

**SHA**



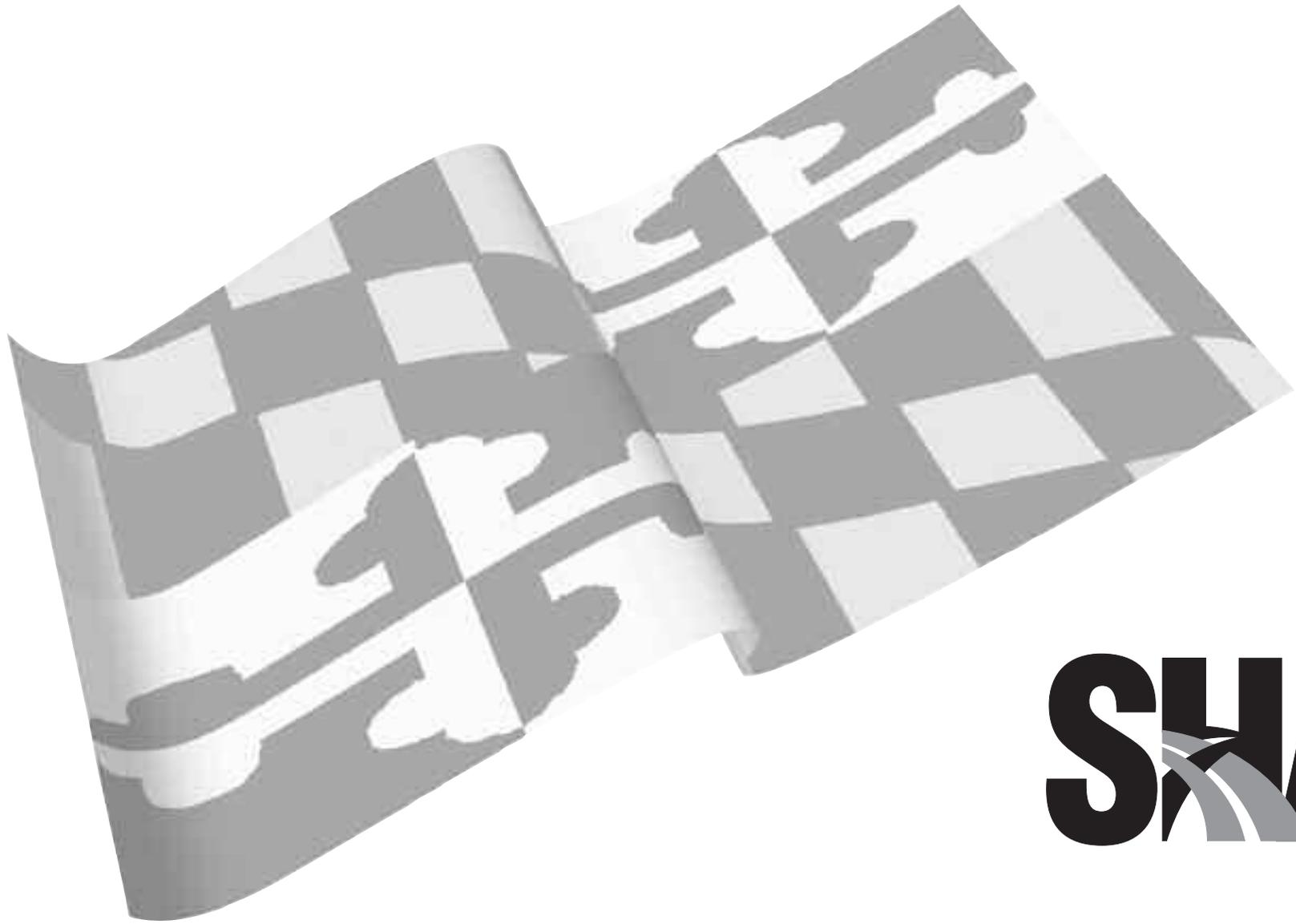
**STATE HIGHWAY ADMINISTRATION**

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**STATE HIGHWAY ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	293.1	226.7	180.7	77.3	32.6	30.6	841.0
Safety, Congestion Relief and Community Enhancements	457.5	392.9	351.0	507.7	505.1	410.2	2,624.4
Other System Preservation	91.0	92.0	89.1	84.5	83.6	77.0	517.2
<b><u>Development &amp; Evaluation Program</u></b>	<u>50.5</u>	<u>27.0</u>	<u>21.7</u>	<u>14.6</u>	<u>13.6</u>	<u>1.6</u>	<u>129.0</u>
<b>TOTAL</b>	892.1	738.6	642.5	684.1	634.9	519.4	4,111.6
<b>Special Funds</b>	435.3	355.6	321.6	428.4	412.4	348.6	2,301.9
<b>Federal Funds</b>	456.8	383.0	320.9	255.7	222.5	170.8	1,809.7

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**SHA**



**SHA STATEWIDE**



**PROJECT:** Coordinated Highway Action Response Team (CHART)

**DESCRIPTION:** Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) "511" - Traveler's Information; 4) System Integration and Communication; 5) Traffic Management.

**JUSTIFICATION:** Heavy volumes of traffic, stop-and-go commuter peaks, and lack of comprehensive information regarding current, real-time conditions on available alternatives contribute to and compound the effects of unexpected incidents. With the growth in traffic outpacing any realistic hope of expanding capacity through building new highways, or expanding existing ones, it is imperative to operate the existing highway system more efficiently through the application of Intelligent Transportation System (ITS) technologies and interagency teamwork.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2160	2430	2376	1838	3263	CMAQ/STP/NHS
RW	0	0	0	0	0	----
CO	4266	4860	4914	3450	6187	CMAQ/STP/NHS

**STATUS:** Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Added funding in FY14.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	68,461	41,961	4,000	4,500	4,400	4,900	4,900	3,800	26,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	225,070	173,370	7,900	9,000	9,100	9,200	9,100	7,400	51,700	0
Total	293,531	215,331	11,900	13,500	13,500	14,100	14,000	11,200	78,200	0
Federal-Aid	216,838	181,094	6,426	7,290	7,290	5,288	5,250	4,200	35,744	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

**OPERATING COST IMPACT** N/A



**PROJECT:** Community Safety and Enhancement Program

**DESCRIPTION:** This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be made available for highway transportation projects in designated revitalization areas. Areas will be designated by local jurisdictions, taking into account factors such as the age and number of abandoned and substandard structures, the extent of unemployment, and the redevelopment plans and strategies of the local jurisdiction. Project improvements include roadway reconstruction, lighting and drainage improvements, streetscaping and roadway improvements.

**JUSTIFICATION:** Some of Maryland's older urban areas contain significant investments in physical infrastructure that are underutilized due to their inability to attract new investment. MDOT is joining with other State agencies to target resources for these areas with the goal of increasing their attractiveness to private investment.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6700	6600	4000	3400	6700	STP/NHS

**STATUS:** Engineering, Right-of-way and Construction underway. This sheet represents a summary of this program. Individual projects are shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	71,543	45,793	7,500	3,600	3,000	3,900	3,900	3,850	25,750	0
Right-of-way	13,952	9,952	1,200	550	450	600	600	600	4,000	0
Construction	298,068	212,818	25,500	12,050	9,650	12,600	12,400	13,050	85,250	0
Total	383,563	268,563	34,200	16,200	13,100	17,100	16,900	17,500	115,000	0
Federal-Aid	80,421	53,021	6,700	6,600	4,000	3,400	3,300	3,400	27,400	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



**PROJECT:** Sidewalk Program

**DESCRIPTION:** This program will provide matching funds for the construction of sidewalks adjacent to State highways. Fifty percent of project costs will be required from local and municipal project sponsors, except in urban revitalization areas where projects are eligible for 100 percent state funding, and in priority funding areas where projects are eligible for 75 percent state funding.

**JUSTIFICATION:** Program will support community revitalization efforts and efforts to encourage pedestrian usage along State highways consistent with the intent of the "Access 2000" legislation.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering, Right-of-way and Construction underway. Working with local jurisdictions to identify projects. This sheet represents a summary of the Program. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	PROJECT CASH FLOW								
			CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,325	3,625	200	100	100	100	100	100	100	700	0
Right-of-way	295	295	0	0	0	0	0	0	0	0	0
Construction	36,258	29,958	1,800	900	900	900	900	900	900	6,300	0
Total	40,878	33,878	2,000	1,000	1,000	1,000	1,000	1,000	1,000	7,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

**OPERATING COST IMPACT** N/A



**PROJECT:** Sound Barrier Program

**DESCRIPTION:** Funding to implement retrofit sound barrier projects that meet eligibility criteria.

**JUSTIFICATION:** Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8200	7400	200	0	0	NHS

**STATUS:** Engineering, Right-of-way and Construction underway. This consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in SHA's Safety, Congestion Relief, Highway and Bridge Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	<b>PROJECT CASH FLOW</b>								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	35,327	32,257	2,000	450	450	75	50	45	3,070	0	0
Right-of-way	353	353	0	0	0	0	0	0	0	0	0
Construction	285,624	262,894	10,400	10,650	550	225	450	455	22,730	0	0
Total	321,304	295,504	12,400	11,100	1,000	300	500	500	25,800	0	0
Federal-Aid	217,698	201,898	8,200	7,400	200	0	0	0	15,800	0	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

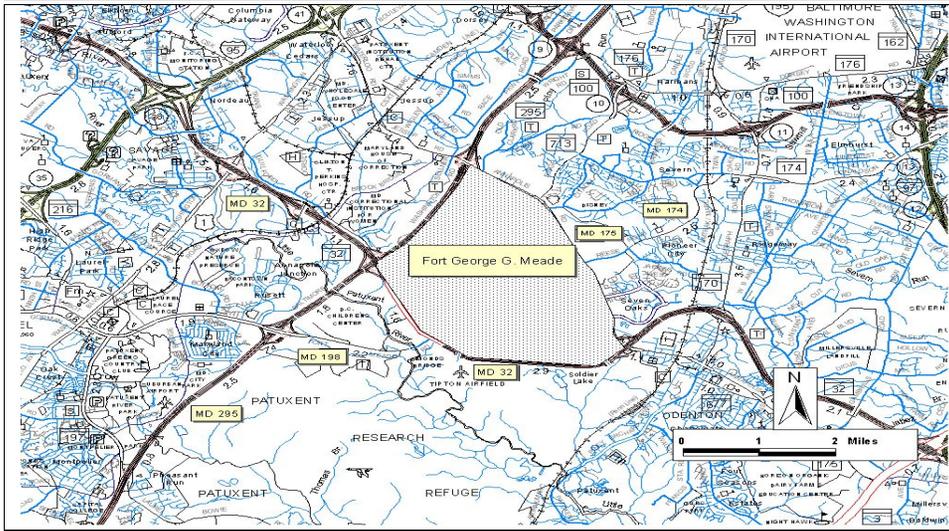
STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

**OPERATING COST IMPACT** N/A



**PROJECT:** BRAC Intersections near Fort Meade

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Fort Meade. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Fort Meade is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 175, MD 295 to MD 170 (Anne Arundel County Line 7)  
 MD 198, MD 295 to MD 32 (Anne Arundel County Line 8)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	453	0	0	0	0	PLH
RW	0	8580	0	0	0	NHS/STP
CO	0	0	11173	0	0	NHS/STP

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,264	286	1,500	1,500	2,978	0	0	0	5,978	0
Right-of-way	11,000	0	0	1,000	10,000	0	0	0	11,000	0
Construction	14,324	0	0	0	7,912	6,412	0	0	14,324	0
Total	31,588	286	1,500	2,500	20,890	6,412	0	0	31,302	0
Federal-Aid	20,205	285	168	780	13,971	5,001	0	0	19,920	0

**FUNCTION:**

STATE - N/A

FEDERAL - N/A

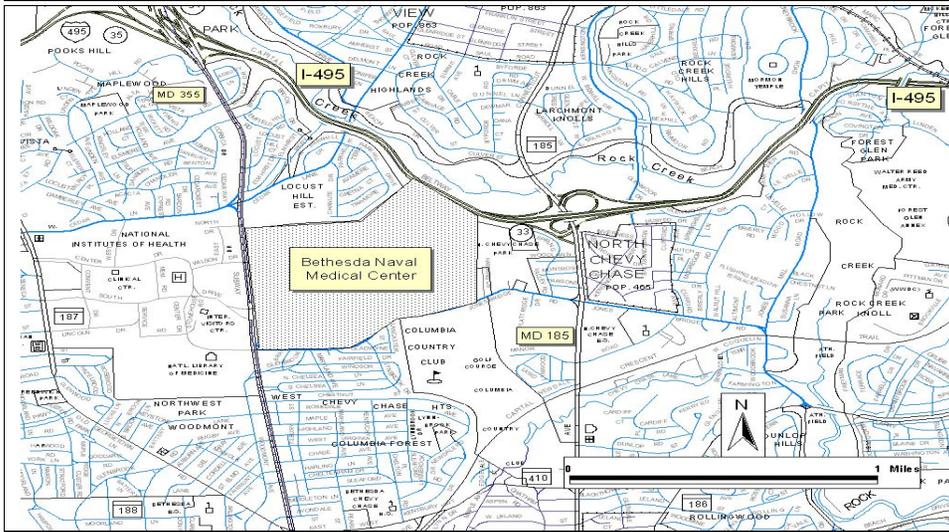
STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

**OPERATING COST IMPACT** N/A



**PROJECT:** BRAC Intersections near Bethesda Naval Center

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycles and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2270	0	0	0	0	OEA Grant/PLH
RW	0	13428	0	0	0	NHS/STP
CO	0	0	6201	0	0	NHS/STP

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY									
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014	2015	2016		
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,100	331	1,500	1,500	2,769	0	0	0	0	5,769	0	0
Right-of-way	17,215	0	0	8,607	8,608	0	0	0	0	17,215	0	0
Construction	7,950	0	0	0	5,715	2,235	0	0	0	7,950	0	0
Total	31,265	331	1,500	10,107	17,092	2,235	0	0	0	30,934	0	0
Federal-Aid	21,899	298	1,483	7,202	11,172	1,744	0	0	0	21,601	0	0

**FUNCTION:**

STATE - N/A

FEDERAL - N/A

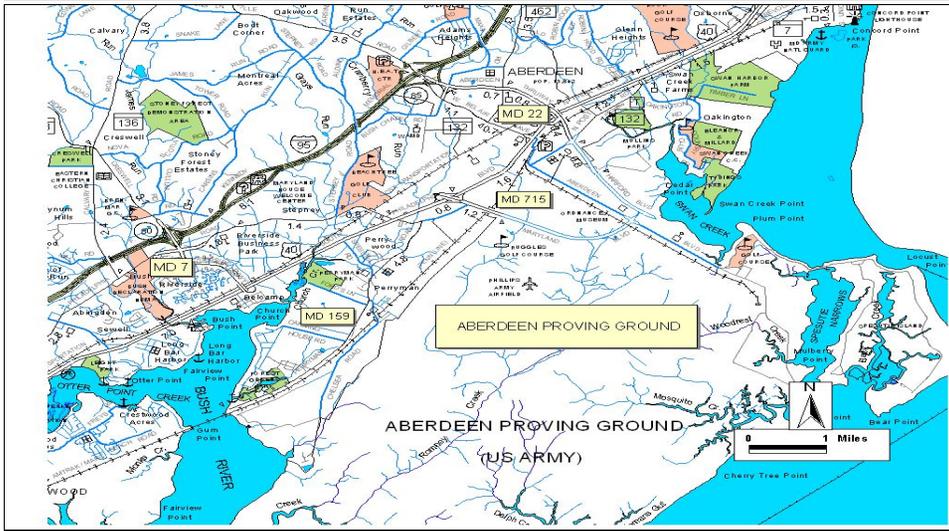
STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



**PROJECT:** BRAC Intersections near Aberdeen Proving Grounds

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Aberdeen Proving Grounds. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Aberdeen Proving Grounds is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersection improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 24, Interchange at I-95 (Harford County Line 1)
- Perryman, Access Study (Harford County Line 4)
- US 40, Interchange at MD 715 (Harford County Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2722	0	0	0	0	OEA Grant/PLH
RW	0	3900	0	0	0	NHS/STP
CO	0	0	12778	0	0	NHS/STP

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease is due to the economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	PROJECT CASH FLOW										
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
				.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	0	0	0	0	0	0	0	0	0		
Engineering	10,500	311	1,500	1,500	7,189	0	0	0	10,189	0	
Right-of-way	5,000	0	0	2,500	2,500	0	0	0	5,000	0	
Construction	16,382	0	0	0	10,450	5,932	0	0	16,382	0	
Total	31,882	311	1,500	4,000	20,139	5,932	0	0	31,571	0	
Federal-Aid	19,400	280	1,456	2,936	10,101	4,627	0	0	19,120	0	

**FUNCTION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<b><u>Fiscal Year 2008 Completions</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
1		Environmental stewardship Initiative - Statewide Native Meadows Establishment - establishment of over 1,000 acres of native meadows statewide	785	Completed
		<b><u>Fiscal Years 2009 and 2010</u></b>		
		<b><u>Safety/Spot Improvement</u></b>		
2	I 270	Dwight D. Eisenhower Highway; various locations on I 270; guard rails	1,398	FY 2009
		<b><u>C.H.A.R.T. Projects</u></b>		
3		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
4		Statewide CCTV Camera Deployment	2,255	Underway
		<b><u>Environmental Preservation</u></b>		
5	I 70	Dwight D. Eisenhower Highway; Hollow Road to MD 68 in Washington County; reforestation	324	Under construction
6	MD 100	I 97 to I 95; turfgrass restoration	91	FY 2009
7	MD 295	Baltimore Washington Parkway; I 695 to Baltimore City Line; landscaping	78	FY 2009
8	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping	328	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></b>				
9		SHA's 100 Year History Project - full color commemorative book of roads and bridges in Maryland encompassing the years of 1908-2008	500	Underway
<b><u>Archaeological Planning &amp; Research</u></b>				
10		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	FY 2009
11		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development	182	Underway
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
12		US 301 Meadow enhancements and removal of invasive vegetation; Eradication or control of identified invasive plants via herbicides and mowing to prevent the displacement of native species on US 301 from the US 50/301 split to the Delaware State line; Landscaping and other scenic beautification.	144	FY 2010
13		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre; Landscaping and other scenic beautification.	415	FY 2010
14		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	100	Under construction
<b><u>Environmental Mitigation</u></b>				
15		Stormwater Management Visual and Environmental Enhancements - make improvements to existing stormwater management facilities and improve the visual appearance, environmental diversity and water quality of nine sites in SHA Districts 4 and 5	609	Underway

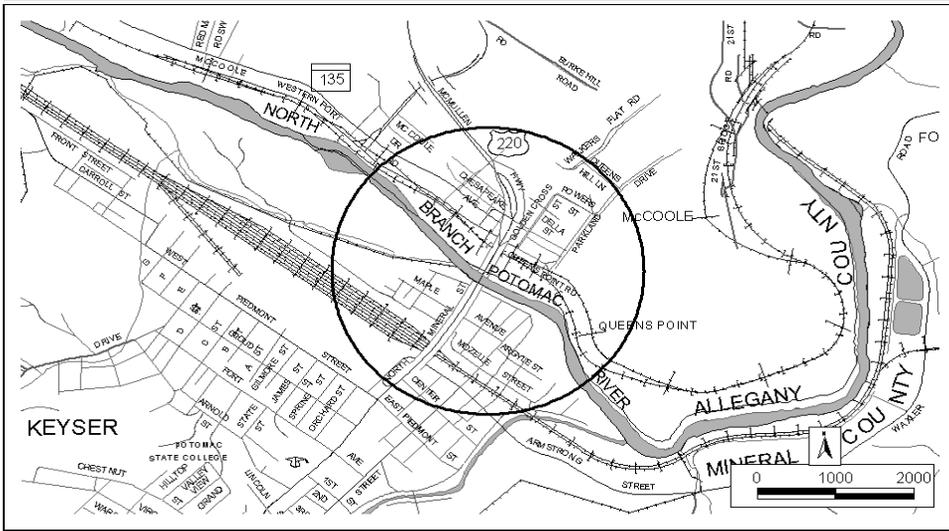
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 8 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
16		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives	322	Underway
17		Civil War Driving Tour - Gettysburg - develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides, interpretive signing, and interactive signs and displays for the Emmitsburg Welcome Center	531	Underway
<u>Congressional Earmarks</u>				
18		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W)	0	



Allegany



**PROJECT:** US 220, McMullen Highway

**DESCRIPTION:** Replace Bridge 1060 over the Potomac River. Shoulders and sidewalks will accommodate bicycles and pedestrians. Existing structure will be removed.

**JUSTIFICATION:** The existing bridge is structurally deficient.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	7912	0	0	0	HP

**STATUS:** Engineering underway by West Virginia. Right-of-way to begin during current fiscal year. Project schedule is controlled by West Virginia. The cost shown is the estimated cost for Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	41	1,000	959	0	0	0	0	1,959	0
Right-of-way	1,700	0	1,700	0	0	0	0	0	1,700	0
Construction	10,143	0	0	1,125	2,699	3,107	3,212	0	10,143	0
Total	13,843	41	2,700	2,084	2,699	3,107	3,212	0	13,802	0
Federal-Aid	10,800	32	2,106	1,626	2,105	2,423	2,508	0	10,768	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

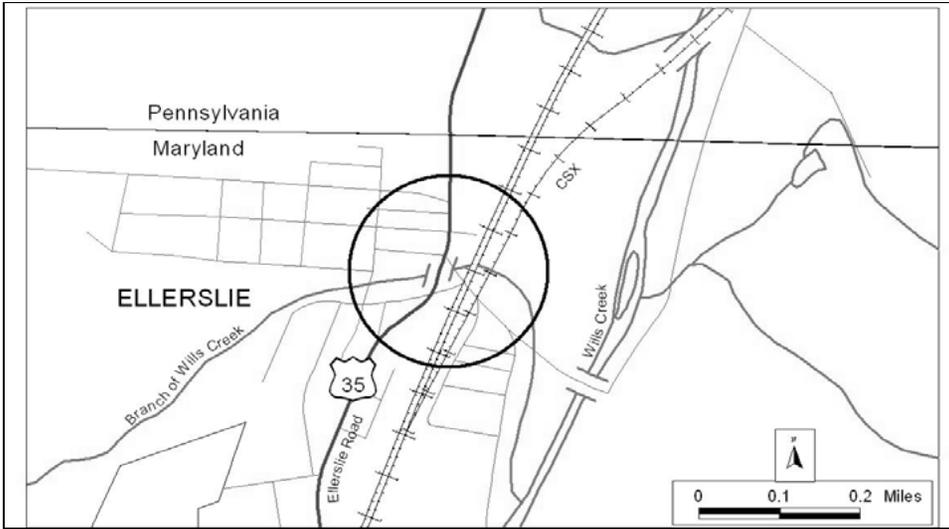
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 13,600

PROJECTED (2030) - 21,160

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 35, Ellerslie Road

**DESCRIPTION:** Replaced Bridge 1068 over Branch of Wills Creek. Shoulders will accommodate bicycles.

**JUSTIFICATION:** The existing bridge was structurally deficient and also functionally obsolete.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	309	309	0	0	0	0	0	0	0	0
Right-of-way	61	61	0	0	0	0	0	0	0	0
Construction	1,275	520	755	0	0	0	0	0	755	0
Total	1,645	890	755	0	0	0	0	0	755	0
Federal-Aid	1,223	623	600	0	0	0	0	0	600	0

**FUNCTION :**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

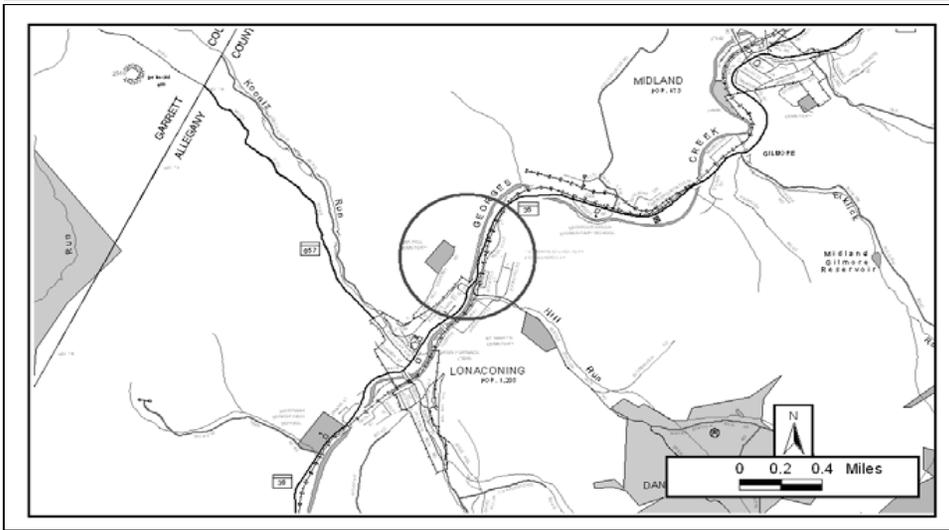
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 4,550

PROJECTED (2030) - 5,700

OPERATING COST IMPACT N/A



**PROJECT:** MD 36, Lower Georges Creek Road

**DESCRIPTION:** Replace Bridge 1014 over George's Creek. Includes reconstruction of approach roadways. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The existing bridge is structurally deficient and also functionally obsolete.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5719	0	0	0	0	BR

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	884	221	663	0	0	0	0	0	663	0
Construction	6,455	0	2,583	3,872	0	0	0	0	6,455	0
Total	7,339	221	3,246	3,872	0	0	0	0	7,118	0
Federal-Aid	5,719	93	2,566	3,060	0	0	0	0	5,626	0

**FUNCTION :**

STATE - Rural Minor Arterial

FEDERAL - Minor Arterial

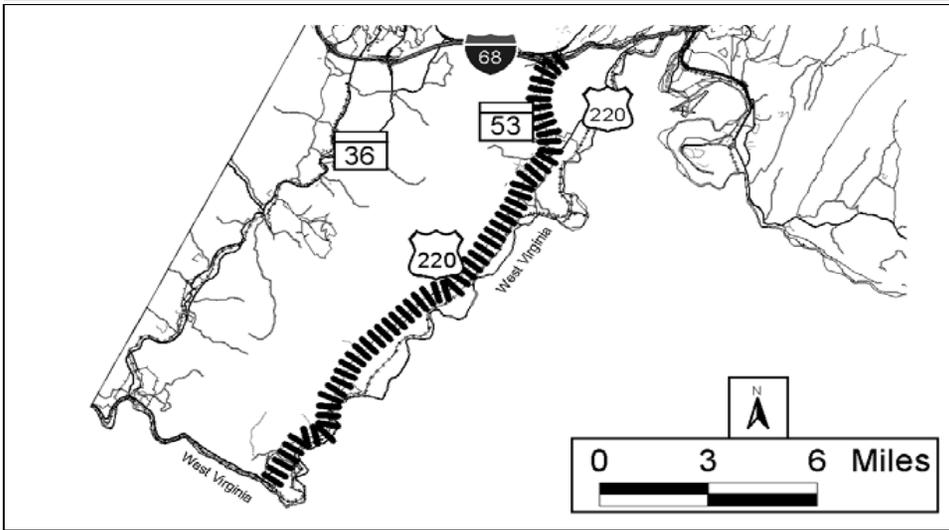
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 7,750

PROJECTED (2030) - 9,450

OPERATING COST IMPACT N/A



**PROJECT:** US 220, McMullen Highway

**DESCRIPTION:** Study to upgrade and/or relocate US 220 from I-68, via MD 53, to the West Virginia State Line (15.0 miles). This represents Maryland's portion of a larger joint study from I-68 to Corridor H in West Virginia.

**JUSTIFICATION:** Improvements along the US 220 South corridor would enhance accessibility and promote economic development in the Appalachian Region.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 219, I-68 to Pennsylvania State Line (Garrett County - Line 2)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning corridor studies underway. An additional \$2.4 million is needed to complete Planning. The cost shown is SHA share only. West Virginia is the lead in performing this study.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	613	213	400	0	0	0	0	0	400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	613	213	400	0	0	0	0	0	400	0
Federal-Aid	490	170	320	0	0	0	0	0	320	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 7,950 - 20,850

PROJECTED (2030) - 11,800 - 32,650

OPERATING COST IMPACT N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 36	New George's Creek Road; 0.20 miles north of MD 935 to bridge 0101400; safety and resurface	954	Completed
2	US 40 ALT	National Highway; Long Drive to MD 36; resurface	495	Completed
3	MD 51	Industrial Boulevard; Howard Street to West Third Street; safety and resurface	1,592	Completed
4	I 68	National Freeway; Old Cumberland Road bridge 01144 to M.V. Smith Road bridge 01130; resurface	4,697	Completed
5	I 68	National Freeway; Street Road bridge to MD 948 bridge; safety and resurface	3,138	Completed
6	I 68	National Freeway; MD 936 bridge 0111300 to MD 55 bridge 0111500; resurface	2,989	Completed
7	MD 135	McCoole Westerport Road; Tri Town Plaza to Golden Cross Street; resurface	754	Completed
8	US 220	McMullen Highway; 0.41 miles north of MD 636 to Bunting Street; resurface	1,002	Completed
9	MD 936	Upper Georges Creek Road; South of Cherry Lane to US 40 Alt.; resurface	477	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
10	I 68 EB	National Freeway; MD 736 to MD 658; bridge deck overlay eastbound and westbound	3,241	Completed
<b><u>Sidewalks</u></b>				
11	MD 51	Industrial Boulevard; 0.01 miles west of Pennsylvania Avenue to South Street (City of Cumberland); retrofit sidewalk - 360 linear feet	53	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

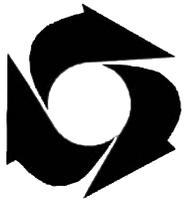
**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
12	US 40 ALT	National Pike, Main Street E; from Water Street to New Georges Creek Road; resurface.	415	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
13	MD 36	New George's Creek Road; bridge over I-68; bridge deck replacement	3,079	Under construction
<b><u>Safety/Spot Improvement</u></b>				
14	I 68	National Freeway; at Mountain Road; superelevation correction - westbound lanes only	919	Under construction
15	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Washington County)	1,900	FY 2009
16	I 68 EB	National Freeway; at US 220 interchange; construct new southbound US 220 left turn lane to access existing northbound US 220 on ramp (This project is funded for preliminary engineering only)	168	PE Underway
<b><u>Community Safety and Enhancements</u></b>				
17	US 40 ALT	National Pike; MD 658 to Braddock Street in LaVale; streetscape	7,150	Under construction
18	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); streetscape	4,592	FY 2009
<b><u>Environmental Preservation</u></b>				
19	I 68	National Freeway; MD 36 to MD 53; turf renovation	157	Completed

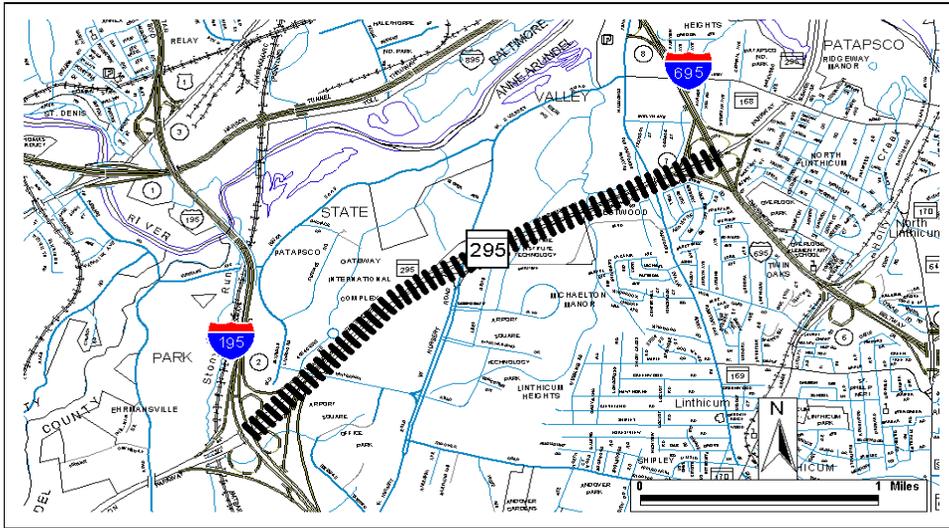
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Sidewalks</u></b>				
20	MD 36	New George's Creek; American Legion Entrance to north of American Legion Entrance; retrofit sidewalk - 423 linear feet	100	Under construction
<b><u>Enhancements</u></b>				
<b><u>Environmental Mitigation</u></b>				
21		SWM facilities along US 220 in Allegany County	524	FY 2009
<b><u>Congressional Earmarks</u></b>				
22		Great Alleghany Passage; five miles of trail from Cumberland to Wharf Branch; pedestrian/bicycle trail (Earmark \$3.6 million; CO)	0	



Anne Arundel



**PROJECT:** MD 295, Baltimore Washington Parkway

**DESCRIPTION:** Widen MD 295 from 4 to 6 lanes from I-695 (Baltimore Beltway) to I-195 (1.50 miles).

**JUSTIFICATION:** This project will ease growing congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
MD 295, MD 100 to I-195 (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,487	1,487	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	0	0
Construction	10,924	51	2,975	4,449	3,449	0	0	0	0	0	0	10,873	0
Total	12,411	1,538	2,975	4,449	3,449	0	0	0	0	0	0	10,873	0
Federal-Aid	10,171	1,231	2,440	3,662	2,838	0	0	0	0	0	0	8,940	0

**FUNCTION:**

STATE - Principal Arterial  
FEDERAL - Freeway/Expressway

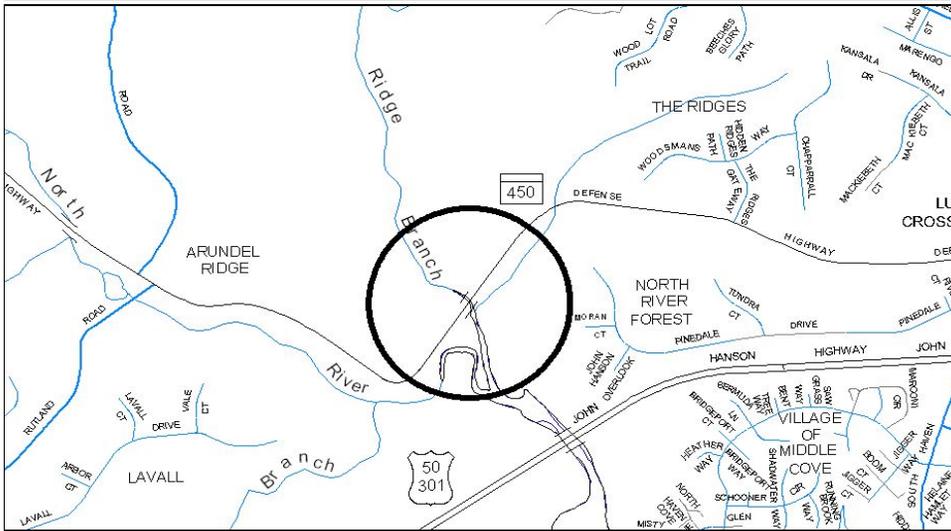
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 92,200

PROJECTED (2030) - 134,700

**OPERATING COST IMPACT** \$26,700 per year



**PROJECT:** MD 450, Defense Highway

**DESCRIPTION:** Replaced Bridge 2072 over Bacon Ridge Branch. Bicycle and pedestrian compatible shoulders have been provided.

**JUSTIFICATION:** This project replaced the existing deteriorating bridge. Additionally the new structure was placed at a higher elevation in order to reduce flooding in the area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	791	751	40	0	0	0	0	0	0	40	0
Right-of-way	79	71	8	0	0	0	0	0	0	8	0
Construction	2,288	572	1,716	0	0	0	0	0	0	1,716	0
Total	3,158	1,394	1,764	0	0	0	0	0	0	1,764	0
Federal-Aid	1,929	677	1,252	0	0	0	0	0	0	1,252	0

**FUNCTION :**

STATE - Rural Minor Arterial  
 FEDERAL - Rural Major Collector

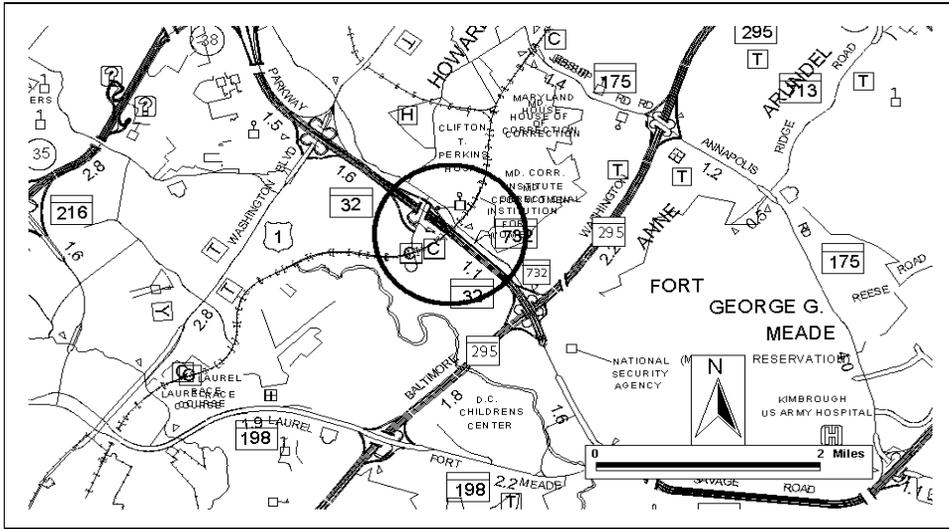
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 8,200

PROJECTED (2030) - 10,300

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 732, Guilford Road

**DESCRIPTION:** Replaced Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project replaced the existing deteriorating bridge.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service. SHA, Anne Arundel County and Howard County shared the cost of construction. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,466	2,466	0	0	0	0	0	0	0	0
Total	2,524	2,524	0	0	0	0	0	0	0	0
Federal-Aid	43	43	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Local

FEDERAL - Local

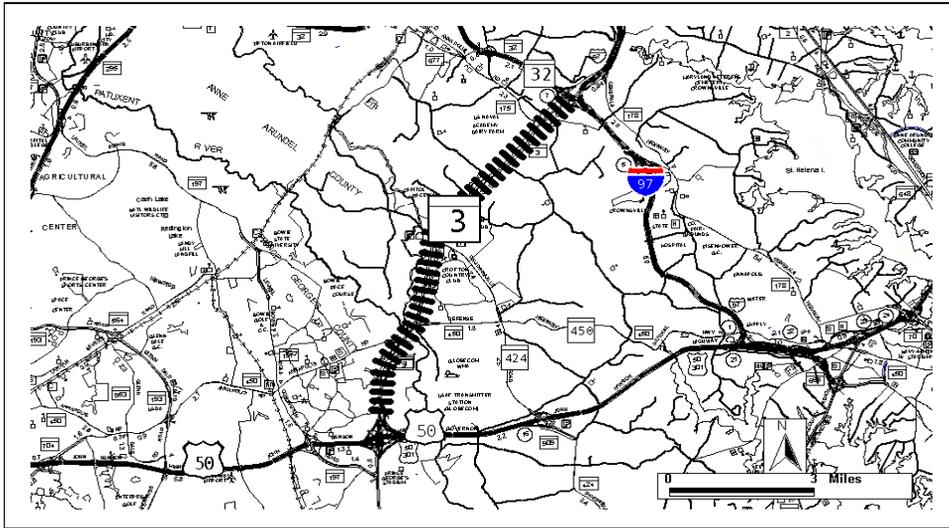
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 12,100

PROJECTED (2030) - 34,100

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 3, Robert Crain Highway

**DESCRIPTION:** Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- US 301, South Corridor Transportation Study (Prince George's County - Line 22)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	THRU 2008	2009			2011	2012	2013	2014		
	Planning	3,805	3,405	400	0	0	0	0	0	400
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,651	4,651	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,456	8,056	400	0	0	0	0	0	400	0
Federal-Aid	2,664	2,384	280	0	0	0	0	0	280	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

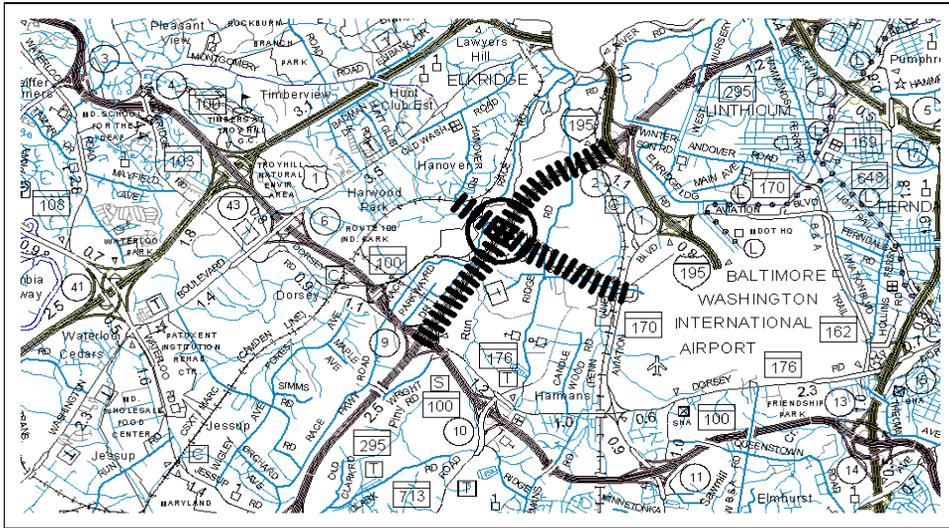
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 77,650**

**PROJECTED (2030) - 124,800**

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 295, Baltimore Washington Parkway

**DESCRIPTION:** Study to widen MD 295 from 4 to 6 lanes from MD 100 to I-195 including an interchange at Hanover Road and improvements to Hanover Road from the CSX railroad tracks in Howard County to MD 170 (3.27 miles).

**JUSTIFICATION:** This project would help ease congestion and improve access to one of the State's economic engines, the Baltimore-Washington International Thurgood Marshall Airport.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 295, I-695 to I-195 (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR EXPEND THRU YEAR		PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....			
					0	0	0	0	0		
Planning	2,500	1,983	317	200	0	0	0	0	517	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,500	1,983	317	200	0	0	0	0	517	0	
Federal-Aid	2,000	1,586	254	160	0	0	0	0	414	0	

**FUNCTION:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

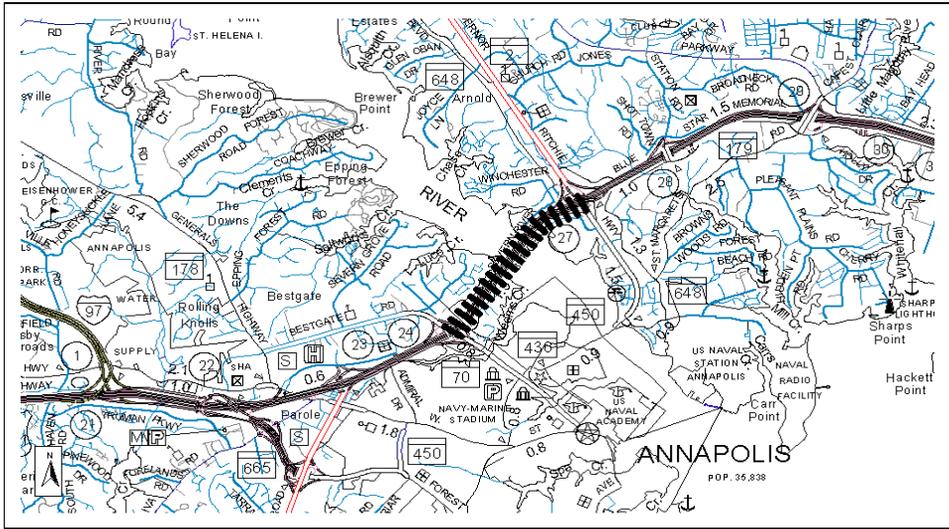
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 97,000

PROJECTED (2030) - 134,700

**OPERATING COST IMPACT** N/A



**PROJECT:** US 50, John Hanson Highway

**DESCRIPTION:** Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

**JUSTIFICATION:** The approaches to the Severn River/Pearl Harbor Memorial Bridge experiences severe congestion, particularly the eastbound direction during the evening peak period.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Feasibility Study underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	1,000	45	500	455	0	0	0	0	0	955	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,000	45	500	455	0	0	0	0	0	955	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**FUNCTION:**

STATE - Principal Arterial  
 FEDERAL - Urban Freeway/Expressway

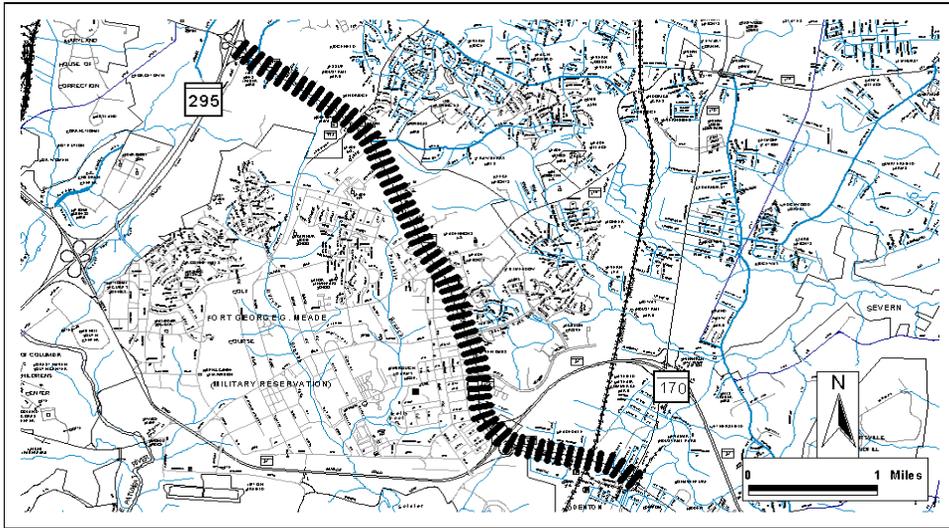
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 119,500

**PROJECTED (2030) -** 159,900

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 175, Annapolis Road

**DESCRIPTION:** This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170. (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate. (BRAC Related)

**JUSTIFICATION:** This project would address current and future congestion along MD 175 and will improve access to Fort Meade.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	5923	0	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. Partial Engineering to begin during current fiscal year. An additional \$34.3 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed Right-of-way funding due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,500	1,880	415	205	0	0	0	0	0	620	0
Engineering	10,001	0	25	1,000	1,000	1,000	6,976	0	10,001	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,501	1,880	440	1,205	1,000	1,000	6,976	0	10,621	0	0
Federal-Aid	7,872	1,466	343	940	780	780	3,563	0	6,406	0	0

**FUNCTION:**

STATE - Urban Minor Arterial  
 FEDERAL - Urban Minor Arterial

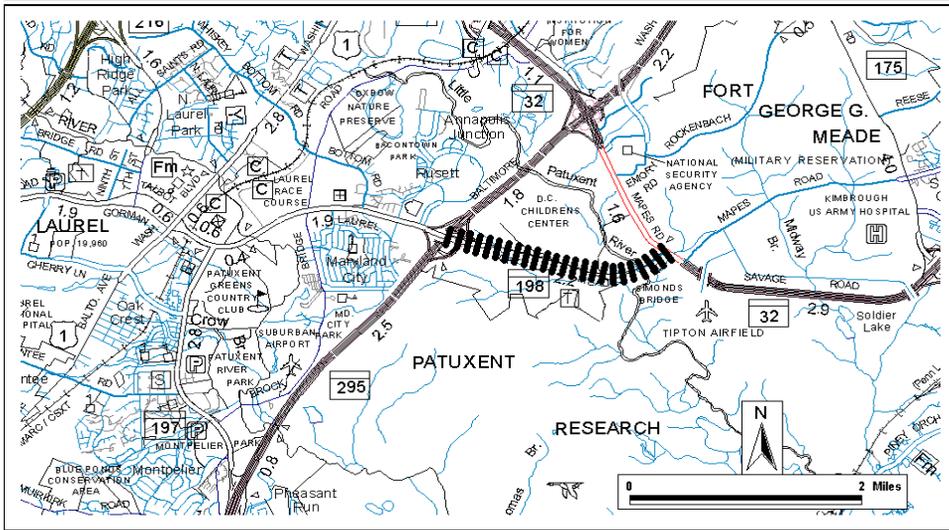
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 36,500

PROJECTED (2030) - 52,800

OPERATING COST IMPACT N/A



**PROJECT:** MD 198, Laurel Fort Meade Road

**DESCRIPTION:** Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

**JUSTIFICATION:** MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 175, MD 295 to MD 170 (Line 7)  
BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. County contributing up to \$4.5 million for the planning phase.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
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
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

**FUNCTION:**

STATE - Other Principal Arterial  
FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 25,200

**PROJECTED (2030) -** 41,300

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 2 NB	Solomons Island Road; South River Bridge to south of Forest Drive; resurface	570	Completed
2	MD 3 SB	Robert Crain Highway; Conway Road to St. Stephens Church Road; resurface	1,100	Completed
3	MD 100 EB	MD 10 to MD 177 and MD 174 to I 97 westbound only; resurface	1,116	Completed
4	MD 170	Telegraph Road; Old Mill Road to Donald Avenue; resurface	634	Completed
5	MD 170	Telegraph Road; Old Mill Road to Harvey Avenue; resurface	464	Completed
6	MD 177	Mountain Road; MD 2 to Freetown Road; resurface	570	Completed
7	MD 450	West Street; MD 2 to South Brown Street; resurface	2,225	Completed
8	MD 648 E	Baltimore Annapolis Boulevard; O street NE to MD 2; resurface	78	Completed
9	MD 648 E	Baltimore Annapolis Boulevard; I 695 to Baltimore County line; resurface	628	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
10	MD 214	Central Avenue; over Patuxent River; bridge rehabilitation (Also shown in Prince George's County)	3,024	Completed
<b><u>Safety/Spot Improvement</u></b>				
11	MD 177	Mountain Road; at MD 648; traffic signal modifications	500	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
12	MD 424	Davidsonville Road; MD 450 to MD 3; resurface	1,247	Completed
<u>Bridge Replacement/Rehabilitation</u>				
13	MD 258	Bay Front Road; over Rockhold Creek; bridge deck replacement	4,294	FY 2009
14	MD 908	Oceanic Drive; over US 50; bridge deck overlay	1,349	Under construction
<u>Safety/Spot Improvement</u>				
15		Various locations in Anne Arundel County; functional enhancement of stormwater facilities (This project is a split funded project with the Enhancement Program)	837	Completed
16		Functional Enhancement of stormwater management facilities 2nd Phase; reconstruction of stormwater management facilities (This project is a split funded project with the Enhancement Program)	1,483	Under construction
17	MD 100 EB	At I 97 interchange; restripe and revise traffic control to convert existing eastbound lane addition from southbound I 97 ramp to a yield condition	1,000	FY 2009
<u>Community Safety and Enhancements</u>				
18	MD 170	Belle Grove Road; 10th Avenue to MD 648 in Pumphrey; urban street reconstruct	5,023	Completed
<u>Streetscapes and Minor Reconstruction</u>				
19		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Noise Barriers</u></b>				
20	I 97 NB	MD 648 to Wellham Avenue; Noise Abatement - Type 2	2,824	FY 2009
<b><u>Environmental Preservation</u></b>				
21	US 50	John Hanson Highway; MD 70 to MD 2 interchange; landscaping	137	FY 2009
22	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	Under construction
<b><u>Sidewalks</u></b>				
23	MD 70	Rowe Boulevard; Taylor Avenue to Melvin Avenue; retrofit sidewalk - 930 linear feet	200	FY 2009
24	MD 174	Donaldson Avenue; north side of MD 174 from MD 170 to west entrance of Severn Danza Park; retrofit sidewalk - 350 linear feet	63	FY 2009
25	MD 174	Quarterfield Road; southside of MD 174 from Westphalia Drive to Parke West Drive; retrofit sidewalk - 1,300 linear feet	87	FY 2009
26	MD 174	Donaldson Avenue; Southside of MD 174 from MD 17 to Clark Station Road; retrofit sidewalk - 280 linear feet	61	FY 2009
27	MD 2	Governor Ritchie Highway; eastside of MD 2 from Marley Station Road to Americana Circle; retrofit sidewalk - 1,000 linear feet	86	FY 2009
28	MD 648	Baltimore Annapolis Boulevard; northside of MD 648 from MD 2 to the existing sidewalk in the Glen Burnie Town Center; retrofit sidewalk - 175 linear feet	15	FY 2009
29	MD 648	Baltimore Annapolis Boulevard; eastside of MD 648 from Eastern Street to the Cromwell Shopping Center Entrance; retrofit sidewalk - 600 linear feet	76	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Intersection Capacity Improvements</u></b>				
30	MD 2	Solomons Island Road; at MD 408/422; northbound bypass lane (Funded for preliminary engineering only)	150	PE Underway
<b><u>Enhancements</u></b>				
31		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2009
<b><u>Pedestrian/Bicycle Facilities</u></b>				
32		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction	500	FY 2009
<b><u>Archaeological Planning &amp; Research</u></b>				
33		Historic Annapolis Streets; Research historical development in the Annapolis national register historic district; Archeological Planning and Research.	75	FY 2010
<b><u>Environmental Mitigation</u></b>				
34		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2010
35		Cypress Branch Stream Valley Restoration; restoration of 3,200 linear feet of stream and 12 acres of associated Atlantic White Cedar wetland in the Cypress Branch Stream valley	918	FY 2010
36		I 97 Stormwater Management Facilities Functional Upgrades; reconstruction of 13 stormwater management facilities along I 97 from south of MD 178 to MD 100 and 2 stormwater management facilities on MD 100 near MD 713 and near Wright Road to current standards	609	FY 2010

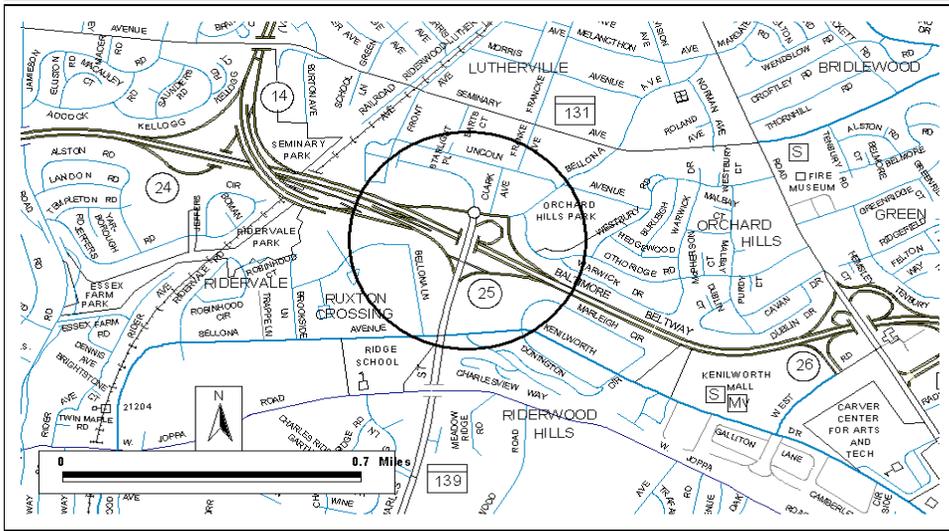
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
37		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	FY 2010
38		Functional Enhancement of Stormwater Management; phase B; conversion of infiltration basins to treat additional stormwater runoff; environmental mitigation (This project is a split funded project with the Safety/Spot Improvement Program)	475	Underway
39		Functional Enhancement of Stormwater Management Facilities in Anne Arundel County Phase A-improvements to 28 existing stormwater management facilities (This project is a split funded project with the Safety/Spot Improvement Program)	888	Completed
<b><u>Scenic/Historic Highway Programs/Visitor Centers (cont'd)</u></b>				
40		London Town Visitor's Center & Museum - construct a Visitor's Center and Museum at Historic London Town and Gardens in Edgewater (Visitor's Center Complete)	2,647	Underway
<b><u>Congressional Earmarks</u></b>				
41		Construct Broadneck Peninsula Trail; construct trail (Earmark \$1.2 million; CO)	0	
42		Patuxent Research Refuge road improvements (Earmark \$3 million; PE, CO) Sponsor: U.S. Fish & Wildlife Service	0	
43		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	
44		Linthicum; Peer review study of conflicts between road system and light rail operations (Earmark \$80,000; PE) Sponsor: Maryland Transit Administration	0	



**Baltimore**



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Replacement of MD 139 Bridge (Charles Street).

**JUSTIFICATION:** This project would provide additional capacity and improve operations and safety along this segment of the Baltimore Beltway including the redecking of the Light Rail Bridge.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-695, I-83 to I-95 (Line 5)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	39767	0	0	0	0	BR/IM/STP

**STATUS:** Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost increase of \$3.4 million is due to an unfavorable bid price.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,774	3,187	800	2,787	0	0	0	0	0	3,587	0
Right-of-way	54	20	34	0	0	0	0	0	0	34	0
Construction	43,789	0	4,673	13,024	14,922	11,170	0	0	0	43,789	0
Total	50,617	3,207	5,507	15,811	14,922	11,170	0	0	0	47,410	0
Federal-Aid	44,889	2,324	4,868	14,002	13,551	10,144	0	0	0	42,565	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

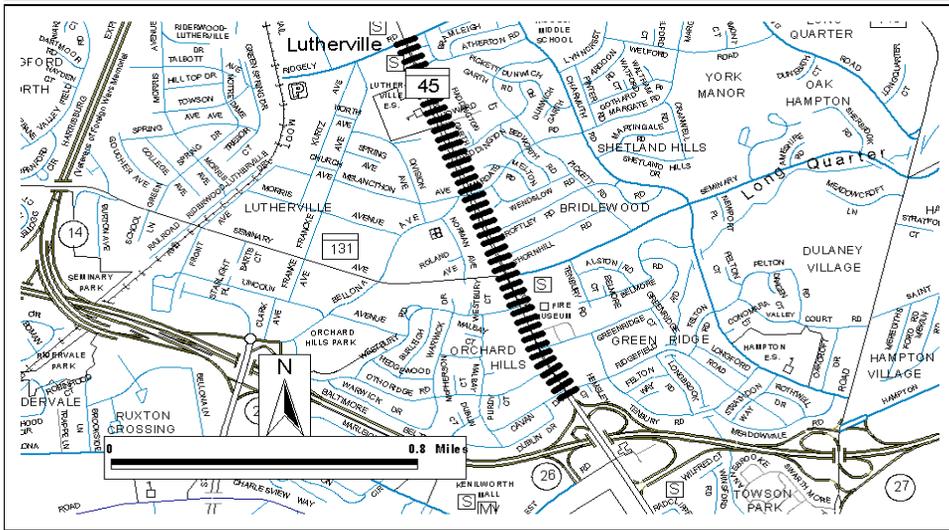
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 166,250

PROJECTED (2030) - 208,000

OPERATING COST IMPACT N/A



**PROJECT:** MD 45, York Road

**DESCRIPTION:** Widen MD 45 to provide a center turn lane from Cavan Drive to Ridgely Road. Project will include streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

**JUSTIFICATION:** This project will improve capacity, operational and safety issues associated with this segment of MD 45 (York Road), as well as enhance neighborhood appearance.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,170	2,170	0	0	0	0	0	0	0	0	0
Right-of-way	5,298	3,951	1,347	0	0	0	0	0	0	1,347	0
Construction	10,495	6,522	3,973	0	0	0	0	0	0	3,973	0
Total	17,963	12,643	5,320	0	0	0	0	0	0	5,320	0
Federal-Aid	12,266	7,995	4,271	0	0	0	0	0	0	4,271	0

**FUNCTION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

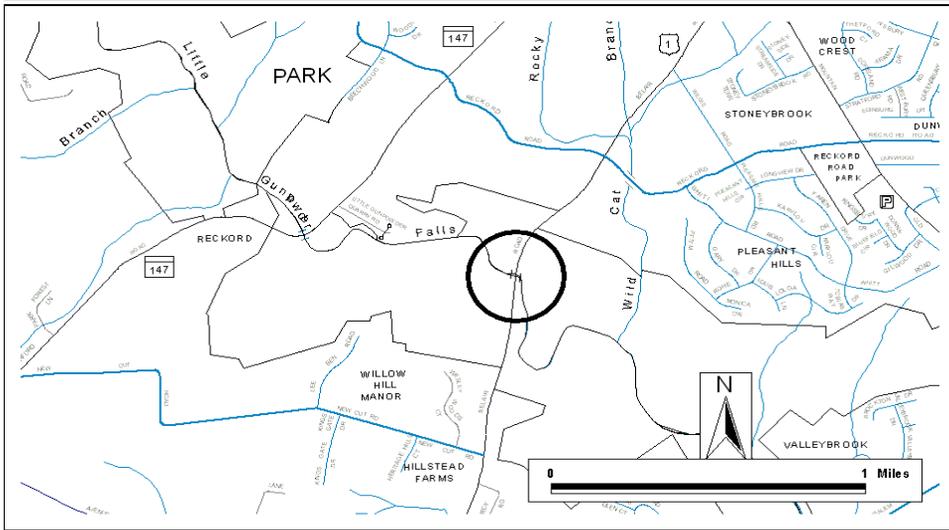
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 45,000

**PROJECTED (2030) -** 56,000

**OPERATING COST IMPACT** \$9,800 per year



**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Replace Bridge #3001 over Little Gunpowder Falls. Includes bicycle compatible improvements.

**JUSTIFICATION:** This project will replace the existing deteriorated structure and provide increased structural and traffic safety. The original structure was built in 1934.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- US 1, MD 43 to MD 152 (Line 8)
- US 1, MD 152 to Hickory Bypass (Harford County-Line 6)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4462	0	0	0	0	SPECIAL BR

**STATUS:** Right-of-way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	898	721	177	0	0	0	0	0	0	177	
Right-of-way	203	0	203	0	0	0	0	0	0	203	
Construction	5,720	0	339	2,113	2,208	1,060	0	0	0	5,720	
Total	6,821	721	719	2,113	2,208	1,060	0	0	0	6,100	
Federal-Aid	4,324	0	396	1,542	1,612	774	0	0	0	4,324	

**FUNCTION:**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

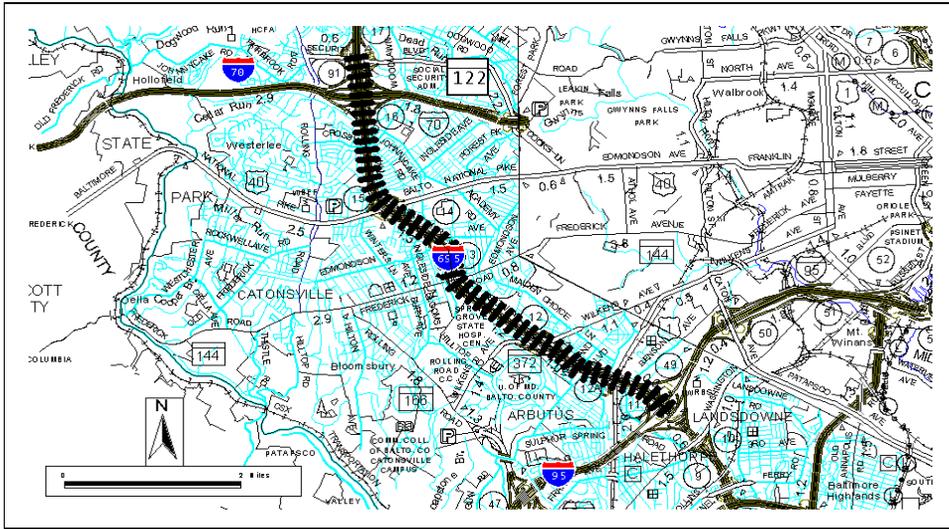
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 23,000**

**PROJECTED (2030) - 28,000**

**OPERATING COST IMPACT** N/A



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

**JUSTIFICATION:** This project would provide additional capacity and improve operations and safety on this segment of I-695.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering and Right-of-way for the segment from MD 144 to south of US 40 underway. An additional \$51.1 million is needed to complete Engineering for the entire project from I-95 to MD 122.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	PROJECT CASH FLOW											
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012	YEAR 2013	YEAR 2014	
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0	0
Engineering	13,688	11,571	300	1,817	0	0	0	0	0	0	0	2,117
Right-of-way	1,825	295	500	780	250	0	0	0	0	0	0	1,530
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	16,939	13,292	800	2,597	250	0	0	0	0	0	0	3,647
Federal-Aid	11,007	8,235	624	1,953	195	0	0	0	0	0	0	2,772

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

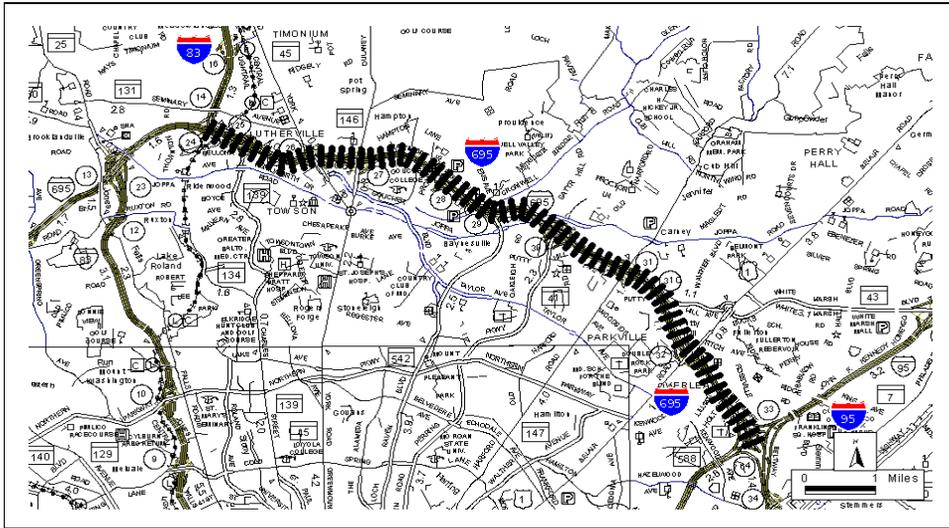
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 217,000

PROJECTED (2030) - 262,300

OPERATING COST IMPACT N/A



**PROJECT:** I-695, Baltimore Beltway

**DESCRIPTION:** Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) including the MD 139 (Charles Street) Interchange. (11.38 miles).

**JUSTIFICATION:** This project would provide additional capacity and improve operations and safety of this segment of I-695.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-695, at MD 139 (Line 1)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering and Right-of-way underway for the segment from MD 41 to MD 147. An additional \$64.9 million is needed to complete Engineering for the entire segment.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,515	1,515	0	0	0	0	0	0	0	0	0
Engineering	6,580	5,782	100	698	0	0	0	0	0	798	0
Right-of-way	80	65	15	0	0	0	0	0	0	15	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,175	7,362	115	698	0	0	0	0	0	813	0
Federal-Aid	4,959	4,632	41	286	0	0	0	0	0	327	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

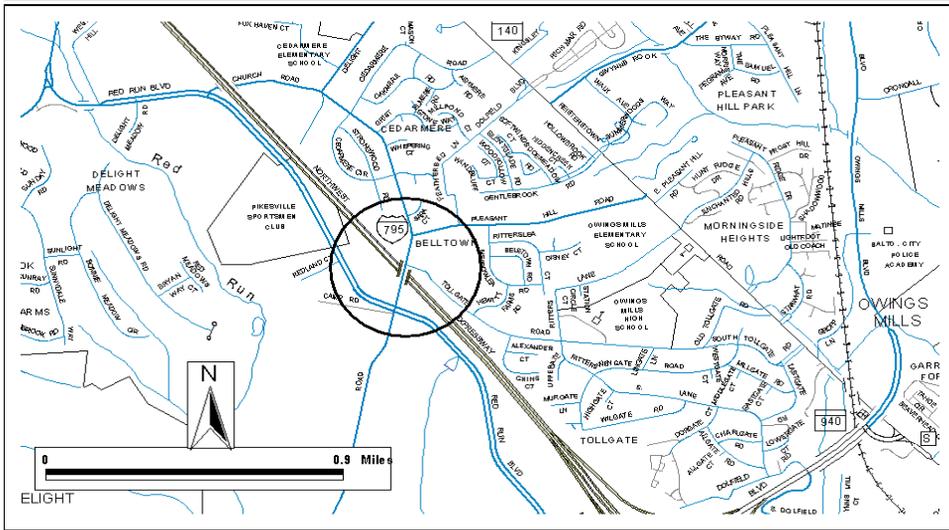
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 183,000

PROJECTED (2030) - 231,000

OPERATING COST IMPACT N/A



**PROJECT:** I-795, Northwest Expressway

**DESCRIPTION:** Study to develop interchange options at Dolfield Road.

**JUSTIFICATION:** This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Transit Oriented Development at Owings Mills Metro Station (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. Baltimore County is contributing \$0.625 million towards Planning. The cost shown is SHA share only

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,875	50	1,075	750	0	0	0	0	1,825	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,875	50	1,075	750	0	0	0	0	1,825	0	
Federal-Aid	1,688	45	968	675	0	0	0	0	1,643	0	

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

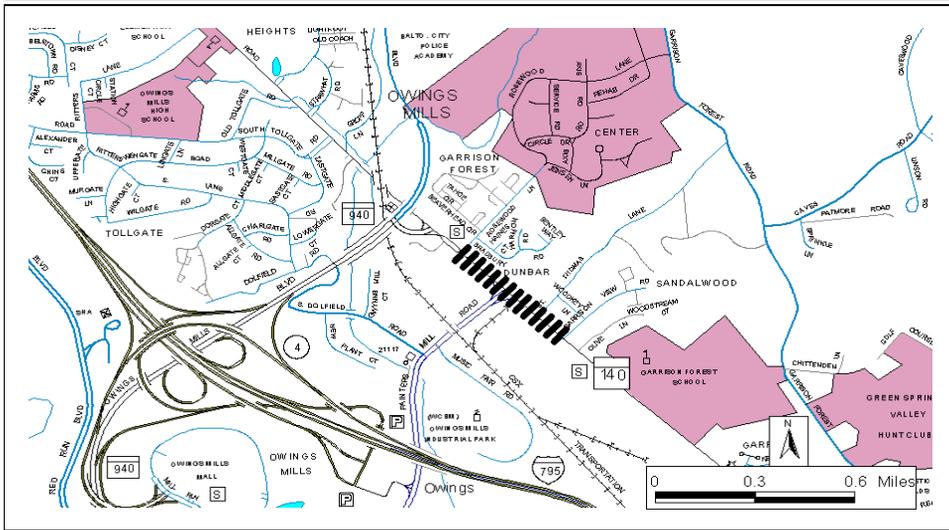
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 73,700

PROJECTED (2030) - 100,750

OPERATING COST IMPACT N/A



**PROJECT:** MD 140, Reisterstown Road

**DESCRIPTION:** Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

**JUSTIFICATION:** This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center and the Owings Mills Metro Station.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Transit Oriented Development at Owings Mills Metro Station (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed Right-of-way funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	1,449	850	193	0	0	0	0	0	1,043	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,492	1,449	850	193	0	0	0	0	0	1,043	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

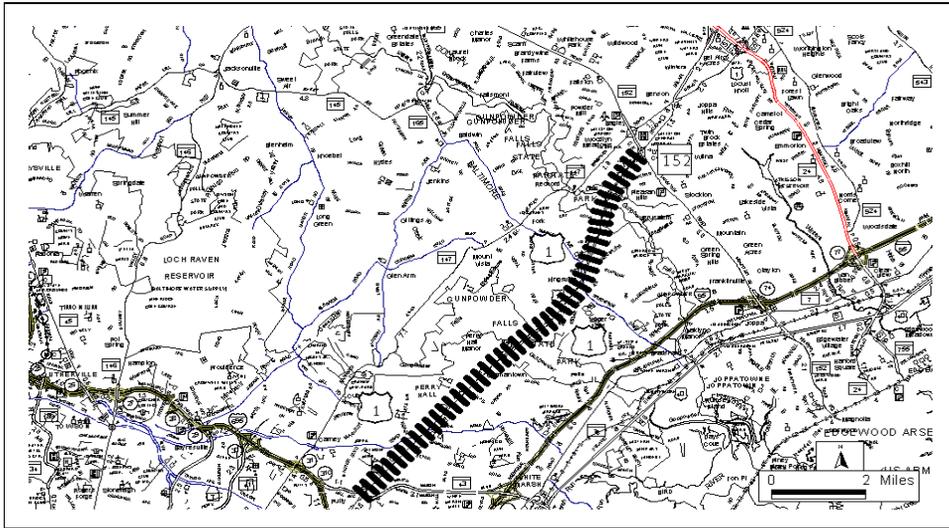
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 44,200 (MD 140)

**PROJECTED (2030) -** 67,700 (MD 140)

**OPERATING COST IMPACT** N/A



**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

**JUSTIFICATION:** This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- US 1, MD 152 to Hickory Bypass (Harford County - Line 6)
- US 1, MD 43 to MD 152 (Baltimore County - Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
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	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

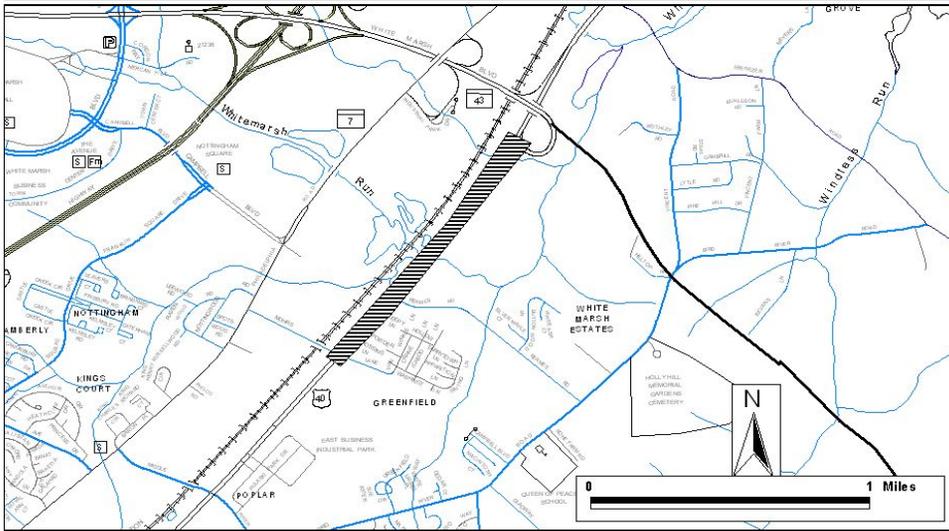
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 36,400

**PROJECTED (2030) -** 45,100

**OPERATING COST IMPACT** N/A



**PROJECT:** US 40, Pulaski Highway

**DESCRIPTION:** Improvements to US 40 from Middle River Road to south of MD 43 Interchange (2.16 miles). Project will include roadway resurfacing and replacement of the median jersey barrier with an aesthetically treated divider, landscaping, bicycle and pedestrian improvements.

**JUSTIFICATION:** This project will provide improved safety and traffic operations along with beautification of this segment of the corridor.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway. An additional \$1.9 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	119	34	85	0	0	0	0	0	0	85	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	119	34	85	0	0	0	0	0	0	85	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 34,500

**PROJECTED (2030) -** 44,300

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 7	Philadelphia Road; MD 43 to Harford County Line; resurface	334	Completed
2	MD 125	Old Court Road; Howard County line to Baltimore County line; resurface	284	Completed
3	MD 139	Charles Street; at Bellona Avenue; resurface	61	Completed
4	MD 139	Charles Street; Bellona Avenue to GBMC; resurface	585	Completed
5	MD 145	Paper Mill Road; Loch Raven Bridge to MD 146; resurface	242	Completed
6	MD 146	Jarrettsville Pike; North of MD 145; resurface	6	Completed
7	MD 147	Harford Road; Jomat avenue to north of Cubhill Road; resurface	3,429	Completed
8	MD 165	Baldwin Mill Road; SHA maintenance to Harford County line; resurface	410	Completed
9	MD 795	Butler Road; MD 140 to MD 30; resurface; MD 140 Reisterstown Road; MD 30 to MD 795; resurface; MD 30 Hanover Pike; MD 140 to MD 795; resurface	537	Completed
<b><u>Safety/Spot Improvement</u></b>				
10	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	2,267	Completed
<b><u>Sidewalks</u></b>				
11	MD 26	Liberty Road; northwest corner of Offutt Road; retrofit sidewalk - 15 linear feet	2	Completed
12	US 40	Pulaski Highway; at I 695; retrofit sidewalk - 678 linear feet	34	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions (cont'd)</u></b>				
<b><u>Sidewalks (cont'd)</u></b>				
13	MD 134	Bellona Avenue; Labelle Avenue to Malvern Avenue; retrofit sidewalk - 962 linear feet	84	Completed
14	MD 134	Bellona Avenue; Boyce Avenue to Labelle Avenue; retrofit sidewalk - 815 linear feet	50	Completed
15	MD 140	Main Street; at Chartley Drive; retrofit sidewalk - 130 linear feet	13	Completed
16	MD 140	Reisterstown Road; at Bond Avenue; retrofit sidewalk - 60 linear feet	12	Completed
17	MD 140	Reisterstown Road; at Ritters Lane/Enchanted Hill Road; retrofit sidewalk - 125 linear feet	16	Completed
18	MD 295	Baltimore Washington Parkway; at pedestrian bridge 0330000; retrofit sidewalk - 1,375 linear feet	55	Completed
<b><u>Intersection Capacity Improvements</u></b>				
19	US 40	Baltimore National Pike; Old Frederick Road to east of Winter's Lane; provide 4th lane for eastbound and westbound US 40. Remove eastbound double left at Winter's Lane and provide new median break west of intersection	2,709	Completed
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></b>				
20		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
21	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	Under construction
22	MD 26	Liberty Road; Offutt Road to Anne Hathaway Drive; resurfacing	1,235	FY 2009
23	MD 41	Perring Parkway; Baltimore City Line to Joppa Road; resurfacing	2,897	Under construction
24	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	FY 2009
25	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	FY 2009
26	I 83	Harrisburg Expressway; Downes Road to south of Mt Carmel Road; resurfacing	4,454	FY 2009
27	MD 129	Park Heights Avenue; Baltimore City Line to Autumn Drive; resurfacing	1,089	FY 2009
28	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,605	Under construction
29	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	FY 2009
30	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
31		McDonogh Road; over Gwynns Falls; bridge deck replacement	2,000	FY 2009
32	US 1	Southwestern Boulevard; overt Sulfer Spring Road; bridge deck replacement	2,288	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation (cont'd)</u></b>				
33	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,702	FY 2009
<b><u>Safety/Spot Improvement</u></b>				
34	US 40	Pulaski Highway; Bird River Road to Structure 400 ft north of intersection: geometric improvements	2,854	FY 2009
35	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for ramp from I 95 southbound by eliminating lane number 3 along I 695 innerloop prior to I 95 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695 (Funded for preliminary engineering only)	868	PE Underway
36	MD 150	Eastern Boulevard; at Island Point Road; remove median on MD 150 provide two way center left turn lane along MD 150	775	FY 2010
<b><u>Community Safety and Enhancements</u></b>				
37	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)	350	Concepts Completed
38	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	12,407	Under construction
39	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering and right-of-way only. Right-of-way to start in FY 2007.)	500	PE Underway
40	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)	600	PE Underway
41	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape	10,067	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
42	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; streetscape (Funded for preliminary engineering only) (Project on Hold)	500	PE Underway
<u>Noise Barriers</u>				
43	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	2,048	FY 2009
44	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	6,476	FY 2009
45	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2009
46	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,413	Under construction
47	I 695	Baltimore Beltway (inner loop); 1850 feet south of Windsor Mill Road to Windsor Mill Road; noise abatement type 2	2,059	FY 2009
48	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	1,982	Completed
<u>Environmental Preservation</u>				
49	MD 43	White Marsh Boulevard; I 695 to Honeygo Boulevard; landscaping	60	FY 2009
50	I 83	Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Enhancement Program)	350	FY 2009
51	I 83	Jones Falls Expressway; I 695 to the Baltimore City Line; landscape restoration and invasive plant species (This project is a split funded project with the Enhancement Program)	649	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

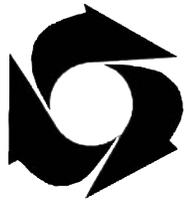
**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Sidewalks</u></b>				
52	MD 26	Liberty Road; Live Oak Road to Deer Park Road; retrofit sidewalk - 10,205 linear feet	50	FY 2009
53	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet	182	FY 2009
54	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	FY 2009
<b><u>Intersection Capacity Improvements</u></b>				
55	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements	1,946	FY 2009
56	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway
57	MD 30	Hanover Pike; at MD 91; widen to two lanes in South bound direction (Funded for preliminary engineering only)	2,757	PE Underway
58	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
59	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	Under construction
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></b>				
60		I-83 Viewshed Protection-Runkles Property; Acquisition of scenic easement on 40.1 acre Runkles farm adjacent to I-83; Acquisition of scenic easement and scenic or historic sites.	224	FY 2009
61		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Historic Preservation</u></b>				
62		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2009
<b><u>Environmental Mitigation</u></b>				
63		Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites	330	FY 2009
<b><u>Congressional Earmarks</u></b>				
64		Study Towson area traffic flow and future needs (Earmark \$160,000; PE)	0	



**Baltimore City**

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<b><u>Fiscal Year 2008 Completions</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
1		Jones Falls Trail - Phase III - construct a 2.75 mile extension of the Jones Falls Trail through Druid Hill Park to the Woodberry Light Rail stop	1,600	Completed
		<b><u>Congressional Earmarks</u></b>		
2		Gwynns Falls Trail Extension in Leakin Park (Earmark \$2.46 million; CO)	0	
		<b><u>Fiscal Years 2009 and 2010</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
3		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities	1,980	FY 2010
4		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path	554	FY 2009
		<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>		
5		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2010
6		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop	1,000	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
7		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification.	862	FY 2010
<b><u>Environmental Mitigation</u></b>				
8		Lower Stony Run Stream; Cold Spring Lane to 1,400 feet south of University Parkway; stream restoration	951	FY 2009
<b><u>Congressional Earmarks</u></b>				
9		Implement intelligent transportation system in Baltimore (Earmark \$1.12 million; PE)	0	
10		Implement a Maritime Training Project to provide education in operational and equipment safety (Earmark \$250,000; PE)	0	
11		Center for Aquatic Life this is for roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark \$800,000; CO) Sponsor: Baltimore City for the National Aquarium	0	
12		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO)	0	
13		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO)	0	
14		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark \$2.3 million; CO)	0	
15		Historic Preservation and traffic improvements along Liberty Heights Avenue in Druid Hill Park (Earmark \$1.5 million; CO)	0	

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Congressional Earmarks (cont'd)</u></b>				
16		Clinton Street and Keith Avenue; construction of fringe and corridor parking at the intersection (Earmark \$3.2 million; CO)	0	
17		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO)	0	
18		Upgrade conduit system for traffic systems, street lighting and traffic related video camera in Baltimore (Earmark \$960,000; CO)	0	
19		Construction of new Baltimore water taxi terminals at Fells Point and at Pier 1(Earmark \$2 million; CO)	0	
20		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark \$720,000; PE, CO)	0	
21		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark \$3.2 million; CO)	0	
22		Hanover Street and West Cromwell; roadway access improvements, boardwalk and pier construction (Earmark \$1.5 million; CO) Sponsor: National Aquarium, Baltimore	0	
23		Coppin State University; construct pedestrian bridge and garage (Earmark \$2.6 million; CO)	0	
24		Martin Luther King Junior Boulevard and West Baltimore Street; Safety and operations improvements (Earmark \$2 million; CO) Sponsor: University of Maryland, Baltimore	0	
25		Morgan State University Transportation Center (Earmark \$500,000; PE)	0	
26		Baltimore Rail Tunnel improvement study; (Earmark \$3 million; PE) Sponsor; Federal Railroad Administration	0	

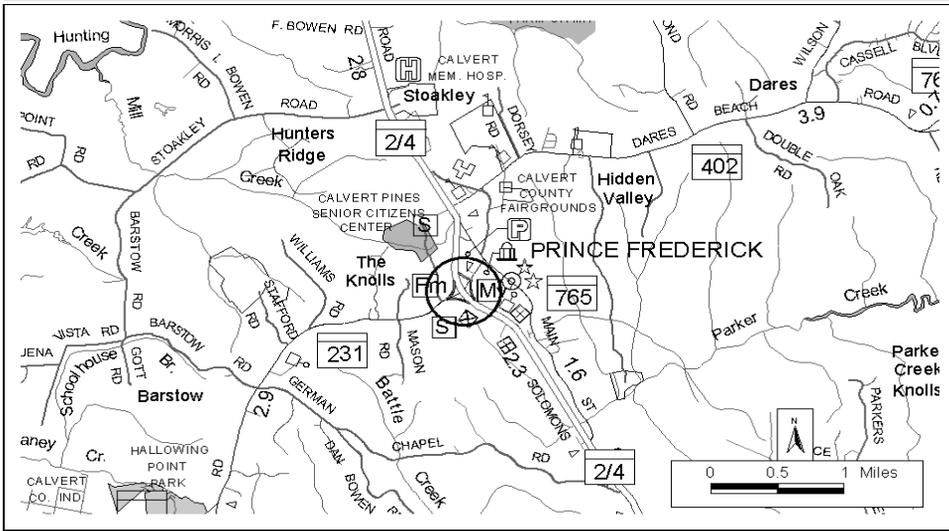
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
27		Baltimore Area Transit System expansion (Earmark \$750,000; PE) Sponsor: Maryland Transit Administration	0	
28		Construct Fort McHenry visitors center and related parking facilities (Earmark \$11.06 million; PE, CO) Sponsor: National Park Service	0	
29		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO)	0	
30		Rehabilitation of Pennington Avenue Drawbridge (Earmark \$7.5 million; CO)	0	
31	US 1	East North Avenue; reconstruction (Earmark \$4 million; PE, CO)	0	



Calvert



**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Reconstruct intersection at MD 231. Sidewalks will accommodate pedestrians. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project will provide additional capacity and improve safety and operations in this intersection.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 2/4, MD 765 to North of Stowley Road (Line 3)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$3.7 million is due to reduced Right-of-way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,552	1,552	0	0	0	0	0	0	0	0
Right-of-way	9,379	7,225	2,022	132	0	0	0	0	2,154	0
Construction	15,948	6,013	6,860	3,075	0	0	0	0	9,935	0
Total	26,879	14,790	8,882	3,207	0	0	0	0	12,089	0
Federal-Aid	13,974	4,780	6,575	2,619	0	0	0	0	9,194	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

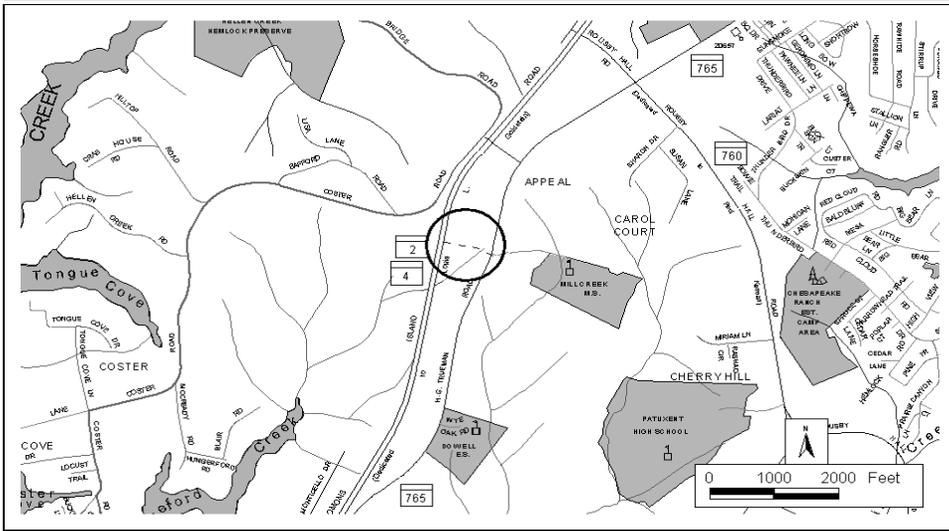
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 43,625

PROJECTED (2030) - 75,850

**OPERATING COST IMPACT** \$14,300 per year



**PROJECT:** Lusby Connector

**DESCRIPTION:** Constructed a new east-west roadway connection from MD 765 to MD 2/4 in Lusby (0.25 miles). This project was being developed in coordination with the county's "Southern Connector Road".

**JUSTIFICATION:** The project, in conjunction with the closing of Coster Road, improved safety by providing better intersection spacing along this portion of MD 2/4, a partially access controlled facility. It also provided improved service to the planned Lusby Village Center.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Lusby Southern Connector Road from MD 760 to MD 765 (Calvert County Project)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$1.0 million is due to reduced utility needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				
					.....2011.....	.....2012.....	.....2013.....	.....2014.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	665	665	0	0	0	0	0	0	0
Right-of-way	454	361	93	0	0	0	0	0	93
Construction	5,317	3,554	1,763	0	0	0	0	0	1,763
Total	6,436	4,580	1,856	0	0	0	0	0	1,856
Federal-Aid	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Minor Arterial

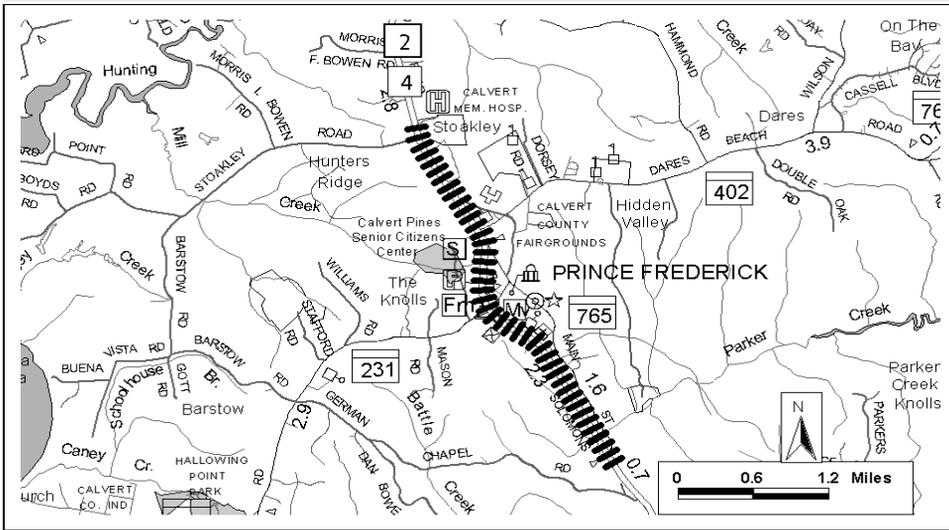
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - N/A

PROJECTED (2030) - 21,725 (MD2/4)

**OPERATING COST IMPACT** \$6,700 per year



**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 2/4, MD 231 Intersection (Line 1)
- Prince Frederick Boulevard (County Project)

**STATUS:** Engineering underway for the segment from Fox Run Boulevard to Commerce Lane. An additional \$13.3 million is needed to complete Engineering and an additional \$74.3 million is needed to complete Right-of-way.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding for the segment from Fox Run Boulevard to Commerce Lane due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,680	1,525	155	0	0	0	0	0	155	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,296	4,141	155	0	0	0	0	0	155	0
Federal-Aid	1,559	1,559	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

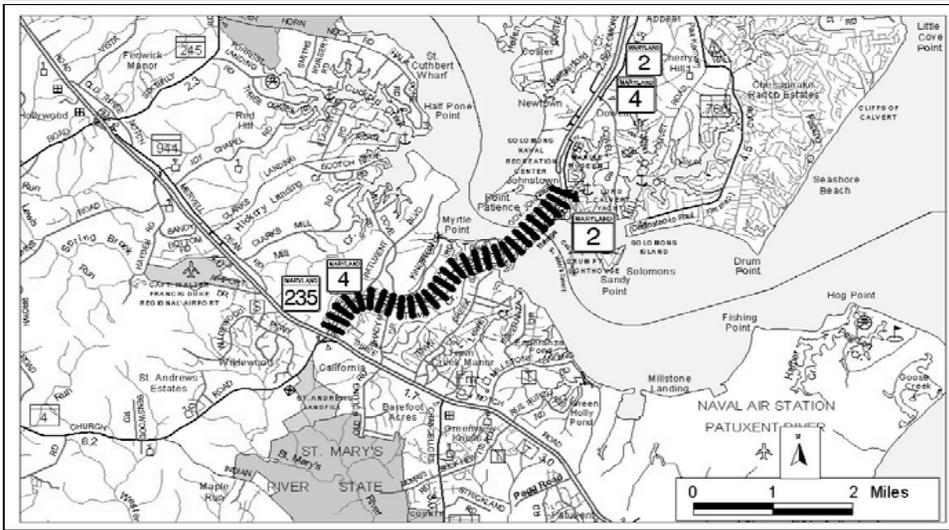
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 48,150**

**PROJECTED (2030) - 83,600**

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 4, Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Projected traffic volumes generated by planned growth will result in increasing congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3757	0	0	0	0	NHS

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	5,500	683	1,300	1,500	1,500	517	0	0	4,817	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,500	683	1,300	1,500	1,500	517	0	0	4,817	0	
Federal-Aid	3,757	0	1,014	1,170	1,170	403	0	0	3,757	0	

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 28,675

**PROJECTED (2030) -** 35,200

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 264	Broomes Island Road; Church Road to Ramsey Hodges Road; resurface	382	Completed
2	MD 508	Adelina Road; MD 506 to MD 231; resurface	165	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
3	MD 2/4	Solomons Island Road; Stormwater Management Enhancement at MD 509; drainage (This project is a split funded project with the Enhancement Program)	400	FY 2009
4	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane	394	FY 2009
5	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane	60	Under construction
<b><u>Community Safety and Enhancements</u></b>				
6	MD 261	Bayside Road; First Street to Old Bayside Road and MD 260 from MD 261 to Cox Road in Chesapeake Beach; streetscape	4,804	Completed
7	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); streetscape (Funded for concept development only) (Project on Hold)	500	Concepts Underway
<b><u>Sidewalks</u></b>				
8	MD 2	Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median	46	Completed

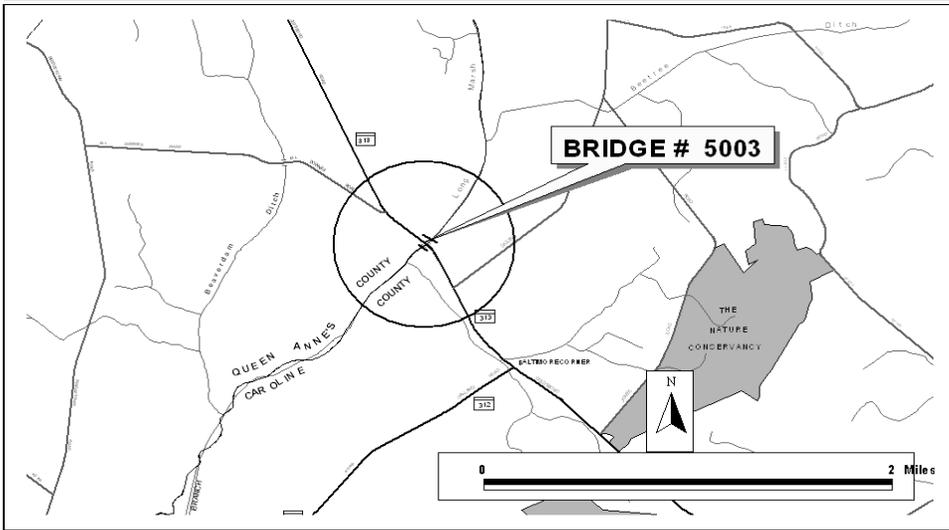
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements</u></b>				
<b><u>Preservation of Abandoned Railway Corridors</u></b>				
9		Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over Fishing Creek and boardwalks	1,630	FY 2009
<b><u>Environmental Mitigation</u></b>				
10		MD 2/4 storm water management facilities functional upgrade; Improvements to two dry swales, construct a new water quality facility; Mitigation of water pollution due to highway runoff. (This project is a split funded project with the Drainage)	483	FY 2009



**Caroline**



**PROJECT:** MD 313, Greensboro Road

**DESCRIPTION:** Replaced Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This structure was deteriorated and required replacement.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	629	629	0	0	0	0	0	0	0	0	0
Right-of-way	67	67	0	0	0	0	0	0	0	0	0
Construction	2,986	2,942	44	0	0	0	0	0	0	44	0
Total	3,682	3,638	44	0	0	0	0	0	0	44	0
Federal-Aid	2,302	2,272	30	0	0	0	0	0	0	30	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Major Collector

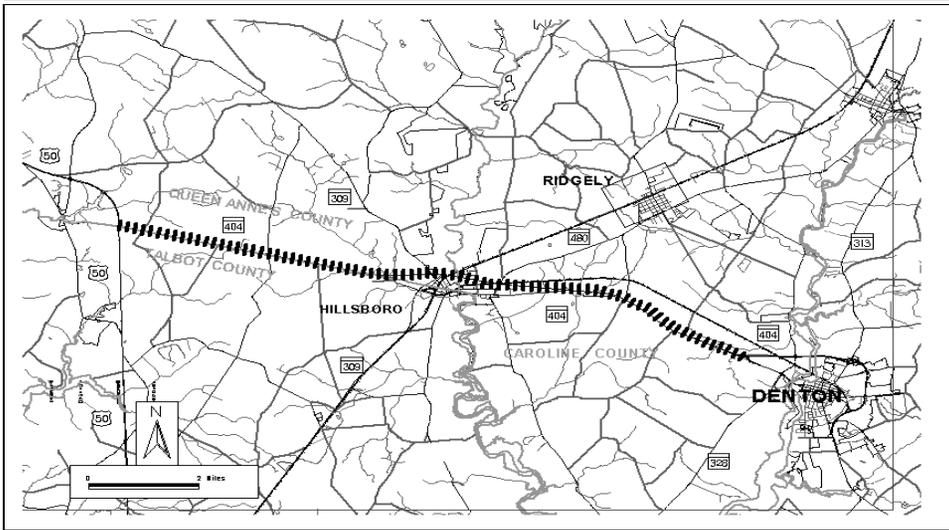
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 1,550

PROJECTED (2030) - 2,475

OPERATING COST IMPACT N/A



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 404, West of Tuckahoe Road to East of MD 480 (Line 3)  
 US 50, US 301 to MD 404 (Queen Anne's County - Line 3)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$26.3 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,597	4,517	80	0	0	0	0	0	80	0
Right-of-way	1,367	0	1,367	0	0	0	0	0	1,367	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,523	5,076	1,447	0	0	0	0	0	1,447	0
Federal-Aid	4,677	3,521	1,156	0	0	0	0	0	1,156	0

**FUNCTION:**

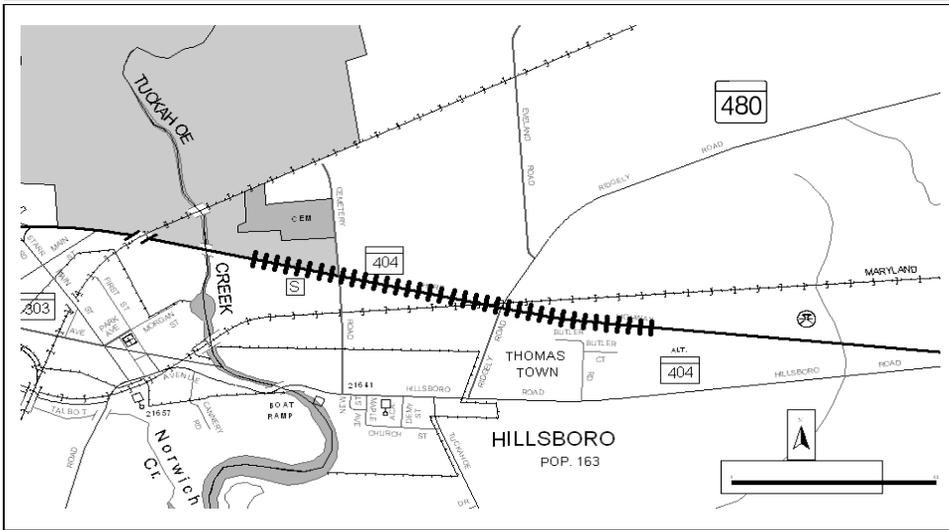
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 18,400  
 24,200 (Summer)  
**PROJECTED (2030) -** 25,850  
 37,200 (Summer)

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 from 1500' west of Tuckahoe Road to 2000' east of MD 480. Shoulders will accommodate bicycles and pedestrians (1.07 miles).

**JUSTIFICATION:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 404, US 50 to MD 404 Bus. (Line 2)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering and Right-of-way underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
				.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,154	116	600	438	0	0	0	0	1,038	0
Right-of-way	5,961	960	4,000	1,001	0	0	0	0	5,001	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,115	1,076	4,600	1,439	0	0	0	0	6,039	0
Federal-Aid	5,550	839	3,588	1,123	0	0	0	0	4,711	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

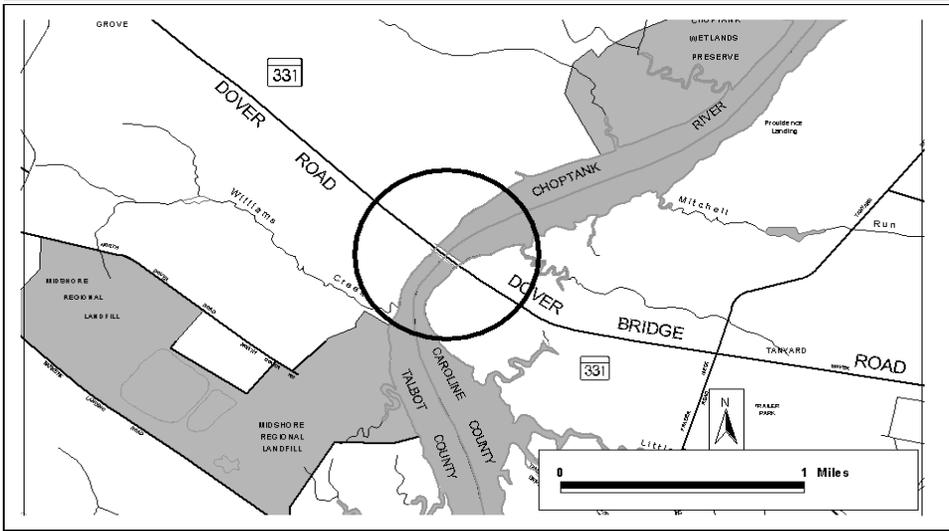
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 16,900 (Summer)

**PROJECTED (2030) -** 26,300 (Summer)

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway, will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** Constructing a new high level bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in Caroline and Talbot counties.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	<b>PROJECT CASH FLOW</b>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	891	609	0	0	0	0	0	609	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	891	609	0	0	0	0	0	609	0	0
Federal-Aid	1,200	713	487	0	0	0	0	0	487	0	0

**FUNCTION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 13,225

PROJECTED (2030) - 19,000

OPERATING COST IMPACT N/A

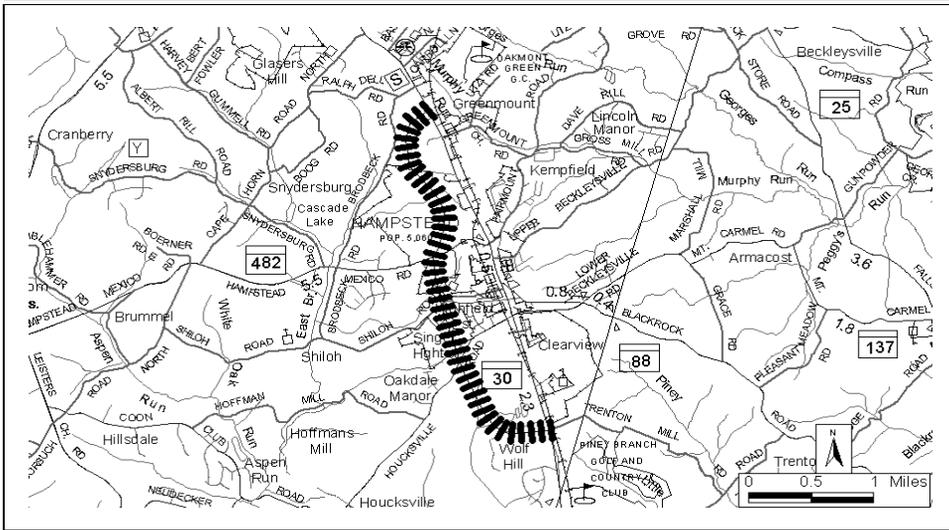
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
1	MD 314	<p align="center"><u>Fiscal Year 2008 Completions</u></p> <p align="center"><u>Resurface/Rehabilitate</u></p> Whiteleysburg Road; MD 313 to Delaware State line; resurface	275	Completed
2	MD 404	<p align="center"><u>Fiscal Years 2009 and 2010</u></p> <p align="center"><u>Intersection Capacity Improvements</u></p> Shore Highway; at MD 313; widening for left turn lanes	894	Completed
3		<p align="center"><u>Enhancements</u></p> <p><u>Pedestrian/Bicycle Facilities</u></p> Adkins Arboretum; Project to include parking, site work, landscaping and pedestrian pathways that contribute to the trailhead function of the overall Aboretum improvements; pedestrian or bicycle facilities	779	FY 2010
4		<p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2010



Carroll



**PROJECT:** MD 30 Relocated, Hampstead Bypass

**DESCRIPTION:** Construct a new 2 lane limited access highway replacing existing MD 30 south of Hampstead at Wolf Hill Drive to north of Hampstead at Brodbeck Road (5.84 miles). Shoulders will accommodate bicycles.

**JUSTIFICATION:** Existing MD 30 is a primary state highway linking the greater Baltimore area with southern Pennsylvania. The proposed improvement will relieve existing traffic operation and capacity issues on MD 30 in the Town of Hampstead.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The decrease of \$5.7 million is due to reduced utilities and Right-of-way settlements.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014	TOTAL			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,706	7,706	0	0	0	0	0	0	0	0	0	0
Right-of-way	22,322	21,812	510	0	0	0	0	0	0	0	510	0
Construction	47,826	36,435	11,002	33	61	89	106	100	11,391	0	0	0
Total	77,854	65,953	11,512	33	61	89	106	100	11,901	0	0	0
Federal-Aid	43,188	34,109	9,079	0	0	0	0	0	9,079	0	0	0

**FUNCTION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

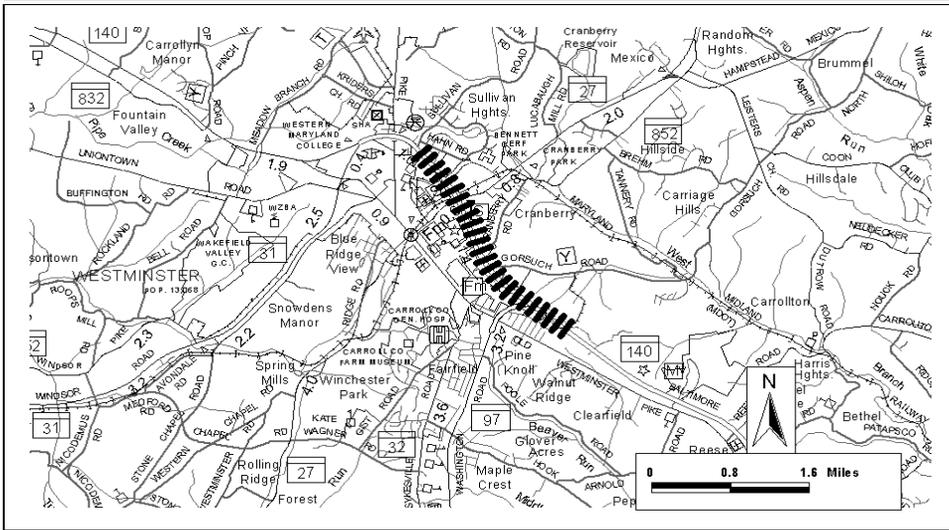
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 19,300 - 24,425 (MD30)

**PROJECTED (2030) -** 23,800 (Bypass)  
 12,000 (MD 30)

**OPERATING COST IMPACT** \$108,300 per year



**PROJECT:** MD 140, Baltimore Boulevard

**DESCRIPTION:** Study to consider capacity improvements along MD 140 between Market Street and Sullivan Road through Westminster. Bicycle and pedestrian facilities will be provided (2.46 miles).

**JUSTIFICATION:** This project would relieve existing congestion and provide additional capacity for planned growth and economic development within the Priority Funding Area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY		SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					2011	2012	2013	2014		
Planning	1,484	1,376	108	0	0	0	0	0	108	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,484	1,376	108	0	0	0	0	0	108	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

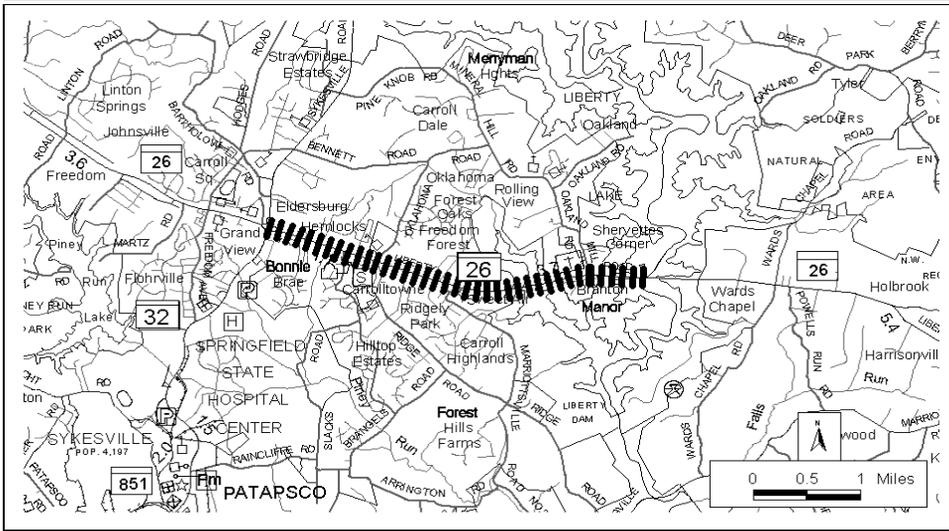
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 46,950 - 57,600

**PROJECTED (2030) -** 63,900 - 87,400

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 26, Liberty Road

**DESCRIPTION:** Project to provide access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Bicycle and pedestrian facilities will be provided.

**JUSTIFICATION:** This project would improve operations and safety along this segment of MD 26.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 32, MD 26 to MacBeth Way (System Preservation Program)

**STATUS:** Partial Engineering underway with County funding. County and State split planning cost and County contributing \$1.0 million towards engineering cost. An additional \$3.2 million is needed to complete Engineering. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	290	290	0	0	0	0	0	0	0	0
Federal-Aid	203	203	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 19,050 - 34,025

**PROJECTED (2030) -** 27,300 - 39,700

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 75	Green Valley Road; MD 31 to Union Bridge; resurface	587	Completed
2	MD 407	Marston Road; MD 31 to MD 27; resurface	790	Completed
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
3		Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster	385	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
4	MD 97	Washington Road; bridge over 06050 over Morgan Run; bridge deck replacement	2,288	FY 2009
<b><u>Safety/Spot Improvement</u></b>				
5	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes, add left turn phasing to traffic signal (Funded for preliminary engineering only)	176	PE Underway
6	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (Funded for preliminary engineering only)	252	PE Underway
7	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders (Funded for preliminary engineering only)	250	PE Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
8	MD 97	Littlestown Pike; at Stone Road; construct left turn lane on MD 97, adjust vertical profile to improve sight distance (Funded for preliminary engineering only)	250	FY 2009
<b><u>Community Safety and Enhancements</u></b>				
9	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only)	700	PE Underway
10	MD 140	Baltimore Street; Harney Road to MD 832 through Taneytown; streetscape	14,341	FY 2009
<b><u>Intersection Capacity Improvements</u></b>				
11	MD 32	Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32; signalize intersection (Cost shown represents SHA share. County contributing \$2.5 million.)	1,488	Completed
12	MD 140	Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane (Funded for preliminary engineering only)	120	PE Underway



Cecil

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 213	Augustine Herman Highway; Structure # 7025 to MD 310; resurface	285	Completed
2	MD 213	Singerly Road; MD 279 to MD 273; resurface	404	Completed
3	MD 273	Telegraph Road; MD 272 to MD 213; resurface	1,130	Completed
4	MD 277	Elk Mills Road; Beginning of SHA maintenance to MD 316; resurface	201	Completed
5	MD 310	Cayots Corner Road; MD 213 to Delaware State Line; resurface	478	Completed
<b><u>Sidewalks</u></b>				
6	MD 222	North Main Street; Old Municipal Building to Vannort Drive; retrofit sidewalk - 515 linear feet	91	Completed
7	MD 282	Main Street; east of MD 213 to Elizabeth Way; retrofit sidewalks - 1,495 linear feet	250	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
8	MD 274	Joseph Biggs Memorial Highway; Cherry Street to Post Road; resurface	427	Completed
9	MD 277	Fletchwood Road; MD 279 to MD 316; resurface	175	FY 2009
<b><u>Sidewalks</u></b>				
10	MD 274	South Queen Street; Cherry Street to Dairy Street on the westside and Cherry Street to Octoraro Trail; sidewalk retrofit - 1,581 linear feet	150	FY 2009

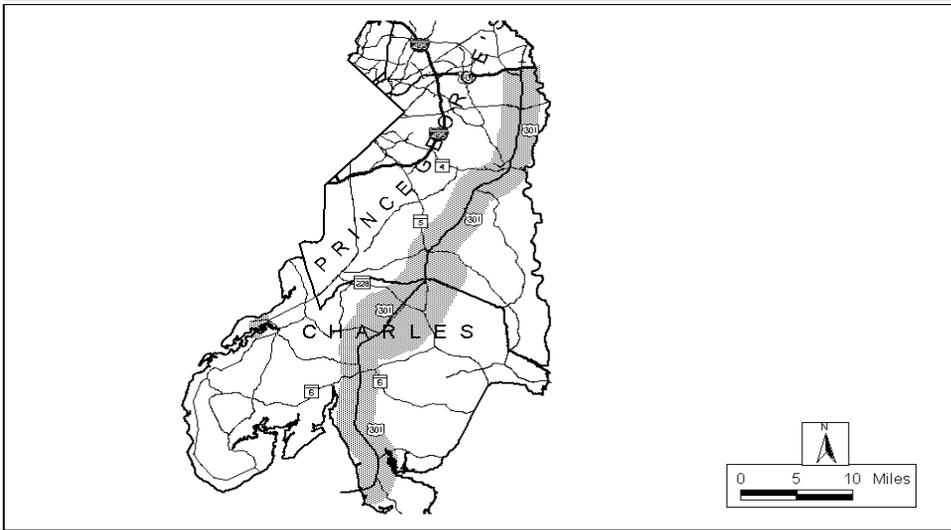
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></b>				
11		Mount Ararat Farm Scenic Easement; purchase of a scenic easement on 114 acres of the Mount Ararat Farm	1,584	FY 2009
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
12		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	559	FY 2009
<b><u>Environmental Mitigation</u></b>				
13		Stony Run at US 40 Fish Passage Project; construction of fish passage	91	FY 2009
<b><u>Congressional Earmarks</u></b>				
14		Construct Perryville pier at Rodgers Tavern (Earmark \$1.25 million; CO)	0	



Charles



**PROJECT:** US 301 South Corridor Transportation Study

**DESCRIPTION:** Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

**JUSTIFICATION:** This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 301, Waldorf Area Project (Line 2)  
Southern Maryland Mass Transportation Analysis (MTA)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial protective Right-of-way funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2010			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	10,747	10,558	189	0	0	0	0	0	0	189	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	51,481	43,500	2,000	500	0	3,000	2,481	0	0	7,981	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	62,228	54,058	2,189	500	0	3,000	2,481	0	0	8,170	0	
Federal-Aid	7,523	7,391	132	0	0	0	0	0	0	132	0	

**FUNCTION :**

STATE - Principal Arterial  
FEDERAL - Other Principal Arterial

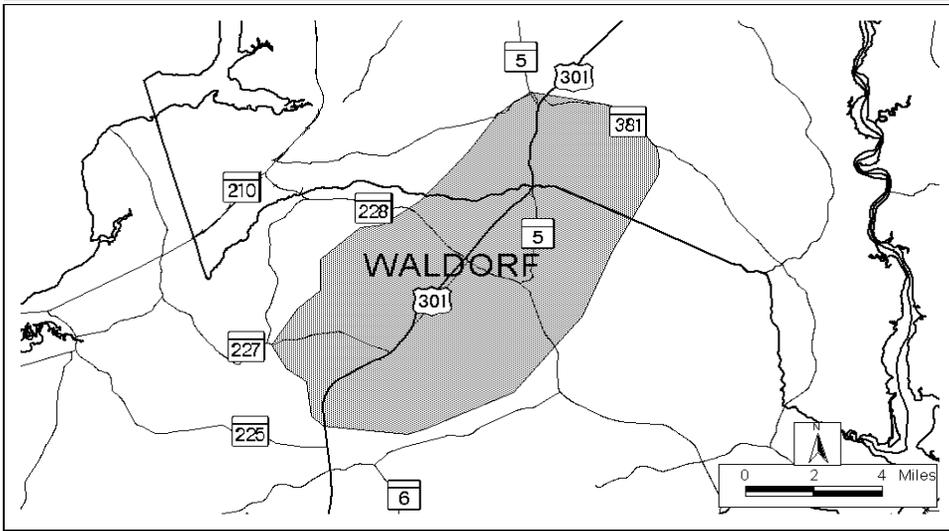
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 18,250(Charles) -  
86,000 (Prince George's)

**PROJECTED (2030) -** 27,300 (Charles) -  
114,300 (Prince George's)

**OPERATING COST IMPACT** N/A



**PROJECT:** US 301, Waldorf Area Project

**DESCRIPTION:** Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

**JUSTIFICATION:** Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 301, South Corridor Transportation Study (Line 1)  
Southern Maryland Mass Transportation Analysis (MTA)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Project Planning underway. An additional \$2.4 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost increase of \$1.8 million is due to addition planning needs.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Federal-Aid	7,131	5,451	1,680	0	0	0	0	0	1,680	0

**FUNCTION :**

STATE - Principal Arterial  
FEDERAL - Other Principal Arterial

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 59,300 (Charles) - 86,000 (Prince George's)

**PROJECTED (2030) -** 71,000 (Charles) - 114,300 (Prince George's)

**OPERATING COST IMPACT** N/A

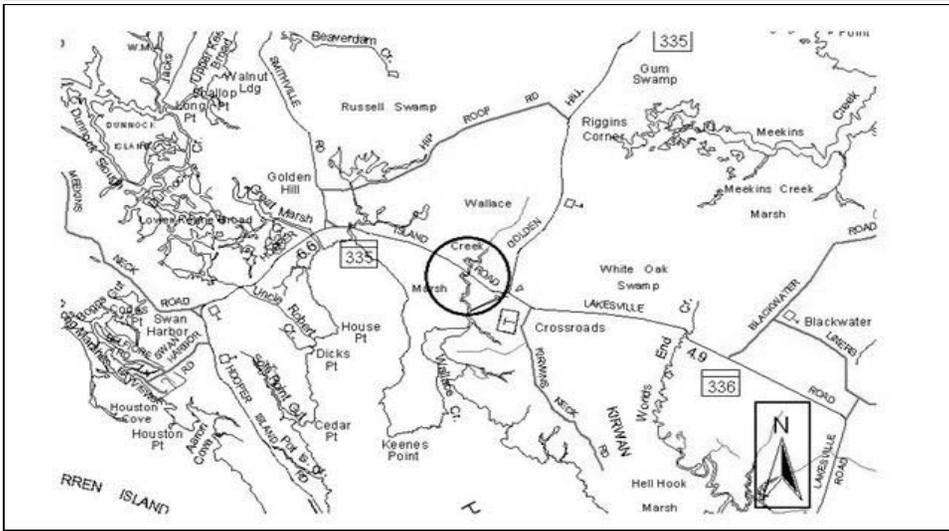
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 3**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 301 SB	Crain Highway; Smallwood Drive to MD 5; resurface	666	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
2	MD 234	Budds Creek Road; Bridge 8037 over Allens Fresh Run; bridge deck replacement	2,194	Completed
<b><u>Sidewalks</u></b>				
3	MD 228	Berry Road; Marketplace Drive to approximately 1000' West of US 301; retrofit sidewalks - 390 linear feet	38	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
4	MD 227	Marshall Corner Road; at Turkey Hill Road/Middletown Road; remove existing ICB and construct single lane roundabout (Funded for preliminary engineering only)	179	PE Underway
<b><u>Community Safety and Enhancements</u></b>				
5	MD 5 BUS	Leonardtwn Road; in Waldorf; streetscape (Funded for concept development)	2,000	Concepts Underway



**Dorchester**



**PROJECT:** MD 335, Hooper Island Road

**DESCRIPTION:** Replaced Bridge 9011 over Wallace Creek. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The bridge was structurally deficient and was replaced by a temporary structure. The bridge was replaced.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	457	455	2	0	0	0	0	0	2	0
Right-of-way	34	7	10	16	1	0	0	0	27	0
Construction	1,519	13	1,506	0	0	0	0	0	1,506	0
Total	2,010	475	1,518	16	1	0	0	0	1,535	0
Federal-Aid	1,650	361	1,275	13	1	0	0	0	1,289	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 670

PROJECTED (2030) - 925

OPERATING COST IMPACT N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

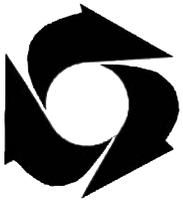
**STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 313	Eldorado Road; Eldorado Road to Dog Kennel Road; resurface	237	Completed
2	MD 331	East New Market Rhodesdale Road; Rhodesdale Vienna Road to Shiloh Church Hurlock Road; resurface	285	Completed
3	MD 343	Hudson Road; SHA maintenance to Morris Neck Road; resurface	510	Completed
<b><u>Community Safety and Enhancements</u></b>				
4	MD 16/14	Mt. Holly Road/Academy Road/Railroad Avenue; MD 16 from Creamery Road to north corporate limits of East New Market and MD 14 from Conway Road to the west limits of East New Market; urban street reconstruct	7,144	Completed
<b><u>Environmental Preservation</u></b>				
5	US 50	Ocean Gateway; MD 750 to Maryland Avenue in Cambridge; landscaping	104	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
6	MD 14	Main Street; Secretary Bridge to Creamery Road; resurface	258	FY 2009
7	MD 335	Hooper Island Road; bridge over Honga River to MD 336; resurface	212	Completed
8	MD 336	Lakesville Road; MD 335 to end of state maintenance; resurface	547	Completed

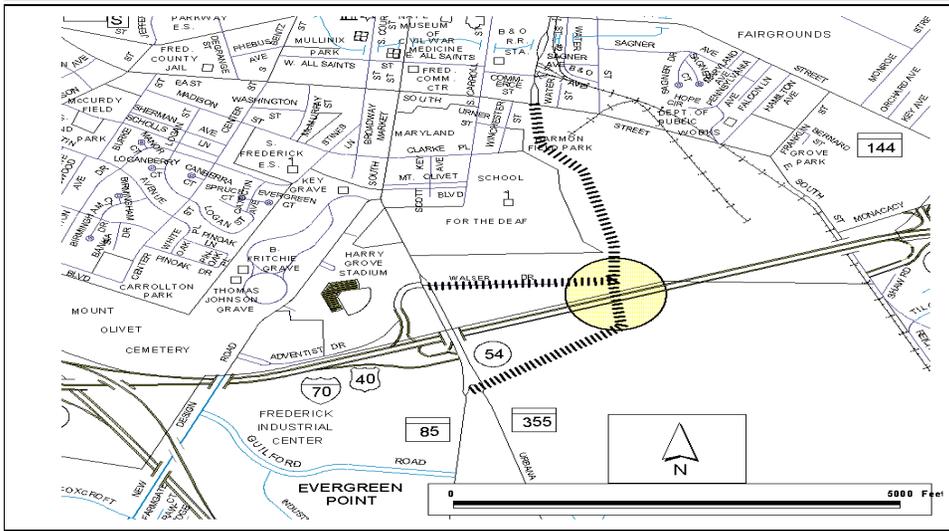
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
9	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only) (Project on Hold)	836	PE Underway
<u>Access Controls</u>				
10	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	240	FY 2009
<u>Congressional Earmarks</u>				
11		Construct Blackwater National Wildlife Refuge visitor center, trails and road improvements (Earmark \$1.5 million; CO) Sponsor: U.S. Fish & Wildlife Service	0	



Frederick



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** This project will construct an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walsler Drive). This project also will include the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project will include an urban diamond interchange including a new structure over I-70 and exit/entrance ramps from Westbound I-70 to Walsler Drive. This project will also include the construction of a new MD 355 Bridge over I-70.

**JUSTIFICATION:** Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new downtown MARC station.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-70, Phase 2D (Line 7)
- I-70, Mt. Phillip Road to MD 144 FA (Line 6)
- I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost increase of \$10.5 million is due to sinkhole grouting, bridge micropiles and signing.

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)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,165	8,665	500	0	0	0	0	0	500	0
Right-of-way	17,811	17,203	608	0	0	0	0	0	608	0
Construction	78,441	50,585	27,856	0	0	0	0	0	27,856	0
Total	105,417	76,453	28,964	0	0	0	0	0	28,964	0
Federal-Aid	86,752	61,770	24,982	0	0	0	0	0	24,982	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

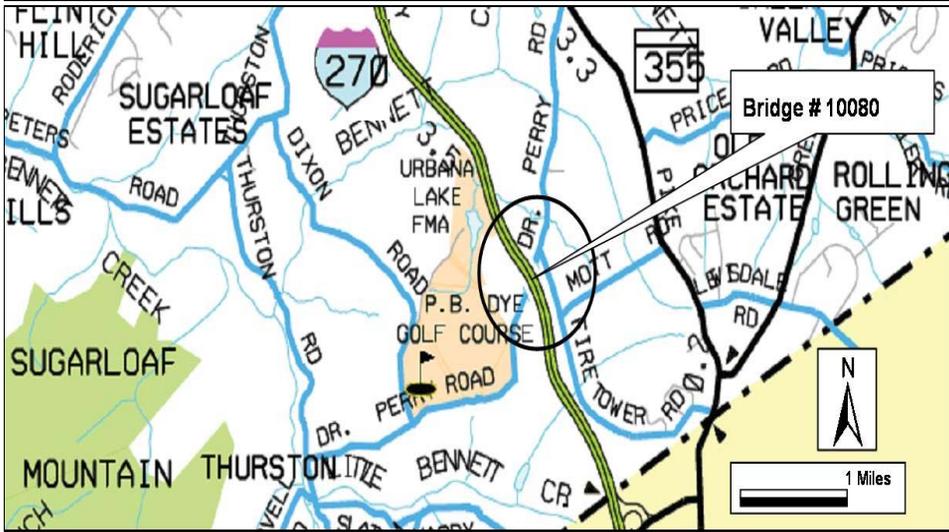
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 3,900 - 8,950

PROJECTED (2030) - 24,000 - 36,250

**OPERATING COST IMPACT** \$17,600 per year



**PROJECT:** I-270, Eisenhower Memorial Highway

**DESCRIPTION:** Replace Bridge 10080 over Doctor Perry Road.

**JUSTIFICATION:** The existing bridge is deteriorated and in need of replacement.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8076	0	0	0	0	BR

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
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	63	26	37	0	0	0	0	0	0	37	0
Construction	9,109	1	3,276	5,832	0	0	0	0	0	9,108	0
Total	9,172	27	3,313	5,832	0	0	0	0	0	9,145	0
Federal-Aid	8,076	1	2,826	5,249	0	0	0	0	0	8,075	0

**FUNCTION:**

STATE - Rural Interstate

FEDERAL - Interstate

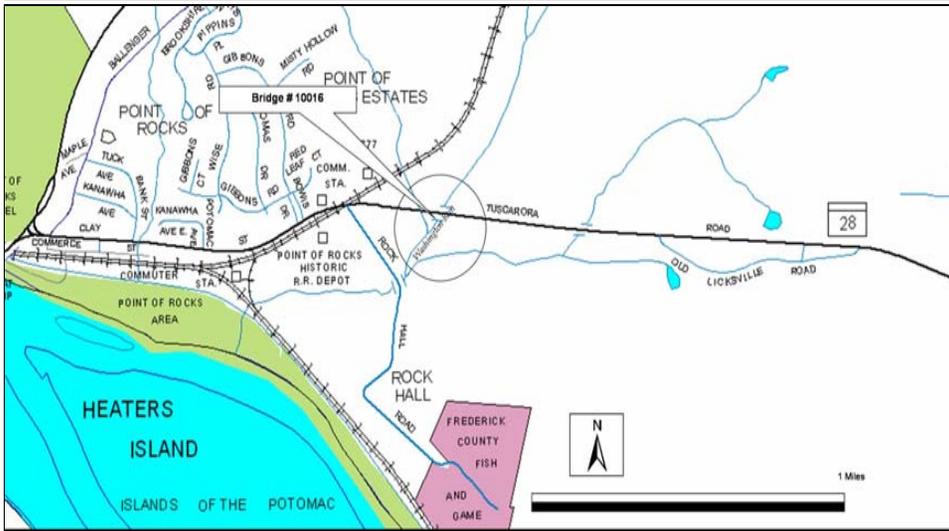
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 94,500

PROJECTED (2030) - 112,000

OPERATING COST IMPACT N/A



**PROJECT:** MD 28, Tuscarora Road

**DESCRIPTION:** Replaced Bridge 10016 over Washington Run. Shoulders will be included to accommodate pedestrians and bicycles.

**JUSTIFICATION:** The existing bridge was structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	258	257	1	0	0	0	0	0	0	1	0
Right-of-way	79	78	1	0	0	0	0	0	0	1	0
Construction	1,816	645	1,171	0	0	0	0	0	0	1,171	0
Total	2,153	980	1,173	0	0	0	0	0	0	1,173	0
Federal-Aid	1,330	287	1,043	0	0	0	0	0	0	1,043	0

**FUNCTION :**

STATE - Minor Arterial

FEDERAL - Minor Arterial

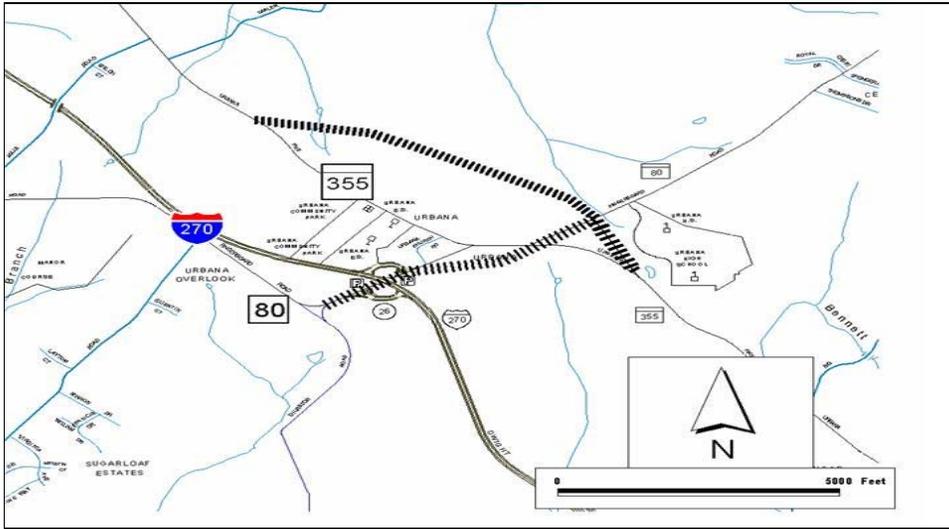
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 6,700

PROJECTED (2030) - 11,050

OPERATING COST IMPACT N/A



**PROJECT:** MD 80 and MD 355 Relocated

**DESCRIPTION:** Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks will be included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

**JUSTIFICATION:** These roadways will serve the rapidly developing area of Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction complete on MD 80/MD 355. This is a developer funded improvement.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>		<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	<b>PROJECT CASH FLOW</b>							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Major Collector

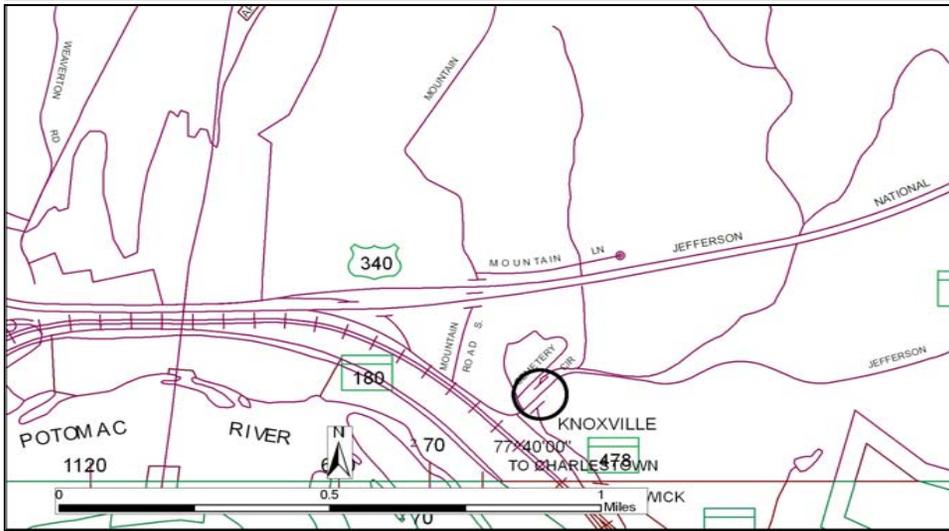
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 11,125 (MD 355) 17,100 (MD 80)

PROJECTED (2030) - 26,000 (MD 355) 46,000 (MD 80)

OPERATING COST IMPACT \$75,100 per year



**PROJECT:** MD 180, Jefferson Pike

**DESCRIPTION:** Replaced structure 10178 over tributary of Potomac River.

**JUSTIFICATION:** The existing structure was structurally deficient and functionally obsolete.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	874	866	8	0	0	0	0	0	8	0
Right-of-way	125	74	51	0	0	0	0	0	51	0
Construction	2,034	339	1,695	0	0	0	0	0	1,695	0
Total	3,033	1,279	1,754	0	0	0	0	0	1,754	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Urban Local

FEDERAL - Minor Collector

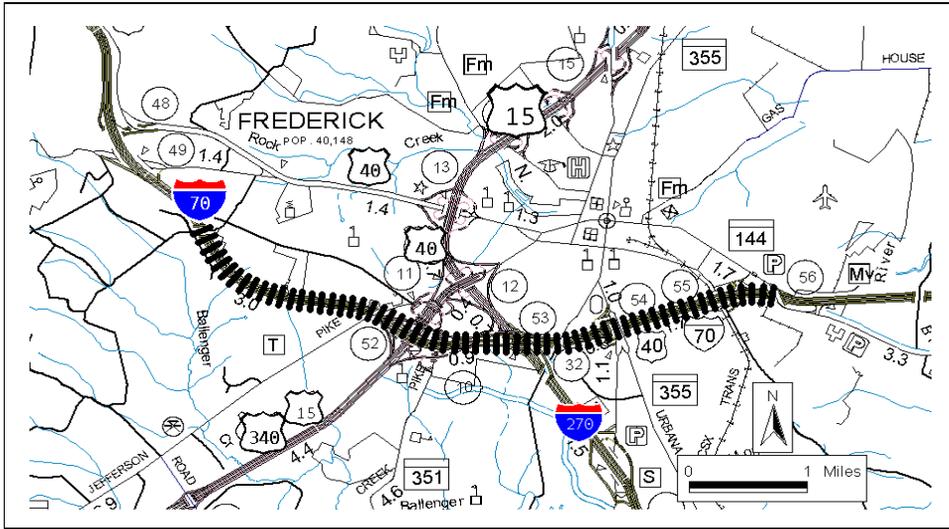
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 1,450

PROJECTED (2030) - 15,550

OPERATING COST IMPACT N/A



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

**JUSTIFICATION:** Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing 4 lane section to 6 lanes and reconstruction of the interchanges.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Phase 2D (Line 2)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

**STATUS:** Partial Engineering and Right-of-way underway. An additional \$3.2 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0	0
Engineering	6,945	6,667	50	228	0	0	0	0	0	0	278	0
Right-of-way	21,494	21,494	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	29,690	29,412	50	228	0	0	0	0	0	0	278	0
Federal-Aid	13,848	13,598	45	205	0	0	0	0	0	0	250	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

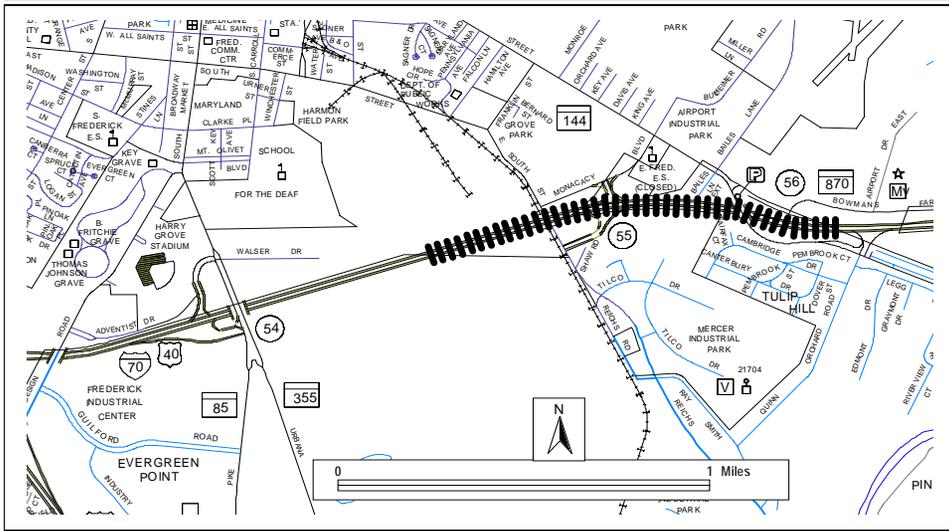
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 95,150

PROJECTED (2030) - 141,200

OPERATING COST IMPACT N/A



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Construction of Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144, (1.57 miles) replace the I-70 bridge over Reich's Ford Road, construct a new on-ramp from MD 144 to westbound I-70 and construct new exit/entrance ramps from eastbound/westbound I-70 to Reich's Road (Phase 2D).

**JUSTIFICATION:** Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel .

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Mt. Phillip Road to MD 144FA (Line 6)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3657	0	0	0	0	IM
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					2011	2012	2013	2014			
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	4,063	0	100	2,000	1,963	0	0	0	0	4,063	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,063	0	100	2,000	1,963	0	0	0	0	4,063	0
Federal-Aid	3,657	0	90	1,800	1,767	0	0	0	0	3,657	0

**FUNCTION:**

- STATE - Principal
- FEDERAL - Interstate

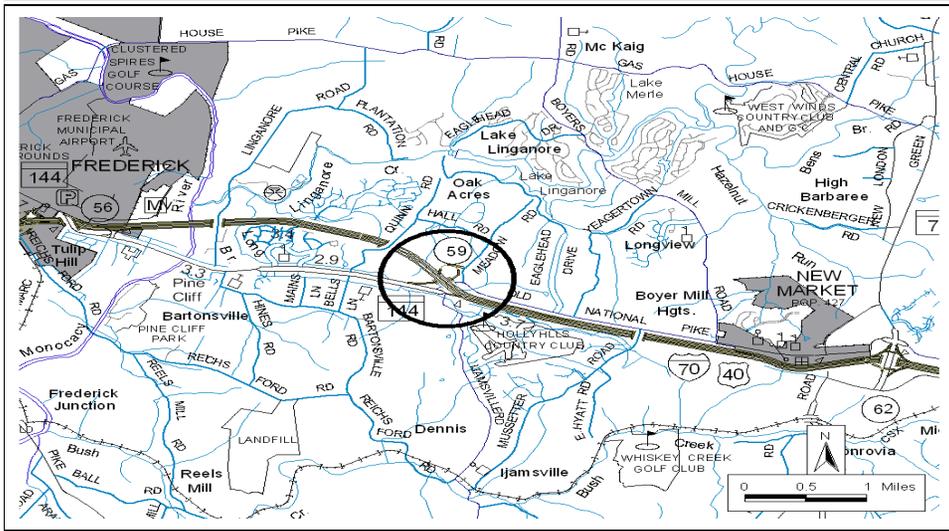
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 88,050**

**PROJECTED (2030) - 102,900**

**OPERATING COST IMPACT** \$28,000 per year



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Study to construct interchange improvements at Meadow Road.

**JUSTIFICATION:** This project will look at providing the missing westbound ramps to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning on hold.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	48	48	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	48	48	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Urban Interstate  
 FEDERAL - Principal Arterial

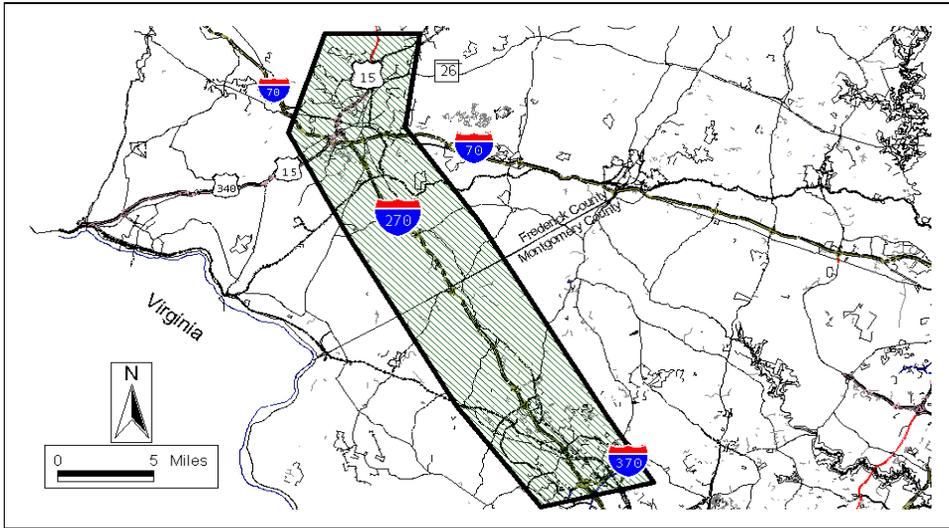
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 79,575

PROJECTED (2030) - 106,400

**OPERATING COST IMPACT** N/A



**PROJECT:** I-270, Eisenhower Highway, and US 15, Frederick Freeway

**DESCRIPTION:** Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

**JUSTIFICATION:** Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)
- MD 80 and MD 355 Relocated (Line 4)
- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-70, Phase 2D (Line 7)
- US 15, Interchange at Monocacy Boulevard (Line 10)

**STATUS:** Project Planning underway. An additional \$0.2 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	17,172	15,989	750	433	0	0	0	0	0	1,183	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,229	17,046	750	433	0	0	0	0	0	1,183	0
Federal-Aid	12,020	11,192	525	303	0	0	0	0	0	828	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

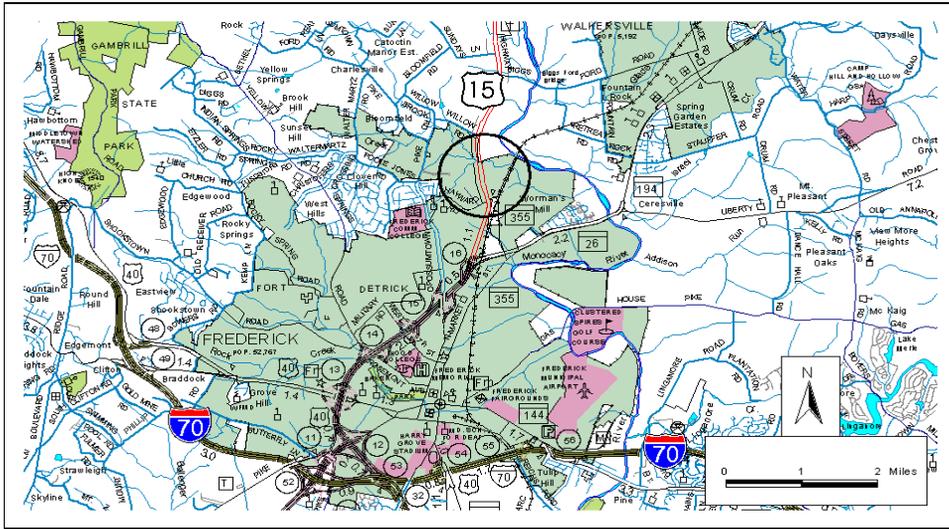
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 45,550 - 89,050 (US -15)  
91,700 - 230,800 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)  
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



**PROJECT:** US 15, Catocin Mountain Highway

**DESCRIPTION:** Study to develop interchange options at Monocacy Boulevard. (BRAC Related)

**JUSTIFICATION:** This project will examine a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$5.6 million is needed to complete Engineering. County and City funded Planning. Potential cost sharing with County and City on Engineering costs. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			YEAR					
					2011	2012	2013	2014		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	226	0	226	0	0	0	0	0	226	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	226	0	226	0	0	0	0	0	226	
Federal-Aid	226	0	226	0	0	0	0	0	226	

**FUNCTION:**

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

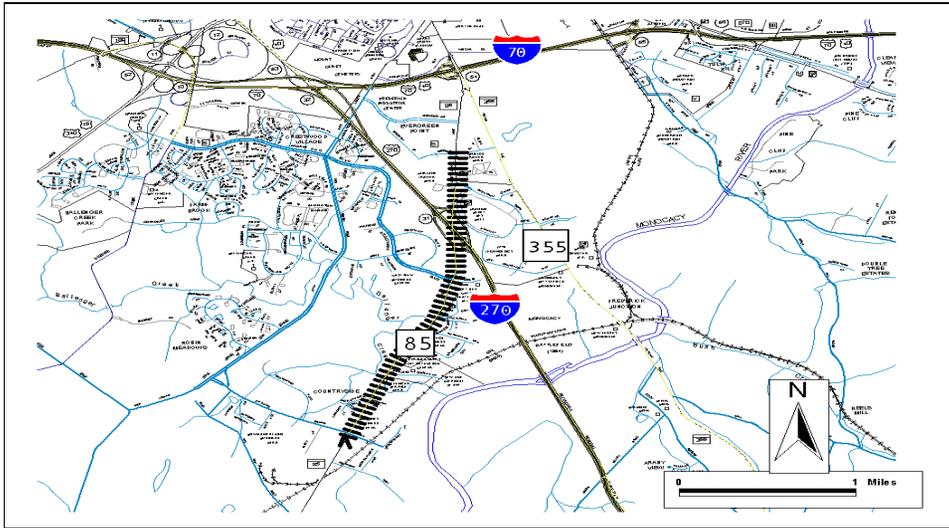
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 37,850

PROJECTED (2030) - 60,250

OPERATING COST IMPACT N/A



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$9.9 million is needed to complete Engineering. County funding partial Engineering for \$1.5 million. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,323	682	253	497	305	3,586	0	0	0	4,641	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,854	1,213	253	497	305	3,586	0	0	0	4,641	0
Federal-Aid	4,453	86	453	778	780	2,356	0	0	0	4,367	0

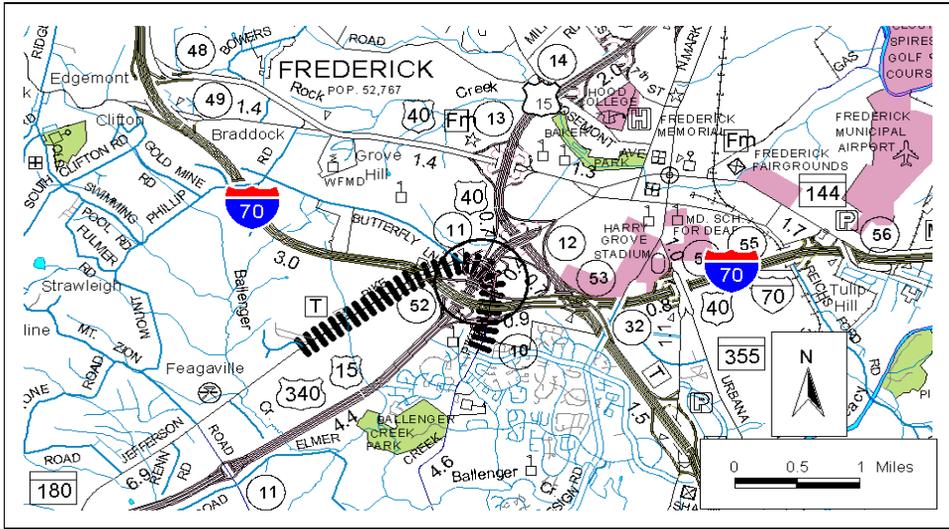
**FUNCTION :**

STATE - Major Collector  
 FEDERAL - Urban Minor Arterial  
 STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 8,700 - 46,450  
 PROJECTED (2030) - 11,500 - 64,000

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

**DESCRIPTION:** Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development.

**JUSTIFICATION:** Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-270 and US 15, Multi-Modal Corridor Study (Line 9)
- Butterfly Lane Improvements (Frederick County)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. County contributing \$0.5 million to Planning cost. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,000	414	586	0	0	0	0	0	0	586	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	414	586	0	0	0	0	0	0	586	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 25,925

PROJECTED (2030) - 40,600

OPERATING COST IMPACT N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 75	Green Valley Road; MD 874 to Park and Ride; resurface	564	Completed
2	MD 75	Green Valley Road; Arlington Mill Road to Old Annapolis Road; deep patch	193	Completed
3	MD 75	Green Valley Road; Old Annapolis Road to MD 874; deep patch	446	Completed
4	MD 75	Green Valley Road; Carroll County line to 1st Handboard Road; resurface	761	Completed
5	MD 77	Foxville Road; Park Center Road to Hunting Creek; resurface	291	Completed
6	MD 351	Ballenger Creek Pike; Farmbrook Drive to Ballenger Center Circle; resurface	250	Completed
7	MD 550	Sabillasville Road; Washington County line to Brown Quarry Road; resurface	376	Completed
8	MD 880	Michaels Mill Road; MD 85 to MD 80; resurface	387	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
9	MD 77	Rocky Ridge Road; over Branch of Owens Creek; box culverts	577	Completed
<b><u>Safety/Spot Improvement</u></b>				
10	US 15	Catoclin Mountain Highway; W. Patrick Street to Willow Road; guard rail	919	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
11	US 15	Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface	1,347	FY 2009
<b><u>Safety/Spot Improvement</u></b>				
12	US 15	Catoctin Mountain Highway; at MD 464; roundabout	1,497	Under construction
13	US 40 ALT	Old National Pike; at Willows Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn (Funded for preliminary engineering by the county)	100	PE Underway
14	US 40 ALT	Old National Pike; at Mt. Phillip Road ; widen to provide left turn lanes	287	Completed
15	I 70 EB	Eisenhower Memorial Highway; curve west of Mt. Tabor Road; adjust super elevation	1,266	Completed
16	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes and new signal (Project is dependent upon County participation)	1,760	FY 2009
<b><u>Community Safety and Enhancements</u></b>				
17	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold)	4,919	FY 2009
18	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold)	500	PE Underway
<b><u>Sidewalks</u></b>				
19	US 40	West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 2,413 linear feet	240	FY 2009
20	MD 464	Souder Road; MD 17 to Maple, 2nd, 9th: retrofit sidewalks	150	FY 2009

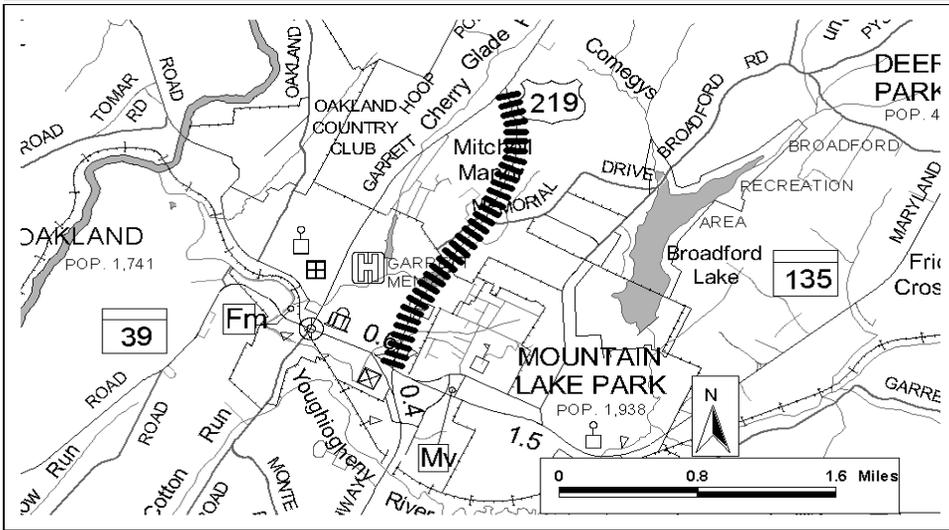
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
21		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	FY 2010
22		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	3,000	FY 2009
<b><u>Archaeological Planning &amp; Research</u></b>				
23		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
24		Catoclin Aqueduct; stabilize and restore the Catoclin Aqueduct	1,728	FY 2009
<b><u>Environmental Mitigation</u></b>				
25		Tuscarora Creek Stream stabilization between MD 180 and US 340; stabilization of stream banks and stream beds along 1300 linear feet of tributaries to Tuscarora Creek with rock vanes, rip rap walls, rock step pools and realignment of stream	290	FY 2009
<b><u>Scenic/Historic Highway Programs/Visitor Centers</u></b>				
26		Frederick Tourist Center adjacent to the Historic National Road, (on East Street); rehabilitate and adaption of a vacant warehouse as the tourist center	1,465	FY 2009
27		Eisenhower Memorial Highway (I-70) ; South Mountain Visitors Center; reconstruct expansion of one of the undersized and outmoded facility (The money shown here is the enhancement cost, the total cost of the project is \$21,051,239.)	10,653	FY 2009



Garrett



**PROJECT:** US 219 Relocated, Oakland Bypass

**DESCRIPTION:** Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering and Partial Right-of-way underway. An additional \$3.6 million is needed to complete Right-of-way.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,279	1,279	0	0	0	0	0	0	0	0	0
Engineering	4,084	3,716	368	0	0	0	0	0	0	368	0
Right-of-way	3,702	1,902	1,800	0	0	0	0	0	0	1,800	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,065	6,897	2,168	0	0	0	0	0	0	2,168	0
Federal-Aid	2,152	1,733	419	0	0	0	0	0	0	419	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

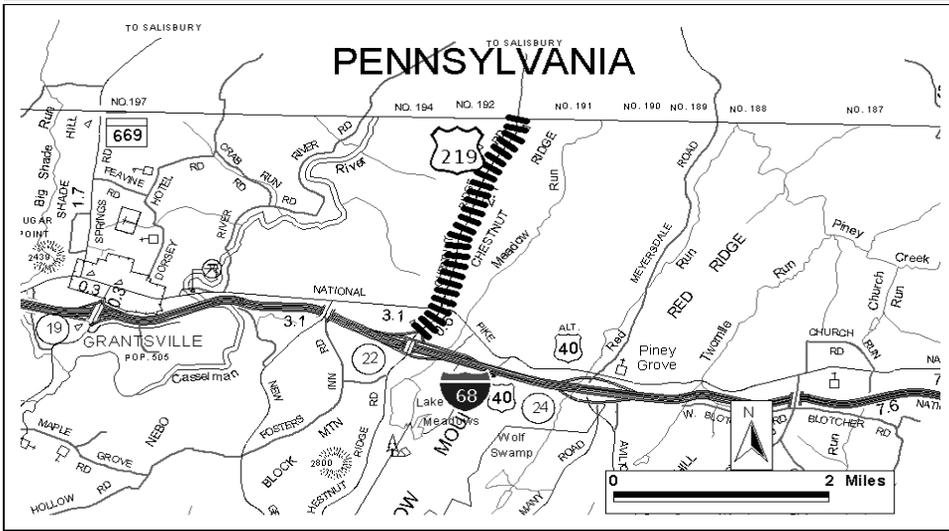
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 7,000 - 16,025

PROJECTED (2030) - 7,800 (Bypass)  
 18,200 (US 219)

OPERATING COST IMPACT N/A



**PROJECT:** US 219 North, Chestnut Ridge Road

**DESCRIPTION:** Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

**JUSTIFICATION:** Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 220, I-68 to West Virginia State Line (Allegheny County - Line 4)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial protective Right-of-way funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	3,088	2,053	300	735	0	0	0	0	0	1,035	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	3,088	2,053	300	735	0	0	0	0	0	1,035	0	
Federal-Aid	2,408	1,601	234	573	0	0	0	0	0	807	0	

**FUNCTION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 4,475

PROJECTED (2030) - 6,970

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

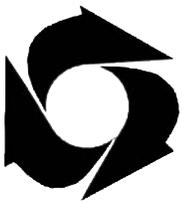
**STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 42	Friendsville Road; Bishoff Road to Keisner Road; resurface	366	Completed
2	I 68	National Freeway; MD 42 bridge 11039 to west of Old Morgantown Road bridge 11048; resurface	4,910	Completed
3	MD 669	Springs Road; US 40 Alt. to Pennsylvania state line; resurface	512	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
4	I 68	National Freeway; Lower New Germany Road to Water Street; rehab of 6 bridge decks eastbound and westbound	2,893	Completed
<b><u>Safety/Spot Improvement</u></b>				
5	MD 135	Maryland Highway; US 219 through Mt. Lake Park; friction improvement	572	Completed
<b><u>Sidewalks</u></b>				
6	MD 560	Paul Street; Alley number 4 to First Avenue west side 496 linear feet; Ally number 4 to Hoye Street east side 765 linear feet; retrofit sidewalk	99	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
7	MD 42	Friendsville Road; Kisner Road to Youghioghney River Bridge; resurface	1,667	Under construction
8	MD 135	Bloomington Road; Lee Road to Allegany County Line; resurfacing	1,539	Completed

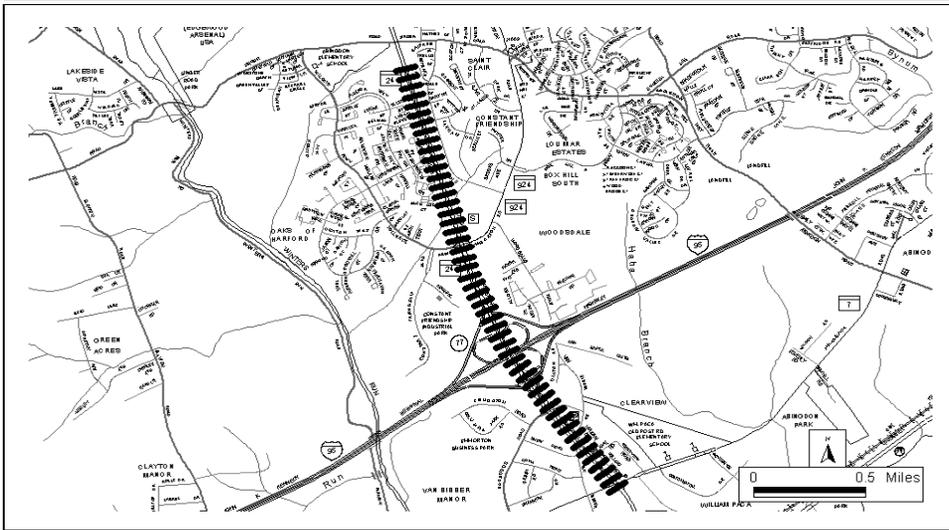
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
9		MD 546 over US 40 Alt; US 219 over I 68 and MD 495 over I 68; bridge deck overlay	1,671	Under construction
10	US 40 Alt	National Pike; over Casselman River; bridge deck replacement	2,827	Completed
<b><u>Safety/Spot Improvement</u></b>				
11	I 68	National Freeway; MD 42 bridge to west of Old Morgantown Road bridge; right-of-way fencing	1,004	Completed
<b><u>Community Safety and Enhancements</u></b>				
12	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for concept development only) (Project on Hold)	200	Concepts Completed
13	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only) (Project on Hold)	500	PE Underway
<b><u>Enhancements</u></b>				
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
14	US 40 ALT	National Pike; Bridge over Casselman River; rehabilitate of the 1932 structurally deficient US 40 Alternate bridge over Casselman River	1,413	FY 2009



Harford



**PROJECT:** MD 24, Vietnam Veterans Memorial Highway

**DESCRIPTION:** Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade-separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study. (BRAC Related)

**JUSTIFICATION:** This project would provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95, Section 200 (MdTA)
- I-95, Interchange at MD 24 (MdTA)
- BRAC Intersection Improvements at APG (Statewide Line 7)

**STATUS:** Construction underway. The Authority is funding Engineering, Right-of-way and Construction (the costs for those phases are shown in the Authority's program). Cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,550	1,550	0	0	0	0	0	0	0	0	
Engineering	85	85	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,635	1,635	0	0	0	0	0	0	0	0	
Federal-Aid	1,085	1,085	0	0	0	0	0	0	0	0	

**FUNCTION:**

STATE - Intermediate Arterial

FEDERAL - Expressway

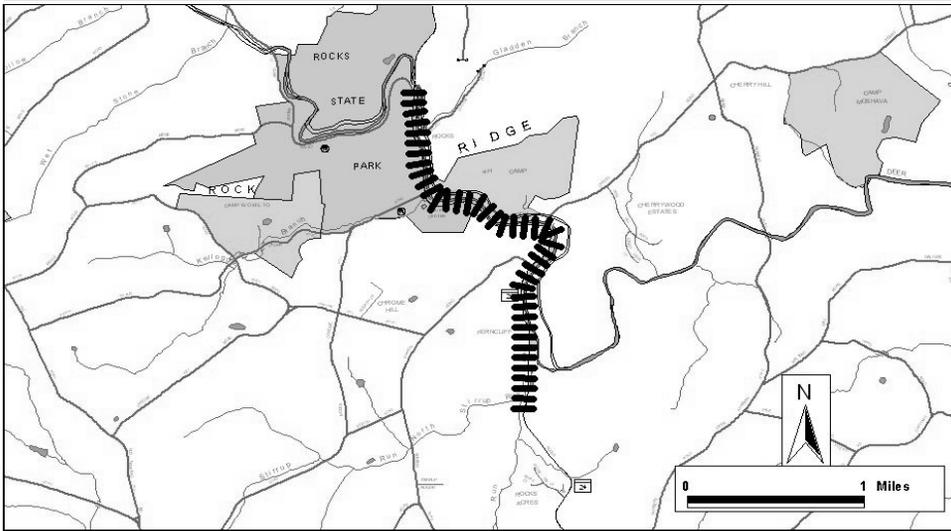
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 68,900

PROJECTED (2030) - 114,500

OPERATING COST IMPACT N/A



**PROJECT:** MD 24, Rocks Road

**DESCRIPTION:** MD 24 will be reconstructed, with slopes repaired and guardrail replaced from South of Sharon Road to North of Stirrup Run Culvert.

**JUSTIFICATION:** This project will provide safety improvements and improve traffic operations.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	72	500	728	0	0	0	0	0	1,228	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	7,950	0	0	2,385	5,215	350	0	0	0	7,950	0	0
Total	9,250	72	500	3,113	5,215	350	0	0	0	9,178	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Major Collector

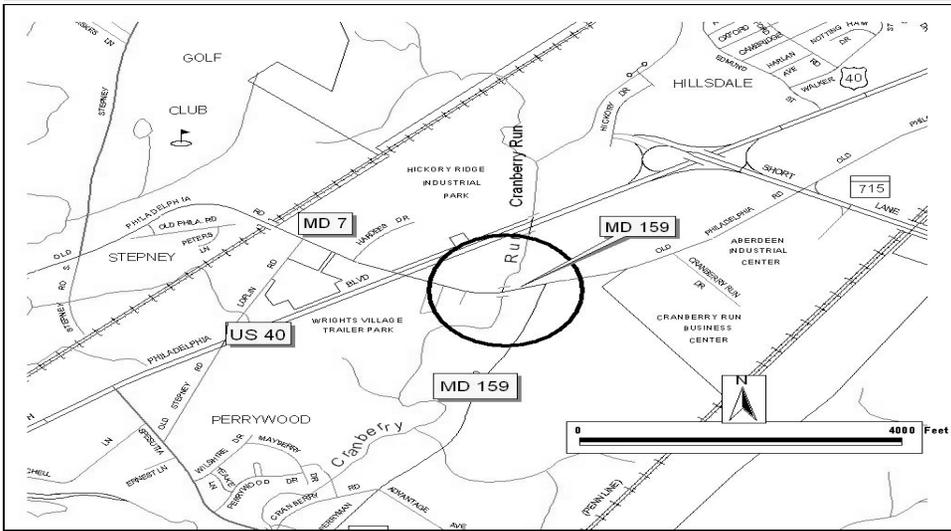
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 3,800

PROJECTED (2030) - 7,750

OPERATING COST IMPACT N/A



**PROJECT:** MD 159, Philadelphia Road

**DESCRIPTION:** Replaced Bridge 12039 over Cranberry Run.

**JUSTIFICATION:** This project replaced the existing deteriorating structure and provided improved structural and traffic safety.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
Perryman Access Study (Line 4)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>				<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	512	493	19	0	0	0	0	0	19	0
Right-of-way	47	28	17	1	1	0	0	0	19	0
Construction	1,393	212	1,181	0	0	0	0	0	1,181	0
Total	1,952	733	1,217	1	1	0	0	0	1,219	0
Federal-Aid	1,255	364	891	0	0	0	0	0	891	0

**FUNCTION :**

STATE - Minor Collector

FEDERAL - Minor Arterial

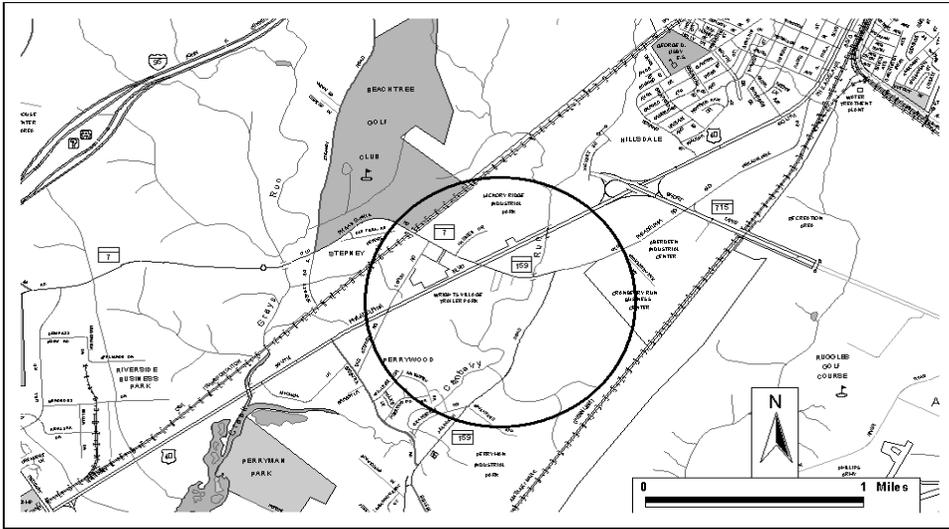
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 6,050

PROJECTED (2030) - 18,200

OPERATING COST IMPACT N/A



**PROJECT:** Perryman Access Study

**DESCRIPTION:** Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

**JUSTIFICATION:** This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 40, Interchange at MD 715 (Line 7)  
BRAC Intersection Improvements at APG (Statewide Line 7)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	247	247	0	0	0	0	0	0	0	0
Engineering	200	0	25	175	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	447	247	25	175	0	0	0	0	200	0
Federal-Aid	173	173	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Major Collector

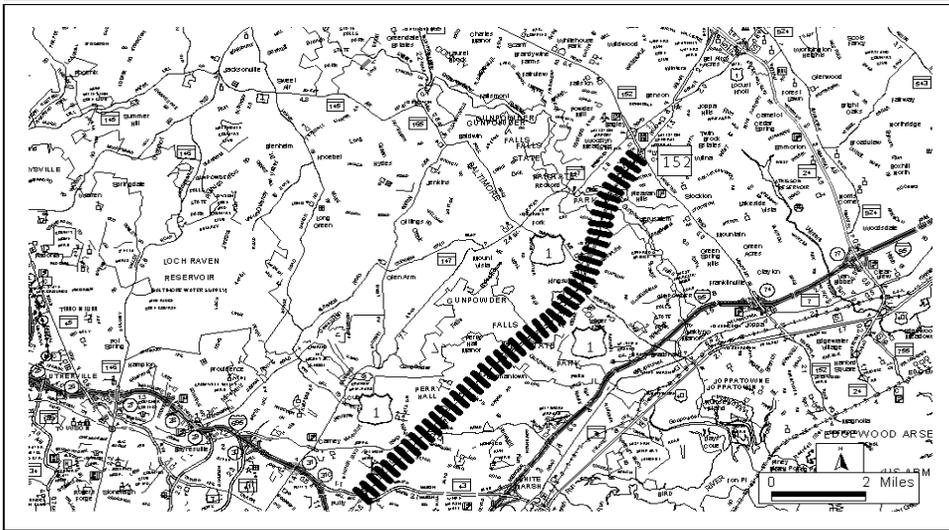
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 6,100

PROJECTED (2030) - 18,200

OPERATING COST IMPACT N/A



**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

**JUSTIFICATION:** This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 1, MD 152 to Hickory Bypass (Line 6)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

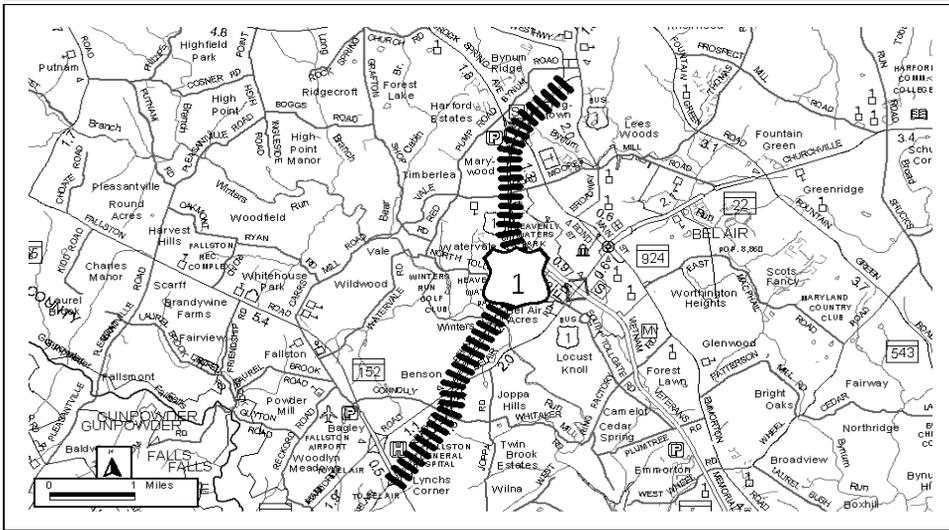
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 36,400

PROJECTED (2030) - 45,100

**OPERATING COST IMPACT** N/A



**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

**JUSTIFICATION:** This project would improve the safety and operational characteristics of US 1.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
US 1, MD 43 to MD 152 (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	2008	2009			2010	2011	2012	2013			2014
	2008	2009			2010	2011	2012	2013			2014
Planning	2,269	2,269	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,555	2,555	0	0	0	0	0	0	0	0	
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	0	

**FUNCTION:**

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

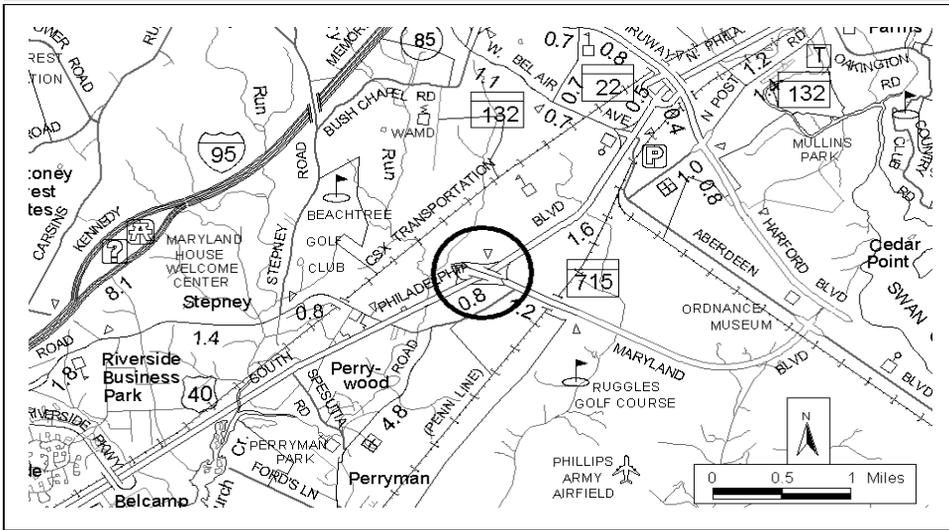
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 38,100

PROJECTED (2030) - 65,400

OPERATING COST IMPACT N/A



**PROJECT:** US 40, Pulaski Highway

**DESCRIPTION:** Study to construct interchange improvements to address operational issues at MD 715. (BRAC Related)

**JUSTIFICATION:** This project will improve safety and operations along US 40. It will also improve access to the town of Aberdeen, Aberdeen Proving Grounds and industrial parks in the area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Perryman Access Study (Line 4)  
BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	THRU 2008			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,206	303	750	153	0	0	0	0	0	903	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,206	303	750	153	0	0	0	0	0	903	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial  
FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 33,700

PROJECTED (2030) - 76,500

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 1	Bel Air Road; Forge Hill Road to MD 136; resurface	236	Completed
2	MD 136	Whiteford Road; MD 165 to MD 624; resurface	658	Completed
3	MD 138	Troyer Road; Baltimore County line to MD 23; resurface	396	Completed
4	MD 146	Jarrettsville Pike; Baltimore County line to Pocock Road; resurface	613	Completed
5	MD 147	Harford Road; Baltimore County line to MD 152; resurface	109	Completed
6	MD 152	Fallston Road; US 1 to Connolly Road; resurface	850	Completed
7	MD 165	Baldwin Mill Road; Baltimore County line to MD 152; resurface	522	Completed
8	MD 543	Fountain Green Road; MD 7 to Wheel Road; resurface	320	Completed
9	MD 924	Emmorton Road; Gordon Street to Maulsby Avenue; resurface	80	Completed
<b><u>Sidewalks</u></b>				
10	MD 924	North Main Street; Broadway to Maulsby Avenue; retrofit sidewalk - 1,215 linear feet	174	Completed
<b><u>Enhancements</u></b>				
<b><u>Pedestrian and Bicycle Safety and Educational Activities</u></b>				
11		Ma and Pa Heritage Trail Extension; Tollgate parking lot of Phase 1 to Edgeley Grove Farm; construction of additional two miles	892	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<b><u>Fiscal Years 2009 and 2010</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
12	MD 132	W. Belair Avenue; Beards Hill Road to MD 462; resurface	1,528	Under construction
		<b><u>Safety/Spot Improvement</u></b>		
13	US 1	Belair Road; south of Connolly Road/Whitaker Mill Road to north of MD 147/US 1 Business; widen each intersection to provide separate left turn lanes and widen to provide a continuous center-turning lane in between	2,223	FY 2009
14	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	1,854	FY 2009
		<b><u>Community Safety and Enhancements</u></b>		
15	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,961	Under construction
16	MD 924	Main Street; Phase II - MD 22 to Gordon Street ; streetscape	8,580	Completed
		<b><u>Environmental Preservation</u></b>		
17		Magness Farm Wetland Restoration - Creamery Road; wetland restoration (This project is a split funded project with the Enhancement Program)	441	Completed
		<b><u>Sidewalks</u></b>		
18	US 40	Pulaski Highway; at Bata Boulevard; sidewalk retrofit - 80 linear feet	40	FY 2009
19	MD 924	Emmorton Road; Holly Wreath Drive to Holly Wreath Court; retrofit sidewalk - 65 linear feet	35	FY 2009

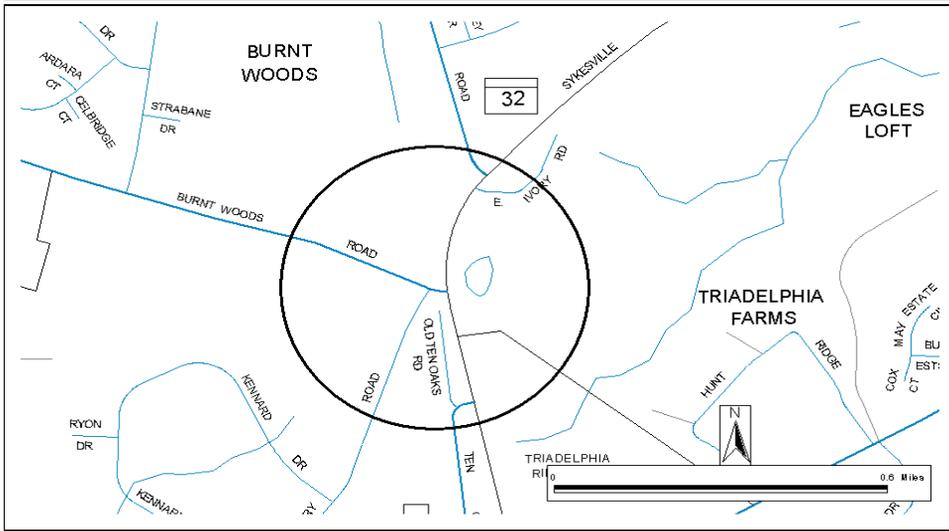
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>		
		<b><u>Intersection Capacity Improvements</u></b>		
20	MD 155	Level Road; at MD 462; construct roundabout (Funded for preliminary engineering only)	335	FY 2009
		<b><u>Enhancements</u></b>		
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
21		Magness Farm Wetland Restoration; restoration of 6 acres of tidal wetlands (This project is a split funded project with the Environmental Preservation Program)	315	Completed
		<b><u>Congressional Earmarks</u></b>		
22		Edgewood; Train station streetscaping and parking improvements (Earmark \$1.5 million; PE, CO) Sponsor: Maryland Transit Administration	0	



Howard



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Constructed a new interchange at Burntwoods Road.

**JUSTIFICATION:** This project improved safety and operations and relieved congestion in the heavily traveled corridor.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 32, Interchange at Linden Church Road (Line 2)
- MD 32 MD 108 to I-70 (Line 6)
- MD 32, Wellworth Way Access Management (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost increase of \$1.0 million is due to Right-of-way needs.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,633	2,633	0	0	0	0	0	0	0	0	0
Right-of-way	7,009	5,725	1,284	0	0	0	0	0	0	1,284	0
Construction	18,829	12,145	4,919	1,765	0	0	0	0	0	6,684	0
Total	28,471	20,503	6,203	1,765	0	0	0	0	0	7,968	0
Federal-Aid	20,553	14,080	5,015	1,458	0	0	0	0	0	6,473	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

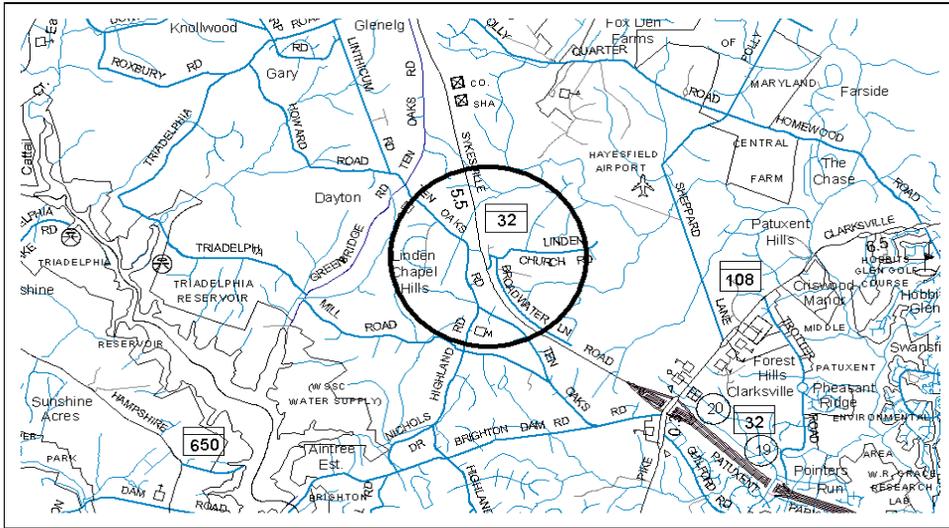
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 30,050

**PROJECTED (2030) -** 51,550

**OPERATING COST IMPACT** \$15,000 per year



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct a new interchange at Linden Church Road.

**JUSTIFICATION:** This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32 MD 108 to I-70 (Line 6)
- MD 32, Wellworth Way Access Improvements (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway. Right-of-way to begin during current fiscal year. The County will fund the remaining Engineering, Right-of-way and Construction at \$28.9 million. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** State dollars reduced due to economic downturn. County+

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	816	316	500	0	0	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	816	316	500	0	0	0	0	0	0	500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

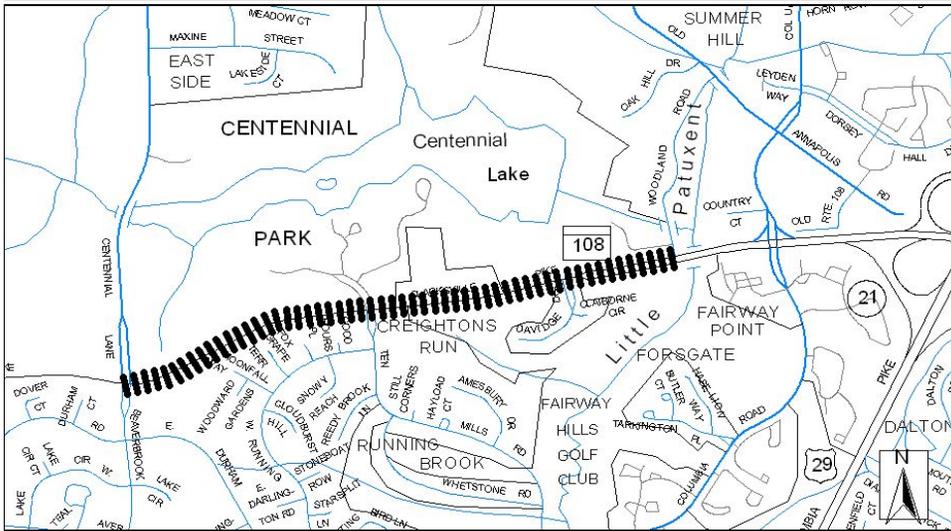
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 29,950**

**PROJECTED (2030) - 58,000**

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 108, Clarksville Pike

**DESCRIPTION:** Widen MD 108 from 2 to 4 lanes between Centennial Lane and Woodland Road (1.2 miles).

**JUSTIFICATION:** Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway. Howard County is funding this project.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
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
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

**FUNCTION:**

- STATE - Urban Minor Arterial
- FEDERAL - Urban Minor Arterial

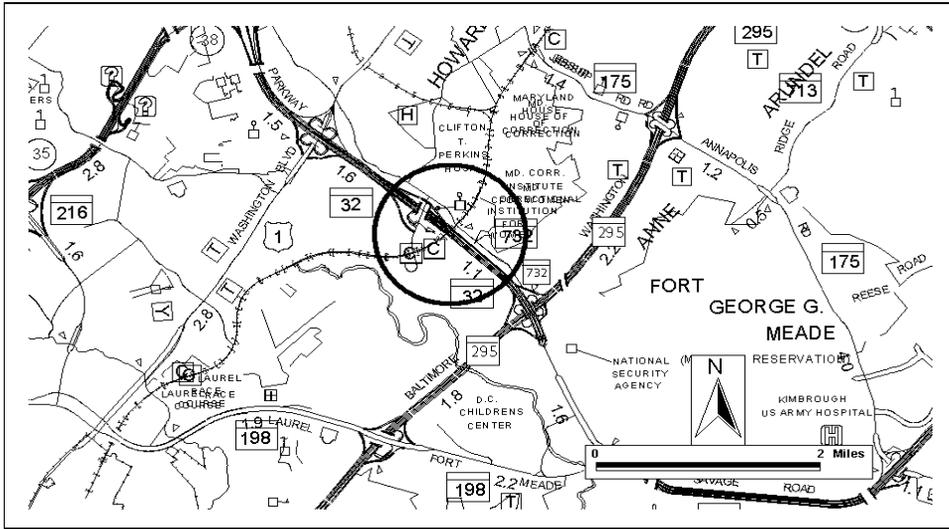
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 25,500

**PROJECTED (2030) -** 31,100

**OPERATING COST IMPACT** \$21,400 per year



**PROJECT:** MD 732, Guilford Road

**DESCRIPTION:** Replaced Bridge 13029 over CSX Railroad. Sidewalks and shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project replaced the existing deteriorating bridge.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service. SHA, Anne Arundel County and Howard County shared the cost of construction. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			PROJECT CASH FLOW					
					2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,466	2,466	0	0	0	0	0	0	0	0
Total	2,524	2,524	0	0	0	0	0	0	0	0
Federal-Aid	43	43	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Local

FEDERAL - Local

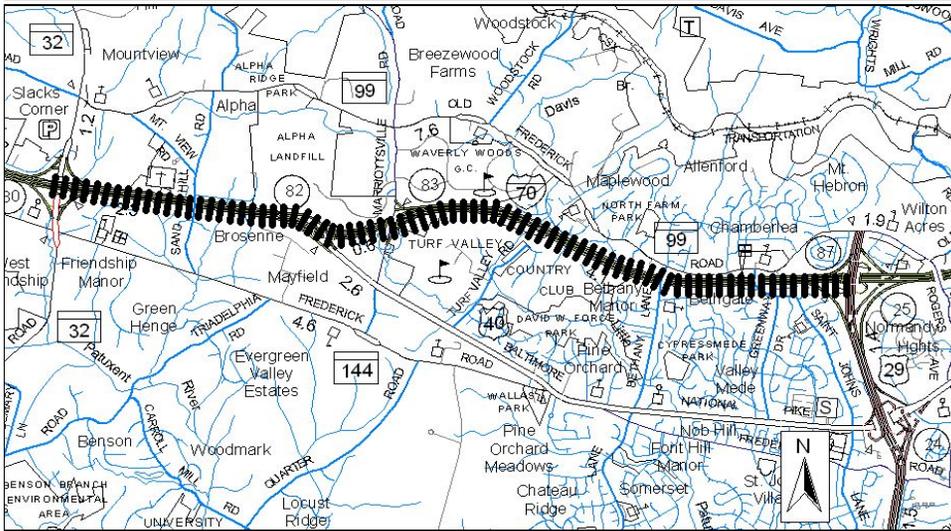
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 12,100

PROJECTED (2030) - 34,100

OPERATING COST IMPACT N/A



**PROJECT:** I-70

**DESCRIPTION:** Study to address current and future capacity needs on I-70 between MD 32 and US 29 (6.0 miles)

**JUSTIFICATION:** This project would ease increasing congestion and improve safety along this segment of I-70.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Marriottsville Road, US 40 to MD 99 (County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Project Planning underway. An additional \$2.1 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funds due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	YEAR 2009	YEAR 2010			.....2011.....	.....2012.....	.....2013.....		
Planning	855	590	265	0	0	0	0	0	0	265	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	855	590	265	0	0	0	0	0	0	265	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Urban Interstate

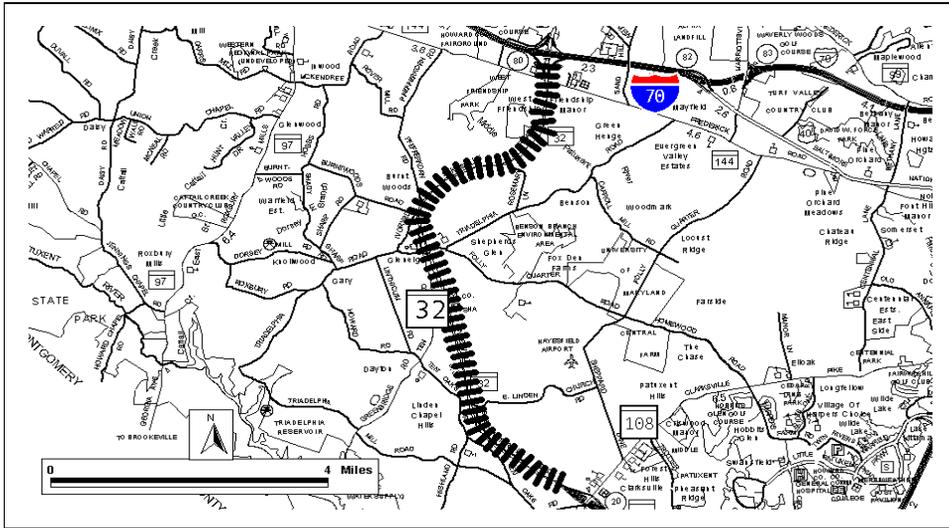
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 79,875

PROJECTED (2030) - 134,850

OPERATING COST IMPACT N/A



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Study to upgrade existing MD 32 from MD 108 to I-70 to address safety concerns (9.06 miles). Shoulders will accommodate bicycles.

**JUSTIFICATION:** This project would address safety problems which have been experienced as a result of increasing traffic volumes on the existing 2 lane roadway.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Interchange at Linden Church Road (Line 2)
- MD 32, Wellworth Way Access Management (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete. Protective Right-of-way funding to be used as properties become available.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial protective Right-of-way funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	3,657	3,657	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	5,228	2,169	100	2,959	0	0	0	0	0	3,059	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,885	5,826	100	2,959	0	0	0	0	0	3,059	0
Federal-Aid	2,560	2,560	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

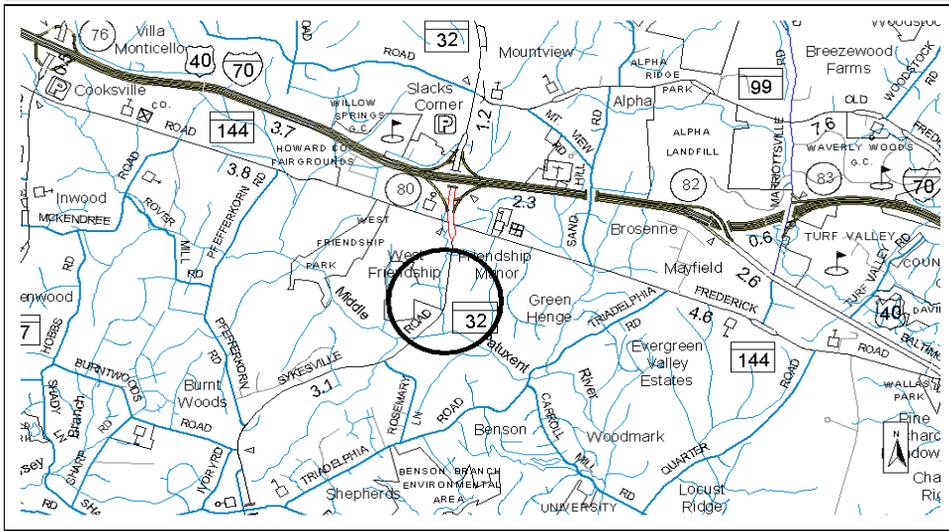
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 30,050**

**PROJECTED (2030) - 51,550**

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct access management improvements by relocating private driveways from MD 32 to Wellworth Way and Rosemary Lane, local roads.

**JUSTIFICATION:** This project will improve safety and operations by removing direct private driveway access to MD 32.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Interchange at Linden Church Road (Line 2)
- MD 32 MD 108 to I-70 (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	900	658	242	0	0	0	0	0	0	242	0
Right-of-way	16	14	2	0	0	0	0	0	0	2	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	916	672	244	0	0	0	0	0	0	244	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

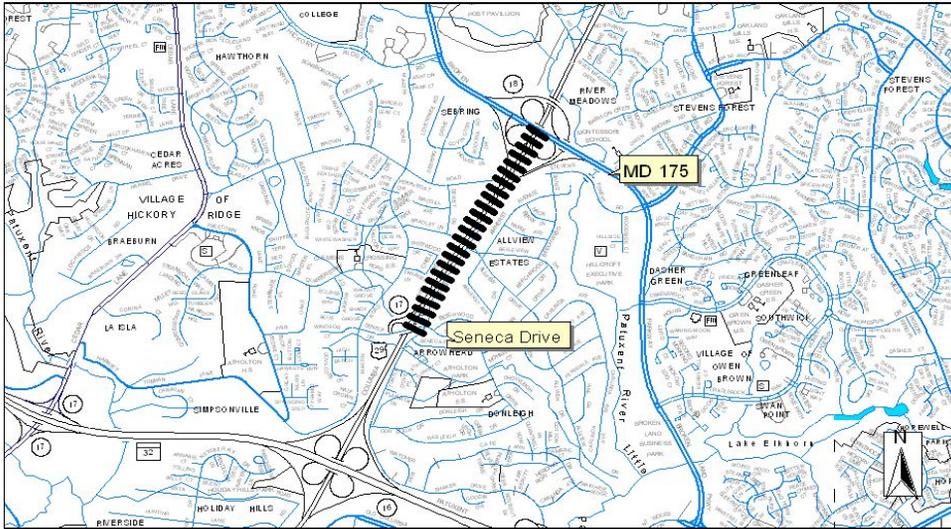
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 28,300**

**PROJECTED (2030) - 32,900**

**OPERATING COST IMPACT** N/A



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Widen the northbound section of US 29 from Seneca Drive to MD 175 from 2 to 3 lanes (2.8 miles).

**JUSTIFICATION:** This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 29, Middle Patuxent River to Seneca Drive (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	2959	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway. The County is contributing \$2.0 million for Engineering. Cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,640	431	250	250	2,709	0	0	0	3,209	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,640	431	250	250	2,709	0	0	0	3,209	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Principal Arterial  
 FEDERAL - Freeway/Expressway

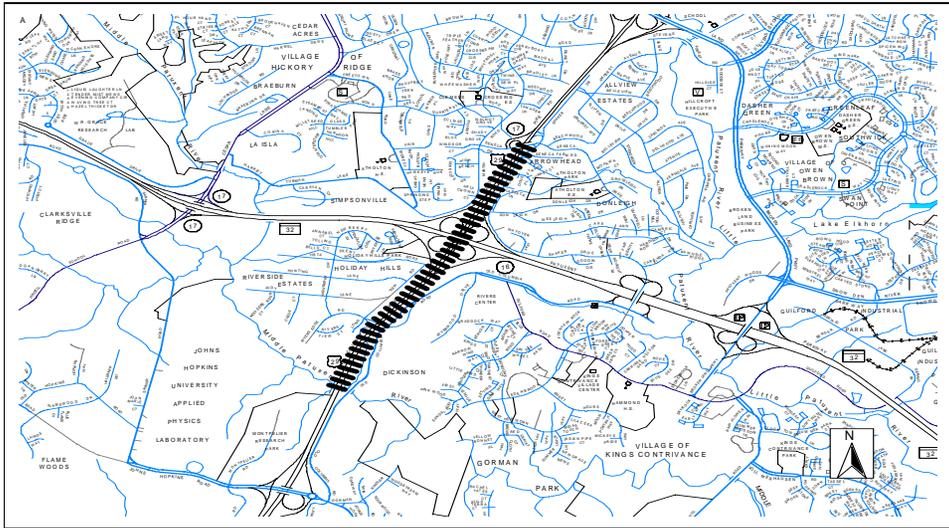
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 77,650

PROJECTED (2030) - 94,850

OPERATING COST IMPACT N/A



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Widen the northbound section of US 29 from the Middle Patuxent River to Seneca Drive from 2 to 3 lanes (1.7 miles).

**JUSTIFICATION:** This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
US 29, Seneca Drive to MD 175 (Line 8)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway and being done under the segment from Seneca Drive to MD 175 (Line 8). The County is contributing \$2.0 million for Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Right-of-way funding (previously shown in the segment from Seneca Drive to MD 175) due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
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
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

**FUNCTION:**

STATE - Principal Arterial  
FEDERAL - Freeway/Expressway

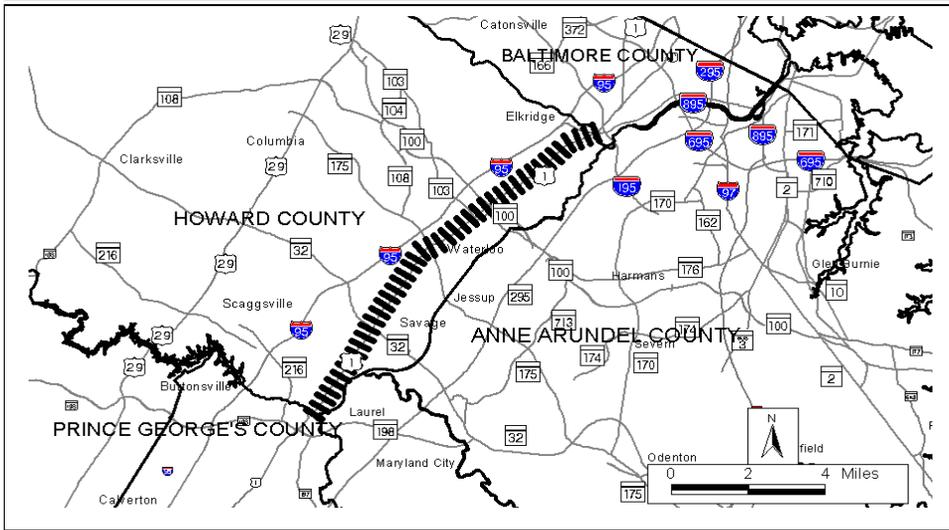
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 71,975

PROJECTED (2030) - 91,225

**OPERATING COST IMPACT** N/A



**PROJECT:** US 1, Washington Boulevard

**DESCRIPTION:** Study of potential improvements along the US 1 corridor from the Prince George's County Line to the Baltimore County Line, including potential interchange improvements at MD 175, Guilford and Corridor Roads (11.0 miles).

**JUSTIFICATION:** Howard County rezoned the entire US 1 corridor and completed a Corridor Revitalization Study which identified several needed improvements along US 1. This study will address the impacts of the rezoning and the Study on the US 1 corridor.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning (Corridor Planning) underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	1,250	556	250	250	194	0	0	0	0	694	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,250	556	250	250	194	0	0	0	0	694	0	
Federal-Aid	1,000	458	195	195	152	0	0	0	0	542	0	

**FUNCTION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 37,900

**PROJECTED (2030) -** 52,300

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 32	Sykesville Road; North of MD 108 to North of West Linden Church Road; resurface	1,344	Completed
2	MD 103	Montgomery Road; Old Montgomery Road to Rising Sun Lane; resurface	207	Completed
3	MD 108	Clarksville Pike; US 29 to West End Columbia Road; resurface	553	Completed
4	MD 108	Clarksville Pike; MD 32 to Linden Linthicum Lane; resurface	546	Completed
5	MD 144 A	Frederick Road; MD 94 to Daisy Road; resurface	274	Completed
6	MD 144 A	Frederick Road; MD 97 to MD 32; resurface	288	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
7	MD 175 WB	Rouse Parkway; Dobbin Road to US 29; resurfacing	1,693	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
8	US 29 SB	Columbia Pike; over I 70; bridge deck replacement	3,432	FY 2009
<b><u>Safety/Spot Improvement</u></b>				
9	US 29	Columbia Pike; north of mile marker 15 to south of MD 100; guard rail	1,354	FY 2009
10	US 29	Columbia Pike NB; at Old Columbia Road; geometric improvements	513	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
11	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)	0	FY 2009
12	I 95	at MD 100; widen I 95 northbound for compressed collector distributor lane, widen southbound I 95 for decel lane to eastbound MD 100 (Funded for preliminary engineering only)	250	FY 2009
<b><u>Noise Barriers</u></b>				
13	US 29	Columbia Pike; from 3000 feet north of MD 216 to 3400 north of MD 216; correction of sound barrier	464	Under construction
<b><u>Environmental Preservation</u></b>				
14		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run (This project is a split funded project with the Enhancement Program)	430	FY 2009
15	MD 32	Sykesville Road; Nixon Farm Mitigation site; wetland enhancement	1,099	FY 2009
16	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Enhancement Program; This project also shows in Prince George's County)	297	FY 2009
<b><u>Sidewalks</u></b>				
17	US 1	Washington Avenue; Troy Hill North to Ducketts Lane and Ducketts Lane to Loudon Avenue; retrofit sidewalk - 1,036 linear feet	86	FY 2009
18	MD 216	Scaggsville Road; Reservoir High School and Fulton Elementary School; retrofit sidewalk - 6,800 linear feet	89	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 11 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Truck Weight</u></b>				
19	MD 32	Sykesville Road; south of I 70; construct virtual weigh station	150	FY 2009
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
20		Broken Land Parkway Pathway; Cradlerock Way to Stevens Forest Road; construct an eight foot wide pathway	386	FY 2009
<b><u>Environmental Mitigation</u></b>				
21		Brampton Hills stream restoration project; restoration of eroded stream channel behind MD 100 noise walls; Environmental Mitigation.	579	FY 2010
22		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run (This project is a split funded project with the Environmental Preservation Program)	650	FY 2009
23	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Environmental Preservation Program; This project also shows in Prince George's County)	297	FY 2009

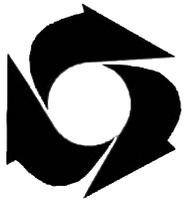


**Kent**

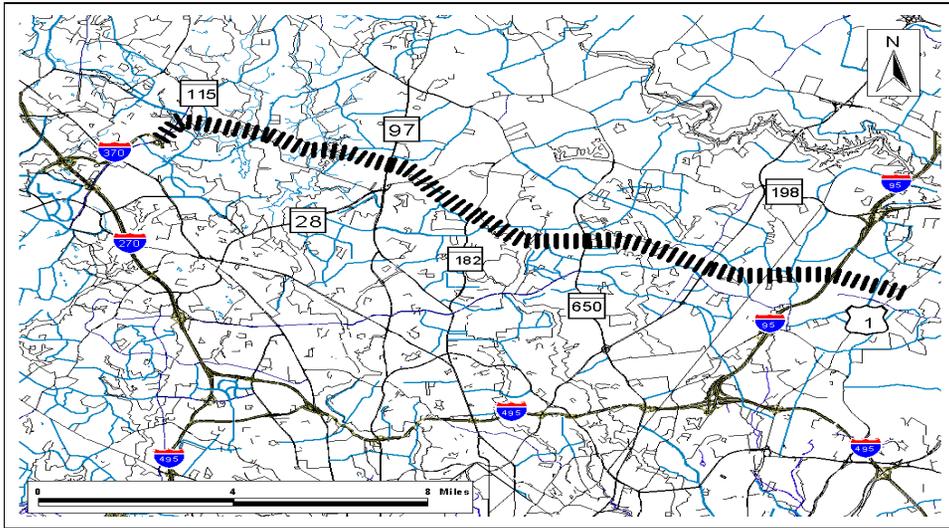
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u><b>Fiscal Year 2008 Completions</b></u>				
<u><b>Resurface/Rehabilitate</b></u>				
1	MD 292	Still Pond Road; Town limits of Still Pond; resurface	135	Completed
2	MD 299	Massey Road; MD 330 to Cecil County line; resurface	172	Completed
3	MD 445	Tolchester Road; Carter Avenue to MD 21; resurface	58	Completed
<u><b>Sidewalks</b></u>				
4	MD 213	Dennis Church Hall; intersection of MD 213 and MD 313; retrofit sidewalks - 745 linear feet	114	Completed
<u><b>Fiscal Years 2009 and 2010</b></u>				
<u><b>Resurface/Rehabilitate</b></u>				
5	MD 20	Chestertown Road; Old Fairlee Road to MD 446; resurface	585	FY 2009
6	MD 514	Flatland Road; MD 20 to Stockton Startt Road; resurface	200	FY 2009
<u><b>Congressional Earmarks</b></u>				
7		Construct Chestertown Trail (Earmark \$240,000; PE, CO)	0	



Montgomery



**PROJECT:** InterCounty Connector

**DESCRIPTION:** Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**JUSTIFICATION:** This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 124, Airpark Road to Fieldcrest Road (Line 3)
- US 29 Interchanges (Lines 8,9)
- MD 28/MD 198, MD 97 to I-95 (Line 10)
- I-95/Contee Road Interchange (Prince George's County - Line 10)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 27)

**STATUS:** Right-of-way and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

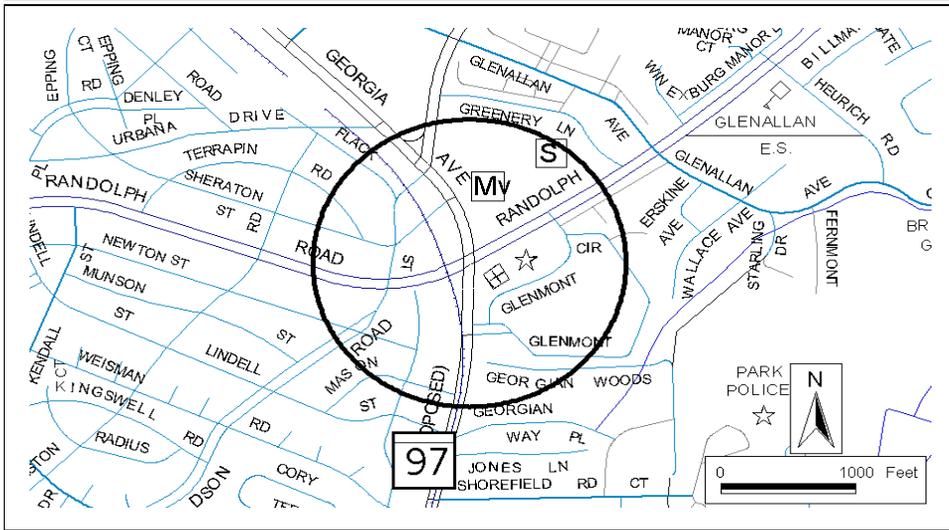
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** N/A

**PROJECTED (2030) -** 30,400 - 96,500

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project would relieve congestion at the existing intersection.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

InterCounty Connector (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering and Right-of-way underway. County to provide \$14.4 million for Right-of-way and Utilities. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost increase of \$4.4 million is due to increased inflation resulting from a delay in Construction.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	3,910	3,410	500	0	0	0	0	0	500	0
Right-of-way	23,193	708	10,506	11,979	0	0	0	0	22,485	0
Construction	53,106	0	0	0	0	0	0	15,324	15,324	37,782
Total	81,306	5,215	11,006	11,979	0	0	0	15,324	38,309	37,782
Federal-Aid	8,564	3,155	2,305	3,104	0	0	0	0	5,409	0

**FUNCTION:**

STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial

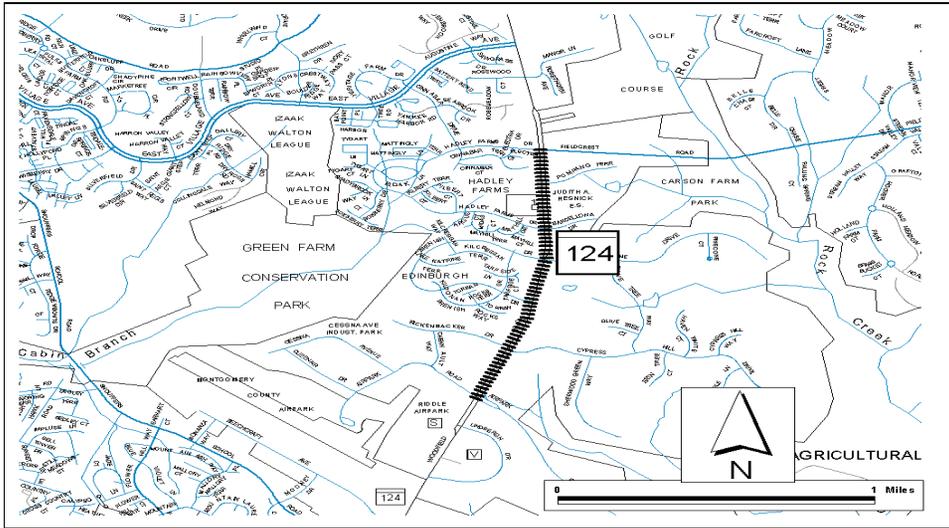
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 52,500

**PROJECTED (2030) -** 59,100

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 124, Woodfield Road

**DESCRIPTION:** Construct a 6 lane divided highway from south of Airpark Road to north of Fieldcrest Road (1.14 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- MD 124, Midcounty Highway to Warfield Road (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$2.6 million is due to reduced Right-of-way needs from court settlements.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,114	2,114	0	0	0	0	0	0	0	0	0
Engineering	2,256	2,256	0	0	0	0	0	0	0	0	0
Right-of-way	16,122	10,463	5,659	0	0	0	0	0	0	5,659	0
Construction	34,272	4,463	11,112	11,625	7,072	0	0	0	0	29,809	0
Total	54,764	19,296	16,771	11,625	7,072	0	0	0	0	35,468	0
Federal-Aid	39,623	11,467	13,263	9,275	5,618	0	0	0	0	28,156	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Major Collector

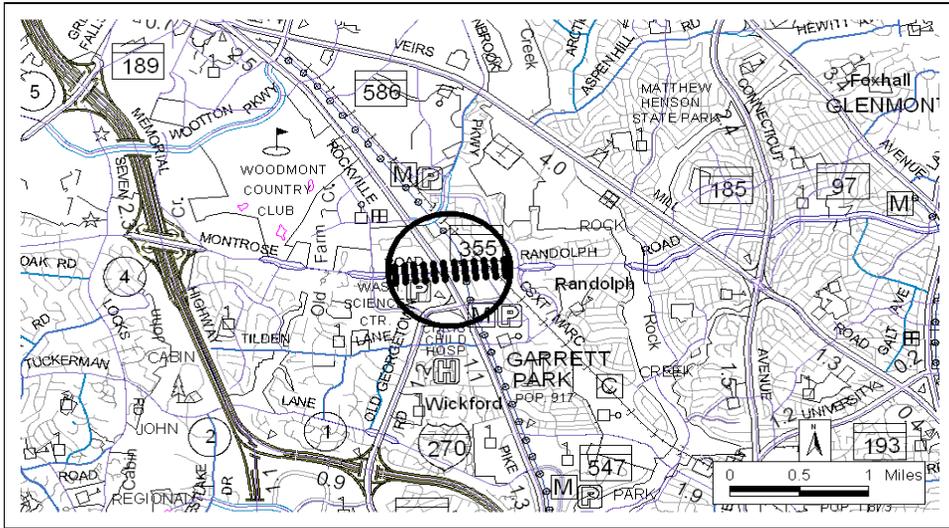
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 21,500

PROJECTED (2030) - 48,000

OPERATING COST IMPACT \$3,500 per year



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct an interchange at Randolph Road/Montrose Parkway. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. A hiker/biker path will be included as part of this project.

**JUSTIFICATION:** This project will improve safety and relieve traffic congestion that occurs at the Randolph/Montrose Roads intersection.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- MD 355, CSX Railroad/ Parklawn Drive (Line 16)
- Montrose Parkway East (Montgomery County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway. County provided funds to advance construction and SHA will reimburse the County for advancing construction. Cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		TOTAL ESTIMATED COST (\$000)	CURRENT YEAR EXPEND THRU 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				
				2011	2012	2013	2014			
Planning			0	0	0	0	0	0	0	
Engineering			1,640	1,640	0	0	0	0	0	
Right-of-way			16,777	11,256	4,248	955	318	0	5,521	
Construction			29,012	2,106	10,578	10,457	5,871	0	26,906	
Total			47,429	15,002	14,826	11,412	6,189	0	32,427	
Federal-Aid			23,328	2,652	8,172	8,110	4,394	0	20,676	

**FUNCTION:**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

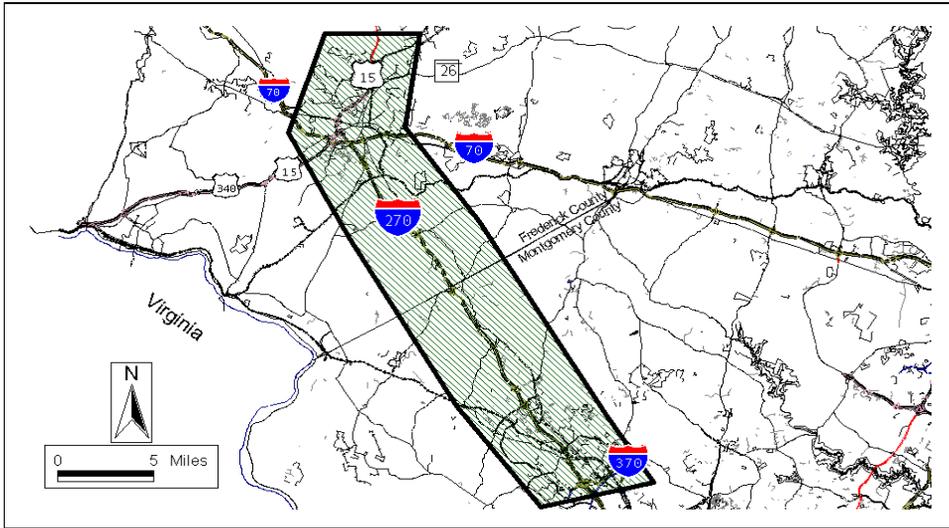
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 56,250

**PROJECTED (2030) -** 98,125

**OPERATING COST IMPACT** \$81,900 per year



**PROJECT:** I-270, Eisenhower Highway, and US 15, Frederick Freeway

**DESCRIPTION:** Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

**JUSTIFICATION:** Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-270/Watkins Mill Road Extended Interchange (Line 6)
- I-70, Phase 2B,2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Frederick Co - Line 1)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 6)
- I-70, Phase 2D (Frederick Co. -Line 7)
- US 15, Interchange at Monocacy Boulevard (Frederick County - Line 10)

**STATUS:** Project Planning underway. An additional \$0.2 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	17,172	15,989	750	433	0	0	0	0	1,183	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,229	17,046	750	433	0	0	0	0	1,183	0
Federal-Aid	12,020	11,192	525	303	0	0	0	0	828	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

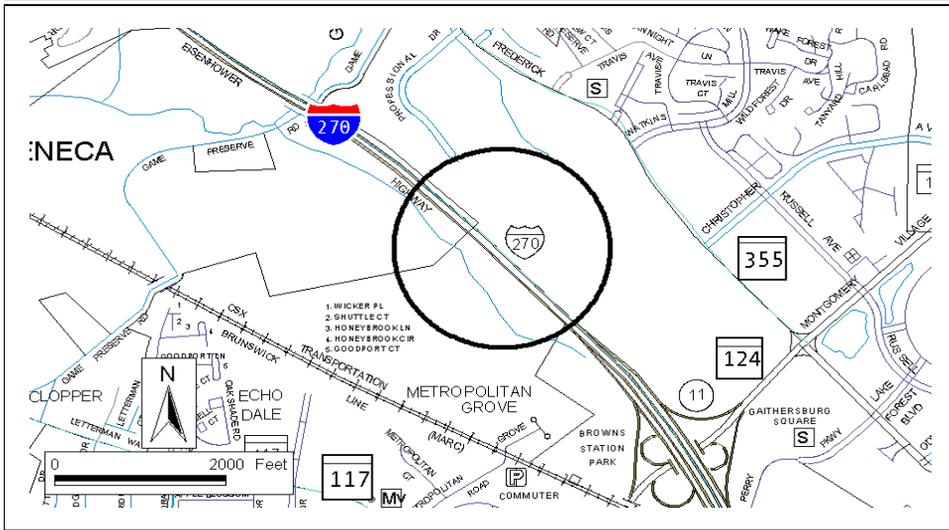
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 45,550 - 89,050 (US -15)  
91,700 - 230,800 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)  
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



**PROJECT:** I-270/Watkins Mill Road Extended

**DESCRIPTION:** Construct a new interchange at Watkins Mill Road Extended.

**JUSTIFICATION:** This project would support economic development and relieve existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- I-270 and US 15 Multi-Modal Corridor Study (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. Potential cost sharing with County for Engineering. The cost shown is SHA share only. The County and SHA are discussing cost sharing arrangements that could allow Engineering to proceed.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,170	1,170	0	0	0	0	0	0	0	0	0
Engineering	770	496	274	0	0	0	0	0	0	274	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,940	1,666	274	0	0	0	0	0	0	274	0
Federal-Aid	818	818	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

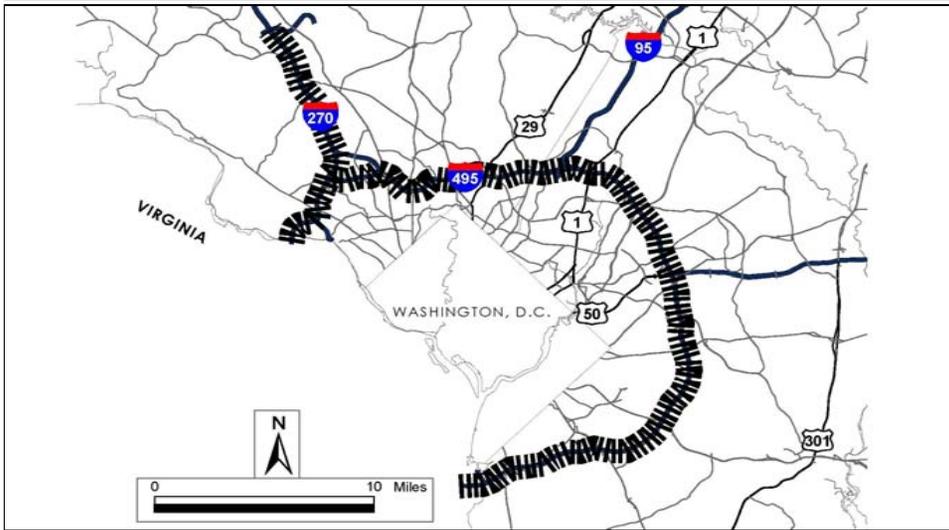
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 159,700

PROJECTED (2030) - 191,500

OPERATING COST IMPACT N/A



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

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)  
 MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 16,17)  
 Purple Line Study (MTA)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Project Planning underway. An additional \$3.0 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funding due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	11,029	11,019	10	0	0	0	0	0	10	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,029	11,019	10	0	0	0	0	0	10	0
Federal-Aid	7,720	7,713	7	0	0	0	0	0	7	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

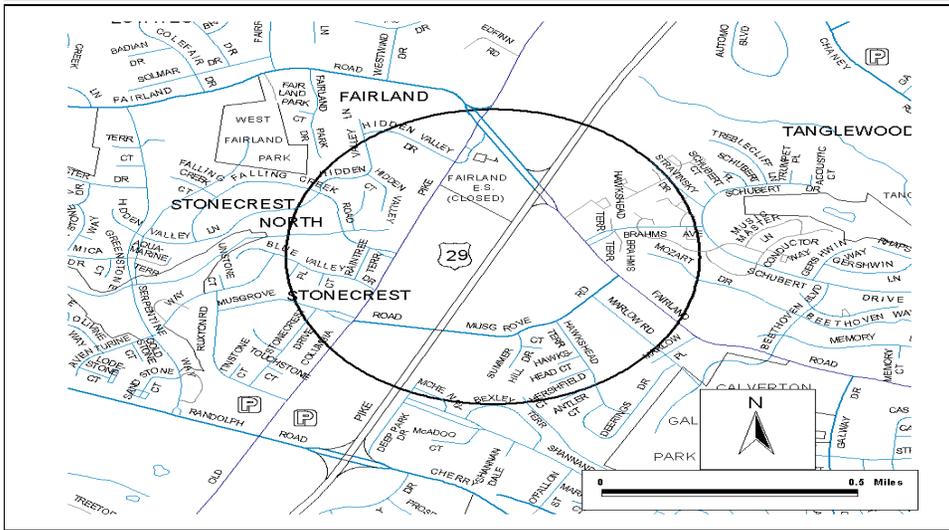
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 112,750 - 246,825

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT N/A



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct an interchange at Musgrove/Fairland Road.

**JUSTIFICATION:** Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- US 29 Interchanges (Lines 9)
- MD 28/MD 198, MD 97 to I-95 (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$1.8 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2008			2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,478	978	500	0	0	0	0	0	0	500	0
Right-of-way	6,616	6,616	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,094	7,594	500	0	0	0	0	0	0	500	0
Federal-Aid	6,195	5,845	350	0	0	0	0	0	0	350	0

**FUNCTION:**

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

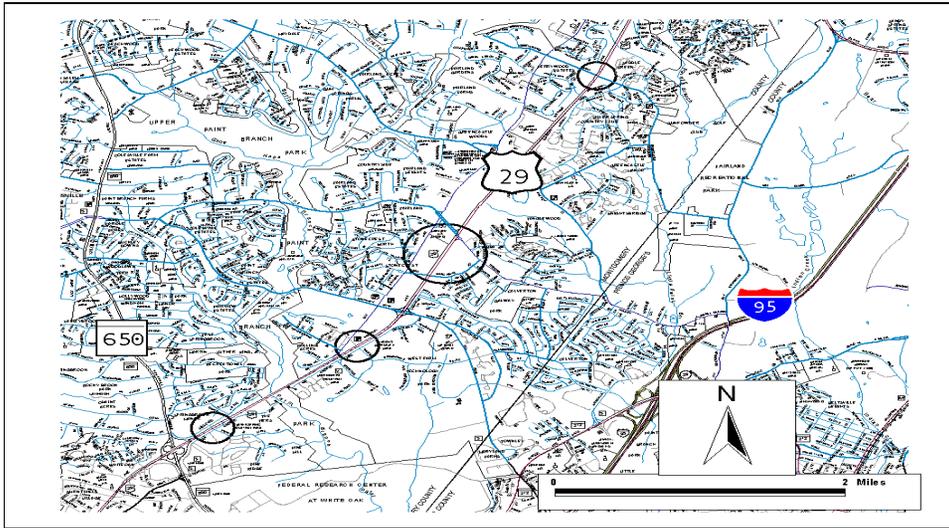
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 54,000

**PROJECTED (2030) -** 81,100

**OPERATING COST IMPACT** N/A



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

**JUSTIFICATION:** Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- US 29, Interchanges (Lines 8)
- MD 28/MD 198, MD 97 to I-95 (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	420	0	0	0	PLH
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. Funds shown in FY 10 are Federal Appropriation Earmark Funds. An additional \$25.2 million is needed to complete Engineering and \$22.3 million is needed to complete Right-of-way.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	5,646	5,186	40	420	0	0	0	0	0	460	0
Right-of-way	545	545	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,679	8,219	40	420	0	0	0	0	0	460	0
Federal-Aid	3,215	2,767	28	420	0	0	0	0	0	448	0

**FUNCTION:**

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

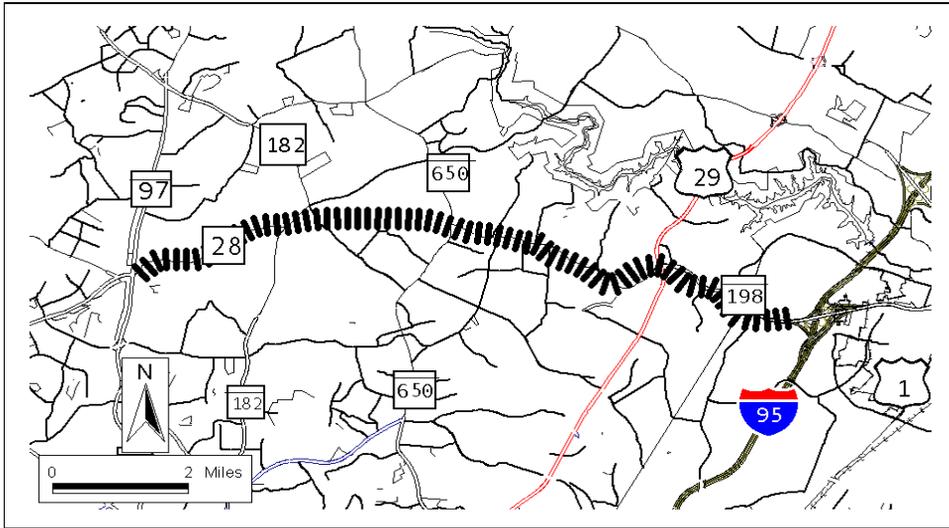
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 51,500 - 58,500

**PROJECTED (2030) -** 67,000 - 81,500

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

**DESCRIPTION:** Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

**JUSTIFICATION:** This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- US 29 Interchanges (Lines 8,9)
- MD 97/MD 28 Interchange (Line 12)
- I-95/Contee Road Interchange (Prince George's County - Line 10)
- MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Prince George's County - Line 27)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	4,113	3,313	530	270	0	0	0	0	800	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	109	2	0	107	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,222	3,315	530	377	0	0	0	0	907	0
Federal-Aid	2,879	2,319	371	189	0	0	0	0	560	0

**FUNCTION:**

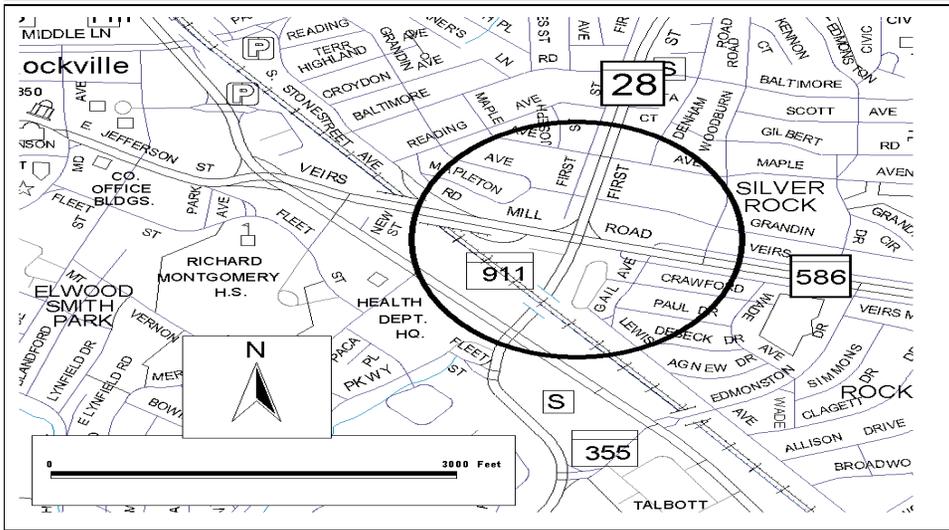
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2008) -** 24,250 - 45,525 (MD 28)  
20,500 - 52,350 (MD 198)
- PROJECTED (2030) -** 41,325 - 51,775 (MD 28)  
36,875 - 62,250 (MD 198)

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 28, Rockville Town Center

**DESCRIPTION:** Study to construct interchange/intersection improvements at MD 28/MD 586/MD 911. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project would relieve congestion at the existing intersection and facilitate development plans in the Rockville Town Center.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

InterCounty Connector (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,903	1,827	76	0	0	0	0	0	76	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,903	1,827	76	0	0	0	0	0	76	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

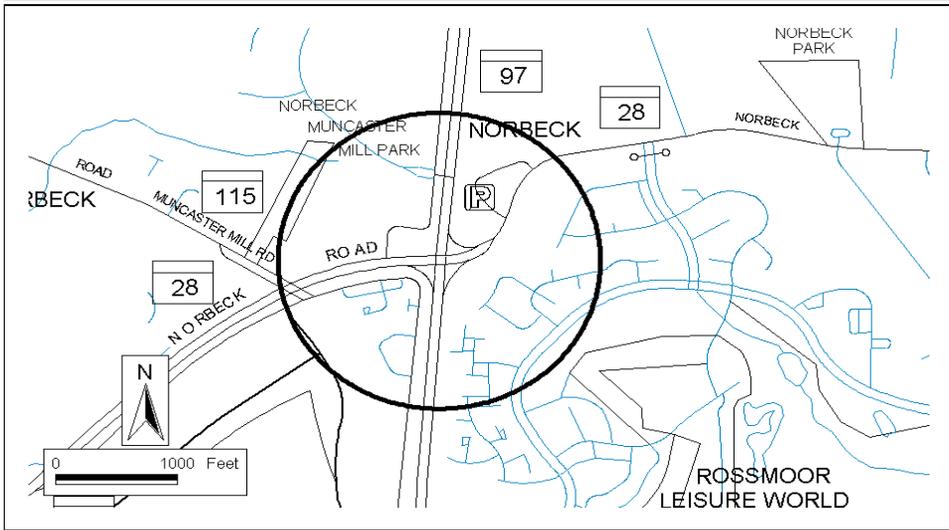
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 38,000

**PROJECTED (2030) -** 42,100

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project will relieve congestion at the existing intersection.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

InterCounty Connector (Line 1)  
MD 28/MD 198, MD 97 to I-95 (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$1.3 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,982	1,982	0	0	0	0	0	0	0	0	
Engineering	836	826	10	0	0	0	0	0	0	10	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,818	2,808	10	0	0	0	0	0	0	10	
Federal-Aid	1,972	1,965	7	0	0	0	0	0	0	7	

**FUNCTION:**

STATE - Intermediate Arterial  
FEDERAL - Other Principal Arterial

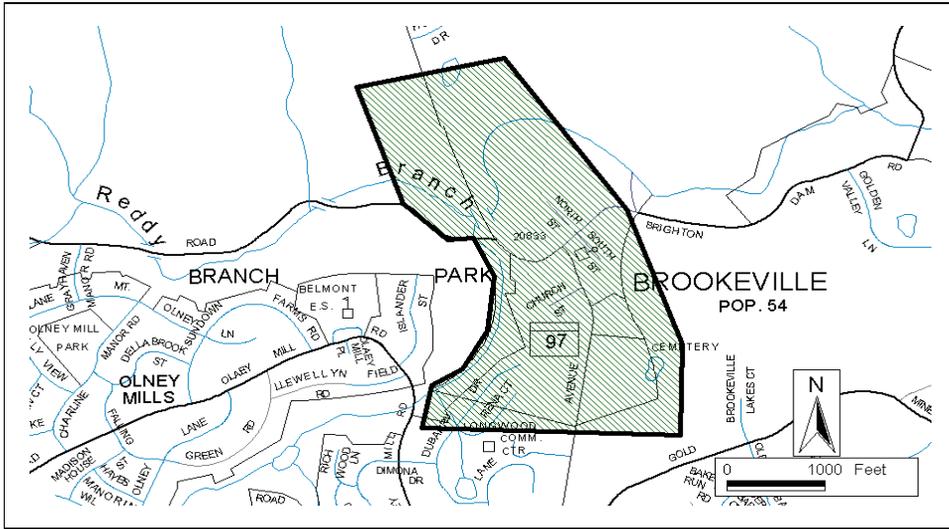
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 45,525

PROJECTED (2030) - 51,775

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 97 (Brookeville Bypass)

**DESCRIPTION:** Study to construct a 2 lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

**JUSTIFICATION:** This project would relieve traffic congestion in the town of Brookeville and improve traffic operations and safety on existing MD 97. This funding is for completion of the environmental document.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete. The County and SHA are discussing cost sharing arrangements that could allow Engineering and Right-of-way to proceed.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,053	2,053	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,053	2,053	0	0	0	0	0	0	0	0	0
Federal-Aid	1,436	1,436	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

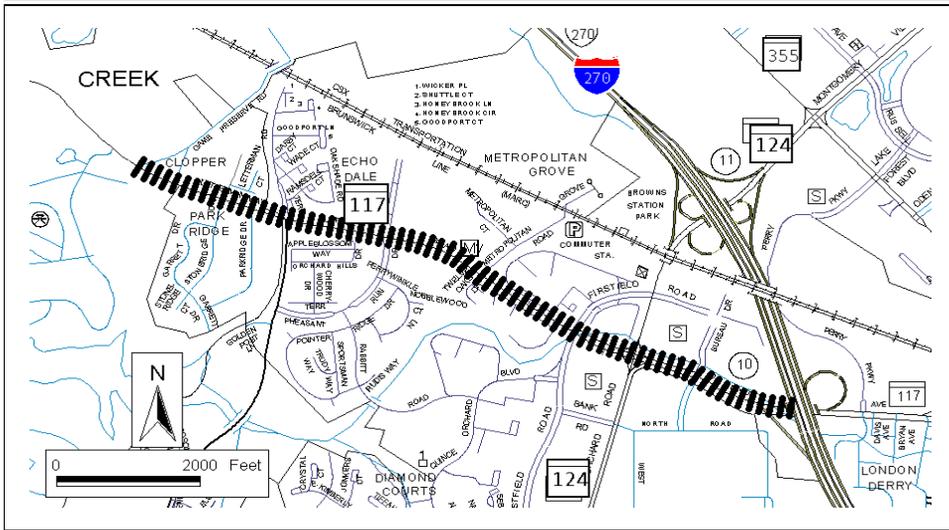
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 18,500

**PROJECTED (2030) -** 25,600

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 117, Clopper Road

**DESCRIPTION:** Construct intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270/Watkins Mill Road Extended Interchange (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$1.5 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	2,554	1,897	20	637	0	0	0	0	0	657	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,584	2,927	20	637	0	0	0	0	0	657	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

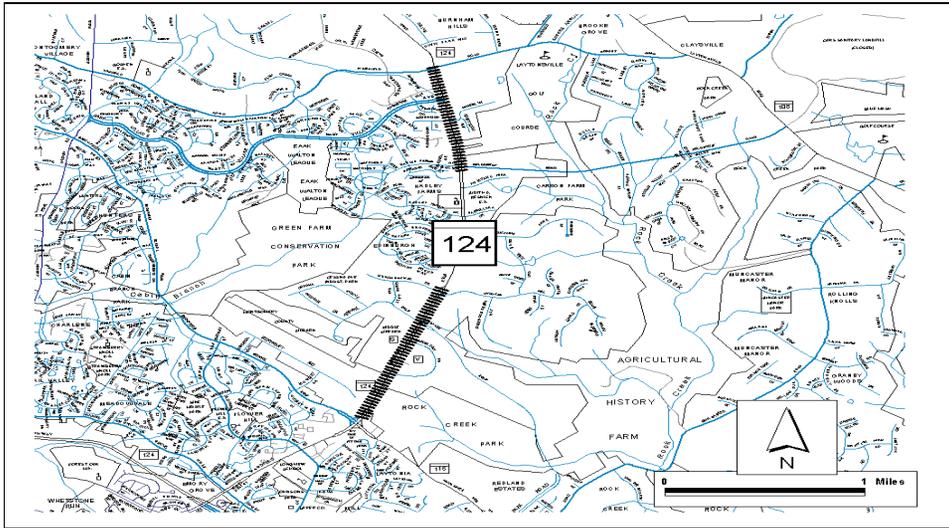
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 45,750

PROJECTED (2030) - 57,800

OPERATING COST IMPACT N/A



**PROJECT:** MD 124, Woodfield Road

**DESCRIPTION:** Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- MD 124, Airpark Road to Fieldcrest Road (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	118	0	0	0	HPP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$0.6 million is needed to complete Engineering. The County and SHA are discussing cost sharing arrangements that could allow Engineering and partial Right-of-way to proceed for the Segment from Midcounty Highway to Airpark

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed Engineering for the segment from Fieldcrest Road to Warfield Road and removed Right-of-way for the segment from MidCounty Highway to Airpark Road due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	1,224	138	35	1,051	0	0	0	0	1,086	0
Right-of-way	4	4	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,342	2,256	35	1,051	0	0	0	0	1,086	0
Federal-Aid	118	0	118	0	0	0	0	0	118	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Major Collector

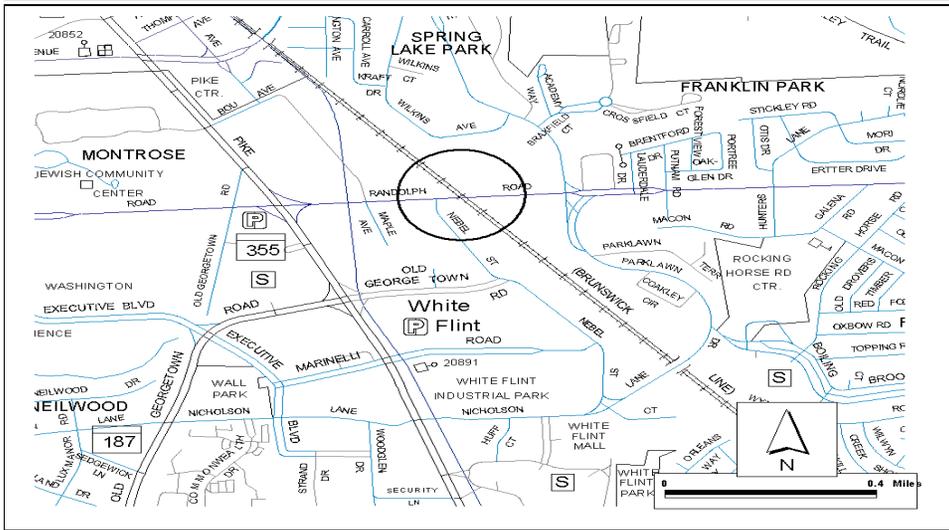
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 21,500

PROJECTED (2030) - 48,000

OPERATING COST IMPACT N/A



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX railroad crossing.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 1)
- MD 355, Interchange at Randolph Road/Montrose Parkway (Line 4)
- Montrose Parkway East (Montgomery County Project)

**STATUS:** Project Planning complete. The County and SHA are discussing cost sharing arrangements that could allow Engineering to proceed.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,860	1,860	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,860	1,860	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**FUNCTION:**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 56,250 (MD 355)

**PROJECTED (2030) -** 98,125 (MD 355)

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 124	Montgomery Village Avenue; Firstfield Road to MD 355; resurface	304	Completed
2	MD 185	Connecticut Avenue; MD 410 to Jones Bridge Road; resurface	354	Completed
3	MD 355	Frederick Avenue; MD 124; resurface	238	Completed
4	MD 650	New Hampshire Avenue; Millgrove Road to MD 108; resurface	119	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
5	CO 326	Grosvenor Lane; over I 270; bridge deck replacement	2,585	Completed
6	MD 355	Rockville Pike; bridge 15119 on MD 355 northbound over I 495 outer loop; bridge deck replacement	2,307	Completed
<b><u>Safety/Spot Improvement</u></b>				
7	MD 190	River Road; over Rock Run; drainage	1,091	Completed
<b><u>Sidewalks</u></b>				
8	MD 108	Olney Laytonsville Road; south of Golf Estates Drive to Maple Knoll Drive; retrofit sidewalks - 1,400 linear feet	45	Completed
<b><u>Enhancements</u></b>				
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
9		Rock Creek Watershed Restoration - stream restoration along Turkey Branch in the Rock Creek watershed	2,029	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Establishment of Transportation Museums</u></b>				
10		National Capital Trolley Museum Display Facility - expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park	250	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
11	MD 97	Georgia Avenue; MD 586 to Randolph Road; resurface	3,689	Completed
12	MD 109	Beallsville Road; MD 28 to the Little Monocacy River; resurface	2,767	Completed
13	MD 118	Germantown Road; MD 28 to 200 feet west of Richter Farm Road; resurfacing	1,045	Completed
14	MD 586	Veirs Mill Road; Norbeck Road to Rock Creek; resurfacing	3,312	FY 2009
15	MD 650	New Hampshire Avenue; Shaw Avenue to Randolph Road; resurface	1,454	FY 2009
<b><u>Bridge Replacement/Rehabilitation</u></b>				
16	MD 109	Old Hundred Road; over Little Bennet Creek; bridge deck replacement	1,716	FY 2009
17	I 95	Ramp over westbound Clara Barton Parkway; bridge deck replacement	1,272	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
18		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	Under construction
19	US 29	Columbia Pike; north of Stewart Lane to south of Blackburn Road; guard rail	1,143	Completed
20	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost)	850	Under construction
21	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182 (funded for preliminary engineering only)	411	PE Underway
22	MD 198	Spencerville Road; at Good Hope Road; install channelization island to provide modified T intersection	802	FY 2009
<b><u>Community Safety and Enhancements</u></b>				
23	MD 97	Georgia Avenue; Tidewater Court to Queen Elizabeth/Prince Phillip Drive; pedestrian safety improvements.	551	FY 2009
24	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Prince George's County)	6,000	Under construction
<b><u>Environmental Preservation</u></b>				
25	US 29	Columbia Pike; Randolph Road to Dustin Road; landscaping	541	FY 2009
26	MD 97	Georgia Avenue; I 495 to MD 586; landscaping	141	FY 2009
27	MD 190	River Road; 300 feet south of Ridgefield Road to Burdette Road; landscaping	285	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Environmental Preservation (cont'd)</u></b>				
28	MD 650	New Hampshire Avenue; Wolf Drive to US 29; landscaping	92	FY 2009
<b><u>Sidewalks</u></b>				
29	MD 97	Georgia Avenue; Longwood Park Entrance to Market Street; retrofit sidewalk - 2,000 linear feet	487	FY 2009
30	MD 547	Knowles Avenue; crosswalk at Kensington Park Library; retrofit sidewalks - 100 linear feet	20	Completed
<b><u>Intersection Capacity Improvements</u></b>				
31	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Pike; widen MD 27 to provide separated left and right turn lanes on NB MD 27 (Funded for preliminary engineering only)	141	PE Underway
32	MD 28	Veirs Mill Road; MD 586; Extend left-turn lanes along two approaches. (Funded for preliminary engineering only)	124	PE Underway
33	MD 108	Olney Laytonsville Road; at Bowie Mill Road; Install a Maryland "T" and a half signal (Funded for preliminary engineering only)	150	PE Underway
34	MD 108	Old Laytonsville Road; at Fieldcrest Road; provide separate westbound left turn lane	561	Under construction
35	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct (Funded for preliminary engineering only)	631	FY 2009
36	MD 115	Muncaster Mill Road; at Bowie Mill Road; extend eastbound left turn (Funded for preliminary engineering only)	118	PE Underway
37	MD 193	University Boulevard; at MD 320; widen to provide right turn onto southbound MD 320	977	Under construction

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Intersection Capacity Improvements (cont'd)</u></b>				
38	MD 355	Frederick Road; at MD 118; extend southbound left turn lane.	685	FY 2009
39	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering only)	118	FY 2009
40	MD 650	New Hampshire Avenue; at Adelphi Road; widening for additional lanes	1,189	FY 2009
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Pedestrian/Bicycle Facilities (cont'd)</u></b>				
41		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	FY 2009
42		Rock Creek Hiker-Biker Trail Bridge - construction of a 1,060 linear feet long by 8 feet wide trail with a 610 feet long by 12 feet wide pedestrian bridge over Veirs Mill Road	3,957	FY 2009
<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>				
43		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2009
<b><u>Environmental Mitigation</u></b>				
44	US 29	Southbound stream channel stabilization; stabilization of 850 feet of an unnamed tributary to Rocky Gorge Reservoir	262	FY 2009
<b><u>Congressional Earmarks</u></b>				
45		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	

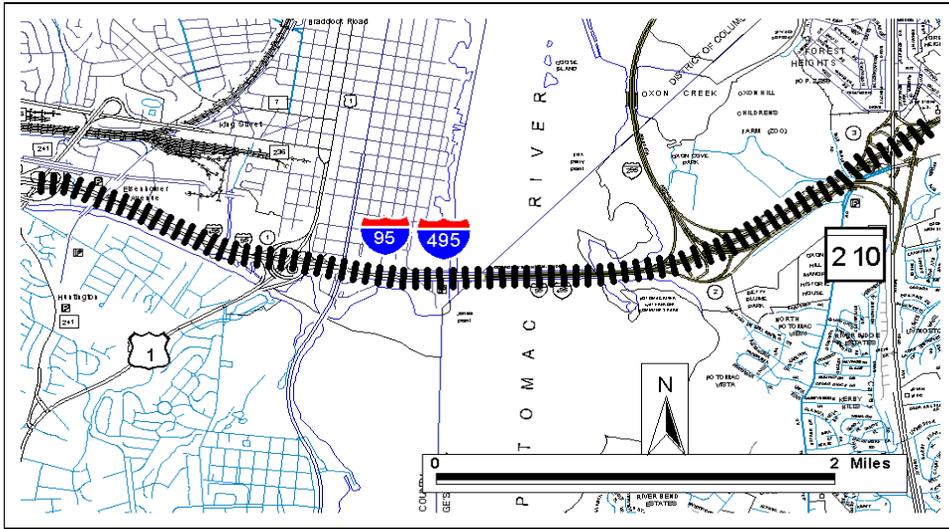
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Congressional Earmarks (cont'd)</u></b>				
46		Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
47		Gaithersurg revitalization extension of Teachers Way-Old Town (Earmark \$1.12 million; CO)	0	
48		Rockville; install pedestrian countdown signals at up to 39 intersections (Earmark \$150,000; CO)	0	
49		Rockville: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark \$4 million; PE,CO)	0	
50		Construct Potomac River Gorge stormwater mitigation project (Earmark \$500,000; CO) Sponsor: National Park Service	0	
51		Food and Drug Administration access road (Earmark \$500,000; CO)	0	



Prince George's



**PROJECT:** I-95/I-495 Woodrow Wilson Bridge Improvement

**DESCRIPTION:** Joint project with VDOT, DCDPW and FHWA to address congestion and operational problems associated with the Woodrow Wilson Bridge. The limits of the project are from Telegraph Road in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

**JUSTIFICATION:** The bridge was nearing the end of its structural life and operating with traffic volumes significantly higher than its design capacity.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, MD 228 to I-95/I-495 (Line 20)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	42968	26435	17052	0	0	WWB/HP

**STATUS:** Engineering and Construction underway. The cost shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	96,189	89,489	5,977	723	0	0	0	0	0	0	0	6,700	0
Right-of-way	3,578	3,516	62	0	0	0	0	0	0	0	0	62	0
Construction	1,218,525	1,109,822	42,099	12,909	0	0	0	0	0	0	0	55,008	53,695
Total	1,318,292	1,202,827	48,138	13,632	0	0	0	0	0	0	0	61,770	53,695
Federal-Aid	1,150,155	1,099,934	38,780	10,381	0	0	0	0	0	0	0	49,161	1,060

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

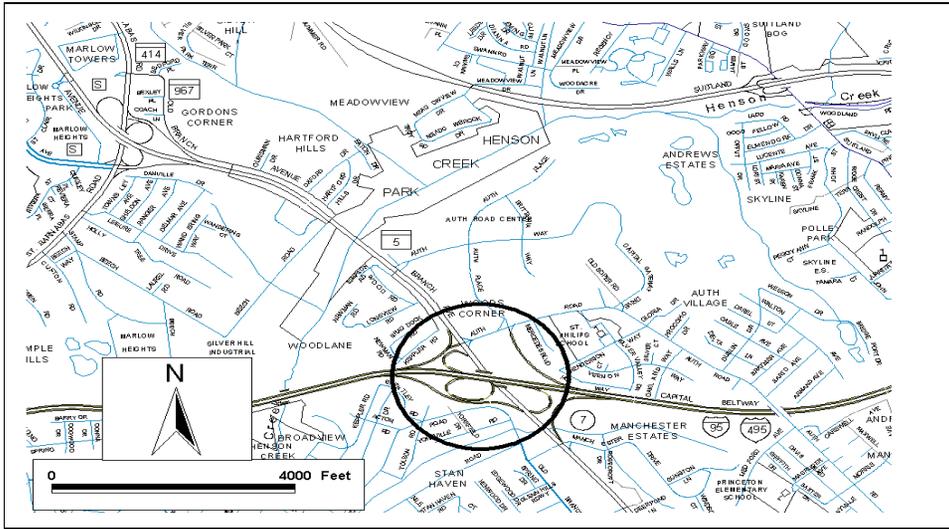
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 175,000

PROJECTED (2030) - 278,100

**OPERATING COST IMPACT** \$821,800 per year



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

**DESCRIPTION:** Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This includes the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities will be included where appropriate.

**JUSTIFICATION:** The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods resulting in severe congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 14)
- MD 5, US 301 to I-95/I-495 (Line 18)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2014			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,457	3,457	0	0	0	0	0	0	0	0	0	0
Right-of-way	10,855	10,813	42	0	0	0	0	0	0	42	0	0
Construction	36,621	31,392	4,079	1,150	0	0	0	0	0	5,229	0	0
Total	50,933	45,662	4,121	1,150	0	0	0	0	0	5,271	0	0
Federal-Aid	35,355	30,584	3,704	1,067	0	0	0	0	0	4,771	0	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

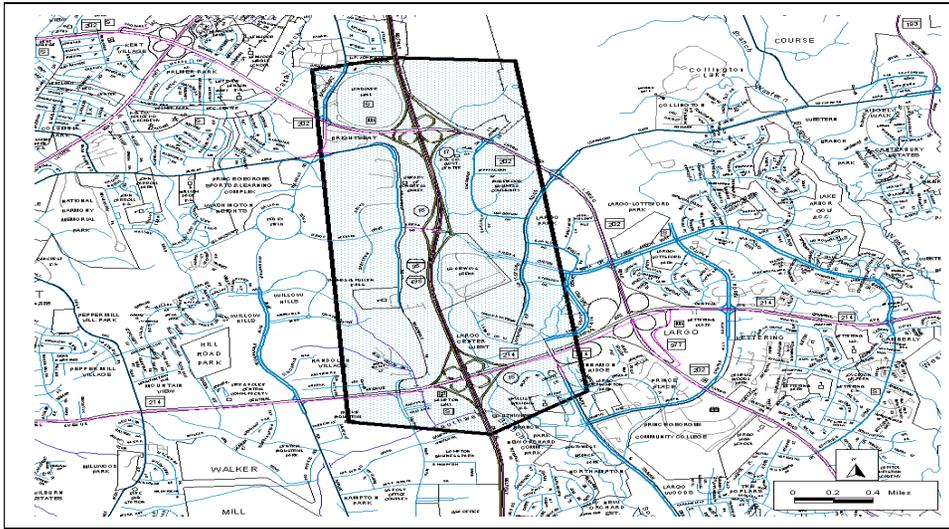
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 122,000 (MD 5)  
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)  
204,400 (I-95/495)

**OPERATING COST IMPACT** \$72,000 per year



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

**DESCRIPTION:** Convert the I-95/I-495 interchange at Arena Drive from a part time interchange to a full time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the Largo Town Center Metro Station (2.80 miles).

**JUSTIFICATION:** This interchange would provide access to existing and proposed development in the area and relieve safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)  
MD 202, at Brightseat Road (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,403	1,403	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	30,853	14,199	13,702	2,952	0	0	0	0	16,654	0
Total	32,258	15,604	13,702	2,952	0	0	0	0	16,654	0
Federal-Aid	27,715	12,732	12,326	2,657	0	0	0	0	14,983	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

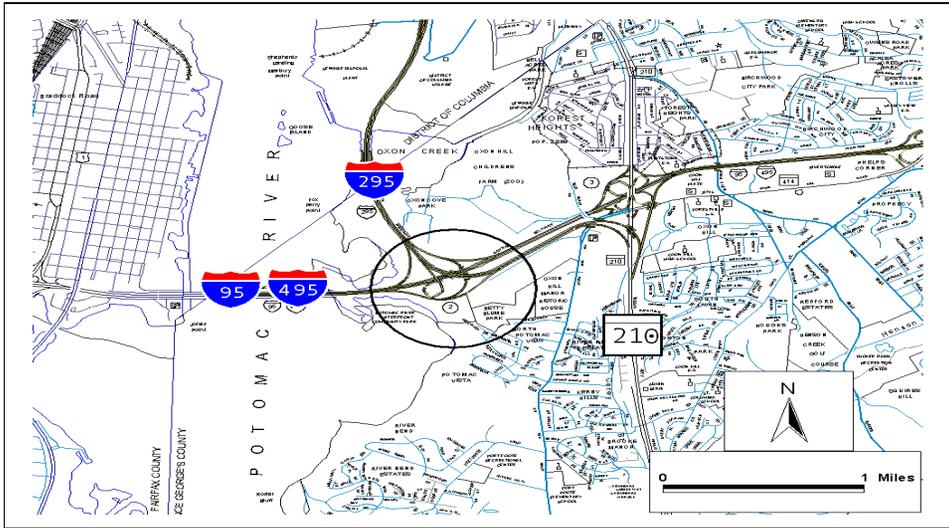
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 197,100

PROJECTED (2030) - 222,600

**OPERATING COST IMPACT** \$49,800 per year



**PROJECT:** I-295/I-495, National Harbor

**DESCRIPTION:** Construct access improvements and MD 414 Extended.

**JUSTIFICATION:** This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, MD 228 to I-95/I-495 (Line 20)
- MD 210, Interchange at Kerby Hill/Livingston Road (Line 21)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Construction funding due to economic downturn.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	300	300	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	38,750	28,686	10,064	0	0	0	0	0	0	10,064	0	0
Total	39,050	28,986	10,064	0	0	0	0	0	0	10,064	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

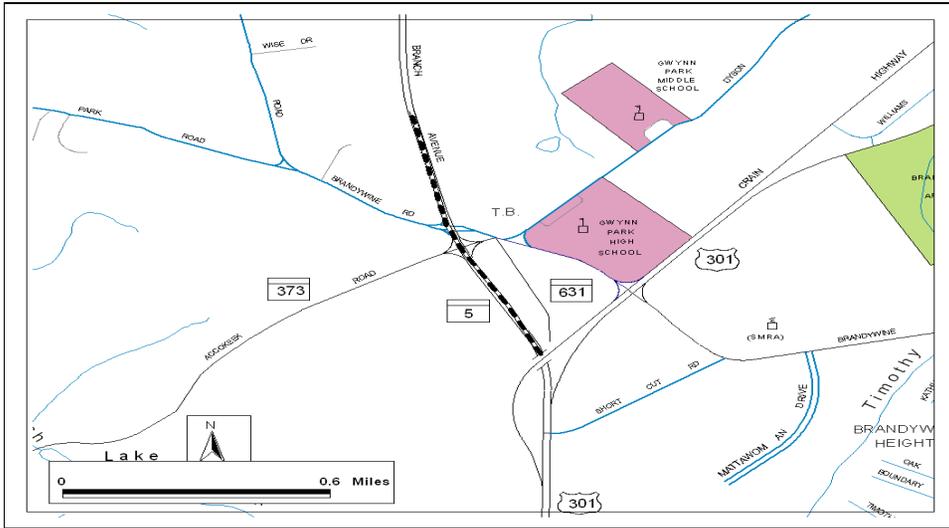
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 194,000

PROJECTED (2030) - 278,100

**OPERATING COST IMPACT** \$15,800 per year



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Widen existing MD 5 from 4 to 6 lanes from north of MD 373 to US 301 (1.07 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Severe traffic congestion occurs during peak hours and will increase as growth continues in southern Prince George's County and Southern Maryland.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Waldorf Area Project (Line 24)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2923	0	0	0	0	HP
CO	0	7027	0	0	0	STP/HP

**STATUS:** Engineering and Right-of-way underway. Construction to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$0.8 million is due to reduced right-of-way needs and reduced inflation.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
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	3,747	8	1,762	1,977	0	0	0	0	0	3,739	0	
Construction	9,008	0	0	7,566	1,442	0	0	0	0	9,008	0	
Total	12,755	8	1,762	9,543	1,442	0	0	0	0	12,747	0	
Federal-Aid	9,949	6	1,374	7,444	1,125	0	0	0	0	9,943	0	

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

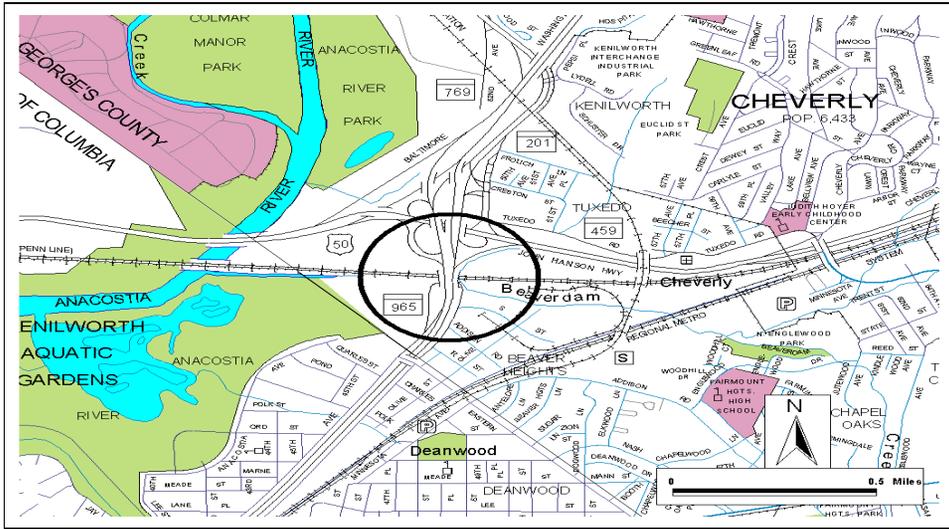
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 63,250

**PROJECTED (2030) -** 97,700

**OPERATING COST IMPACT** \$19,000 per year



**PROJECT:** MD 201, Kenilworth Avenue

**DESCRIPTION:** Replaced Bridge 16028 over Amtrak, MD 965 and Beaver Dam Branch.

**JUSTIFICATION:** The existing bridge was in a deteriorated condition. No acceleration lane existed on the southbound MD 201 bridge causing a stop condition for traffic from the eastbound US 50 ramp to southbound MD 201. This bridge was identified as a high accident location.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$1.2 million is due to reduced work days.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	873	873	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	22,474	18,765	3,709	0	0	0	0	0	0	3,709	0
Total	23,347	19,638	3,709	0	0	0	0	0	0	3,709	0
Federal-Aid	18,713	15,734	2,979	0	0	0	0	0	0	2,979	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Urban Freeway Expressway

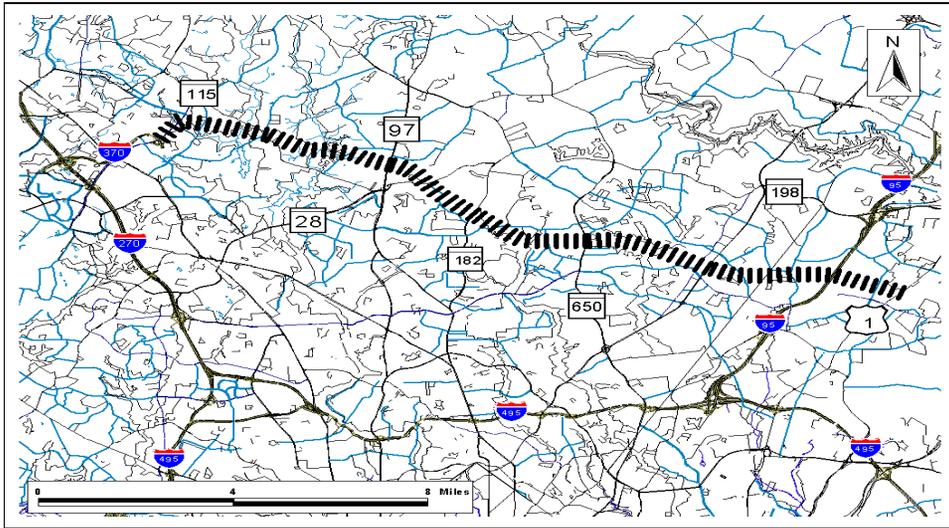
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 106,500

PROJECTED (2030) - 118,000

**OPERATING COST IMPACT** N/A



**PROJECT:** InterCounty Connector

**DESCRIPTION:** Construct a new East-West multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

**JUSTIFICATION:** This transportation project is needed to increase community mobility and safety; to support development and local land use plans; to improve access between economic growth centers; to advance homeland security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

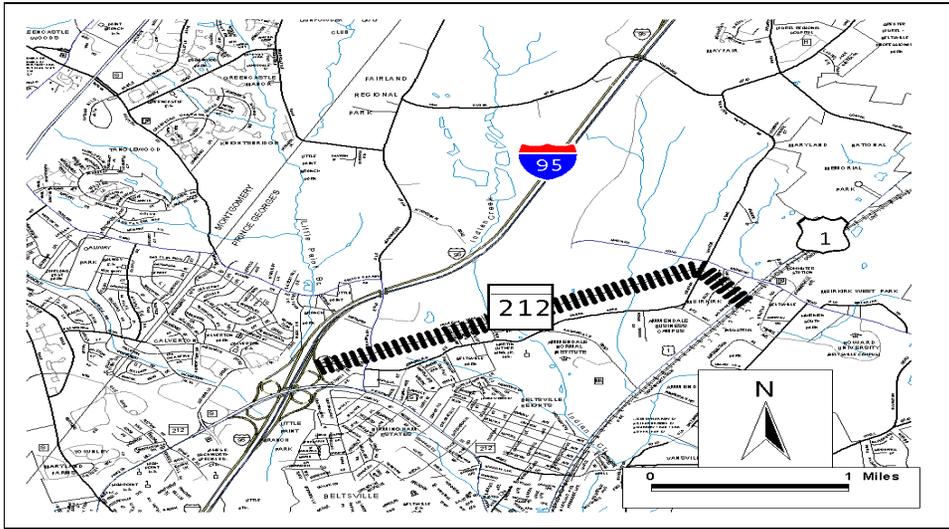
- I-95/Contee Road Interchange (Line 10)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Right-of-way and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION:			
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										STATE - Principal Arterial			
	PROJECT CASH FLOW										FEDERAL - Freeway - Expressway			
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM: Primary			
Planning	0	0	0	0	0	0	0	0	0	0	0	0	<b>DAILY TRAFFIC : (USAGE IMPACTS)</b>	
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	<b>CURRENT (2008) - N/A</b>	
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0	0	0	<b>PROJECTED (2030) - 30,400 - 96,500</b>	
Construction	0	0	0	0	0	0	0	0	0	0	0	0	<b>OPERATING COST IMPACT N/A</b>	
Total	19,292	19,292	0	0	0	0	0	0	0	0	0	0		
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0	0	0		



**PROJECT:** MD 212 Relocated

**DESCRIPTION:** Prince George's County constructed a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). This road will become MD 212. Sidewalks are included where appropriate, and wide curb lanes accommodate bicycles.

**JUSTIFICATION:** This project relieved the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction by Prince George's County complete. The cost shown is SHA's share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY							
				.....2011.....	.....2012.....	.....2013.....	.....2014.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	155	155	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	7,000	7,000	0	0	0	0	0	0	0	0	0	
Total	7,155	7,155	0	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**FUNCTION:**

STATE - N/A

FEDERAL - N/A

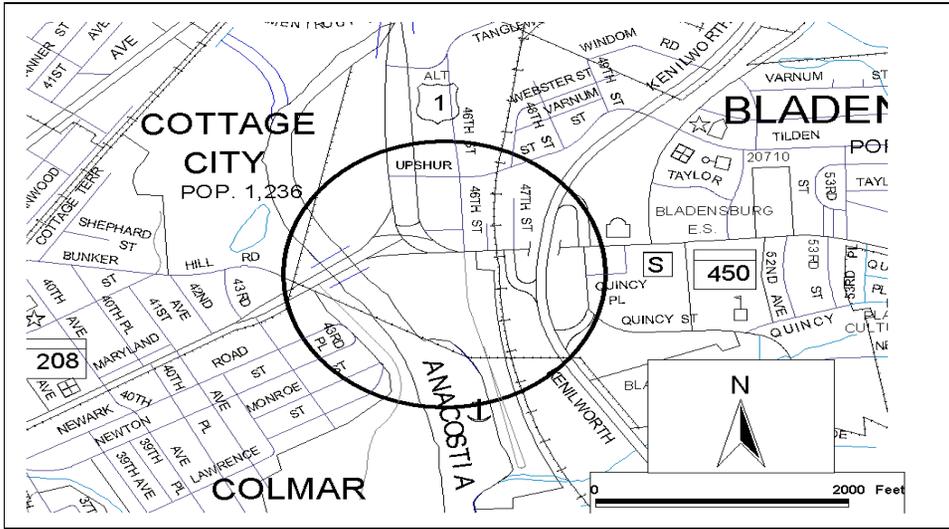
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 34,450

PROJECTED (2030) - 55,350

**OPERATING COST IMPACT** \$71,000 per year



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross in Bladensburg.

**JUSTIFICATION:** This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	577	577	0	0	0	0	0	0	0	0
Engineering	3,411	3,411	0	0	0	0	0	0	0	0
Right-of-way	10,272	8,774	769	729	0	0	0	0	1,498	0
Construction	60,911	51,289	6,122	3,500	0	0	0	0	9,622	0
Total	75,171	64,051	6,891	4,229	0	0	0	0	11,120	0
Federal-Aid	65,125	55,539	6,101	3,485	0	0	0	0	9,586	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Minor Arterial

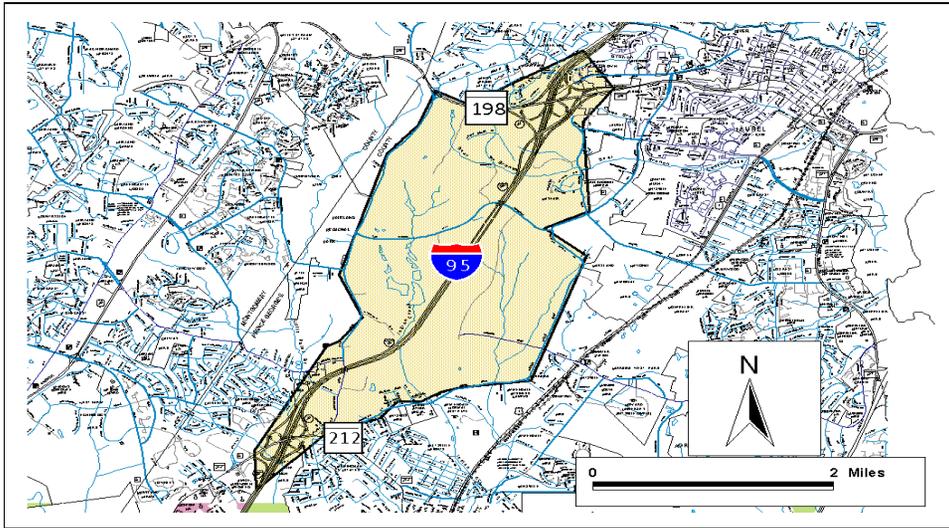
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 38,750

PROJECTED (2030) - 62,475

OPERATING COST IMPACT N/A



**PROJECT:** I-95

**DESCRIPTION:** Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

**JUSTIFICATION:** This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 7)
- MD 28/MD 198, MD 97 to I-95 (Line 25)
- MD 201 Extended/US 1, I-95/I-495 to Muirkirk Road (Line 27)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway with Developer funds. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$3.8 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,313	1,313	0	0	0	0	0	0	0	0	0
Engineering	1,695	1,695	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,008	3,008	0	0	0	0	0	0	0	0	0
Federal-Aid	2,075	2,075	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

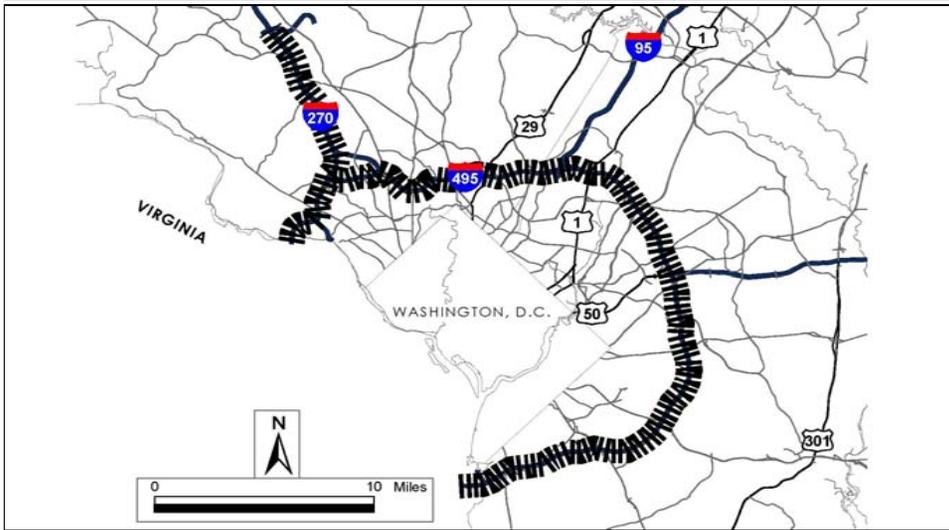
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 184,375

PROJECTED (2030) - 245,300

OPERATING COST IMPACT N/A



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

**DESCRIPTION:** Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

**JUSTIFICATION:** Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- I-95/I-495, Greenbelt Metro Station (Line 13)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 14)
- MD 4, Interchange at Suitland Parkway (Line 16)

**STATUS:** Partial Project Planning underway. An additional \$3.0 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funding due to economic downturn.

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

<b>POTENTIAL FUNDING SOURCE:</b>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	11,029	11,019	10	0	0	0	0	0	10	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,029	11,019	10	0	0	0	0	0	10	0
Federal-Aid	7,720	7,713	7	0	0	0	0	0	7	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

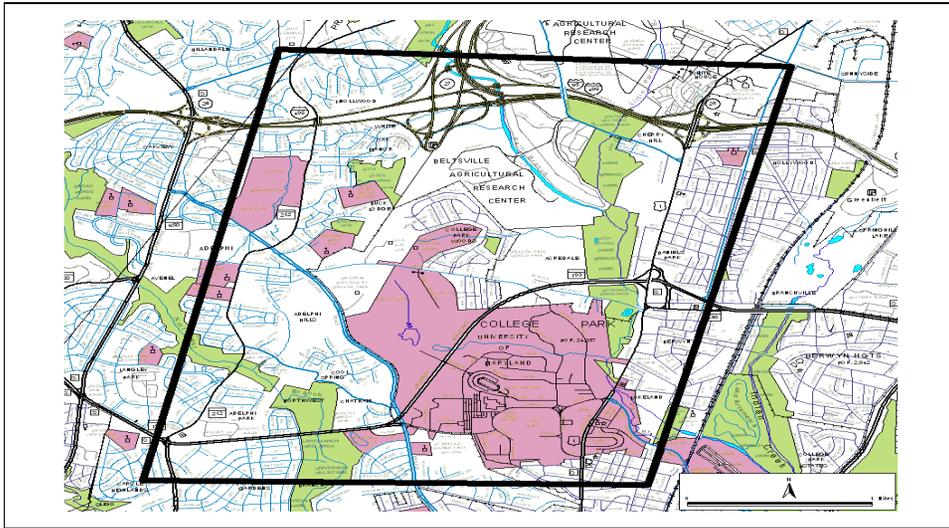
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 112,750 - 246,825

PROJECTED (2030) - 144,100 - 278,100

OPERATING COST IMPACT N/A



**PROJECT:** I-95/I-495, University of Maryland Access Study

**DESCRIPTION:** Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

**JUSTIFICATION:** This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)  
 US 1, College Avenue to Sunnyside Avenue (Line 31)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Project Planning underway. MDOT is coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland. This project will be deleted from the program and no further funding will be provided after FY 2009.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	518	426	92	0	0	0	0	0	92	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	518	426	92	0	0	0	0	0	92	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

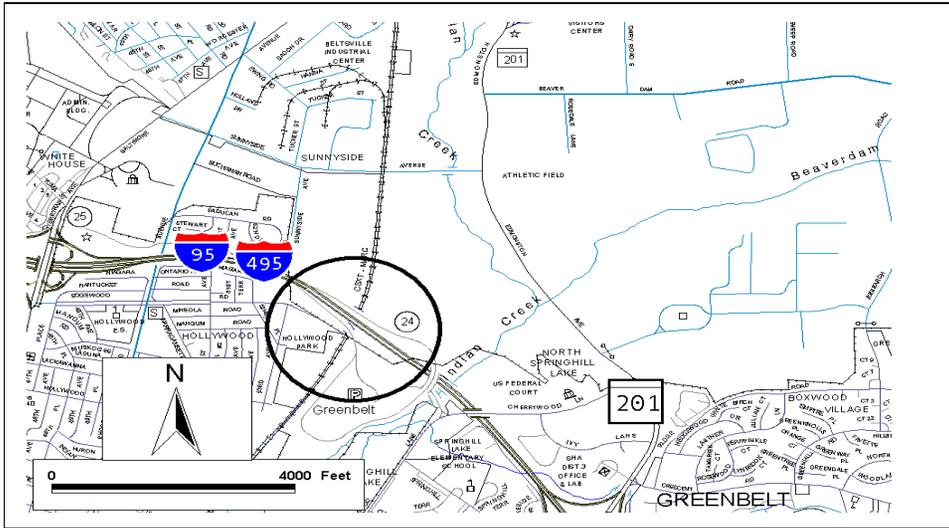
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** N/A

**PROJECTED (2030) -** 38,300

**OPERATING COST IMPACT** N/A



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

**DESCRIPTION:** Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

**JUSTIFICATION:** This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to the Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	THRU 2008	2009			2010	2011	2012	2013			2014
Planning	1,561	1,561	0	0	0	0	0	0	0	0	
Engineering	210	208	2	0	0	0	0	0	2	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,771	1,769	2	0	0	0	0	0	2	0	
Federal-Aid	1,263	1,261	2	0	0	0	0	0	2	0	

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

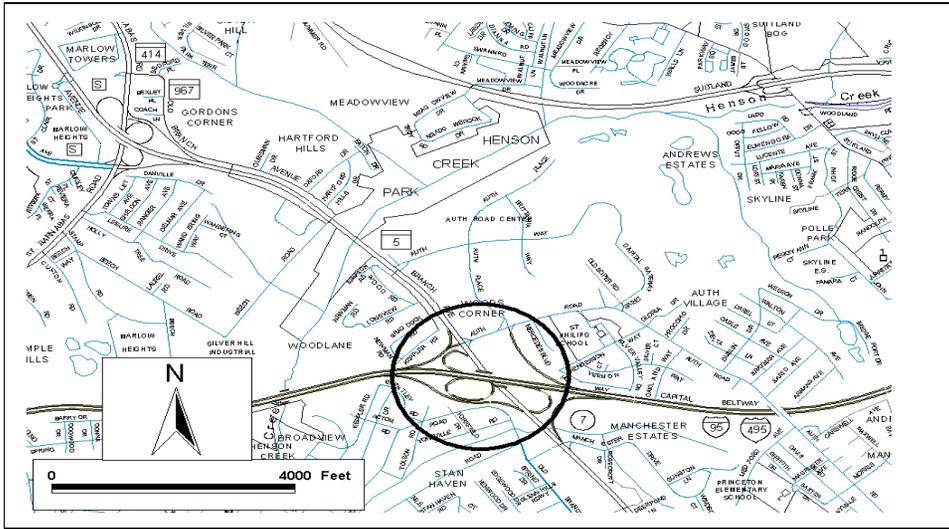
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 238,000

PROJECTED (2030) - 282,800

OPERATING COST IMPACT N/A



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

**DESCRIPTION:** Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

**JUSTIFICATION:** The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010								
					2011	2012	2013	2014				
Planning	777	777	0	0	0	0	0	0	0	0	0	0
Engineering	3,832	1,441	1,000	1,000	391	0	0	0	0	2,391	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,609	2,218	1,000	1,000	391	0	0	0	0	2,391	0	0
Federal-Aid	3,053	1,140	800	800	313	0	0	0	0	1,913	0	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

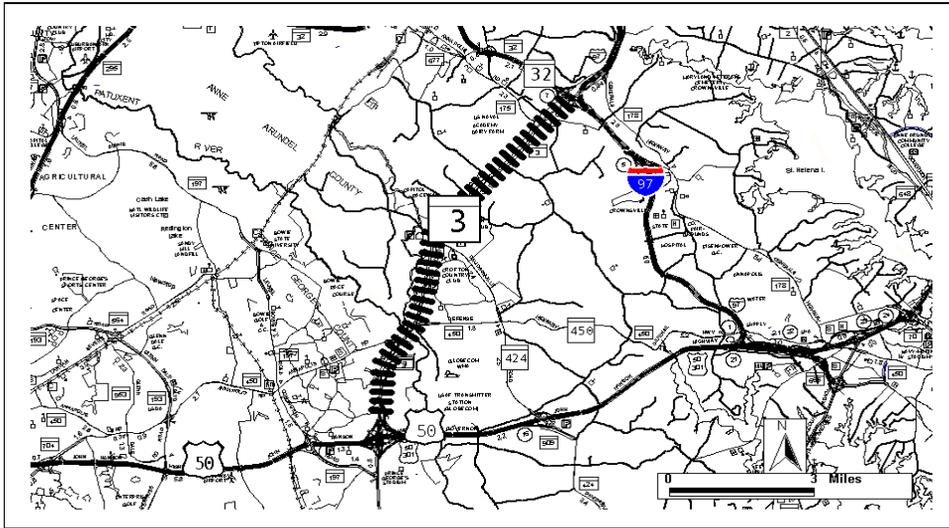
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 122,000 (MD 5)  
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)  
204,400 (I-95/495)

OPERATING COST IMPACT N/A



**PROJECT:** MD 3, Robert Crain Highway

**DESCRIPTION:** Study to upgrade MD 3 from US 50 to MD 32 to address safety and capacity concerns (8.89 miles). Wide curb lanes and shoulders will accommodate bicycles. Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** This project would improve safety and operations and relieve congestion in this heavily traveled corridor.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- US 301, South Corridor Transportation Study (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- MD 450, Stonybrook Drive to west of MD 3 (Line 30)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	3,805	3,405	400	0	0	0	0	0	400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,651	4,651	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,456	8,056	400	0	0	0	0	0	400	0
Federal-Aid	2,664	2,384	280	0	0	0	0	0	280	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

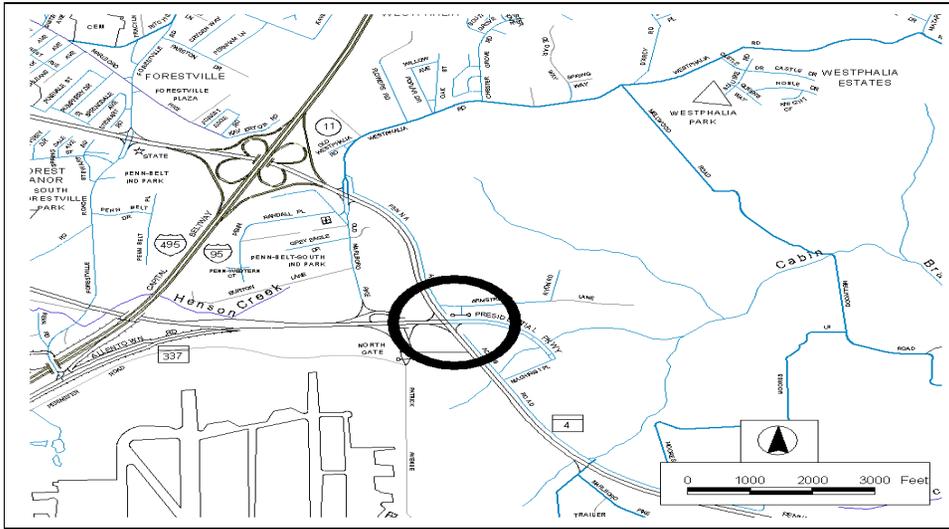
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 77,650**

**PROJECTED (2030) - 124,800**

**OPERATING COST IMPACT** N/A



**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)

**JUSTIFICATION:** 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 planned development.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)  
MD 4, MD 223 to I-95/I-495 (Line 17)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering and partial Right-of-way underway. An additional \$0.8 million is needed to complete Engineering and an additional \$13.6 million is needed to complete Right-of-way, excluding Right-of-way donations

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,553	4,553	1,000	0	0	0	0	0	0	1,000	0
Right-of-way	1,383	866	517	0	0	0	0	0	0	517	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,936	5,419	1,517	0	0	0	0	0	0	1,517	0
Federal-Aid	5,366	4,069	1,297	0	0	0	0	0	0	1,297	0

**FUNCTION:**

STATE - Intermediate Arterial  
FEDERAL - Freeway/Expressway

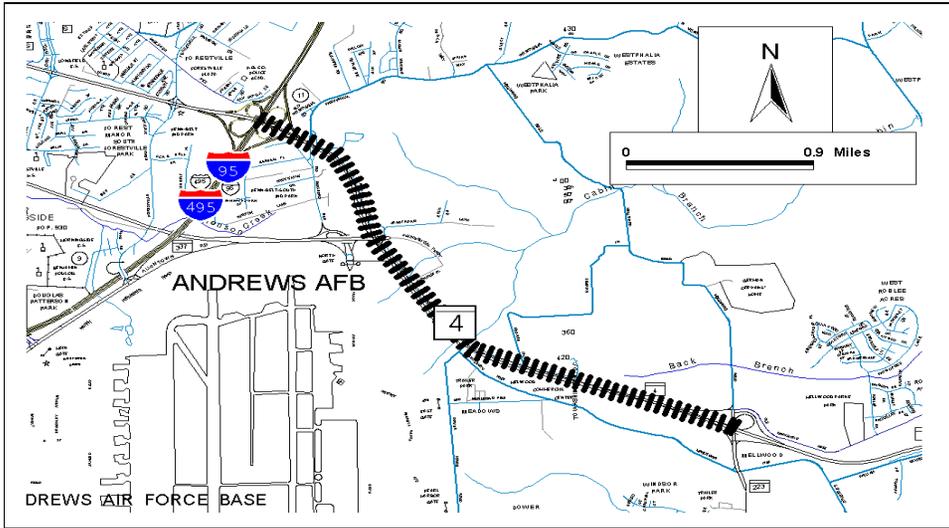
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 78,000

PROJECTED (2030) - 99,350

OPERATING COST IMPACT N/A



**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

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

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)  
MD 4, Interchange at Suitland Parkway (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial  
FEDERAL - Freeway - Expressway

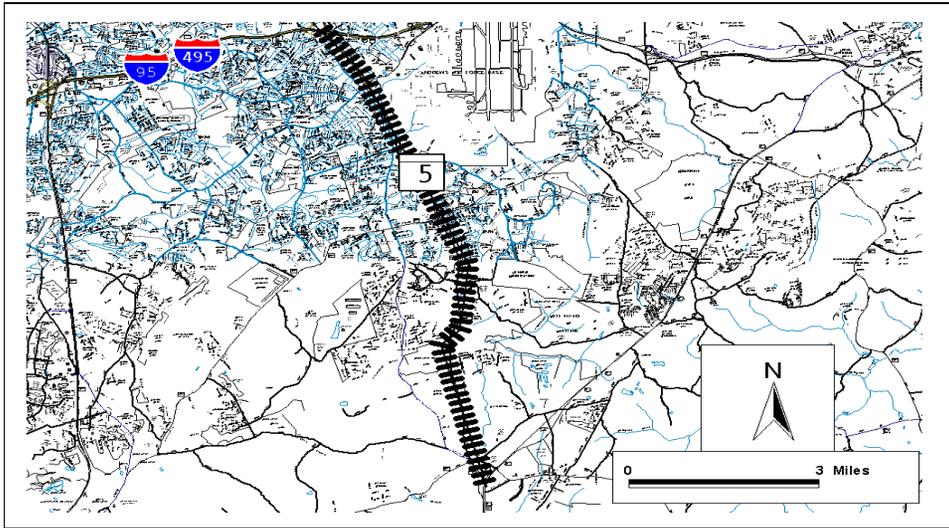
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 54,650

PROJECTED (2030) - 99,325

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

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

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
- MD 5, MD 373 to US 301 (Line 5)
- I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 14)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Waldorf Area Project (Line 24)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	PROJECT CASH FLOW									
			CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
Planning	2,322	831	650	488	353	0	0	0	0	0	1,491	0
Engineering	1,719	1,719	0	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	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	12,210	10,719	650	488	353	0	0	0	0	0	1,491	0
Federal-Aid	6,372	6,372	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Principal Arterial  
 FEDERAL - Freeway - Expressway

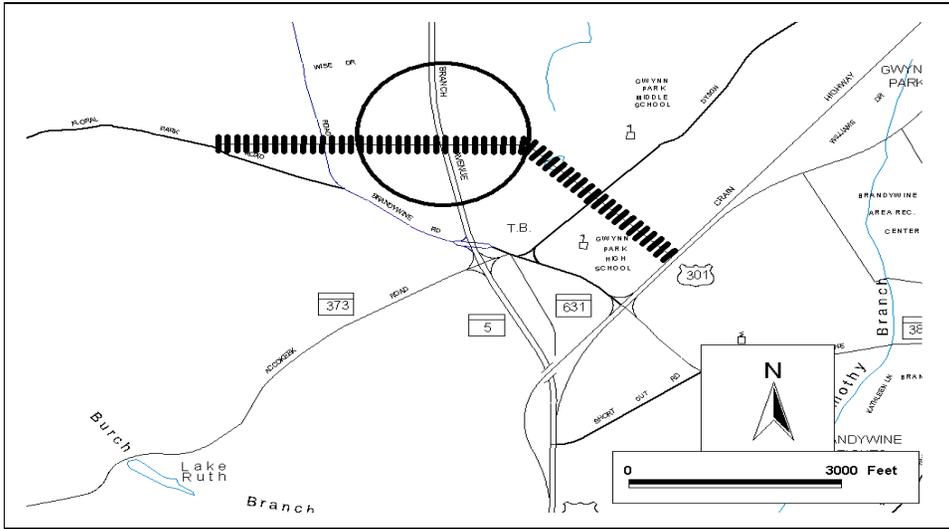
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 100,900

PROJECTED (2030) - 141,000

OPERATING COST IMPACT N/A



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

**JUSTIFICATION:** Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 5, MD 373 to US 301 (Line 5)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
- US 301, South Corridor Transportation Study (Line 22)
- US 301, Waldorf Area Project (Line 24)

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The remaining Federal High Priority Project Funds will be programmed as the project progresses.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	1,466	750	1,000	4,465	0	0	0	6,215	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,681	1,466	750	1,000	4,465	0	0	0	6,215	0
Federal-Aid	5,946	1,098	585	780	3,483	0	0	0	4,848	0

**FUNCTION:**

STATE - Principal Arterial  
 FEDERAL - Freeway - Expressway

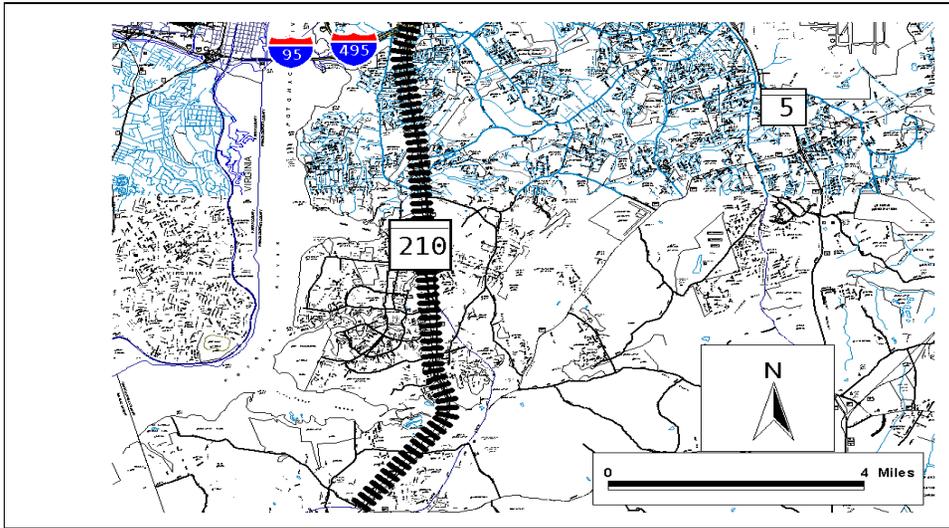
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 63,250

PROJECTED (2030) - 97,700

OPERATING COST IMPACT N/A



**PROJECT:** MD 210, Indian Head Highway

**DESCRIPTION:** Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								SIX YEAR TOTAL	BALANCE TO COMPLETE
	PROJECT CASH FLOW											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012		
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	3,022	3,022	0	0	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0	0	0
Right-of-way	980	980	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,003	4,003	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Freeway - Expressway

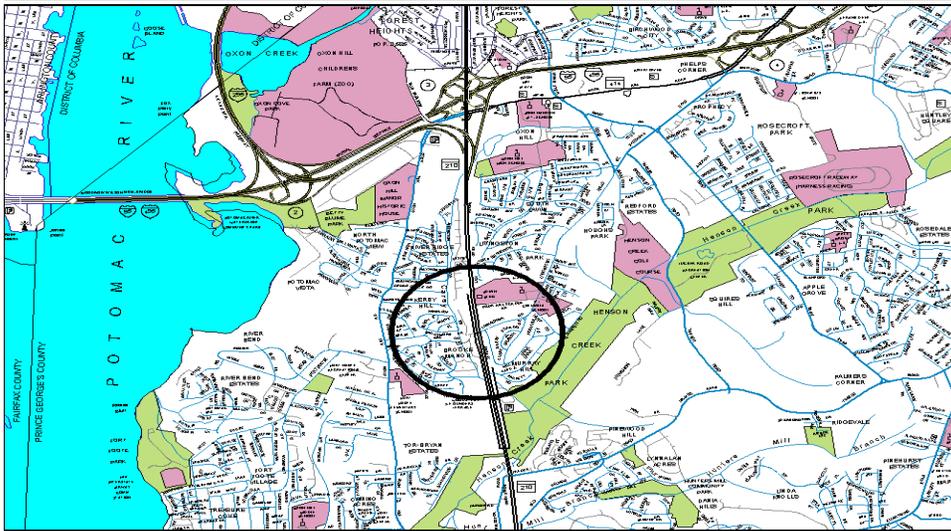
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 78,000

PROJECTED (2030) - 126,350

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 210, Indian Head Highway

**DESCRIPTION:** Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)
- MD 210, MD 228 to 95/I-495 (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$4.8 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,419	419	500	500	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,419	419	500	500	0	0	0	0	1,000	0
Federal-Aid	1,107	327	390	390	0	0	0	0	780	0

**FUNCTION:**

- STATE - Intermediate Arterial
- FEDERAL - Freeway - Expressway

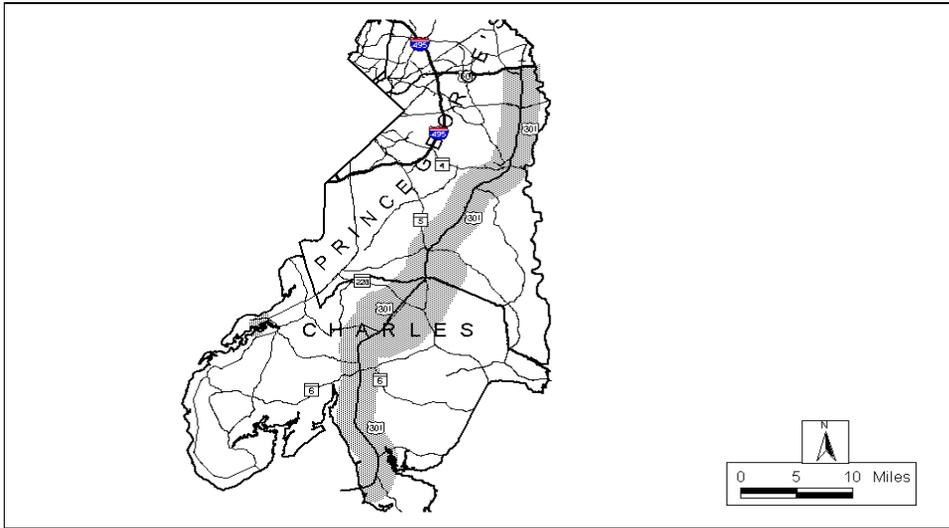
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 78,000**

**PROJECTED (2030) - 126,350**

**OPERATING COST IMPACT** N/A



**PROJECT:** US 301 South Corridor Transportation Study

**DESCRIPTION:** Multi-modal corridor study to consider highway/transit improvements from the Potomac River to US 301/US 50 interchange in Bowie (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Bicycle and pedestrian access will be considered in the study.

**JUSTIFICATION:** This study will address transportation needs and alternatives, and consider related environmental and growth management issues.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 5, MD 373 to US 301 (Line 5)
- MD 3, US 50 to MD 32 (Line 15)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, North of Mount Oak Road to US 50 (Line 23)
- US 301, Waldorf Area Project (Line 24)

**STATUS:** Project Planning on hold for the entire corridor, but proceeding with breakout projects in Bowie and Waldorf. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial protective Right-of-way funding due to economic downturn.

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	10,747	10,558	189	0	0	0	0	0	189	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	51,481	43,500	2,000	500	0	3,000	2,481	0	7,981	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	62,228	54,058	2,189	500	0	3,000	2,481	0	8,170	0
Federal-Aid	7,523	7,391	132	0	0	0	0	0	132	0

**FUNCTION :**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

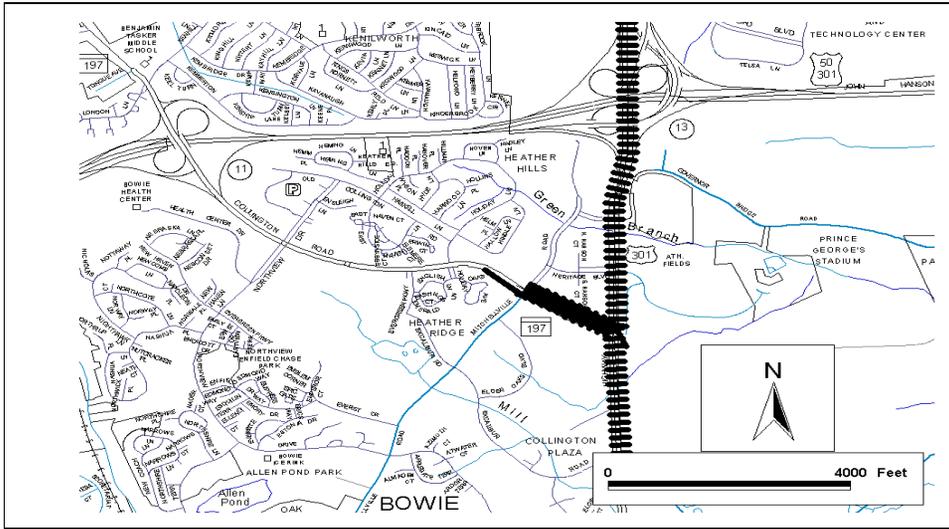
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 18,250(Charles) -  
 86,000 (Prince George's)

**PROJECTED (2030) -** 27,300 (Charles) -  
 114,300 (Prince George's)

**OPERATING COST IMPACT** N/A



**PROJECT:** US 301, Crain Highway

**DESCRIPTION:** Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

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

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 3, US 50 to MD 32 (Line 15)
- US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					2011	2012	2013	2014			
Planning	2,518	2,467	51	0	0	0	0	0	0	51	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,518	2,467	51	0	0	0	0	0	0	51	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

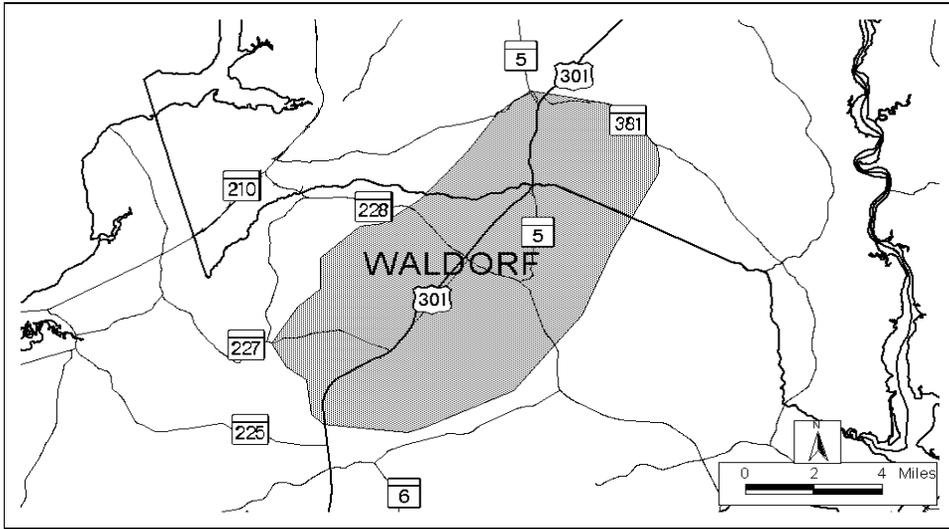
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 66,500

**PROJECTED (2030) -** 116,500

**OPERATING COST IMPACT** N/A



**PROJECT:** US 301, Waldorf Area Project

**DESCRIPTION:** Examine alternatives to upgrade and widen US 301 through Waldorf and/or construct an access controlled bypass of Waldorf from Turkey Hill Road/Washington Ave. in Charles County to north of the US 301/MD 5 interchange at T.B. in Prince George's County.

**JUSTIFICATION:** Existing US 301 is a state primary highway that experiences congestion due to intense commercial development and high volumes of commuter traffic.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- MD 5, MD 373 to US 301 (Line 5)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
- US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Project Planning underway. An additional \$2.4 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost increase of \$1.8 million is due to addition planning needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,799	7,399	2,400	0	0	0	0	0	2,400	0
Federal-Aid	7,131	5,451	1,680	0	0	0	0	0	1,680	0

**FUNCTION:**

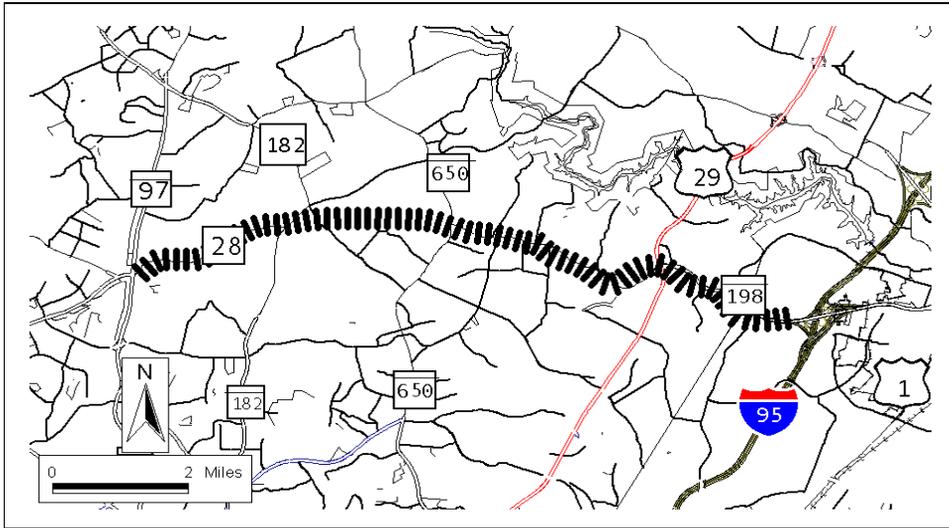
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2008) -** 59,300 (Charles) - 86,000 (Prince George's)
- PROJECTED (2030) -** 71,000 (Charles) - 114,300 (Prince George's)

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

**DESCRIPTION:** Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

**JUSTIFICATION:** This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 7)
- I-95/Contee Road Interchange (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	4,113	3,313	530	270	0	0	0	0	0	800	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	109	2	0	107	0	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,222	3,315	530	377	0	0	0	0	0	907	0
Federal-Aid	2,879	2,319	371	189	0	0	0	0	0	560	0

**FUNCTION:**

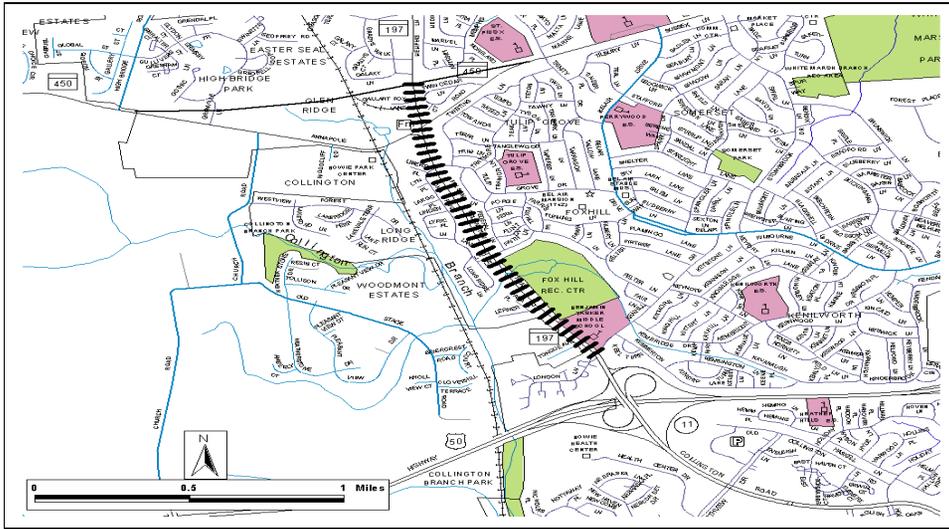
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2008) -** 24,250 - 45,525 (MD 28)  
20,500 - 52,350 (MD 198)
- PROJECTED (2030) -** 41,325 - 51,775 (MD 28)  
36,875 - 62,250 (MD 198)

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 197, Collington Road

**DESCRIPTION:** Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

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

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY									
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	700	4	298	398	0	0	0	0	0	696	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	700	4	298	398	0	0	0	0	0	696	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**FUNCTION:**

STATE - Minor Arterial  
 FEDERAL - Other Principal Arterial

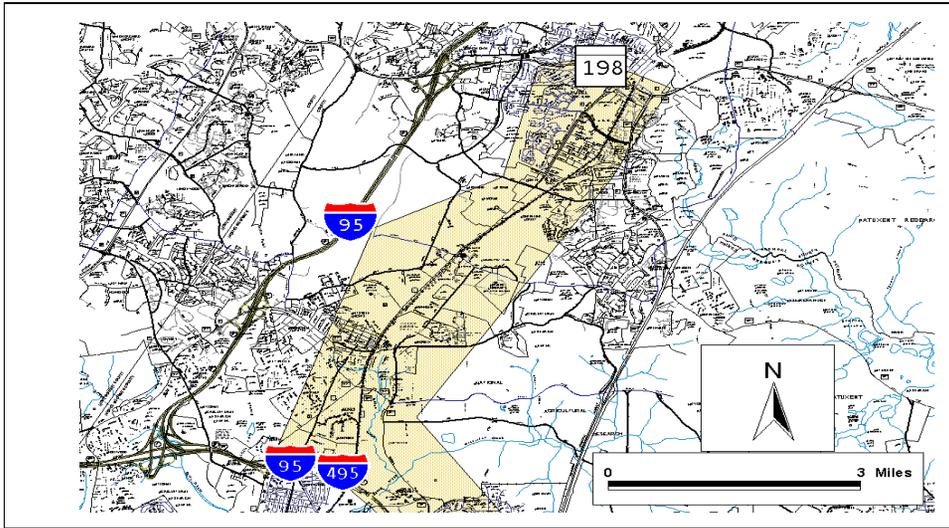
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 43,500

**PROJECTED (2030) -** 57,925

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 201 Extended (Kenilworth Avenue)/US 1

**DESCRIPTION:** Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to north of Muirkirk Road (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

**JUSTIFICATION:** US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- InterCounty Connector (Line 7)
- MD 212 Relocated, US 1 to I-95 (Line 8)
- US 1, College Avenue to Sunnyside Avenue (Line 31)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Project Planning underway. An additional \$0.7 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funding due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	6,543	6,183	360	0	0	0	0	0	360	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,543	6,183	360	0	0	0	0	0	360	0
Federal-Aid	4,580	4,328	252	0	0	0	0	0	252	0

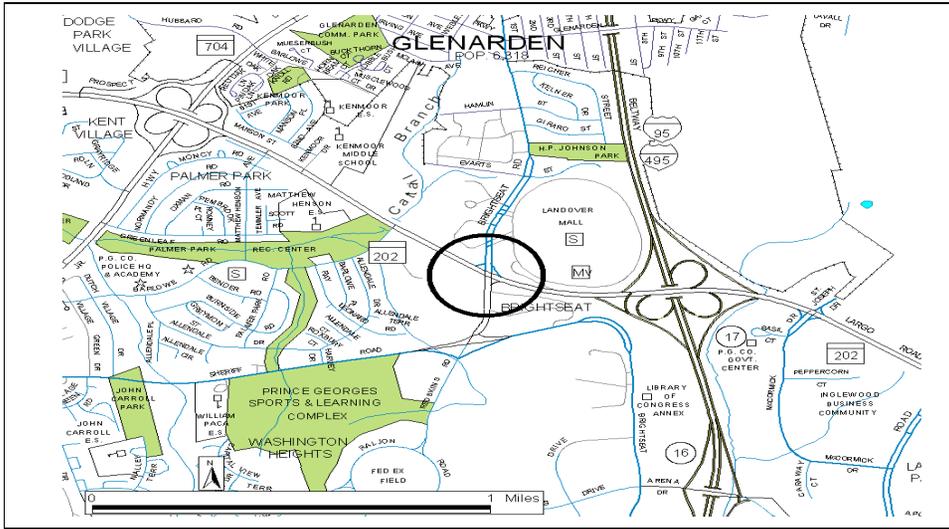
**FUNCTION :**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2008) - 54,750
- PROJECTED (2030) - 62,300

**OPERATING COST IMPACT** N/A



**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. Sidewalks will be included where appropriate.

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

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-95/I-495, Interchange at Arena Drive (Line 3)
- I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$1.6 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	453	413	40	0	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	453	413	40	0	0	0	0	0	0	40	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

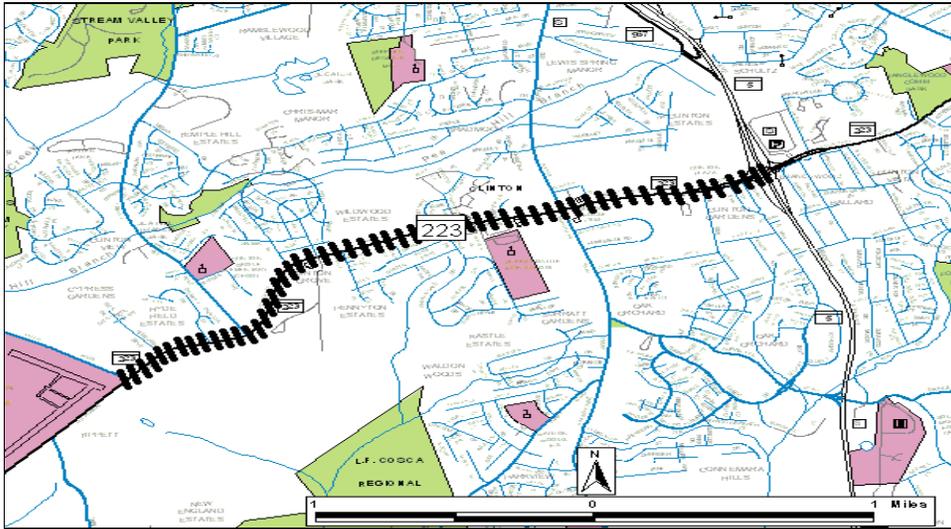
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 55,975**

**PROJECTED (2030) - 68,575**

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 223, Piscataway Road

**DESCRIPTION:** Reconstruct MD 223 from Steed Road to MD 5.

**JUSTIFICATION:** Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

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

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Project Planning underway. An additional \$2.3 million is needed to complete Planning.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Planning funding due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
					.....2011.....	.....2012.....	.....2013.....	.....2014.....				
Planning	598	428	170	0	0	0	0	0	0	170	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	598	428	170	0	0	0	0	0	0	170	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

**FUNCTION:**

STATE - Other Principal Arterial

FEDERAL - N/A

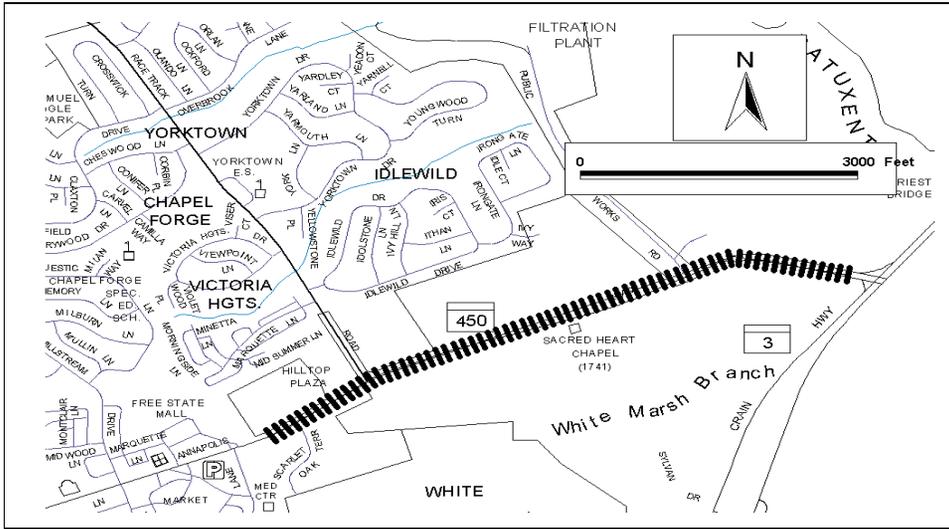
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 39,400

PROJECTED (2030) - 50,900

OPERATING COST IMPACT N/A



**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 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

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

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
MD 3, US 50 to MD 32 (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$1.9 million is due to a revised engineer's estimate.

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)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,725	1,387	200	138	0	0	0	0	338	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,059	2,721	200	138	0	0	0	0	338	0
Federal-Aid	1,380	1,110	160	110	0	0	0	0	270	0

**FUNCTION:**

STATE - Minor Arterial  
FEDERAL - Other Principal Arterial

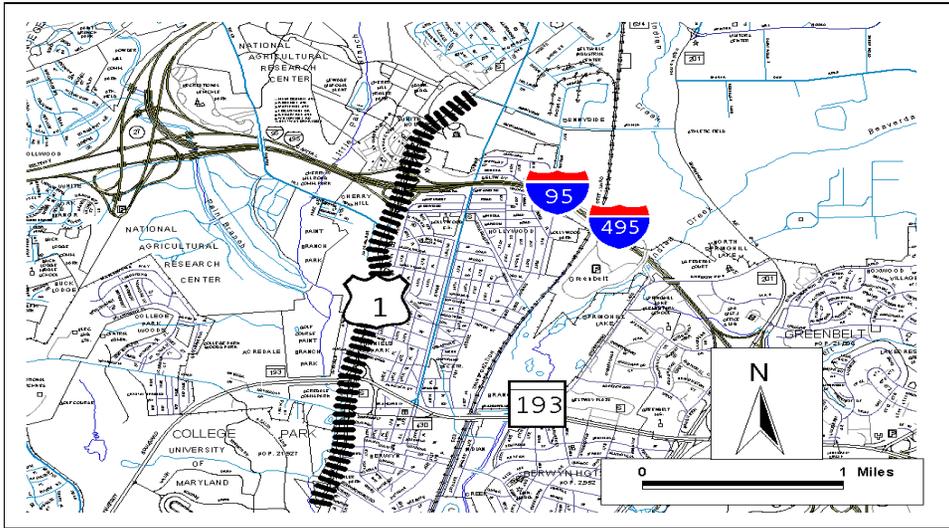
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 29,500

PROJECTED (2030) - 58,850

**OPERATING COST IMPACT** N/A



**PROJECT:** US 1, Baltimore Avenue

**DESCRIPTION:** Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

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

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495, University of Maryland Connector Access Study (Line 12)  
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Planning complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	1,337	1,337	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,337	1,337	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial  
FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 59,000

PROJECTED (2030) - 71,800

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 1	Baltimore Avenue; Knox Road to College Avenue; resurface	55	Completed
2	MD 4	Pennsylvania Avenue; ramp to Ritchie Marlboro Road; resurface	75	Completed
3	MD 193	Greenbelt Road; US 1 to Rhode Island Avenue; resurface	485	Completed
4	MD 197	Collington Road; Kenhill Drive; resurface	30	Completed
5	MD 202	Landover Road; US 50; resurface	89	Completed
6	MD 218	Suitland Road; DC line to MD 458; resurface	507	Completed
<b><u>Safety/Spot Improvement</u></b>				
7	I 95	Capital Beltway; at US 1; interchange lighting	1,200	Completed
8	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements	1,253	Completed
9	MD 212	Riggs Road; interchange at Sargent Road; additional left turn lane by restriping southbound MD 212	781	Completed
10	US 301	Crain Highway; Curtis Road to Leeland Road; guardrail	797	Completed
<b><u>Sidewalks</u></b>				
11	MD 704	9th Street; from Barlow Drive to Glenarder Parkway; retrofit sidewalk - 3,000 linear feet	170	Completed

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<b><u>Fiscal Year 2008 Completions (cont'd)</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Environmental Mitigation</u></b>		
12		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities	1,318	Completed
		<b><u>Fiscal Years 2009 and 2010</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
13	MD 214	East Capital Street; DC line to Cindy Lane; resurface	2,632	Under construction
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
14	MD 214	Central Avenue; over Patuxent River; bridge rehabilitation (Also shown in Anne Arundel County)	3,024	Completed
15	US 301 SB	Crain Highway; over MD 214; bridge deck replacement	3,432	FY 2009
		<b><u>Safety/Spot Improvement</u></b>		
16	MD 5	Branch Avenue; at Beech Road; intersection beacon upgrade	54	Completed
17	MD 193	Greenbelt Road; at Hanover Parkway; construct a second left turn lane	1,827	Under construction
18	MD 193	University Boulevard; at MD 212/Riggs Road; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	510	PE Underway
19	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave (Funded for preliminary engineering only)	200	Concepts Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Years 2009 and 2010 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
20	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; restriping	5,287	FY 2010
		<u>Community Safety and Enhancements</u>		
21	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound)	2,244	Completed
22	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	6,000	Under construction
		<u>Noise Barriers</u>		
23	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; (Note: Construction to begin in Fiscal Year 2009); noise abatement type 2	734	FY 2009
24	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier	2,542	FY 2009
25	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	574	FY 2009
		<u>Traffic Management</u>		
26	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization	1,840	FY 2010
		<u>Environmental Preservation</u>		
27	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Enhancement Program; This project also shows in Howard County)	297	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Sidewalks</u></b>				
28	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 1,100 linear feet	60	FY 2009
29	MD 212	Powder Mill Road; Roby Avenue to Odell Road; retrofit sidewalks	267	Completed
30	MD 564	9th Street; from Maple Avenue to 11th Street; retrofit sidewalk - 300 linear feet	150	Completed
<b><u>Intersection Capacity Improvements</u></b>				
31	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for preliminary engineering only)	118	PE Underway
32	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,351	FY 2010
33	MD 410	East West Highway; at MD 500; Add new turn lane, convert thru lane to turn lane. (Funded for preliminary engineering only)	300	PE Underway
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
34		Melrose Park Access Trail; construction of a 300 foot neighborhood access trail from Crittenden Street to 41st Street, Melrose Park and the Northwest Branch Trail	53	FY 2009
35		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2009
<b><u>Preservation of Abandoned Railway Corridors</u></b>				
36		College Park Trolley Trail - Calvert Road to Paint Branch Parkway; construct of final segment of the College Park Trail	200	FY 2009

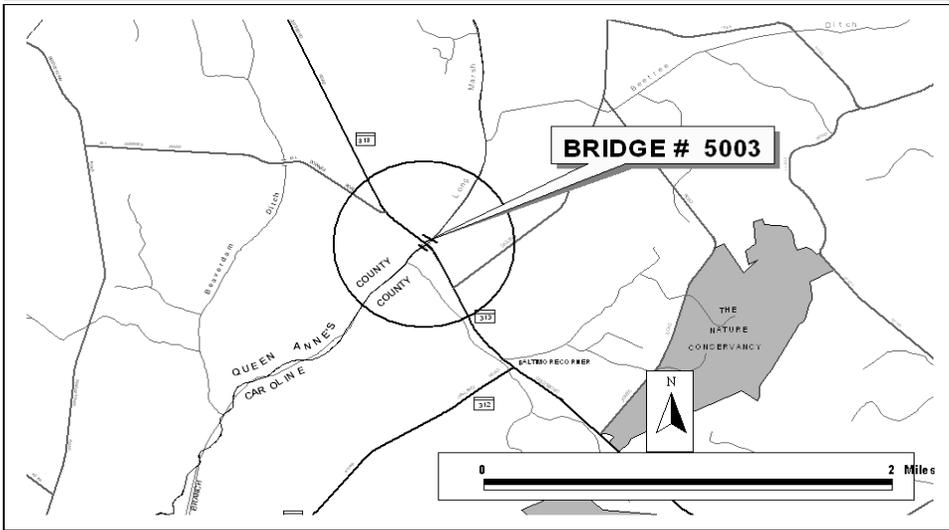
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements (cont'd)</u></b>				
<b><u>Environmental Mitigation</u></b>				
37		Anacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	Underway
38	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Environmental Preservation Program; This project also shows in Howard County)	297	FY 2009
<b><u>Congressional Earmarks</u></b>				
39		Andrews Air Force Base/Suitland Road gateway project; project includes roadway, pedestrian improvements and landscaping (Earmark \$2.25 million; CO)	0	



Queen Anne's



**PROJECT:** MD 313, Greensboro Road

**DESCRIPTION:** Replaced Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This structure was deteriorated and required replacement.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	629	629	0	0	0	0	0	0	0	0	0
Right-of-way	67	67	0	0	0	0	0	0	0	0	0
Construction	2,986	2,942	44	0	0	0	0	0	0	44	0
Total	3,682	3,638	44	0	0	0	0	0	0	44	0
Federal-Aid	2,302	2,272	30	0	0	0	0	0	0	30	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Major Collector

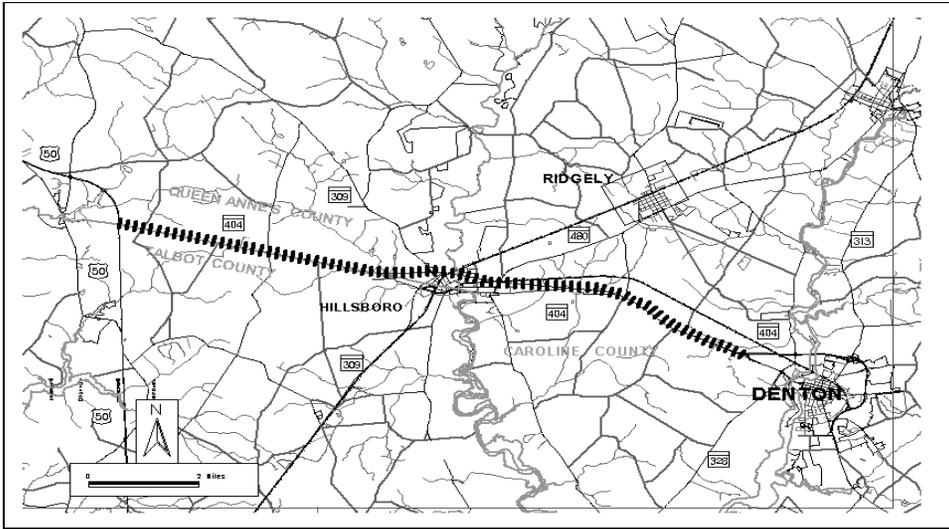
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 1,550

PROJECTED (2030) - 2,475

OPERATING COST IMPACT N/A



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

US 50, US 301 to MD 404 (Line 3)  
 MD 404, West of Tuckahoe Road to East of MD 480 (Caroline County Line 3)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$26.3 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	4,597	4,517	80	0	0	0	0	0	80	0
Right-of-way	1,367	0	1,367	0	0	0	0	0	1,367	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,523	5,076	1,447	0	0	0	0	0	1,447	0
Federal-Aid	4,677	3,521	1,156	0	0	0	0	0	1,156	0

**FUNCTION :**

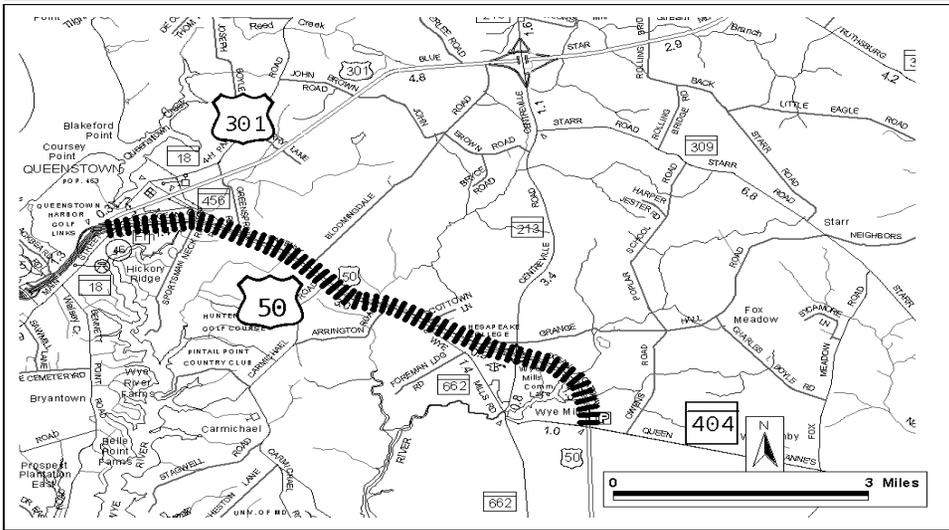
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 18,400  
 24,200 (Summer)  
**PROJECTED (2030) -** 25,850  
 37,200 (Summer)

**OPERATING COST IMPACT** N/A



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire control of access and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 404, US 50 to MD 404 Business (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$16.0 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$51.5 million is needed to complete Right-of-way.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering and Right-of-way funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	2008	THRU 2008			2011	2012	2013	2014		
Planning	1,557	1,557	0	0	0	0	0	0	0	
Engineering	6,692	6,627	65	0	0	0	0	0	65	
Right-of-way	9,774	9,695	0	79	0	0	0	0	79	
Construction	0	0	0	0	0	0	0	0	0	
Total	18,023	17,879	65	79	0	0	0	0	144	
Federal-Aid	9,159	9,057	40	62	0	0	0	0	102	

**FUNCTION:**

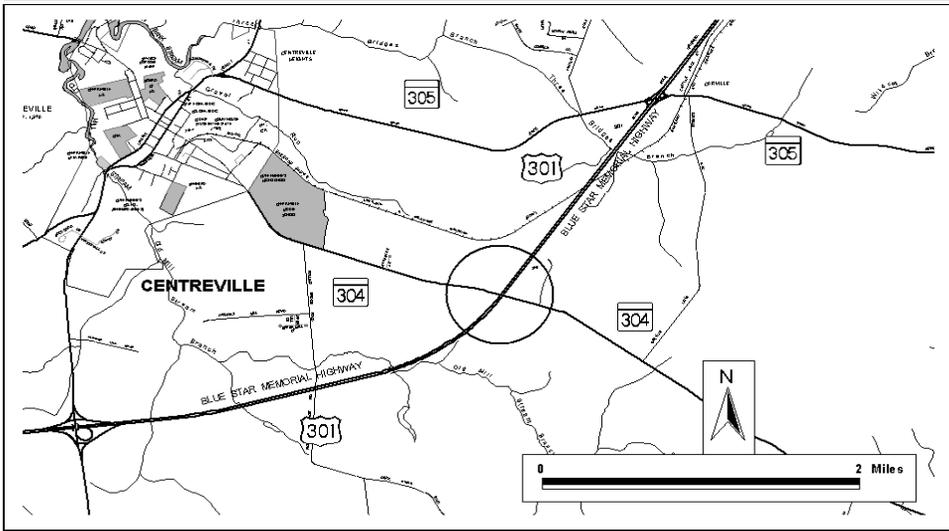
STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 56,500  
 85,800 (Summer)  
**PROJECTED (2030) -** 87,400  
 134,400 (Summer)

**OPERATING COST IMPACT** N/A



**PROJECT:** US 301, Blue Star Memorial Highway

**DESCRIPTION:** Study to construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The existing at-grade intersection creates a conflict point on this high speed arterial. This project will improve safety and access control on US 301.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering on hold. An additional \$6.1 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<b>PROJECT CASH FLOW</b>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,090	1,090	0	0	0	0	0	0	0	0
Engineering	53	53	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,143	1,143	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 20,500 (U301)  
 4,675 (MD 304)  
**PROJECTED (2030) -** 32,400 (US 301)  
 7,350 (MD 304)

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 18 A	Main Street; Cox Creek Bridge to Roundabout; resurface	107	Completed
2	MD 213	Church Hill Road; Union Church Road to Kent County line; resurface	318	Completed
3	US 301	Blue Star Memorial Highway; MD 305 to MD 302; resurface	2,062	Completed
4	MD 304	Corsica Neck Road; Beginning of SHA maintenance to Structure # 17029; resurface	207	Completed
5	MD 313	Goldsboro Road; Caroline County line to MD 302; resurface	112	Completed
6	MD 313	Goldsboro Road; Caroline County line to MD 302; resurface	35	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
7	US 301 SB	Blue Star Memorial Highway; south of MD 544 to Kent County Line; resurfacing	1,230	Under construction
<b><u>Safety/Spot Improvement</u></b>				
8	US 50	Ocean Gateway; at MD 213; realign eastbound and westbound US 50 left turns (Funded for preliminary engineering only)	240	PE Underway
9	MD 213	Centreville Road; at Coursevall Drive; geometric improvements	120	Completed

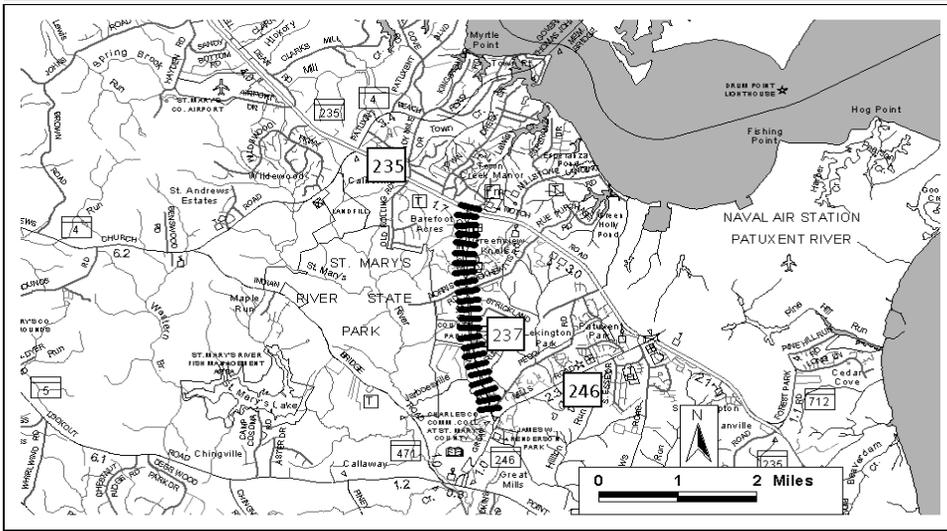
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Enhancements</u></b>				
<b><u>Environmental Mitigation</u></b>				
10	MD 213	Church Hill Road; stormwater retrofit for Gravel Run South	133	FY 2009
<b><u>Congressional Earmarks</u></b>				
11		Centreville Spur of Queen Anne's County Cross Island Trail construction; from Centerville to US Route 301 (Earmark \$305,600; PE,CO)	0	



St. Mary's



**PROJECT:** MD 237, Chancellors Run Road

**DESCRIPTION:** Upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.80 miles). Sidewalks will serve pedestrians. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$7.1 million is due to court settlements and reduced Right-of-way needs.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY									
	ESTIMATED COST (\$000)	THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014	2015	2016		
Planning	747	747	0	0	0	0	0	0	0	0	0	0
Engineering	3,233	3,233	0	0	0	0	0	0	0	0	0	0
Right-of-way	13,736	8,046	2,747	1,932	1,011	0	0	0	0	0	5,690	0
Construction	37,728	5,825	11,032	11,213	9,658	0	0	0	0	0	31,903	0
Total	55,444	17,851	13,779	13,145	10,669	0	0	0	0	0	37,593	0
Federal-Aid	31,587	4,601	9,350	9,586	8,050	0	0	0	0	0	26,986	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Minor Arterial

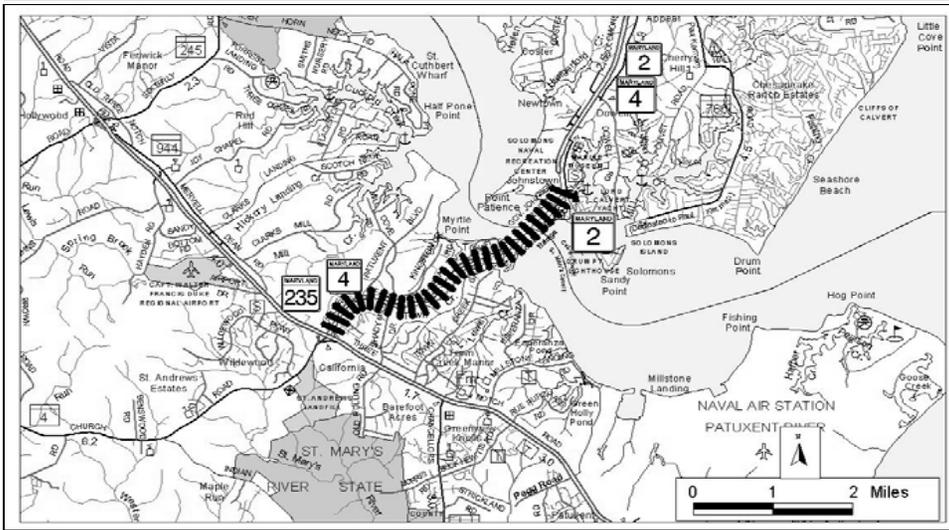
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 18,800

PROJECTED (2030) - 33,000

OPERATING COST IMPACT \$49,900 per year



**PROJECT:** MD 4, Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Projected traffic volumes generated by planned growth will result in increasing congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3757	0	0	0	0	NHS

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE			
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
				.....2011.....					.....2012.....			.....2013.....	.....2014.....	
Planning					5,500	683	1,300	1,500	1,500	517	0	0	4,817	0
Engineering					0	0	0	0	0	0	0	0	0	0
Right-of-way					0	0	0	0	0	0	0	0	0	0
Construction					0	0	0	0	0	0	0	0	0	0
Total					5,500	683	1,300	1,500	1,500	517	0	0	4,817	0
Federal-Aid					3,757	0	1,014	1,170	1,170	403	0	0	3,757	0

**FUNCTION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

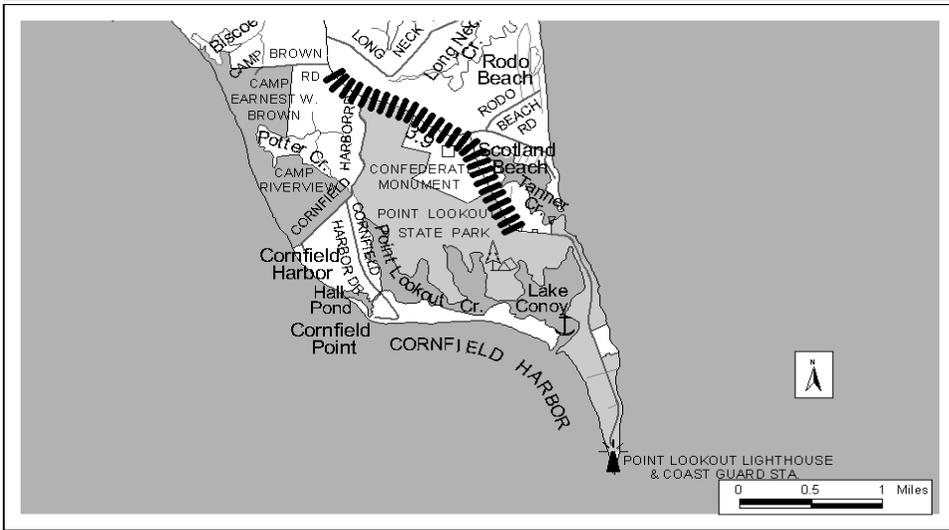
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 28,675

**PROJECTED (2030) -** 35,200

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

**JUSTIFICATION:** The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering on hold. An additional \$0.3 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	454	454	0	0	0	0	0	0	0	0	
Engineering	775	770	5	0	0	0	0	0	5	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,229	1,224	5	0	0	0	0	0	5	0	
Federal-Aid	543	539	4	0	0	0	0	0	4	0	

**FUNCTION :**

STATE - Major Collector

FEDERAL - Major Collector

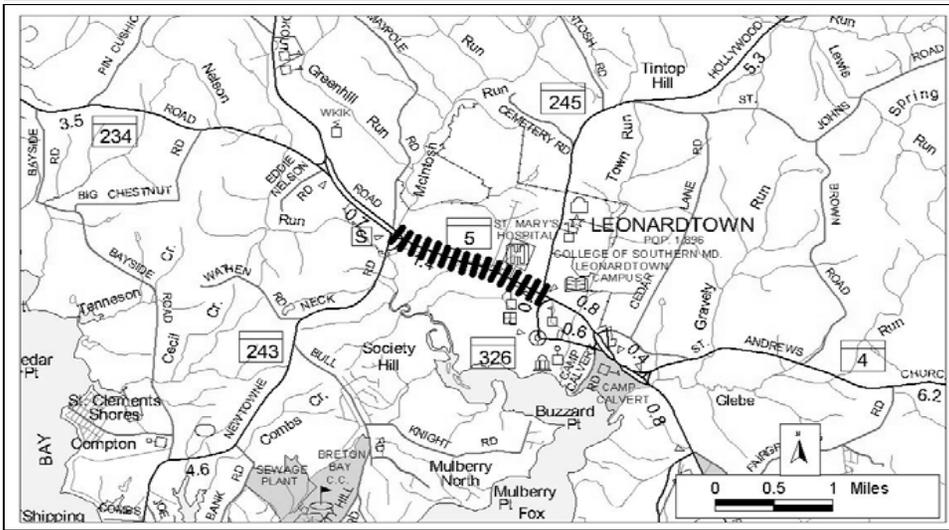
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 4,150 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT N/A



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	1,250	587	500	163	0	0	0	0	0	663	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,250	587	500	163	0	0	0	0	0	663	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 28,750

PROJECTED (2030) - 50,750

OPERATING COST IMPACT N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 5 SB	Three Notch Road; Old Village Road to Charles County Line; resurface	1,298	Completed
2	MD 235	Three Notch Road; Saint Jerome Neck Road to Bay Forest Road; resurface	483	Completed
3	MD 235 SB	Three Notch Road; North Sandgates Road to Laurel Grove Road; resurface	985	Completed
<b><u>Safety/Spot Improvement</u></b>				
4	MD 234	Budds Creek Road; at MD 238; construct single lane roundabout	1,795	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
5	MD 234	Budds Creek Road; over St. Clements Creek; bridge deck replacement	1,398	FY 2009
<b><u>Community Safety and Enhancements</u></b>				
6	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	4,058	Under construction
7	MD 246	Great Mills Road; West of Saratoga Drive to MD 235 in Lexington Park; streetscape	4,207	FY 2009
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements and Scenic/Historic Sites</u></b>				
8		MD 5 Viewshed Protection	639	Underway

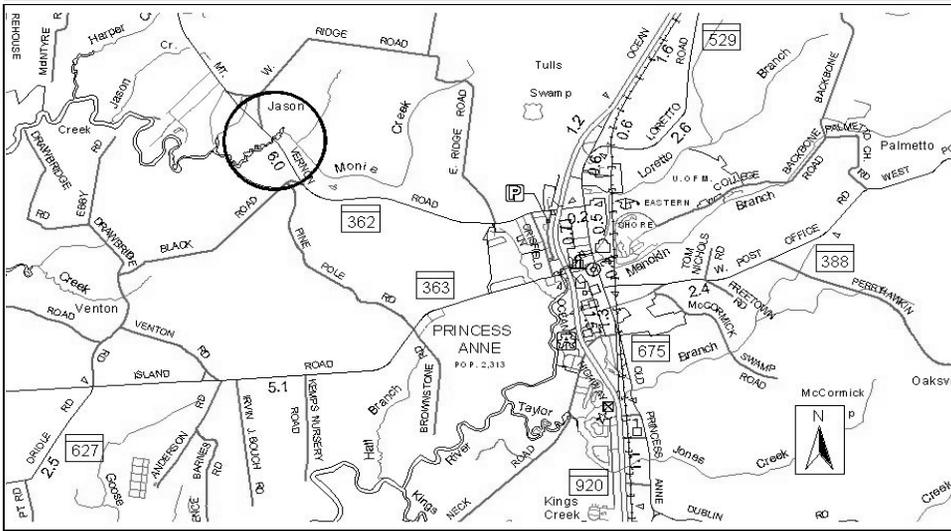
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<u>Fiscal Years 2009 and 2010 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
9		Three Notch Trail; Phase 5 the trail extends from John V. Baggett Park in Laurel Grove to MD 5 in Mechanicsville; construct 10 foot wide asphalt trail	771	FY 2010
		<u>Congressional Earmarks</u>		
10		St. Mary's College of Maryland pedestrian overpass (Earmark \$1 million) and (Earmark \$500,000; CO)	0	
11		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.37million ; CO)	0	



Somerset



**PROJECT:** MD 362, Mt. Vernon Road

**DESCRIPTION:** Replace Bridge 19005 over Monie Creek. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This structure is deteriorated and requires replacement.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1785	0	0	0	0	BR

**STATUS:** Engineering underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Cost increase of \$0.8 million is due to an accelerated construction schedule to decrease detour time.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					2011	2012	2013	2014			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	435	181	254	0	0	0	0	0	0	254	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,989	0	989	1,000	0	0	0	0	0	1,989	0
Total	2,424	181	1,243	1,000	0	0	0	0	0	2,243	0
Federal-Aid	1,928	138	990	800	0	0	0	0	0	1,790	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Major Collector

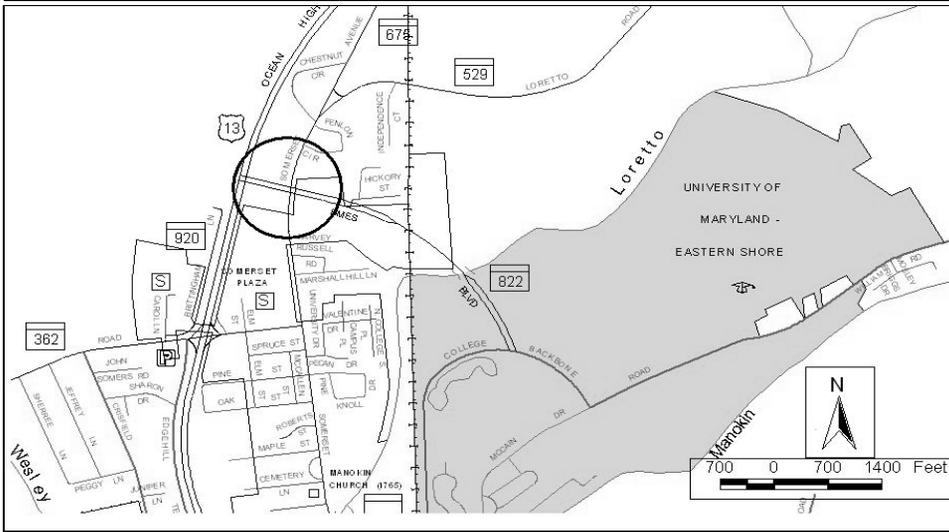
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 1875

PROJECTED (2030) - 2400

OPERATING COST IMPACT N/A



**PROJECT:** MD 822, University of Maryland Eastern Shore Access Road

**DESCRIPTION:** Construct a roundabout at the MD 675 intersection and sidewalks along MD 675.

**JUSTIFICATION:** This project will improve safety and operation of the MD 675 intersection.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering complete.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	382	382	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	382	382	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 4,800

PROJECTED (2030) - 9,500

OPERATING COST IMPACT N/A

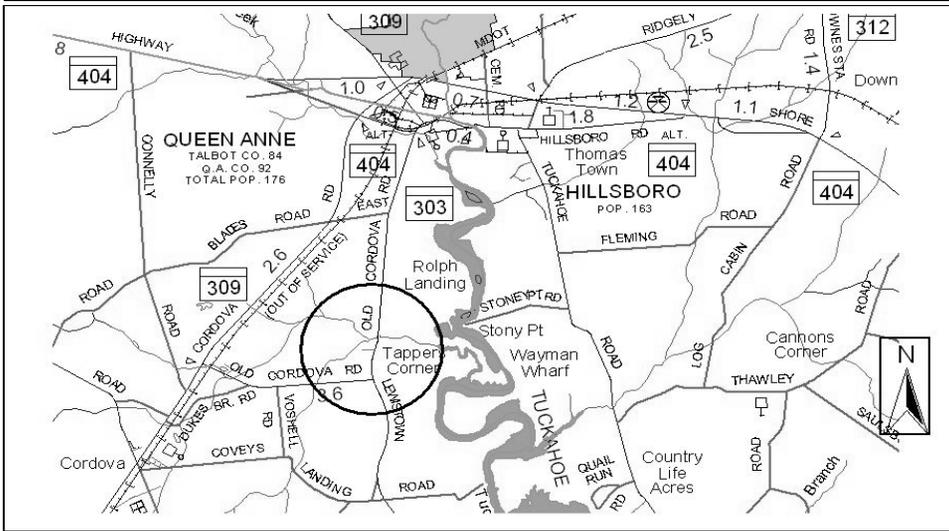
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 13 SB	Ocean Highway; MD 362 to Manokin River and Somerset County rest area to MD 675D; resurface	278	Completed
2	MD 364	Dividing Creek Road; US 13 to bridge over Dividing Creek; resurface	251	Completed
3	MD 413	West Main Street; Dock Street to Mill Lane; resurface	605	Completed
4	MD 627	Oriole Road; Crab Island Road to Deal Island Road; resurface	166	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
5	US 13 NB	Ocean Highway; South Revells Neck Road to C. N. Baughn Road; resurface	441	Completed
6	MD 413	Cristfield Highway; Tulls Corner Road to bridge over Annemessex River; resurface	783	Under construction
<b><u>Congressional Earmarks</u></b>				
7		Ferry Terminal construction in Crisfield (Earmark \$800,000; PE, CO)	0	



Talbot



**PROJECT:** MD 303, Lewistown Road

**DESCRIPTION:** Replaced Bridge 20020 over Tuckahoe Creek. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The bridge was structurally deficient and needed to be replaced.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	204	192	12	0	0	0	0	0	0	12	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,025	224	801	0	0	0	0	0	0	801	0
Total	1,229	416	813	0	0	0	0	0	0	813	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Local

FEDERAL - Local

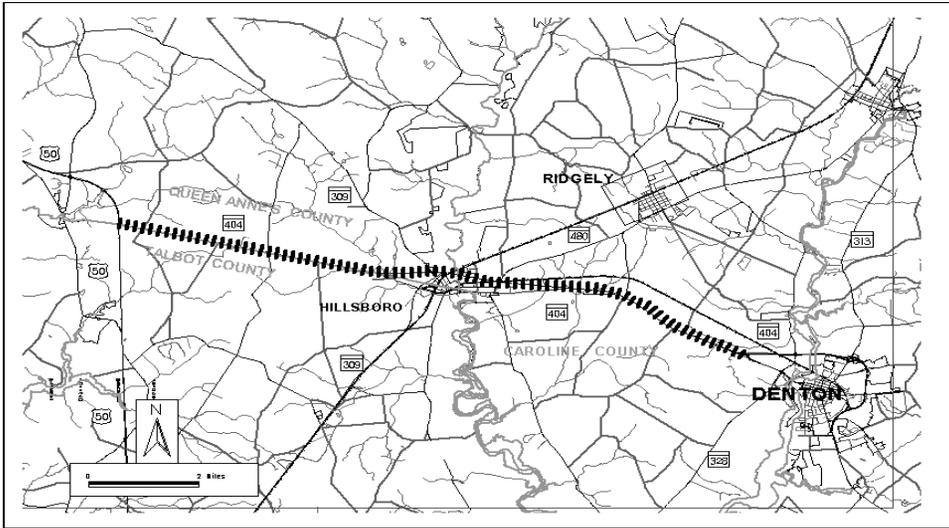
**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 810

PROJECTED (2030) - 1,005

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to MD 404 Business (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** This project is needed to reduce traffic congestion caused by high seasonal peaks associated with summer resort traffic and to improve safety and service.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

MD 404, West of Tuckahoe Road to East of MD 480 (Caroline County Line 3)  
 US 50, US 301 to MD 404 (Queen Anne's County - Line 3)  
 US 50, Access Control (System Preservation Program)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$26.3 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	559	559	0	0	0	0	0	0	0	0	0
Engineering	4,597	4,517	80	0	0	0	0	0	0	80	0
Right-of-way	1,367	0	1,367	0	0	0	0	0	0	1,367	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,523	5,076	1,447	0	0	0	0	0	0	1,447	0
Federal-Aid	4,677	3,521	1,156	0	0	0	0	0	0	1,156	0

**FUNCTION:**

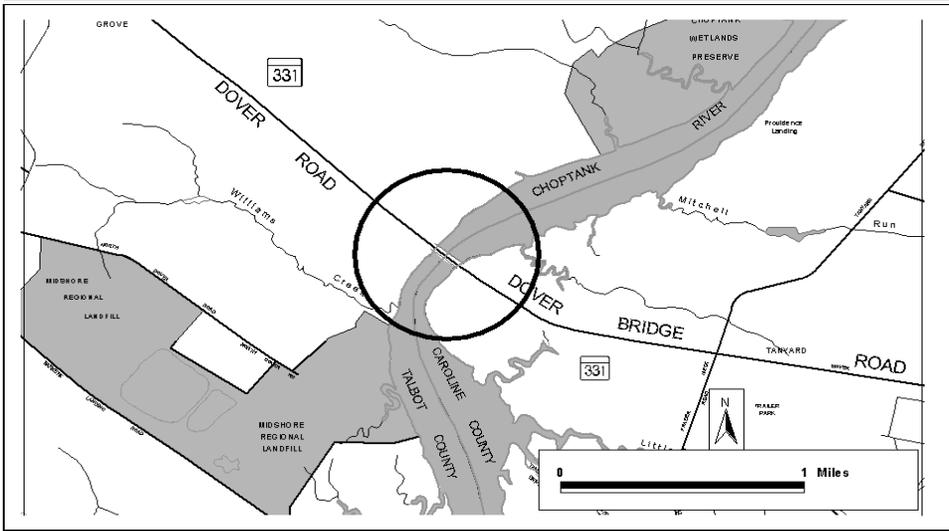
STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 18,400  
 24,200 (Summer)  
**PROJECTED (2030) -** 25,850  
 37,200 (Summer)

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 331, Dover Road

**DESCRIPTION:** Replace Bridge 20023 over Choptank River. The new span, which will be located south of the existing roadway, will provide a 50 foot river clearance. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** Constructing a new high level bridge will provide a safe and dependable MD 331 crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in Caroline and Talbot counties.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Moved from Construction Program to Development and Evaluation Program due to economic downturn. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	<b>PROJECT CASH FLOW</b>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	891	609	0	0	0	0	0	609	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,500	891	609	0	0	0	0	0	609	0	0
Federal-Aid	1,200	713	487	0	0	0	0	0	487	0	0

**FUNCTION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 13,225

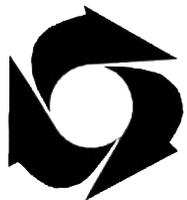
PROJECTED (2030) - 19,000

OPERATING COST IMPACT N/A

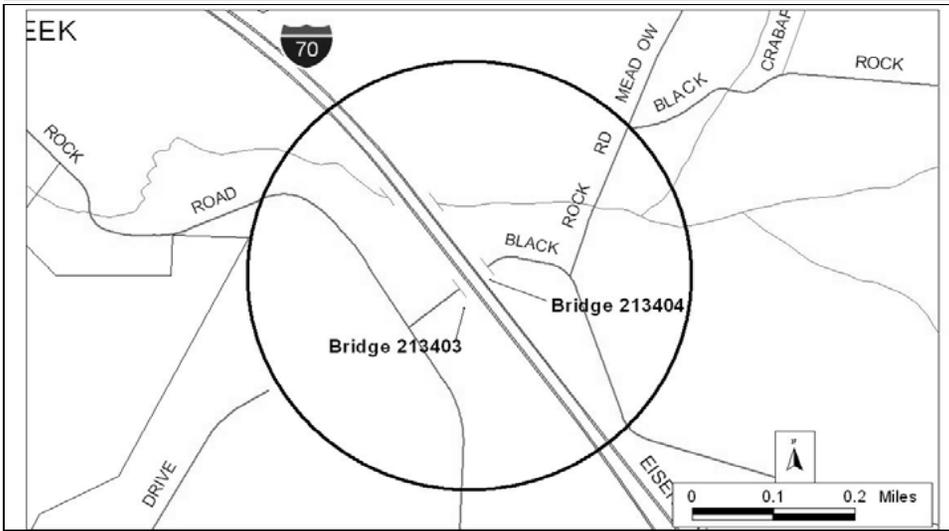
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
		<b><u>Fiscal Year 2008 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1	MD 33	Saint Michaels Road; Dobson Avenue to east of Plummer Drive; resurface	247	Completed
		<b><u>Intersection Capacity Improvements</u></b>		
2	US 50	Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and re-stripe US 50 to replace existing right turn lanes with shared through/right turn lanes	4,958	Completed
		<b><u>Fiscal Years 2009 and 2010</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
3	US 50	Ocean Gateway; Barber Road to Choptank River Bridge; resurface	1,789	Under construction
		<b><u>Community Safety and Enhancements</u></b>		
4	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)	3,987	FY 2009
		<b><u>Enhancements</u></b>		
		<b><u>Preservation of Abandoned Railway Corridors</u></b>		
5		St. Michael's Nature Trail; construct a 6,860 linear feet, 8 foot wide trail on the remains of an old railroad bed within SHA owned property, the project will connect 3 public parks	538	FY 2009



Washington



**PROJECT:** I-70, Eisenhower Memorial Highway

**DESCRIPTION:** Replace Bridges 213403, and 213404 over Black Rock Road.

**JUSTIFICATION:** Both bridges are structurally deficient.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	372	371	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,702	1,991	4,570	1,141	0	0	0	0	5,711	0
Total	8,074	2,362	4,571	1,141	0	0	0	0	5,712	0
Federal-Aid	7,200	2,069	4,104	1,027	0	0	0	0	5,131	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

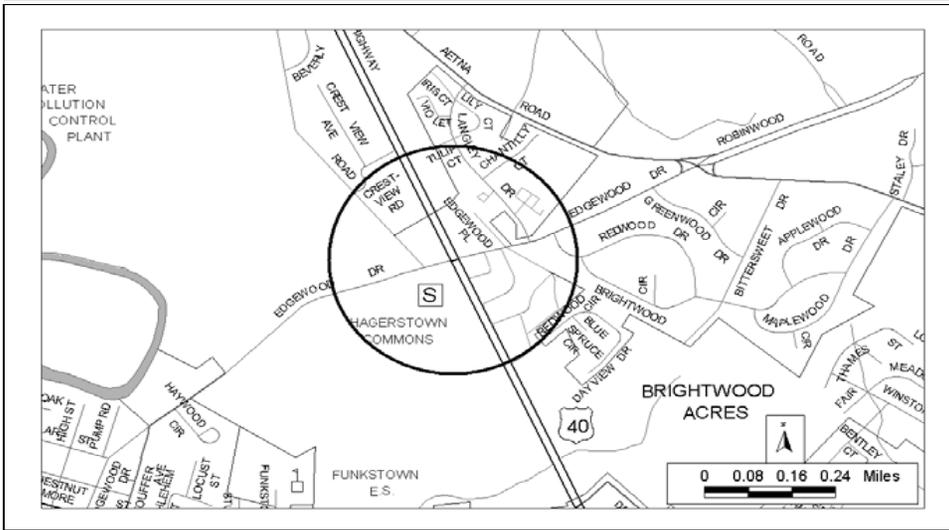
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 69,800

PROJECTED (2030) - 108,300

OPERATING COST IMPACT N/A



**PROJECT:** US 40, Dual Highway

**DESCRIPTION:** Widen US 40 at Edgewood Drive intersection. Wide curb lanes will be provided for bicycles and sidewalks will serve pedestrians.

**JUSTIFICATION:** This is one of several intersections along this section of US 40 east of Hagerstown that experiences congestion. Increased development and moving the hospital to a new location will add additional traffic volumes.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction to begin during budget fiscal year. The City and County will participate in 50% of project funding. Funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$2.9 million is due to a revised construction estimate and reduced Right-of-way needs.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,500	956	350	194	0	0	0	0	544	0
Construction	1,746	69	8	1,121	548	0	0	0	1,677	0
Total	3,246	1,025	358	1,315	548	0	0	0	2,221	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

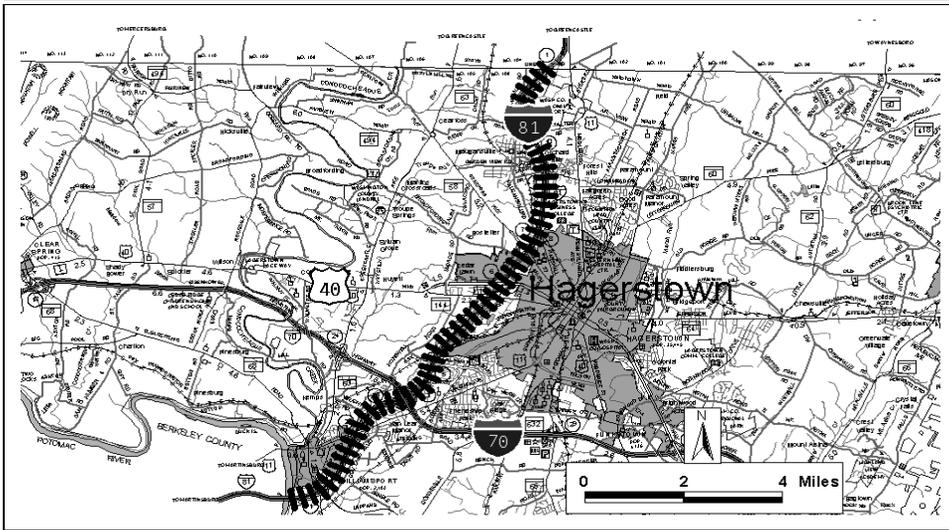
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 37,800

PROJECTED (2030) - 49,300

OPERATING COST IMPACT \$7,200 per year



**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

**JUSTIFICATION:** Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- I-81, Feasibility Study (Pennsylvania)
- I-81, Martinsburg to Falling Waters Interchange (West Virginia)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	3,497	3,147	250	100	0	0	0	0	0	350	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,497	3,147	250	100	0	0	0	0	0	350	0
Federal-Aid	2,448	2,203	175	70	0	0	0	0	0	245	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 53,350 - 72,850

PROJECTED (2030) - 71,500 - 102,000

OPERATING COST IMPACT N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 40	National Pike; Spur from MD 66 to Mount Lena Road; resurface	629	Completed
2	MD 56	Big Pool Road; I 70 to McCoys Ferry Road; resurface	828	Completed
3	MD 63	Spielman Road; MD 632 to CSX Railroad crossing; resurface	556	Completed
4	MD 68	Clearspring Road; 0.35 mile west of Cedar Ridge Road to 0.01 mile west of Bottom Road; resurface	1,099	Completed
<b><u>Safety/Spot Improvement</u></b>				
5	MD 65	Sharpsburg Pike; Taylors Landing Road to north of MD 68; resurface includes intersection improvement at MD 68	3,515	Completed
<b><u>Sidewalks</u></b>				
6	US 40	Dual Highway; northside from Richardson's Restaurant to Manor Drive; retrofit sidewalk - 1,020 linear feet	140	Completed
7	US 40	Washington Avenue; Nottingham Road to Bryan Place; retrofit sidewalk - 1,200 linear feet	137	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
8	I 81 NB	Maryland Veterans Memorial Highway; West Virginia line Potomac River Bridge #2107801 to Halfway Boulevard Bridge #2107900; resurface	3,432	Under construction
9	I 81 SB	Maryland Veterans Memorial Highway; north end of Potomac River Bridge to Halfway Boulevard; resurface	4,077	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
10	MD 67	Rohrersville Road; bridge 21137 over Israel Creek; bridge deck overlay	915	FY 2009
<b><u>Safety/Spot Improvement</u></b>				
11	US 11	Virginia Avenue; Bower Avenue to Noland Drive; resurface	1,357	Under construction
12	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering only)	800	PE Underway
13	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Allegany County)	1,900	FY 2009
14	I 70	Dwight D. Eisenhower Highway; at MD 68; cross-over correction	417	Under construction
15	I 70	Dwight D. Eisenhower Highway; at 1,500 feet east of MD 56, and 500 feet east of MD 66; construct deceleration lanes at three existing median emergency crossovers (Funded for preliminary engineering only)	54	PE Underway
16	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge (Funded for preliminary engineering only)	482	PE Underway
17	I 81	Maryland Veterans Memorial Highway; at I 70 interchange (Phase 1); acceleration and deceleration lanes, superelevation correction, drainage improvement	3,942	Under construction
<b><u>Community Safety and Enhancements</u></b>				
18	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only) (Project on Hold)	550	PE Underway

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Environmental Preservation</u></b>				
19	I 70	Dwight D. Eisenhower Highway; at US 40; landscape	163	Under construction
<b><u>Sidewalks</u></b>				
20	US 40	Washington Avenue; From Nottingham Road to Bryan Place; retrofit sidewalk - 1,300 linear feet	150	FY 2009
21	MD 58	Cearfoss Pike; Broadfording Road to Woodpoint Avenue; retrofit sidewalk - 1,500 linear feet	100	FY 2009
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
22		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2010
<b><u>Environmental Mitigation</u></b>				
23		Greenbriar State Park Wildlife Mortality Project; construction of new and improved long culverts with fencing; Mitigation of water pollution due to highway runoff.	130	FY 2010
24		I-70 Thermal Impact reduction; replacement of 1.9 miles of concrete lining of highway ditches along I-70 with vegetated lining systems to reduce the thermal impact from I-70 in the Beaver Creek Watershed	437	Underway



**Wicomico**

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 13 BUS	South Fruitland Boulevard; US 13 Bypass to College Avenue. and US 13 south bound road from US 13 Business to Somerset County Line; resurface	1,031	Completed
2	US 13 SB	Salisbury Bypass; MD 12 to Mt. Hermon Road; resurface	835	Completed
3	MD 313	Sharptown Road; MD 54 to Cooper Mill Road; resurface	419	Completed
4	MD 347	Quantico Road; Old Athol Road to Old Railroad Road; resurface	343	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
5	US 13 BUS	North Salisbury Boulevard; London Avenue to north of Bridgeview Street phase 4; resurface	103	FY 2009
6	US 13 BUS	North Salisbury Boulevard; US 50 Business to London Avenue; resurface	203	FY 2009
7	US 13 NB	Salisbury Bypass; US 13 Business to Mt. Hermon Road ; resurface	1,850	FY 2009
8	US 50 EB	Ocean Gateway; Walston Switch Road to White Richardson Road; resurface	832	FY 2009
<b><u>Bridge Replacement/Rehabilitation</u></b>				
9	US 13 BUS	North Salisbury Boulevard; bridge 22026 over US 50 Business; bridge deck replacement	4,576	FY 2009
<b><u>Safety/Spot Improvement</u></b>				
10	US 13 BUS	North Salisbury Boulevard; North of Bridgeview Street to Zion Road; drainage improvement	3,182	FY 2009

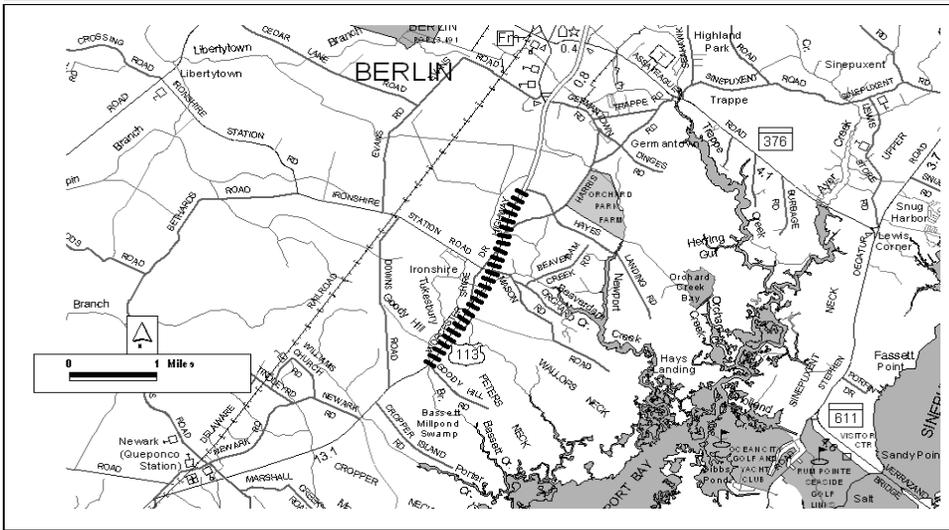
**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
11	US 13 BUS	North Salisbury Boulevard; London Avenue to North of Bridgeview Street and US 13 Business to Johnson's Pond; drainage improvement	2,199	FY 2009
12	US 13 BUS	South Salisbury Boulevard; Waverly Road, South Boulevard, Lloyd Street and Hanson Street to Wicomico River; drainage improvement	4,004	FY 2009
13	US 50 BUS	Salisbury Parkway; at Tilghman Road; geometric improvements	1,099	Completed
14	MD 349	Nanticoke Road; US 50 to Willing Drive; construct thru lane, left turn lane (Funded for preliminary engineering only)	45	PE Underway
<b><u>Sidewalks</u></b>				
15	US 50	Ocean Gateway; From East Main Street to Naylor Street; retrofit sidewalk - 550 linear feet	80	FY 2009
16	US 50	Ocean Gateway; from Davis Street to East Main Street; retrofit sidewalks - 1,900 linear feet	120	FY 2009
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
17		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2009



Worcester



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 to a 4 lane divided highway with access controls from Hayes Landing Road to Goody Hill Road (2.5 miles). Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes competing with local commercial/residential development along this highway. This project will improve the highway's safety and serviceability.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- US 113, Goody Hill Road to Massey Branch (Line 2)
- US 113, Public Landing Road to Massey Branch (Line 4)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** The cost decrease of \$1.8 million is due to a favorable bid price.

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....			.....2014.....
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,939	1,939	0	0	0	0	0	0	0	
Right-of-way	3,441	3,341	100	0	0	0	0	100	0	
Construction	16,477	1,575	8,471	6,431	0	0	0	14,902	0	
Total	21,857	6,855	8,571	6,431	0	0	0	15,002	0	
Federal-Aid	18,362	5,325	7,411	5,626	0	0	0	13,037	0	

**FUNCTION:**

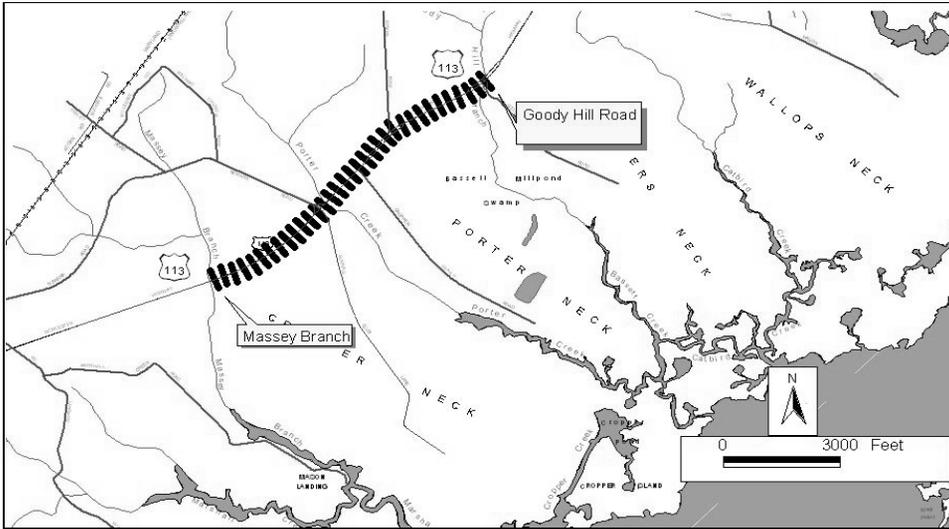
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2008) - 15,850
- PROJECTED (2030) - 32,000

**OPERATING COST IMPACT** \$44,500 per year



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 as a 4 lane divided highway from Goody Hill Road to Massey Branch (1.8 miles). Project will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local, commercial/residential development along this highway. This project will improve the highways safety and serviceability.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- US 113, Hayes Landing Road to Goody Hill Road (Line 1)
- US 113, Public Landing Road to Massey Branch (Line 4)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	13683	0	0	0	0	NHS/HP

**STATUS:** Engineering and Right-of-way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2011.....	.....2012.....	.....2013.....	.....2014.....	0	0
Engineering	720	257	463	0	0	0	0	0	463	0
Right-of-way	4,006	148	2,928	930	0	0	0	0	3,858	0
Construction	17,543	0	1,403	6,686	9,308	146	0	0	17,543	0
Total	22,269	405	4,794	7,616	9,308	146	0	0	21,864	0
Federal-Aid	16,020	310	2,886	5,449	7,260	115	0	0	15,710	0

**FUNCTION:**

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

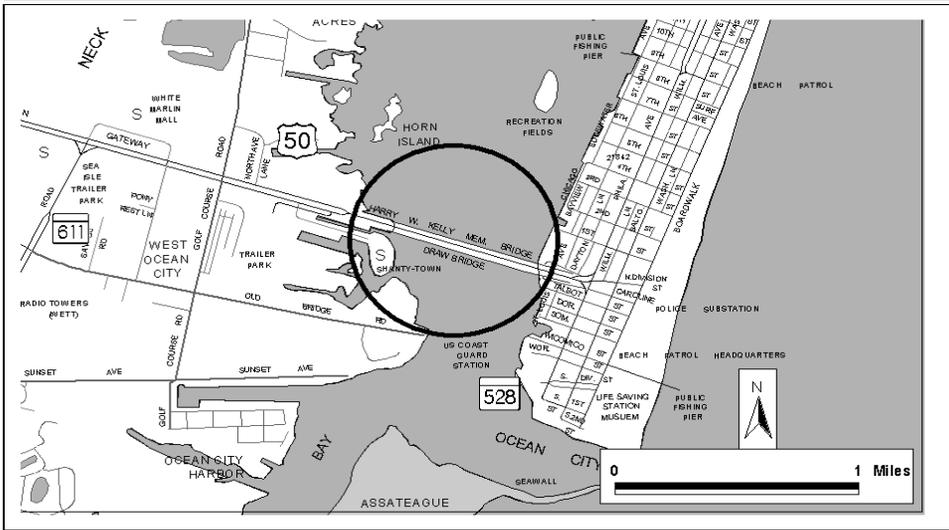
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) - 11,000**

**PROJECTED (2030) - 16,275**

**OPERATING COST IMPACT** N/A



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders or wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The 66 year old draw span is estimated to have 15 to 20 years of serviceability left. This high traffic volume arterial has experienced mechanical problems with the draw span during peak seasonal traffic. This project would improve the highway's safety and serviceability.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013	YEAR 2014
					.....2011.....	.....2012.....	.....2013.....	.....2014.....						
Planning	2,500	2,018	432	50	0	0	0	0	0	0	0	0	482	0
Engineering	0	0	0	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	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,500	2,018	432	50	0	0	0	0	0	0	0	0	482	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Principal Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

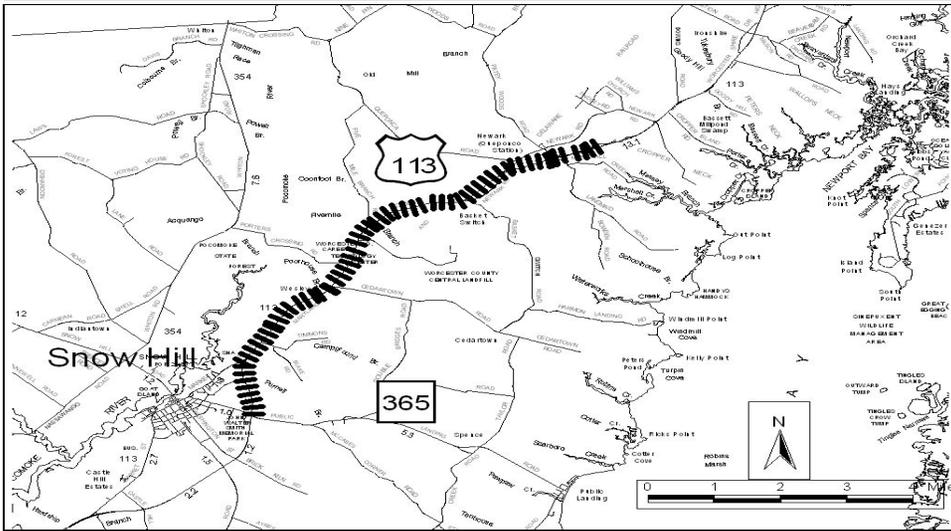
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2008) -** 34,975 (Summer) 50,250  
**PROJECTED (2030) -** 38,800 (Summer) 55,300

**OPERATING COST IMPACT** N/A

**STATE HIGHWAY ADMINISTRATION -- Worcester County -- Line 4**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

**JUSTIFICATION:** The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

- US 113, Hayes Landing Road to Goody Hill Road (Line 1)
- US 113, Goody Hill Road to Massey Branch (Line 2)

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$7.0 million is needed to complete Engineering.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** Removed Right-of-way funding for the segment from Public Landing Road to Massey Branch due to economic downturn.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					
PHASE	PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY		
Planning	0	0	0	0	0	0	0
Engineering	4,750	4,199	374	177	0	0	551
Right-of-way	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0
Total	4,750	4,199	374	177	0	0	551
Federal-Aid	3,088	2,767	183	138	0	0	321

**FUNCTION:**

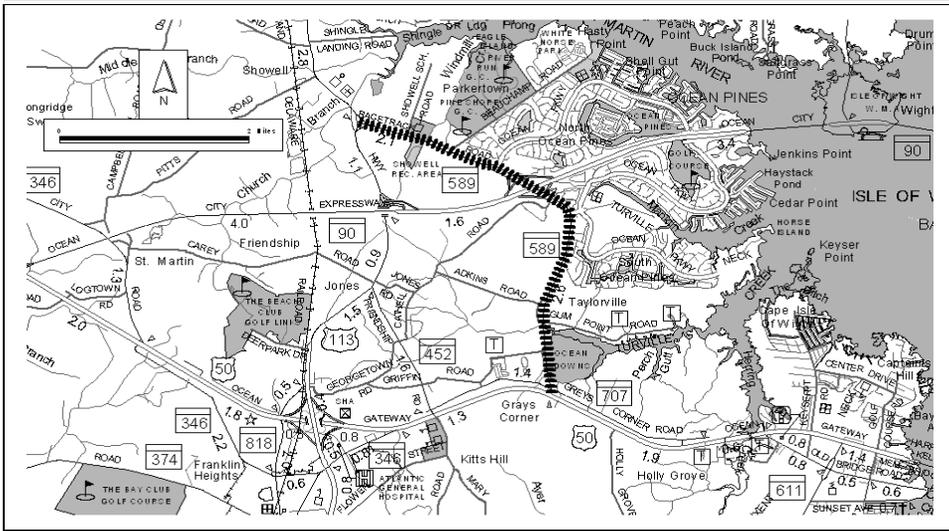
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

- CURRENT (2008) - 6,750 - 11,900
- PROJECTED (2030) - 9,000 - 18,850  
11,300 - 23,700 (Summer)

**OPERATING COST IMPACT** N/A



**PROJECT:** MD 589, Racetrack Road

**DESCRIPTION:** Study potential improvements to the existing MD 589 corridor from US 50 to US 113 (4.7 miles) to accommodate increased traffic, bicycles, pedestrians and emergency services.

**JUSTIFICATION:** This project would relieve traffic congestion and improve traffic safety along the mainline and at the US 50 intersection.

**SMART GROWTH STATUS:**

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP:** None.

PHASE	POTENTIAL FUNDING SOURCE:					PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					FOR PLANNING PURPOSES ONLY						
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010		.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	2,500	366	600	900		634	0	0	0	2,134	0	
Engineering	0	0	0	0		0	0	0	0	0	0	
Right-of-way	0	0	0	0		0	0	0	0	0	0	
Construction	0	0	0	0		0	0	0	0	0	0	
Total	2,500	366	600	900		634	0	0	0	2,134	0	
Federal-Aid	0	0	0	0		0	0	0	0	0	0	

**FUNCTION:**

STATE - Minor Arterial

FEDERAL - Minor Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2008) - 19,000

PROJECTED (2030) - 27,650 (Summer) 45,000

**OPERATING COST IMPACT** N/A

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Year 2008 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 13 SB	Old Snow Hill Road; MD 756 to US 13 Business; resurface	636	Completed
2	MD 368	St. Martins Neck Road; MD 367 to the beginning of county maintenance; resurface	24	Completed
3	MD 528	Coastal Highway; 60th Street to 26th Street; resurface	1,432	Completed
4	MD 568	Hatchery Road; MD 367 to Delaware State Line; resurface	33	Completed
5	MD 575	Worcester Highway; US 113 Ramp to MD 589; resurface	327	Completed
6	MD 575 B	US 113 to Pitts Road; resurface	45	Completed
<b><u>Sidewalks</u></b>				
7	MD 376	Bay Street; corner of Pitts Street and Bay Street to US 113; retrofit sidewalk - 1,656 linear feet	162	Completed
8	MD 377	William Street; entrance of Walnut Hill Development to MD 346; retrofit sidewalk -1,754 linear feet	199	Completed
<b><u>Fiscal Years 2009 and 2010</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
9	US 50	Ocean Gateway; Herring Creek to Sinepuxent Bay; resurface	738	FY 2009
10	US 50 EB	Ocean Gateway; Wicomico county line to MD 346; resurface	741	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<b><u>Fiscal Years 2009 and 2010 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
11	US 50	Ocean Gateway; over Sinepuxent Bay; bridge deck overlay	3,500	FY 2009
<b><u>Community Safety and Enhancements</u></b>				
12	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only) (Project on Hold)	200	Concepts Completed
<b><u>Sidewalks</u></b>				
13	MD 376	Bay Street; from Branch Street to Bay Street; retrofit sidewalks - 3,600 linear feet	271	FY 2009
<b><u>Enhancements</u></b>				
<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>				
14		Watershed Enhancement Initiative Lizard Hill; create wetlands on a 28 acre site by grading, improving soil conditions, and modifying the hydrology to create an Atlantic Cedar wetland (Funded for preliminary engineering only)	925	FY 2009
<b><u>Environmental Mitigation</u></b>				
15		Isle of Wight coastal marsh restoration; Restoration of the natural hydrology of 64 acres of coastal salt marsh to conditions found prior to the construction of MD 90; Mitigation of water pollution due to highway runoff	108	FY 2009
16		Pepperfield Site; hydrologic enhancement of approximately 100 acres of forested floodplain adjacent to Rayfield Ditch and upstream	192	FY 2009

**SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM**

**STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Congressional Earmarks</u>				
17		Construct Assateague Island National Seashore visitor center and related road improvements (Earmark \$6.3 million; CO) Sponsor: National Park Service	0	
18		Land acquisition in Worcester County (5,000 acres of forestland) (Earmark \$5.6 million; R/W)	0	