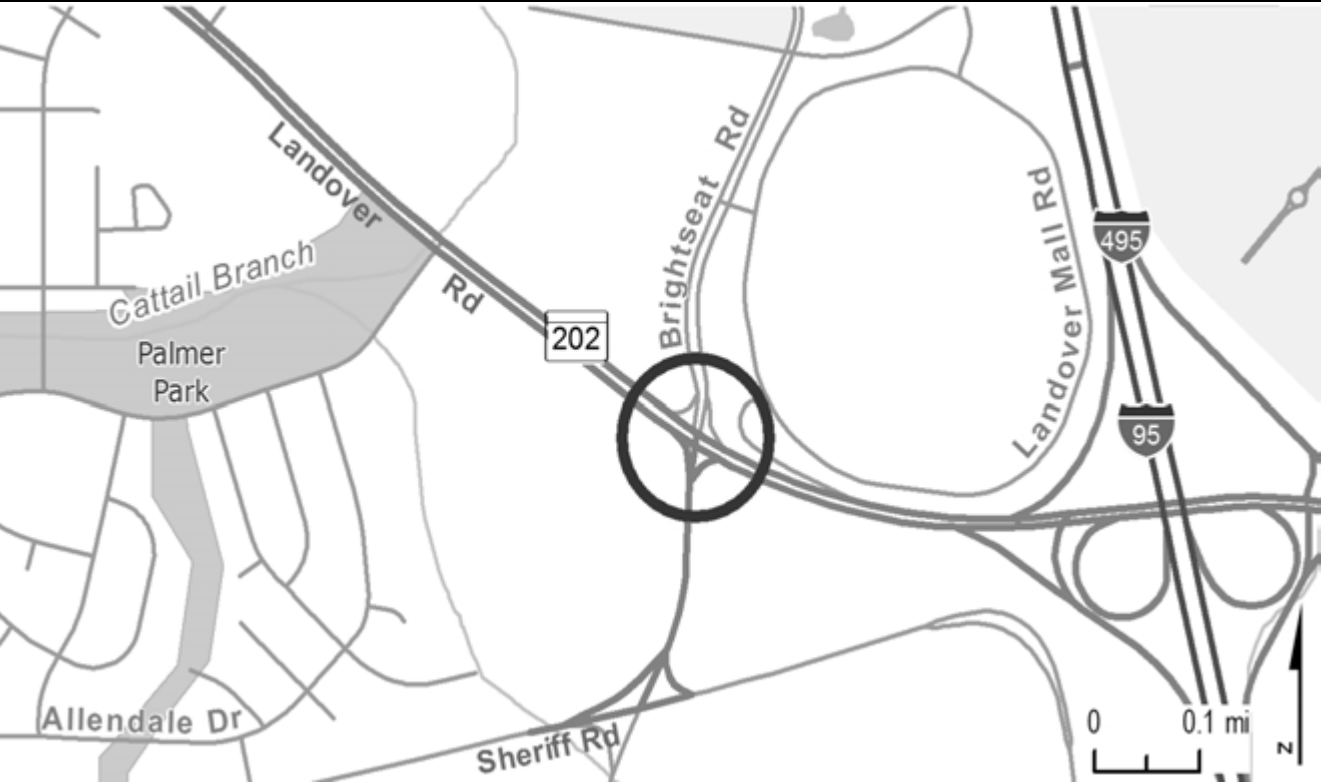
FEDERAL - Other Principal Arterial

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

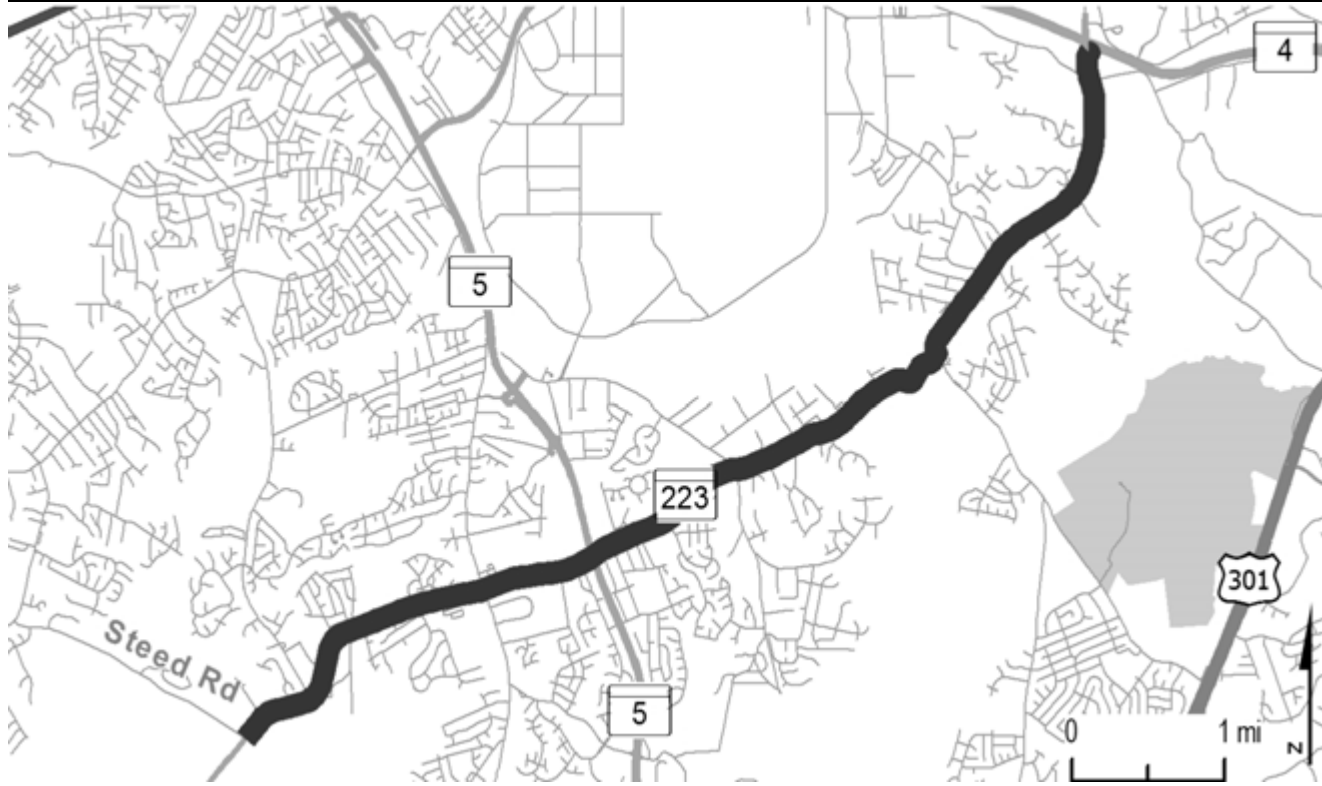
☒ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

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 51,900 (2025)
PROJECTED 64,700 (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 18,800 - 38,900
(2025)

PROJECTED 21,600 - 44,700
(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 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: 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 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: Preliminary engineering anticipated to begin in FY 2026. 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 \$6.6 million programs the accompanying federal funding 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	1,387	1,387	0	0	0	0	0	0	0	0	0
Engineering	8,800	0	0	900	2,000	2,000	1,600	1,200	1,100	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	10,187	1,387	0	900	2,000	2,000	1,600	1,200	1,100	8,800	0
Federal-Aid	7,040	0	0	720	1,600	1,600	1,280	960	880	7,040	0
Special	3,147	1,387	0	180	400	400	320	240	220	1,760	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	\$	6,364	FY 2026
<u>Resurface/Rehabilitate</u>					
XY8161	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	\$	22,525	Completed
XQ131P	-	Patching at Various Locations in Prince George's County	\$	8,308	FY 2026
XQ4162	-	Safety and Resurfacing Improvements at Various Locations in Prince George's County	\$	8,383	FY 2026
PG0431	US301	Crain Highway - Safety and Resurfacing Improvements from Charles County Line to Structure No. 16056	\$	6,167	Under Construction
PG8501	IS95	Capital Beltway - Safety and Resurfacing Improvements from Livingston Road to South of Auth Road	\$	11,811	Under Construction
PG8531	MD210	Indian Head Highway - Safety and Resurfacing Improvements from Seneca Drive Spur to DC Line	\$	2,101	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>					
PG8571	MD202	Landover Road - Geometric Improvements from MD 450 to 57th Avenue	\$	3,747	FY 2026
PG0111	MD201	Kenilworth Avenue - Intersection Reconstruction - M Square Betterments near River Road	\$	1,857	Under Construction
PG6252	IS495	Capital Beltway - Drainage Improvements at WSSC Watermain near Everhart Place	\$	3,165	Under Construction
PG6261	MD223	Piscataway Road - Intersection Improvements at Floral Park Road	\$	9,470	Under Construction
PG8901	-	Bicycle and Pedestrian Route Improvements - Purple Line Alignment	\$	4,551	Under Construction
PGA481	MD650	New Hampshire Avenue - Safety Improvements from MD 193 to Montgomery County Line - Pedestrian Safety Action Plan	\$	5,317	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