

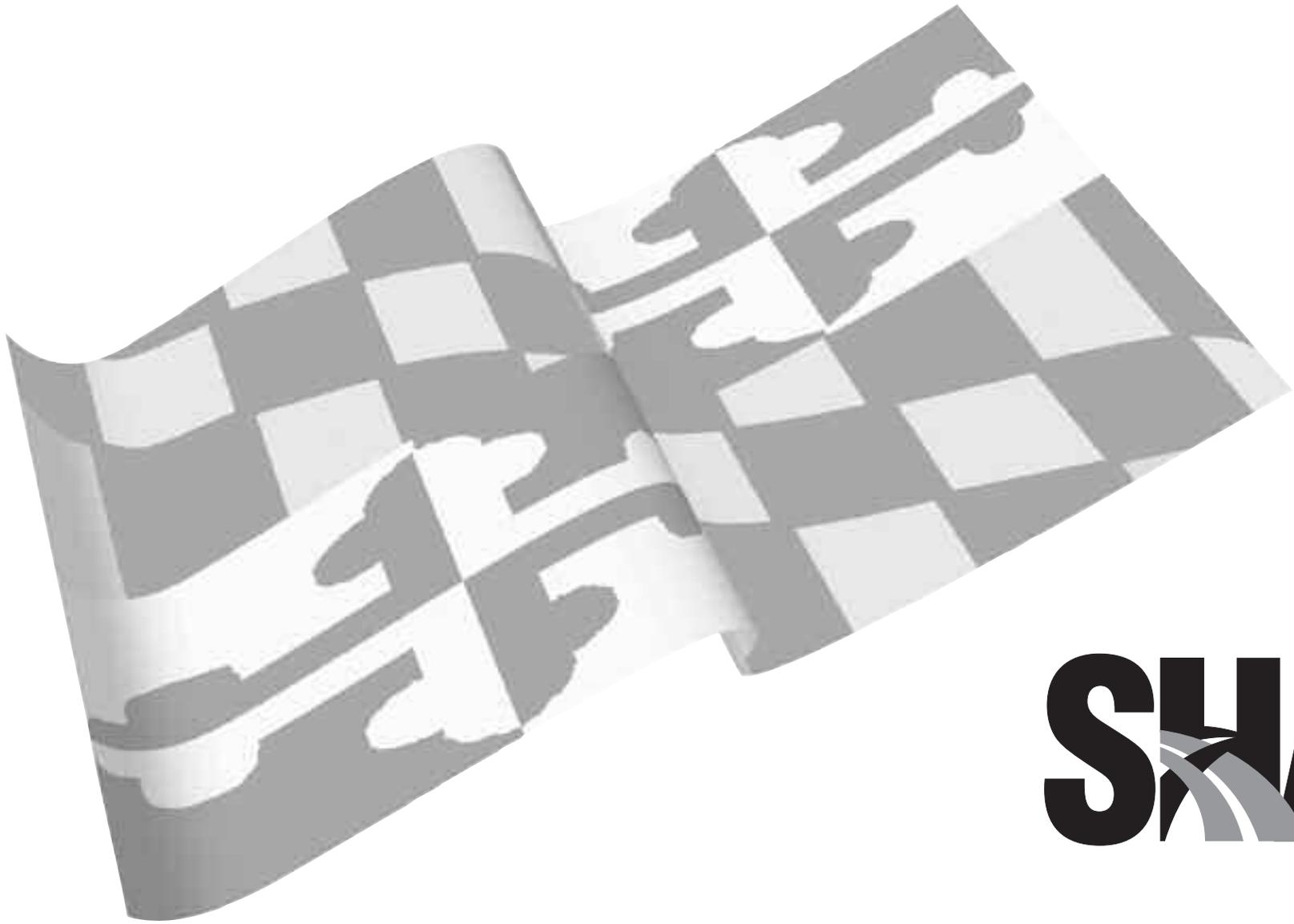
SHA



STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	240.6	227.2	125.9	57.0	34.7	31.8	717.2
Safety, Congestion Relief and Community Enhancements	510.3	372.1	536.0	535.4	509.7	542.4	3,005.9
Other System Preservation	69.3	88.2	87.6	88.9	90.9	83.4	508.3
<u>Development & Evaluation Program</u>	<u>29.1</u>	<u>25.1</u>	<u>26.9</u>	<u>17.2</u>	<u>1.8</u>	<u>9.1</u>	<u>109.2</u>
TOTAL	849.3	712.6	776.4	698.5	637.1	666.7	4,340.6
Special Funds	314.2	285.4	447.2	437.3	406.8	403.1	2,294.0
Federal Funds	535.0	427.2	329.1	261.2	230.4	263.7	2,046.5



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	4860	4140	3330	3330	6840	CMAQ/STP/NHS
RW	0	0	0	0	0	----
CO	9180	10080	9990	7380	16380	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 2009 - 14 CTP: Added funding in FY15 and ARRA funding.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	70,786	45,786	5,400	4,600	3,700	3,700	3,800	3,800	25,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	241,668	182,768	10,200	11,200	11,100	8,200	9,100	9,100	58,900	0
Total	312,454	228,554	15,600	15,800	14,800	11,900	12,900	12,900	83,900	0
Federal-Aid	303,260	227,750	14,040	14,220	13,320	10,710	11,610	11,610	75,510	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7800	3700	2600	3300	7000	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 2009 - 14 CTP: Added funding in FY15.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	74,942	47,592	450	5,900	7,000	5,000	4,000	5,000	27,350	0	
Right-of-way	12,815	11,515	1,200	100	0	0	0	0	1,300	0	
Construction	310,576	245,826	17,350	5,900	5,700	11,300	12,400	12,100	64,750	0	
Total	398,333	304,933	19,000	11,900	12,700	16,300	16,400	17,100	93,400	0	
Federal-Aid	78,751	57,321	7,800	3,700	2,600	330	3,400	3,600	21,430	0	

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION :	
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										STATE - N/A	
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	FEDERAL - N/A
				.....2012.....	.....2013.....	.....2014.....	.....2015.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,297	3,897	200	200	250	250	250	250	1,400	0	0	0
Right-of-way	295	295	0	0	0	0	0	0	0	0	0	0
Construction	35,779	31,779	1,300	500	450	450	550	750	4,000	0	0	0
Total	41,371	35,971	1,500	700	700	700	800	1,000	5,400	0	0	0
Federal-Aid	0	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 (2009) - 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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5500	3700	0	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 2009 - 14 CTP: Added funding in FY15.

PHASE	<u>POTENTIAL FUNDING SOURCE:</u>									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	<u>FOR PLANNING PURPOSES ONLY</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	36,654	33,154	800	800	500	500	400	500	3,500	0
Right-of-way	353	353	0	0	0	0	0	0	0	0
Construction	285,876	271,576	7,400	5,500	400	200	300	500	14,300	0
Total	322,883	305,083	8,200	6,300	900	700	700	1,000	17,800	0
Federal-Aid	219,298	210,098	5,500	3,700	0	0	0	0	9,200	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

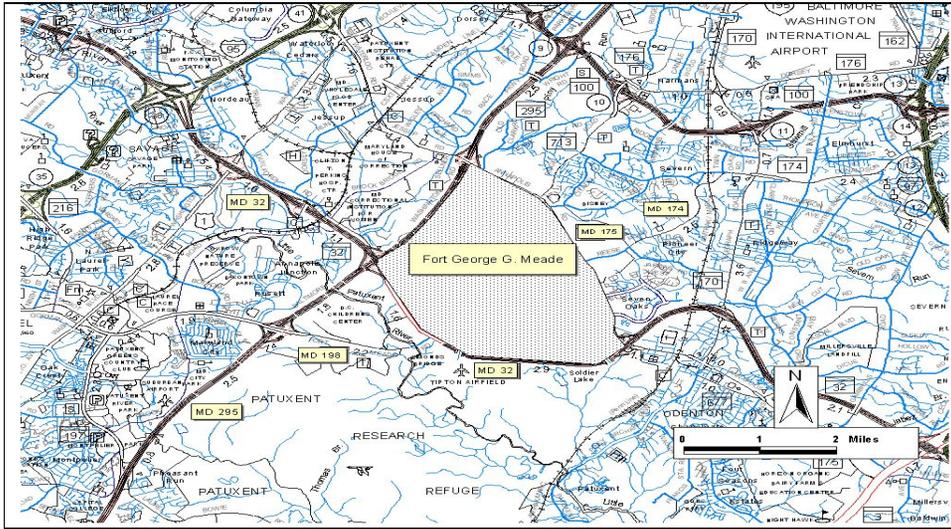
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 5)
 MD 198, MD 295 to MD 32 (Anne Arundel County Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	11000	0	0	0	0	PL/NHS/STP/TC
CO	0	17143	0	0	0	NHS/STP/TC

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The increase of \$2.8 million reflects the addition of FY09 Federal Aid Appropriation Funds.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	2012	2013	2014	2015			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,262	2,544	1,500	750	1,468	0	0	0	0	3,718	0
Right-of-way	11,000	0	4,000	7,000	0	0	0	0	0	11,000	0
Construction	17,143	0	0	7,912	9,231	0	0	0	0	17,143	0
Total	34,405	2,544	5,500	15,662	10,699	0	0	0	0	31,861	0
Federal-Aid	27,507	0	4,451	13,825	9,231	0	0	0	0	27,507	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

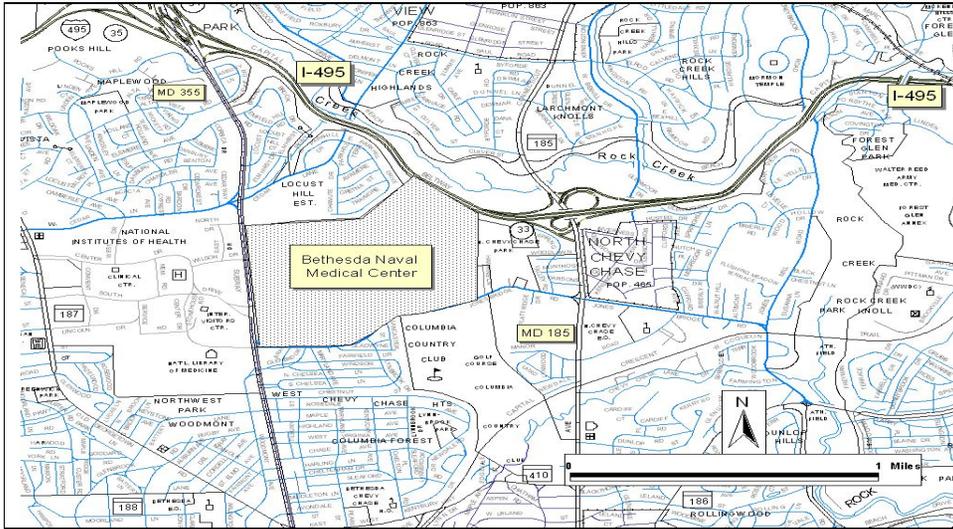
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	17215	0	0	0	PL/NHS/STP/TC
CO	0	10790	0	0	0	NHS/STP/TC

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The increase of \$2.8 million reflects the addition of FY09 Federal Aid Appropriation Funds.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,100	1,910	1,500	1,000	1,690	0	0	0	0	0	4,190	0
Right-of-way	17,215	0	0	17,215	0	0	0	0	0	0	17,215	0
Construction	10,790	0	0	5,715	5,075	0	0	0	0	0	10,790	0
Total	34,105	1,910	1,500	23,930	6,765	0	0	0	0	0	32,195	0
Federal-Aid	30,269	450	1,000	23,744	5,075	0	0	0	0	0	29,819	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

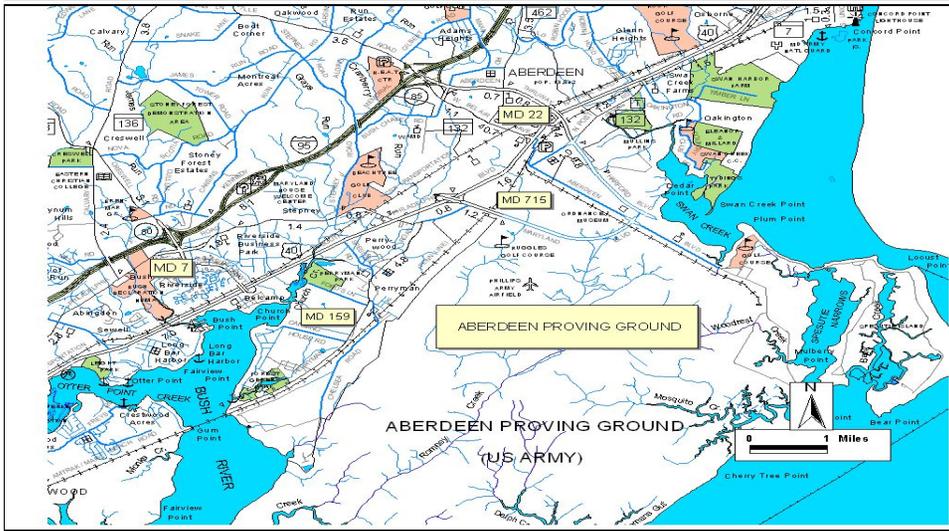
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 3)
- US 40, Interchange at MD 715 (Harford County Line 6)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The decrease of \$28.9 million is due to funding being moved to the US40/MD715 Interchange project (Harford County Line 3).

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,988	1,775	713	500	0	0	0	0	1,213	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	2,988	1,775	713	500	0	0	0	0	1,213	0
Federal-Aid	900	900	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1		Various Improvements for District 5; resurfacing (ARRA PROJECT)	297	FY 2010
2		Various Improvements for District 1; resurfacing (ARRA PROJECT)	380	FY 2010
3		Various Improvements for District 2; resurfacing (ARRA PROJECT)	299	FY 2010
4		Various Improvements for District 4; resurfacing (ARRA PROJECT)	342	FY 2010
5		Various Improvements for District 7; resurfacing (ARRA PROJECT)	381	FY 2010
6		Various Improvements for District 3; resurfacing (ARRA PROJECT)	268	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
7		Cleaning and Painting of 6 bridges in Dorchester, Somerset County	1,269	FY 2011
8		Cleaning and Painting of 17 bridges in Caroline, Cecil, Kent, Queen Anne's, and Talbot County	2,312	FY 2011
9		Cleaning and Painting of 7 bridges in Wicomico and Worcester County	1,258	FY 2010
<u>Safety/Spot Improvement</u>				
10		Various guardrail improvements in District 5 (ARRA PROJECT)	834	FY 2010
11		Various guardrail improvements in District 4 (ARRA PROJECT)	834	FY 2010
12		Various guardrail improvements in District 3 (ARRA PROJECT)	853	FY 2010

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, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
13		Various guardrail improvements in District 2 (ARRA PROJECT)	2,284	FY 2010
14		Various guardrail improvements in District 1 (ARRA PROJECT)	1,616	FY 2010
15		Various guardrail improvements in District 6 and District 7 (ARRA PROJECT)	1,905	FY 2010
16	I 270	Dwight D. Eisenhower Highway; various locations on I 270; guard rails	1,398	FY 2010
		<u>Traffic Management</u>		
17		Install and Upgrade Areawide Signing (ARRA PROJECT)	5,914	FY 2010
18		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	FY 2010
19		UPS/LED - Phase 1; District 3, 6 and 7 (ARRA PROJECT)	6,064	FY 2010
20		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	7,999	FY 2010
21		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,875	FY 2010
22		Various signals and reconstructs in District 3; traffic management	5,121	FY 2010
23		UPS/LED Phase 1 District 3, 6 and 7 (ARRA PROJECT)	6,900	FY 2010
24		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,474	FY 2010
25		Traffic Detection at Signalized Intersections District 1, 2, 4 and 5 (ARRA PROJECT)	1,900	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>C.H.A.R.T. Projects</u>				
26		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,599	FY 2010
27		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
28		Statewide CCTV Camera Deployment	2,255	Underway
<u>Environmental Preservation</u>				
29		Tree Planting in District 1 and 2 (ARRA PROJECT)	241	FY 2010
30		Wetland and reforestation in District 4 and 7 (ARRA PROJECT)	352	FY 2010
31		Wetland and reforestation in District 5 (ARRA PROJECT)	236	FY 2011
32		Wetland and reforestation in District 3 (ARRA PROJECT)	212	FY 2010
33		Chesapeake Country National Scenic Byway Gateways; environmental preservation	69	FY 2010
34	I 70	Dwight D. Eisenhower Highway; Hollow Road to MD 68 in Washington County; reforestation	324	Under construction
35	MD 100	I 97 to I 95; turfgrass restoration	91	FY 2010
36	MD 295	Baltimore Washington Parkway; I 695 to Baltimore City Line; landscaping	78	Under construction
37	US 301	Blue Star Memorial Highway; US 50 to the Delaware State line; landscaping (ARRA PROJECT)	144	FY 2010
38	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping (ARRA PROJECT)	228	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
39		SHA's 100 Year History Project - full color commemorative book of roads and bridges in Maryland encompassing the years of 1908-2008	650	Underway
<u>Archaeological Planning & Research</u>				
40		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	FY 2010
41		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development	182	Completed
<u>Landscaping/Scenic Beautification/Mitigation</u>				
42		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre; Landscaping and other scenic beautification.	415	Underway
43		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	100	Underway
<u>Environmental Mitigation</u>				
44		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	Completed
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
45		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives	322	Completed

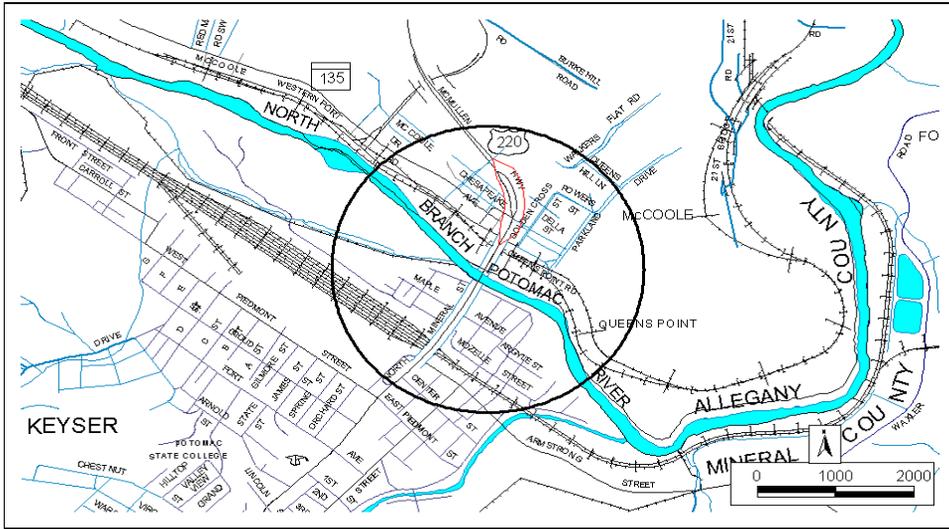
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
46		Civil War Driving Tour - Gettysburg - develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides and interpretive signing	531	Completed
		<u>Congressional Earmarks</u>		
47		Land acquisition for scenic easement in Cecil, Kent and Queen Anne's Counties (Earmark \$10 million; R/W) (Project underway)	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. (ARRA)

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	16250	0	0	0	HP/NHS/TC

STATUS: Engineering underway by West Virginia. Right-of-way underway by SHA. Construction to begin during budget 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 2009 - 14 CTP: The cost increase of \$6.1 million is due to a more detailed cost estimate by West Virginia.

PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	0	0	0	0	0	0	0	0	0	
Engineering	2,000	71	1,929	0	0	0	0	0	1,929	
Right-of-way	1,731	1,262	319	150	0	0	0	0	469	
Construction	16,250	0	0	4,090	4,902	4,447	2,811	0	16,250	
Total	19,981	1,333	2,248	4,240	4,902	4,447	2,811	0	18,648	
Federal-Aid	19,160	1,040	1,753	4,207	4,902	4,447	2,811	0	18,120	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

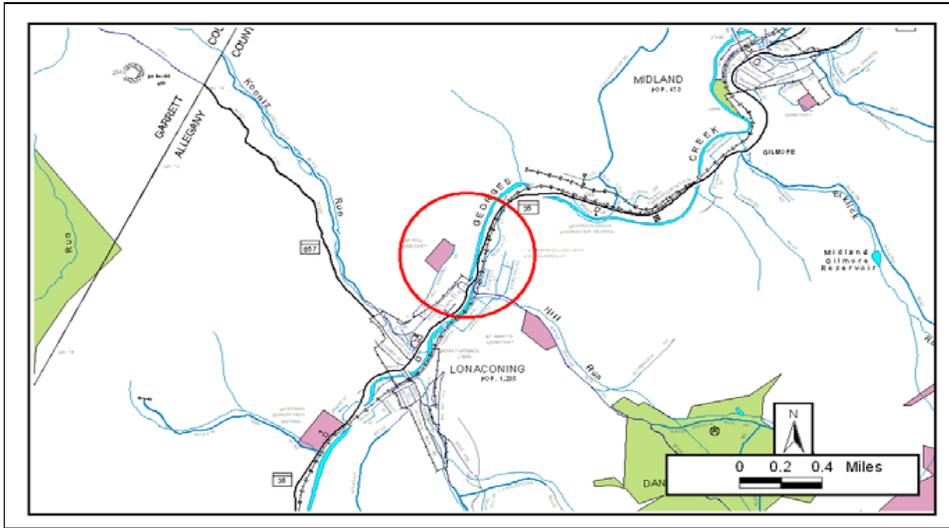
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,750

PROJECTED (2030) - 21,160

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
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	694	651	43	0	0	0	0	0	43	0
Construction	6,449	818	5,631	0	0	0	0	0	5,631	0
Total	7,143	1,469	5,674	0	0	0	0	0	5,674	0
Federal-Aid	5,522	1,047	4,475	0	0	0	0	0	4,475	0

FUNCTION :

STATE - Rural Minor Arterial

FEDERAL - Minor Arterial

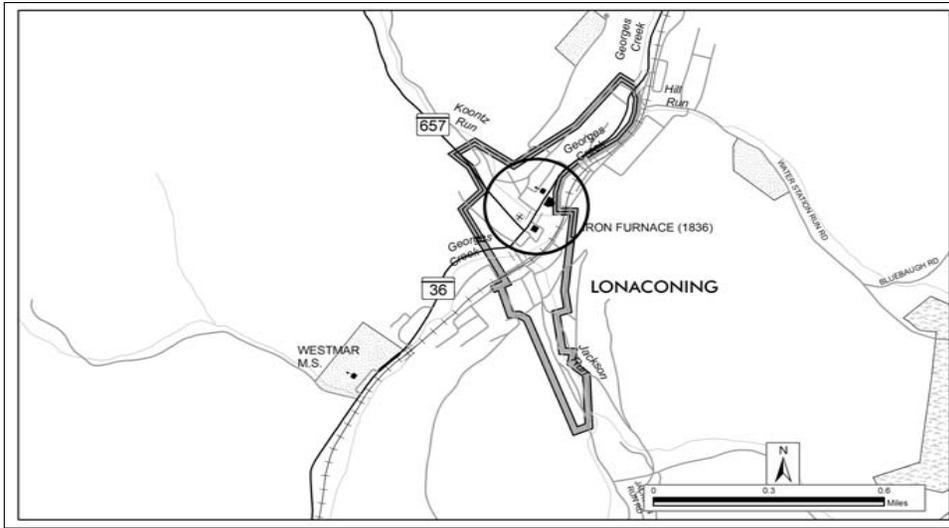
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 7,900

PROJECTED (2030) - 9,450

OPERATING COST IMPACT: N/A



PROJECT: MD 36, George's Creek Road

DESCRIPTION: Replace Bridge 1166 over Koontz Run. Shoulders will accommodate bicyclists and pedestrians.

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	234	0	0	0	0	BR
CO	0	732	0	0	0	BR

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	534	441	93	0	0	0	0	0	93	
Right-of-way	321	0	321	0	0	0	0	0	321	
Construction	915	0	0	433	482	0	0	0	915	
Total	1,770	441	414	433	482	0	0	0	1,329	
Federal-Aid	1,352	315	305	346	386	0	0	0	1,037	

FUNCTION :

STATE - Rural Minor Arterial

FEDERAL - Minor Arterial

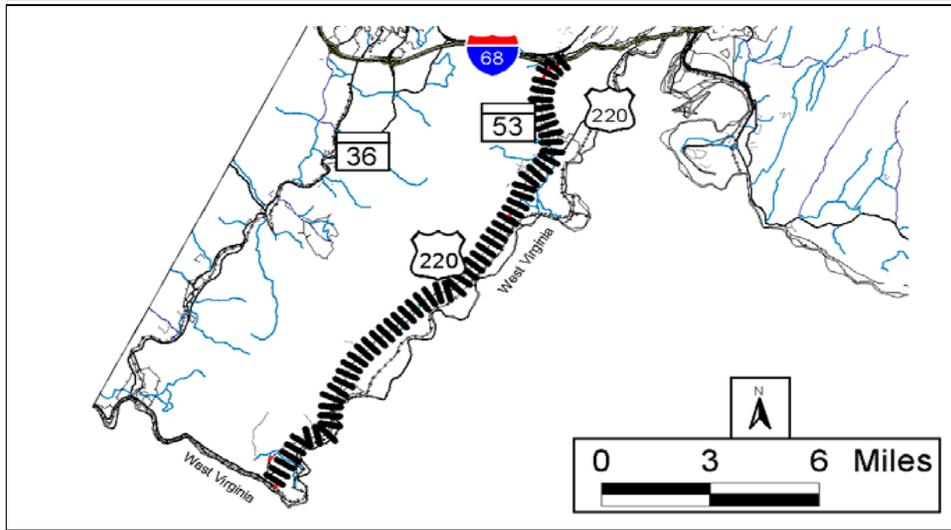
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 8,400

PROJECTED (2030) - 12,800

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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,363	473	515	375	0	0	0	0	0	890	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	1,363	473	515	375	0	0	0	0	0	890	0
Federal-Aid	1,240	378	487	375	0	0	0	0	0	862	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 8,100- 21,250
 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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Community Safety and Enhancements</u>				
1	US 40 ALT	National Pike; MD 658 to Braddock Street in LaVale; streetscape	7,150	Completed
<u>Sidewalks</u>				
2	MD 36	New George's Creek; American Legion Entrance to north of American Legion Entrance; retrofit sidewalk - 423 linear feet	100	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3		Various Interstate Patching Bridge Approaches (ARRA PROJECT)	100	FY 2010
4	US 40 ALT	National Pike; Garrett County Line to east of Tisdale Street; safety and resurface (ARRA PROJECT)	908	Completed
5	MD 55	Vale Summit Road; MD 36 to US 40 Alternate; resurfacing (ARRA PROJECT)	758	Under construction
6	I 68	National Freeway; Evitts Creek Bridge to Rocky Gap Road Bridge; safety and resurface (ARRA PROJECT)	3,727	Completed
7	I 68	National Freeway; MD 658 Bridge to Kelly Boulevard Bridge; resurface	7,251	FY 2011
8	US 220	McMullen Highway; Pinto Road to MD 53; resurfacing (ARRA PROJECT)	561	Completed
9	US 220	McMullen Highway; Rawlings Heights Drive to Pinto Road; resurfacing (ARRA PROJECT)	875	Completed
10	MD 657	Skids Hill Road; north of Old Beechwood Road to Garrett County Line; resurfacing (ARRA Project)	4,404	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

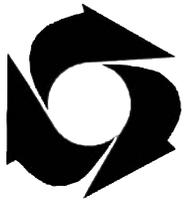
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
11	MD 36	New George's Creek Road; bridge over I-68; bridge deck replacement	3,079	Completed
<u>Safety/Spot Improvement</u>				
12	US 40 ALT	Main Street; Lemmerts Alley to MD 36; drainage improvement	281	Completed
13	I 68	National Freeway; west of Hillcrest Drive to west of US 40 Scenic; guardrail (ARRA PROJECT)	3,905	Under construction
14	I 68	National Freeway; at Mountain Road; superelevation correction - westbound lanes only	919	Completed
15	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Washington County) (ARRA PROJECT)	1,644	Completed
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
17	MD 135	McCoole Westernport Road; at MD 135b; geometric improvements	701	Completed
<u>Community Safety and Enhancements</u>				
18	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); streetscape	4,794	Under construction
<u>Environmental Preservation</u>				
19	I 68	MD 36 to the Garrett County Line; landscaping (ARRA PROJECT)	410	FY 2010

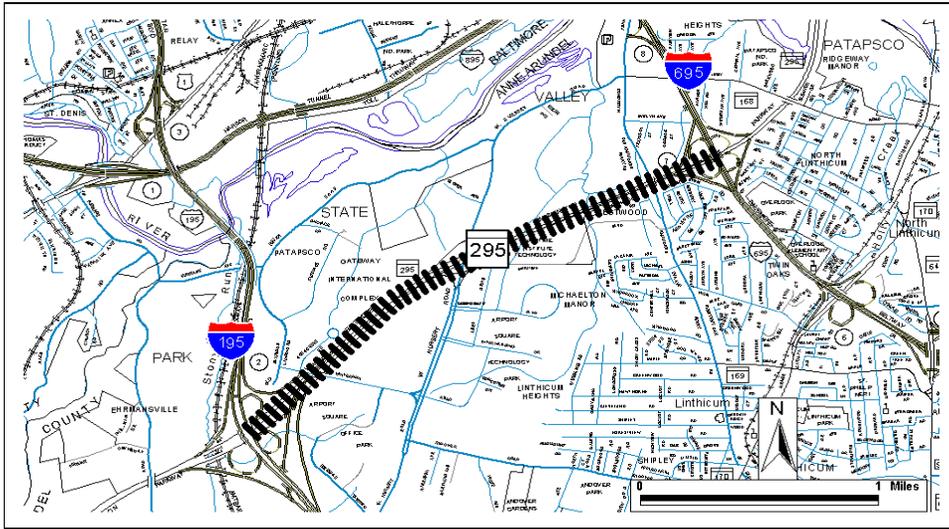
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
20		<p align="center"><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p align="center"><u>Congressional Earmarks</u></p> <p>Allegheny Highlands Trail; 9.3 miles of trail from Baltimore Avenue in Cumberland to Woodcock Hollow Road; pedestrian/bicycle trail (Earmark \$4.6 million; CO)</p>	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 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,488	1,488	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,966	2,382	2,782	2,767	3,035	0	0	0	8,584	0	
Total	12,454	3,870	2,782	2,767	3,035	0	0	0	8,584	0	
Federal-Aid	11,591	3,069	2,720	2,767	3,035	0	0	0	8,522	0	

FUNCTION :

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

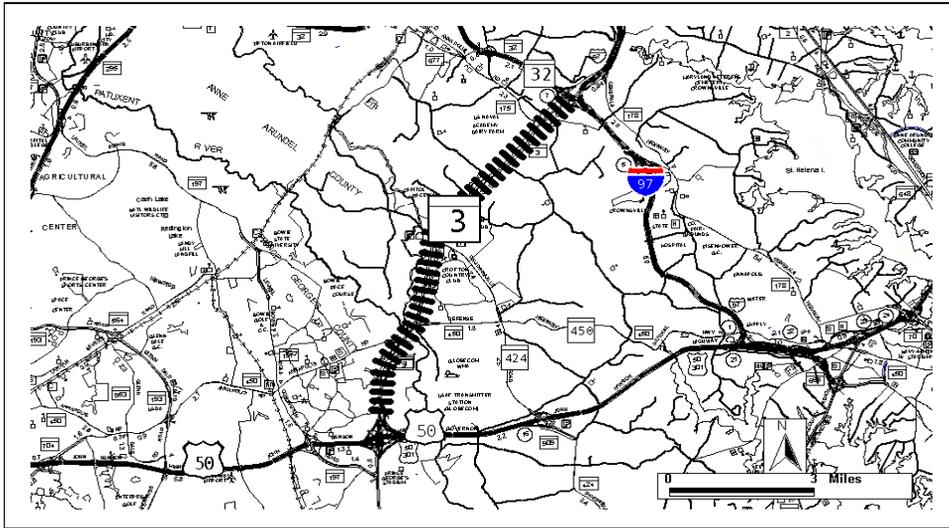
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 92,200

PROJECTED (2030) - 134,700

OPERATING COST IMPACT: \$26,700 per year



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 20)
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 21)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....			.....2015.....
Planning	3,978	3,629	349	0	0	0	0	0	349	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	8,629	8,280	349	0	0	0	0	0	349	0
Federal-Aid	2,785	2,540	245	0	0	0	0	0	245	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

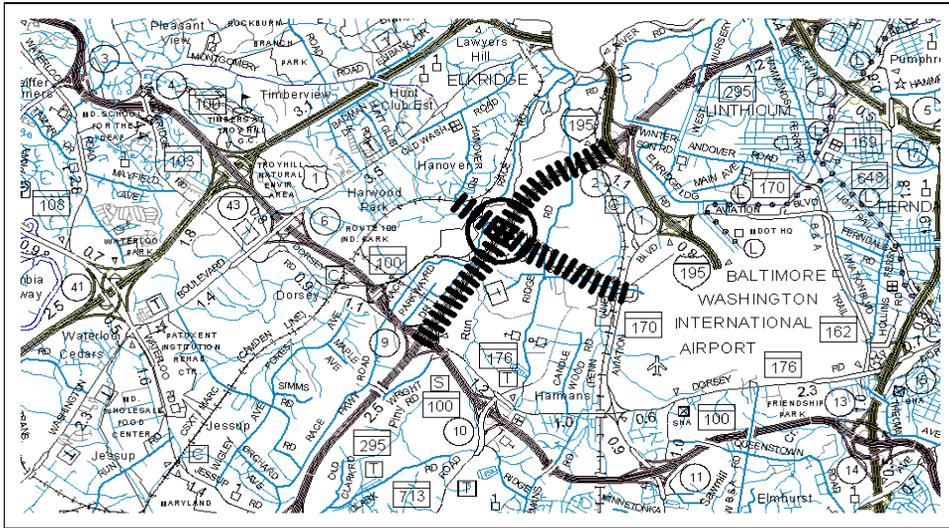
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,350

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....			.....2015.....
Planning	2,500	2,227	167	106	0	0	0	0	273	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	2,227	167	106	0	0	0	0	273	0
Federal-Aid	2,000	1,782	134	84	0	0	0	0	218	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

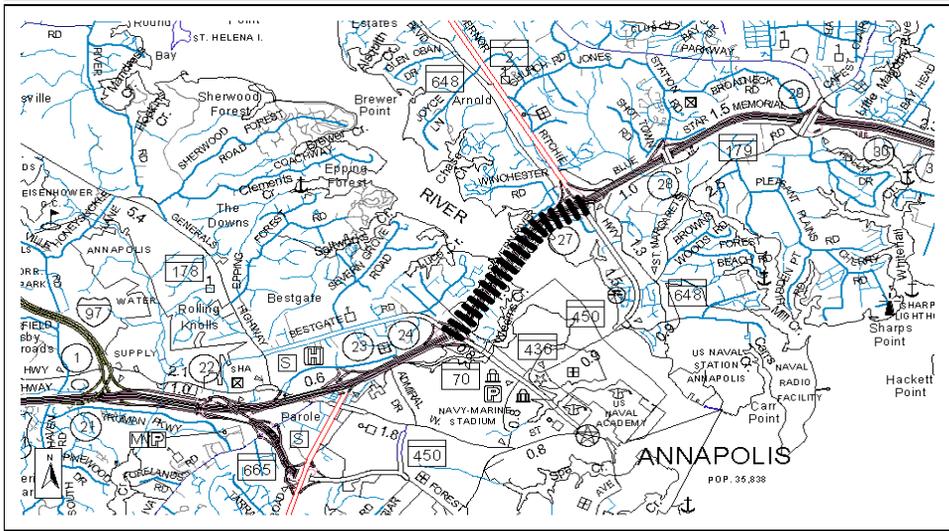
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	562	312	250	0	0	0	0	0	0	250	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	562	312	250	0	0	0	0	0	0	250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Urban Freeway/Expressway

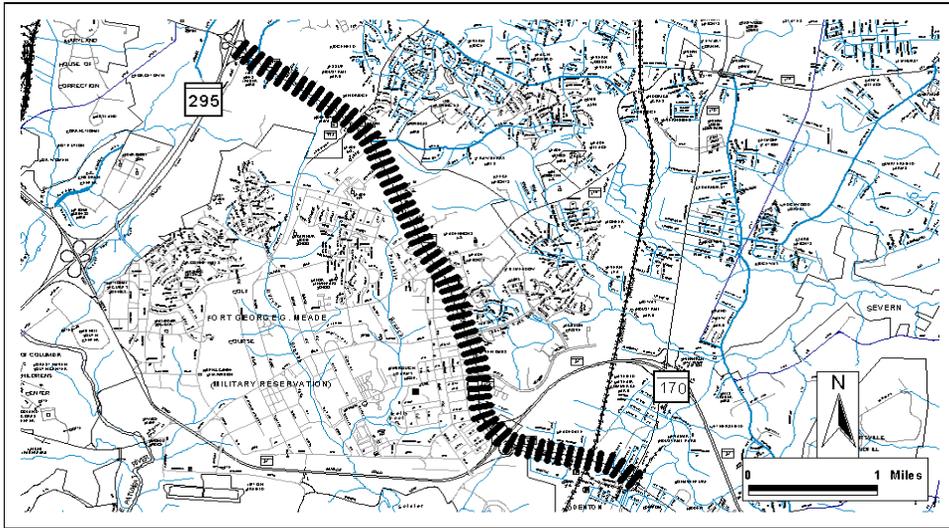
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

MD 198, MD 295 to MD 32 (Line 6)
BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$32.6 million is needed to complete Engineering. .

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,772	2,372	400	0	0	0	0	0	0	400	0
Engineering	9,729	0	2,500	2,500	1,000	3,729	0	0	0	9,729	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	2,372	2,900	2,500	1,000	3,729	0	0	0	10,129	0
Federal-Aid	7,872	1,850	2,262	1,950	780	1,030	0	0	0	6,022	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

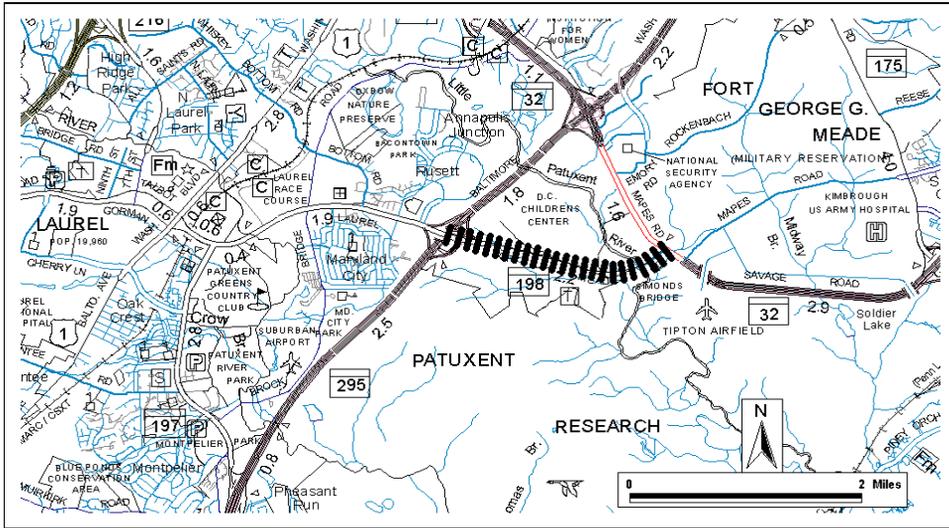
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 36,500

PROJECTED (2030) - 82,200

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 5)
BRAC Intersection Improvements at Fort Meade (Statewide Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$3.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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 (2009) - 25,700

PROJECTED (2030) - 41,300

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 258	Bay Front Road; over Rockhold Creek; bridge deck replacement	2,718	Completed
2	MD 908	Oceanic Drive; over US 50; bridge deck overlay	1,637	Completed
<u>Noise Barriers</u>				
3	I 97 NB	MD 648 to Wellham Avenue; Noise Abatement - Type 2	2,932	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 2	Governor Ritchie Highway; I-695 to Baltimore City Line; resurfacing (ARRA PROJECT)	1,400	FY 2010
5	MD 3 SB	Robert Crain Highway; MD 424 to MD 450; resurfacing (ARRA PROJECT)	850	FY 2010
6	MD 4 SB	Southern Maryland Boulevard; Prince George's County Line to Calvert County Line; resurfacing (ARRA PROJECT)	1,786	FY 2010
7	US 50	Blue Star Memorial Highway; MD 179 to Whitehall Road; resurfacing (ARRA PROJECT)	1,265	FY 2010
8	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	695	FY 2010
9	MD 170	Belle Grove Road; 10th Avenue to MD 2; resurfacing (ARRA PROJECT)	695	FY 2010
10	MD 177	Mountain Road; Freetown Road to MD 648; resurfacing (ARRA PROJECT)	262	FY 2010
11	MD 177	Mountain Road; Catherine Avenue to Loblolly Lane; resurfacing (ARRA PROJECT)	453	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
12	MD 177	Mountain Road; Loblolly Lane to Long Point Road; resurfacing (ARRA PROJECT)	500	FY 2010
13	MD 295 SB	Baltimore Washington Parkway; MD 100 to Hanover Road; resurfacing (ARRA PROJECT)	540	FY 2010
14	MD 450	Defense Highway; MD 424 to east of Huntwood Drive; resurfacing (ARRA PROJECT)	472	Under construction
15	MD 450	Defense Highway; Ridge Gateway to Crownsville Road; resurfacing (ARRA PROJECT)	215	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
16		South River Farms Park; wetland mitigation	475	FY 2011
17		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	2,455	FY 2011
18		Cleaning and Painting of bridges on I 695, MD 173 and MD 100 in Anne Arundel County	2,460	FY 2011
19		Ridge Road; over MD 295; bridge deck replacement	1,518	FY 2010
20	MD 2	Solomons Island Road; over South River; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
21	I 595	John Hanson Highway; over Weems Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
22		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
23	MD 2	Governor Ritchie Highway; at Ordnance Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
24	MD 2	Solomons Island Road; at Birdsville Road; geometric improvements	437	Under construction
25	MD 3 BUS	Crain Highway; Furnace Branch Road to MD 2; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
26	MD 3 BUS	Crain Highway; Oak Manor Drive to Aquahart Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
27	MD 3 BUS	Crain Highway; Aquahart Road to 5th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
28	MD 70 WB	Rowe Boulevard; Lawrence Road to End of State Maintenance westbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
29	I 97	Glen Burnie Bypass; various locations between MD 100 and MD 178; drainage improvement	723	FY 2010
30	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	Completed
31	MD 168	Nursery Road; Hammonds Ferry Road to Raynor Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
32	MD 170 SB	Telegraph Road; MD 175 to MD 32 southbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
33	MD 173	Fort Smallwood Road; Lauren Way to Sycamore Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
34	MD 174 WB	Quarterfield Road; Queenstown Road to Old Stage Road westbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
35	MD 177	Mountain Road; at Outing Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
36	MD 177	Mountain Road; Eastern District Police station to Magothy Bridge Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
37	MD 177	Mountain Road; Magothy Beach Road to Wachovia Bank entrance; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
38	MD 177 EB	Mountain Road; 200 feet each side of Sagamore Way eastbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
39	MD 198	Laurel Fort Meade Road; Old Annapolis Road to Russet Green; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
40	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
41	MD 424	Davidsonville Road; Reidel Road to the crosswalk at Crofton Middle School; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
42	MD 450	West Street; MD 2 to Edgewood Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
43	MD 450	West Street; Edgewood Avenue to MD 435; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
44	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
45	MD 710	East Ordnance Road; MD 2 to Chesapeake Center Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
<u>Community Safety and Enhancements</u>				
46	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; streetscape (Project on hold)		
<u>Streetscapes and Minor Reconstruction</u>				
47		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway
<u>Traffic Management</u>				
48		MD 2 and MD 710; reconstruct signal (ARRA PROJECT)	1,738	FY 2010
<u>Environmental Preservation</u>				
49	US 50	John Hanson Highway; MD 70 to MD 2 interchange; landscaping	92	FY 2010
50	MD 450	Defense Highway; Franklin Point Park for MD 450; critical area mitigation	64	FY 2010
51	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Sidewalks</u>				
52	MD 70	Rowe Boulevard; Taylor Avenue to Melvin Avenue; retrofit sidewalk - 740 linear feet	200	Completed
53	MD 174	Donaldson Avenue; north side of MD 174 from MD 170 to west entrance of Severn Danza Park; retrofit sidewalk - 340 linear feet	32	Completed
54	MD 174	Quarterfield Road; southside of MD 174 from Westphalia Drive to Parke West Drive; retrofit sidewalk - 1,360 linear feet	44	Completed
55	MD 174	Donaldson Avenue; southside of MD 174 from MD 17 to Clark Station Road; retrofit sidewalk - 90 linear feet	31	Completed
56	MD 2	Governor Ritchie Highway; eastside of MD 2 from Marley Station Road to Americana Circle; retrofit sidewalk - 920 linear feet	43	Completed
57	MD 648	Baltimore Annapolis Boulevard; northside of MD 648 from MD 2 to the existing sidewalk in the Glen Burnie Town Center; retrofit sidewalk - 180 linear feet	8	Completed
58	MD 648	Baltimore Annapolis Boulevard; north eastside of MD 648 from Eastern Street to the Cromwell Shopping Center Entrance; retrofit sidewalk - 600 linear feet	38	Completed
<u>Intersection Capacity Improvements</u>				
59	MD 2	Solomons Island Road; at MD 408/422; northbound bypass lane (Funded for preliminary engineering only)	150	PE Underway
<u>Enhancements</u>				
60		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities</u>				
61		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction	500	Completed
<u>Archaeological Planning & Research</u>				
62		Historic Annapolis Streets; Research historical development in the Annapolis national register historic district; Archeological Planning and Research.	75	FY 2010
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
63		Freewheelin Annapolis; bicycle sharing program in Annapolis through smartbicycle and kiosk equipment and installation	93	FY 2011
<u>Environmental Mitigation</u>				
64		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2010
65		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
66		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
67		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

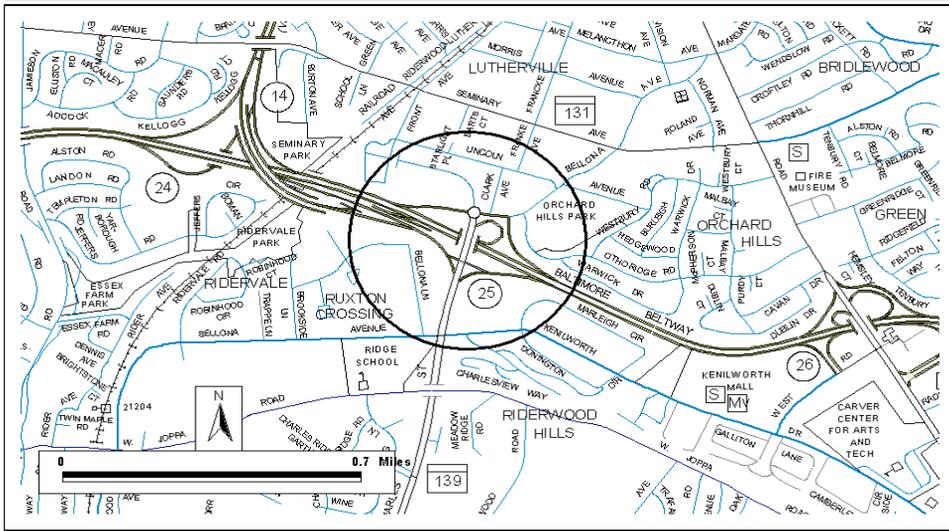
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
68		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
69		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	Underway
<u>Scenic/Historic Highway Programs/Visitor Centers (cont'd)</u>				
70		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
<u>Congressional Earmarks</u>				
71		Construct Broadneck Peninsula Trail; construct trail (Earmark \$1.2 million; CO)	0	
72		Patuxent Research Refuge road improvements (Earmark \$3 million; PE, CO) Sponsor: U.S. Fish & Wildlife Service	0	
73		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark \$1.6 million; PE, CO)	0	
74		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. Project includes 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 8)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$2.8 million is due to scope modifications to the bridge over Light Rail.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	0	0	0	0	0	0	0	0	0	
Engineering	6,774	3,689	2	3,083	0	0	0	0	3,085	
Right-of-way	400	104	233	63	0	0	0	0	296	
Construction	46,198	8,485	10,699	10,646	12,261	4,107	0	0	37,713	
Total	53,372	12,278	10,934	13,792	12,261	4,107	0	0	41,094	
Federal-Aid	50,309	10,356	10,535	13,050	12,261	4,107	0	0	39,953	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

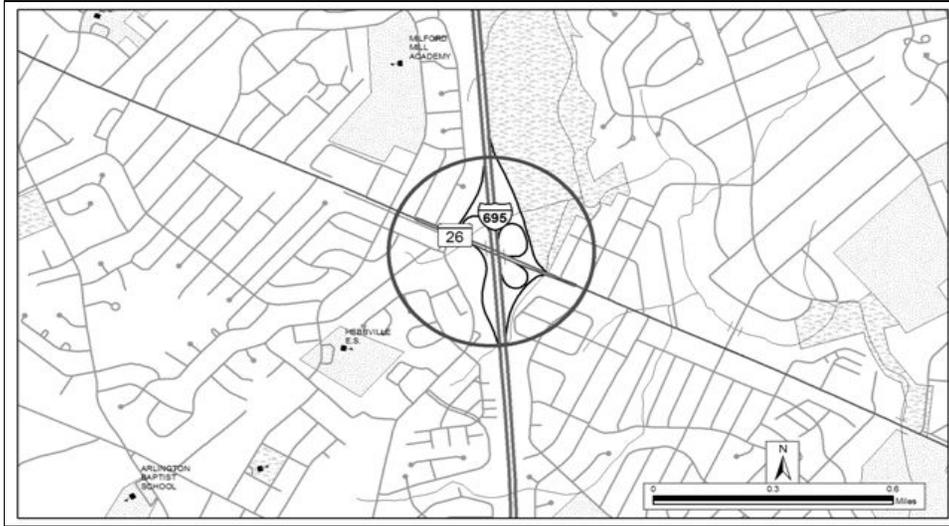
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 168,150

PROJECTED (2030) - 208,000

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge #3139 over MD 26 (Liberty Road). (ARRA Project)

JUSTIFICATION: This project will replace the structurally deficient bridge and provide additional capacity for future widening.

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-95 to MD 122 (Line 7)
I-695, Noise Barrier rehabilitation (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	31500	0	0	0	0	ARRA

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,287	1,508	779	0	0	0	0	0	0	779	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	31,500	0	2,799	11,319	11,299	6,083	0	0	0	31,500	0
Total	33,787	1,508	3,578	11,319	11,299	6,083	0	0	0	32,279	0
Federal-Aid	33,241	1,156	3,384	11,319	11,299	6,083	0	0	0	32,085	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

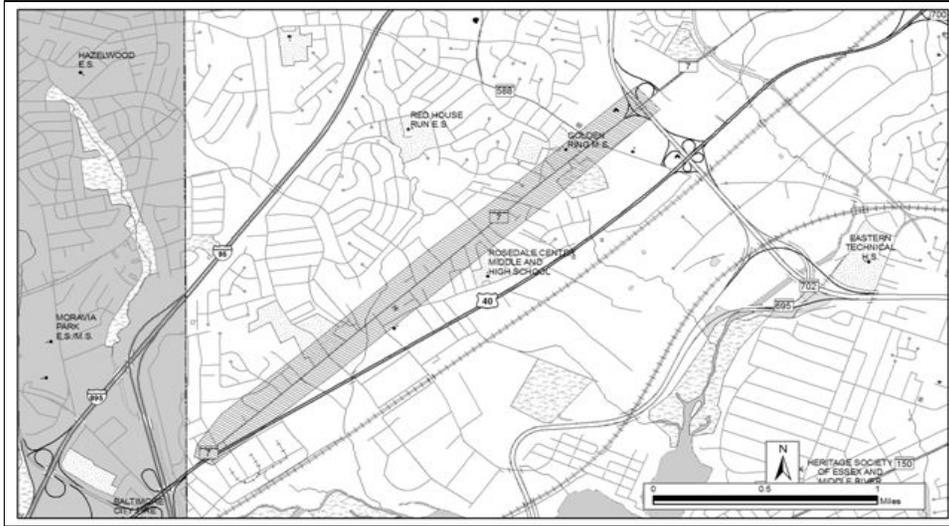
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 197,400

PROJECTED (2030) - 268,400

OPERATING COST IMPACT: N/A



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Streetscape improvements from US 40 to I-695. (Rosedale Streetscape). Bicycle and pedestrian facilities will be provided (2.52 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 7 and enhance the 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,336	2,336	0	0	0	0	0	0	0	0	
Right-of-way	578	563	15	0	0	0	0	0	0	15	
Construction	12,674	9,163	3,511	0	0	0	0	0	3,511	0	
Total	15,588	12,062	3,526	0	0	0	0	0	3,526	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Minor Arterial

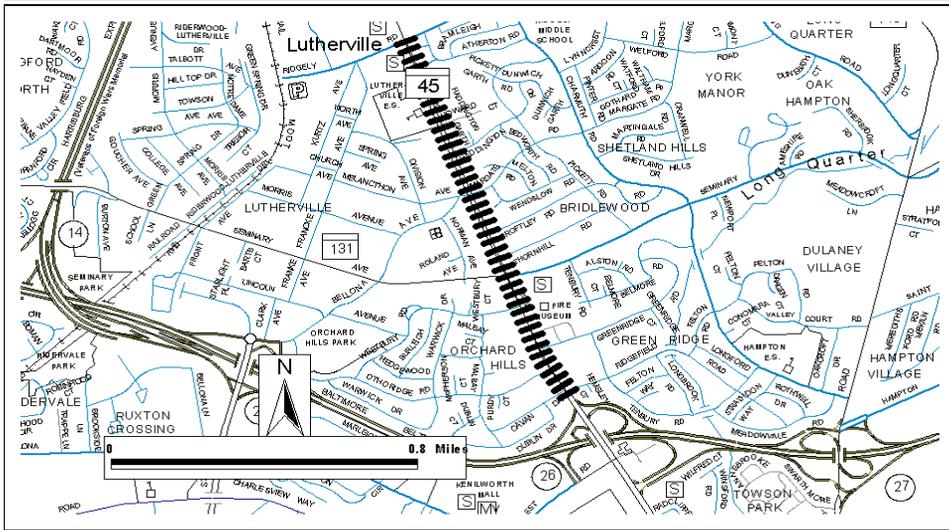
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 29,600

PROJECTED (2030) - 33,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015			
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	4,457	4,098	281	78	0	0	0	0	0	359	0
Construction	12,132	10,973	1,159	0	0	0	0	0	0	1,159	0
Total	18,759	17,241	1,440	78	0	0	0	0	0	1,518	0
Federal-Aid	12,735	11,574	1,104	57	0	0	0	0	0	1,161	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

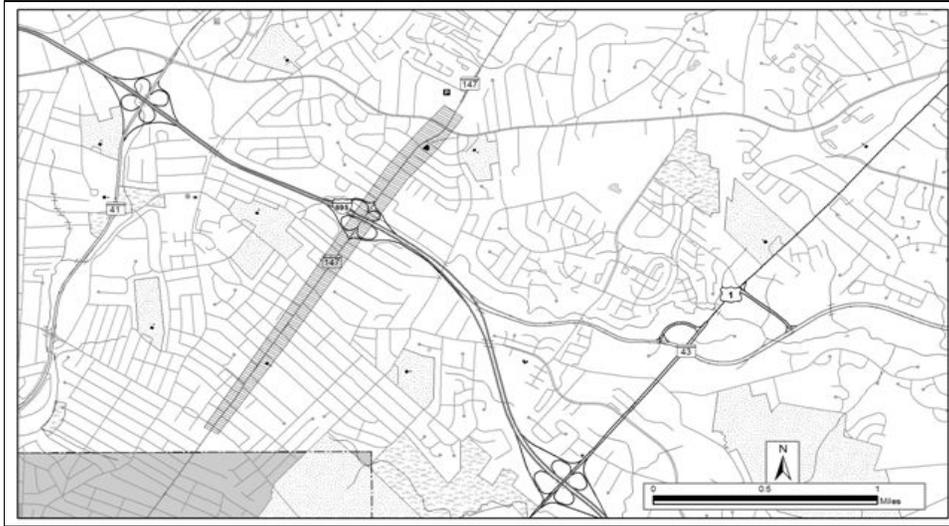
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 45,500

PROJECTED (2030) - 56,000

OPERATING COST IMPACT: \$9,800 per year



PROJECT: MD 147, Harford Road

DESCRIPTION: Streetscape improvements from Taylor Ave. to Joppa Road. (Parkville Streetscape) Bicycle and pedestrian facilities will be provided (1.80 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 147 and enhance the 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:

I-695, I-83 to I-95 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,466	2,466	0	0	0	0	0	0	0	0
Right-of-way	301	299	2	0	0	0	0	0	2	0
Construction	11,173	9,769	1,404	0	0	0	0	0	1,404	0
Total	13,940	12,534	1,406	0	0	0	0	0	1,406	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

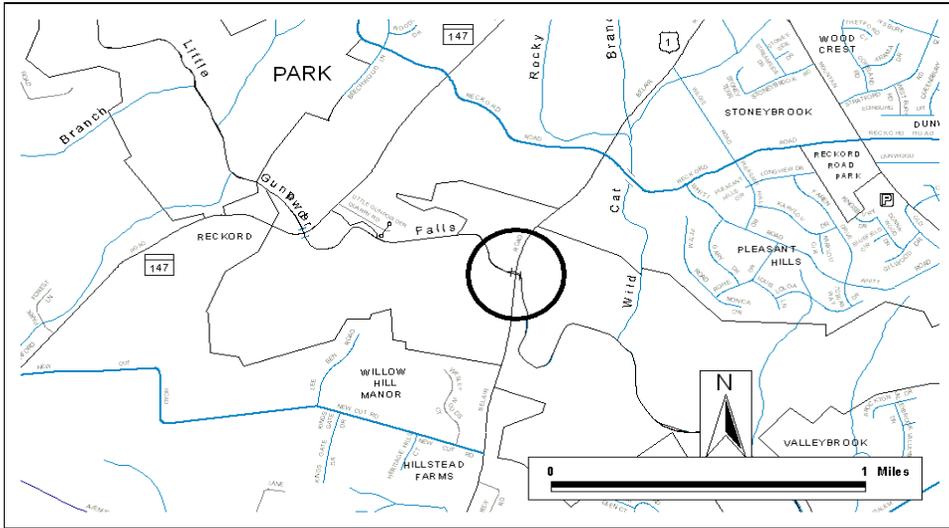
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 35,000

PROJECTED (2030) - 38,900

OPERATING COST IMPACT: N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Replace Bridge #3001 over Little Gunpowder Falls. Includes bicycle compatible improvements. Includes a new State Park parking lot.

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 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,242	1,192	50	0	0	0	0	0	0	50	0
Right-of-way	15	1	14	0	0	0	0	0	0	14	0
Construction	6,109	590	4,305	1,214	0	0	0	0	0	5,519	0
Total	7,366	1,783	4,369	1,214	0	0	0	0	0	5,583	0
Federal-Aid	4,801	440	3,417	944	0	0	0	0	0	4,361	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

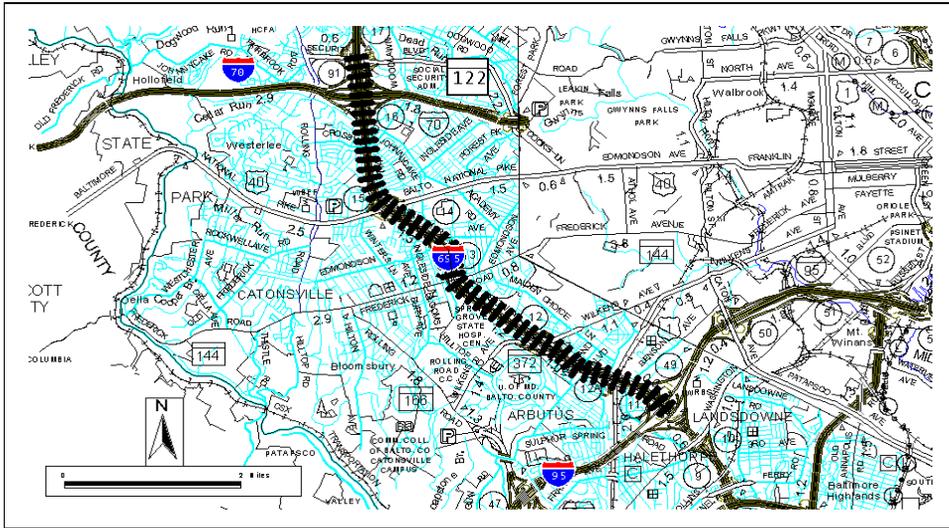
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 235,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$47.5 million is needed to complete Engineering for the entire project from I-95 to MD 122.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	1,426	1,426	0	0	0	0	0	0	0	
Engineering	13,688	12,185	500	1,003	0	0	0	0	1,503	
Right-of-way	1,814	912	780	122	0	0	0	0	902	
Construction	0	0	0	0	0	0	0	0	0	
Total	16,928	14,523	1,280	1,125	0	0	0	0	2,405	
Federal-Aid	11,006	9,204	998	804	0	0	0	0	1,802	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

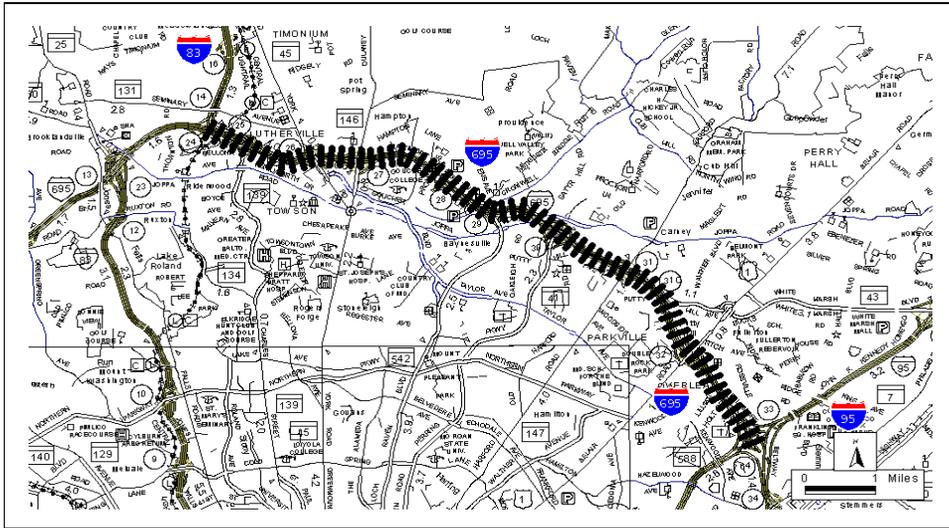
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 219,100

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$63.9 million is needed to complete Engineering for the entire segment.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

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 2009			2010	2011	2012	2013	2014			2015
Planning	1,515	1,515	0	0	0	0	0	0	0	0	0
Engineering	6,591	5,992	200	399	0	0	0	0	0	599	0
Right-of-way	131	86	45	0	0	0	0	0	0	45	0
Construction	1	0	0	0	0	0	0	0	0	0	1
Total	8,238	7,593	245	399	0	0	0	0	0	644	1
Federal-Aid	4,958	4,722	82	164	0	0	0	0	0	246	-10

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

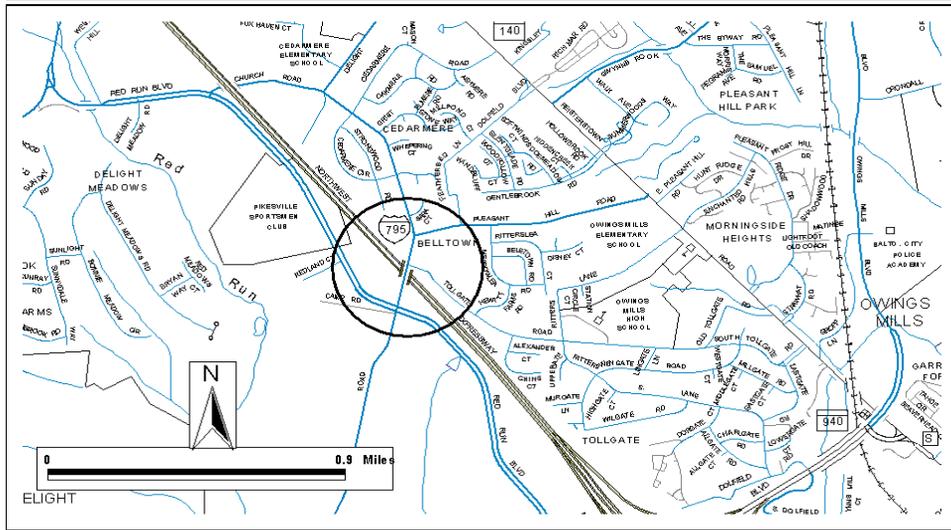
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	1,875	829	750	296	0	0	0	0	0	1,046	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	1,875	829	750	296	0	0	0	0	0	1,046	0
Federal-Aid	1,688	746	675	267	0	0	0	0	0	942	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

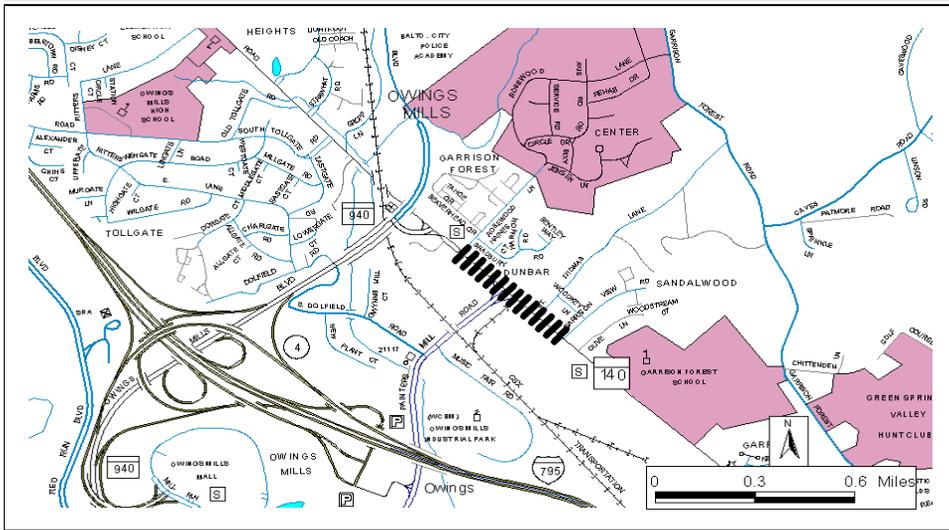
STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2009) - 76,275

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:

- I-795, at Dolfield Road (Line 9)
- Transit Oriented Development at Owings Mills Metro Station (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	2,411	21	60	0	0	0	0	0	81	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	2,411	21	60	0	0	0	0	0	81	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

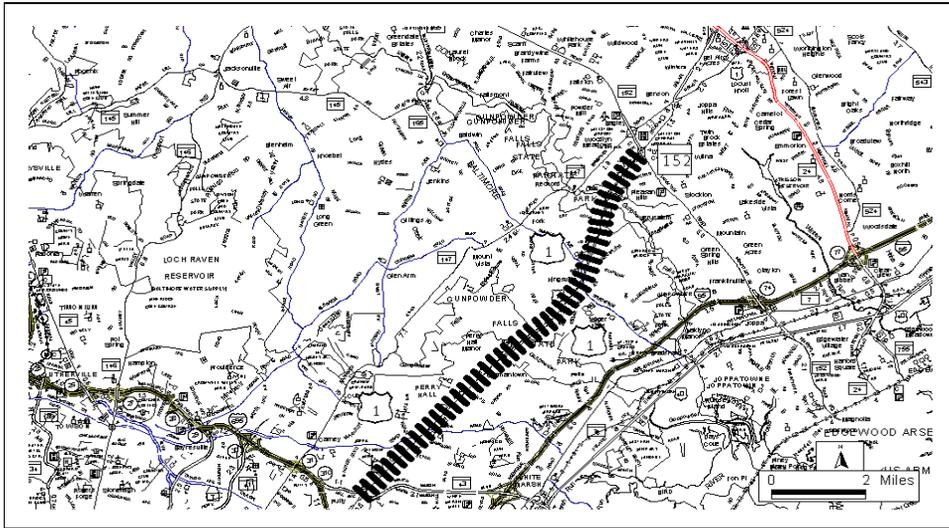
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) - 38,000 (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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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

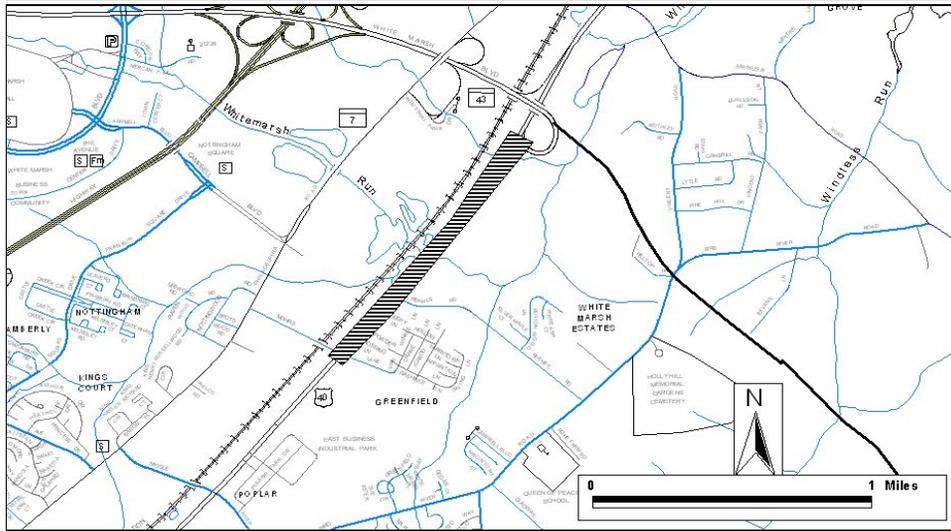
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 36,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	119	111	8	0	0	0	0	0	0	8	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	111	8	0	0	0	0	0	0	8	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

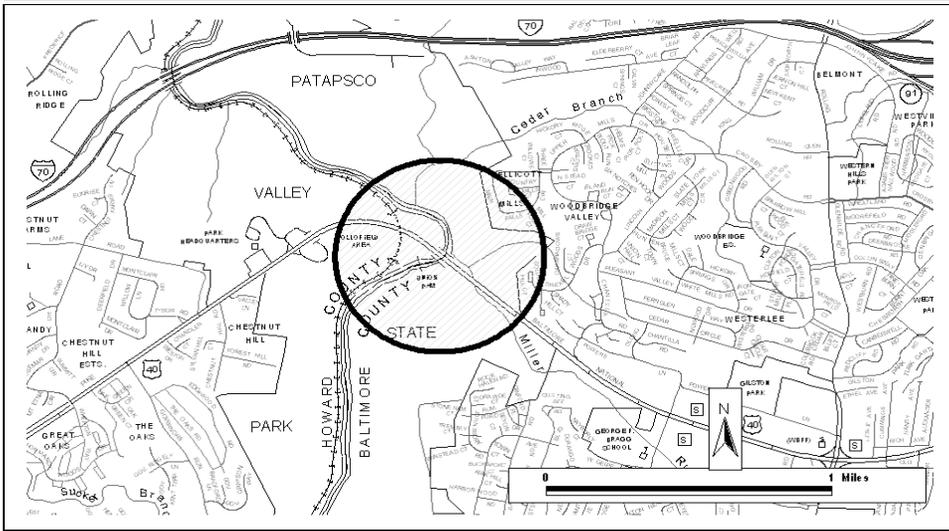
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 34,900

PROJECTED (2030) - 44,300

OPERATING COST IMPACT: N/A



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River.

JUSTIFICATION: This project will replace 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	20879	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,265	2,251	14	0	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,600	0	0	6,578	8,008	7,608	6,406	0	28,600	0	0
Total	30,865	2,251	14	6,578	8,008	7,608	6,406	0	28,614	0	0
Federal-Aid	22,654	1,765	10	4,802	5,846	5,554	4,677	0	20,889	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 37,300

PROJECTED (2030) - 48,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	Completed
2	MD 26	Liberty Road; Offutt Road to Anne Hathaway Drive; resurfacing	1,235	Completed
3	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,605	Completed
4	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	Completed
<u>Noise Barriers</u>				
5	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	1,791	Completed
<u>Environmental Preservation</u>				
6	MD 43	White Marsh Boulevard; I 695 to Honeygo Boulevard; landscaping	60	Completed
<u>Sidewalks</u>				
7	MD 129	Park Heights Avenue; Slade Avenue to Barton Oaks Road; retrofit sidewalk	100	Completed
8	MD 133	Old Court Road; Heming Way to Light Foot Drive; reconstructed sidewalk for ADA compliance (cost shown is SHA portion)	105	Completed
9	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	Completed
<u>Congressional Earmarks</u>				
10		Study Towson area traffic flow and future needs (Earmark \$160,000; PE) Project Complete	0	

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
11	US 40	Baltimore National Pike; I 695 to Baltimore City Line; patching (ARRA PROJECT)	300	FY 2010
12	MD 41	Perring Parkway; Baltimore City Line to Joppa Road; resurfacing	2,897	Completed
13	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	PE Underway
14	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	PE Underway
15	I 83	Baltimore Harrisburg Expressway; Downes Road to the Pennsylvania State Line; safety and resurface (ARRA PROJECT)	4,444	FY 2010
16	I 83	Harrisburg Expressway; Downes Road to south of Mt Carmel Road; resurfacing	4,454	Completed
17	MD 91	Emory Road; Carroll County Line to MD 30; resurfacing (ARRA PROJECT)	400	FY 2010
18	MD 129	Park Heights Avenue; Autumn Drive to MD 130; resurfacing (ARRA PROJECT)	900	FY 2010
19	MD 129	Park Heights Avenue; MD 130 to Garrison Forest Road; patching (ARRA PROJECT)	900	FY 2010
20	MD 129	Park Heights Avenue; Baltimore City Line to Autumn Drive; resurfacing	1,089	Completed
21	MD 130	Greenspring Valley Road; MD 140 to MD 25; resurfacing (ARRA PROJECT)	1,400	FY 2010
22	MD 138	Monkton Road; MD 562 to Harford County Line; resurfacing (ARRA PROJECT)	800	FY 2010
23	MD 138	Monkton Road; York Road to Monkton; resurfacing (ARRA PROJECT)	900	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
24	MD 147	Harford Road; Northwind Road to Sunshine Avenue; resurfacing (ARRA PROJECT)	1,200	FY 2010
25	MD 151	North Point Boulevard; MD 157 to Kane Street; resurfacing (ARRA PROJECT)	1,100	FY 2010
26	MD 372	Wilkins Avenue; I-695 to Baltimore City Line; patching (ARRA PROJECT)	500	FY 2010
27	MD 562	Old York Road; Markoe Road to MD 138; resurfacing (ARRA PROJECT)	600	FY 2010
28	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	Under construction
29	MD 648	Old Annapolis Road; Anne Arundel County Line to Baltimore City Line; patching (ARRA PROJECT)	500	FY 2010
30	I 695	Baltimore Beltway; south of Edmondson Avenue to Security Boulevard; resurfacing	5,400	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
31		McDonogh Road; over Gwynns Falls; bridge deck replacement	899	FY 2010
32	US 1	Southwestern Boulevard; overt Sulfer Spring Road; bridge deck replacement	1,441	FY 2010
33	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,067	FY 2010
<u>Safety/Spot Improvement</u>				
34	US 40	Pulaski Highway; at the intersection of Middle River Road: geometric improvements	2,854	Under construction
35	MD 45	Towson Roundabout; curb gutter and ADA ramps (Funded for PE only)	150	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
36	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	5,252	FY 2010
37	MD 133	Old Court Road; Lightfoot Drive to Heming Way; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
38	MD 144	Frederick Road; Bloomsbury Avenue to Baltimore City Line; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
39	MD 145	Sweet Air Road; MD 146 to Blenheim Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
40	MD 150	Eastern Boulevard; west of Lariat Road to Bowley's Quarters Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
41	MD 150	Eastern Boulevard; Orville Road to Chesapeake Park Plaza; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
42	MD 150	Eastern Boulevard; Old Eastern Avenue to Bennett Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
43	MD 150	Eastern Boulevard; Virginia Avenue to Old Eastern Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
44	MD 150	Eastern Avenue; Island Point Road to Diamond Point Road; provide westbound left turn lane also includes ADA upgrades	677	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
45	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)		
46	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.) (Project on Hold)		
47	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)		
48	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)		
<u>Noise Barriers</u>				
49	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,444	FY 2010
50	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	4,304	FY 2010
51	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2010
52	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,008	Completed
53	I 695	Baltimore Beltway (inner loop); 1850 feet south of Windsor Mill Road to Windsor Mill Road; noise abatement type 2	1,929	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

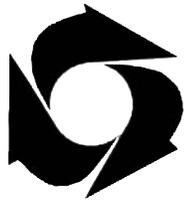
STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Traffic Management</u>				
54		Various Traffic Signal reconstructs in Baltimore County (MD 7, MD 157, MD 700, MD 45) (ARRA PROJECT)	1,779	FY 2010
<u>Environmental Preservation</u>				
55	I 83	Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Environmental Preservation Program)	350	FY 2010
56	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	Under construction
<u>Sidewalks</u>				
57	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet (Project on Hold)		
<u>Intersection Capacity Improvements</u>				
58	US 1	Belair Road; Cottingham Road to Joppa Road/India Avenue; capacity improvements	1,946	Under construction
59	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway
60	MD 30	Hanover Pike; at MD 91; widen to two lanes in South bound direction (Funded for preliminary engineering only)	184	PE Underway
61	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
62	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
63		Gunpowder Falls Tributaries- Stream Stabilization; restore and stabilize approximately 300 linear feet and 500 linear feet of stream channel at the southern and northern sites respectively; restoration includes rock vanes, imbricated riprap walls and rock step pools to stabilize the stream channels drainage improvements include lining an existing culvert and retrofitting the existing closed storm drain system and riprap outfall protection.	0	
64		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 2010
<u>Historic Preservation</u>				
65		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2010
<u>Environmental Mitigation</u>				
66		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 2010



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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
1		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 (Baltimore City Project)	1,980	FY 2011
2		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project)	554	FY 2010
3		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2011
4		Masonville Cove Pedestrian Access; construction of a 8-12 foot wide asphalt Bike and Pedestrian path along Frankfurt Avenue from Hanover Street to Masonville Cove Environmental Center (Baltimore City Project)	500	FY 2011
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
5		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop (Baltimore City Project)	1,000	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
6		Pedestrian lighting in Baltimore City historic districts; install new street lighting in four historic districts; Landscaping and other scenic beautification (Baltimore City Project)	862	FY 2010
<u>Environmental Mitigation</u>				
7		Lower Stony Run Stream; Cold Spring Lane to 1,400 feet south of University Parkway; stream restoration (Baltimore City Project)	951	Underway

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Congressional Earmarks</u>				
8		Midtown Cultural District Streetscape (Earmark \$475,000; CO) (Baltimore City Project)	0	
9		Baltimore City ITS Implement intelligent transportation system in Baltimore (Earmark \$1.12 million; PE) (Baltimore City Project)	0	
10		Emergency Safety Enhancements for Water Taxis Implement a Maritime Training Project to provide education in operational and equipment safety (Earmark \$250,000; PE) (Baltimore City Project)	0	
11		Center for Aquatic Life - roadway access improvements, boardwalk and pier construction at Hanover Street and West Cromwell Street (Earmark \$2.3 million; CO) (Baltimore City Project) Sponsor: Baltimore City for the National Aquarium	0	
12		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark \$1.6 million; PE, CO) (Baltimore City Project)	0	
13		Hanover Street Bridge rehabilitation (Earmark \$1.2 million; CO) (Baltimore City Project)	0	
14		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark \$2.3 million; CO) (Baltimore City Project)	0	
15		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark \$1.5 million; CO) (Baltimore City Project)	0	
16		Clinton Street and Keith Avenue; construction of fringe and corridor parking at the intersection (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
17		Gwynns Falls Trail/CSX Bridge (Earmark \$335,000; PE, CO) (Baltimore City Project)	0	
18		Baltimore Traffic Monitoring Camera Upgrade conduit system for traffic systems, street lighting (Earmark \$960,000; CO) (Baltimore City Project)	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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
19		Construction of new Baltimore water taxi terminals at Fells Point and at Pier 1 (Earmark \$2 million; CO) (Baltimore City Project)	0	
20		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark \$720,000; PE, CO) (Baltimore City Project)	0	
21		Construct phase 2 of the Jones Falls Trail: from Baltimore Penn Station to Maryland Science Center (Earmark \$3.2 million; CO) (Baltimore City Project)	0	
22		Hanover Street and West Cromwell; roadway access improvements, boardwalk and pier construction (Earmark \$1.5 million; CO) (Baltimore City Project) 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) (Baltimore City Project) 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	
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	

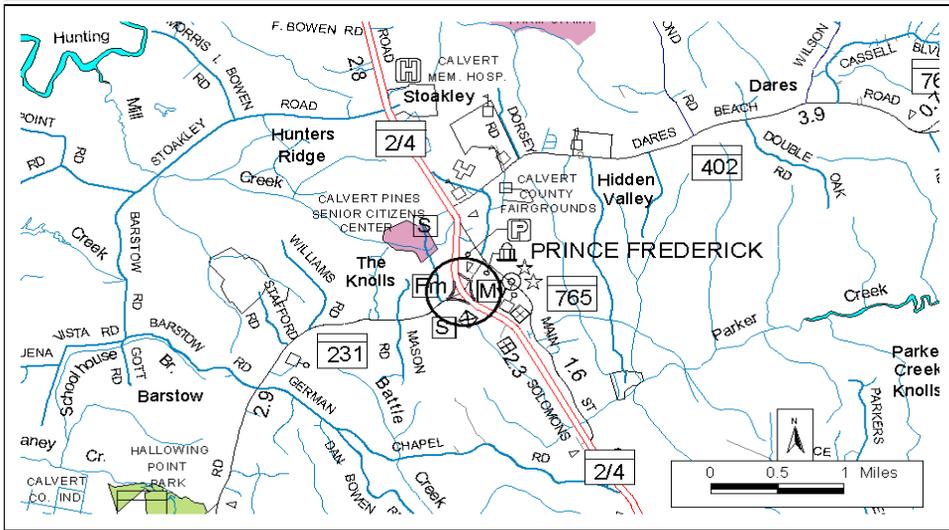
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Congressional Earmarks (cont'd)</u>				
29		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark \$9.0 million; CO) (Baltimore City Project)	0	
30		Rehabilitation of Pennington Avenue Drawbridge (Earmark \$7.5 million; CO) (Baltimore City Project)	0	
31	US 1	East North Avenue; reconstruction (Earmark \$4 million; PE, CO) (Baltimore City Project)	0	



Calvert



PROJECT: MD 2/4, Solomons Island Road

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

JUSTIFICATION: This project provides additional capacity and improved 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 Stoakley Road (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None..

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,551	1,551	0	0	0	0	0	0	0	0	0
Right-of-way	9,810	7,943	1,636	231	0	0	0	0	0	1,867	0
Construction	16,050	13,124	2,926	0	0	0	0	0	0	2,926	0
Total	27,411	22,618	4,562	231	0	0	0	0	0	4,793	0
Federal-Aid	14,264	10,553	3,526	185	0	0	0	0	0	3,711	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

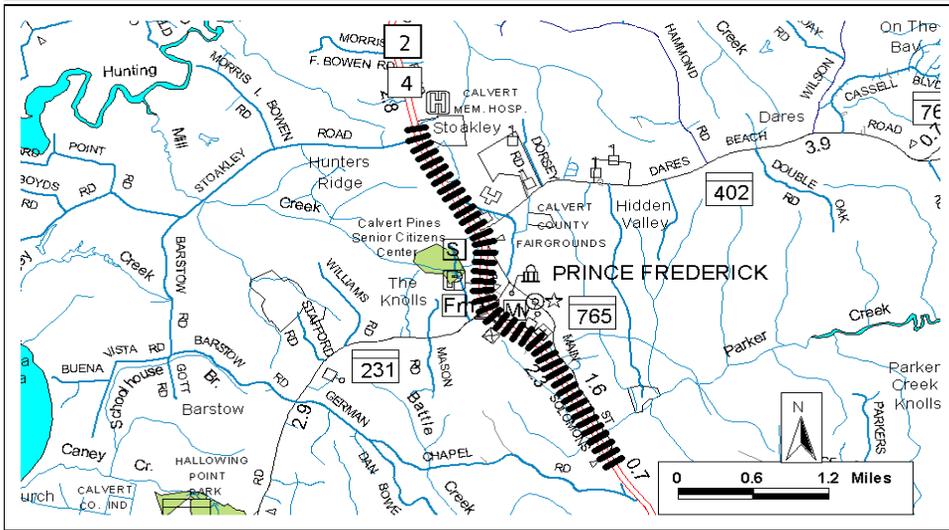
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,750

PROJECTED (2030) - 75,850

OPERATING COST IMPACT: \$14,300 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)
- MD 2/4, MD 264 to MD 258 (System Preservation Program)
- Prince Frederick Boulevard (County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2010	YEAR 20112012.....2013.....2014.....		2015.....
							0	0	0			0
Planning	1,972	1,972	0	0	0	0	0	0	0	0	0	
Engineering	1,668	1,668	0	0	0	0	0	0	0	0	0	
Right-of-way	644	644	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	4,284	4,284	0	0	0	0	0	0	0	0	0	
Federal-Aid	1,570	1,570	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

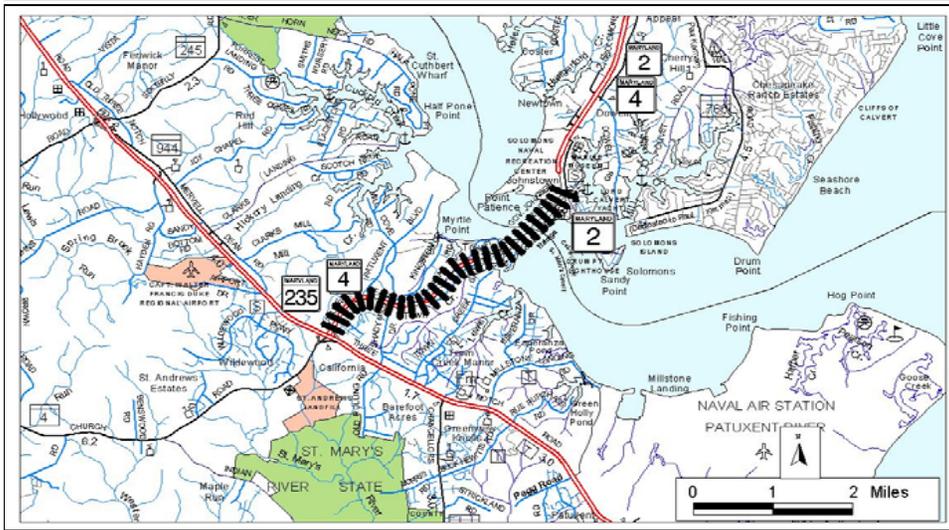
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 49,375

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	5,500	1,348	1,735	1,500	917	0	0	0	4,152	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	1,348	1,735	1,500	917	0	0	0	4,152	0
Federal-Aid	4,657	519	1,721	1,500	917	0	0	0	4,138	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 28,950

PROJECTED (2030) - 35,200

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane	60	Completed
<u>Sidewalks</u>				
2	MD 2	Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median	46	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 2	Solomons Island Road; MD 260 to MD 4; resurfacing (ARRA PROJECT)	1,800	Under construction
4	MD 2/4	Solomon Island Road; MD 264 to Parker's Creek Road; resurfacing (ARRA PROJECT)	201	Completed
5	MD 260	Chesapeake Beach Road; Cornwall Road to Mt Harmony Bridge; resurfacing (ARRA PROJECT)	431	Under construction
6	MD 261	Willows Road; Chesapeake Village Road to US Government Road; resurfacing	451	Under construction
7	MD 264	Brooms Island Road; Ball Road to Williams Wharf Road; resurfacing (ARRA PROJECT)	554	FY 2010
8	MD 264	Broomes Island Road; Ball Road to MD 4; resurfacing (ARRA PROJECT)	685	Under construction
9	MD 760	Rousby Hall Road; Olivet Road to HG Trueman Road; resurfacing (ARRA PROJECT)	210	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
10	MD 4 NB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
11	MD 4 SB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
12	MD 4 SB	Southern Maryland Boulevard; over Lyons Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
13	MD 231	Hallowing Point Road; over Patuxent River; clean and paint bridge	1,751	FY 2010
<u>Safety/Spot Improvement</u>				
14	MD 2	Solomons Island Road; Dowell Road to Spinnaker Way (Service Road on east side); ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
15	MD 2/4	Solomons Island Road; Stormwater Management Enhancement at MD 509; drainage (This project is a split funded project with the Enhancement Program)	653	FY 2010
16	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane	394	Completed
<u>Community Safety and Enhancements</u>				
17	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
18	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)		

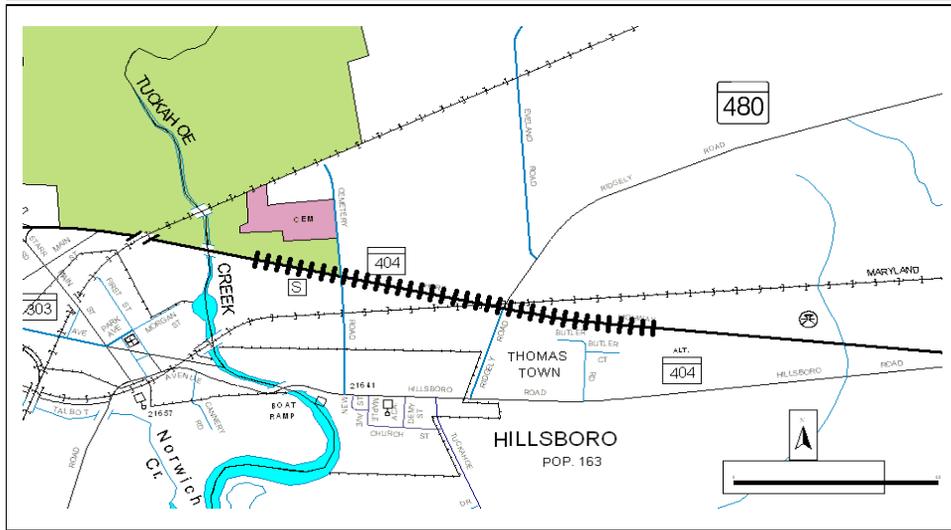
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
19		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 2010
<u>Environmental Mitigation</u>				
20		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 2010



Caroline



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 from 1500' west of Tuckahoe Road to 2000' east of MD 480 (Phase 1A). Shoulders will accommodate bicycles and pedestrians (1.07 miles). (ARRA)

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 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7887	0	0	0	0	ARRA/HP/STP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from Development and Evaluation Program to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	471	427	44	0	0	0	0	0	0	44	0
Right-of-way	5,992	4,574	1,418	0	0	0	0	0	0	1,418	0
Construction	7,964	0	1,273	2,850	3,505	336	0	0	0	7,964	0
Total	14,427	5,001	2,735	2,850	3,505	336	0	0	0	9,426	0
Federal-Aid	12,928	3,901	2,400	2,823	3,471	333	0	0	0	9,027	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

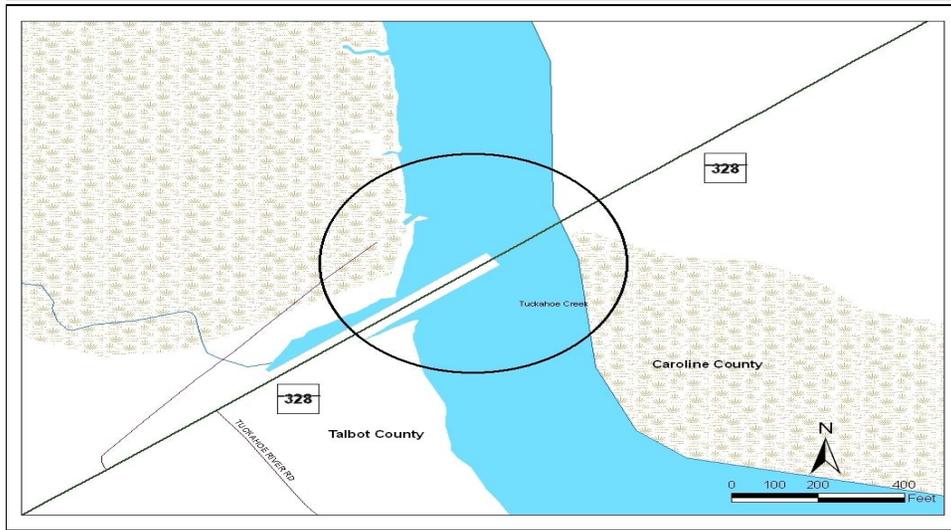
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 17,300 (Summer)

PROJECTED (2030) - 26,300 (Summer)

OPERATING COST IMPACT: \$19,000 per year



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. New bridge to be built on parallel alignment. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	507	0	0	0	0	BR
CO	0	10857	0	0	0	BR

STATUS: Engineering and Right-of way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,554	918	636	0	0	0	0	0	636	0
Right-of-way	694	0	694	0	0	0	0	0	694	0
Construction	14,872	0	0	4,709	6,177	3,986	0	0	14,872	0
Total	17,120	918	1,330	4,709	6,177	3,986	0	0	16,202	0
Federal-Aid	12,540	683	1,000	3,438	4,509	2,910	0	0	11,857	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Rural Minor Arterial

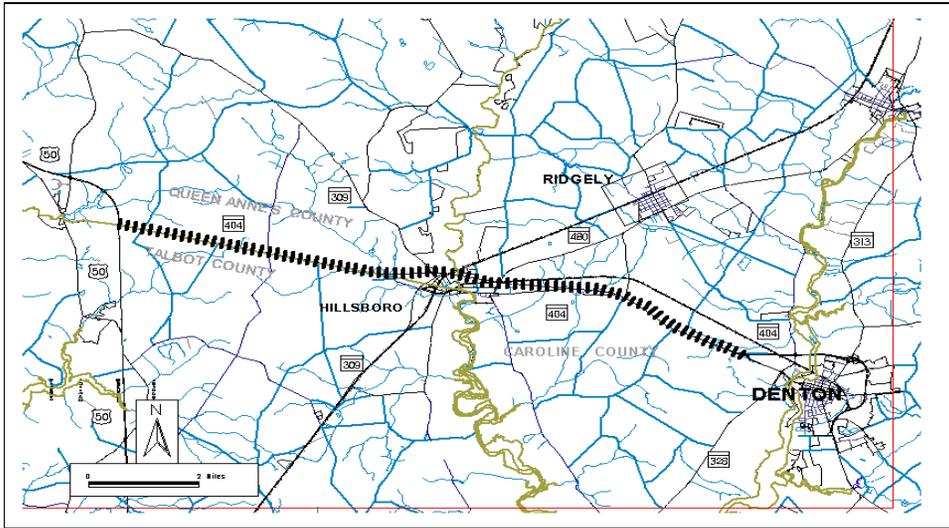
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,500

PROJECTED (2030) - 9,850

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 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$23.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	6,819	4,765	754	1,300	0	0	0	0	2,054	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	7,378	5,324	754	1,300	0	0	0	0	2,054	0
Federal-Aid	5,348	3,705	603	1,040	0	0	0	0	1,643	0

FUNCTION :

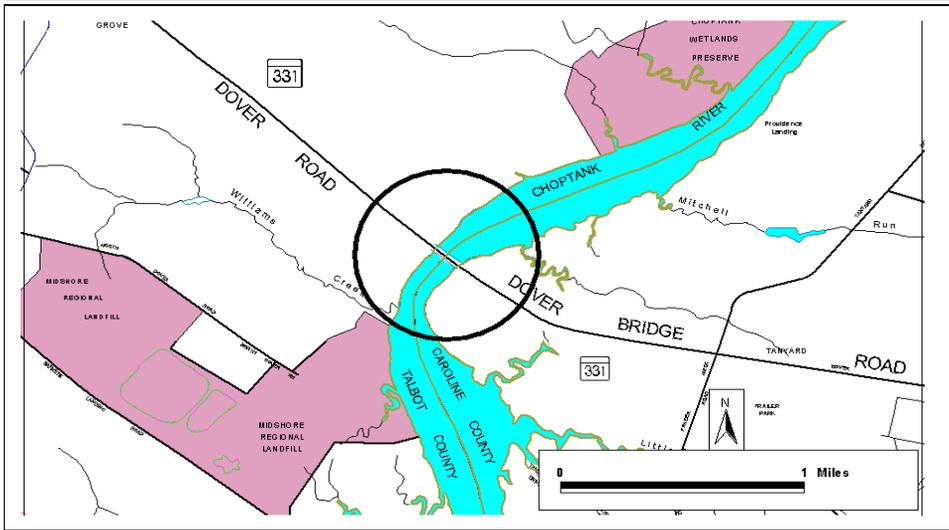
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,100
 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. This bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,516	1,441	75	0	0	0	0	0	75	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	1,516	1,441	75	0	0	0	0	0	75	0
Federal-Aid	1,213	1,153	60	0	0	0	0	0	60	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,575

PROJECTED (2030) - 21,080

OPERATING COST IMPACT: N/A

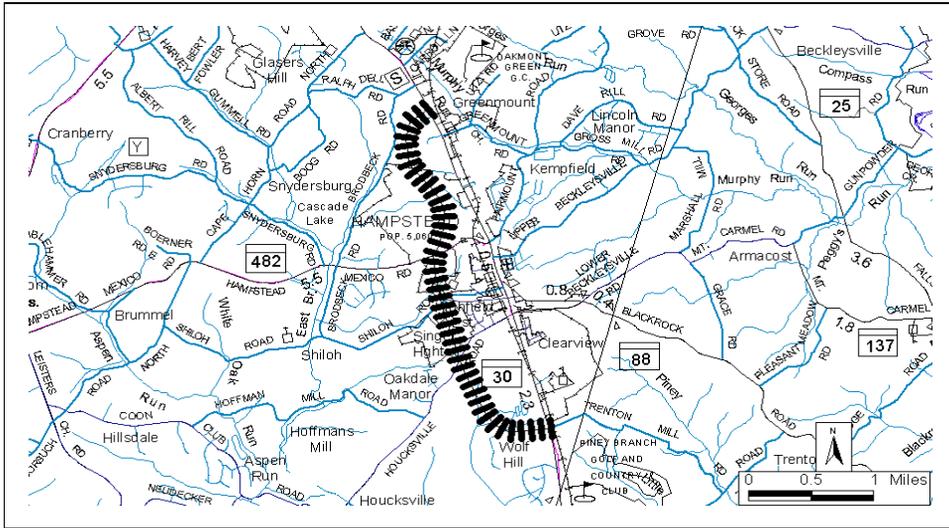
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 16	Harmony Road; Harmony to Two Johns Road; resurfacing (ARRA PROJECT)	569	Completed
2	MD 318	Preston Road; Dorchester County Line to MD 315; resurfacing (ARRA PROJECT)	1,164	Completed
3	MD 404	Shore Highway; MD 404 Alt. to Holly Road; safety and resurface (ARRA PROJECT)	1,075	Completed
4	MD 404 BUS	Franklin Street; MD 404 to Choptank River; resurfacing (ARRA PROJECT)	240	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
5		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
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
6		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2011



Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

DESCRIPTION: Constructed 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. This improvement relieved 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:

MD 30, at MD 482 (Ridesharing Facility)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.0 million is due to addition of the Park and Ride lot and a roundabout within the project.

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 2009			2012	2011	2012	2013	2014			2015
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,774	7,774	0	0	0	0	0	0	0	0	0
Right-of-way	22,356	21,846	510	0	0	0	0	0	0	510	0
Construction	48,674	46,756	1,918	0	0	0	0	0	0	1,918	0
Total	78,804	76,376	2,428	0	0	0	0	0	0	2,428	0
Federal-Aid	44,199	42,243	1,956	0	0	0	0	0	0	1,956	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

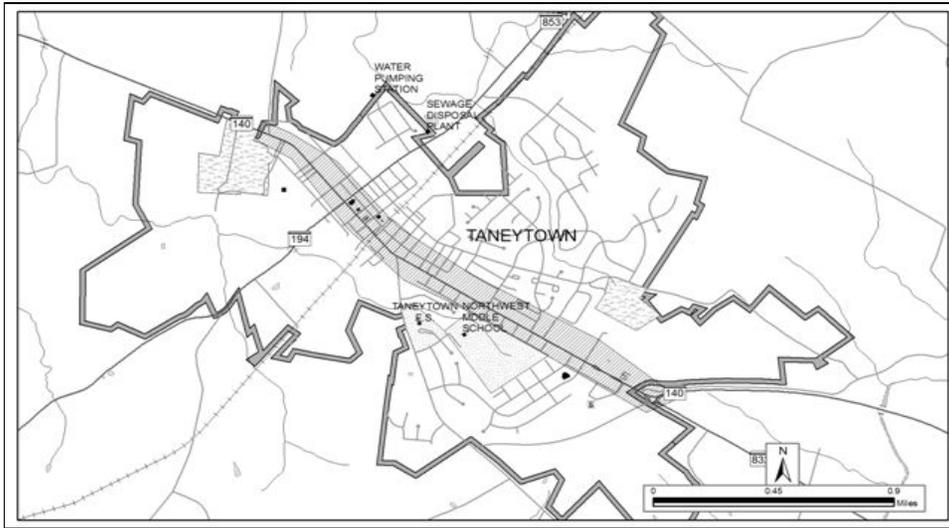
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,700 - 24,800 (MD30)

PROJECTED (2030) - 23,800 (Bypass)
 14,650 (MD 30)

OPERATING COST IMPACT: \$108,300 per year



PROJECT: MD 140, Baltimore Street

DESCRIPTION: Streetscape improvements from Harney Road to MD 832 (Taneytown Streetscape). Bicycle and pedestrian facilities will be provided (1.76 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 140 and enhance the 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,173	2,164	9	0	0	0	0	0	9	0
Right-of-way	406	166	240	0	0	0	0	0	240	0
Construction	15,437	5,844	6,235	3,358	0	0	0	0	9,593	0
Total	18,016	8,174	6,484	3,358	0	0	0	0	9,842	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

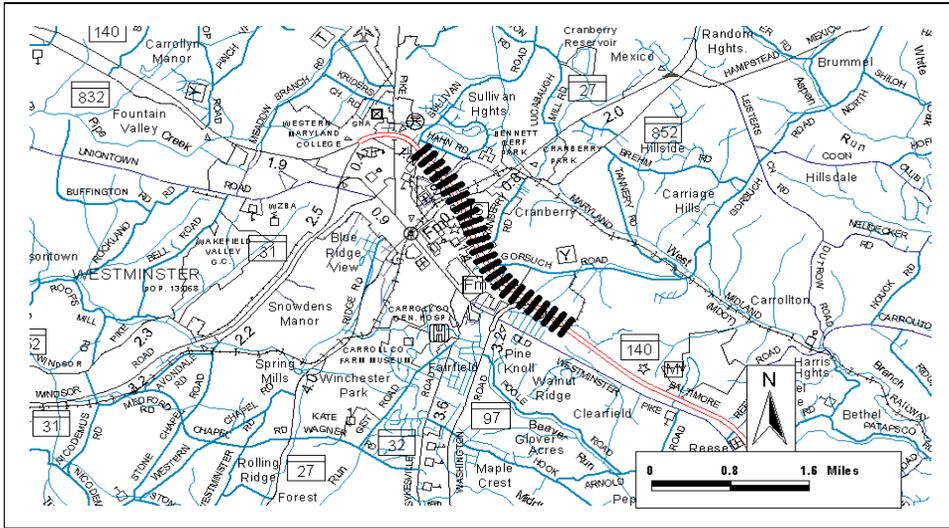
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 16,250

PROJECTED (2030) - 24,150

OPERATING COST IMPACT: N/A



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	1,454	1,423	31	0	0	0	0	31	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	1,454	1,423	31	0	0	0	0	31	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION :

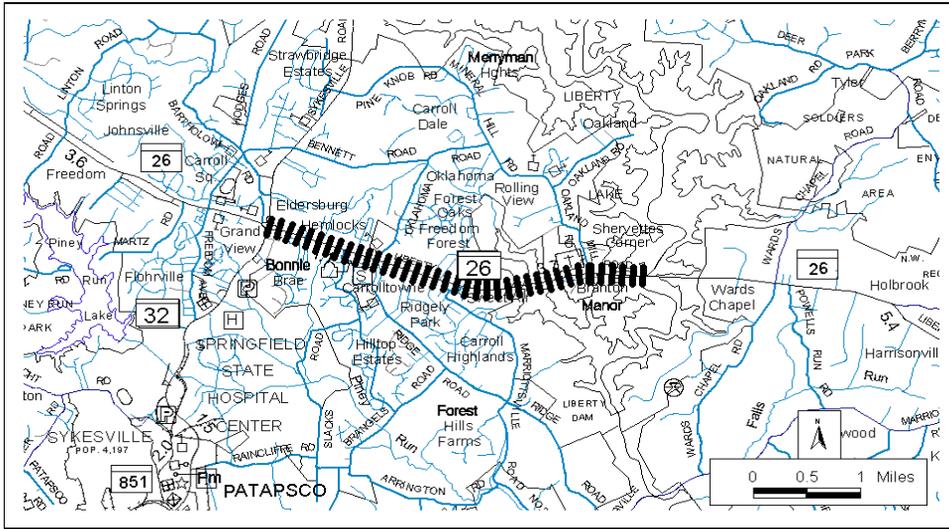
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 47,650 - 58,450
 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	290	290	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	290	290	0	0	0	0	0	0	0	0	0
Federal-Aid	203	203	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 (2009) - 19,400 - 34,700
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 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 27	Ridge Road; Ridge Avenue to 1300 feet north of Center Street; widen and resurface	3,929	FY 2010
2	MD 31	New Windsor Road; structure 6007 to MD 407W; resurfacing (ARRA PROJECT)	490	Completed
3	MD 31	New Windsor Road; Uniontown Road to Medford Road; resurfacing (ARRA PROJECT)	1,041	Completed
4	MD 140	Baltimore Boulevard; Center Street to east of Malcolm Drive; resurfacing	1,810	Completed
5	MD 140	Baltimore Boulevard; at Sandymount Road; extend left turn lanes	949	FY 2010
6	MD 496	Bachmans Valley Road; Saw Mill to Wine Road; resurfacing (ARRA PROJECT)	305	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
7	MD 26	Liberty Road; over MD 97; bridge deck replacement and rehabilitation	1,473	FY 2010
8	MD 97	Washington Road; bridge over 06050 over Morgan Run; bridge deck replacement	1,127	Under construction
<u>Safety/Spot Improvement</u>				
9	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes, add left turn phasing to traffic signal (ARRA PROJECT)	1,435	Under construction
10	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (ARRA PROJECT)	712	Under construction
11	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders (Funded for preliminary engineering only)	226	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
12	MD 30	North Main Street; MD 482 to Lliano Plaza; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
13	MD 140	Old Westminster Pike; west of the Liberty Reservoir Bridge; slope repair	126	Completed
		<u>Community Safety and Enhancements</u>		
14	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only) (Project is on hold)		
		<u>Intersection Capacity Improvements</u>		
15	MD 140	Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane (Funded for preliminary engineering only)	120	PE Underway
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
16		Westminster High School Stormwater Management Facility; construction of a stormwater management facility to treat stormwater from portions of MD 97 to MD 32.	454	FY 2011



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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Conowingo Road; Conowingo Dam to MD 273; resurfacing (ARRA PROJECT)	1,050	Under construction
2	MD 7D	Delaware Avenue; Southern approach to Big Elk Creek Bridge; resurfacing (ARRA Project)	700	FY 2010
3	MD 7D	West Main Street; MD 213 to beginning of state maintenance; resurface	2,900	Under construction
4	MD 213	Augustine Herman Highway; C and D bridge to US 40; resurfacing (ARRA PROJECT)	1,250	Under construction
5	MD 316	Appleton Road; MD 279 to MD 277; resurfacing (ARRA PROJECT)	430	FY 2010
<u>Commuter Action Improvements</u>				
6	MD 222	Perryville Road; at Blythe Dale Road; commuter improvements (ARRA PROJECT)	300	Completed
<u>Sidewalks</u>				
7	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	181	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
8		Mount Ararat Farm Scenic Easement; purchase of a scenic easement on 114 acres of the Mount Ararat Farm	1,584	FY 2010

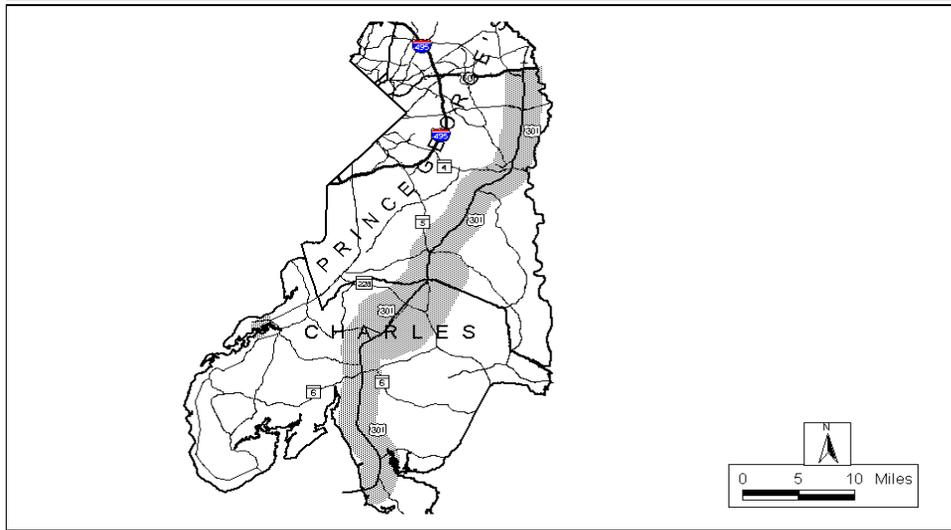
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
9		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	100	FY 2010
		<u>Congressional Earmarks</u>		
10		Construct Perryville pier at Rodgers Tavern (Earmark \$1.25 million; CO) (Underway)	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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$4.6 million is due to funds being added in FY15 for protective Right-of way and revised Right-of-way estimates.

<u>POTENTIAL FUNDING SOURCE:</u>		<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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	10,747	10,565	182	0	0	0	0	0	0	182	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	56,071	44,431	5,300	500	1,000	1,840	0	3,000	11,640	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	66,818	54,996	5,482	500	1,000	1,840	0	3,000	11,822	0	0
Federal-Aid	7,523	7,396	127	0	0	0	0	0	127	0	0

FUNCTION :

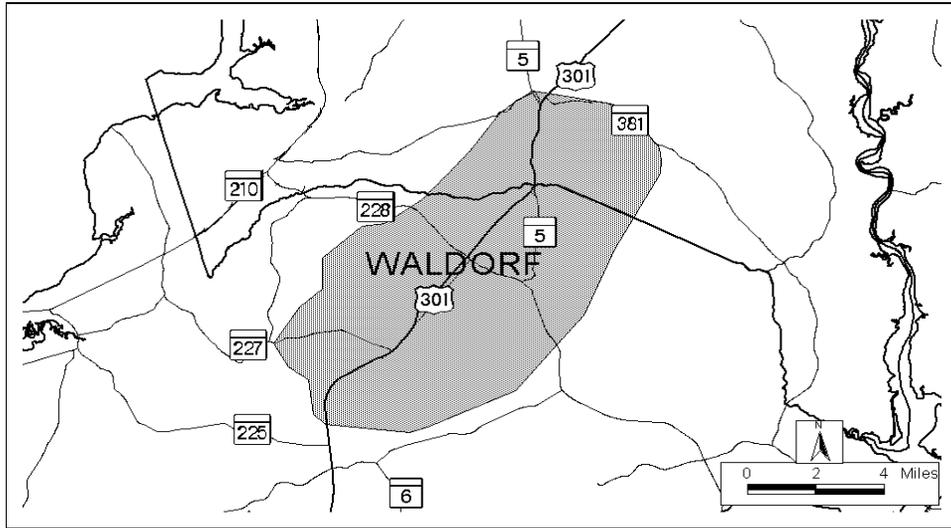
STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 18,600(Charles) - 87,125 (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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. An additional \$2.9 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.7 million FY09 Federal Aid Appropriation Funds.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	10,512	9,567	945	0	0	0	0	0	945	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	10,512	9,567	945	0	0	0	0	0	945	0
Federal-Aid	7,866	6,991	875	0	0	0	0	0	875	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 63,000 (Charles) -
86,000 (Prince George's)
PROJECTED (2030) - 75,000 (Charles) -
116,000 (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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	MD 228	Berry Road; Marketplace Drive to 1,000 feet west of US 301 in Waldorf; retrofit sidewalk - 371 linear feet	38	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
2	MD 6	Port Tobacco Road; Baltimore Street to US 301; resurfacing (ARRA PROJECT)	49	FY 2010
3	MD 224	Chicamuxen Road; MD 225 to Ford Drive; resurfacing (ARRA PROJECT)	585	Under construction
4	MD 225	Hawthorne Road; MD 210 to Pennies Road; resurfacing (ARRA PROJECT)	456	Under construction
5	MD 228	Berry Road; Prince George's County Line to Middletown Road; resurfacing (ARRA PROJECT)	1,260	Under construction
6	MD 234	Burnt Store Road; Wicomico Ridge Road to Old Sycamore Road; resurfacing (ARRA PROJECT)	346	FY 2010
7	MD 488	LaPlata Road; MD 6 to MD 5; resurfacing (ARRA PROJECT)	1,800	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
8	MD 5 NB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
9	MD 5 SB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
10	MD 257	Rock Point Road; over Norfolk Southern Railroad; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11	MD 6	Charles Street; US 301 to Somerset Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
12	MD 6	Charles Street; at US 301; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
<u>Community Safety and Enhancements</u>				
13	MD 5 BUS	Leonardtown Road; in Waldorf; streetscape (Funded for concept development) (Project on Hold)		
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
14		Indian Head Boardwalk; construction of a 1,375 linear foot boardwalk parallel to the Potomac River in the town of Indian Head	1,504	FY 2010



Dorchester

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

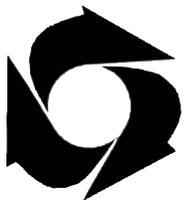
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 14	Main Street; Secretary Bridge to Creamery Road; resurface	258	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 16	Church Creek Road; 500 feet south of Egypt Road to Maple Dam Road; resurfacing (ARRA PROJECT)	186	Completed
3	MD 16	Taylor Island Road; beginning of state maintenance to Salt Marsh Drive; resurfacing (ARRA PROJECT)	1,143	Completed
4	US 50	Ocean Gateway; east of Big Mill Pond to Linkwood Road; resurface (ARRA PROJECT)	1,193	Completed
5	MD 335	Hoopers Island Road; bridge over Wallace Creek; resurfacing	100	FY 2010
6	MD 335	Golden Hill Road; beginning of state maintenance to structure 09012; resurfacing (ARRA PROJECT)	610	Completed
7	MD 392	Harrison Ferry Road; structure over Marshy Hope Creek to MD 331; resurfacing (ARRA PROJECT)	361	Completed
		<u>Safety/Spot Improvement</u>		
8	MD 343	Washington Street; from St. Claire Avenue to Pine Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
		<u>Community Safety and Enhancements</u>		
9	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only) (Project on Hold)		

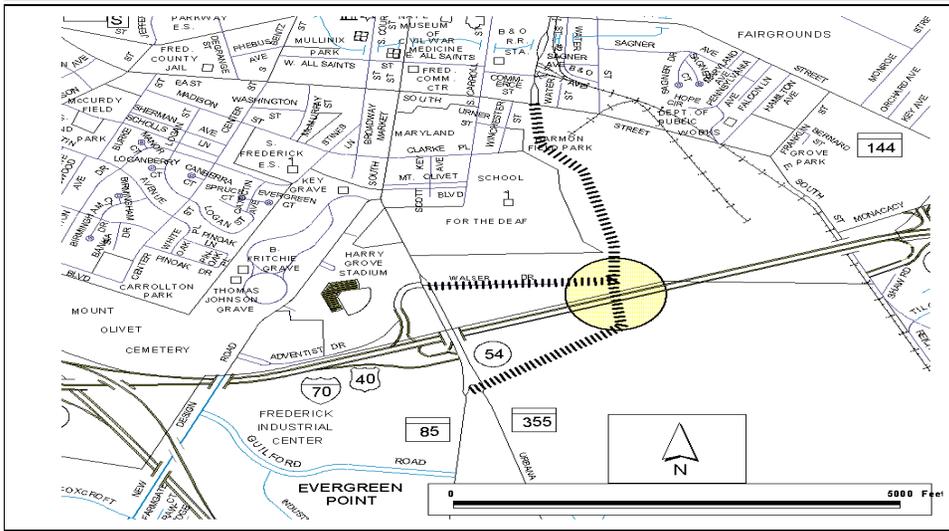
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER 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, 2009
10		<p align="center"><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p align="center"><u>Congressional Earmarks</u></p> <p>Construct Blackwater National Wildlife Refuge visitor center, trails and road improvements (Earmark \$1.5 million; CO) Sponsor: U.S. Fish & Wildlife Service</p>	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, Mt. Phillip Road to MD 144 FA (Line 8)
- I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.5 million is due to the addition of FY09 Federal Aid Appropriations Funds.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,280	9,780	500	0	0	0	0	0	500	0
Right-of-way	17,820	17,357	463	0	0	0	0	0	463	0
Construction	78,832	65,073	13,759	0	0	0	0	0	13,759	0
Total	106,932	92,210	14,722	0	0	0	0	0	14,722	0
Federal-Aid	87,866	75,486	12,380	0	0	0	0	0	12,380	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

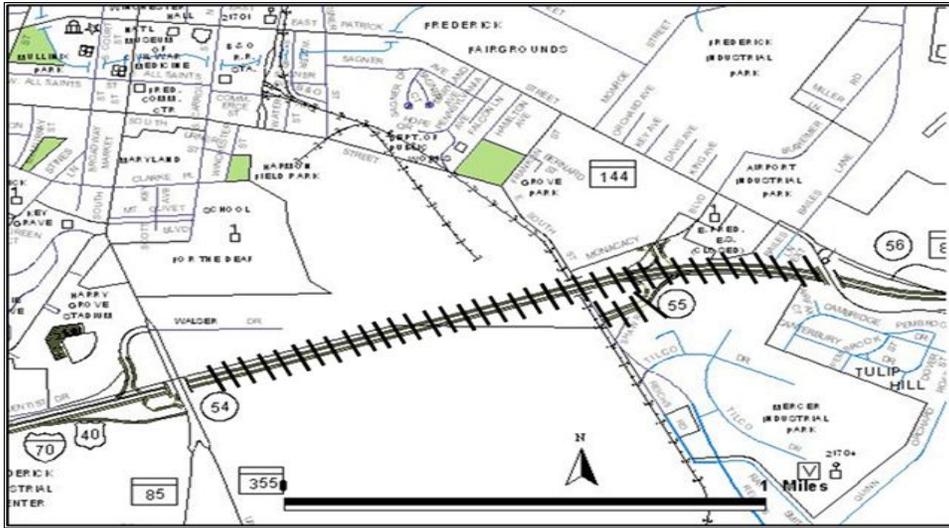
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,000 - 9,150

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

OPERATING COST IMPACT: \$17,600 per year



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 8)
- I-270 and US 15 Multi-Modal Corridor Study (Line 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	45000	0	0	0	IM/TC/BR

STATUS: Engineering and Right-of-way underway. Construction to begin in the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Development and Evaluation Program to the Construction Program.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				TOTAL		
					2012	2013	2014	2015			
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	4,095	118	2,000	1,977	0	0	0	0	0	3,977	0
Construction	45,000	0	0	13,588	18,124	13,288	0	0	0	45,000	0
Total	49,095	118	2,000	15,565	18,124	13,288	0	0	0	48,977	0
Federal-Aid	48,677	98	1,800	15,367	18,124	13,288	0	0	0	48,579	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

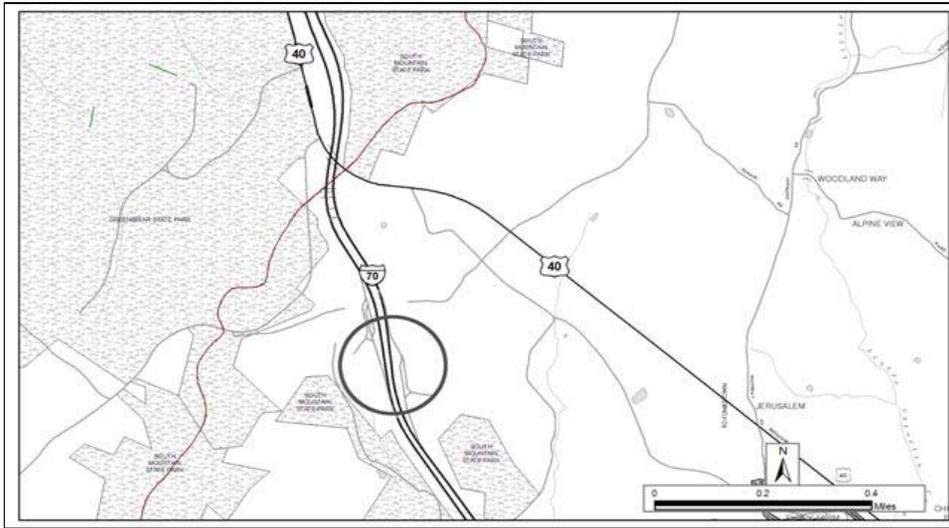
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 89,750

PROJECTED (2030) - 102,900

OPERATING COST IMPACT: \$28,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Replacement of the South Mountain Visitor's Center.

JUSTIFICATION: The facilities need to be updated and can no longer accommodate the increase in 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,514	1,511	3	0	0	0	0	0	0	0	3	0
Right-of-way	31	31	0	0	0	0	0	0	0	0	0	0
Construction	19,788	4,477	15,311	0	0	0	0	0	0	15,311	0	0
Total	21,333	6,019	15,314	0	0	0	0	0	0	15,314	0	0
Federal-Aid	10,592	3,070	7,522	0	0	0	0	0	0	7,522	0	0

POTENTIAL FUNDING SOURCE:

- SPECIAL FEDERAL GENERAL OTHER

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

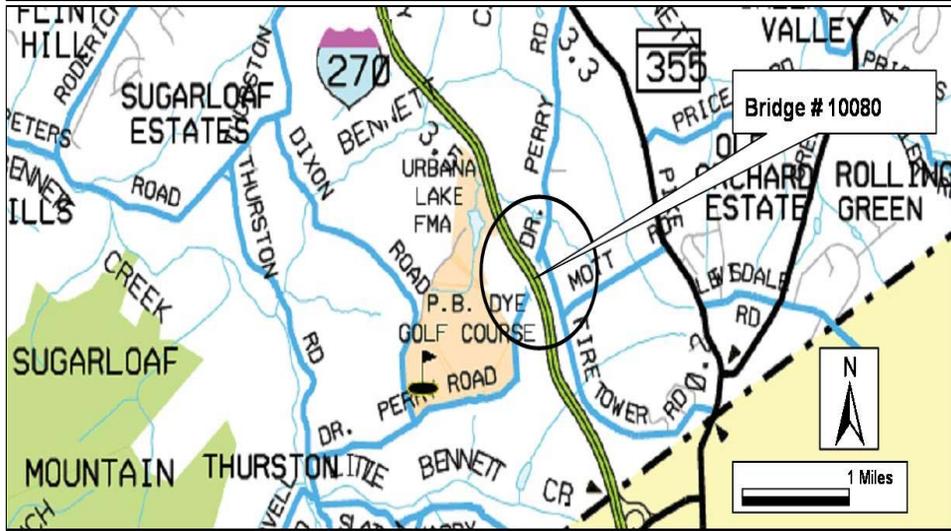
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 63,000

PROJECTED (2030) - 82,000

OPERATING COST IMPACT: N/A



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 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				TOTAL		
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	90	80	10	0	0	0	0	0	0	10	0
Construction	9,068	3,649	5,419	0	0	0	0	0	0	5,419	0
Total	9,158	3,729	5,429	0	0	0	0	0	0	5,429	0
Federal-Aid	7,931	3,059	4,872	0	0	0	0	0	0	4,872	0

FUNCTION :

STATE - Rural Interstate

FEDERAL - Interstate

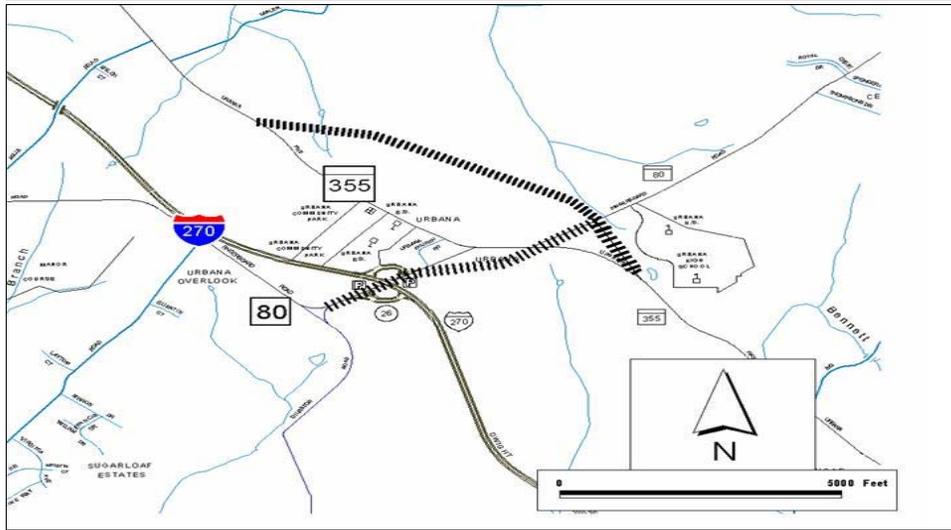
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 88,250

PROJECTED (2030) - 103,900

OPERATING COST IMPACT: N/A



PROJECT: MD 80 and MD 355 Relocated

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

JUSTIFICATION: These roadways serve the rapidly developing area of Urbana. This improvements provided the capacity needed to relieve existing MD 80 and MD 355. The improvements were 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 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	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 - Major Collector

FEDERAL - Major Collector

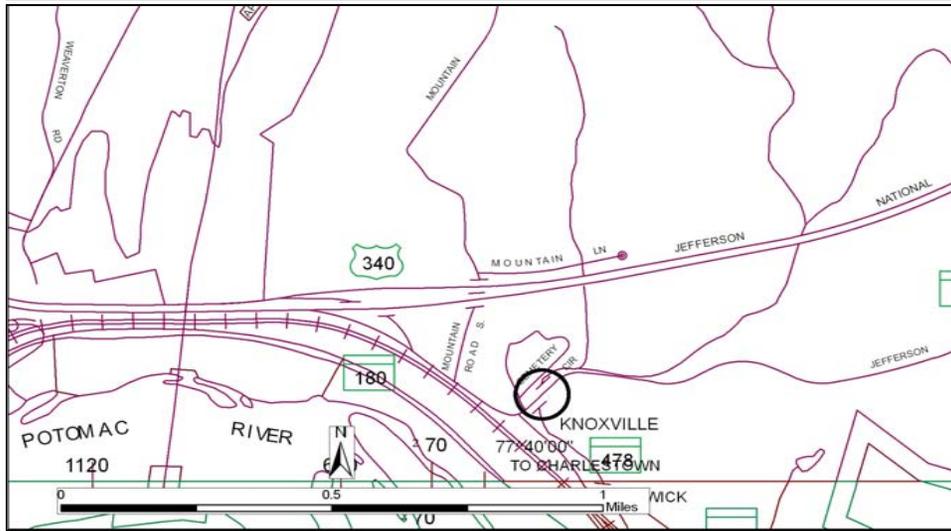
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 11,300 (MD 355) 16,550 (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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$3.3 million is due to the removal and replacement of existing retaining walls and private bridges.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	874	874	0	0	0	0	0	0	0	0
Right-of-way	208	162	46	0	0	0	0	0	46	0
Construction	5,240	2,266	2,974	0	0	0	0	0	2,974	0
Total	6,322	3,302	3,020	0	0	0	0	0	3,020	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Local

FEDERAL - Minor Collector

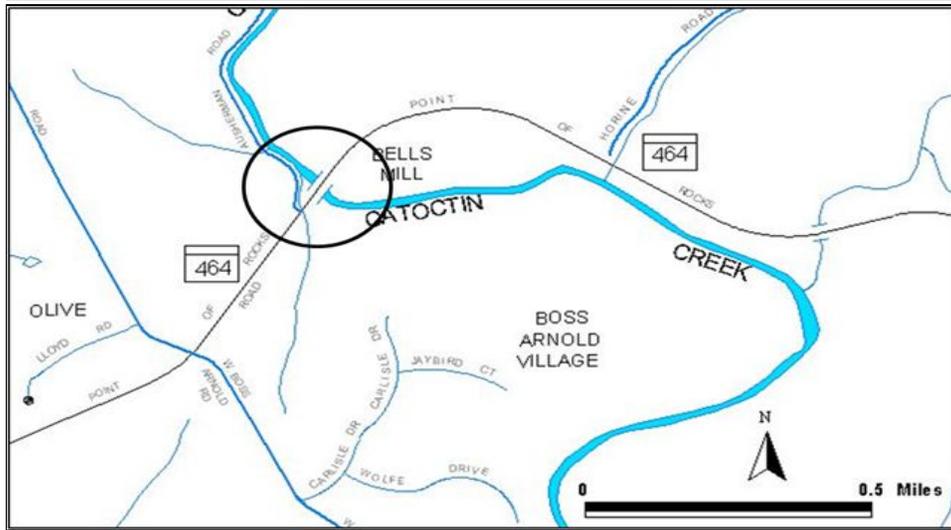
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 1,500

PROJECTED (2030) - 15,550

OPERATING COST IMPACT: N/A



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 10091 over Catoctin Creek.

JUSTIFICATION: The existing bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4378	0	0	0	0	BR/TC

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	823	661	162	0	0	0	0	0	0	0	162	0
Right-of-way	12	0	10	2	0	0	0	0	0	0	12	0
Construction	4,378	0	1,359	3,019	0	0	0	0	0	0	4,378	0
Total	5,213	661	1,531	3,021	0	0	0	0	0	0	4,552	0
Federal-Aid	5,009	510	1,480	3,019	0	0	0	0	0	0	4,499	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Major Collector

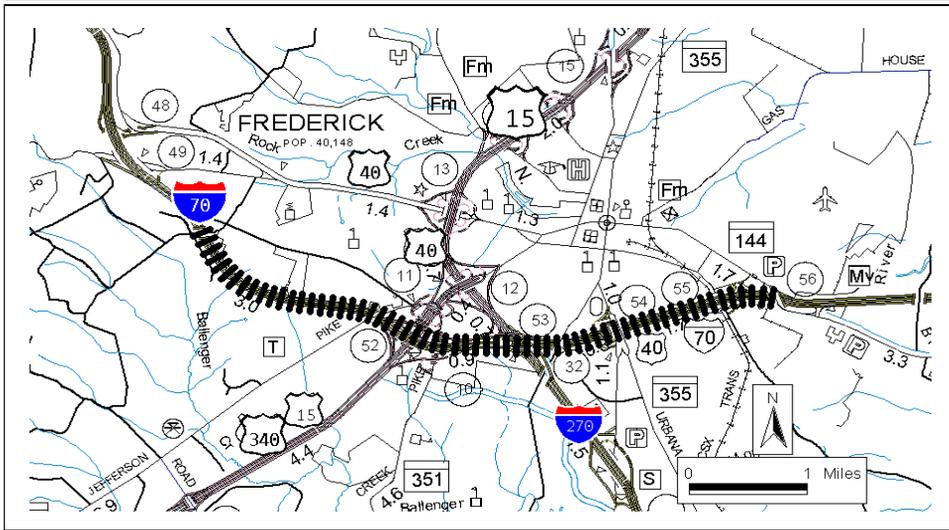
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 9,950

PROJECTED (2030) - 14,150

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 10)

STATUS: Partial Engineering underway. An additional \$3.3 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015			
Planning	1,251	1,251	0	0	0	0	0	0	0	0	
Engineering	6,953	6,694	20	20	219	0	0	0	0	259	
Right-of-way	21,494	21,494	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	29,698	29,439	20	20	219	0	0	0	0	259	
Federal-Aid	13,848	13,615	18	18	197	0	0	0	0	233	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

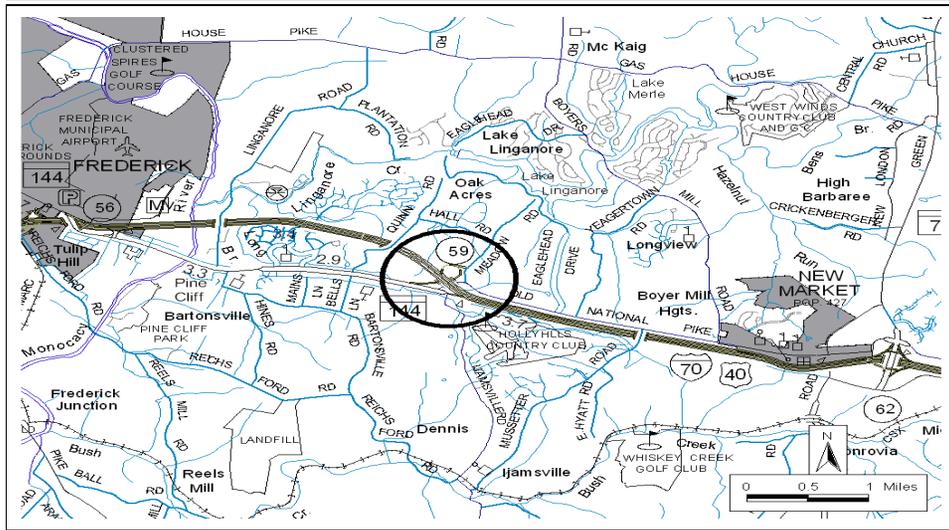
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 97,050

PROJECTED (2030) - 141,200

OPERATING COST IMPACT: N/A



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. The County and SHA are discussing additional cost sharing arrangements to continue Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
						.....2012.....	.....2013.....	.....2014.....	.....2015.....				
	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
Planning	48	48	48	0	0	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	48	48	48	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Interstate
 FEDERAL - Principal Arterial

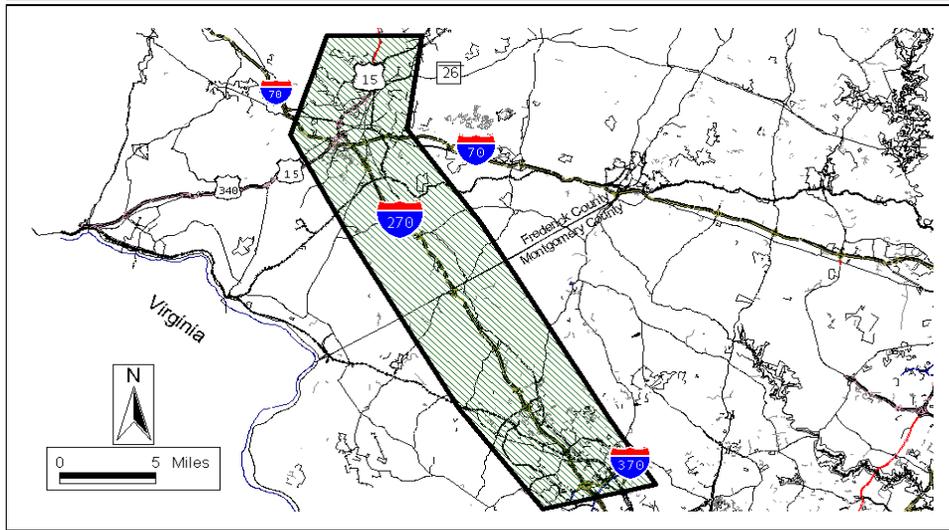
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 81,150

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)
- I-70, Phase 2D (Line 2)
- MD 80 and MD 355 Relocated (Line 5)
- I-70, Mt. Phillip Road to MD 144 (Line 8)
- US 15, Interchange at Monocacy Boulevard (Line 11)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	17,460	16,930	530	0	0	0	0	0	0	530	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	18,517	17,987	530	0	0	0	0	0	0	530	0
Federal-Aid	12,222	11,851	371	0	0	0	0	0	0	371	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

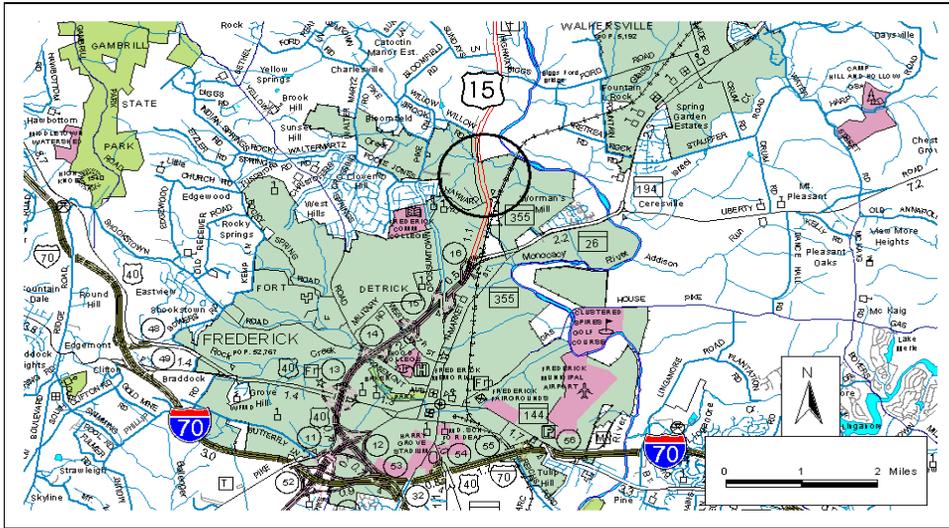
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 40,000 - 96,550 (US -15)
88,250 - 233,350 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (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/US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 and Engineering underway. The County and City are providing \$4.0 million to proceed with Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.3 million from FY 09 Federal Aid Appropriation Funds.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				YEAR 2015			
				2012	2013	2014	2015				
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	754	313	400	0	41	0	0	0	0	441	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	754	313	400	0	41	0	0	0	0	441	0
Federal-Aid	488	226	262	0	0	0	0	0	0	262	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

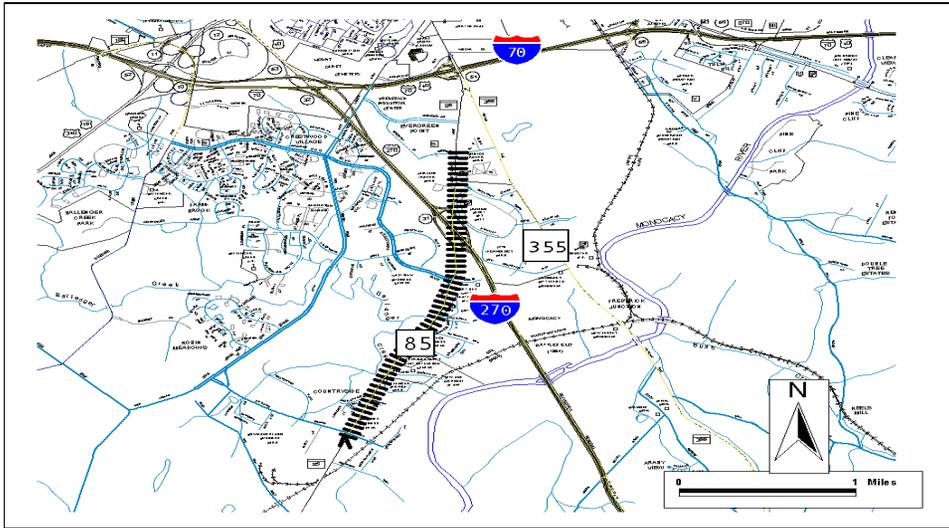
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 42,750

PROJECTED (2030) - 75,600

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 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$11.8 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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	531	531	0	0	0	0	0	0	0	0	0	
Engineering	5,354	713	350	1,000	2,291	1,000	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	5,885	1,244	350	1,000	2,291	1,000	0	0	0	4,641	0	
Federal-Aid	4,451	86	606	1,560	1,861	338	0	0	0	4,365	0	

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

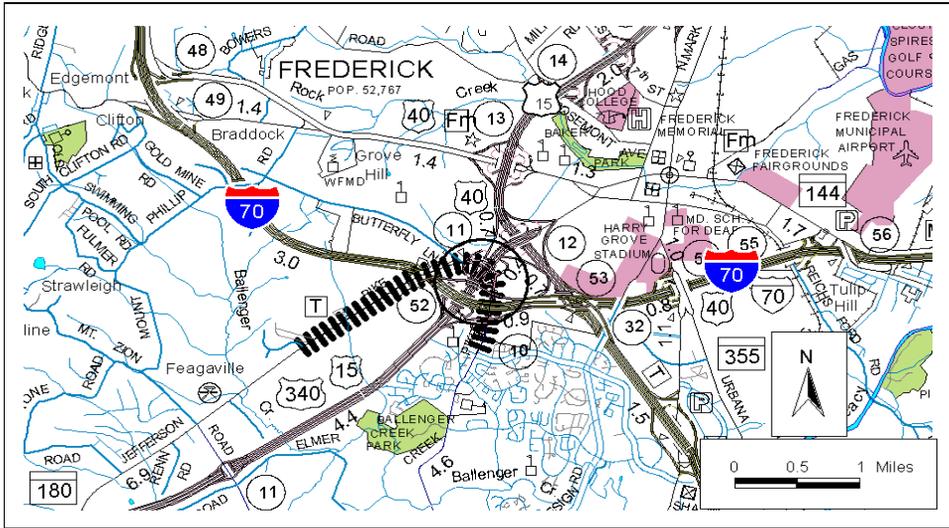
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,800 - 45,350

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 8)
- I-270/US 15, Multi-Modal Corridor Study (Line 10)
- Butterfly Lane Improvements (Frederick County)

STATUS: Partial Project Planning underway. Frederick County contributing to Planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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)	THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,460	1,460	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	1,460	1,460	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 - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 25,600

PROJECTED (2030) - 53,450

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	US 40	West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 2,413 linear feet	247	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
2	US 15	Catoctin Mountain Highway; CSX/Potomac River Bridge to Elmer Derr Road; resurface	2,608	Completed
3	US 15	Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface	1,347	Completed
4	US 15 SB	Catoctin Mountain Highway; north of Catoctin Hollow Road to MD 26; resurface (ARRA PROJECT)	2,649	Completed
5	MD 17	Burkittsville Road; Lee's Lane to branch of Catoctin Creek; resurfacing (ARRA PROJECT)	349	Completed
6	MD 28	Tuscarora Road; Montgomery County Line to Parks Mill Road; resurfacing (ARRA PROJECT)	515	Completed
7	I 70 WB	Eisenhower Memorial Highway; US 40 EBR Bridge to Hollow Road; safety and resurface (ARRA PROJECT)	3,642	Under construction
8	MD 75	Church Street; at MD 26; resurfacing (ARRA PROJECT)	132	FY 2010
9	MD 75	Green Valley Road; Coppermine Road to MD 26; resurfacing (ARRA PROJECT)	602	FY 2010
10	MD 75	Green Valley Road; Arlington Road to MD 874; resurfacing (ARRA PROJECT)	161	Completed
11	MD 144 FA	East Patrick Street; I 70 to Monocacy Boulevard; resurfacing (ARRA PROJECT)	238	FY 2010
12	I 270 NB	Eisenhower Memorial Highway; Bennett Creek to MD 80; resurfacing (ARRA PROJECT)	1,000	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
13	US 340 EB	Jefferson Pike; US 340/US 15 split to Lander Road; resurfacing (ARRA PROJECT)	782	Completed
<u>Safety/Spot Improvement</u>				
14	US 15	Catoctin Mountain Highway; at MD 464; roundabout	1,497	Completed
15	US 15 Bus	South Seton Avenue; MD 140 to Toms Creek; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
16	MD 26	Liberty Road; 300 feet east of Daysville Road to MD 75; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
17	MD 26	Liberty Road; 300 feet east of South Street to 300 feet east of Daysville Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
18	US 40 ALT	Old National Pike; at Willow Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn (Funded for preliminary engineering only)	95	FY 2010
19	MD 77	Rocky Ridge Road; Graceham Road to Moravian Church Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
20	MD 77	East Main Street; Howard Street to Municipal Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
21	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 (ARRA PROJECT)	1,100	Under construction
22	MD 144	Main Street; Royal Oaks Drive to Bye Alley; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
23	MD 144	West Patrick Street; 300 feet east of Wisner Street to Jefferson Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
24	MD 144	East Patrick Street; King Avenue to 300 feet east of Wisner Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
25	MD 180	Jefferson Pike; Tributary to Tuscarora Creek Stabilization between MD 180 to US 340; drainage improvement (This project is a split funded project with the Enhancement Program)	64	Completed
26	MD 550	Woodsboro Road; at Woodsboro Pike; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
27	MD 550	Church Street; US 15 on-ramp to Catoclin High School Entrance; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
<u>Community Safety and Enhancements</u>				
28	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold)		
29	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold)		
<u>Environmental Preservation</u>				
30	I 70	Eisenhower Memorial Highway; at I-270 interchange; landscaping (ARRA PROJECT)	476	Under construction
<u>Commuter Action Improvements</u>				
31	US 15/340	Catoclin Mountain Highway; at Mt. Zion Road; ridesharing facility	772	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Sidewalks</u>				
32	MD 464	Souder Road; Maple Avenue to 2nd Avenue: retrofit sidewalks - 1,717 linear feet	300	FY 2010
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
33		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	FY 2010
34		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 2010
<u>Archaeological Planning & Research</u>				
35		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
36		Catocin Aqueduct; stabilize and restore the Catocin Aqueduct	1,728	Under construction
<u>Environmental Mitigation</u>				
37		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 (This project is a split funded project with the Drainage Program)	309	Completed

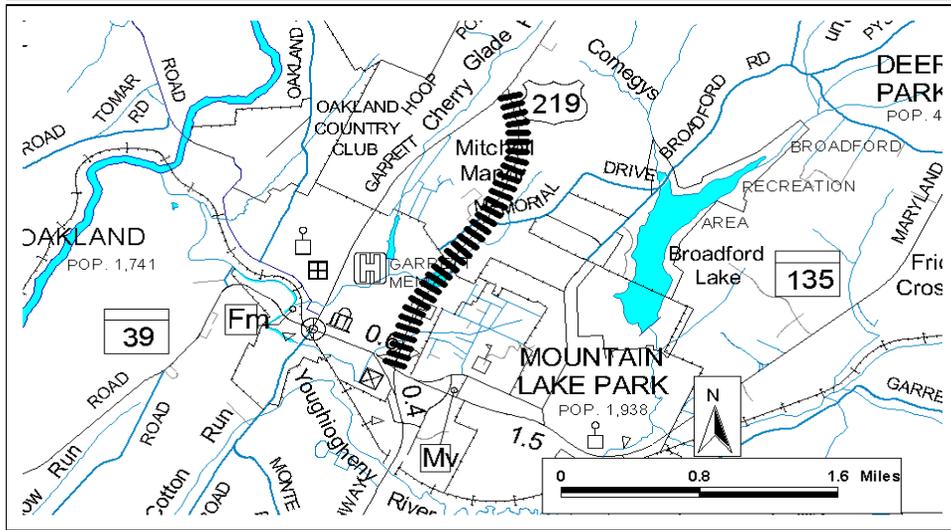
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
38		Emmitsburg Welcome Center; construction of a 6,795 square foot visitor center adjacent to US 15 in Emmitsburg	2,445	Completed
39		I-70 Welcome Center Exhibits and Furnishings; fabrication and installation of exterior plaza exhibits and electronic information kiosks	256	FY 2010
40		I 70 South Mountain Welcome Center; reconstruction and expansion of the undersized and outmoded rest stops into a major visitor center	9,688	FY 2010



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 Right-of-way underway. An additional \$2.9 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,280	1,280	0	0	0	0	0	0	0	0	0
Engineering	4,084	4,007	10	67	0	0	0	0	0	77	0
Right-of-way	4,388	4,175	213	0	0	0	0	0	0	213	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,752	9,462	223	67	0	0	0	0	0	290	0
Federal-Aid	2,818	2,710	108	0	0	0	0	0	0	108	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

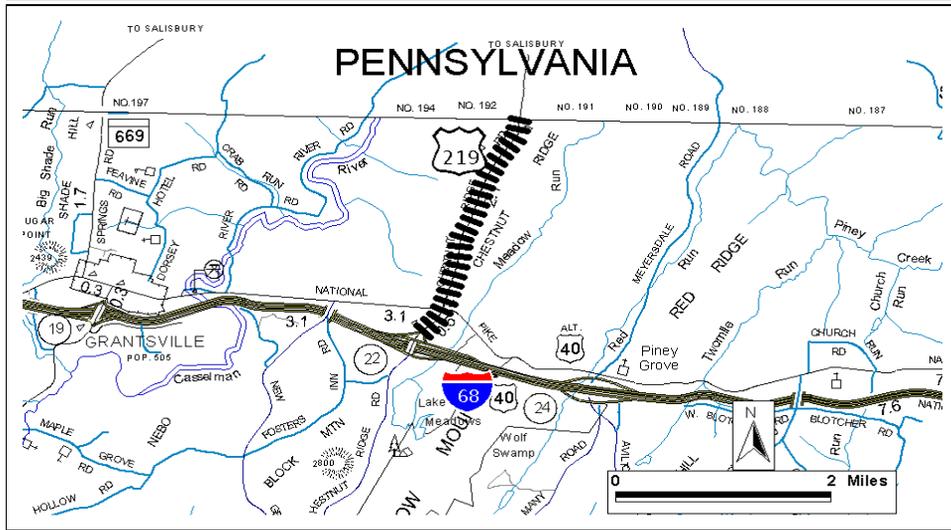
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 7,350 - 16,975

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 (Allegany County - Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$1.0 million is due to the project being put on hold by Pennsylvania. The remaining Appalachian Development Highway System Funds will be programmed when the project progresses.

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 checked="" type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2012			YEAR 2013	YEAR 2014	YEAR 2015
Planning	2,067	2,064	3	0	0	0	0	0	0	0	0	3	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,067	2,064	3	0	0	0	0	0	0	0	0	3	0
Federal-Aid	1,612	1,610	2	0	0	0	0	0	0	0	0	2	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,675

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, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 42	Friendsville Road; Kisner Road to Youghiogheny River Bridge; resurface	1,667	Completed
		<u>Enhancements</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
2	US 40 ALT	National Pike; Bridge over Casselman River; rehabilitate of the 1932 structurally deficient US 40 Alternate bridge over Casselman River (This project is a split funded project with the Bridge Program)	1,413	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
3		Various Interstate Patching for Truck Climb Lanes (ARRA PROJECT)	332	FY 2010
4	US 40 ALT	National Pike; MD 546 to Allegany County Line; resurfacing (ARRA PROJECT)	618	FY 2010
5	US 40 ALT	Main Street; West Corporate Limits to East Corporate Limits of Grantsville; resurfacing (ARRA PROJECT)	128	FY 2010
6	MD 135	Maryland Highway; east of Weber Road to Shady Acre Lane; resurfacing (ARRA PROJECT)	700	FY 2010
7	MD 135	Maryland Highway; Chestnut Grove Road to Lee Road; safety and resurface (ARRA PROJECT)	2,043	Completed
8	US 219	Garrett Highway; MD 42 to Bumble Bee Road; resurfacing (ARRA PROJECT)	1,700	Completed
9	US 219	Garrett Highway; North Corporate limits of Accident to Bear Creek Bridge; safety and resurface (ARRA PROJECT)	1,326	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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 495	Bittering Road; New Germany Road to Rock Lodge Road; resurfacing (ARRA PROJECT)	765	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
11		MD 546 over US 40 Alt; US 219 over I 68 and MD 495 over I 68; bridge deck overlay	1,170	Completed
<u>Safety/Spot Improvement</u>				
12	MD 495	Bittering Road; at Spring Lick Road; intersection improvements, geometric improvements	272	Completed
<u>Community Safety and Enhancements</u>				
13	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for concept development only) (Project on Hold)		
14	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only) (Project on Hold)		
<u>Environmental Preservation</u>				
15		Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Enhancement Program)	113	FY 2011

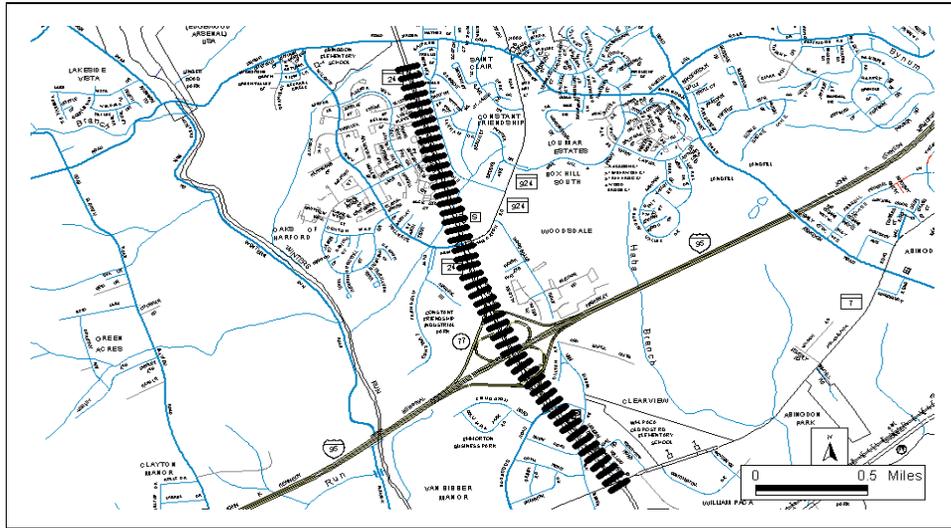
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
16		<p align="center"><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Environmental Mitigation</u></p> <p>Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Environmental Preservation Program)</p>	113	FY 2011



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) - Development & Evaluation Program
- I-95, Interchange at MD 24 (MdTA)
- BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. 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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,551	1,551	0	0	0	0	0	0	0	0	0
Engineering	85	85	0	0	0	0	0	0	0	0	0
Right-of-way	1	1	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,637	1,637	0	0	0	0	0	0	0	0	0
Federal-Aid	1,086	1,086	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Expressway

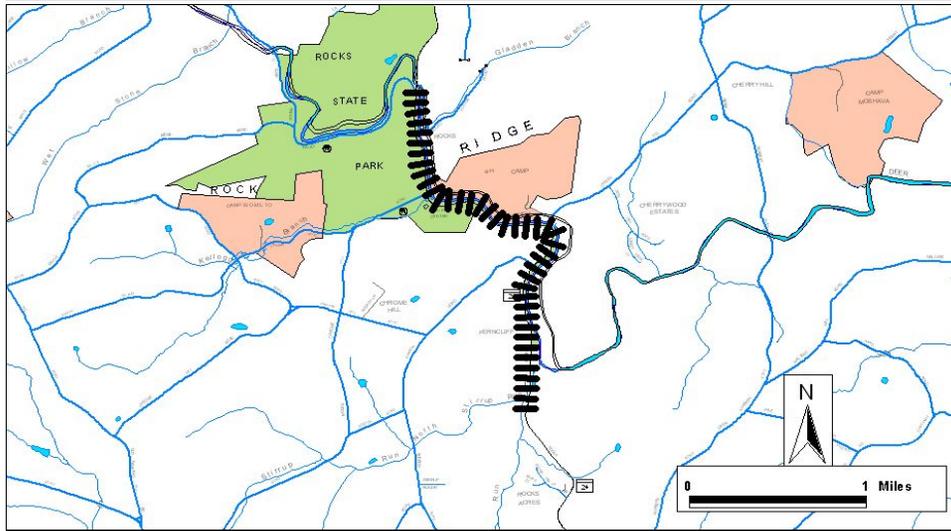
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	5266	0	0	0	STP

STATUS: Engineering and Right-of-Way underway. Construction to begin during budget fiscal year. The project will be advertised under two contracts.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	597	603	100	0	0	0	0	0	703	0
Right-of-way	235	0	235	0	0	0	0	0	0	235	0
Construction	7,396	0	0	2,627	3,588	1,181	0	0	0	7,396	0
Total	8,931	597	838	2,727	3,588	1,181	0	0	0	8,334	0
Federal-Aid	4,266	0	0	546	2,799	921	0	0	0	4,266	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

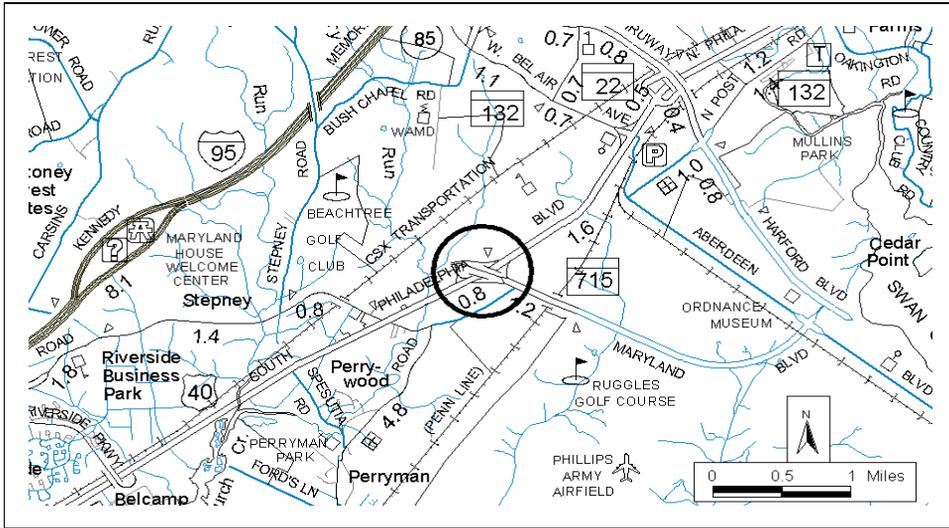
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,000

PROJECTED (2030) - 7,750

OPERATING COST IMPACT: N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	9022	0	0	0	0	PLH/STP/TC
CO	0	31915	0	0	0	HP/STP/TC

STATUS: Engineering underway. Right-of-way to begin during current fiscal year and Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Development and Evaluation program to the Construction Program .

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,538	574	1,864	100	0	0	0	0	0	1,964	0
Right-of-way	9,022	0	4,511	4,511	0	0	0	0	0	9,022	0
Construction	31,915	0	27	7,740	16,150	7,998	0	0	0	31,915	0
Total	43,475	574	6,402	12,351	16,150	7,998	0	0	0	42,901	0
Federal-Aid	40,937	0	4,538	12,251	16,150	7,998	0	0	0	40,937	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

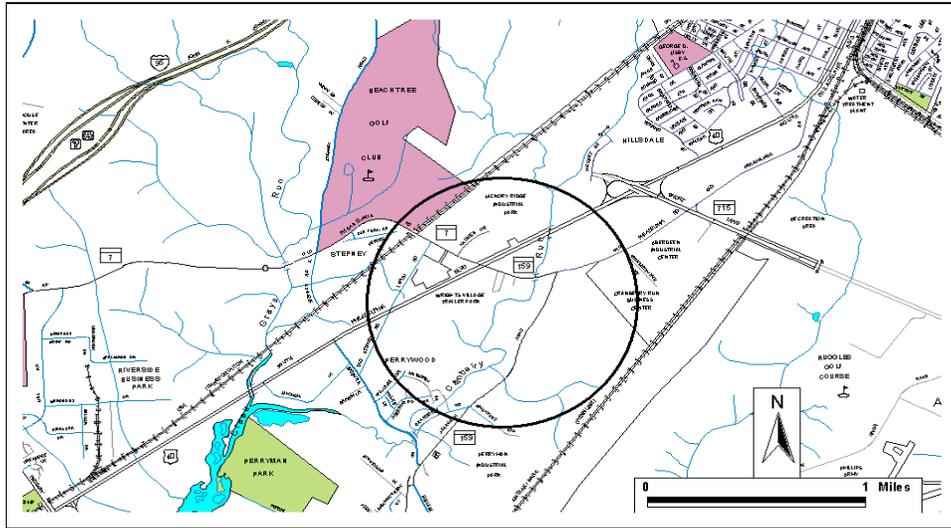
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 35,200

PROJECTED (2030) - 75,300

OPERATING COST IMPACT: \$15,000 per year



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 3)
BRAC Intersection Improvements at APG (Statewide Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	247	247	0	0	0	0	0	0	0	
Engineering	200	0	100	100	0	0	0	0	200	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	447	247	100	100	0	0	0	0	200	
Federal-Aid	173	173	0	0	0	0	0	0	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

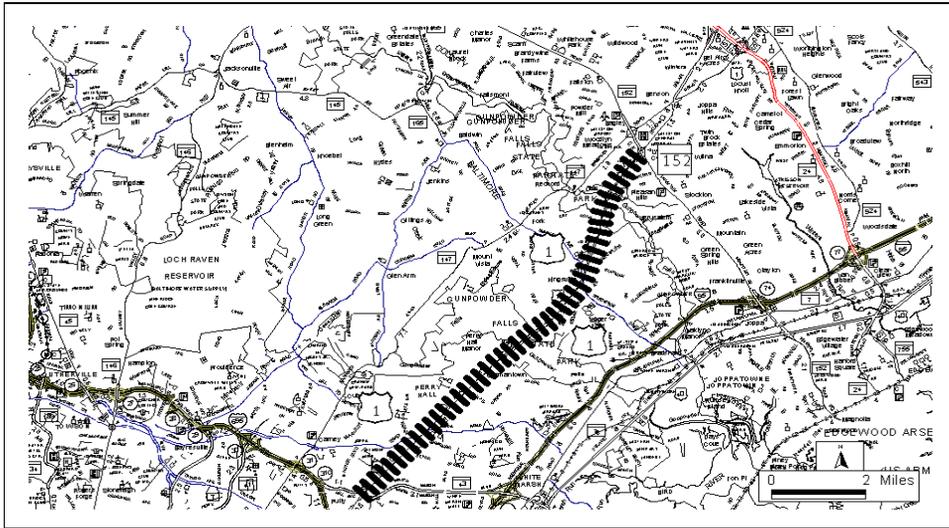
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,600

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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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

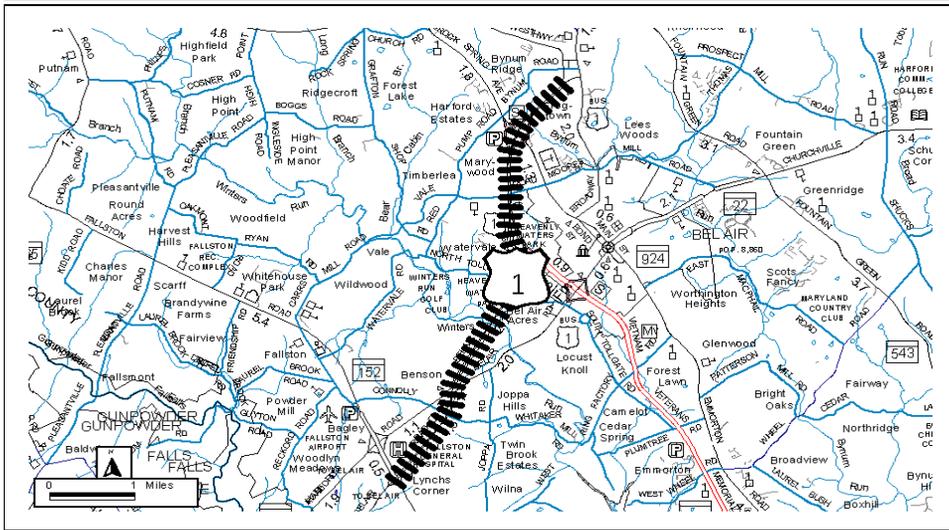
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 36,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	2,269	2,269	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	2,555	2,555	0	0	0	0	0	0	0	
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 38,100

PROJECTED (2030) - 54,100

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	MD 924	Main Street; Broadway to Maulsby Avenue; retrofit sidewalk - 245 linear feet	16	Completed
2	MD 924	Emmorton Road; Holly Wreath Drive to Holly Wreath Court; retrofit sidewalk - 65 linear feet	35	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	US 1 Bus	Belair Road; US 1 Bypass to Broadway; patching (ARRA PROJECT)	200	FY 2010
4	MD 7	Old Philadelphia Road; MD 136 to MD 543; patching (ARRA PROJECT)	200	FY 2010
5	MD 22	Churchville Road; MD 155 to Technology Drive; resurfacing (ARRA PROJECT)	1,800	FY 2010
6	US 40	Pulaski Highway; MD 7 to MD 132; resurfacing (ARRA PROJECT)	1,780	FY 2010
7	MD 132	W. Belair Avenue; Beards Hill Road to MD 462; resurface	1,528	Under construction
8	MD 147	Harford Road; Baltimore County Line to MD 152; resurfacing (ARRA PROJECT)	700	Under construction
9	MD 462	Paradise Road; MD 132 to Carsins Run; resurfacing (ARRA Project)	1,190	FY 2010
10	MD 543	Fountain Green Road; Wheel Road to MD 22; resurface (ARRA PROJECT)	1,227	Under construction
11	MD 922	Churchville Road; Bond Street to US 1 Business; resurfacing (ARRA PROJECT)	100	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
12	US 1	Belair Bypass; MD 24 to south of MD 924; install median traffic barrier and resurfacing (Funded for PE only)	400	PE Underway
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	Completed
14	US 1 Bus	Belair Bypass; Tollgate Road to MD 924; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
15	MD 7A	Union Avenue South; MD 490 to Warren Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
16	MD 22	Aberdeen Thruway; at Mt. Royal Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
17	MD 22	Aberdeen Thruway; at Middleton Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
18	MD 24	Vietnam Veterans Memorial Highway; Marketplace Drive to Boulton Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
19	MD 24	Rock Spring Avenue; Bynum Road to Myers Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
20	US 40	North Philadelphia Boulevard; James Avenue to MD 22 on-ramp; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
21	MD 490	South Union Avenue; Alliance Street to MD 7A; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010

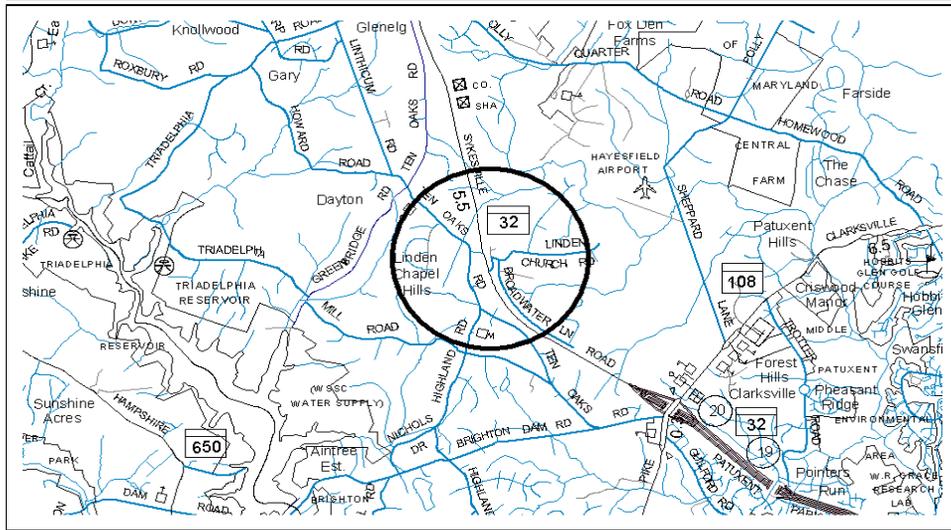
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
22	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	1,854	Under construction
		<u>Community Safety and Enhancements</u>		
23	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,961	Under construction
		<u>Sidewalks</u>		
24	MD 24	Vietnam Veterans Memorial Highway; at Edgewood Road; sidewalk and ADA improvements	11	Completed
25	US 40	Pulaski Highway; at Bata Boulevard; sidewalk retrofit - 80 linear feet	40	Under construction
		<u>Intersection Capacity Improvements</u>		
26	MD 155	Level Road; at MD 462; construct roundabout (Funded for preliminary engineering only)	507	PE Underway
		<u>Congressional Earmarks</u>		
27		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: 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 MD 108 to I-70 (Line 4)
- MD 32, Wellworth Way Access Improvements (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 will fund Engineering, Right-of-way and Construction at \$31.3 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	816	485	331	0	0	0	0	0	0	331	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	485	331	0	0	0	0	0	0	331	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

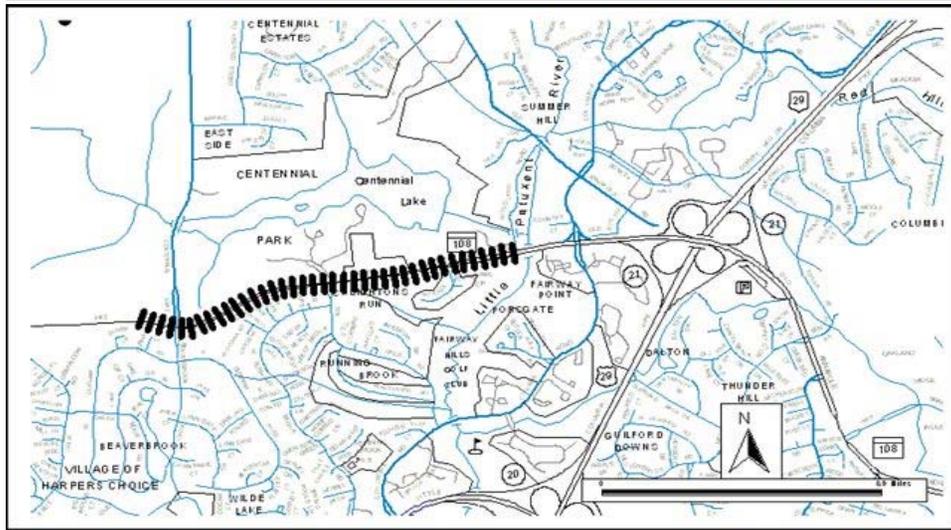
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 30,400

PROJECTED (2030) - 58,000

OPERATING COST IMPACT: \$15,000 per year



PROJECT: MD 108, Clarksville Pike

DESCRIPTION: Widen MD 108 from 2 to 4 lanes from 1,000 west of Centennial Lane to 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 at \$16.5 million.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				.....2012.....	.....2013.....	.....2014.....	.....2015.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	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 - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

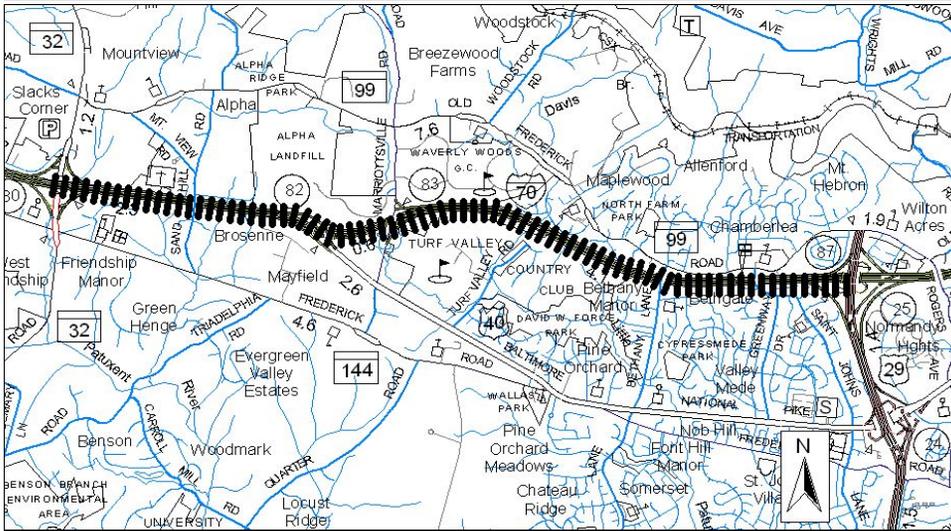
CURRENT (2009) - 25,500

PROJECTED (2030) - 31,100

OPERATING COST IMPACT: \$21,400 per year

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 3

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	858	858	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	858	858	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Urban Interstate

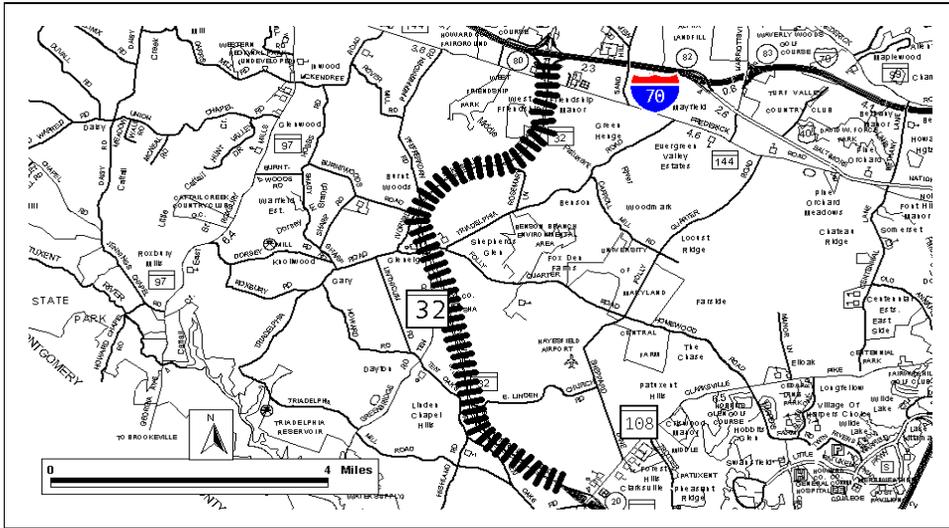
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 Linden Church Road (Line 1)
- MD 32, Wellworth Way Access Management (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$2.7 million is due to adding Protective Right-of-way funds in FY15.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFY 2016			
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	7,874	2,086	10	0	2,778	0	0	3,000	5,788	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,531	5,743	10	0	2,778	0	0	3,000	5,788	0	
Federal-Aid	2,560	2,560	0	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

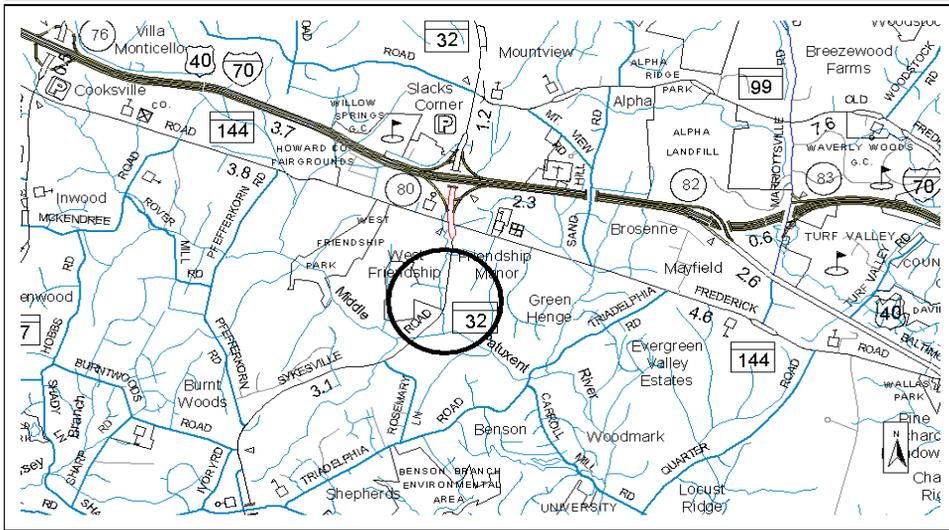
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 30,400

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 the local road system, specially Rosemary Lane and Wellworth Way.

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 Linden Church Road (Line 1)
- MD 32 MD 108 to I-70 (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,125	951	174	0	0	0	0	0	0	174	0
Right-of-way	19	19	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,144	970	174	0	0	0	0	0	0	174	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

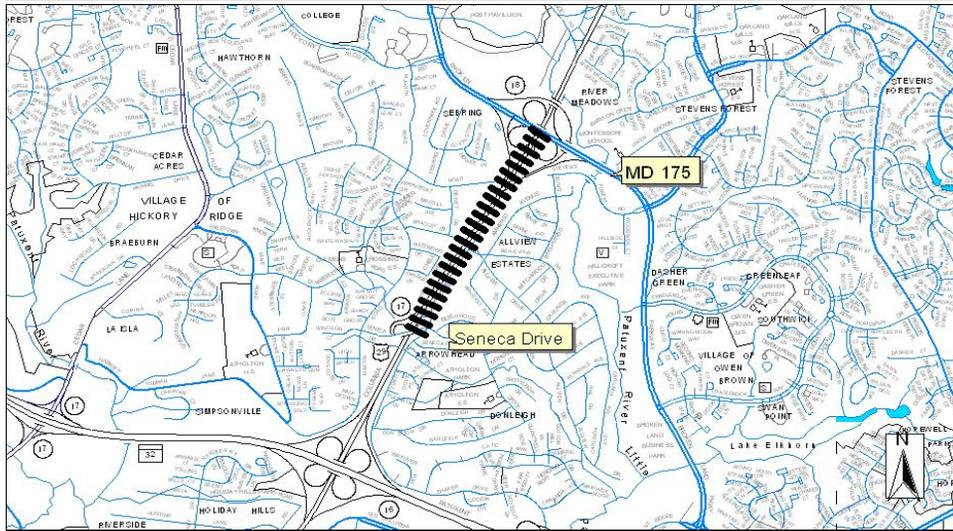
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$2.0 million for Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,640	431	500	500	500	1,709	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	500	500	500	1,709	0	0	3,209	0
Federal-Aid	2,567	0	400	400	400	1,367	0	0	2,567	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

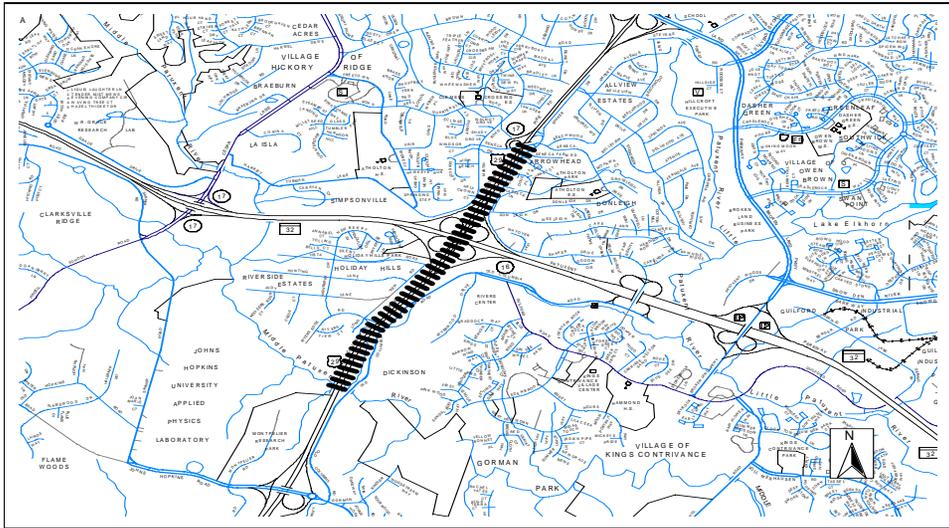
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 78,500

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 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 MD 175 to Seneca Drive (Line 6).

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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

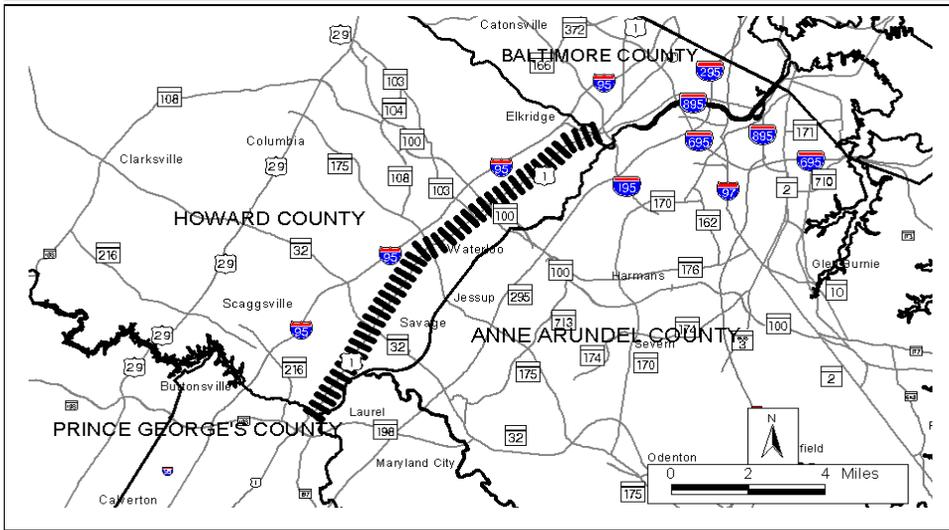
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 73,150

PROJECTED (2030) - 91,225

OPERATING COST IMPACT: N/A



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Studies to identify 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. (11.0 miles).

JUSTIFICATION: Improvements identified as a result of these studies will provide a blueprint for future State, local and developer projects such that the corridor can be developed in a manner consistent with the County's overall vision plan as well as in a way that accommodates existing and future travel demand to improve safety and mobility on US 1, circulation on the supporting local network, and connectivity for all users of the system, including bicyclists and pedestrians.

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	1,250	597	459	194	0	0	0	0	0	653	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	597	459	194	0	0	0	0	0	653	0	
Federal-Aid	1,000	490	358	152	0	0	0	0	0	510	0	

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

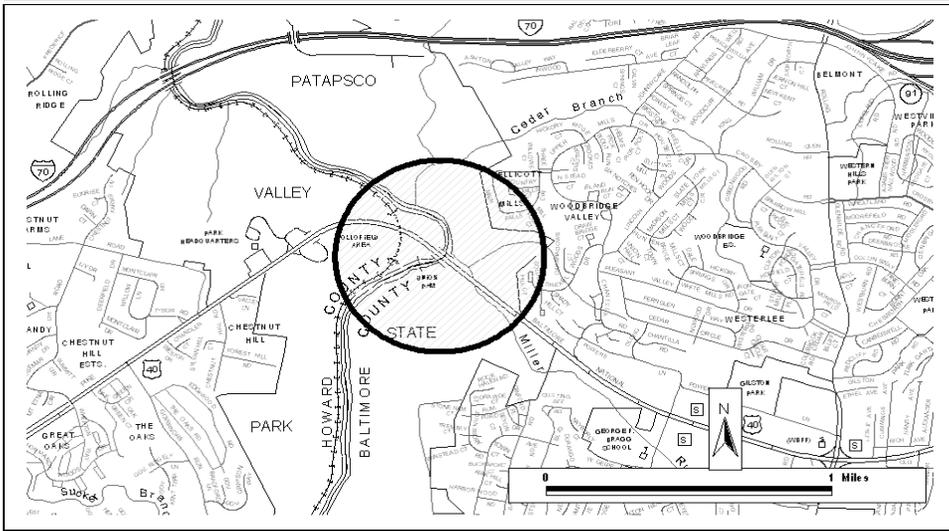
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 37,900

PROJECTED (2030) - 52,300

OPERATING COST IMPACT: N/A



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River.

JUSTIFICATION: This project will replace 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	20879	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,265	2,251	14	0	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,600	0	0	6,578	8,008	7,608	6,406	0	28,600	0	0
Total	30,865	2,251	14	6,578	8,008	7,608	6,406	0	28,614	0	0
Federal-Aid	22,654	1,765	10	4,802	5,846	5,554	4,677	0	20,889	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 37,300

PROJECTED (2030) - 48,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Sidewalks</u>				
1	US 1	Washington Avenue; Troy Hill Drive South to Troy Hill Drive North; retrofit sidewalk - 1,036 linear feet	86	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
2	US 29	Columbia Pike; at MD 99 Intersection; resurfacing (ARRA PROJECT)	376	FY 2010
3	US 29	Columbia Pike; ramps at Brokenland Parkway Interchange; resurfacing (ARRA PROJECT)	863	FY 2010
4	US 29 SB	Columbia Pike; Brokenland Parkway to Middle Patuxent River; safety and resurface (ARRA PROJECT)	3,884	Under construction
5	MD 94	Woodbine Drive; Montgomery County Line to Cattail River Drive; resurfacing (ARRA PROJECT)	1,543	Completed
6	MD 97	Roxbury Mills Road; Union Chapel Road to Montgomery County Line; resurfacing (ARRA PROJECT)	470	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
7	US 29 SB	Columbia Pike; over I 70; bridge deck replacement	1,140	Under construction
<u>Safety/Spot Improvement</u>				
8	US 1	Washington Boulevard; Kit Kat Road to MD 103; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
9	US 1	Washington Boulevard; Prince George's County Line to Lynn Buff Court; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
10	US 1	Washington Boulevard; London Avenue to Montgomery Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
11	US 1	Washington Boulevard; Mission Road to McClain Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
12	US 29	Columbia Pike; Montgomery County Line to south of MD 100; guard rail	1,354	Completed
13	US 29	Columbia Pike NB; at Old Columbia Road; geometric improvements	513	Completed
14	US 40	Baltimore National Pike; 500 feet west of Greenway Drive to St. Johns Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
15	US 40	Baltimore National Pike; US 29 to Weston Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
16	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)		FY 2010
17	MD 103	Montgomery Road; MD 104 to Brampton Parkway; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
18	MD 104	Waterloo Road; MD 100 to MD 103; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010
19	MD 108	Old Annapolis Road; Howard High School Entrance to MD 104; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance)	1,993	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Noise Barriers</u>				
20	US 29 NB	Columbia Pike; from 3000 feet north of MD 216 to 3400 north of MD 216; correction of sound barrier	633	Completed
<u>Environmental Preservation</u>				
21		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 2010
22	MD 32	Sykesville Road; Nixon Farm Mitigation site; wetland enhancement	1,099	FY 2010
23	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Prince George's County)	598	FY 2010
<u>Truck Weight</u>				
24	MD 32	Sykesville Road; south of Triadelphia Road; construct virtual weigh station	150	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
25		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	FY 2010
<u>Environmental Mitigation</u>				
26		Brampton Hills stream restoration project; restoration of eroded stream channel behind MD 100 noise walls; Environmental Mitigation.	579	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2009
27		<p><u>Fiscal Years 2010 and 2011 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p>	650	FY 2010
		<p>Dorsey Run; restoration and creation of floodplain wetlands and elimination of headcut ditch across floodplain to the mainstream of Dorsey Run (This project is a split funded project with the Environmental Preservation Program)</p>		

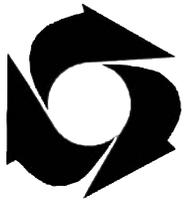


Kent

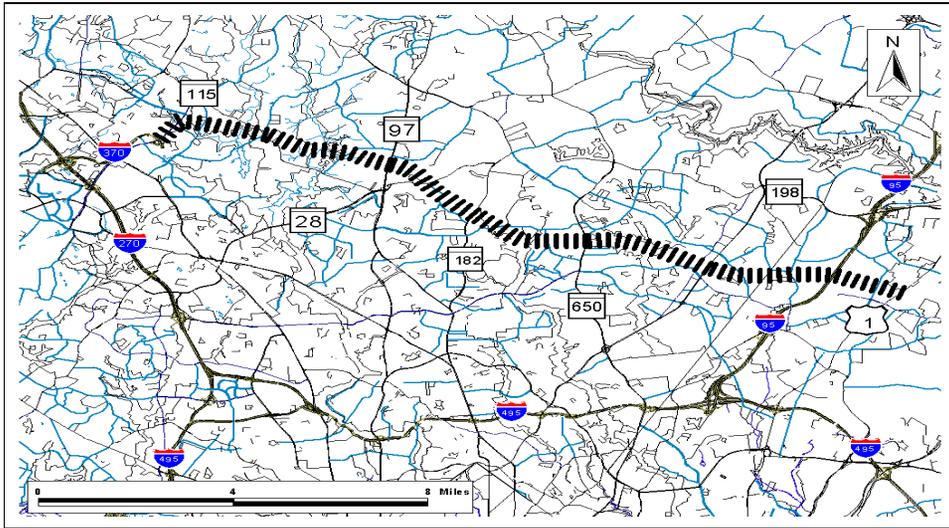
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 20	Chestertown Road; Old Fairlee Road to MD 446; resurface	585	Completed
2	MD 514	Flatland Road; MD 20 to Stockton Startt Road; resurface	200	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 213	Augustine Herman Highway; MD 561 to Creamery Street; resurfacing (ARRA PROJECT)	884	Completed
4	MD 313	Massey Galena Road; MD 330 to US 301; resurfacing (ARRA PROJECT)	300	Completed
5	MD 313	Massey Galena Road; Queen Anne County Line to MD 330; resurfacing (ARRA PROJECT)	635	Completed
<u>Congressional Earmarks</u>				
6		Construct Chestertown Trail (Earmark \$240,000; PE, CO)	0	



Montgomery



PROJECT: MD 200, 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 9)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 25)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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/NC11P Project Funds.

PHASE	Federal Funding By Year of Obligation					FEDERAL CATEGORY
	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	
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 checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	PROJECT CASH FLOW											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				.....2012.....	.....2013.....	.....2014.....	.....2015.....				
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	19,292	19,292	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	19,292	19,292	0	0	0	0	0	0	0	0	0	
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

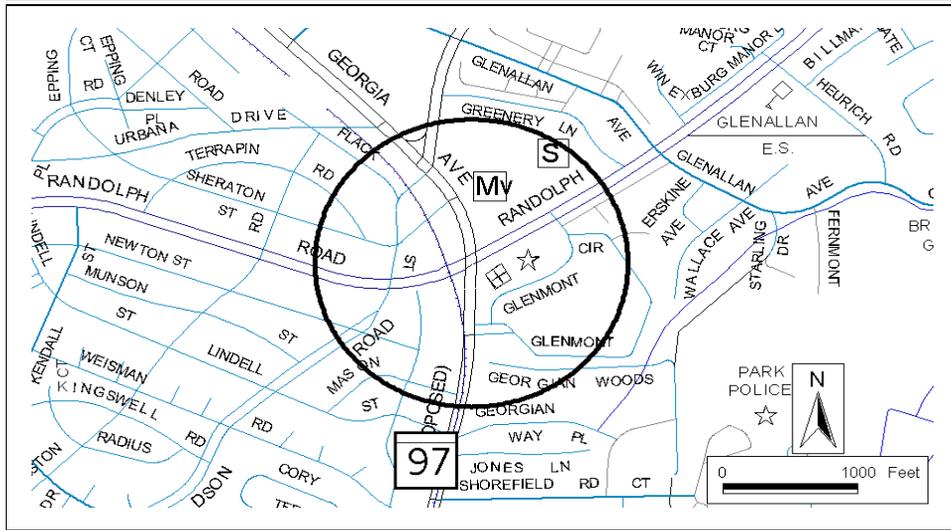
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1371	0	0	0	0	STP

STATUS: Engineering and Right-of-way underway. Construction for advanced utility work underway. Construction for the overall project will begin in FY14. County to provide \$14.4 million for Right-of-way and Advanced Utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$18.8 million is due to more detailed Right-of-way and Construction estimates, a favorable bid price and reduced inflation.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,097	1,097	0	0	0	0	0	0	0	0	
Engineering	4,910	3,793	267	340	330	180	0	0	1,117	0	
Right-of-way	15,550	2,414	1,346	5,640	6,150	0	0	0	13,136	0	
Construction	40,941	0	1,323	340	0	0	12,176	16,261	30,100	10,841	
Total	62,498	7,304	2,936	6,320	6,480	180	12,176	16,261	44,353	10,841	
Federal-Aid	8,209	3,423	2,355	1,954	351	126	0	0	4,786	0	

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

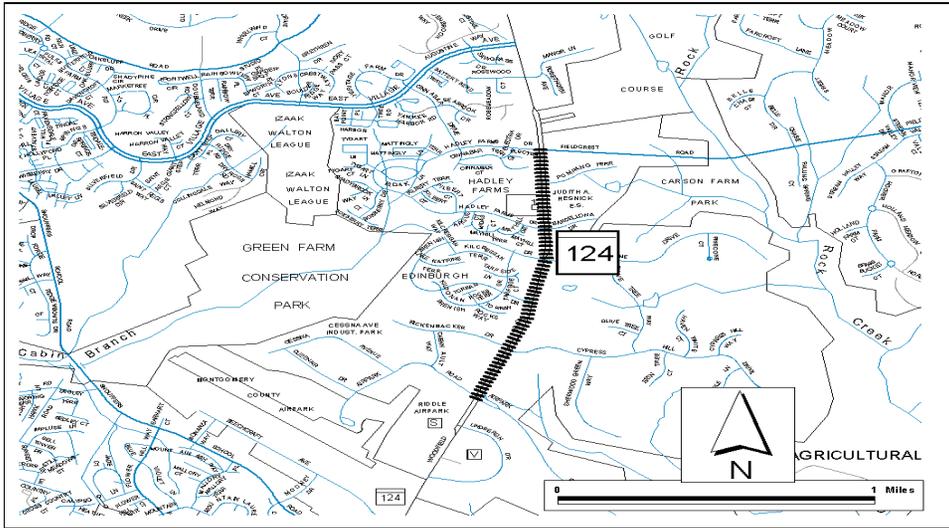
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.3 million is due to Court Settlements.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	17,389	13,154	3,396	839	0	0	0	0	0	4,235	0
Construction	34,272	15,310	11,192	7,770	0	0	0	0	0	18,962	0
Total	56,031	32,834	14,588	8,609	0	0	0	0	0	23,197	0
Federal-Aid	43,808	21,849	13,518	8,441	0	0	0	0	0	21,959	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

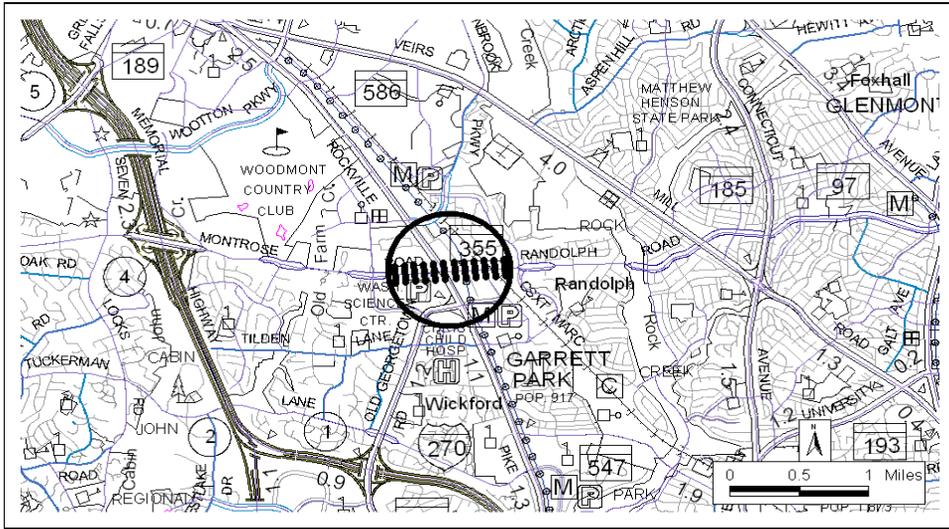
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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 15)
- Montrose Parkway East (Montgomery County Project)

STATUS: Construction underway. County provided funds to advance construction and SHA will reimburse the County in FY 11-12 for advancing construction. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$3.5 million is due to reduced utility needs.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,655	1,655	0	0	0	0	0	0	0	
Right-of-way	13,218	10,965	581	836	836	0	0	0	2,253	
Construction	29,012	14,419	9,511	5,082	0	0	0	0	14,593	
Total	43,885	27,039	10,092	5,918	836	0	0	0	16,846	
Federal-Aid	27,642	11,823	9,539	5,681	599	0	0	0	15,819	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

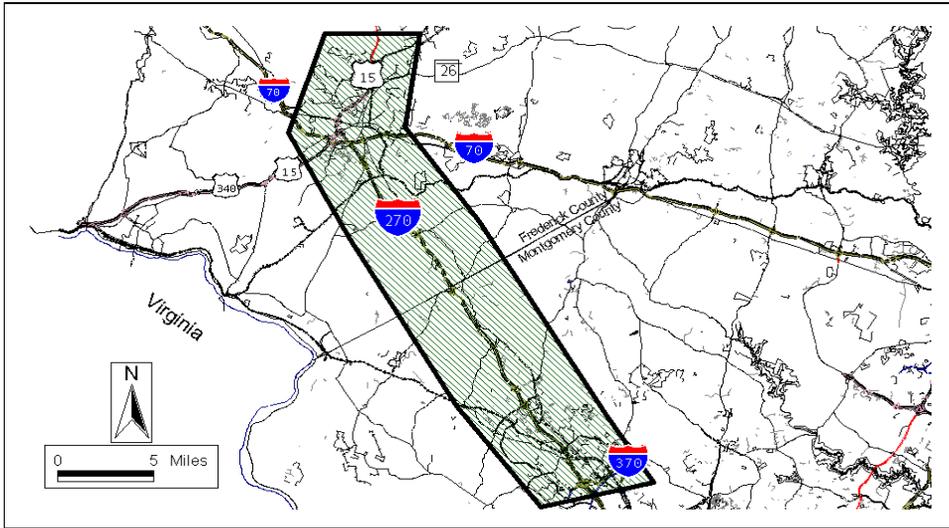
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 52,500

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, Phase 2D (Frederick Co. -Line 2)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 8)
- US 15, Interchange at Monocacy Boulevard (Frederick County - Line 11)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	THRU 2009	2010			2011	2012	2013	2014	2015		
	Planning	17,460	16,930	530	0	0	0	0	0	0	530	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	18,517	17,987	530	0	0	0	0	0	0	530	0
Federal-Aid	12,222	11,851	371	0	0	0	0	0	0	371	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

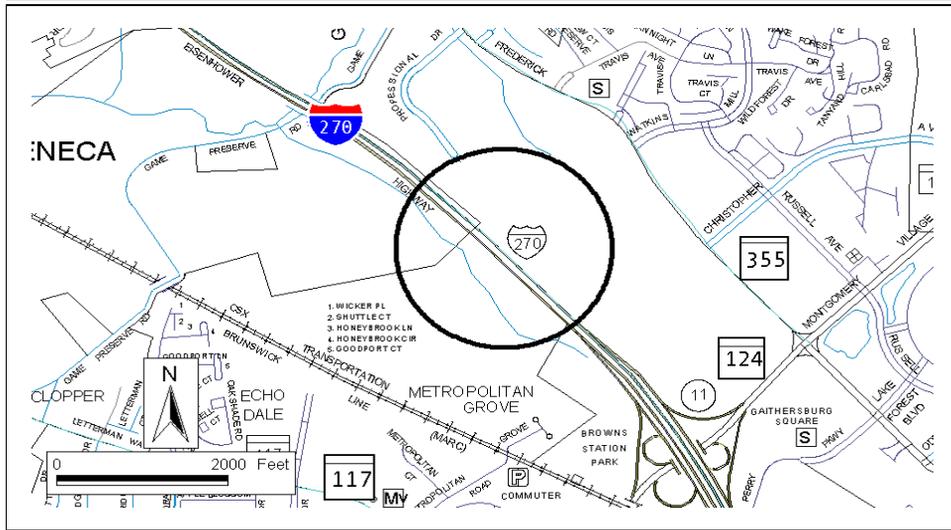
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 40,000 - 96,550 (US -15)
88,250 - 233,350 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (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)

STATUS: Partial Engineering underway. The County is contributing \$2.4 million towards engineering in FY10-12. The cost shown is SHA share only. The County will provide an additional \$7.6 million to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,172	1,172	0	0	0	0	0	0	0	0	0
Engineering	770	496	0	213	61	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	1,942	1,668	0	213	61	0	0	0	0	274	0
Federal-Aid	820	820	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

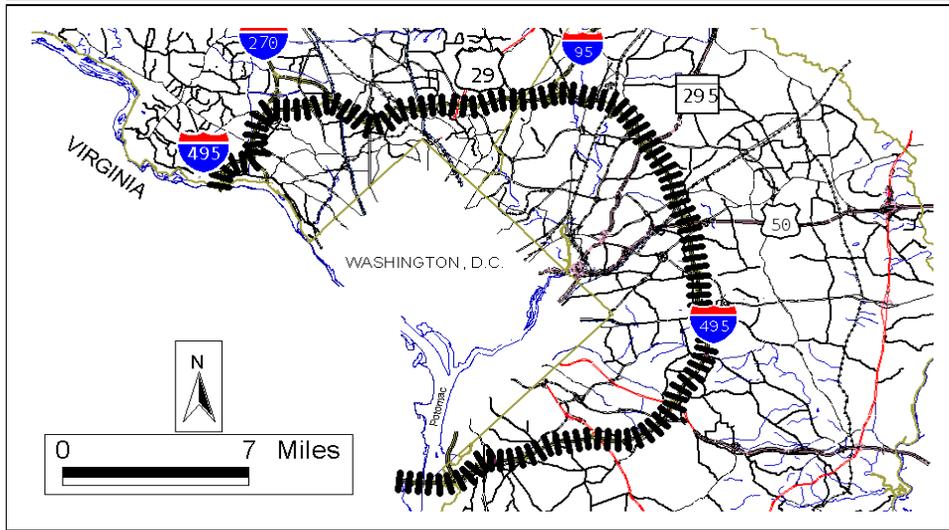
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 158,250

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:

MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 14,15)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 Purple Line Study (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	2009	THRU 2009			2010	2011	2012	2013	2014			2015
Planning	11,043	11,038	5	0	0	0	0	0	0	5	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	11,043	11,038	5	0	0	0	0	0	0	5	0	
Federal-Aid	7,731	7,727	4	0	0	0	0	0	0	4	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

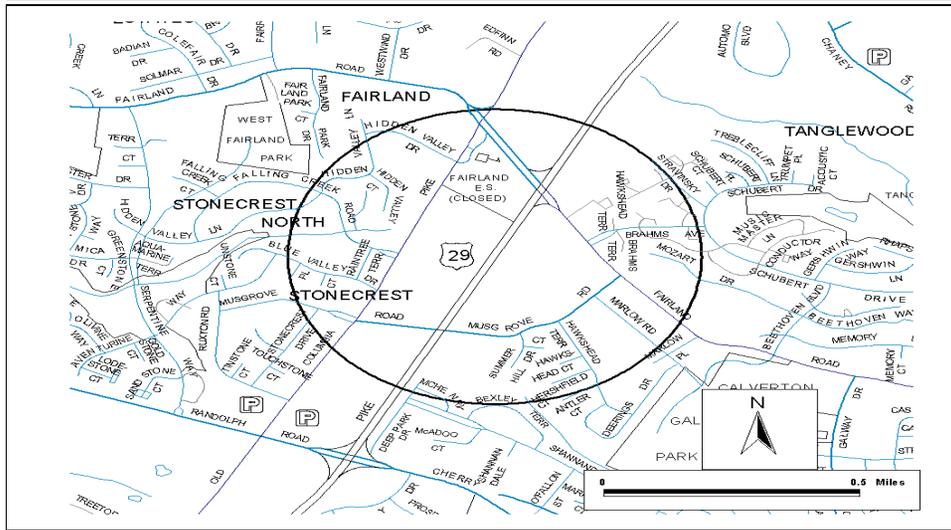
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 114,025 - 248,175

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. Partial Right-of-way funding for property settlement.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				
					2012	2013	2014			2015
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,001	981	20	0	0	0	0	20	0
Right-of-way	6,641	1,017	600	0	5,024	0	0	5,624	0
Construction	0	0	0	0	0	0	0	0	0
Total	7,642	1,998	620	0	5,024	0	0	5,644	0
Federal-Aid	5,881	1,480	482	0	3,919	0	0	4,401	0

FUNCTION:

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

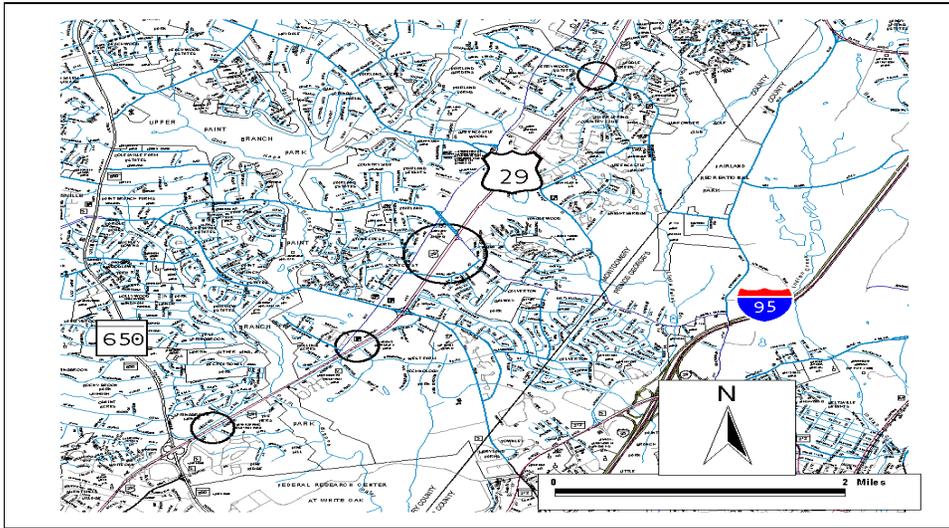
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 55,100

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	420	0	0	0	0	PLH
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$43.0 million is needed to complete Engineering and \$22.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	4,738	4,291	47	400	0	0	0	0	0	447	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	7,771	7,324	47	400	0	0	0	0	0	447	0
Federal-Aid	3,209	2,771	38	400	0	0	0	0	0	438	0

FUNCTION :

- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

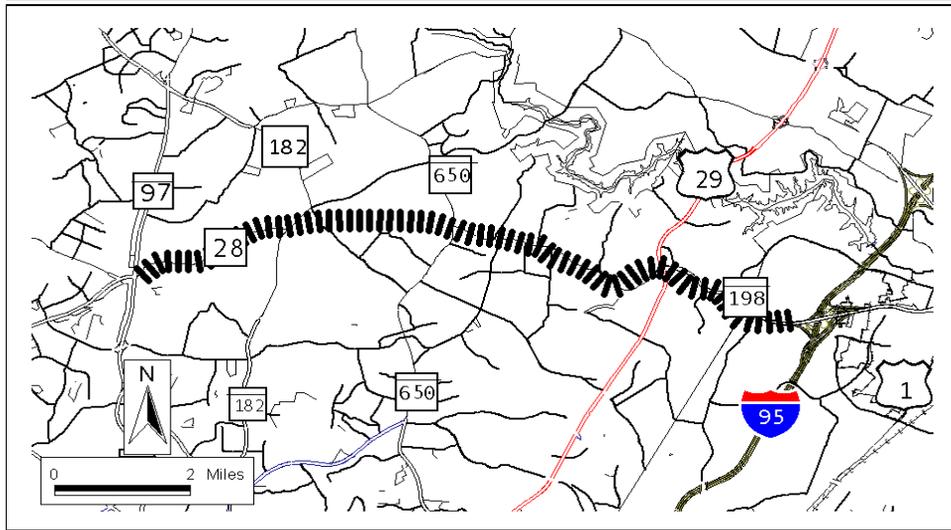
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 48,500 - 59,300

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 11)
- I-95/Contee Road Interchange (Prince George's County - Line 9)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 25)

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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)		CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	2009	2010			2012	2013	2014	2015			
Planning	4,033	4,030	3	0	0	0	0	0	0	3	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,035	4,032	3	0	0	0	0	0	0	3	0
Federal-Aid	2,823	2,821	2	0	0	0	0	0	0	2	0

FUNCTION :

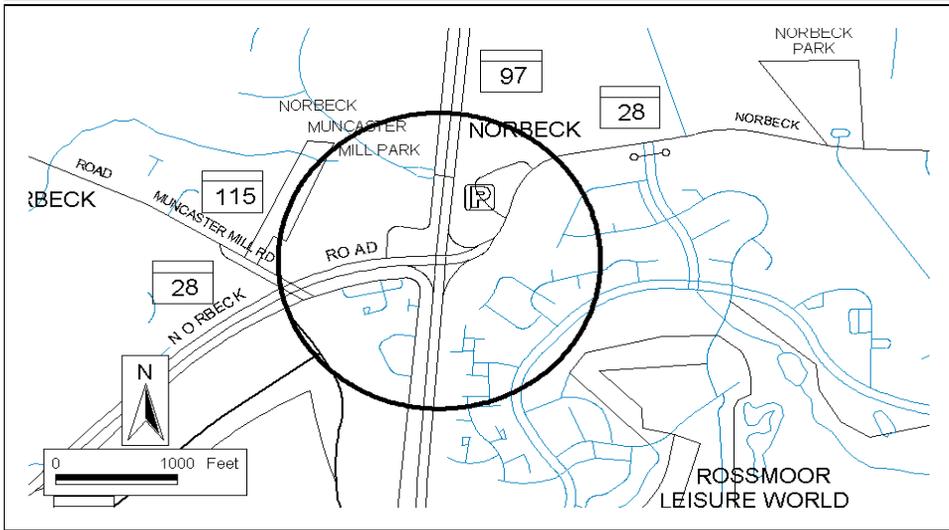
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 24,850 - 45,800 (MD 28)
 21,0500 - 52,775 (MD 198)
PROJECTED (2030) - 41,325 - 51,775 (MD 28)
 36,875 - 62,250 (MD 198)

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,982	1,982	0	0	0	0	0	0	0	0	0
Engineering	844	839	5	0	0	0	0	0	0	5	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	2,826	2,821	5	0	0	0	0	0	0	5	0
Federal-Aid	1,979	1,975	4	0	0	0	0	0	0	4	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

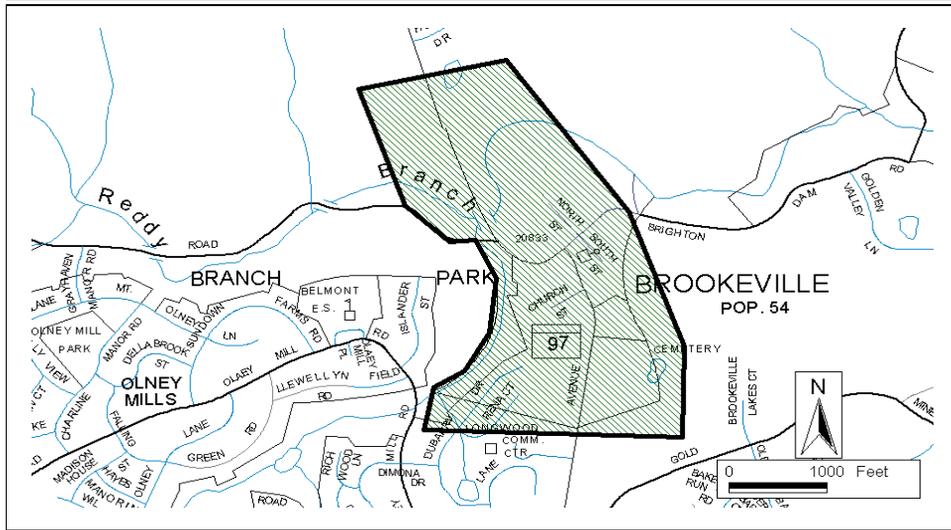
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,875

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. Smart Growth exception has been agreed upon and is ready to go to the Board of Public Works.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,063	2,063	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	2,063	2,063	0	0	0	0	0	0	0	0	0
Federal-Aid	1,444	1,444	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

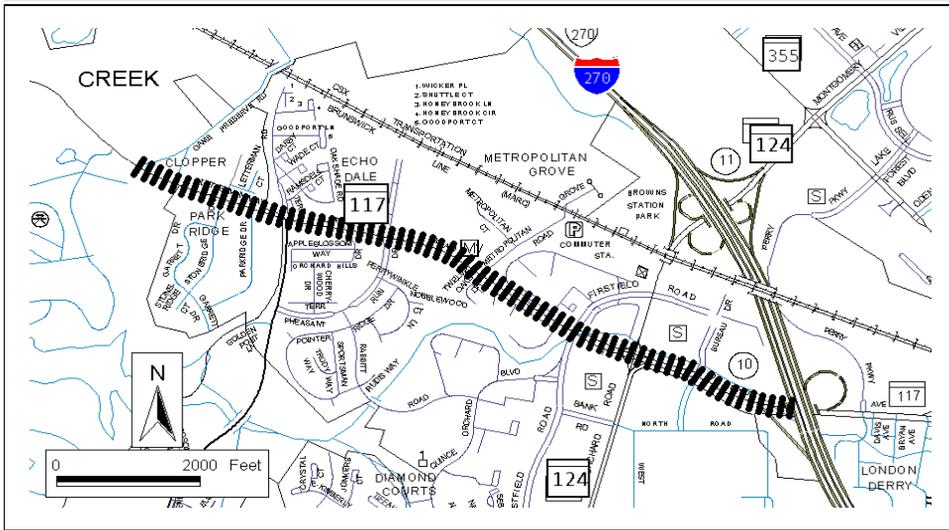
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 18,750

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	1,923	1,903	20	0	0	0	0	0	0	20	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	2,953	2,933	20	0	0	0	0	0	0	20	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

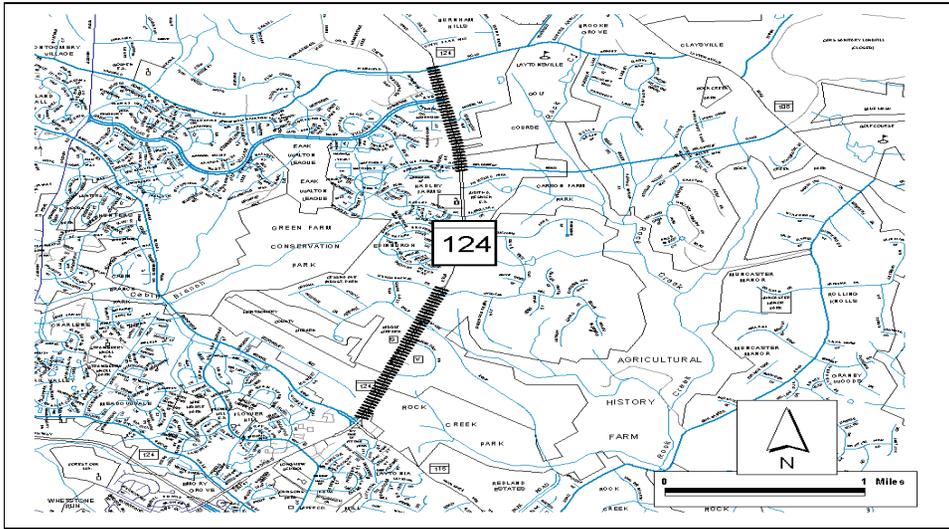
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,250

PROJECTED (2030) - 56,600

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$0.6 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	1,197	197	300	700	0	0	0	0	1,000	0
Right-of-way	14	4	10	0	0	0	0	0	10	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,325	2,315	310	700	0	0	0	0	1,010	0
Federal-Aid	118	0	118	0	0	0	0	0	118	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

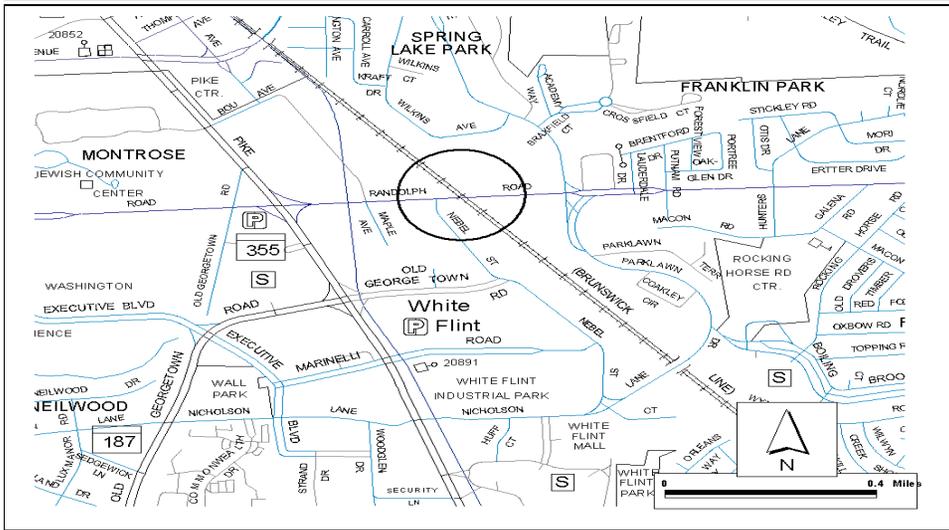
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 to proceed.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009			YEAR 2010	YEAR 20112012.....2013.....2014.....		2015.....
						2012.....2013.....2014.....		2015.....
Planning	1,860	1,860	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	1,860	1,860	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 (2009) - 52,500 (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 16

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost)	850	Completed
		<u>Sidewalks</u>		
2		Various Site Bus Stop Pads; 3,561 square feet of Bus Pad and retrofit sidewalk - 2,556 linear feet	141	Completed
3	MD 108	Olney Sandy Spring Road; Norwood Road to Meeting House Road; retrofit sidewalk - 960 linear feet	127	Completed
		<u>Intersection Capacity Improvements</u>		
4	MD 108	Old Laytonsville Road; at Fieldcrest Road; provide separate westbound left turn lane	561	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
5	MD 28	Norbeck Road; at Mid Atlantic Golf Center; resurfacing (ARRA PROJECT)	100	Under construction
6	US 29	Columbia Pike; at MD 650; resurfacing (ARRA PROJECT)	265	FY 2010
7	MD 97	Georgia Avenue; MD 390 to I-495; resurfacing (ARRA PROJECT)	575	FY 2010
8	MD 108	Laytonsville Road; MD 650 to Brink Road; resurfacing (ARRA PROJECT)	395	Completed
9	MD 108	Damascus Road; Annapolis Rock Road to MD 650; resurfacing (ARRA PROJECT)	775	Completed
10	MD 124	Woodfield Road; Fieldcrest Road to Exodus Drive; resurfacing (ARRA PROJECT)	425	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	MD 186	Brookville Road; Western Avenue to MD 410; resurfacing (ARRA PROJECT)	410	FY 2010
12	MD 187	Old Georgetown Road; 150 feet south of Center Drive to North Brook Lane; safety and resurface (ARRA PROJECT)	2,068	FY 2010
13	MD 191	Bradley Boulevard; Burdett Road to Arlington Road; resurfacing	1,285	FY 2010
14	MD 193	University Boulevard; MD 586 to Arcola Avenue; safety and resurface (ARRA PROJECT)	3,908	Under construction
15	MD 198	Sandy Spring Road; US 29 to Prince Georges County Line; resurfacing (ARRA PROJECT)	835	Under construction
16	MD 198	Spencerville Road; MD 650 to Peach Orchard Road; resurfacing (ARRA PROJECT)	410	FY 2010
17	I 270	Eisenhower Memorial Highway; northbound Muddy Branch Road to north of Middlebrook Road; resurface	6,778	Under construction
18	I 270	Eisenhower Memorial Highway; southbound Muddy Branch Road to north of Middlebrook Road; resurface	6,965	Under construction
19	I 270	Eisenhower Memorial Highway; all ramps from Middlebrook Road to MD 109; resurfacing (ARRA PROJECT)	500	FY 2010
20	I 270	Eisenhower Memorial Highway; all ramps from Montrose Road to MD 189; resurfacing (ARRA PROJECT)	500	FY 2010
21	MD 355	Rockville Pike; Templeton Place to MD 911; resurfacing (ARRA PROJECT)	480	FY 2010
22	MD 355	Frederick Road; MD 121 to Frederick County Line; resurfacing (ARRA PROJECT)	645	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
23	MD 355	Frederick Road; MD 117 to Lake Forest Boulevard; resurfacing (ARRA PROJECT)	375	Completed
24	I 495	Capital Beltway; Potomac River to I 270; safety and resurface (ARRA PROJECT)	8,567	Under construction
25	MD 547	Knowles Avenue; Weymouth Street to MD 185; resurfacing	160	FY 2010
26	MD 547	Strathmore Avenue; MD 355 to Flanders Avenue; resurfacing	130	FY 2010
27	MD 586	Veirs Mill Road; Norbeck Road to Rock Creek; resurfacing	3,312	Under construction
28	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; safety and resurface (ARRA PROJECT) (Project also shown in Prince George's County)	1,625	FY 2010
29	MD 650	New Hampshire Avenue; Milestone Drive to Venice Drive; resurfacing (ARRA PROJECT)	2,100	Completed
30	MD 650	New Hampshire Avenue; Shaw Avenue to Randolph Road; resurface	1,454	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
31	MD 109	Old Hundred Road; over Little Bennet Creek; bridge deck replacement	1,005	Under construction
32	I 95	Ramp over westbound Clara Barton Parkway; bridge deck replacement	1,479	Completed
<u>Safety/Spot Improvement</u>				
33		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
34	MD 97	Georgia Avenue; Hermitage Avenue to Randolph Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
35	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
36	MD 187	Old Georgetown Road; MD 188 to Lincoln Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
37	MD 198	Spencerville Road; at Good Hope Road; install channelization island to provide modified T intersection	685	Under construction
38	MD 410	East West Highway; Sundale Drive to MD 384; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
39	MD 650	New Hampshire Avenue; I 495 interchange to Elton Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
40	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
41	MD 650	New Hampshire Avenue; at Denit Estate Drive; safety	146	Completed
42	MD 650	Damascus Road; at MD 97; add left turn lane on southbound MD 650	597	Completed
<u>Community Safety and Enhancements</u>				
43	MD 97	Georgia Avenue; Tidewater Court to Queen Elizabeth/Prince Phillip Drive; pedestrian safety improvements.	551	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
44	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	Completed
<u>Traffic Management</u>				
45	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,251	FY 2010
46	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization	1,840	FY 2010
<u>Environmental Preservation</u>				
47	US 29	Columbia Pike; Randolph Road to Dustin Road; landscaping	361	Under construction
48	MD 97	Georgia Avenue; I 495 to MD 586; landscaping	54	Under construction
49	MD 190	River Road; 300 feet south of Ridgefield Road to Burdette Road; landscaping	285	Under construction
50	MD 650	New Hampshire Avenue; Wolf Drive to US 29; landscaping	92	FY 2010
<u>Intersection Capacity Improvements</u>				
51	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
52	MD 28	Norbeck Road; intersections at Radwick Lane and Barn Ridge Drive; widen and resurface	319	FY 2010
53	MD 28	Veirs Mill Road; MD 586; Extend left-turn lanes along two approaches (ARRA PROJECT)	1,107	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

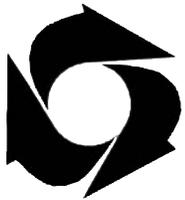
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
54	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
55	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct (Funded for preliminary engineering only)	631	PE Underway
56	MD 115	Muncaster Mill Road; at Bowie Mill Road; extend eastbound left turn (Funded for preliminary engineering only)	118	PE Underway
57	MD 193	University Boulevard; at MD 320; widen to provide right turn onto southbound MD 320	977	Completed
58	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	685	FY 2010
59	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering only) (Project on Hold)		
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities (cont'd)</u>				
60		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	FY 2010
61		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	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
62		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2010

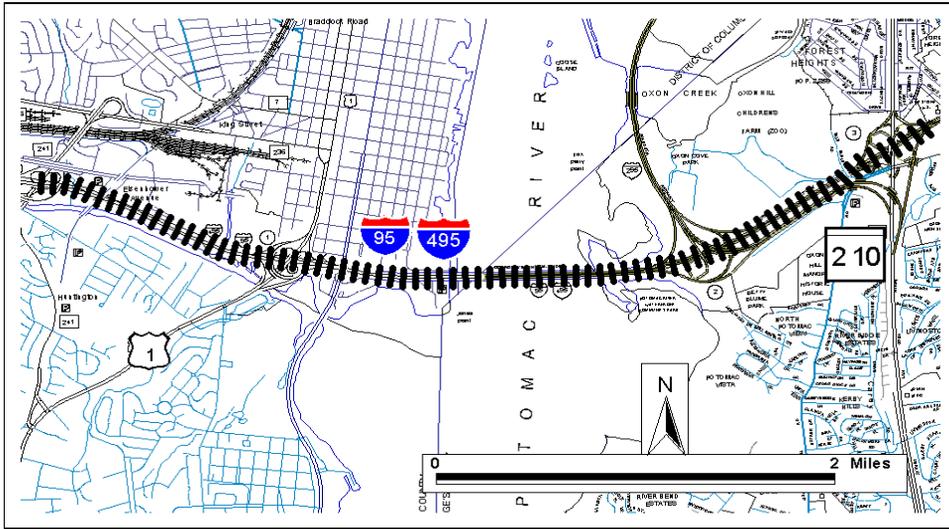
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 16 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
63		Trolley Museum Display Facility; expand the National Capital Trolley Museum by constructing a 10,000 square foot museum display facility and plaza on land adjacent to the present facility in Northwest Branch Park	636	Completed
<u>Congressional Earmarks</u>				
64		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
65		Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
66		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark \$1.12 million; CO)	0	
67		Rockville; install pedestrian countdown signals at up to 39 intersections (Earmark \$150,000; CO)	0	
68		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	
69		Construct Potomac River Gorge stormwater mitigation project (Earmark \$500,000; CO) Sponsor: National Park Service	0	
70		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 was 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 10)
- MD 210, MD 228 to I-95/I-495 (Line 18)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 19)

STATUS: Open to Service. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	26435	17052	0	0	0	WWB/HP

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	96,189	95,466	723	0	0	0	0	0	0	723	0
Right-of-way	3,578	3,578	0	0	0	0	0	0	0	0	0
Construction	1,218,525	1,151,921	12,909	0	0	0	0	0	0	12,909	53,695
Total	1,318,292	1,250,965	13,632	0	0	0	0	0	0	13,632	53,695
Federal-Aid	1,150,155	1,138,714	10,381	0	0	0	0	0	0	10,381	1,060

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

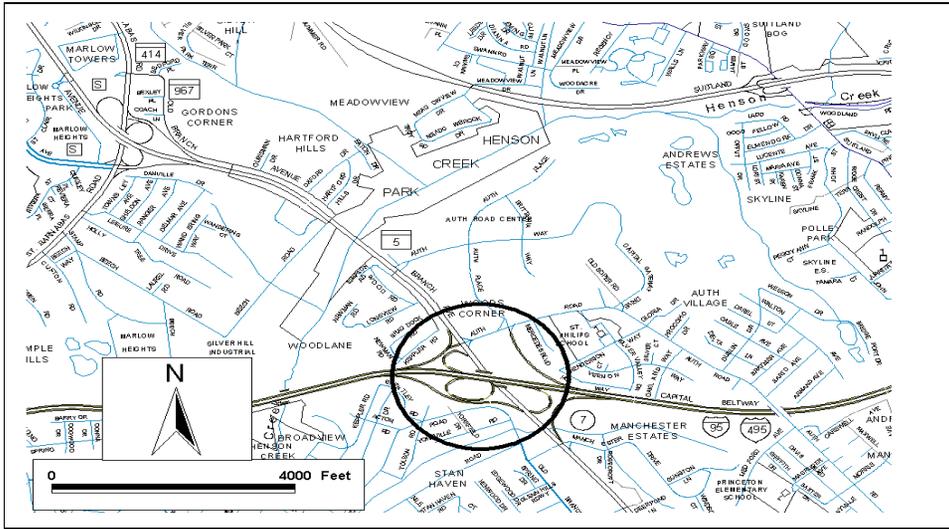
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 178,725

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$821,800 per year



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

DESCRIPTION: Reconstructed the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This included the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities were 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 10)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 12)
- MD 5, US 301 to I-95/I-495 (Line 16)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.2 million is due to additional maintenance of traffic, pile modifications and storm water marnagement .

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,464	3,464	0	0	0	0	0	0	0	0	0
Right-of-way	10,887	10,830	57	0	0	0	0	0	0	57	0
Construction	37,809	37,170	639	0	0	0	0	0	0	639	0
Total	52,160	51,464	696	0	0	0	0	0	0	696	0
Federal-Aid	36,324	35,796	528	0	0	0	0	0	0	528	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

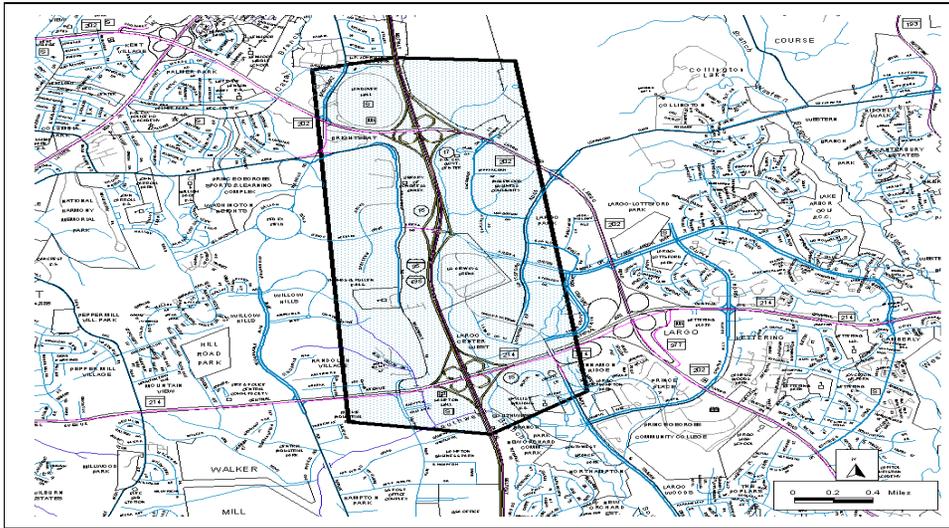
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 126,300 (MD 5)
187,750 (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: Converted 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 provides access to existing and proposed development in the area and relieves 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 10)
MD 202, at Brightseat Road (Line 26)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost increase of \$1.6 million is due to ramp modifications and widening.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2012		
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,413	1,413	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0	0	0
Construction	32,426	28,215	4,211	0	0	0	0	0	0	0	4,211	0
Total	33,841	29,630	4,211	0	0	0	0	0	0	0	4,211	0
Federal-Aid	29,026	25,288	3,738	0	0	0	0	0	0	0	3,738	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

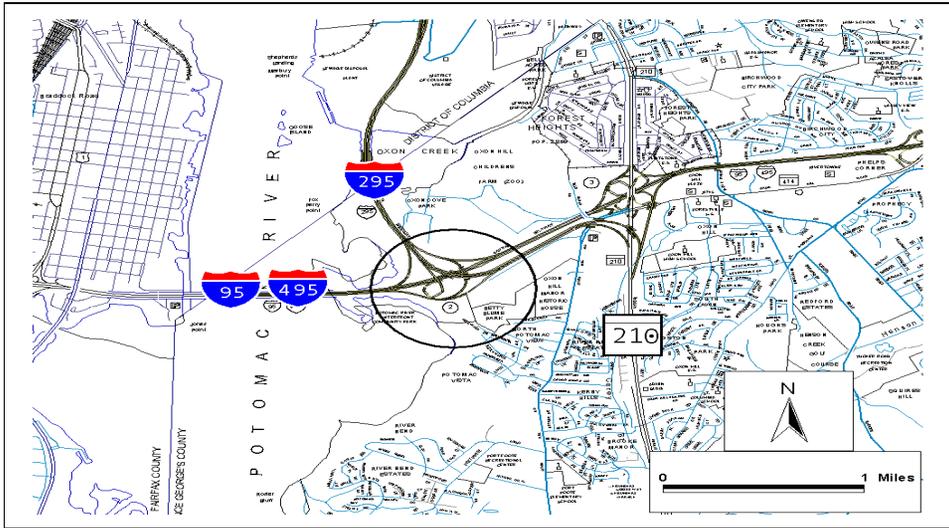
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 198,200

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 10)
- MD 210, MD 228 to I-95/I-495 (Line 18)
- MD 210, Interchange at Kerby Hill/Livingston Road (Line 19)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	532	300	232	0	0	0	0	0	0	0	232	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	38,518	30,290	8,228	0	0	0	0	0	0	0	8,228	0
Total	39,050	30,590	8,460	0	0	0	0	0	0	0	8,460	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

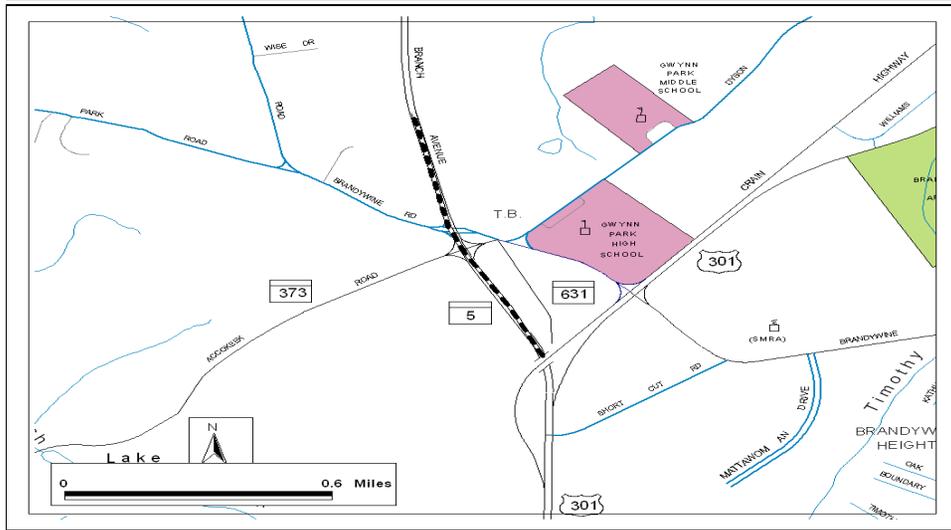
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 197,200

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 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20)
- US 301, Waldorf Area Project (Line 22)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost decrease of \$3.5 million is due to a favorable bid price.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4788	0	0	0	0	STP/HP

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
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	782	2,000	965	0	0	0	0	0	2,965	0
Construction	5,520	33	2,886	2,601	0	0	0	0	0	5,487	0
Total	9,267	815	4,886	3,566	0	0	0	0	0	8,452	0
Federal-Aid	7,711	636	4,064	3,011	0	0	0	0	0	7,075	0

FUNCTION :

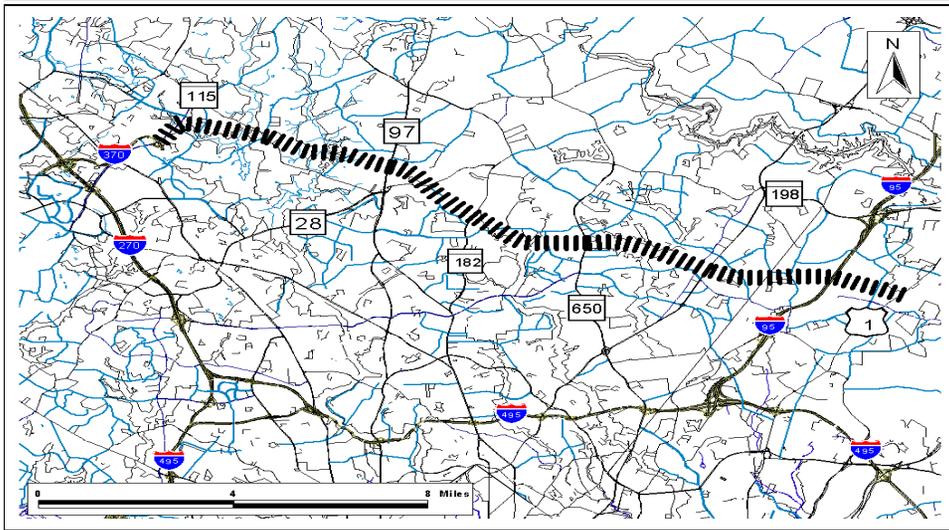
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) - 64,500
- PROJECTED (2030) - 97,700

OPERATING COST IMPACT: \$19,000 per year



PROJECT: MD 200, 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 9)
- MD 28/MD 198, MD 97 to I-95 (Line 23)
- MD 201 Ext/US 1, I-95 to Contee Road (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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/NC11P Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	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	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
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

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

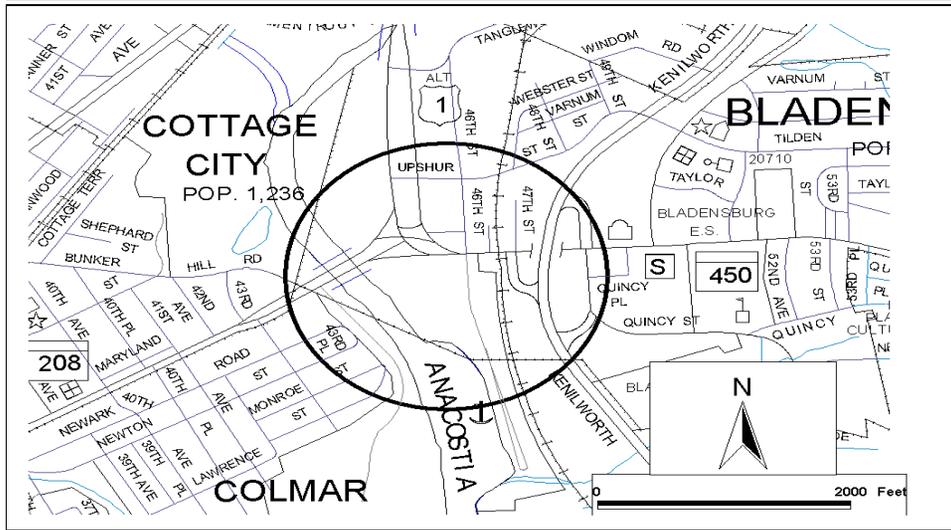
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - N/A

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

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Constructed a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross in Bladensburg.

JUSTIFICATION: This project improved safety and relieved 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	576	576	0	0	0	0	0	0	0	0
Engineering	3,528	3,510	18	0	0	0	0	0	18	0
Right-of-way	10,410	10,375	35	0	0	0	0	0	35	0
Construction	60,922	57,179	3,743	0	0	0	0	0	3,743	0
Total	75,436	71,640	3,796	0	0	0	0	0	3,796	0
Federal-Aid	65,691	62,283	3,408	0	0	0	0	0	3,408	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

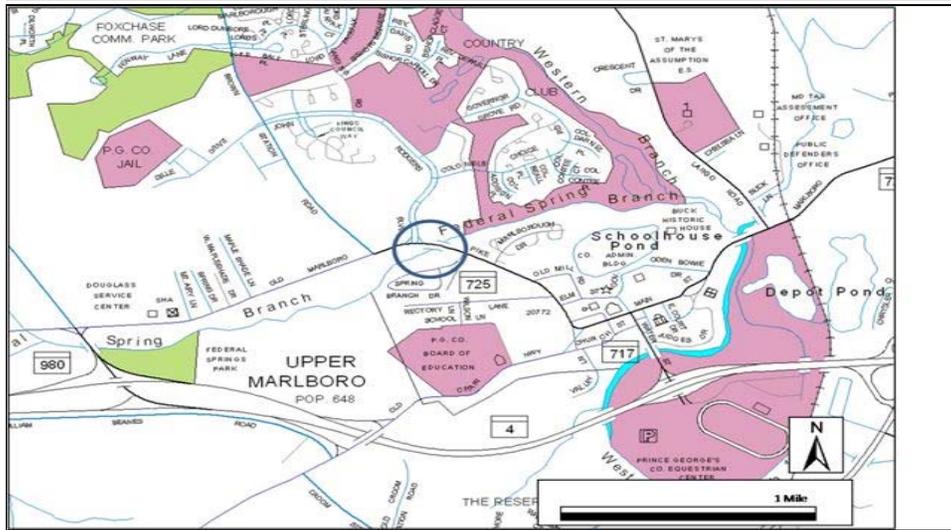
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 39,600

PROJECTED (2030) - 62,475

OPERATING COST IMPACT: N/A



PROJECT: MD 725, Old Marlboro Road

DESCRIPTION: Replace Bridge 16009 over Federal Spring Branch. Shoulders and sidewalks will accommodate bicycles and pedestrians. (ARRA)

JUSTIFICATION: The existing bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1855	0	0	0	0	ARRA

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,006	942	64	0	0	0	0	0	0	64	0
Right-of-way	157	98	59	0	0	0	0	0	0	59	0
Construction	1,855	0	770	1,085	0	0	0	0	0	1,855	0
Total	3,018	1,040	893	1,085	0	0	0	0	0	1,978	0
Federal-Aid	2,710	780	845	1,085	0	0	0	0	0	1,930	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Minor Arterial

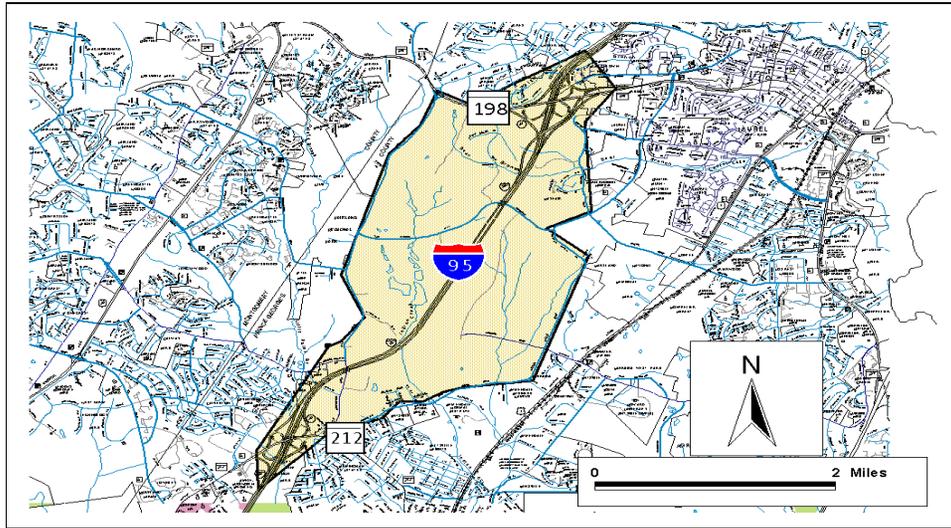
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,050

PROJECTED (2030) - 18,000

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 6)
- MD 28/MD 198, MD 97 to I-95 (Line 23)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 and Section 1961 funds. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$7.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.9 million of Federal Funds (Section 1961) to Engineering.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,313	1,313	0	0	0	0	0	0	0	0	0
Engineering	2,574	1,713	861	0	0	0	0	0	0	861	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	3,887	3,026	861	0	0	0	0	0	0	861	0
Federal-Aid	2,270	1,409	861	0	0	0	0	0	0	861	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

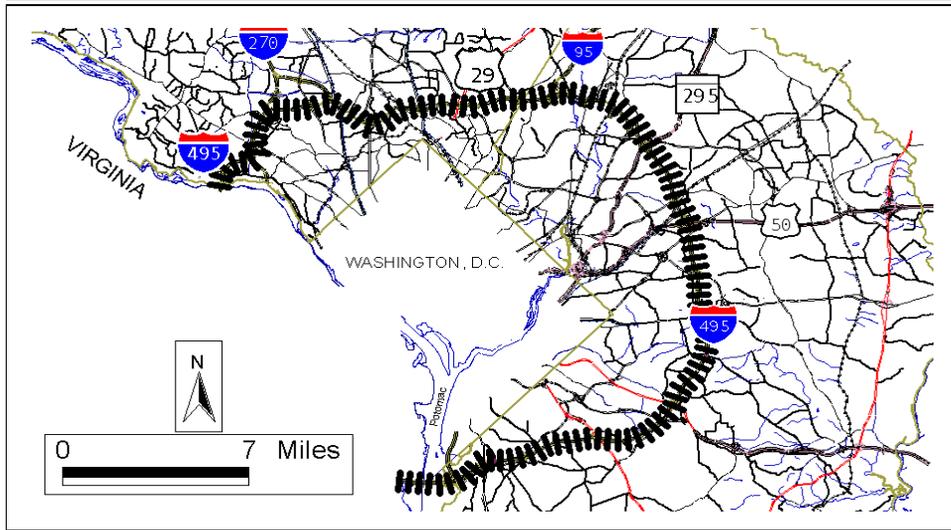
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 186,775

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 11)
- I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 12)
- MD 4, Interchange at Suitland Parkway (Line 14)

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	11,043	11,038	5	0	0	0	0	0	0	5	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	11,043	11,038	5	0	0	0	0	0	0	5	0
Federal-Aid	7,731	7,727	4	0	0	0	0	0	0	4	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

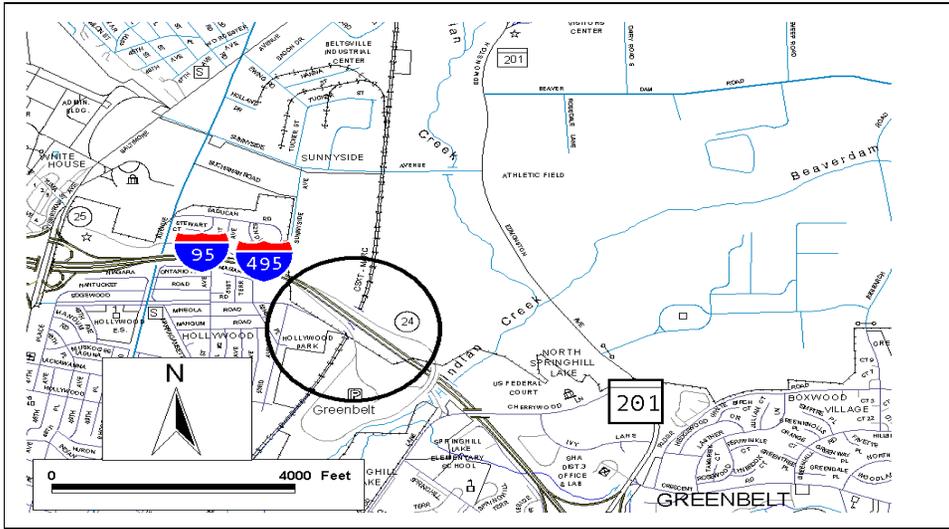
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 114,025 - 248,175

PROJECTED (2030) - 144,100 - 278,100

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 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,561	1,561	0	0	0	0	0	0	0	0	
Engineering	212	212	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	1,773	1,773	0	0	0	0	0	0	0	0	
Federal-Aid	1,265	1,265	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

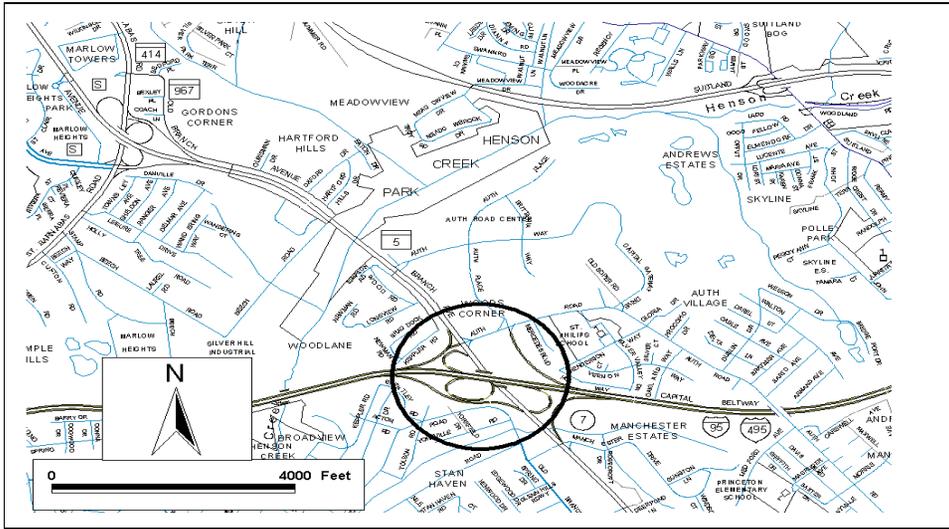
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 239,875

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 10)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	3,832	2,252	700	550	200	130	0	0	0	1,580	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	4,609	3,029	700	550	200	130	0	0	0	1,580	0
Federal-Aid	3,052	1,788	560	440	160	104	0	0	0	1,264	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

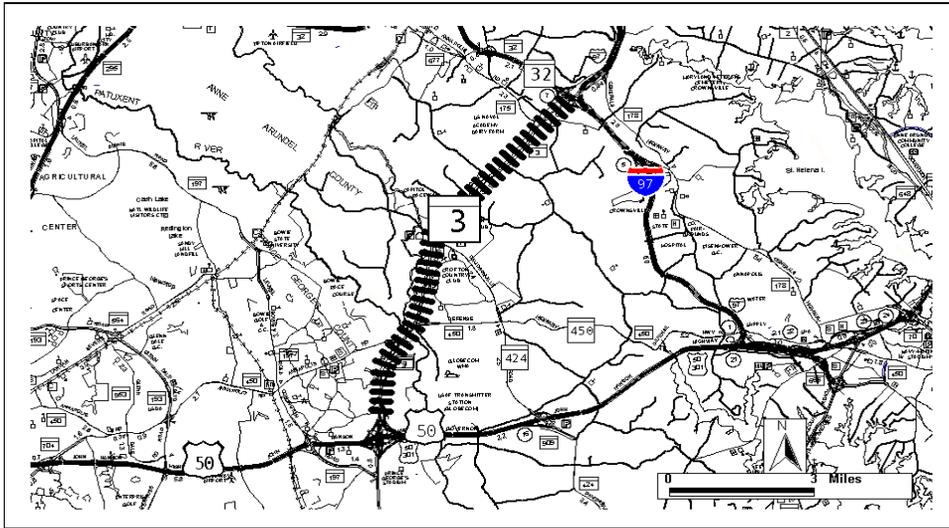
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 122,800 (MD 5) 187,750 (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 20)
- US 301, North of Mount Oak Road to US 50 (Line 21)
- MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....			.....2015.....
Planning	3,978	3,629	349	0	0	0	0	0	349	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	8,629	8,280	349	0	0	0	0	0	349	0
Federal-Aid	2,785	2,540	245	0	0	0	0	0	245	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

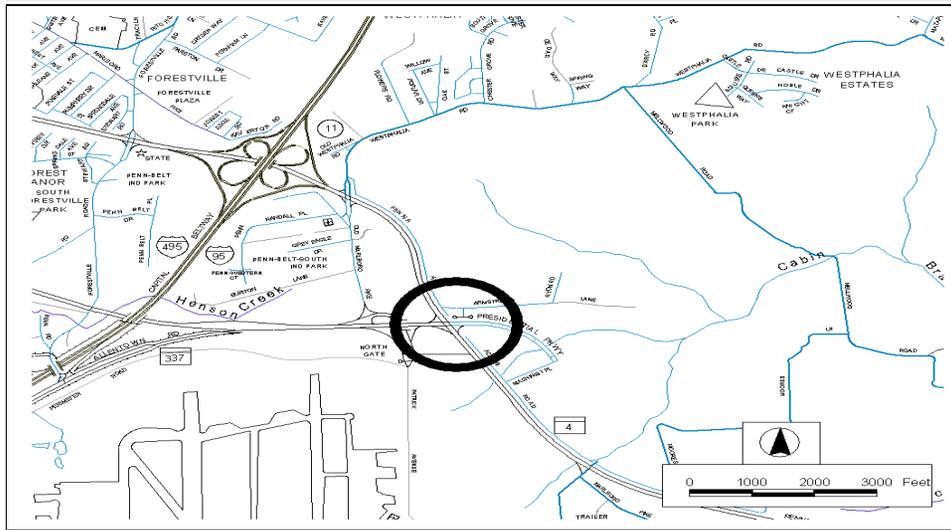
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,350

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 10)
MD 4, MD 223 to I-95/I-495 (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$0.8 is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.5 million is due to the addition of FY09 Federal Aid Appropriation Funds.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,995	6,263	500	232	0	0	0	0	0	732	0
Right-of-way	1,451	1,451	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,446	7,714	500	232	0	0	0	0	0	732	0
Federal-Aid	6,876	6,153	491	232	0	0	0	0	0	723	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

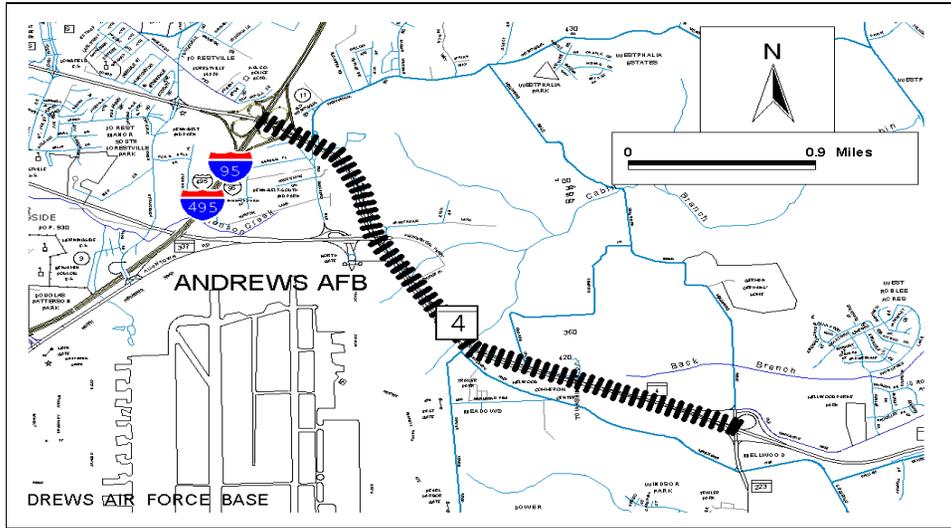
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 78,875

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 10)
MD 4, Interchange at Suitland Parkway (Line 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
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

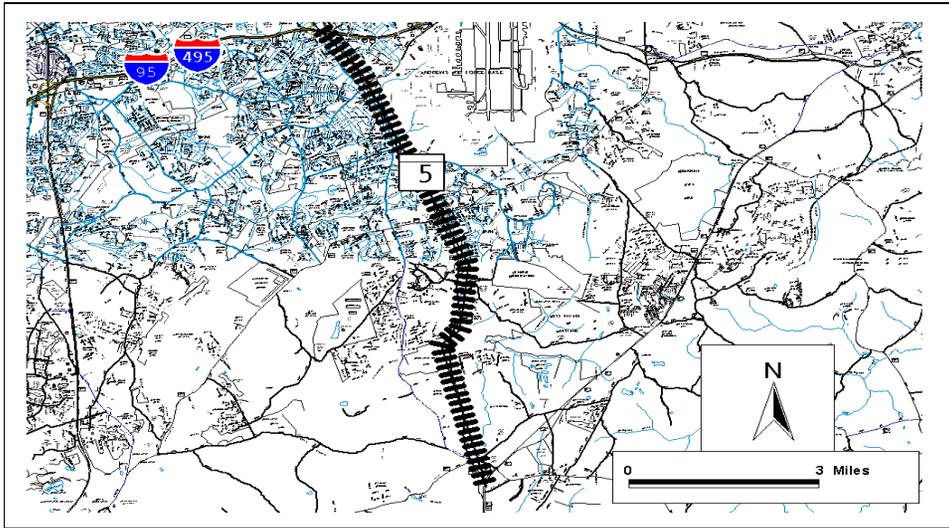
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 56,150

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 12)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20, 21)
- US 301, Waldorf Area Project (Line 22)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	2,597	1,738	859	0	0	0	0	0	0	859	0
Engineering	1,722	1,722	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
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,488	11,629	859	0	0	0	0	0	0	859	0
Federal-Aid	6,565	6,372	193	0	0	0	0	0	0	193	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

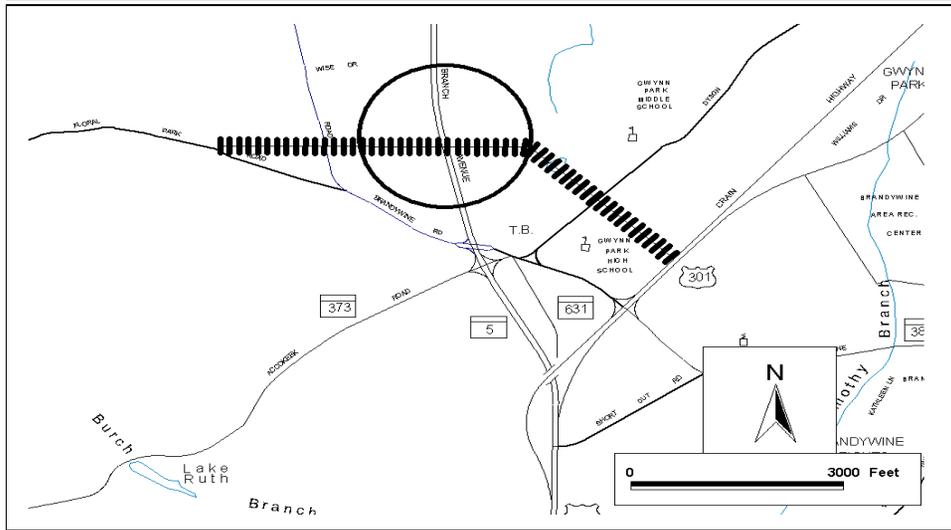
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 102,450

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 16)
- US 301, South Corridor Transportation Study (Line 20)
- US 301, Waldorf Area Project (Line 22)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2012			YEAR 2013	YEAR 2014	YEAR 2015
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	2,165	500	1,150	1,150	2,716	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	7,681	2,165	500	1,150	1,150	2,716	0	0	0	0	0	0	0	0
Federal-Aid	5,945	1,643	390	897	897	2,118	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

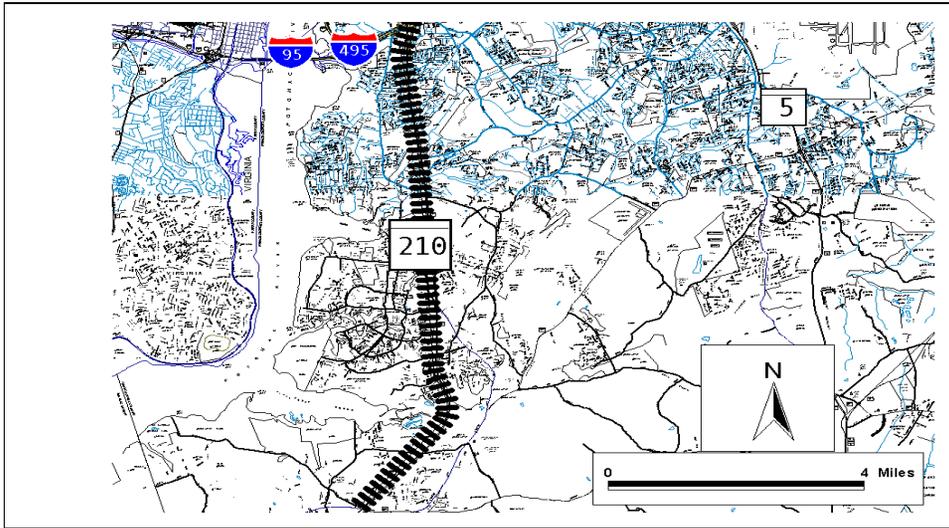
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 64,525

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 10)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	3,042	3,042	0	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,025	4,025	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 - Freeway - Expressway

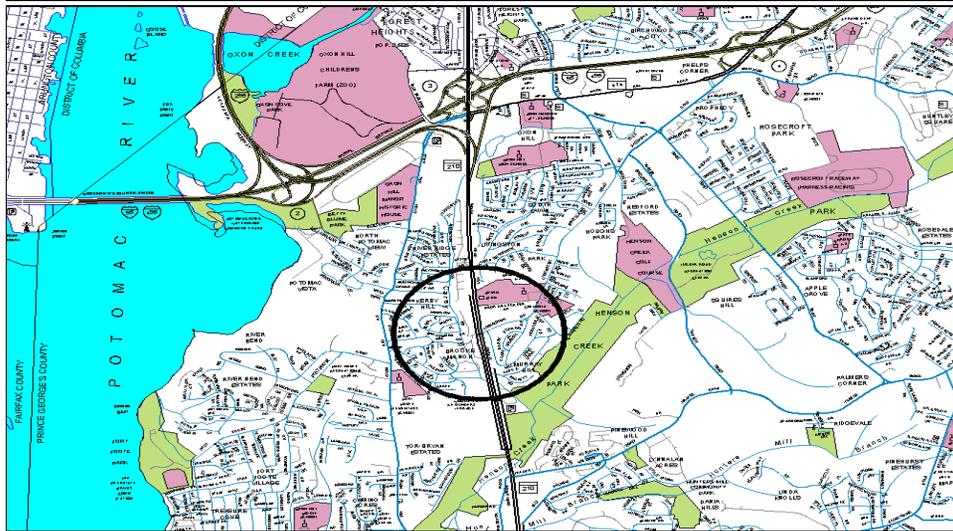
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,750

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 10)
- MD 210, MD 228 to 95/I-495 (Line 18)

STATUS: Partial Engineering underway. An additional \$5.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,419	561	500	358	0	0	0	0	0	858	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	1,419	561	500	358	0	0	0	0	0	858	0
Federal-Aid	1,106	438	390	278	0	0	0	0	0	668	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

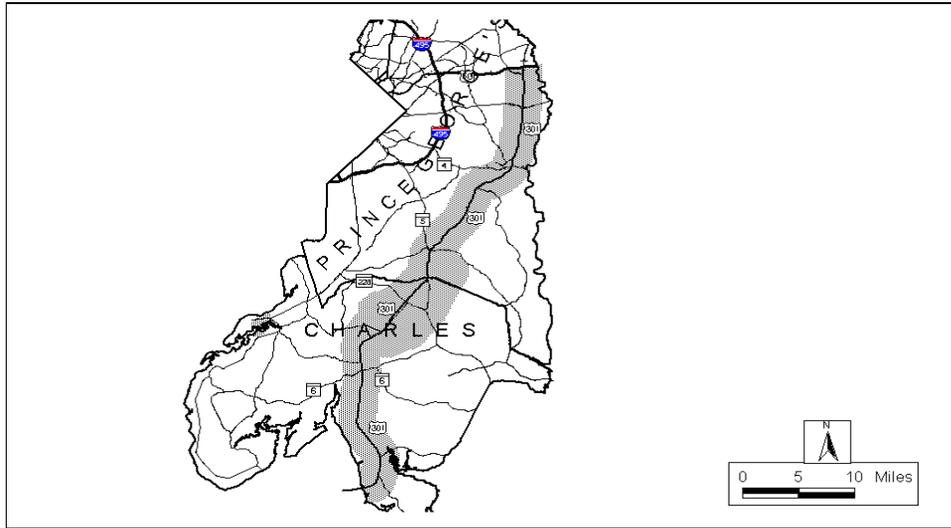
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 79,750

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 13)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, North of Mount Oak Road to US 50 (Line 21)
- US 301, Waldorf Area Project (Line 22)

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 2009 - 14 CTP: The cost increase of \$4.6 million is due to funds being added in FY15 for protective Right-of way and revised Right-of-way estimates.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	10,747	10,565	182	0	0	0	0	0	182	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	56,071	44,431	5,300	500	1,000	1,840	0	3,000	11,640	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	66,818	54,996	5,482	500	1,000	1,840	0	3,000	11,822	0
Federal-Aid	7,523	7,396	127	0	0	0	0	0	127	0

FUNCTION :

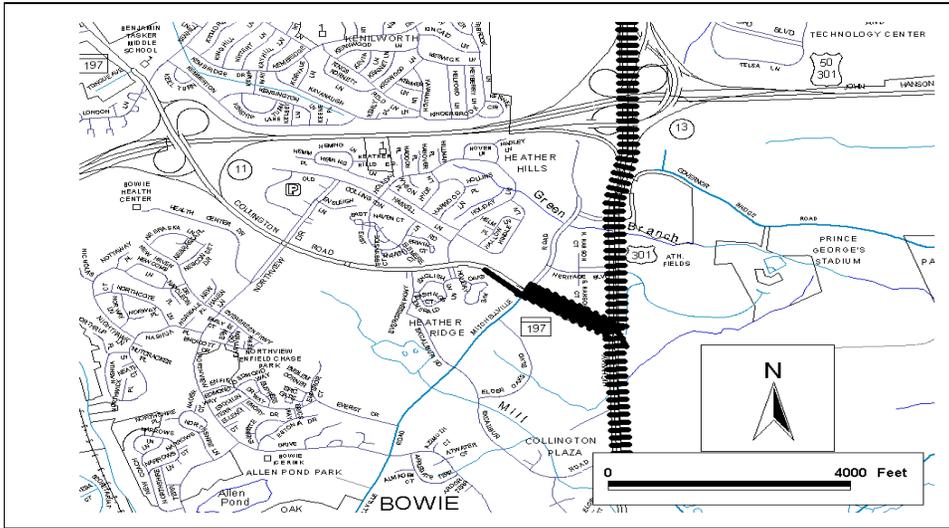
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 18,600(Charles) - 87,125 (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 13)
- US 301, South Corridor Transportation Study (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	2,518	2,504	14	0	0	0	0	0	14	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	2,518	2,504	14	0	0	0	0	0	14	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

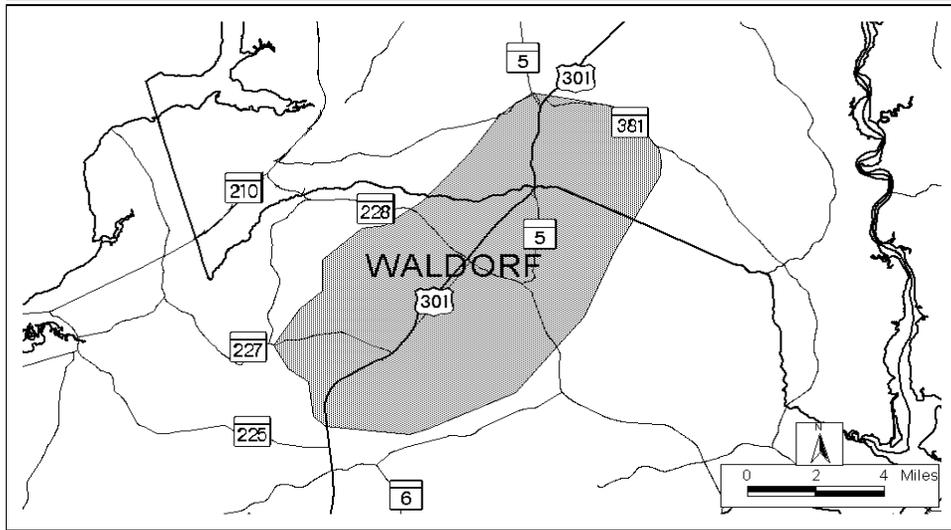
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 68,225

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 to I-95/I-495 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 17)
- US 301, South Corridor Transportation Study (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. An additional \$2.9 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.7 million FY09 Federal Aid Appropriation Funds.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	10,512	9,567	945	0	0	0	0	0	945	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	10,512	9,567	945	0	0	0	0	0	945	0
Federal-Aid	7,866	6,991	875	0	0	0	0	0	875	0

FUNCTION :

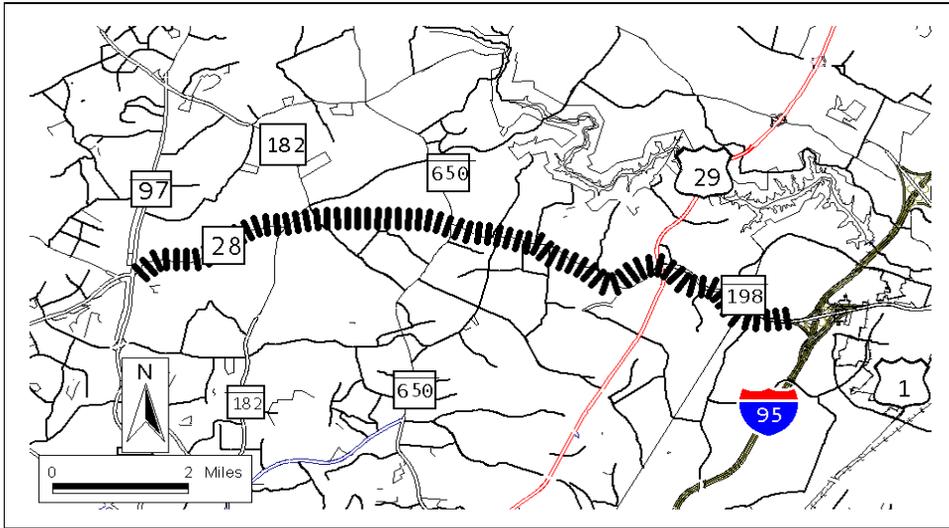
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 63,000 (Charles) - 86,000 (Prince George's)
- PROJECTED (2030) -** 75,000 (Charles) - 116,000 (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 6)
- I-95/Contee Road Interchange (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	4,033	4,030	3	0	0	0	0	0	0	3
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2	2	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,035	4,032	3	0	0	0	0	0	0	3
Federal-Aid	2,823	2,821	2	0	0	0	0	0	0	2

FUNCTION :

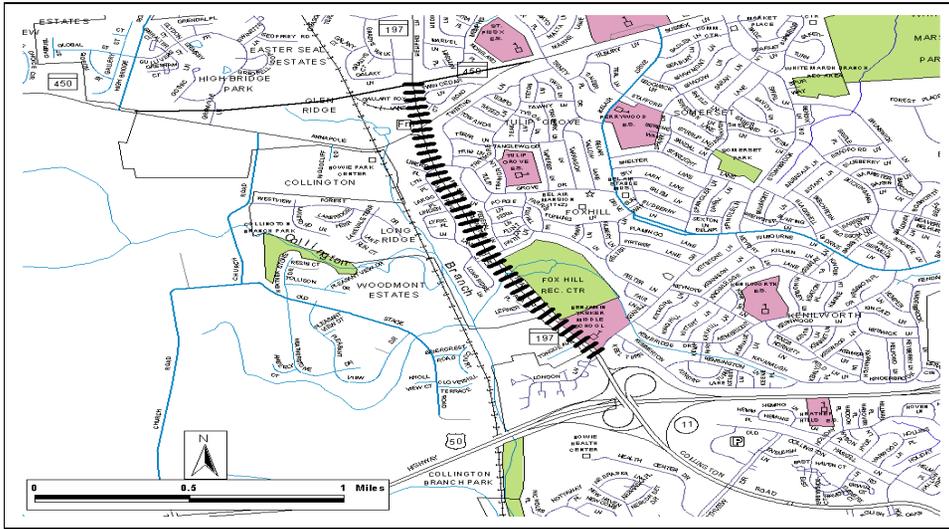
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) -** 24,850 - 45,800 (MD 28)
21,0500 - 52,775 (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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					.....2012.....	.....2013.....	.....2014.....			.....2015.....
Planning	700	308	392	0	0	0	0	0	392	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	700	308	392	0	0	0	0	0	392	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

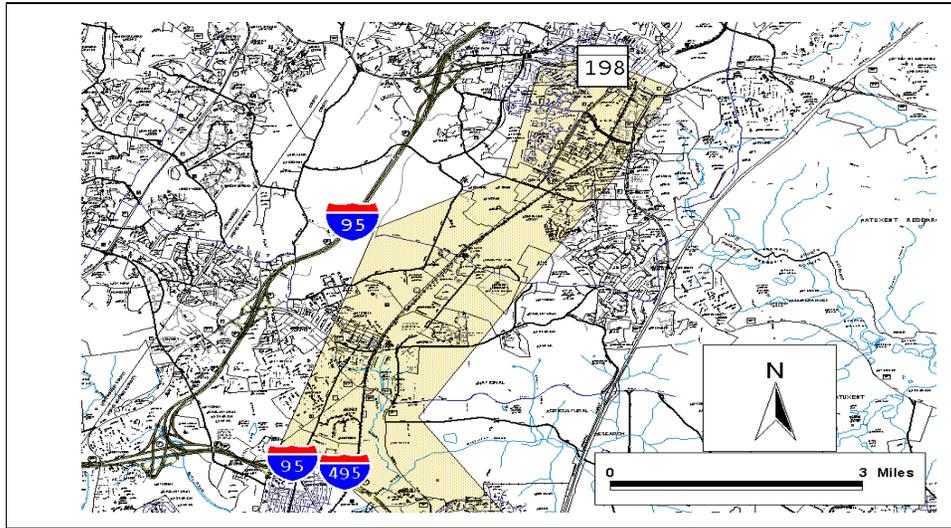
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,075

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 6)
- I-95/Contee Road Interchange (Line 9)
- US 1, College Avenue to Sunnyside Avenue (Line 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 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	TOTAL		<u>PROJECT CASH FLOW</u>							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	<u>FOR PLANNING PURPOSES ONLY</u>						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	6,839	6,839	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	6,839	6,839	0	0	0	0	0	0	0	0	
Federal-Aid	4,787	4,787	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

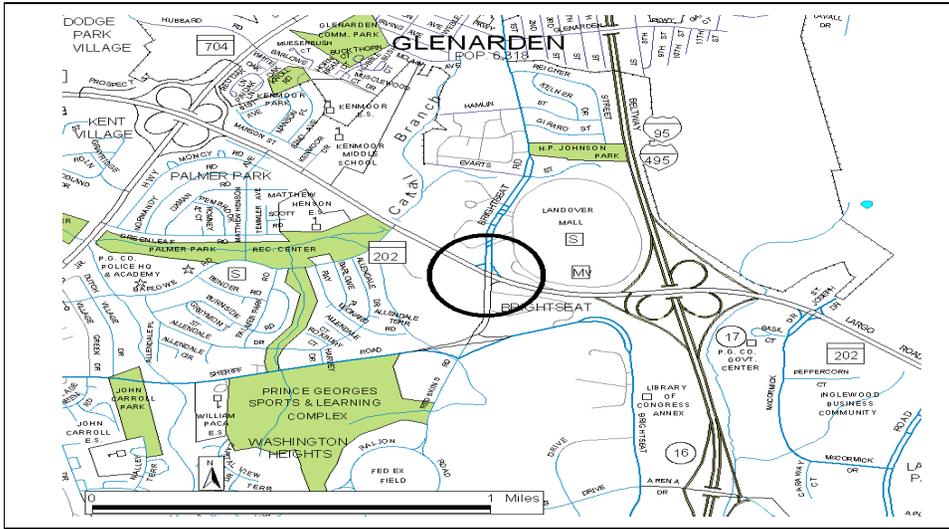
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 55,075

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 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	458	457	1	0	0	0	0	0	0	1	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	458	457	1	0	0	0	0	0	0	1	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

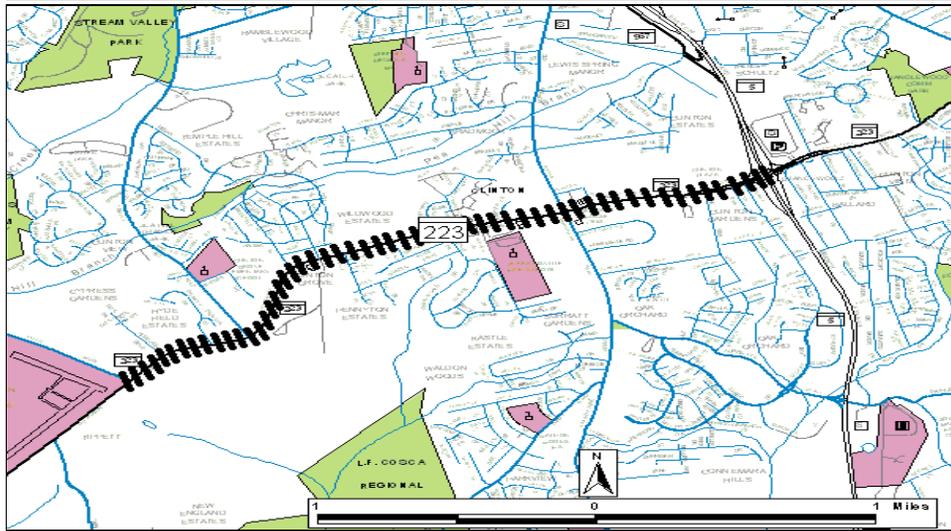
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 56,500

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

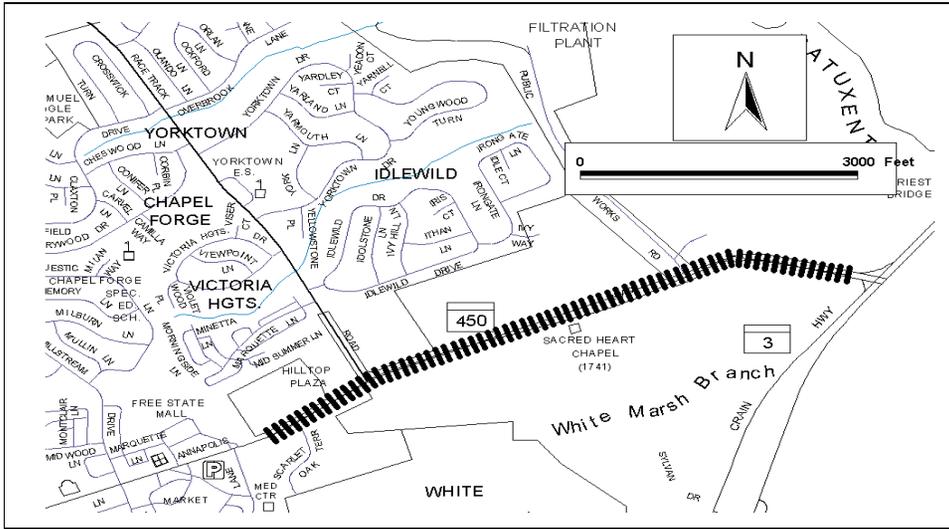
ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION:	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										STATE - Other Principal Arterial	
	PROJECT CASH FLOW										FEDERAL - N/A	
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM: Secondary	
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			DAILY TRAFFIC : (USAGE IMPACTS)	
Planning	672	672	0	0	0	0	0	0	0	0	CURRENT (2009) - 39,875	
Engineering	0	0	0	0	0	0	0	0	0	0	PROJECTED (2030) - 50,900	
Right-of-way	0	0	0	0	0	0	0	0	0	0	OPERATING COST IMPACT: N/A	
Construction	0	0	0	0	0	0	0	0	0	0		
Total	672	672	0	0	0	0	0	0	0	0		
Federal-Aid	0	0	0	0	0	0	0	0	0	0		



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 13)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	
Engineering	1,725	1,442	50	100	100	20	13	0	283	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	2,776	50	100	100	20	13	0	283	0	
Federal-Aid	1,380	1,154	40	80	80	16	10	0	226	0	

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

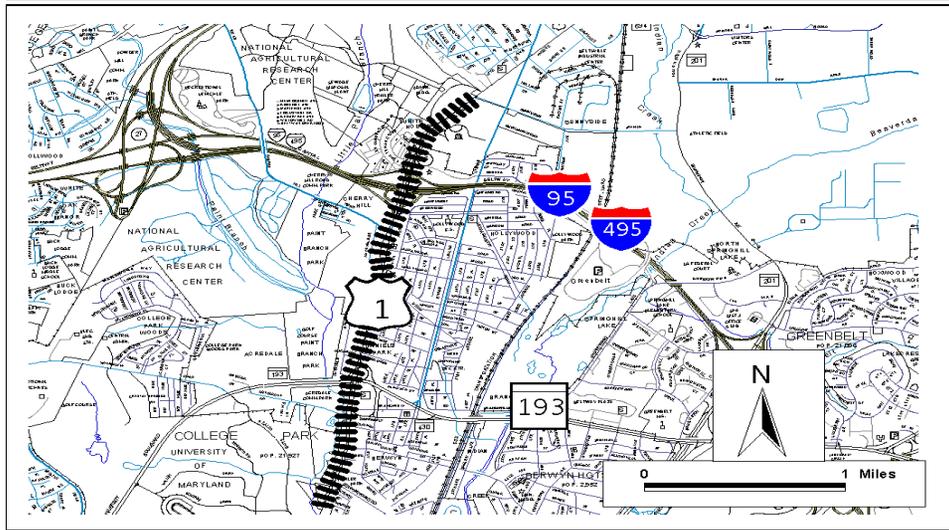
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 30,450

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:

MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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 (2009) - 59,550

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 30

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 193	Greenbelt Road; at Hanover Parkway; construct a second left turn lane	1,827	Completed
<u>Community Safety and Enhancements</u>				
2	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	Completed
<u>Sidewalks</u>				
3	MD 212	Powder Mill Road; Roby Avenue to Odell Road; retrofit sidewalks	192	Completed
4	MD 704	Martin Luther King Jr. Highway; Barlowe Road to Glenarden Parkway; retrofit sidewalk - 3,000 linear feet	152	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
5	US 1	Baltimore Avenue; MD 410 to Albion Road; safety and resurface (ARRA PROJECT)	1,129	FY 2010
6	US 1	Rhode Island Avenue; 34th Street to Hamilton Street; resurfacing (ARRA PROJECT)	855	FY 2010
7	MD 4	Pennsylvania Avenue; Anne Arundel County Line to Marlboro Race Track Road; resurfacing (ARRA PROJECT)	955	FY 2010
8	I 95 NB	Capital Beltway; MD 5 to Darcy Road; safety and resurface (ARRA PROJECT)	6,635	FY 2010
9	MD 193	Watkins Park Drive; MD 214 to MD 202; resurfacing (ARRA PROJECT)	750	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 197	Laurel Bowie Road; Rustic Hill Road to Old Laurel Bowie Boulevard; resurfacing (ARRA PROJECT)	1,015	FY 2010
11	MD 198	Sandy Spring Road; I-95 to Van Dusen Road; resurfacing (ARRA PROJECT)	675	FY 2010
12	MD 212	Riggs Road; DC Line to Sargent Road; safety and resurface (ARRA PROJECT)	2,001	Under construction
13	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	2,940	FY 2010
14	MD 214	Central Avenue; Cindy Lane to Brightseat Road; safety and resurface (ARRA PROJECT)	2,231	Under construction
15	MD 214	East Capital Street; DC line to Cindy Lane; resurface	2,632	Completed
16	MD 223	Woodyard Road; MD 5 to Green Street; resurfacing (ARRA PROJECT)	600	FY 2010
17	US 301	Crain Highway; Charles County Line to MD 5; resurfacing (ARRA PROJECT)	750	Completed
18	MD 382	Croom Road; MD 381 to Candy Hill Road; resurfacing (ARRA PROJECT)	700	FY 2010
19	MD 410	East West Highway; MD 201 to Riverdale Road; safety and resurface (ARRA PROJECT)	2,166	FY 2010
20	MD 450	Annapolis Road; Peace Cross to Bladensburg Elementary School; resurfacing (ARRA PROJECT)	610	FY 2010
21	MD 501	Chillum Road; MD 212 to MD 500; resurfacing (ARRA PROJECT)	565	FY 2010
22	MD 650	New Hampshire Avenue; Washington D.C. Line to MD 410; resurfacing (ARRA PROJECT)	2,415	FY 2011
23	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; safety and resurface (ARRA PROJECT) (Project also shown in Montgomery County)	1,625	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
24		Glenarden Parkway; over I95/I-495; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
25		Berwyn Road; Bridge 16072 over Indian Creek; bridge deck replacement (ARRA PROJECT)	999	FY 2010
26	US 1	Baltimore Avenue; over Paint Branch; clean and paint bridge (ARRA Project) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
27	MD 4 EB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
28	MD 4 WB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
29	MD 4 WB	Pennsylvania Avenue; over MD 980D; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
30	US 50	John Hanson Highway; over MD 704; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
31	US 50 EB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
32	US 50 WB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
33	I 95/495	Capital Beltway; outerloop over MD 414; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
34	I 95/495	Capital Beltway; innerloop over MD 414; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
35	MD 201	Kenilworth Avenue; over MD 450; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
36	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA PROJECT)	5,830	FY 2010
37	MD 201 NB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
38	MD 201 SB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
39	MD 202	Landover Road; over MD 704; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
40	MD 210	Indian Head Highway; over Henson Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 10 Bridges in Prince George's County)	1,715	FY 2010
41	MD 212	Riggs Road; over Sligo Creek; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
42	MD 212	Riggs Road; over CSX Transportation; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010
43	US 301 SB	Crain Highway; over MD 214; bridge deck replacement	1,876	FY 2010
44	CO 483	Forestville Road; Bridge 16161 over I-95/I-495; bridge deck replacement (ARRA PROJECT)	1,834	FY 2010
45	MD 500	Queens Chapel Road; over Northwest Branch; clean and paint bridge (ARRA PROJECT) (Cost shown is total for 8 Bridges in Prince George's County)	1,658	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
46	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
47	MD 212	Powder Mill Road; at Allview Drive/Evans Trail; geometric improvements (ARRA PROJECT)	1,371	FY 2010
48	MD 223	Woodyard Road; MD 5 to Clayton Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
49	MD 223	Piscataway Road; Hardestry Drive to MD 5; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
50	MD 337	Allentown Road; at MD 5; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
51	MD 337 EB	Allentown Road; MD 5 to Suitland Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
52	MD 450	Annapolis Road; at I 95/495; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
53	MD 450	Annapolis Road; Anacostia River to MD 202; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
54	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave (Funded for concepts only)	125	PE Underway
55	MD 450 NB	Annapolis Road; MD 202 to 65th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
56	MD 500	Queens Chapel Road; west side from MD 501 to Jamestown Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
57	MD 501	Chillum Road; at 19th Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
58	MD 501	Chillum Road; West Hyattsville Station to MD 500; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
59	MD 650	New Hampshire Avenue; District Columbia Line to MD 410; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2010
60	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; restriping (Project on hold)		
<u>Community Safety and Enhancements</u>				
61	MD 500	Queens Chapel Road; MD 208 to MD 410; streetscape (Project on Hold)		
<u>Noise Barriers</u>				
62	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; noise abatement type 2	747	Completed
63	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
64	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	600	Under construction
<u>Environmental Preservation</u>				
65	US 50	John Hanson Highway; at I-495/I-95 interchange; landscaping (ARRA PROJECT)	612	Under construction
66	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Howard County)	598	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

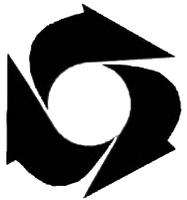
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Sidewalks</u>				
67	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 2,200 linear feet	60	FY 2010
68	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet	150	FY 2010
<u>Intersection Capacity Improvements</u>				
69	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for concepts only)	118	FY 2011
70	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	8,351	FY 2010
71	MD 410	East West Highway; at MD 500; Add new turn lane, convert thru lane to turn lane (ARRA PROJECT)	678	FY 2010
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
72		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	FY 2011
73		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 2010
74		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2010
<u>Archaeological Planning & Research</u>				
75		Archeological and historical study related to the War of 1812 in Bladensburg.	385	FY 2011

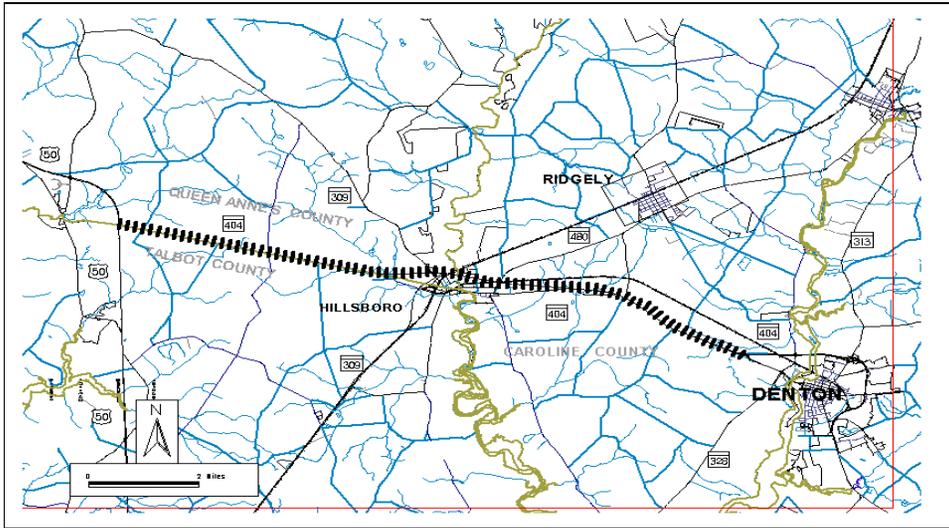
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Years 2010 and 2011 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation</u>		
76		Annacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	Completed
		<u>Congressional Earmarks</u>		
77		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 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 2)
MD 404, West of Tuckahoe Road to East of MD 480 (Caroline County Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$23.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	559	559	0	0	0	0	0	0	0	0	
Engineering	6,819	4,765	754	1,300	0	0	0	0	2,054	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	7,378	5,324	754	1,300	0	0	0	0	2,054	0	
Federal-Aid	5,348	3,705	603	1,040	0	0	0	0	1,643	0	

FUNCTION :

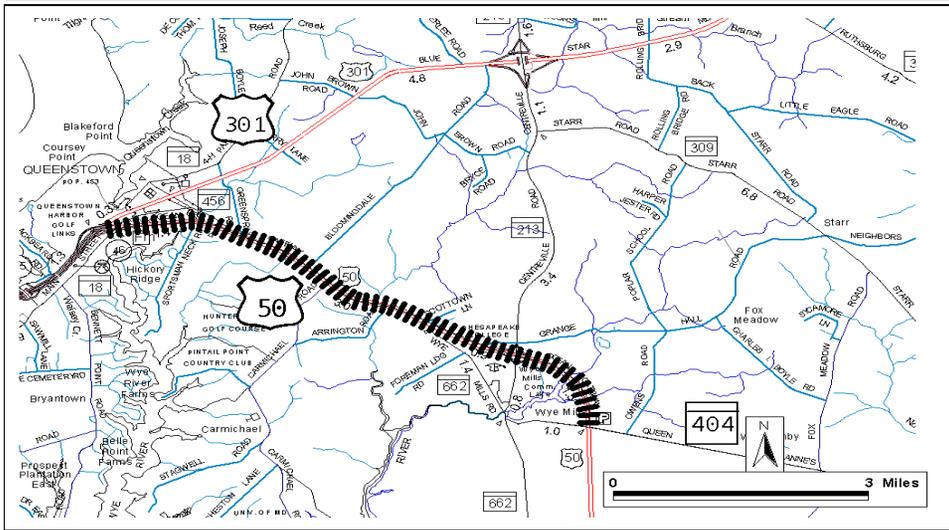
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,100
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 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$16.4million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	6,717	6,679	23	15	0	0	0	0	0	38	0
Right-of-way	9,785	9,785	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,059	18,021	23	15	0	0	0	0	0	38	0
Federal-Aid	9,181	9,161	13	7	0	0	0	0	0	20	0

FUNCTION :

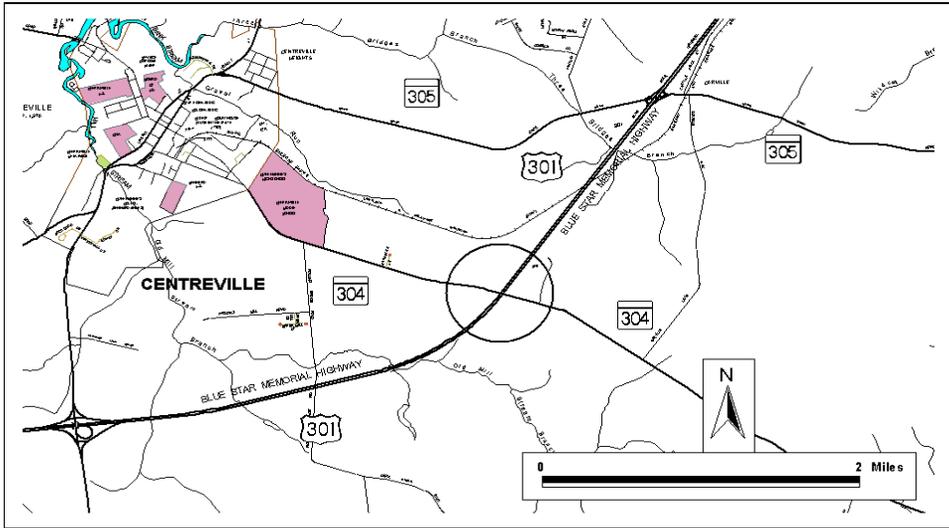
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 44,000
 66,000 (Summer)
PROJECTED (2030) - 67,100
 100,600 (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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,097	1,097	0	0	0	0	0	0	0	0	0
Engineering	138	135	3	0	0	0	0	0	0	3	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	1,235	1,232	3	0	0	0	0	0	0	3	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 (2009) - 21,000 (U301)
 4,800 (MD 304)
PROJECTED (2030) - 32,400 (US 301)
 7,350 (MD 304)

OPERATING COST IMPACT: N/A

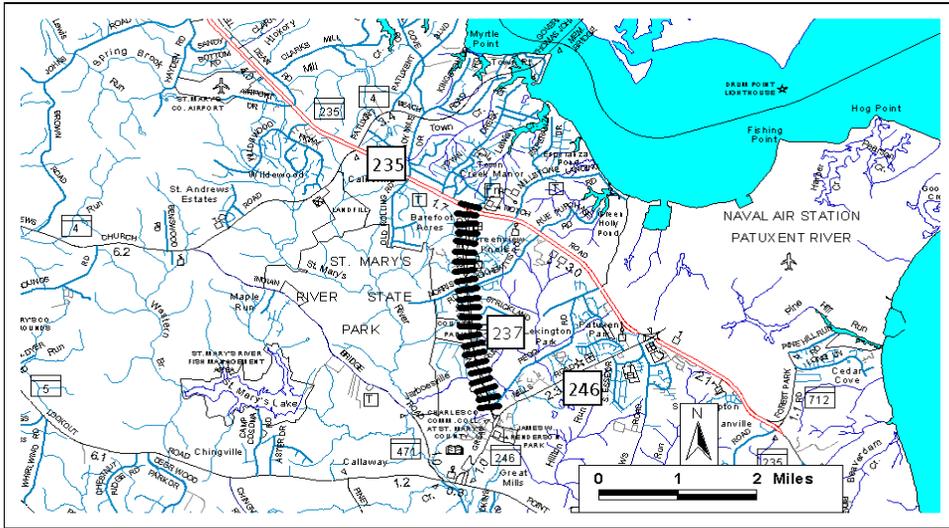
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 301 SB	Blue Star Memorial Highway; south of MD 544 to Kent County Line; resurfacing	1,230	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 213	Church Hill Road; Southeast Creek Road to Union Church Road; resurfacing (ARRA PROJECT)	1,226	Completed
3	MD 302	Church Street; US 301 to MD 313; resurfacing (ARRA PROJECT)	520	Completed
4	MD 544	Mcginnis Road; MD 290 to US 301; resurfacing (ARRA PROJECT)	450	Completed
5	MD 544 A	Mcginnis Road; US 301 to MD 313; resurfacing (ARRA PROJECT)	77	Completed
		<u>Safety/Spot Improvement</u>		
6	US 50	Ocean Gateway; at MD 213; realign eastbound and westbound US 50 left turns (Funded for preliminary engineering only)	240	PE Underway
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
7	MD 213	Church Hill Road; stormwater retrofit for Gravel Run South	133	FY 2010
		<u>Congressional Earmarks</u>		
8		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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	747	747	0	0	0	0	0	0	0	0	0
Engineering	3,237	3,237	0	0	0	0	0	0	0	0	0
Right-of-way	13,564	9,446	2,486	1,632	0	0	0	0	0	4,118	0
Construction	37,727	20,082	10,006	7,639	0	0	0	0	0	17,645	0
Total	55,275	33,512	12,492	9,271	0	0	0	0	0	21,763	0
Federal-Aid	35,654	15,660	11,078	8,916	0	0	0	0	0	19,994	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

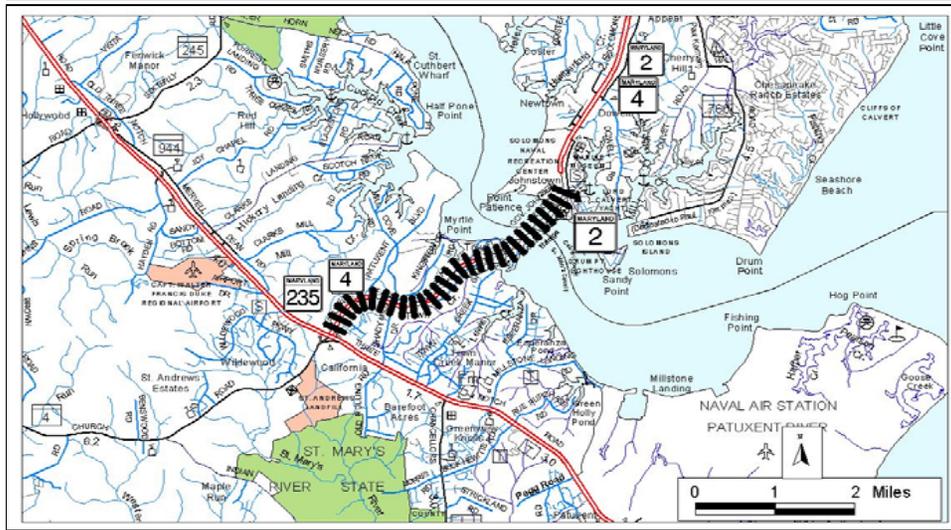
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,300

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	5,500	1,348	1,735	1,500	917	0	0	0	4,152	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	1,348	1,735	1,500	917	0	0	0	4,152	0
Federal-Aid	4,657	519	1,721	1,500	917	0	0	0	4,138	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

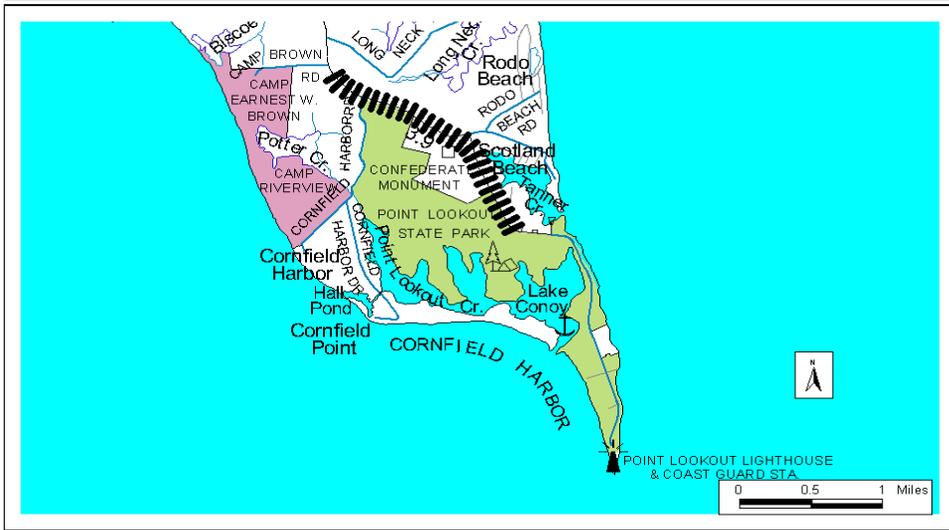
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 28,950

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	455	455	0	0	0	0	0	0	0	0	0	0
Engineering	773	773	1	1	0	0	0	0	0	0	2	-2
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	1,228	1,228	1	1	0	0	0	0	0	0	2	-2
Federal-Aid	543	541	1	1	0	0	0	0	0	0	2	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

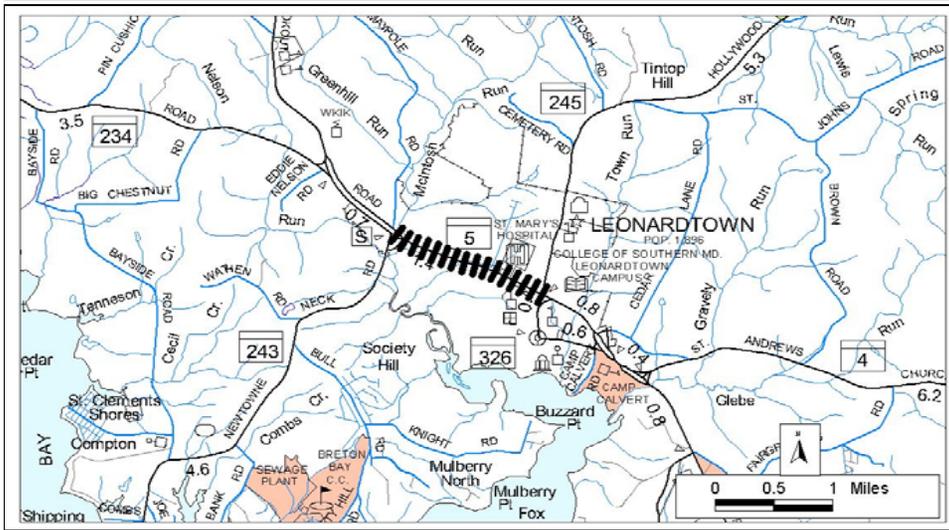
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,200 (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:

MD 5 Business, MD 5 to MD 5 in Leonardtown (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	1,825	1,226	329	270	0	0	0	0	599	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	1,825	1,226	329	270	0	0	0	0	599	0	
Federal-Aid	403	0	214	189	0	0	0	0	403	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 29,500

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, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 5	Point Lookout Road; MD 235 to Rosecroft Road; resurfacing (ARRA PROJECT)	2,110	FY 2010
2	MD 5	Point Lookout Road; MD 247 to MD 234; resurfacing (ARRA PROJECT)	1,436	Under construction
3	MD 5 SB	Point Lookout Road; Old Village Road to MD 235; resurfacing (ARRA PROJECT)	994	Under construction
4	MD 236	Thompsons Corner Road; MD 5 to MD 234; resurfacing (ARRA PROJECT)	1,600	FY 2010
5	MD 236	Thompsons Corner Road; MD 234 to Calvert County Line; resurface (ARRA Project)	1,600	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
6	MD 5	Point Lookout Road; over Hilton Run; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
7	MD 5	Point Lookout Road; over St. Mary's River; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
8	MD 5	Point Lookout Road; over Moll Dyers Run; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010
9	MD 234	Budds Creek Road; over St. Clements Creek; bridge deck replacement	1,406	Under construction
10	MD 244	Medley's Neck Road; over Poplar Hill Creek; clean and paint bridge (ARRA Project) (Cost shown is total for 12 Bridges in Anne Arundel, Calvert, Charles and St. Mary's County)	1,572	FY 2010

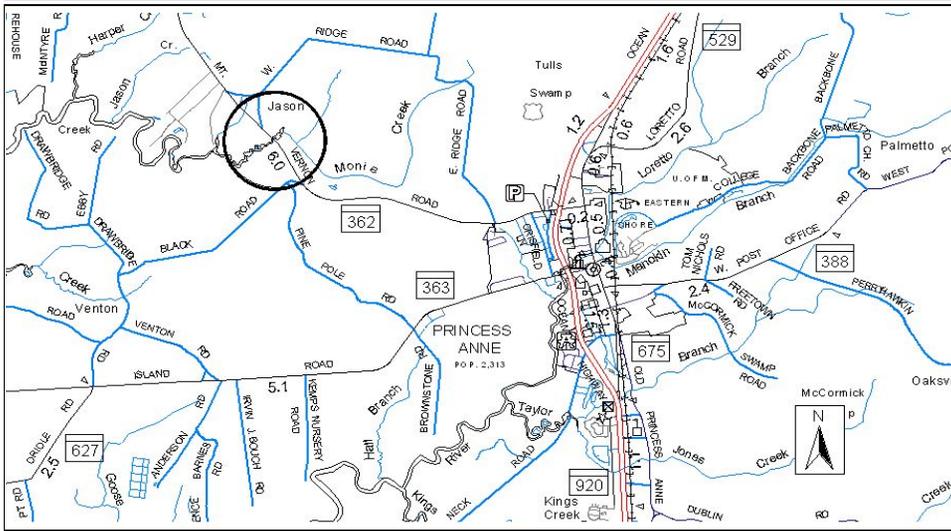
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11	MD 5	Three Notch Road; at Mohawk Drive; ADA improvements (ARRA PROJECT) (Cost shown is total for District 5 for ADA Compliance)	2,907	FY 2010
<u>Community Safety and Enhancements</u>				
12	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	4,058	Under construction
13	MD 246	Great Mills Road; West of Saratoga Drive to MD 235 in Lexington Park; streetscape	2,404	Under construction
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
14		MD 5 Viewshed Protection	639	Underway
<u>Preservation of Abandoned Railway Corridors</u>				
15		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>				
16		St. Mary's College of Maryland pedestrian overpass (Earmark \$1 million) and (Earmark \$500,000; CO)	0	
17		Patuxent River Naval Air Museum and Visitor Center (Earmark \$3.37million ; CO)	0	



Somerset



PROJECT: MD 362, Mt. Vernon Road

DESCRIPTION: Replaced Bridge 19005 over Monie Creek. 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	279	279	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,026	611	1,415	0	0	0	0	0	1,415	0	0
Total	2,305	890	1,415	0	0	0	0	0	1,415	0	0
Federal-Aid	1,817	690	1,127	0	0	0	0	0	1,127	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

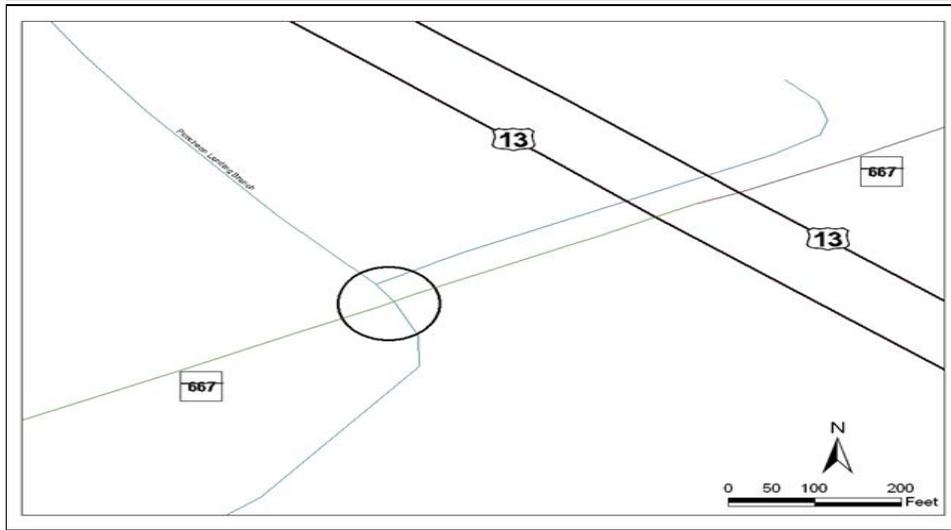
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 1,900

PROJECTED (2030) - 2,400

OPERATING COST IMPACT: N/A



PROJECT: MD 667, Rehobeth Road

DESCRIPTION: Replace Bridge 19021 over Puncheon Landing Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	269	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
				.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	276	91	185	0	0	0	0	0	0	185	0	
Right-of-way	53	2	51	0	0	0	0	0	0	51	0	
Construction	336	0	336	0	0	0	0	0	0	336	0	
Total	665	93	572	0	0	0	0	0	0	572	0	
Federal-Aid	457	51	406	0	0	0	0	0	0	406	0	

FUNCTION :

STATE - Major Collector
 FEDERAL - Rural Major Collector

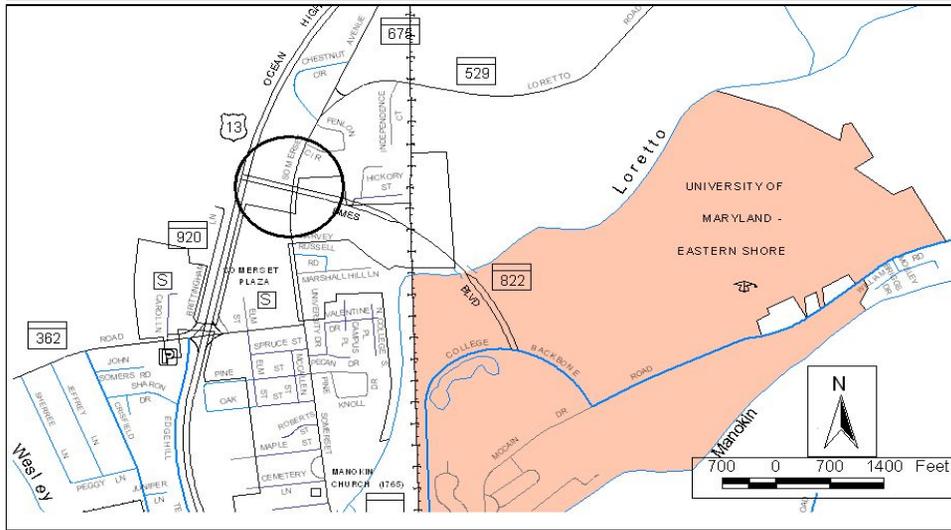
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 2,925

PROJECTED (2030) - 4,150

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	396	396	0	0	0	0	0	0	0	0	0
Right-of-way	18	18	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	414	414	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 (2009) - 4,900

PROJECTED (2030) - 9,500

OPERATING COST IMPACT: N/A

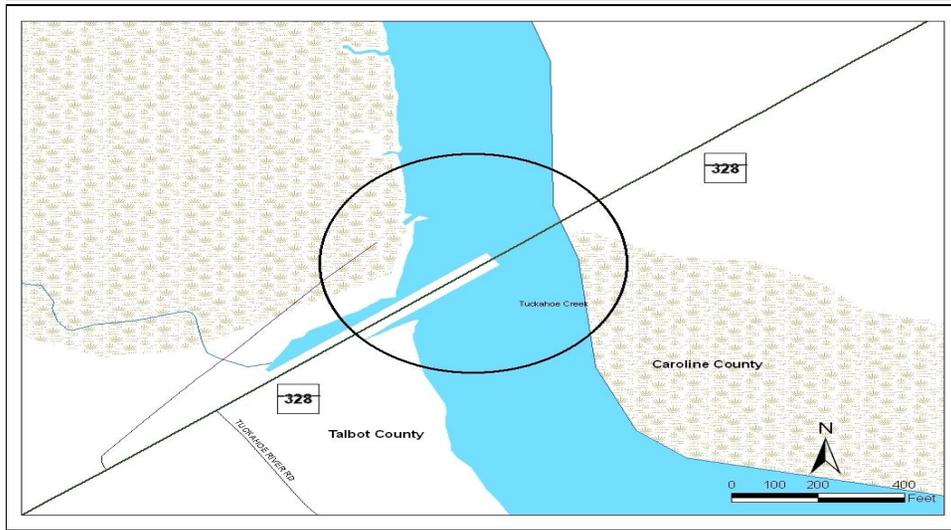
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 413	Cristfield Highway; Tulls Corner Road to bridge over Annemessex River; resurface	783	Completed
2	MD 667	Hudson Corner Road; Old Westover Road to US 13; resurface	739	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
3	US 13 SB	Ocean Highway; MD 675D to Sam Barnes Road; resurfacing (ARRA PROJECT)	940	Under construction
4	US 13 SB	Ocean Highway; north of Wicomico County Line to north of MD 675; resurfacing (ARRA PROJECT)	1,100	Completed
5	MD 388	Antioch Avenue; Somerset Avenue to end of state maintenance; resurfacing (ARRA PROJECT)	260	Completed
<u>Safety/Spot Improvement</u>				
6	MD 675	Somerset Avenue; South Street to Cemetary Lane; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
<u>Congressional Earmarks</u>				
7		Ferry Terminal construction in Crisfield (Earmark \$900,000; PE, CO)	0	



Talbot



PROJECT: MD 328, New Bridge Road

DESCRIPTION: Replace Bridge 5012 over Tuckahoe Creek. New bridge to be built on parallel alignment. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	507	0	0	0	0	BR
CO	0	10857	0	0	0	BR

STATUS: Engineering and Right-of way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,554	918	636	0	0	0	0	0	0	636	0
Right-of-way	694	0	694	0	0	0	0	0	0	694	0
Construction	14,872	0	0	4,709	6,177	3,986	0	0	0	14,872	0
Total	17,120	918	1,330	4,709	6,177	3,986	0	0	0	16,202	0
Federal-Aid	12,540	683	1,000	3,438	4,509	2,910	0	0	0	11,857	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Rural Minor Arterial

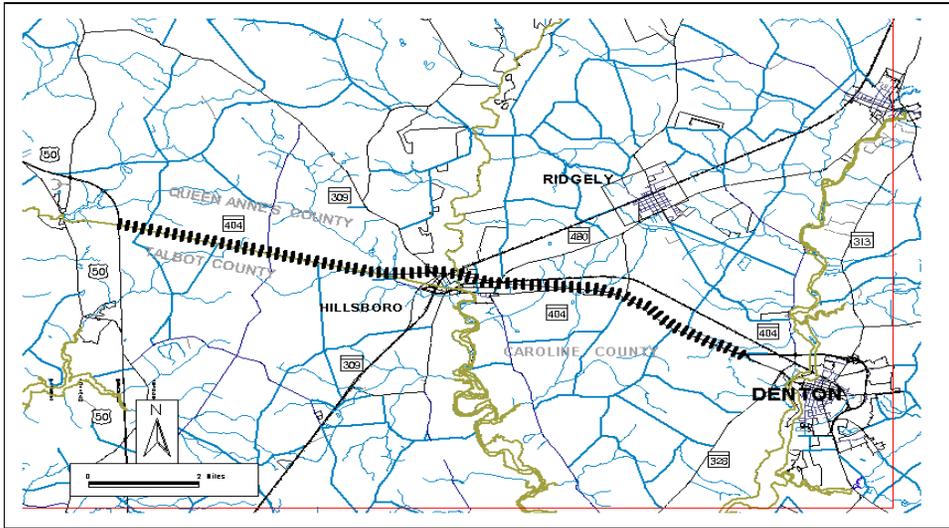
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,500

PROJECTED (2030) - 9,850

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 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)
 US 50, Access Control (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 \$23.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	559	559	0	0	0	0	0	0	0	0	0
Engineering	6,819	4,765	754	1,300	0	0	0	0	0	2,054	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	7,378	5,324	754	1,300	0	0	0	0	0	2,054	0
Federal-Aid	5,348	3,705	603	1,040	0	0	0	0	0	1,643	0

FUNCTION :

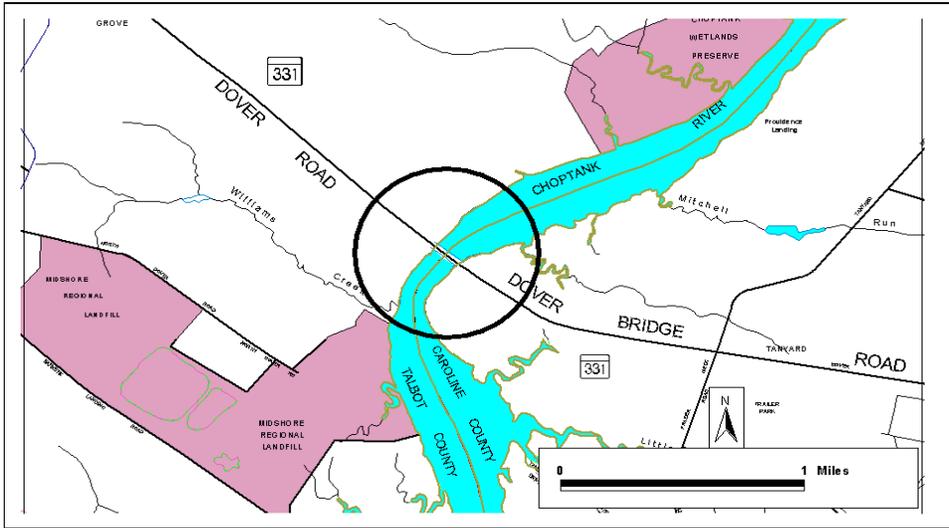
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 19,100
 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. This bridge is 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,516	1,441	75	0	0	0	0	0	0	75	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	1,516	1,441	75	0	0	0	0	0	0	75	0
Federal-Aid	1,213	1,153	60	0	0	0	0	0	0	60	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 13,575

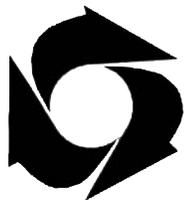
PROJECTED (2030) - 21,080

OPERATING COST IMPACT: N/A

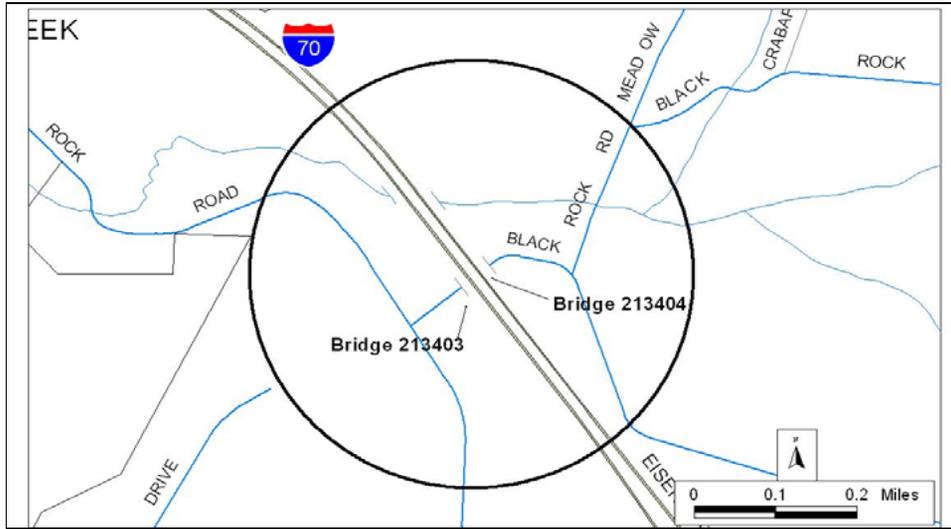
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
		<u>Fiscal Year 2009 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 50	Ocean Gateway; Barber Road to Choptank River Bridge; resurface	1,789	Completed
		<u>Fiscal Years 2010 and 2011</u>		
		<u>Resurface/Rehabilitate</u>		
2	US 50	Ocean Gateway; MD 309 to east of Chapel Road; resurfacing	1,765	Completed
3	US 50	Ocean Gateway; MD 662B to MD 309; safety and resurface (ARRA PROJECT)	3,310	Under construction
4	MD 309	Black Dog Alley; Rabbit Hill Road to Dukes Bridge Road; resurfacing (ARRA PROJECT)	467	Completed
5	MD 322	Easton Parkway; US 50 to US 50; resurfacing (ARRA PROJECT)	1,540	Under construction
6	MD 328	Royal Oak Road; Mullet Branch Road to 3 Bridges Branch Road; resurfacing (ARRA PROJECT)	287	Completed
		<u>Community Safety and Enhancements</u>		
7	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
8		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	471	FY 2010



Washington



PROJECT: I-70, Eisenhower Memorial Highway

DESCRIPTION: Replaced Bridges 213403, and 213404 over Black Rock Road.

JUSTIFICATION: Both bridges were 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

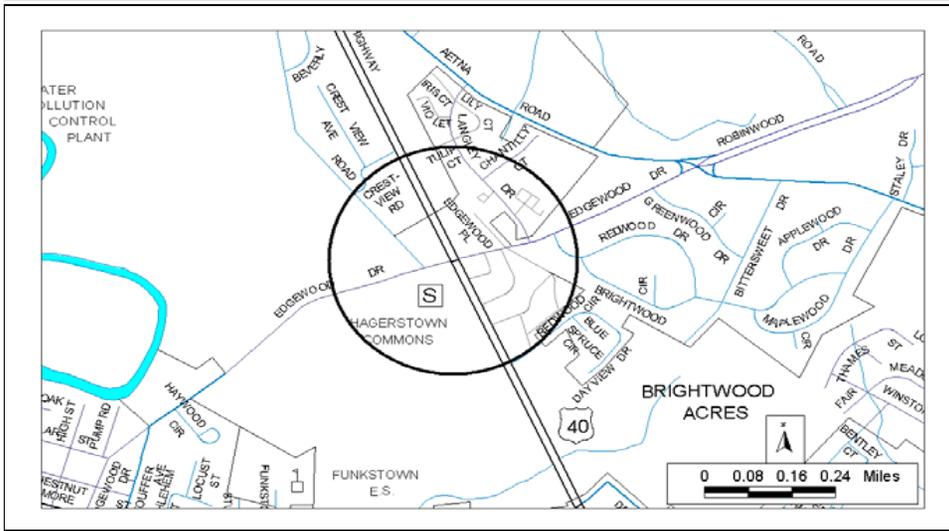
ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION :	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										STATE - Principal Arterial	
	PROJECT CASH FLOW										FEDERAL - Interstate	
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM: Primary	
				.....2012.....	.....2013.....	.....2014.....	.....2015.....			DAILY TRAFFIC : (USAGE IMPACTS)	
Planning	0	0	0	0	0	0	0	0	0	0	CURRENT (2009) - 71,550	
Engineering	372	372	0	0	0	0	0	0	0	0	PROJECTED (2030) - 108,300	
Right-of-way	0	0	0	0	0	0	0	0	0	0	OPERATING COST IMPACT: N/A	
Construction	8,136	7,463	673	0	0	0	0	0	673	0		
Total	8,508	7,835	673	0	0	0	0	0	673	0		
Federal-Aid	7,582	6,978	604	0	0	0	0	0	604	0		



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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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. The City and County will participate in project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: The cost increase of \$1.7 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	23	23	0	0	0	0	0	0	0	0
Right-of-way	1,739	1,046	50	643	0	0	0	0	693	0
Construction	3,158	107	1,682	1,369	0	0	0	0	3,051	0
Total	4,920	1,176	1,732	2,012	0	0	0	0	3,744	0
Federal-Aid	2,449	10	1,334	1,105	0	0	0	0	2,439	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

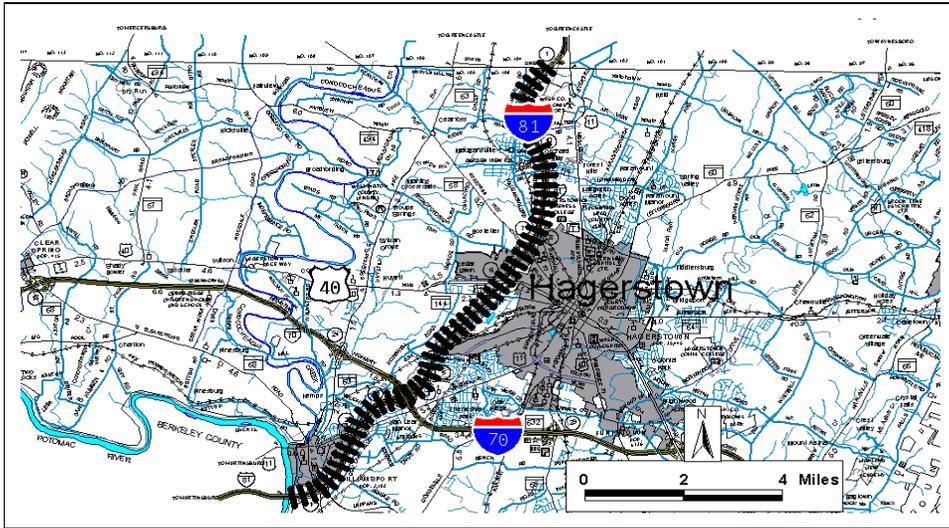
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 38,300

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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					2012	2013	2014	2015	2016		
Planning	3,497	3,317	180	0	0	0	0	0	0	180	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	3,317	180	0	0	0	0	0	0	180	0
Federal-Aid	2,448	2,322	126	0	0	0	0	0	0	126	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 49,575 - 75,400

PROJECTED (2030) - 58,500 - 107,075

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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	US 11	Virginia Avenue; Bower Avenue to Noland Drive; resurface	1,357	Completed
2	I 70	Dwight D. Eisenhower Highway; at MD 68; cross-over correction	417	Completed
3	I 81	Maryland Veterans Memorial Highway; at I 70 interchange (Phase 1); acceleration and deceleration lanes, superelevation correction, drainage improvement	3,942	Completed
<u>Sidewalks</u>				
4	US 40	Dual Highway; northside from the Dairy Queen to Eastern Boulevard; retrofit sidewalk - 650 linear feet	78	Completed
5	MD 58	Cearfoss Pike; Broadfording Road to Woodpoint Avenue; retrofit sidewalk - 1,600 linear feet	160	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
6		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	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
7		Various Interstate Patching Bridge Approaches (ARRA PROJECT)	220	FY 2010
8	US 40	National Pike; structure 21015 to MD 66; resurfacing (ARRA PROJECT)	1,016	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
9	MD 58	Cearfoss Pike; MD 63 to Dual Section west of I-81; resurfacing (ARRA PROJECT)	546	FY 2010
10	MD 65	Sharpsburg Pike; from I-70 to north of Fourth Street; resurfacing	1,346	FY 2011
11	I 81 NB	Maryland Veterans Memorial Highway; West Virginia line Potomac River Bridge #2107801 to Halfway Boulevard Bridge #2107900; resurface	3,432	Completed
12	I 81 SB	Maryland Veterans Memorial Highway; north end of Potomac River Bridge to Halfway Boulevard; resurface	4,077	Completed
13	MD 144 WB	Western Pike; I-68 to Corporate limits of Hancock; resurfacing (ARRA PROJECT)	795	Completed
<u>Bridge Replacement/Rehabilitation</u>				
14	MD 63	Spielman Road; bridge over CSX Transportation; bridge deck replacement	2,288	FY 2011
15	MD 67	Rohrersville Road; bridge 21137 over Israel Creek; bridge deck overlay	686	Completed
16	I 81	Maryland Veterans Memorial Highway; both bridges over Potomac River; clean and paint bridge	1,530	FY 2010
17	US 340	Jefferson Pike; bridge over Potomac River; clean and paint bridge	8,122	FY 2010
<u>Safety/Spot Improvement</u>				
18	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	824	FY 2011
19	MD 65	Sharpsburg Pike; at MD 63; geometric improvements (ARRA PROJECT)	694	Under construction

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
20	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering only)	578	PE Underway
21	I 68	National Freeway; from Orleans Road to Sandy Mile Road; guardrail (Project also shown in Allegany County) (ARRA PROJECT)	1,644	Completed
22	I 70	Eisenhower Memorial Highway; east of MD 56; construct accel and decel lanes at existing median emergency crossover	464	Under construction
23	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
<u>Community Safety and Enhancements</u>				
24	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only) (Project on Hold)		
<u>Environmental Preservation</u>				
25	I 70	Dwight D. Eisenhower Highway; at US 40; landscape	163	Completed
<u>Sidewalks</u>				
26	US 40	Franklin Street and Washington Avenue; north and southside Bryan Place to Nottingham Road - retrofit sidewalk	104	FY 2010

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
27		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2011
<u>Environmental Mitigation</u>				
28		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
<u>Congressional Earmarks</u>				
29		Eastern Boulevard Widening and Grade Separation; Phase I MD 64 to Security Road and Phase II is Security Road to Antietam Drive; widen from a two lane open section highway to a four lane divided roadway (Earmark \$0.4 million; CO)	0	
30		Hagerstown Area Northeast Bypass; Eastern Boulevard at Antietam Drive to Maryland Route 60; design and construct a new two lane roadway with closed section drainage and sidewalks (Earmark \$0.9 million; CO)	0	



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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 BUS	North Salisbury Boulevard; London Avenue to north of Bridgeview Street phase 4; resurface	103	Completed
2	US 50 EB	Ocean Gateway; Walston Switch Road to White Richardson Road; resurface	832	Completed
<u>Safety/Spot Improvement</u>				
3	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	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
4	US 13	Ocean Highway; structure over Leonards Mill Pond to Delaware State Line; resurfacing (ARRA PROJECT)	1,119	Completed
5	US 13 NB	Salisbury Bypass; MD 12 to Mt. Hermon Road; resurface	1,300	Completed
6	US 13 SB	Salisbury Bypass; US 13 Business to Mt. Hermon Road ; resurface	1,850	Completed
7	US 50 BUS	Salisbury Parkway; Boundary Street to structure over US 50; resurfacing (ARRA PROJECT)	648	Completed
8	US 50 BUS	West Salisbury Parkway; Civic Avenue to East Main Street; resurfacing (ARRA PROJECT)	116	Completed
9	MD 354	Powellville Road; Worcester County Line to structure 22002 over Adkins Mill Pond; resurfacing (ARRA PROJECT)	417	Completed

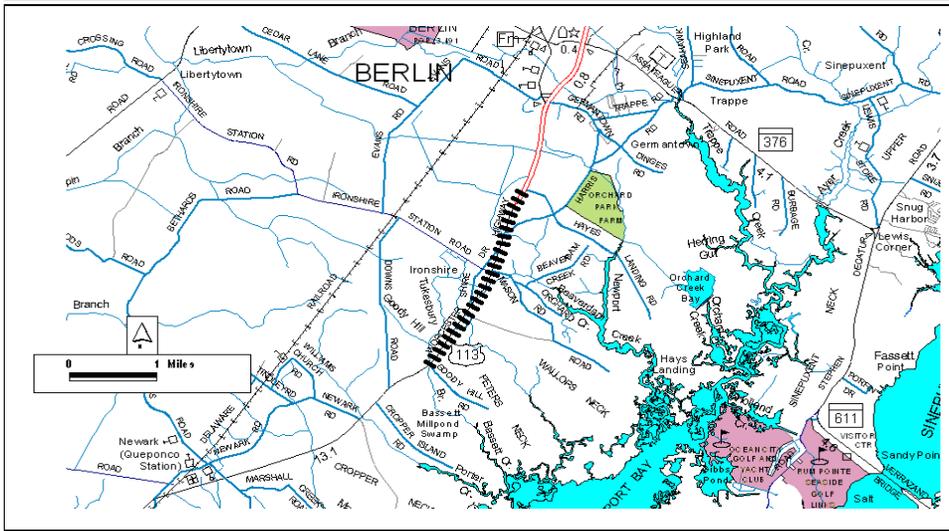
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
10	US 13 BUS	North Salisbury Boulevard; bridge 22026 over US 50 Business; bridge deck replacement	4,544	Under construction
<u>Safety/Spot Improvement</u>				
11	US 13 BUS	North Salisbury Boulevard; North of Bridgeview Street to Zion Road; drainage improvement	3,182	Under construction
12	US 13 BUS	South Salisbury Boulevard; Waverly Road, South Boulevard, Lloyd Street and Hanson Street to Wicomico River; drainage improvement	4,004	Under construction
13	MD 349	Nanticoke Road; US 50 to North Culver Road; construct thru lane, left turn lane (Funded for preliminary engineering only)	131	PE Underway
<u>Sidewalks</u>				
14	US 50	Ocean Gateway; from Davis Street to East Main Street; retrofit sidewalks - 3,500 linear feet	277	Completed
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
15		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 2010



Worcester



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgraded 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 was experiencing deterioration in safety and service due to increasing seasonal traffic volumes competing with local commercial/residential development along this highway. This project improved 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: Open to Service.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	0	0	0	0	0	0	0	0	0	
Engineering	1,980	1,980	0	0	0	0	0	0	0	
Right-of-way	3,717	3,717	0	0	0	0	0	0	0	
Construction	16,448	9,939	6,509	0	0	0	0	6,509	0	
Total	22,145	15,636	6,509	0	0	0	0	6,509	0	
Federal-Aid	17,137	10,972	6,165	0	0	0	0	6,165	0	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

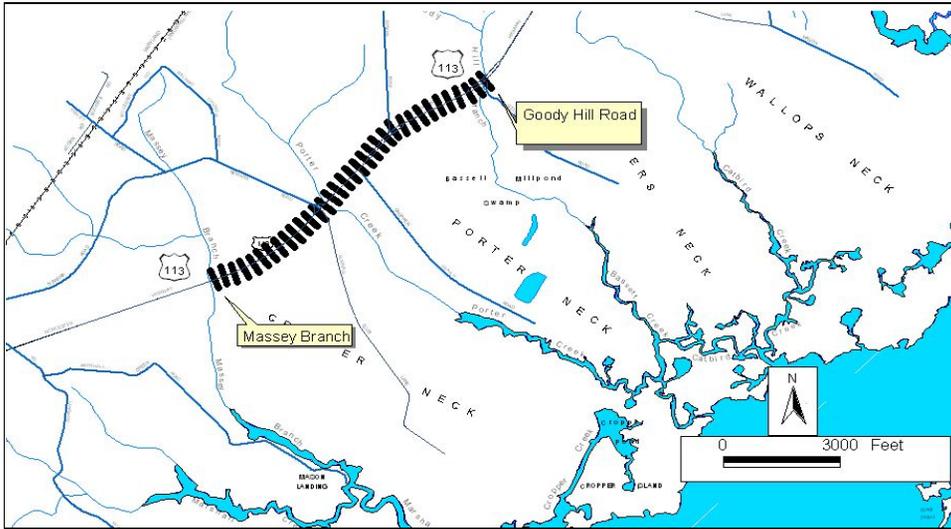
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 16,150

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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: The cost decrease of \$2.6 million is due to a favorable bid price.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	720	494	226	0	0	0	0	0	0	226	0
Right-of-way	4,006	2,093	1,560	353	0	0	0	0	0	1,913	0
Construction	14,949	48	4,808	6,640	3,453	0	0	0	0	14,901	0
Total	19,675	2,635	6,594	6,993	3,453	0	0	0	0	17,040	0
Federal-Aid	17,161	1,863	4,930	6,915	3,453	0	0	0	0	15,298	0

FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

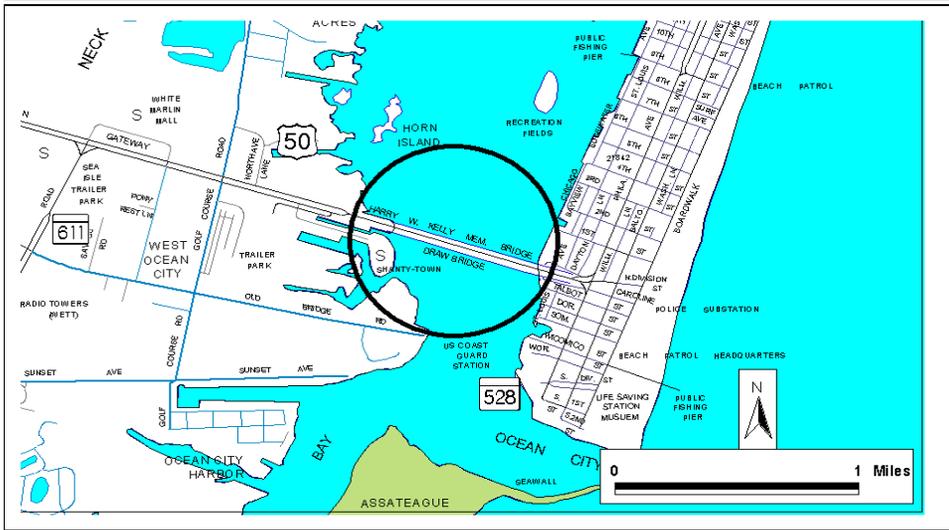
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 11,200

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 67 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

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 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY							
Planning	2,960	2,266	500	194	0	0	0	0	0	0	694	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,960	2,266	500	194	0	0	0	0	0	0	694	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

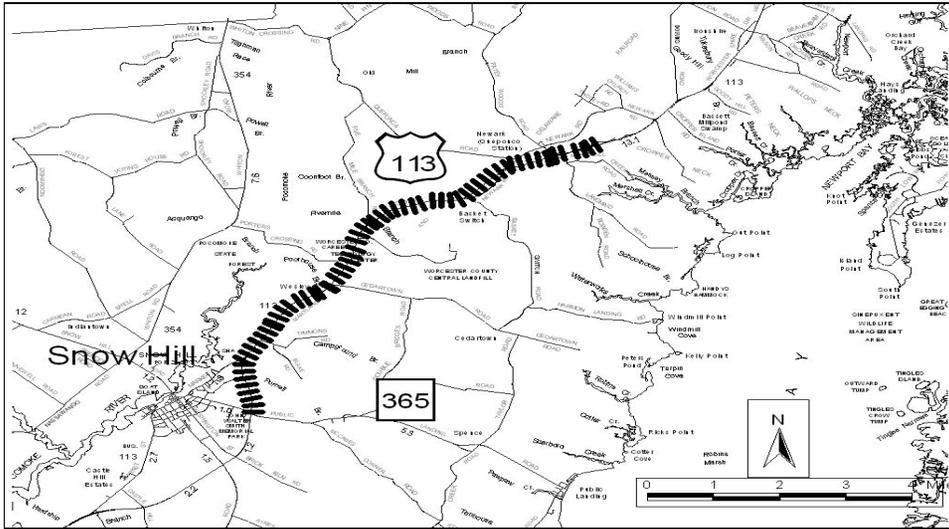
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 35,150 (Summer) 50,250

PROJECTED (2030) - 38,800 (Summer) 55,300

OPERATING COST IMPACT: N/A



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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	219	0	0	0	0	TCSP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$7.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.2 million from FY09 Federal Aid Appropriation Funds.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,132	4,559	319	254	0	0	0	0	0	573	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	5,132	4,559	319	254	0	0	0	0	0	573	0
Federal-Aid	3,370	2,925	247	198	0	0	0	0	0	445	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

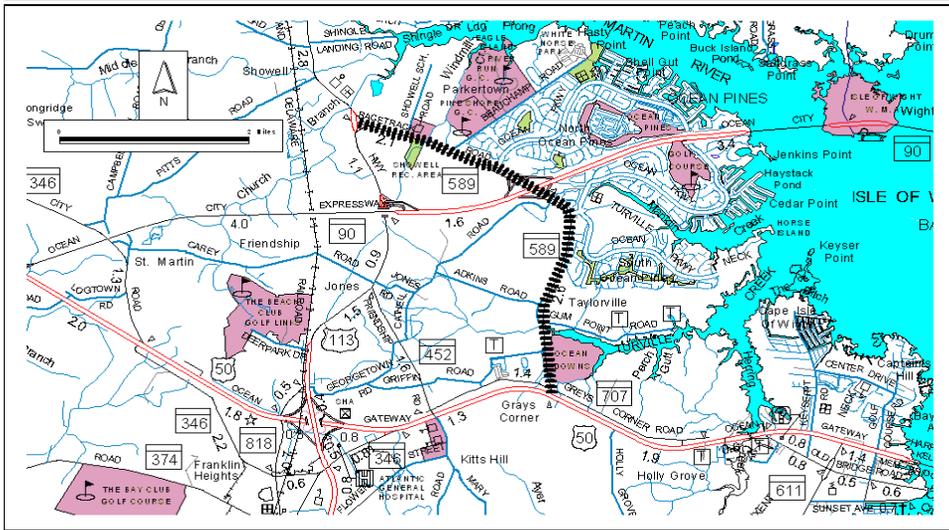
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,850 - 12,075

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	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 2009 - 14 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
					2012	2013	2014			2015
Planning	2,500	789	350	150	1,211	0	0	0	1,711	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	789	350	150	1,211	0	0	0	1,711	0
Federal-Aid	1,685	0	324	150	1,211	0	0	0	1,685	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 24,800

PROJECTED (2030) - 43,650

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, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; Herring Creek to Sinepuxent Bay; resurface	738	Completed
2	US 50 EB	Ocean Gateway; Wicomico county line to MD 346; resurface	741	Completed
<u>Sidewalks</u>				
3	MD 376	Bay Street; from Branch Street to Bay Street; retrofit sidewalks - 1,014 linear feet	101	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
4		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	Completed
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
5	US 13 NB	Ocean Highway; Virginia State Line to Brantley Road; resurface (ARRA Project)	540	Under construction
6	MD 90	Ocean City Expressway; east of MD 346 to MD 528; resurfacing (ARRA PROJECT)	1,760	Completed
7	MD 528	Coastal Highway; from 9th Street to 26th Street; resurfacing (ARRA PROJECT)	1,022	FY 2010
<u>Bridge Replacement/Rehabilitation</u>				
8	US 50	Ocean Gateway; over Sinepuxent Bay; bridge deck overlay	2,879	Completed

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, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
9	MD 12	Church Street; South Drive to Market Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
10	MD 528	Coastal Highway; Delaware State line to 30th Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 1 for ADA Compliance)	3,089	FY 2010
<u>Community Safety and Enhancements</u>				
11	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only) (Project on Hold)		
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
12		St. Martin's River Coastal Marsh Restoration; construction of about 70 water structures to restore pools and pannes in 300 acres of salt marsh fringing St. Martin's River, Smokehouse Cove and Assawoman Bay (This project is split funded)	86	FY 2011
13		Pepperfield Site; hydrologic enhancement of approximately 100 acres of forested floodplain adjacent to Rayfield Ditch and upstream	138	Underway
<u>Congressional Earmarks</u>				
14		Construct Assateague Island National Seashore visitor center and related road improvements (Earmark \$6.3 million; CO) Sponsor: National Park Service	0	
15		Land acquisition in Worcester County (5,000 acres of forestland) (Earmark \$5.6 million; R/W) Project Complete	0	