Maryland Department of Transportation

CONSOLIDATED TRANSPORTATION PROGRAM

2011 State Report on Transportation • FY 2011-2016

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Consolidated Transportation Program (CTP) is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation, its modal agencies – the Maryland Aviation Administration (MAA), Maryland Port Administration (MPA), Motor Vehicle Administration (MVA), State Highway Administration (SHA) and the Maryland Transit Administration (MTA) and related authorities within the Department, including, the Maryland Transportation Authority (MdTA), and Washington Metropolitan Area Transit Authority (WMATA). In this document, you will find a Project Information Form (PIF) for every major project in the state – which includes project details, financial information and construction status as well as a list of minor capital projects. The Maryland Department of Transportation (MDOT) works together with residents, local jurisdictions and local and State delegations to include projects in the CTP that preserve investments, enhance transportation services and improve accessibility throughout the State. In order to help Maryland's citizens review this document, the CTP includes a summary of the Department's financing and budgeting process and instructions for reading Project Information Forms (PIFs).

For further information about this document, please contact the Maryland Department of Transportation, Office of Planning and Capital Programming toll free at 1-888-713-1414, or locally at 410-865-1288. This document also is available online at http://www.mdot.maryland.gov/Planning.

For the hearing impaired, Maryland Relay 711.

For more information on Maryland transportation, please visit us on the web at www.mdot.maryland.gov

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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's six-year capital investment program for transportation, the Final FY 2011-2016 Consolidated Transportation Program (CTP). Our transportation system provides Maryland many great benefits, and continued investment is necessary to sustain, enhance and strengthen our quality of life. The CTP is the comprehensive listing of transportation investments to be made by the State of Maryland. This year's CTP is, once again, affected by a complex set of issues, including: the national economic downturn, weak revenues supporting the Transportation Trust Fund, the Base Realignment and Closure (BRAC) process and related growth and environmental issues such as water quality and climate change. These issues require MDOT to be more strategic in how we make decisions regarding future investments. By focusing on our investments as part of the broader sustainability agenda of the Governor's Smart, Green and Growing initiative, MDOT can: address safety and system preservation needs, improve our environment, enhance accessibility and encourage healthier lifestyles while providing more effective, longer-lasting solutions.

Each year, MDOT publishes the State Report on Transportation (SRT). The SRT contains three important documents: the Maryland Transportation Plan (MTP), the Consolidated Transportation Program (CTP) and the annual Attainment Report (AR) on Transportation System Performance. To address Maryland's transportation issues and priorities, MDOT must undertake new approaches: to planning and design, to construction, to operation and to maintenance of our transportation network.

Major capital projects generally include a new, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition and construction or purchase of essential equipment related to the facility or service.

In 2010, the Maryland General Assembly passed a bill intended to enhance transparency and accountability in the evaluation and selection of proposed major capital projects for the Consolidated Transportation Program (CTP). The resulting Maryland State Law, Chapter 725, requires MDOT and other proposing entities clarify the relationship between their prioritized projects and the overarching state goals for transportation as articulated in the MTP. In addition, full consideration of related goals and policies must be considered in the selection criteria.

This year, you will see some additional information on the Project Information Forms (PIF) for construction projects that respond to elements of this legislation. You also will see some additional information below on the criteria we considered for each of the projects in the Construction Program.

KEY FACTORS AFFECTING PRIORITIZATION

Transportation priorities are influenced by the everyday experience of our network users. Key concerns include:

- Our transportation system is increasingly inefficient due to traffic congestion and dispersed land-use patterns. Over the next 20 years, Maryland's 6.2 million acres of land will be home to 547,000 households, 762,000 jobs and more than 6.6 million people. Maryland's growing population will increase demands on our land, water and air as well as our transportation infrastructure. Developed land consumes about 1.3 million acres of Maryland. Although it took 300 years to develop the first 650,000 acres in our State, it took a mere 30 years to develop the second 650,000 acres.

- Maryland relies heavily upon fees generated from fuel consumption and vehicle purchases to finance its transportation system. The fuel based non-renewable resources will become increasingly scarce in the future. Approximately one-quarter of Maryland's overall energy usage goes toward transportation. Maryland residents

consume more than 448 gallons of gasoline per capita each year, higher than both California (414) and New York (293), but lower than the U.S. average (464).

- Unsafe driving and highway conditions result in death, injury, disability and financial hardship to Maryland citizens. From 1996 to 2005, more than 6,000 people died on Maryland roads and highways and more than 600,000 were injured at a cost of more than $4.5 billion annually. MDOT's State Highway Administration (SHA) set a goal to reduce annual motor vehicle injuries to fewer than 50,000 by 2010. The state reached this goal in 2008 when it recorded 48,143 injuries and 592 deaths on all roads in Maryland. Maryland is making progress on its continual daily efforts to make our roads as safe as possible.
- Until 2008, Vehicle Miles Traveled (VMT) had increased every year since World War II. Drivers in Maryland traveled 57 billion vehicle miles in 2006. This figure represents a 40% increase in VMT from 1990, outpacing growth in both population (17%) and new lane miles (8%) during the same time period. Such a significant increase in driving strains Maryland's transportation system, its economy and its environment. MDOT is focused on moving people, not just vehicles throughout Maryland by providing a transportation system that accommodates all users, including: vehicles, transit riders, freight shippers, bicyclists and pedestrians.
- MDOT places a high priority on allocating funds toward safety and system preservation. The MTP and the CTP both reflect significant investments in operational improvements to the transportation system, bridge program, highway and runway resurfacing, rail car overhauls and replacements, bus replacements and facility upkeep. SHA is focused on reducing the number of structurally deficient bridges in the state and on maintaining a strong highway system that ensures safe travel for all Maryland motorists.
- The Environmental Protection Agency has established a "pollution budget" for the Chesapeake Bay and its tributary rivers, that will regulate the amount of certain pollutants that can be discharged to the waters of the Bay states. Paved urban areas, including highways and other transportation facilities, represent a significant source of those pollutants. MDOT will play a significant role in the Bay restoration effort by treating stormwater runoff from both new infrastructure and from facilities built before the regulation of stormwater.
- Marylanders are growing older. By 2030, the percentage of the population over age 65 is expected to grow to nearly 20% from just 7.6% in 1970.
- With Maryland's population increasing and the average household size decreasing, we will need more homes to house us. Improvements to transportation infrastructure and differences in housing costs and consumer demand means that residential development and employment are becoming increasingly dispersed.
- As people become more mobile and the demand for goods movement grows, congestion is increasing.
- By 2026, the number of licensed drivers is expected to increase in Maryland by more than 23% and the number of registered vehicles is expected to increase by 40%.

ESTABLISHING TRANSPORTATION PRIORITIES

The 2009 Maryland Transportation Plan establishes a 20-year vision for a world-class multimodal system. It outlines key Statewide transportation policies and identifies five long-term goals to guide investment decisions. As of 2010, Maryland State Law Chapter 725 requires that requests for project funding include an explanation of how the projects will contribute to these statewide goals. A description of each of the five goals is included below:

- ***Quality of Service:*** Enhance users' access to and positive experience with all MDOT transportation services;
- ***Safety and Security:*** Provide transportation assets that maximize personal safety and security in all situations;
- ***System Preservation and Performance:*** Protect Maryland's investment in its transportation system to preserve existing assets and maximize the efficient use of resources and infrastructure;
- ***Environmental Stewardship:*** Develop transportation policies and initiatives that protect the natural, community and historic resources of the State and that encourage development in areas best able to support growth; and
- ***Connectivity for Daily Life:*** Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.

Alongside each of its goals, the State has established a concrete set of objectives that represent measurable benchmarks for achievement. In order to assess achievement, MDOT collects data, sets targets and measures performance in a number of categories related to the five transportation goals and publishes this information in its annual Attainment Report.

While the state's long-term transportation goals are a fundamental component in establishing priorities for the annual CTP, there are several other influences guiding and directing the state's transportation system.

Transportation planning and programming in Maryland is shaped by an array of Federal laws, regulations and policies, including the Safe, Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) of 2005 – commonly known as the federal transportation bill – and the Clean Air Act Amendments of 1990. In 2009, Congress acted to prevent a Highway Trust Fund shortfall through temporary legislation. Although Congress has not yet passed a new long-term federal transportation bill, Maryland remains committed to being part of the national ongoing dialogue to ensure federal transportation funding continues uninterrupted. Under the 1990 Clean Air Act amendments, the federal government mandates strict pollution standards to monitor emissions and requires emissions reductions in areas that are not in compliance with the standards.

Transportation priorities in Maryland's major metropolitan areas also are shaped by six federally-established Metropolitan Planning Organizations (MPOs) that coordinate transportation investments and develop regional plans. The State's six MPOs include the Baltimore Regional Transportation Board (BRTB), Cumberland MPO, Hagerstown-Eastern Panhandle MPO (HEPMPO), National Capital Region Transportation Planning Board (TPB), Salisbury/Wicomico Area MPO and Wilmington Area Planning Council.

MDOT and its modal administrations work closely with Maryland's local governments on developing the capital program. In addition to reviewing county priority letters, outlining local transportation priorities, the Secretary meets with each of the 24 local jurisdictions individually every fall. This set of meetings, also known as the CTP Tour, allows the Secretary to have a dialogue in person with the local governments and citizens and provides an opportunity to discuss a variety of issues that impact transportation investments. In addition to giving local officials an opportunity to voice their priorities directly with the Secretary, these meetings also allow the public to shape the CTP and express interest, concern or consensus about particular projects. MDOT takes pride in listening to feedback from its customers. We consider all this local input when revising the CTP before it is submitted to the Governor and then the legislature in January.

UNDERSTANDING OUR PRIORITIES

This year's CTP is influenced by a variety of issues, ideas and realities, including: the goals of the Maryland Transportation Plan, federal and state mandates related to transportation, interests and concerns of local governments and the public and the vision of the O'Malley-Brown Administration. Guided by these considerations, MDOT has worked to establish a clear set of priorities that represent a core focus of the State's transportation program.

While MDOT places a strong emphasis on these priorities, our economic challenges continue to limit resources and to require the Department to make tough decisions about how to invest public dollars in the most efficient and cost-effective way. Given the current issues and constraints, MDOT views the following as our transportation priorities:

Priority: System Preservation & Safety

MDOT continues to place a high priority on allocating funds toward system preservation and safety. The MTP and the CTP both reflect significant investments in the bridge program, road and runway resurfacing, rail car overhauls and replacements, bus replacements and facility upkeep. A key area of focus is the condition of bridges across Maryland. The State Highway Administration continues to make significant progress in reducing the number of structurally deficient bridges on the state's highway system to ensure safe travel for Maryland motorists and other system users.

Priority: Transit Improvements

Maryland citizens, businesses and visitors need a dependable and affordable means to get to and from work, school or other activities each day. A good public transit network will help working families keep more money in the bank by providing them less expensive transportation options. A good public transit system will help address global climate change and will serve as a focus for the State's Smart, Green and Growing initiatives. When people choose to ride public transportation, it translates into fewer cars on the road, fewer emissions in the air and a healthier environment. That is why the O'Malley/Brown Administration is committed to doubling transit ridership by 2020. The State of Maryland also provides funding for transit in rural areas, small cities and metropolitan regions. For longer commutes, MDOT provides MARC Train and Commuter Bus services to downtown Baltimore and Washington, D.C.

The O'Malley/Brown Administration is aggressively moving forward with new transit initiatives designed to meet current and future demand in both the Washington and Baltimore regions. The next generation of transit includes the Purple Line and Corridor Cities Transitway in the Washington region and the Red Line Transitway in the Baltimore region.

Governor O'Malley selected locally preferred alternatives for both the Red Line and the Purple Line, and this final CTP includes $90 million in additional State funding for the preliminary engineering and final design phases for both projects. This new funding is a demonstration of the State's commitment to provide the matching funds for future federal New Starts funds. The Baltimore Red Line is a 14.5-mile, east-west light rail line that will connect Woodlawn to the west and the Johns Hopkins Bayview Medical Center to the east. The Red Line links the existing Baltimore Light Rail system, MARC stations, the Baltimore Metro subway and local bus routes to create a comprehensive regional transit network that is unprecedented in the Baltimore region. It will provide the region's first cross-town rail route and tie the City and suburbs together serving existing residential neighborhoods and employment centers. It also will support emerging new development at locations such as Harbor East, Canton Crossing and Uplands. The presence of the Red Line has the potential to spur revitalization efforts at Security Square Mall, Edmondson Village, Highlandtown, Greektown and around the West Baltimore MARC station. By linking with the MARC system, the Red Line will improve access to Washington, D.C. and to growing BRAC-related job opportunities at Fort Meade and Aberdeen.

The Purple Line is a light rail line serving a 16-mile east-west corridor between New Carrollton in Prince George's County and Bethesda in Montgomery County. On the eastern end, it will operate along the Montgomery County Master Plan's Georgetown Branch alignment, where innovative design techniques will be used to allow the hiker-biker trail and the Purple Line to coexist in a community-friendly-manner. The Purple Line will directly serve local communities and provide an important link to other transit services, particularly both branches of the Metrorail Red Line as well as the Green and Orange lines; MARC's Brunswick, Camden and Penn lines and local bus services.

Priority: Smart, Green and Growing

The O'Malley/Brown Administration has given new energy and focus to Maryland's Smart Growth legacy by launching the Smart, Green and Growing initiative and by supporting the Sustainable Communities Act, passed by the Maryland General Assembly in 2010. These statewide initiatives provide a framework for addressing transportation challenges and for coordinating with other stakeholders toward smarter and more sustainable patterns of future growth. This renewed focus has enabled MDOT to promote new measures and mechanisms: to encourage rideshare, telework and other commuter options; to establish a broader sustainability agenda to address emissions and other environmental impacts; and to coordinate with other agencies and partners to more strategically leverage investment. The Smart, Green and Growing Initiative also has: encouraged the preservation of resource lands, the revitalization of existing communities and the promotion of compact, mixed-use development near existing and planned transit stations.

State law also requires MDOT to work closely with other State agencies to evaluate projects in terms of their compliance with the Smart Growth and Neighborhood Conservation acts. MDOT uses the State Report on Transportation process to help define and achieve smart growth goals. As part of its smart growth responsibilities, MDOT is strengthening the links between land use and transportation planning, through the strategic management of infrastructure investments.

MDOT has devoted particular attention to achieving Governor O'Malley's goals for increasing transit ridership. This effort has focused on improving existing services, and planning for system expansion. A key to driving transit ridership is transit oriented development. Through our involvement in the Task Force for the Future for Growth and Development in Maryland, as well as our anticipated coordination with the Sustainable Growth Commission, MDOT continues to work toward programs and policies that enhance accessibility and promote transportation alternatives such as biking, walking and transit. Governor O'Malley's first ever statewide trails plan, *"Maryland" A Greener Way to Go"* will serve as an additional guide to moving these efforts forward.

Priority: Transit-Oriented Development (TOD)

Transit-oriented development (TOD) is a key component of our efforts to ensure efficient use of our transportation system to promote sustainable, smart growth development for the State. A development that is "transit-oriented" is typically comprised of a mixture of land uses generally configured and oriented to maximize visibility and access to the transit station. TOD projects design street networks and parking to ensure the safety and comfort of pedestrians and bicyclists, while ensuring efficient traffic flow to automobiles, buses and

carpoolers. TOD will help ensure that Maryland residents achieve maximum benefit for their investment in transit and related transportation infrastructure. By contributing to transit ridership, TOD can reduce highway congestion, greenhouse gas emissions and sprawl.

MDOT works with State, local and private partners to support TOD through: pre-development planning, policy and program support; joint development partnerships, infrastructure investments and other project support. The Department has an active program of TOD planning and joint-development projects, spanning multiple jurisdictions and station types. MDOT also works with other agencies and local jurisdictions to help identify additional TOD opportunities and to promote principles of TOD through transit-supportive, land-use policies.

In 2010, the O'Malley/Brown Administration took further action to promote TOD as part of its Smart, Green, and Growing initiative by officially designating 14 transit stations as Transit-Oriented Developments. As announced in June 2010, these station areas are to be developed as integral elements of the state's overarching transportation agenda. They also will benefit from legislation which makes it easier for both state and local agencies to coordinate and advance their respective TOD agendas. For example, these designated TOD sites will be eligible to take advantage of 2009 legislation that grants many local governments greater flexibility to use existing tax increment financing (TIF) and special taxing district powers to finance these projects.

Under the 2010 Sustainable Communities Act, these 14 designated TODs are considered Sustainable Communities, and will, thereby, gain more ready access to other state programs. This designation also ensures general oversight by an expanded Smart Growth Sub-Cabinet.

Priority: Natural Environment

MDOT recognizes the need to work within a framework of ecological boundaries. As our climate changes, those boundaries will continue to change. Our commitment to Environmental Stewardship is one aspect of a larger commitment to a more sustainable future. That future will require our transportation system to be resilient and our strategies for the protection of our natural, cultural and community resources to be forward-looking and adaptive.

By coordinating land-use, transportation and resource planning with partners in other agencies and local governments, MDOT will ensure the investments we make will meet multiple needs for the citizens of Maryland.

The goal of environmental stewardship is to pursue projects and operate our system in ways that improve and restore environmental conditions. By increasing transit ridership and supporting greater use of ridesharing, telecommuting, biking, walking and intercity passenger rail, we will improve Maryland's environment by reducing the use of fossil fuels, lowering greenhouse gas emissions and reducing the need for more paved surfaces.

Using the State's Green Infrastructure Plan and Chesapeake Bay Restoration priorities as a guide, MDOT agencies can minimize negative impacts and use project mitigation to support the State's broader conservation goals. Retrofitting older parts of the transportation network with the latest stormwater management technology moves the State closer to meeting our water quality targets.

SHA goes above and beyond required mitigation in its efforts to restore the Chesapeake Bay and to improve air quality. In addition to participating in the Governor's "One Million Trees" planting initiative, SHA recently has more than doubled the number of wetlands created through environmental stewardship, restored miles of streams, planted natural vegetation and wildflowers along roadsides, and become nationally kn own for using goats to mow to reduce emissions and protect small wildlife. The planting initiatives support Bay restoration by improving water quality and increasing Maryland's forest cover, thereby aiding in carbon sequestration.

Priority: Climate Change, Air Quality & Energy

MDOT is working to address Climate Change issues, reduce air emissions and manage energy consumption related to the transportation industry. As an active member of both the State's Climate Change Commission and its Energy Outlook Task Force, MDOT continues to improve its public transportation network to provide an alternative to single occupant vehicles. The State is also demonstrating its dedication to reducing the transportation sector's emissions by employing: electric-based transit modes, hybrid-electric bus technology and hybrid and flex-fuel vehicles. With the passage of the Clean Car legislation in 2007, the State has adopted the cleaner California car standards beginning with the 2011 model year. MDOT also is working with other state departments of transportation and environmental agencies to assess the possibility of installing electric vehicle recharging stations across the northeastern United States. MDOT will be installing electric vehicle recharging stations for public use at several locations including BWI Marshall Airport and a park and ride lot near I-95 north of Baltimore City. By paving the way for broader usage of cleaner vehicles, these efforts will help us reduce greenhouse gas emissions (GHG) and contribute to our long-term efforts to fight climate change. MDOT uses a variety of Travel Demand Management (TDM) strategies to support alternatives to driving alone and to limit emissions from the transportation sector. TDM efforts can also help reduce congestion, lower commuting costs, and improve air quality. Some of these efforts are: carpooling, car sharing, transit, teleworking, and variable pricing infrastructure.

MDOT is implementing these strategies in cooperation with our partners in the metropolitan planning organizations, the Maryland Department of the Environment and local governments. We are evaluating further implementation strategies to reduce GHG emissions in accordance with the goals of the Climate Change Commission's GHG Emission Reduction Report.

Priority: BRAC

In the fall of 2005, Congress approved a set of recommendations to realign and reposition numerous military bases in the United States. The Base Realignment and Closure (BRAC) effort is scheduled to take full effect by September 2011, and Maryland is one of a few states that will gain additional military and civilian positions as a result. An estimated 40,000 to 60,000 direct, indirect and induced jobs are projected to arrive in Maryland over the next 10 years in connection with BRAC. Fort George G. Meade (FGGM), Aberdeen Proving Ground (APG) and the National Naval Medical Center (NNMC) at Bethesda will gain most of these positions. Other installations, including Joint Base Andrews Naval Air Facility and Fort Detrick, also are expected to see significant increases in personnel stemming from BRAC and non-BRAC related growth.

Under the leadership of Governor O'Malley and Lt. Governor Brown, State and local agencies have collaborated to ensure that Maryland can accommodate anticipated growth in a manner that preserves and enhances our State's resources and our citizens' quality of life. In 2007, Governor O'Malley created the BRAC Subcabinet, chaired by the Lt. Governor, to oversee the State's BRAC preparations. MDOT's work is performed in concert with the Subcabinet and is documented in a dedicated section of the State of Maryland's BRAC Action Plan, which outlines policies, projects and legislation necessary for Maryland to effectively prepare for BRAC. Since its adoption, MDOT has tracked appropriate performance measures as part of the State's BRAC Stat monitoring program.

To address transportation impacts associated with BRAC, MDOT has coordinated with local governments, military installations, and our regional, State and federal partners. Given the limited time and funding available to advance improvements, MDOT has employed a "high/low" investment strategy aimed at implementing both short-term ("low") capital projects, such as key intersection improvements, transit projects, and transportation demand management programs. At the same time we have been developing long-term ("high"), higher cost initiatives. These more expensive projects include long-term corridor improvements near military installations, transit oriented development, the MARC Growth and Investment Plan, and other major capital improvements that project to support BRAC, regional and statewide growth.

As part of this effort, MDOT has assisted local governments in evaluating BRAC-related transportation projects in the context of overall needs and long-term planning initiatives. We also have collaborated with stakeholder groups at each of the impacted military installations to develop a schedule of priority projects to implement based on current, as well as potential future, available funding. MDOT continues to work with its partners to advance priority projects in concert with the scheduled BRAC consolidations, and to collaborate in identifying and procuring additional programming dollars.

The transportation section of the State BRAC Action Plan (see www.brac.maryland.gov) contains more detailed information concerning MDOT's BRAC initiatives.

Priority: Freight

Freight activity in Maryland is expected to double by 2030. The state's location at the geographic epicenter of the I-95 Corridor means that the expected growth in freight will produce significant capacity constraints to traffic on highways and railways. While freight is expected to grow, chokepoints and aging infrastructure are impacting Maryland and the entire Northeast Corridor (NEC) and impeding the current flow of freight. These chokepoints create significant challenges for freight movement in the region, and can also have significant impacts on passenger rail operations for the NEC and, locally, for MARC commuter rail operations and capacity. We must address these challenges in order to accommodate freight demand and allow for the cost-effective and safe movement of goods by waterborne, rail, air and motor carrier providers.

To meet these needs, MDOT is taking an aggressive approach to implementing multimodal freight solutions in Maryland and the greater multi-state region. MDOT recognizes the multimodal and shared infrastructure nature of freight and passenger facilities. In order to better coordinate planning and policy, MDOT revised its Office of Freight Logistics to the newly named Office of Freight and Multimodalism (OFM) to combine freight and passenger focus under one division. This office, along with other MDOT offices and modal administrations,

is cultivating partnerships with neighboring states, freight stakeholders and nonprofits, and is participating in freight studies with groups such as the I-95 Corridor Coalition.

By developing these partnerships and increasing coordination with stakeholders, MDOT has been able to secure federal support through economic stimulus funds. These funds have supported major rail projects and helped the State implement elements of the Statewide Freight Plan and a State Rail Plan. Maryland continues to lead freight planning efforts nationwide by being one of the first states to address land use issues in freight and by creating a standing Freight Stakeholder Advisory Committee (FSAC). This committee includes industry representatives from freight and logistics entities that review freight planning and policy activities and provide advice on legislation and projects.

Priority: Economic Recovery and Stabilization

The National economic downturn is continuing to cause concerns across the Country. While Maryland is better off than some other states, it struggles with difficult economic challenges. In response to the economic crisis facing our nation, Congress passed and on February 17, 2009 President Barack Obama signed into law the American Recovery and Reinvestment Act (ARRA). The intent of the law is to preserve and support jobs; to provide tax cuts for working families in Maryland and throughout our nation; and to invest in America's public education system, and in roads, bridges, tunnels, and the green technologies of tomorrow.

As part of ARRA, Maryland is receiving $4 billion. Of this total amount, $638 million is directed toward formula funding for transportation in Maryland. Highways is receiving $414 million – $317 million for state highway projects and $97 million for local roadway projects. Transit is receiving $224 million – $108 million for MTA projects, $44 million for local transit system projects and $72 million for WMATA improvements in Maryland. The WMATA system directly receives a total of $201 million for projects throughout the Washington, D.C. region.

Maryland also received numerous discretionary grants through ARRA. Shortly after the legislation was passed, US DOT awarded $15 million in grant funding to BWI Airport for apron resurfacing. More recently Maryland received $60.0 million in design funds to replace the Baltimore and Potomac Tunnel and $9.4 million for a new platform and fourth track at BWI Rail Station. As part of a Washington Area Transportation Planning Board application, Maryland received $12.3 million to construct the Takoma/Langley Transit Center and $2.5 million for priority bus corridor enhancements in Prince George's and Montgomery counties. Smaller grants were awarded to Baltimore City for their water taxi service, to MTA for greenhouse gas and energy reduction improvements and to MPA for port security work totaling $3.4 million. MPA and SHA also received grants through the US Environmental Protection Agency ARRA grants for $3.75 million. Additional information ARRA funded projects is on page A-48 and is designated on the individual project pages throughout the CTP.

In order to create the greatest economic benefit, to keep Marylanders working and to continue to improve the State's transportation network, MDOT is working to spend federal money as quickly as possible while preserving its capital program.

CRITERIA

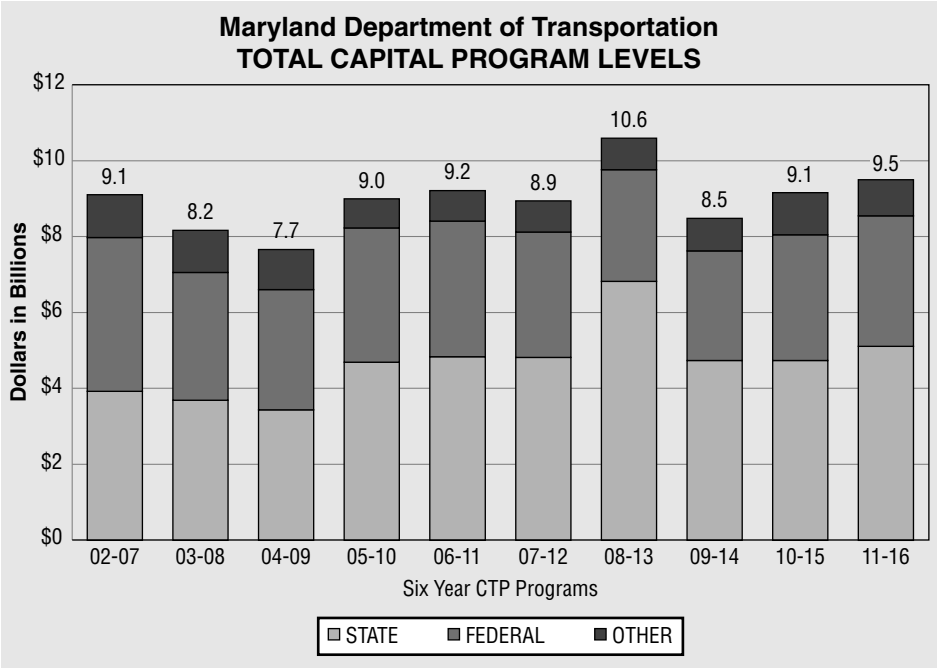
Chapter 725 in Maryland State Law, which was adopted in 2010, creates new standards for how the Department evaluates proposed major capital projects for the Construction Program of the Consolidated Transportation Program (CTP). This new law is intended to provide additional transparency and accountability by providing more information about the Department's process for evaluating projects and by clarifying the role of the statewide transportation goals in this process. Under State Law, MDOT's evaluations are to be based on project purpose, need, and manner in which the project addresses state transportation goals and supports local government land use plan goals. Major capital projects include a new, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service. MDOT used the following

set of goals, outlined in the State's adopted Transportation Plan to evaluate and to examine projects for their inclusion in the Construction Program.

1. **Quality of Service:**
   a. How will a project address Quality of Service? This can include reduction in travel time or delay, or increase in travel time reliability for non-motorized travelers, private vehicle users, transit users and/or freight/commercial users.
2. **Safety & Security:**
   a. How will a project reduce collision and injury rates for non-motorized travelers, private vehicle users, transit users and/or freight/commercial users?
   b. How will a project provide additional security against terrorist or unlawful activity losses for private vehicles users or freight transportation?
   c. How will a project enhance the capability of the transportation system to handle emergency events?
3. **System Preservation & Performance:**
   a. What are the current physical conditions of a transportationv link, and how critical is it to the integrity of the transportation network?
   b. How will a project reduce congestion or increase person throughput (person moving per hour by all modes)? Will a project reduce (public) costs of operation or maintenance based on more optimal location?
   c. Why is a project considered to be the most cost effective and sustainable long-term solution?
4. **Environmental Stewardship:**
   a. How does a project encourage Smart Growth development (higher density, mixed use, transit oriented, pedestrian friendly)?
   b. How does a project support redevelopment/reinvestment in existing communities or brownfield areas, making use of existing infrastructure?
   c. To what extent will a project protect rural, agricultural, or other sensitive/protected lands and/or natural or cultural resources?
   d. What might be the medium to long term impact of a project on land use, trip lengths, vehicle miles traveled (VMT) and emissions (sustainability)?
5. **Connectivity for Daily Life:**
   a. Why is a project critical to the movement of freight and goods?
   b. How might a project improve connectivity between modes?
   c. How might a project increase access to jobs and services within the community?

FINANCING MARYLAND'S TRANSPORTATION PRIORITIES

In developing the CTP and establishing funding levels, the Secretary and MDOT must account for both State and local economic growth, projections of state transportation revenue and allocations of federal funding. The State's Transportation Trust Fund supports MDOT investments through a dedicated account. Being heavily influenced by State and national economic performance, the Trust Fund has experienced a number of funding challenges in recent years that have deeply impacted the Department's decision-making process. While there remains some uncertainty regarding the status of federal transportation legislation, Maryland continues to work with the federal government and to rely on it as an important source of funding. MDOT is committed to working with available resources



and investing in a most cost-effective, responsible manner that will constantly improve our transportation system while respecting our state's fiscal challenges.

STATE REVENUE PROJECTIONS

Over the last few years, MDOT has had to assume a very different revenue picture to develop the Consolidated Transportation Program (CTP). The nationwide economic downturn continues to have an enormous impact on the revenue projections for both the State of Maryland and for MDOT. Despite these challenges, Maryland's transportation system has felt less impact from the revenue decline than many other states, because Governor Martin O'Malley successfully sought and obtained an increase in transportation revenue in 2007. The revenue added has allowed for capital investments already under construction to continue and support some safety and system preservation projects, but to a much lesser extent than expected.

Thanks to Governor O'Malley's efforts and to the ARRA formula and discretionary funding, we have been able to maintain a $9.5 billion six-year capital program and continue funding many of our safety and system preservation projects. Nevertheless, MDOT has reduced its revenue projections in response to the economic downturn. Outside of the ARRA funded projects, only the Red and Purple transit lines had funds increased in this year's CTP.

Total projected revenues amount to $20.0 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal

funds that will be used for operating, capital and debt payment expenses. The projection does not assume any future State tax or fee increases beyond those changes enacted in prior sessions.

Pertinent details are as follows:

- Opening Balance: MDOT's goal is to maintain a $100 million fund balance over the program period to accommodate working cash flow requirements throughout the year.
- Motor Vehicle Fuel Tax: This revenue is projected to be $3.1 billion over the six year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- Motor Vehicle Titling Tax: This source is projected to yield $3.6 billion. The titling tax of 6.0 percent of the fair market value of motor vehicles, less an allowance for trade-in vehicles, is applied to new and used vehicles sold and to vehicles of new residents. This revenue source follows the cycle of auto sales with periods of decline and growth. Although vehicle sales have been in a down cycle, it is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- In calendar year 2009 U.S. light vehicle sales hit a 27-year low. Forecasts for 2010 sales are calling for an increase of 11-12% over the 2009 level. After declining in the past three fiscal years, titling tax revenues appear to be stabilizing and starting to recover.
- Motor Vehicle Registration/Miscellaneous, and Other Fees: These fees are projected to generate $2.7 billion. This forecast assumes revenues will increase an average of 3.0 percent every two-year cycle.
- Sales and Use Tax: Beginning in fiscal year 2009, MDOT is receiving a portion of the 6.0 percent general sales and use tax. For fiscal years 2009 – 2013, MDOT's portion is 5.3 percent. The portion increases to 6.5 percent for fiscal year 2014 and beyond. The transportation share of this revenue is estimated to be $1.5 billion.
- Corporate Income Tax: The transportation share of corporate income tax revenues is estimated to be $808 million. MDOT receives a portion (20.4 percent) of the 8.25 percent corporate income tax.

- Federal Aid: This source is projected to contribute $4.0 billion for operating and capital programs. This amount does not include $610 million received directly by the Washington Metropolitan Area Transit Authority (WMATA). The majority of federal aid is capital; only $530 million is for operating assistance. Since federal aid supports a significant portion of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- Operating Revenues: These revenues are projected to provide a six-year total of $2.4 billion, with $833 million from MTA; $273 million from MPA; and $1.3 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other Port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees.

- Bond Proceeds: It is projected that $1.6 billion of bonds will be sold in the six-year period. The level of bonds that could be issued is dependent on the net revenues of MDOT. This level of bonds is affordable within the financial parameters used by MDOT.

- Other Sources: The remaining sources are projected to provide $340 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

FEDERAL AID ASSUMPTIONS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act authorized highway, transit, rail and safety programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU provided $286.5 billion nationally over six years and has been extended by Congress from September 30, 2009, until March 4, 2011, while it debates the policies and financing mechanisms to be contained in the next act. Since FFY 2004, Maryland has received approximately $585 million annually for highways and $140 million annually for transit formula programs (including WMATA's allocation for Maryland service).

It is important to note that not all of the funding authorized in the surface transportation legislation is necessarily new or additive money for Maryland. Our Consolidated Transportation Program (CTP) allocates federal funds to projects in the Program based on conservative projections for future federal funding. The majority of funds authorized by SAFETEA-LU were used for projects already committed in our capital program and for unfunded system preservation needs.

Continued delays in the enactment of the next surface transportation authorization bill and the uncertainty over the long-term solvency of the federal Highway Trust Fund (HTF) have constrained MDOT's ability to adequately plan for future investments throughout the State. Although Congress recently added $19.5 billion in general funds to the HTF in order to protect against a projected shortfall in FFY 2010, forecasts indicate that the HTF will not be able to sustain existing levels of funding; thus another infusion of funds may be required to keep the HTF solvent in FFY 2011. If Congress is unable to find the revenue to prevent such a deficit, they will be forced to reduce the amount of federal aid provided to states. This action would have a dramatic impact on programs that are currently funded in the CTP.

Highways

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings, which determine how much of the authorized money can be obligated in any given year. This ceiling is referred to as Obligational Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under SAFETEA-LU, OA has ranged from 84 percent to 93 percent. Given fiscal concerns with the soundness of the Federal Highway Trust Fund, this CTP assumes an OA level of 93 percent for FFY 2010, an OA level of 85 percent for FFY 2011 and 80 percent for the remaining years.

Transit

Between 50 and 70 percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and New Start (major system expansion) projects. In the absence of new authorization legislation, we must assume the same funding levels authorized by SAFETEA-LU for FFY 2011. As such, FTA Urbanized Area capital assistance for Baltimore, MARC, D.C. area and Small Urban Systems is estimated at $81.5 million for FFY11. Rail modernization funding for Maryland is estimated at $36.8 million in FFY 2011.

SAFETEA-LU authorized $105 million for the Baltimore Red Line and Green Line Transit projects. Additional New Start projects authorized in SAFETEA-LU include the Corridor Cities Transitway (CCT), the Purple Line and the Silver Spring Transit Center. MDOT has applied for the authorization of four New Starts projects in the next authorization – Baltimore Red Line; Baltimore Green Line; Purple Line; and the CCT. If these projects are authorized and approved, New Start transit projects will require an earmark in the annual appropriations act in order to obtain discretionary federal funding. Maryland received an earmark of $3.0 million each for the Red Line and the Purple Line in New Starts funds in FFY 2010.

Congress earmarked $1.25 million in bus discretionary funds for Southern Maryland commuter bus facilities in FFY 2010.

Washington Metropolitan Area Transit Authority — WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. Federal funding for construction of the Addison Road to Largo Extension of the Washington Metro was completed in FFY 2005. Funding for rail cars related to the extension was completed in FY 2009.

Congress recently passed legislation amending the National Capital Transportation Act of 1969 to authorize additional federal contributions for rehabilitation and replacement of capital for the WMATA system. This legislation authorizes up to $1.5 billion of federal money over 10 years. These federal funds need to be equally matched by Maryland, Virginia and the District of Columbia. MDOT has been fully supportive of the effort to secure additional financial resources for the Nation's transit system. To this end, this CTP includes a total of $300 million ($50 million each year in federal fiscal years 2011 through 2016) as Maryland's initial matching contribution required by the federal legislation. As required by the Act, all three jurisdictions passed identical amendments to the WMATA Compact; these amendments were ratified by Congress; and the President signed the amendments into law on August 19, 2009.

Aviation

The Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), provides federal entitlement and discretionary funding for airport projects. It is assumed that entitlement funding is calculated using enplanement and cargo-based formulas for the Baltimore Washington Thurgood Marshall International Airport (BWI).

Airport funding will total $3.5 to $4.0 million per year for the six-year program period. This level of entitlement is the net amount after reductions made due to BWI's ability to collect a $4.50 Passenger Facility Charge (PFC).

The Maryland Aviation Administration (MAA) anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. Following an environmental assessment to determine the viable options, these improvements must be completed by 2015. If anticipated discretionary funds are not forthcoming, the schedule of impacted projects will be adjusted accordingly.

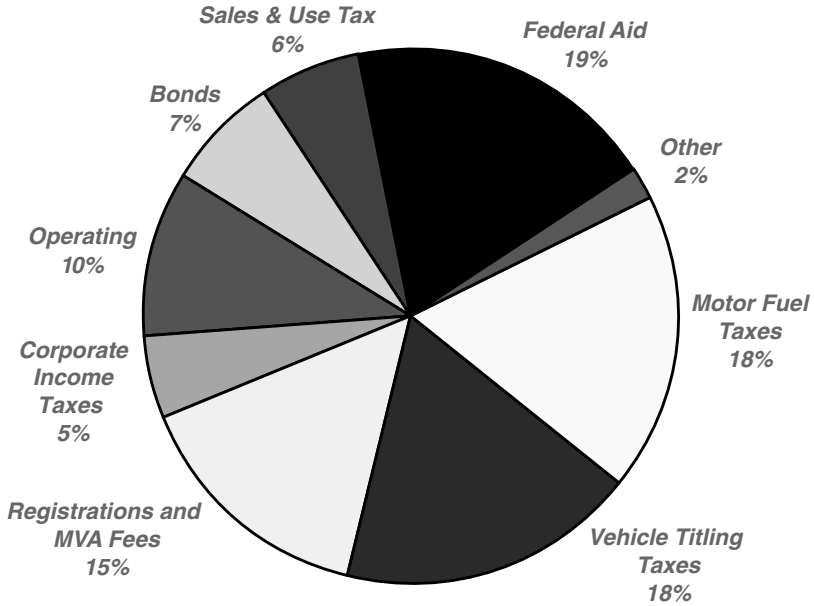
Congress is currently working on the reauthorization of FAA programs, including the AIP program. Under consideration is an increase in overall AIP program funding, and a possible increase in the PFC to $7.00. The MAA and MDOT support these proposals and will continue to work with Congress to meet Maryland's needs.

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, that are assigned to the Transportation Trust Fund. This fund is separate from the State's General Fund, which pays for most other State government operations and programs. MDOT's customers pay user fees for transportation infrastructure and services through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues, sales and use taxes and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of MDOT revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and the BWI Thurgood Marshall Airport. In addition to collecting revenue within the state, Maryland also receives federal aid for its transportation program. These federal funds must be authorized by a congressional act. The United States Congress last enacted long-term federal surface transportation authorizing legislation in August 2005. The current act expired on September 30, 2009, but has been extended by Congress to allow for continued investment in transportation infrastructure.

Total projected Trust Fund revenues amount to $20.0 billion for the six-year period covered by this CTP. These amounts are based on the assumption that the economy will continue to recover and continue along a moderate growth scenario for the next six years.

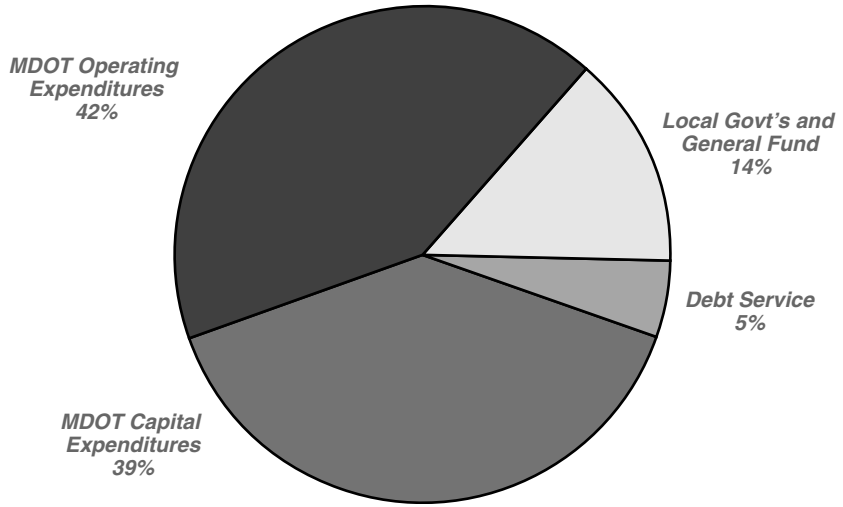
Where The Money Comes From



WHERE THE MONEY GOES...

The MDOT program is fiscally constrained, meaning that the list of projects is tied to estimates of future revenue. The Trust Fund supports operation and maintenance of State transportation systems, administration, debt service and capital projects. A portion of these funds are directed to the General Fund and a share is also dispersed among Maryland's counties and Baltimore City for local transportation needs. After operating costs, debt service, and local distributions, the remaining money goes toward funding capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects. This FY 2011-2016 CTP totals about $9.5 billion; $8.5 billion of which comes through the Trust Fund and $1.0 billion from "Other" fund sources.

Where The Money Goes



Capital Expenditures

FY 2011-2016 CTP SUMMARY ($ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER *	TOTAL	PERCENT OF TOTAL
TSO	161.3	60.1	—	221.4	2.3
MVA	107.9	0.8	—	108.7	1.1
MAA**	243.0	85.9	301.7	630.6	6.6
MPA	626.7	6.2	0.0	632.9	6.7
MTA	745.1	1,284.2	49.0	2,078.3	21.9
WMATA	834.9	0.0	610.0	1,444.9	15.3
SHA	2,300.8	2,068.2		4,369.0	46.1
TOTAL	5,019.7	3,505.4	960.7	9,485.8	100.0

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MdTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC), Maryland Economic Development Corporation (MEDCO) and federal funds received directly by WMATA.

** Projects using non-trust fund financing sources are included in the total.

TSO – Transportation Secretary's Office
MVA – Motor Vehicle Administration
MAA – Maryland Aviation Administration
MPA – Maryland Port Administration
MTA – Maryland Transit Administration
WMATA – Washington Metropolitan Area Transit Authority
SHA – State Highway Administration

EVALUATING OUR PERFORMANCE

In 2000, the Maryland General Assembly passed a bill requiring MDOT to develop an Annual Attainment Report (AR) on Transportation System Performance. The main objectives of the AR are:

- to report on progress toward achieving the goals and objectives in the Maryland Transportation Plan and the CTP;
- to establish performance indicators that quantify achievement of these objectives; and
- to set long-term and intermediate-term performance targets.

In 2010, the Maryland General Assembly, through Chapter 725, added a new requirement that the performance indicators acknowledge the difference between urban and rural transportation needs. The legislation also requires the Governor to establish an Attainment Report Advisory Committee (AR-AC).

The performance measures were developed in a collaborative effort between the Secretary's Office, the modal administrations, the Maryland Transportation Authority and the AR-AC. The Attainment Report documents how MDOT is achieving its goals and objectives based on performance indicators and helps Maryland citizens assess improvements to its transportations system.

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation (MDOT) is organized into agencies responsible for different modes of travel. These are referred to as MDOT's modal agencies, or modes. Projects in the Consolidated Transportation Program (CTP) are listed under the mode responsible for the project's delivery.

For each major project, there is a Project Information Form (PIF). Each PIF contains a description of the project, its status, its justification, its compliance status with smart growth and a brief explanation of how it fits with the goals of the Maryland Transportation Plan. It also shows any significant change in the project since the previous year's CTP, as well as the funding for the project over the six-year cycle. The information in each PIF is meant to provide a general description of the project along with some specifics such as alignments, status of environmental permitting, or alternatives under study.

Funding Phases

Planning – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope and location of proposed transportation facilities and to obtain environmental approvals.

Engineering – Engineering projects involved detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase these projects are candidates for future addition to the Construction Program.

Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.

Construction – This last stage includes the costs of actually building the designed facility. Construction does not begin until a project receives necessary environmental permits, the State meets air and water quality requirements and the contracts are bid.

PIFs can include specific facilities and corridor studies that examine multimodal solutions to transportation needs. One example is the I-270/US 15 multimodal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties. The CTP also contains information on minor projects. These projects are smaller in scope and less costly. They also can include road resurfacing, safety improvements and sidewalk and bicycle trail construction.

Following this introduction is an explanation of some of the significant changes from last year's CTP. This section lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP.

The CTP also includes information regarding the economic trends and assumptions and future revenue projects that inform the capital programming process.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	75,786	51,186	4,700	4,600	3,400	4,000	3,900	4,000	24,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	256,768	192,968	12,300	12,100	9,000	10,000	10,000	10,400	63,800	0
Total	332,554	244,154	17,000	16,700	12,400	14,000	13,900	14,400	88,400	0
Federal-Aid	322,910	243,350	15,300	15,030	11,160	12,600	12,510	12,960	79,560	0

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2010-2015 CTP

Significant project changes consist of additions to, or deletions from, the Construction Program or the Development and Evaluation Program; changes in the construction start year; significant cost increases or decreases, and changes in the scope of a project.

In total, $158.8 million worth of projects have been added to the CTP. Of that amount six projects at a cost of $75.7 million were added to the Construction Program. Two projects at a cost of $64.5 million were added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of $18.6 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Port Administration	
Masonville Berth Construction*	22.6
State Highway Administration	
I-695, Baltimore Beltway; I-695 bridge on MD 144 over I-695 (Baltimore)**	20.1
MD 287, Sandtown Road; Replace Bridge over the Choptank River (Caroline)**	7.4
MD 545, Blue Ball Road; Replace Bridge over Little Elk Creek (Cecil)**	2.4
I-270, Eisenhower Memorial Highway; Replace deck and widen bridges over MD 80 and Bennett Creek (Frederick)**	12.6
I-495, Capital Beltway; I-495 over Northwest Branch (Montgomery)**	10.6
Total	**75.7**

*Masonville Berth Construction funded out of MPA's existing system preservation allocation.

**Bridge projects funded out of SHA's existing Fund 80 bridge construction allocation.

PROJECTS ADDED TO THE D&E PROGRAM

PROJECT DESCRIPTION	PHASE	TOTAL COST ($ MILLIONS)
The Secretary's Office		
High Speed Intercity Passenger Rail Grant Funding for B&P Tunnel (ARRA)		60.0
State Highway Administration		
BRAC Intersections near Andrews Air Force Base; BRAC Intersections near Andrews Air Force Base (State Wide) (Federal Earmark)	PE	4.5
	Total	**64.5**

PROJECTS MOVED FROM THE D&E PROGRAM TO THE CONSTRUCTION PROGRAM

PROJECT DESCRIPTION	ADDITIONAL COST ($ MILLIONS)
Maryland Transit Administration	
Takoma/Langley Park Transit Center (ARRA)	12.3
Maryland Transportation Authority	
I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment	6.3
Total	**18.6**

PROJECTS REMOVED FROM THE D&E PROGRAM

The following projects have been removed from the D&E Program:

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
State Highway Administration		
US 1, Belair Road; US 1 from MD 43 to MD 152 (Harford, Baltimore)		Improvements along this corridor will be re-evaluated as smaller breakout projects are needed

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

PROJECT DESCRIPTION	PHASE	JUSTIFICATION
Maryland Aviation Administration		
Protective Land Acquisition Program	RW	Program removed due to inactivity.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2010-2015 CTP, for the following nine major projects:

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
Maryland Aviation Administration		
Midfield Complex - New Air Traffic Control Tower at Martin State Airport	Requires completion of Airport Layout Plan Environmental Assessment.	FY 2012 to FY 2013
Noise Zone Land Acquisition Program	Based on schedule developed from Noise Land Re-Use Plan.	FY 2011 to FY 2012
Homeowner Assistance Program	Federal funding dependent upon property sales from Noise Land Re-Use Plan.	FY 2011 to FY 2013
Terminal Modernization Program at BWI Marshall Airport	Design start required PFC Application approval.	FY 2011 to FY 2012
State Highway Administration		
I-295/I-495, National Harbor;Interchange access ramps. (Prince George's)	The extention was delayed due to Permit Issues	FY 2010 to FY 2011
Maryland Transportation Authority		
I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications	Additional Environmental Coordination	FY 2010 to FY 2011
I-95 Fort McHenry Tunnel - I-395 Repair and Spot Paint Beam Ends, Deck Seal and Joint Repair	Contract Sequencing	FY 2011 to FY 2012
Francis Scott Key Bridge - Police Outdoor Firing Range	Needs Assessment On-going	FY 2011 to FY 2013
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs	Coincide with completion of deck completion.	FY 2011 to FY 2011

CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2010-2015 CTP, for the following two major projects.

PROJECT DESCRIPTION	JUSTIFICATION	FISCAL YEAR
Maryland Transportation Authority		
MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck	To follow recently completed emergency repair.	FY 2014 to FY 2012
MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Bridge Fascia Beams	Inspection Findings	FY 2013 to FY 2012

COST & SCOPE CHANGES

In total, one-hundred and nineteen major construction projects experienced significant changes in project cost or scope, for a net increase of $89.6 million. Seventy-four projects increased in cost by a total of $428.4 million, while there were no projects that experienced a reduction in scope. The scope of four projects changed, which caused a net increase totalling $53.1 million, There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2010 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed seventeen major projects in FY 2010, at a total cost of $575.0 million. These projects are listed below:

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Maryland Aviation Administration	
Concourse B/C Apron Reconstruction at BWI Marshall Airport	21.9
Concourse D/E Baggage Screening System and Baggage Claim Expansion at BWI Marshall Airport	38.4
Concourse D/E Apron and Airfield Pavement Improvements at BWI Marshall Airport	66.0
State Highway Administration	
MD 45, York Road; Cavan Road to Ridgeley Road (Baltimore)	21.6
MD 7, Philadelphia Road; Streetscape imrovements from US 40 to I-695 (Rosedale) (Baltimore)	15.5
MD 147, Harford Road; Streetscape improvements from Taylor Ave. to Joppa Rd. (Parkville) (Baltimore)	14.6
MD 2/4, Solomons Island Road; Intersection at MD 231 (Calvert)	29.1
MD 30 Relocated, Hampstead Bypass; MD 30 Relocated from south of Hampstead to north of Hampstead (Carroll)	79.1
I-270, Eisenhower Memorial Highway; Replace Bridge 10080 over Doctor Perry Road (Frederick)	9.3
MD 180, Jefferson Pike; Replace Bridge 10178 over tributary of Potomac River (Frederick)	6.7
I-70, Baltimore National Pike; South Mountain Welcome Center (Frederick)	22.2
I-70, Baltimore National Pike; I-70 Phase 2B, 2C, Walser Dr., MD 355, and MD 475 South St. to Monocacy Blvd. (Frederick)	108.4
MD 450, Annapolis Road; Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross. (Prince George's)	74.1
I-95/I-495, Capital Beltway; Interchange improvements at Arena Drive (Interim improvements) (Prince George's)	34.9
MD 362, Mt. Vernon Road; Replace Bridge over Monie Creek (Somerset)	2.3
I-70, Eisenhower Memorial Highway; Replace Bridges over Black Rock Road (Washington)	8.6
US 113, Worcester Highway; Hayes Landing Road to Goody Hill Road. (Worcester)	22.3
Total	**575.0**

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SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
Rehabilitation and resurfacing of one hundred twenty-seven (127) segments of highway	130.1
Rehabilitation or replacement of twenty-four (24) bridges	11.7
Safety and geometric improvements at five (5) locations	7.1
Fifty (50) projects including environmental preservation, enhancements, noise barriers, crash prevention, guardrail end treatments, ADA, drainage, sidewalks, community safety and enhancements, and intersection capacity improvements	33.7
One hundred twenty-seven (127) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and the Secretary's Office	94.2
Total	**276.8**

AWARDS

Highlights of projects awarded by the Department during FY 2010 are listed below:

	PROJECT DESCRIPTION	TOTAL COST ($ MILLIONS)
MVA	Roof Replacement for Annapolis, Waldorf & Salibury	1.3
MVA	Renovation of Belair Branch Office	2.6
MAA	Courtyard Improvements at BWI Consolidated Rental Car Facility	1.4
MAA	Comprehensive Interior and Exterior Modifications at BWI and Martin Airports	5.0
MPA	Demolition of Shed 5, Relocate Surcharge Pile & Paving at DMT	2.4
MPA	Shed 6 Fire Protection Upgrades - DMT	2.3
MPA	Substructure Repairs - All Terminals	3.8
MPA	Fuel Island, AG Storage Tanks and Storage Sheds - DMT	1.7
MTA	Bush Bus Division Roof Replacement - Bldg. 2 through 7	8.3
MTA	Repairs to Metro Heavy Rail Traction Power Substations	4.9
MTA	Freight - MD & DE Railroad - Massey to Chestertown Rehab	1.5
MTA	Light Rail Ancillary Repairs, Maintenance & Minor Construction	3.3
SHA	I-695 Bridge over MD 26	24.1
SHA	I-70 Phase 2D	49.1
SHA	US 40 Interchange at MD 715	43.5
SHA	MD 464 Bridge over Catoctin Creek	3.8
	Total	159.0

DEPARTMENT OF TRANSPORTATION
FY 2012 CAPITAL PROGRAM AND BUDGET
($MILLIONS)

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	55.5
Major Projects	133.7	WSTC Capital Grants	J01A0105	119.9
System Preservation Minor Projects	24.8	Major IT Development	J01A0108	0
Development and Evaluation Program	15.0			
Capital Salaries, Wages and Other Support Costs	1.9			
TSO TOTAL	175.4			175.4

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	17.3
Major Projects	2.0	Major IT Development	J04E0008	0.5
System Preservation Minor Projects	13.8			
Development and Evaluation Program	0.9			
Capital Salaries, Wages and Other Support Costs	1.1			
MVA TOTAL	17.8			17.8

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	53.1
Major Projects	42.9	Major IT Projects	J06I0008	4.1
System Preservation Minor Projects	30.9	Other Funds	Other	27.6
Development and Evaluation Program	5.0			
Capital Salaries, Wages and Other Support Costs	6.1			
MAA TOTAL	84.9			84.8

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	94.7
Major Projects	42.9	Major IT Development	J03D0008	0
System Preservation Minor Projects	37.2	Other	Other	0
Development and Evaluation Program	9.8			
Capital Salaries, Wages and Other Support Costs	4.9			
MPA TOTAL	94.8			94.7

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	357.4
Major Projects	173.9	Major IT Development	J05H0108	4.0
System Preservation Minor Projects	132.0	Other Funds	Other	37.2
Development and Evaluation Program	82.3			
Capital Salaries, Wages and Other Support Costs	10.4			
MTA TOTAL	398.6			398.6

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	805.1
Major Projects	158.6	County and Municipality Capital Program	J02B0103	5.0
System Preservation Minor Projects	623.2	Major IT Development	J02B0108	5.9
Development and Evaluation Program	34.2			
SHA TOTAL	816.0			816.0

DEPARTMENT TOTAL

Construction Program		
Major Projects	554.0	
System Preservation Minor Projects	861.9	
Development and Evaluation Program	147.2	
Capital Salaries, Wages and Other Support Costs	24.4	
GRAND TOTAL	1,587.5	1,587.3

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2012 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
($ MILLIONS)

ADMINISTRATION AND PROGRAM	OPERATIONS	STATE CAPITAL	OTHER CAPITAL	REVENUES	DEBT SERVICE	TOTAL
The Secretary's Office (J01A01)						
The Secretary's Office	26.4	-	-	-	-	26.4
Operating Grants-in-Aid	13.1	-	-	-	-	13.1
Facilities and Capital Equipment	-	55.5	-	-	-	55.5
WMATA Operating Grants	239.0	-	-	-	-	239.0
WMATA Capital Grants	-	146.6	93.9	-	-	240.5
Information Technology Services	36.8	-	-	-	-	36.8
Subtotal	315.3	202.1	93.9	-	-	611.3
Debt Service Requirements (J01A04)						
Debt Service Requirements	-	-	-	-	184.7	184.7
State Highway Administration (J02B01)						
State System Construction and Equipment	-	805.1	-	-	-	805.1
State System Maintenance	194.1	-	-	-	-	194.1
County and Municipality Capital Program	-	4.9	-	57.6	-	62.5
Highway Safety Operating Program	18.0	-	-	-	-	18.0
County & Municipality Capital Program	-	-	-	134.3	-	134.3
Major IT Developments	-	5.9	-	-	-	5.9
Subtotal	212.1	815.9	-	191.9	-	1,219.9

Maryland Port Administration (J03D00)						
Port Operations	45.0	-	-	-	-	45.0
Port Facilities and Capital Equipment	-	94.6	-	-	-	94.6
Subtotal	45.0	94.6	-	-	-	139.6
Motor Vehicle Administration (J04E00)						
Motor Vehicle Operations	164.9	-	-	-	-	164.9
Facilities and Capital Equipment	-	17.2	-	-	-	17.2
Major IT Developments	-	0.5	-	-	-	0.5
Subtotal	164.9	17.7	-	-	-	182.6
Maryland Transit Administration (J05H00)						
Transit Administration	53.7	-	-	-	-	53.7
Bus Operations	294.8	-	-	-	-	294.8
Rail Operations (Includes MARC)	220.7	-	-	-	-	220.7
Capital Equipment (Includes MARC)	-	357.4	37.2	-	-	394.6
Statewide Programs Operations	84.0	-	-	-	-	84.0
Major IT Developments	-	4.0	-	-	-	4.0
Subtotal	653.2	361.4	37.2	-	-	1,051.8
Maryland Aviation Administration (J06I00)						
Airport Operations	175.2	-	-	-	-	175.2
Facilities and Capital Equipment	-	53.1	27.5	-	-	80.6
Major IT Developments	-	4.1	-	-	-	4.1
Subtotal	175.2	57.2	27.5	-	-	259.9
DEPARTMENT TOTAL	1,565.7	1,548.9	158.6	191.9	184.7	3,649.8

DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
($ MILLIONS)

	CURRENT YEAR 2011	BUDGET YEAR 2012	Planning Years 2013	2014	2015	2016	SIX - YEAR TOTAL
CAPITAL PROGRAM							
The Secretary's Office [A]	52.9	55.5	49.3	36.9	15.4	11.4	221.4
Motor Vehicle Administration	22.0	17.7	20.2	18.3	17.4	13.0	108.7
Maryland Aviation Administration [E]	90.2	84.8	126.2	102.4	124.2	102.7	630.6
Maryland Port Administration	75.6	94.8	118.9	88.3	108.9	146.4	632.9
Maryland Transit Administration [E]	376.9	398.5	481.6	499.5	169.0	152.8	2,078.3
Washington Metropolitan Area Transit [ADE]	224.7	240.5	233.4	240.0	246.8	259.5	1,444.9
State Highway Administration [C]	744.5	815.9	743.7	682.5	684.2	697.9	4,368.7
TOTAL CAPITAL	1,586.7	1,707.8	1,773.4	1,667.8	1,366.0	1,383.8	9,485.4
Special Funds	714.3	779.1	858.6	928.8	861.5	877.0	5,019.4
Federal Funds	721.5	770.1	760.2	586.2	327.7	339.8	3,505.4
Other Funds [G]	150.9	158.6	154.6	152.9	176.8	167.0	960.6
OPERATING PROGRAM							
The Secretary's Office	72.9	76.3	78.0	81.0	83.0	86.0	477.2
Motor Vehicle Administration	160.2	164.9	176.0	184.0	191.0	198.0	1,074.1
Maryland Aviation Administration	172.9	175.2	182.0	189.0	195.0	201.0	1,115.1
Maryland Port Administration	51.2	45.0	47.0	48.0	48.0	49.0	288.2
Maryland Transit Administration	613.8	653.2	687.0	716.0	742.0	769.0	4,181.0
WMATA Grants (WMAT)	228.3	239.0	250.0	261.0	272.0	283.0	1,533.3
State Highway Administration	218.0	212.1	226.0	236.0	246.0	256.0	1,394.1
TOTAL OPERATING	1,517.3	1,565.7	1,646.0	1,715.0	1,777.0	1,842.0	10,063.0
Special Funds	1,427.1	1,478.0	1,558.0	1,627.0	1,689.0	1,754.0	9,533.1
Federal Funds	90.2	87.7	88.0	88.0	88.0	88.0	529.9
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR 2011	BUDGET YEAR 2012	Planning Years 2013	2014	2015	2016	SIX - YEAR TOTAL
DISTRIBUTION OF SHARED REVENUES							
County and Municipality Program [B]	154.9	134.3	160.8	168.3	174.1	177.9	970.3
County and Municipality Capital [C]	131.7	62.5	-	-	-	-	194.2
TOTAL DISTRIBUTION OF SHARED REVENUES	286.6	196.8	160.8	168.3	174.1	177.9	1,164.5
Special Funds	159.8	139.2	-	-	-	-	299.0
Federal Funds	126.8	57.6	-	-	-	-	184.4
DEBT SERVICE REQUIREMENTS							
Debt Service Requirements [F]	164.0	184.7	201.3	233.7	265.4	287.7	1,336.8
Special Funds	164.0	184.7	201.3	233.7	265.4	287.7	1,336.8
DEPARTMENT TOTAL	3,554.6	3,655.0	3,781.5	3,784.8	3,582.5	3,691.4	22,049.7
Special Funds	2,465.2	2,581.0	2,617.9	2,789.5	2,815.9	2,918.7	16,188.3
Federal Funds	938.5	915.4	848.2	674.2	415.7	427.8	4,219.7
Other Funds	150.9	158.6	154.6	152.9	176.8	167.0	960.6
Reimbursable Funds	-	-	-	-	-	-	-

[A] – WMATA capital and operating grants in the Secretary's Office budget are shown for informational purposes

[B] – The County and Municipality Funds (Highway User Revenues) in the State Highway Administration's budget are shown separately for informational purposes

[C] – County and Municipality transfer funds from the federal government are not inclluded in FY 2013-2016

[D] – Capital Program WMATA Grants line includes federal funds received by WMATA directly

[E] – "Other" funds are included in the totals for MAA, MTA and WMATA

[F] – Debt Service for County Bonds is not included in FY 2013-2016

[G] – Funds not received through the Trust Fund. Includes funds from Passenger Facility Charges (PFC), Maryland Transportation Authority (MdTA) funds, Certificates of Participation (COPs), County participation and federal funds received by WMATA directly

SUMMARY OF FEDERAL AID OBLIGATIONS
($ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2011-FY 2016 CTP/STP:

	Federal Fiscal Year					
	2011	**2012**	**2013**	**2014**	**2015 - 16**	**TOTAL**
Surface Transportation Program (STP)	108.3	69.8	91.8	89.8	218.2	577.9
National Highway System (NHS)	170.8	88.3	143.9	134.3	251.0	788.3
Interstate Maintenance (IM)	25.8	25.2	28.7	24.5	40.0	144.2
Bridge (BR)	117.8	77.3	73.6	78.1	152.9	499.7
Congestion Mitigation / Air Quality (CMAQ)	42.6	53.7	41.1	53.6	108.1	299.1
Safety (HSIP & SRTS)	12.0	15.1	7.5	12.7	24.7	72.0
Enhancements	8.1	8.3	8.3	8.7	18.3	51.7
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
Recreation Trails	1.2	1.2	1.2	1.2	2.4	7.2
Statewide Planning & Research (SPR)	18.6	16.9	16.9	16.9	33.7	103.0
Special Federal Appropriations	15.7	29.2	14.6	17.4	13.9	90.8
Equity Bonus	23.0	23.0	23.0	23.0	46.0	138.0
Urbanized Area Formula	77.6	77.6	77.6	77.6	118.2	428.6
New Starts, Fixed Guideway, Modernization and Bus	43.2	38.3	38.3	38.3	58.3	216.4
Elderly and Persons with Disabilities	2.2	2.2	2.2	2.2	2.2	11.0
Rural Area Formula	1.2	1.2	1.2	1.2	2.4	7.2
Preventative Maintenance	35.7	35.7	35.7	35.7	35.7	178.5
JARC	14.0	1.4	1.4	1.4	2.8	21.0
New Freedom	1.1	1.1	1.1	1.1	2.2	6.6
TOTALS	719.7	566.3	608.9	618.5	1,132.6	3,646.0

STATE HIGHWAY ADMINISTRATION
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS
BY FEDERAL FISCAL YEAR ($ MILLIONS)

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2011 - FY 2016 CTP/STIP:

	Federal Fiscal Year					
SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	**2011**	**2012**	**2013**	**2014**	**2015 - 16**	**TOTAL**
Environmental Projects						
National Highway System	5.5	3.4	2.3	1.5	3.5	16.2
Surface Transportation Program	11.3	8.7	7.2	4.7	10.5	42.4
Enhancement	8.1	8.3	8.3	8.7	18.3	51.7
National Recreation Trails	1.1	1.1	1.1	1.1	2.2	6.6
ARRA	1.1	0.4	-	-	-	1.5
Safety and Spot Improvements						
National Highway System	13.9	25.5	17.1	10.0	22.7	89.2
Surface Transportation Program	48.8	69.6	57.1	32.5	71.6	279.6
Interstate Maintenance	3.6	4.9	4.8	2.9	6.2	22.4
Congestion Mitigation / Air Quality	1.6	4.1	2.5	1.4	3.3	12.9
Highway Safety (HSIP & SRTS)	16.0	16.0	16.0	16.0	32.0	96.0
ARRA	31.5	11.4	0.3	-	-	43.2
Resurfacing and Rehabilitation						
National Highway System	9.3	20.3	22.2	16.2	33.7	101.7
Surface Transportation Program	23.3	50.8	55.5	40.5	84.2	254.3
Interstate Maintenance	14.0	30.5	33.3	24.3	50.5	152.6
ARRA	57.0	19.5	-	-	-	76.5
Bridge Replacement and Rehabilitation						
Bridge Replacement and Rehabilitation	51.4	70.5	54.4	35.5	74.3	286.1
Surface Transportation Program	1.1	1.5	1.1	0.7	1.6	6.0
Interstate Maintenance	0.5	0.7	0.6	0.4	0.8	3.0
National Highway System	1.1	1.5	1.1	0.7	1.6	6.0
Local Bridge	12.5	12.5	12.5	12.5	25.0	75.0
ARRA	17.8	8.2	3.2	0.1	-	29.3
Urban Reconstr./Revitalization/APD Local Access						
National Highway System	-	-	-	-	-	-
Surface Transportation Program	3.3	3.5	7.3	4.2	10.7	29.0
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8

STATE HIGHWAY ADMINISTRATION
FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS
BY FEDERAL FISCAL YEAR ($ MILLIONS) (Cont'd)

	Federal Fiscal Year					
SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	**2011**	**2012**	**2013**	**2014**	**2015 - 16**	**TOTAL**
Congestion Management						
National Highway System	2.9	2.7	1.7	1.3	2.7	11.3
Surface Transportation Program	1.9	1.7	1.1	0.8	1.7	7.2
Congestion Mitigation / Air Quality	5.7	5.7	3.7	2.9	6.2	24.2
ARRA	1.8	1.4	0.1	-	-	3.3
TOTALS	346.9	385.2	315.3	219.7	464.9	1,732.0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM
BY FISCAL YEAR
($ MILLIONS)

The following listing estimates system preservation program levels for FY 2011 through FY 2016. Anticipated projects for FY 2011 and FY 2012 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2011	2012	2013	2014	2015	2016	
The Secretary's Office							
Minor Projects	45.2	24.8	8.0	5.9	5.3	5.0	94.3
Motor Vehicle Administration							
Buliding Improvements	8.0	6.7	8.9	9.5	8.3	5.1	46.5
Information Technology	6.9	6.6	5.7	4.6	5.3	4.6	33.7
Information Technology (Appr 8)	2.0	0.5	2.4	0.9	0.6	-	6.4
TOTAL	17.0	13.8	17.1	15.0	14.1	9.7	86.6
Maryland Aviation Administration							
Airport Technology	0.9	1.4	1.6	0.8	0.8	0.8	6.2
Airside Development	0.6	1.0	0.2	-	-	-	1.7
Annual	0.3	0.3	-	-	-	-	0.6
Baltimore/Washington	2.5	5.0	22.1	21.6	22.8	24.0	97.9
Consolidated Rental Car Facility	1.5	-	-	-	-	-	1.5
Environmental Compliance	1.2	0.9	-	-	-	-	2.1
Equipment	1.0	1.5	-	-	-	-	2.5
Information Technology CTIPP	0.1	-	3.7	-	-	-	3.7
Landside Development	1.7	2.2	-	-	-	-	3.9
Martin State	0.8	2.3	0.4	-	-	-	3.5
PMP Airfield Improvement	3.0	9.1	1.8	1.8	1.8	1.0	18.4

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2011	2012	2013	2014	2015	2016	
Maryland Aviation Administration							
Regional Aviation	2.1	2.9	2.4	2.4	2.4	2.4	14.4
RSA Improvements	-	-	0.4	-	-	-	0.4
Security	2.8	1.9	0.8	-	-	-	5.5
Terminal Development	7.1	2.6	-	-	-	-	9.7
Terminal Modernization Plan	-	-	-	-	5.0	20.0	25.0
TOTAL	25.6	30.9	33.3	26.4	32.6	48.1	196.9
Maryland Port Administration							
All Terminals	4.2	6.0	9.0	6.5	12.6	13.0	51.3
Dundalk Marine Terminal	7.4	10.6	5.8	-	1.8	1.8	27.4
Environmental	0.7	0.6	1.4	0.4	0.4	0.4	3.8
Facilities and Equipment	1.3	0.9	1.0	1.2	1.0	0.9	6.3
Masonville Auto Terminal	-	2.1	-	-	1.1	1.1	4.3
North Locust Point	-	2.0	1.0	-	1.2	1.3	5.5
Open-Ended Consulting	5.1	5.8	8.1	5.5	5.3	5.4	35.2
Port-Wide	0.7	0.6	0.6	0.6	0.6	0.6	3.7
South Locust Point	0.8	4.7	2.7	-	1.2	1.3	10.7
World Trade Center	1.3	3.8	2.8	1.0	1.0	1.1	10.9
TOTAL	21.4	37.2	32.2	15.1	26.2	26.8	159.0
Maryland Transit Administration							
Agency Wide	41.1	41.8	35.5	11.8	11.4	14.8	156.4
ARRA	74.7	34.2	8.1	-	-	-	117.0
Bus	20.5	14.0	21.0	2.3	2.5	8.2	68.4
Freight	1.7	0.9	0.1	0.1	0.1	0.1	2.9
Light Rail	5.6	11.9	7.0	3.6	2.7	12.5	43.3
MARC	4.1	7.2	3.3	9.8	7.6	5.6	37.6

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	2011	2012	2013	2014	2015	2016	
Maryland Transit Administration							
Metro	8.7	19.7	10.2	16.9	24.6	11.0	91.3
Mobility	1.0	0.7	0.7	0.7	0.7	0.6	4.5
Program 8	1.8	1.4	0.3	-	-	-	3.4
TOTAL	159.1	132.0	86.1	45.2	49.6	52.9	524.8
State Highway Administration							
Safety, Congestion Relief, Highway and Bridge	416.7	518.9	513.8	500.5	518.4	556.6	3.024.9
Noise Barriers	4.8	4.7	0.7	0.8	1.3	1.1	13.4
Community Safety and Enhancements	16.3	10.0	18.9	19.1	21.0	17.7	103.0
Enhancements Program	10.2	10.1	10.3	11.0	11.4	11.8	64.8
Facilities	13.6	10.2	11.7	12.3	12.7	13.3	73.8
Communications (New)	1.5	13.5	12.3	9.1	9.2	0.4	46.0
Equipment	13.2	11.7	11.8	12.2	11.4	11.7	72.0
Environmental Compliance	5.0	6.3	6.1	7.4	8.1	7.9	40.8
Truck Weight	3.0	2.5	2.8	2.7	3.0	3.1	17.1
TOTAL	484.3	587.9	588.4	575.1	596.5	623.6	3,455.8
CTP SYSTEM PRESERVATION PROJECTS	**752.6**	**826.5**	**765.0**	**682.7**	**724.3**	**766.1**	**4,517.4**

MAJOR BRIDGE PROJECTS

The following is a list of major bridge reconstruction, rehabilitation and replacement projects. New highway bridges that are part of a highway project are not included. Detailed information for each can be found on the Major PIF's as referenced.

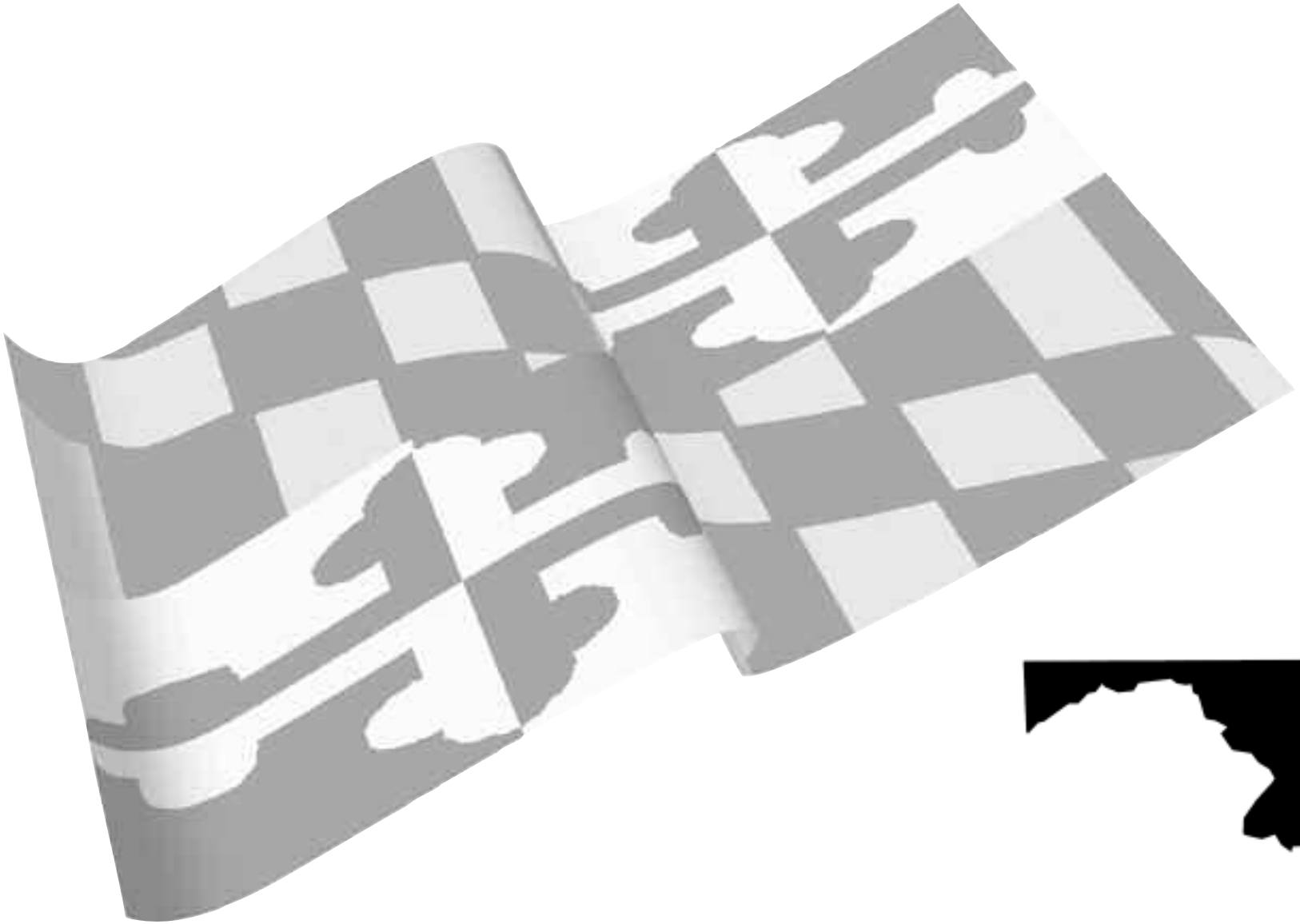
PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Allegany County	
	Construction Program	
1.	US 220, McMullen Highway -- Primary	Replace Bridge 1060 over the Potomac River
2.	MD 36, Lower Georges Creek Road -- Secondary	Replace Bridge 1014 over George's Creek
3.	MD 36, George's Creek Road -- Secondary	Replace Bridge 1166 over Koontz Run
	Baltimore County	
	Construction Program	
1.	I-695, Baltimore Beltway -- Interstate	Replace Bridge on MD 139 over I-695
2.	I-695, Baltimore Beltway -- Interstate	Replace Bridge 3139 at MD 26 (Liberty Road) (ARRA)
3.	I-695, Baltimore Beltway -- Interstate	I-695 bridge on MD 144 over I-695
6.	US 1, Belair Road -- Secondary	Replace Bridge 3001 over Little Gunpowder Falls
7.	US 40, Baltimore National Pike -- Secondary	Replace Bridge 3109 over Patapsco River
	Caroline County	
	Construction Program	
2.	MD 287, Sandtown Road -- Secondary	Replace Bridge over the Choptank River
3.	MD 328, New Bridge Road -- Secondary	Replace Bridge 5012 over Tuckahoe Creek
	Development and Evaluation Program	
5.	MD 331, Dover Road -- Secondary	Replace Bridge 20023 over Choptank River

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Cecil County	
	Construction Program	
1.	MD 545, Blue Ball Road -- Secondary	Replace Bridge over Little Elk Creek
	Frederick County	
	Construction Program	
4.	I-270, Eisenhower Memorial Highway -- Interstate	Replace deck and widen bridges over MD 80 and Bennett Creek
5.	I-270, Eisenhower Memorial Highway -- Interstate	Replace Bridge 10080 over Doctor Perry Road
6.	MD 464, Point of Rocks Road -- Secondary	Replace Bridge 10091 over Catoctin Creek.
	Howard County	
	Construction Program	
3.	US 40, Baltimore National Pike -- Secondary	Replace Bridge 3109 over Patapsco River
	Montgomery County	
	Construction Program	
1.	I-495, Capital Beltway -- Interstate	I-495 over Northwest Branch
	Prince George's County	
	Construction Program	
4.	MD 725, Old Marlboro Road -- Secondary	Replace Bridge 16009 over Federal Spring Branch
	Somerset County	
	Construction Program	
1.	MD 667, Rehobeth Road -- Secondary	Replace Bridge 19021 over Puncheon Landing Branch

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#	PROGRAM/PROJECT	DESCRIPTION
	Talbot County	
	Construction Program	
1.	MD 328, New Bridge Road -- Secondary	Replace Bridge 5012 over Tuckahoe Creek
	Development and Evaluation Program	
3.	MD 331, Dover Road -- Secondary	Replace Bridge 20023 over Choptank River
	Worcester County	
	Development and Evaluation Program	
2.	US 50, Ocean Gateway -- Primary	Bridge over Sinepuxent Bay



BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION

The Maryland State Highway Administration has various funding programs for bicycle and pedestrian programs.

Retrofit Sidewalk Program

Frederick County			
MD 464 - Maple Ave. to 2nd. Ave.		$	217,000
Harford County			
US 40 - at Bata Boulevard		$	40,000
Prince George's County			
MD 201 - Sarvis Avenue to Good Luck Road		$	60,000
MD 564 - Maple Ave. to 11th Street		$	150,000
	TOTAL	**$**	**467,000**

Community Safety and Enhancements Program

Harford County			
MD 755 - MD 24 to Willoughby Beach Road		$	3,961,000
Prince George's County			
MD 500 - MD 208 to MD 410		$	1,500,000
St. Mary's County			
MD 246 - Saratoga Drive to MD 235		$	2,404,000
	TOTAL	**$**	**7,865,000**

Streetscapes and Minor Reconstruction

Anne Arundel County			
Bladen Street - College Creek Park to College Ave.		$	486,000
	TOTAL	**$**	**486,000**

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program

Anne Arundel County		
Freewheelin Annapolis bicycle sharing program	$	93,000
London Town Visitor's Center & Museum	$	2,647,000
Baltimore City		
Jones Falls Greenway Phase IV	$	2,000,000
Jones Falls Greenway Phase V	$	4,050,000
Herring Run Greenway	$	1,980,000
Key Highway bicycle pedestrian path	$	554,000
Calvert County		
Chesapeake Beach Railroad Trail	$	1,630,000
Caroline County		
Adkins Arboretum pedestrian and bicycle facilities	$	779,000
Wharves at Choptank Crossing - Welcome Center in Denton	$	976,000
Charles County		
Indian Head Boardwalk	$	1,504,000
Frederick County		
Ballenger Creek Trail Phase 1	$	857,000
Carroll Creek Park Trail Phase II	$	3,000,000
Howard County		
Broken Land Parkway Pathway	$	386,000
Montgomery County		
Shady Grove Metro Access Road Bikepath	$	1,255,000
Rock Creek Hiker-Biker Trail Bridge	$	3,957,000
Prince George's County		
Melrose Park Access Trail	$	53,000
North Gate Park at Paint Branch	$	830,000
College Park Trolley Trail	$	200,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (cont.)

Queen Anne's County			
Cross Country Connector Trail		$	1,319,000
St. Mary's County			
Three Notch Trail Phase 5		$	771,000
Washington County			
Western Maryland Rail Trail Phase IV		$	2,450,000
Big Slackwater C&O Path		$	4,400,000
Wicomico County			
Northeast Collector Road Bikepath Phase II		$	225,000
	TOTAL	**$**	**35,916,000**

ADA Program

	TOTAL	**$**	**23,340,000**

Retrofit Bicycle Program

	TOTAL	**$**	**-**

Primary/Secondary Program

Allegany County			
US 220 - Bridge over Potomac River			
sidewalks	1.0 miles	$	137,280
shoulders	1.0 miles	$	150,000
MD 36 - Bridges over George's Creek			
shoulders	0.1 miles	$	15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (cont.)

MD 36 - Bridges over Koontz Run			
shoulders	0.1 miles	$	15,000
Baltimore County			
MD 7 - Rosedale Streetscape			
sidewalks	2.5 miles	$	345,946
wide curb lanes	2.5 miles	$	375,000
MD 45 - Cavan Rd. to Ridgley Rd.			
sidewalks	1.1 miles	$	151,008
wide curb lanes	1.1 miles	$	165,000
US 1- Bridge over Little Gunpowder Falls			
shoulders	0.1 miles	$	15,000
US 40 - Bridge over Patapsco River			
shoulders	0.1 miles	$	15,000
Caroline County			
MD 404 - Tuckahoe Road to MD 480			
shoulders	1.1 miles	$	165,000
Caroline County			
MD 287 - Bridge over Choptank River			
shoulders	0.1 miles	$	15,000
MD 328 - Bridge over Tuckahoe Creek			
shoulders	0.1 miles	$	15,000
Carroll County			
MD 140 - Taneytown Streetscape			
sidewalks	1.8 miles	$	247,104
wide curb lanes	1.8 miles	$	270,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (cont.)

Cecil County			
MD 545 - Bridge over Little Elk Creek			
shoulders	0.1 miles	$	15,000
Howard County			
US 40 - Bridge over Patapsco River			
shoulders	0.1 miles	$	15,000
Montgomery County			
MD 97 - Randolph Rd.			
wide curb lanes	1.0 miles	$	150,000
sidewalks	1.0 miles	$	137,280
MD 124 - Airpark Road to Fieldcrest Road			
wide curb lanes	1.1 miles	$	165,000
sidewalks	1.1 miles	$	151,008
MD 355 - Randolph Rd./Montrose Parkway			
wide curb lanes	1.0 miles	$	150,000
sidewalks	1.0 miles	$	137,280
parallel trail	1.0 miles	$	115,000
MD 5 - MD 373 to US 301			
wide curb lanes	1.1 miles	$	165,000
sidewalks	1.1 miles	$	151,008
MD 725- Bridge over Federal Spring Branch			
shoulders	0.1 miles	$	15,000
sidewalks	0.1 miles	$	13,728
St. Mary's County			
MD 237 - Pegg Road to MD 235			
wide curb lanes	2.8 miles	$	420,000
sidewalks	2.8 miles	$	384,384

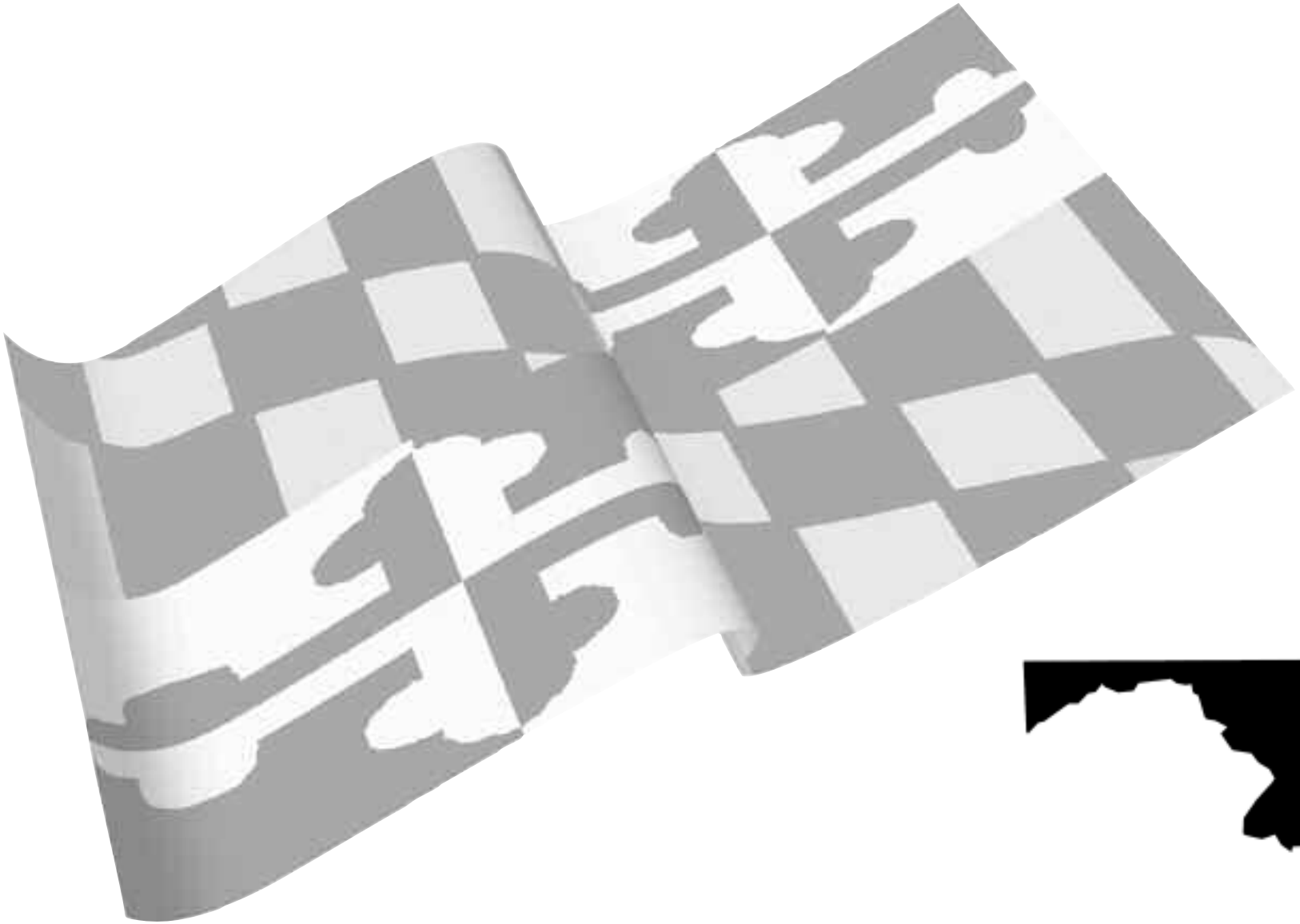
BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (cont.)

Somerset County					
MD 667 - Bridge over Puncheon Landing Creek					
shoulders	0.1	miles		$	15,000
Talbot County					
MD 328 - Bridge over Tuchahoe Creek					
shoulders	0.1	miles		$	15,000
Washington County					
US 40 - Edgewood Drive Intersection					
wide curb lanes	0.5	miles		$	75,000
sidewalks	0.5	miles		$	68,640
Worcester County					
US 113 - Goody Hill Road to Massey Branch					
shoulders	1.8	miles		$	270,000
wide curb lanes	12.9	miles	sub-total	$	1,935,000
shoulders	4.8	miles	sub-total	$	750,000
sidewalks	14.0	miles	sub-total	$	1,924,666
parallel trails	1.0	miles	sub-total	$	115,000
			TOTAL	**$**	**4,724,666**

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

retrofit sidewalk program	**$**	**467,000**
community enhancement and safety	**$**	**7,865,000**
streetscapes and minor reconstruction	**$**	**486,000**
transportation enhancements program	**$**	**35,916,000**
ADA program	**$**	**23,340,000**
retrofit bicycle program	**$**	**-**
primary/secondary program	**$**	**4,724,666**
TOTAL	**$**	**72,798,666**



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2011

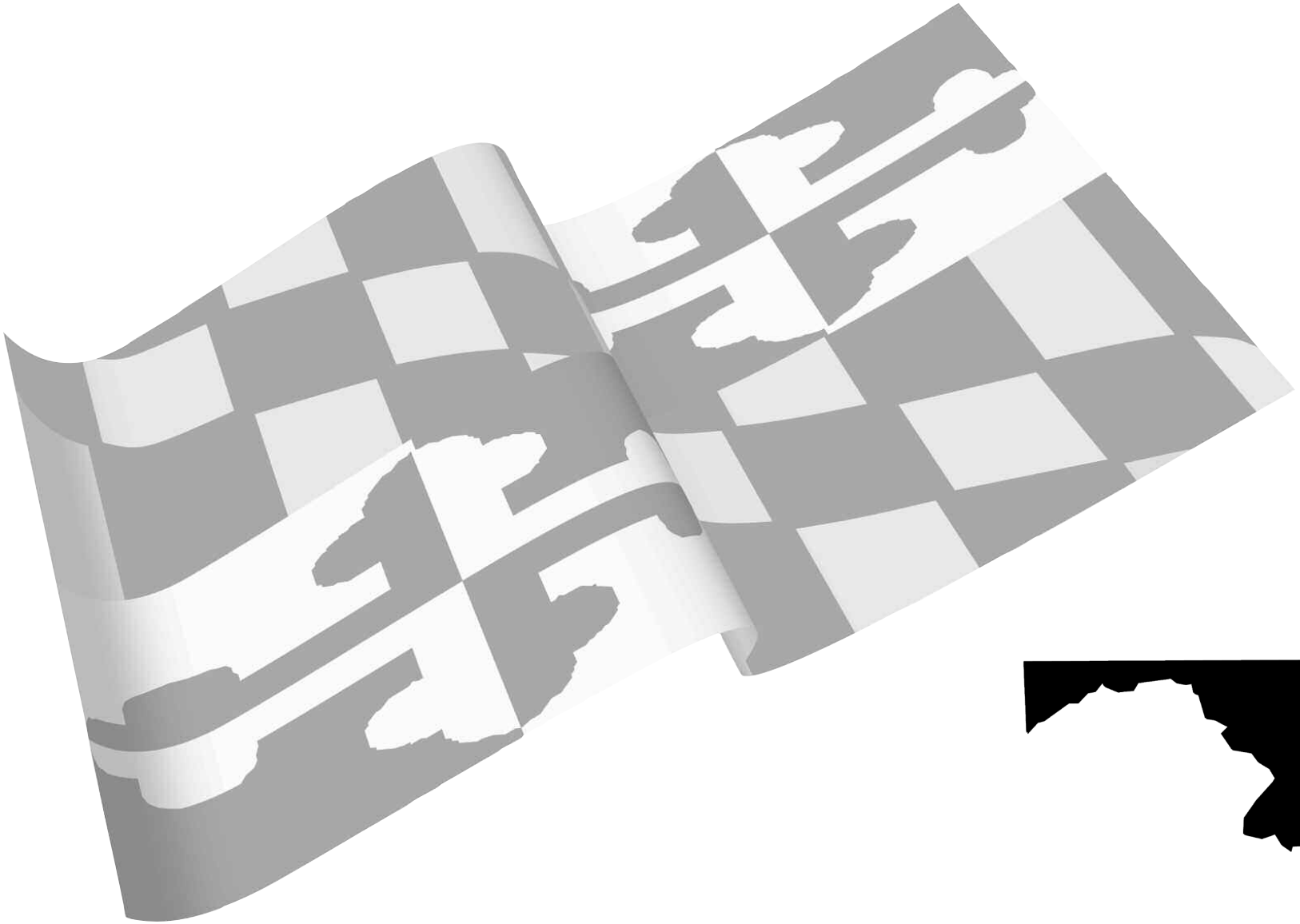
The following is a list of General Aviation Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Allegany County	Greater Cumberland Regional	0	487	81	568
Baltimore County	Essex Skypark	0	60	7	67
Baltimore City	Pier 7 Heliport	0	79	9	88
Carroll County	Carroll County Regional Airport	0	3	3	6
Charles County	Indian Head	432	11	12	455
Dorchester County	Cambridge-Dorchester Airport	45	1	1	47
Frederick County	Frederick Municipal Airport	0	405	10	415
Harford County	Harford County Airport	0	380	42	422
Kent County	Massey Aerodrome	0	5	1	6
Montgomery County	Montgomery County Airpark	2,652	69	70	2,791

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2011 (Cont'd)

		GRANT AMOUNT ($000's)			
COUNTY	**AIRPORT**	**Federal**	**State**	**Local/Owner**	**Total**
Montgomery County	Davis Airport	0	150	17	167
Queen Anne's County	Bay Bridge Airport	402	10	11	21
Somerset County	Crisfield-Somerset County Airport	184	55	55	294
Talbot County	Easton Airport	0	56	56	112
Washington County	Hagerstown Regional Airport	383	39	39	461
Wicomico County	Salisbury-Ocean City: Wicomico Reg.	3,298	359	359	4,016
Worcester County	Ocean City Municipal	381	10	10	401



BRAC ACTIVITIES

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

Base Realignment and Closure (BRAC) encompasses the arrival of new residents, jobs, and national defense and security activities into Maryland by September, 2011. As a result of the Federally-established 2005 BRAC Commission's decision to relocate several thousand jobs from outside the State to five Maryland military installations, BRAC will bring a myriad of benefits and challenges to the State, including the need for transportation improvements that will both support the BRAC consolidations, as well as preserve Marylanders' quality of life.

Maryland is one of the few states benefiting from BRAC by gaining 26,000 direct positions, with Aberdeen Proving Ground and Fort George G. Meade receiving the most growth. Somewhat unique to Maryland is that nearly all of the 26,000 jobs are to be filled by civilian employees who are not authorized to live on the bases. When indirect and tertiary positions are factored into the equation, Maryland stands to gain between 45,000 and 60,000 new jobs – the greatest economic growth the State will experience since World War II. It is important to note that this represents both BRAC and other federal and Department of Defense (DoD) location decisions. According to the Maryland Department of Business and Economic Development, the five Maryland military installations expected to have significant increases in personnel resulting from BRAC and non-BRAC related DoD growth are:

- **Fort George G. Meade** in Anne Arundel County is expected to add 5,700 jobs due directly to BRAC, over 4,000 jobs due to ongoing National Security Agency and other Army and DoD growth, and over 10,000 jobs from Enhanced Use Lease (EUL) related growth over time (beyond the BRAC window of 2011);
- **Aberdeen Proving Ground** in Harford County is expected to add approximately 8,200 direct BRAC jobs on base, as well as 6,000 indirect and induced jobs, and 3,000 to 5,000 new jobs from EUL related growth over time (beyond the BRAC window of 2011);
- **National Naval Medical Center at Bethesda** in Montgomery County is expected to add approximately 2,500 new personnel due to BRAC, including 1,750 from the Walter Reed Army Medical Center, in addition to a doubling of patient load;
- **Fort Detrick** in Frederick County is expected to add approximately 2,000 jobs total, 220 of which will be due directly to BRAC; and
- **Joint Base Andrews** in Prince George's County is expected to add approximately 3,000 jobs total, 600 of which will be due directly to BRAC.

How is Maryland Preparing for BRAC?

Preparations continue in coordination with communities and stakeholder groups throughout the State. MDOT's work is performed in concert with the State of Maryland's Subcabinet on BRAC, chaired by the Lt. Governor, which was established by the Governor and the General Assembly to "coordinate State activities and work with the federal and local governments to prepare for and accommodate incoming households and jobs while sustaining and enhancing the quality of life throughout the State." MDOT prepared a section of the State of Maryland's *BRAC Action Plan* for the Subcabinet, outlining policies, projects and legislation needed for Maryland to respond to

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

BRAC. The State of Maryland's *BRAC Action Plan* outlines specific investments to meet the transportation needs of BRAC in Maryland. Transportation action items listed in the *BRAC Action Plan* are included in the table below, as well as references to specific project information forms (PIFs).

The *BRAC Action Plan* also proposed legislation, subsequently signed into law as the BRAC Community Enhancement Act in the summer of 2008, to allow for the designation of "BRAC Revitalization and Incentive Zones" (BRAC Zones) as a mechanism for local governments to provide State financing support for public infrastructure in areas targeted for BRAC growth. On December 15, 2008, Lt. Governor Brown announced the designation of BRAC Zones in Baltimore City, Anne Arundel County, the City of Frederick, the City of Laurel, and Prince George's County. In 2009, additional BRAC Zones were designated in the City of Aberdeen in Harford County, and Savage Town Centre in Howard County.

The BRAC Community Enhancement Act also empowered local governments to negotiate for transportation improvements with developers of Enhanced Use Lease (EUL) projects at military installations, which are otherwise exempt from local mitigation requirements. As a result of the legislation, in June 2009, a Payment in Lieu of Taxes Agreement (PILOT) was executed between MDOT (acting on behalf of the state), Harford County and the private developer, for mitigation in connection with an EUL Project to be located at the Aberdeen Proving Ground. A similar agreement was also executed at Fort Detrick for its Central Utility Plant project, and is anticipated in association with a planned EUL project at Fort Meade..

The State's *BRAC Action Plan* may be accessed at http://www.gov.state.md.us/brac/index.asp, or by contacting the BRAC Subcabinet at (410) 260-6116.

MDOT's Approach to BRAC

MDOT's mission for BRAC is *"to facilitate the safe and efficient movement of people and goods to support Maryland's military installations while sustaining and enhancing the quality of transportation and Maryland's communities throughout the State."* This mission is achieved through the collaborative work of MDOT's modal agencies: the Maryland Transit Administration (MTA), State Highway Administration (SHA), Motor Vehicle Administration (MVA), Maryland Port Administration (MPA), Maryland Aviation Administration (MAA), and Maryland Transportation Authority (MdTA).

MDOT has taken a proactive approach in planning for and implementing a coordinated response to the projected increase in demand on the transportation system as a result of BRAC. MDOT's coordinated effort is reflected through the transportation planning process, involving consultation and collaboration with local governments, as well as regional, State and federal partners, including the BRAC-impacted

military installations. Addressing BRAC needs is a challenge for transportation in terms of both time and funding, as major transportation projects may take 8-14 years to plan, design, fund and construct, while the BRAC moves will be implemented by mid-2011. To address the challenges of time and available funding, MDOT relies on a *"high/low"* investment strategy to fund and deliver BRAC-related transportation projects.

Under the *"high/low"* strategy, lower-cost improvements that can be implemented quickly (low strategy) have been targeted for potential completion in concert with the 2011 consolidations, while higher-cost, major capacity projects will be implemented over time. Many of the long-term projects identified in the FY 2011-2016 CTP as BRAC-related are major projects that pre-date the 2005 BRAC decisions. These projects were already needed for overall regional growth, but are also needed to support access to Maryland's BRAC-impacted military installations.

Short-term BRAC projects include intersection improvements (see pp. SHA-SW-5 to SHA-SW-8), the evaluation of direct transit services, operating and maintenance needs, and system preservation projects. Under the BRAC Intersection Improvement Program, SHA analyzed projected near-term traffic impacts at 107 heavily impacted intersections near Aberdeen Proving Ground, Fort George G. Meade and Bethesda National Naval Medical Center. Sixteen (16) intersections were identified for potential improvement based on level of service, relative cost, environmental and socio-economic impacts, and proximity to the installations. Improvements at those 16 intersections were advanced to the 30% design stage, funded in part with federal assistance. Following continued development of regional priorities and in consideration of limited resources given prevailing economic conditions, priority intersections were then selected by stakeholders to advance toward implementation in synchronization with BRAC consolidation in 2011. Certain priority projects identified at Aberdeen Proving Ground and Fort George G. Meade commenced construction activities in 2010; priority initiatives at National Naval Medical Center completed a critical project review process conducted by the Maryland-National Capital Park and Planning Commission, and can now similarly advance toward implementation.

In the coming year, MDOT and SHA will continue the design of key intersection improvements identified proximate to Joint Base Andrews, as well as continue to work with local stakeholders and federal partners to refine statewide BRAC project priorities in accordance with available funding. Also in the short-term, MDOT and MTA will collaborate with the installations, their tenants, DoD, and local officials to develop and implement sound Transportation Demand Management practices. These efforts will include the growth and marketing of car and van pool programs, Ridesharing, and the Guaranteed Ride Home program, as well as promoting telework and flexible work hours where possible, and bicycle and pedestrian uses.

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

In the FY 11-16 CTP, $150 million has been programmed for SHA's Intersection Improvement Program, and is structured to allow for flexibility; current available funding ensures that priority intersections will continue to advance in project development, to the point where phased construction could begin once additional funding is identified.

Long-term BRAC projects include several major highway projects, such as the MD 175 and MD 198 Project Planning Studies at Fort George G. Meade and the Branch Avenue Metro Access Project in Prince George's County. In addition, the MARC commuter rail system is also part of MDOT's "high" strategy. MARC serves an important role in Maryland's response to BRAC, serving both Fort George G. Meade and Aberdeen Proving Ground. At Governor O'Malley's direction, the MTA produced the "MARC Growth and Investment Plan" in 2007, an ambitious plan to triple MARC ridership by the year 2035. This Plan includes near-term and long-term projects in support of BRAC and regional mobility to be implemented over the next 25 years, which require the cooperation of both AMTRAK and CSX who own and operate the lines and will ultimately require significant money - $3.9 billion in federal, State and private funding.

MDOT's BRAC strategy is in keeping with its commitment to Transit-Oriented Development (TOD) and Smart Growth. MDOT will aggressively promote TOD projects around the State's transit stations to accommodate growth in a more efficient and sustainable way by marketing property surrounding MARC, Metro, Light Rail, and other transit stations for development.

New funding approved by the General Assembly at the request of the Governor in 2007 allowed for additional investments in a balanced transportation system to be more responsive to the specific transportation needs around the BRAC-impacted Maryland military installations. Though requested projects continue to outstrip resources, requiring careful prioritization and staging of projects, the FY 11-16 CTP demonstrates MDOT's ongoing commitment to Maryland's BRAC-impacted communities.

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

STATEWIDE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transportation Alternatives - Transit, Carpool, And Vanpool		
1) Implement the MARC Growth and Investment Plan, improving service for existing customers and providing for capacity and service.	MTA	MTA-7
2) Promote seamless transit connections and customer convenience to and on military installations.	MTA	Ongoing
a. Develop MOUs to address security issues of direct service		
b. Work with APG and Ft. Meade on internal mobility for transit riders.		
3) Complete Smart Card implementation to provide seamless connections between MTA transit services, WMATA, and LOTS.	MTA	MTA- 23
4) Provide continual ride-share coordination, promoting transit options, cost-effective carpooling and van pooling.	MTA	Ongoing
a. Add temporary coordinators for one-on-one support during BRAC influx.		
b. Explore "Flex-car" service options		
5) Assess feasibility in BRAC corridors for revitalizing communities through transportation improvements with emphasis on mass transit.	MDP, DHCD, DBED, MDOT	Ongoing
II. Encourage Smart Growth with Transportation Policies and Projects		
1) Revive the Community Safety and Enhancement Program	MDOT	SHA-SW-2
2) Expand pedestrian and bicycle access	MDOT	Ongoing
a. Emphasize inclusion of sidewalks and bicycle lanes in SHA projects.		
b. Target potential BRAC transportation enhancement program funding for bicycle and pedestrian improvements		
3) Promote Transit-Oriented Development (TOD) projects along MARC and WMATA system, targeting mixed-use and walkable, vibrant communities.	MDOT, MDP	Ongoing
4) Promote growth in targeted municipalities and growth areas through marketing and investments such as evaluation of additional MARC stations.	MTA	Ongoing

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

STATEWIDE - TRANSPORTATION (continued)		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
III. Provide Customer Service		
1) Assess feasibility of new air service options at BWI Thurgood Marshall Airport to serve BRAC employees, contractors and families	MAA	Ongoing
2) Deploy MVA Mobile Vehicle for vehicle registration, licensing, and other services for relocating employees at BRAC installations	MVA	Ongoing
3) Participate in relocation fairs to promote transportation services for workers and families.	MTA	Ongoing

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

ABERDEEN PROVING GROUND – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Alternatives - Transit, Carpool, and Vanpool		
1) Evaluate additional direct transit service to APG through the Local Bus (LOTS) Harford and Cecil transit development plans	MTA	Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
2) Implement bridge replacement construction for MD 7 structure over Cranberry Run	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Implement ADA improvements and build station at Edgewood MARC Station	MTA	MTA-6
2) Planning and Engineering for assessment of transit needs for BRAC: APG-related studies	MTA	MTA-38
a. Aberdeen MARC Station parking expansion		
b. Aberdeen MARC Station Relocation Study		
c. BRAC Commuter Bus Study		
3) Support LOTS for Cecil and Harford Counties	MTA	MTA-29
4) New MARC Layover and Maintenance Facility at Aberdeen Proving Ground	MTA	MTA-2
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Concept Development for Perryman Access Study to provide improved access to MD 159/US 40	SHA	SHA-H-4
2) Implement key intersection improvements, including US 40 at MD 715.	SHA	SHA-SW-7, SHA-H-3
3) Interchange improvements and Express Toll Lanes for I-95 Section 100, from North of the I-895 Split to North of MD 43	MdTA	MdTA-1
4) Study for I-95 Section 200, from North of MD 43 to north of MD 22.	MdTA	MdTA-33
5) I-95/MD 24 Interchange Improvements at MD 24/MD 924/Tollgate Road	MdTA.SHA	MdTA -2, SHA-H-1

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

ABERDEEN PROVING GROUND - TRANSPORTATION (continued)		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
6) JFK (I-95) Park & Ride Facilities, New Lots at MD 152 and MD 24 (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-33
7) JFK (I-95) Toll Plaza Planning Study.	MdTA	MdTA-31
8) Expand and Improve the MD 152 Park & Ride Lot (Incorporated into I-95 Section 200 Study [item #4 above])	MdTA	MdTA-33
9) US 40 Hatem Bridge Deck Replacement, including the US 40 at MD 222 Intersection Break-Out Project.	MdTA	MdTA-24
10) Construction of MD 132 Resurfacing, MD 462 to Beards Hill Road.	SHA	SHA-H-MINOR-13
11) Construction of MD 755 Community Safety and Enhancement, MD 24 to Willoughby Beach Road (Phase I)	SHA	SHA-H-MINOR-45
12) MD 152 Resurfacing, West of I-95 to APG Gate.	SHA	Complete

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

FORT MEADE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Options		
1) Evaluate additional direct transit service to Ft. Meade through the Local Bus (LOTS) Anne Arundel and Howard transit development plans.	MTA	Ongoing
II. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Central Maryland Transit Maintenance Facility, Ft. Meade	MTA	MTA-36
2) Support LOTS for Anne Arundel and Howard counties	MTA	MTA-29
3). Planning and Engineering for assessment of transit needs for BRAC: Ft. Meade-related studies	MTA	MTA-38
a. BRAC Commuter Bus Study		
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Planning Study for MD 175 from MD 170 to MD 295	SHA	SHA-AA-5
2) Planning Study for MD 198, from MD 295 to MD 32	SHA	SHA-AA-6
3) Implement key intersection improvements	SHA	SHA-SW-5

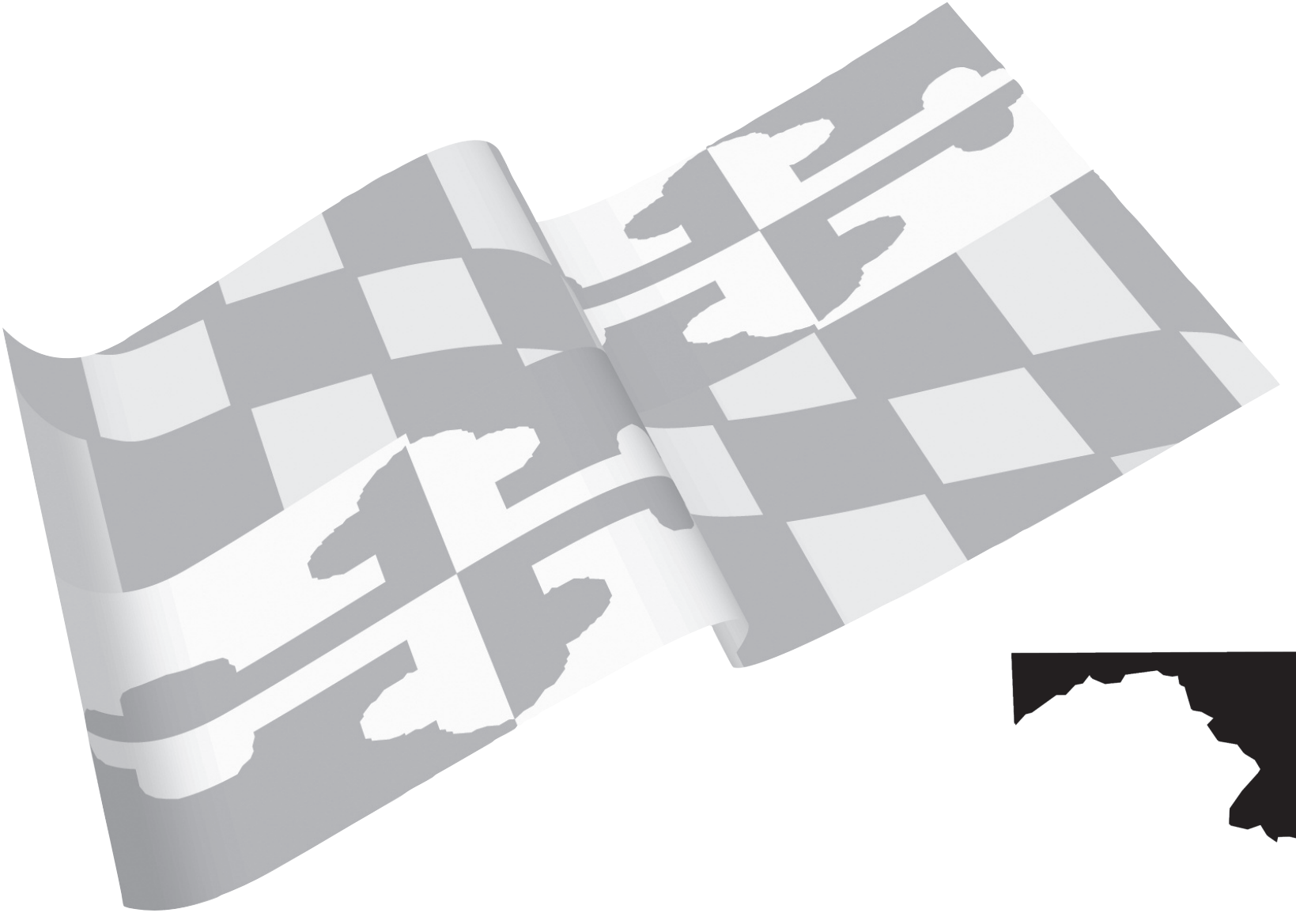
MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

NATIONAL NAVAL MEDICAL CENTER (BETHESDA) – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Promote Transit Options		
1) Conduct feasibility study for new Medical Center Metrorail Station entrance	WMATA	WMATA-2
2) Emphasize transit improvements, given a heavily urbanized setting.	WMATA, MTA	
a. Evaluate potential WMATA bus service adjustments and improvements.		WMATA-2
b. Support local evaluation of direct shuttle service on base.		Ongoing
II. Implement Strategic Roadway Investments: Near-Term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
III. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-38
2) Support LOTS for Montgomery County and Montgomery County's Local Bus Program	MTA	MTA-31
IV. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Implement key intersection improvements	SHA	SHA-SW-6
2) Review locally-proposed Capital Beltway access improvements, including feasibility and operational issues	SHA	Complete

MARYLAND DEPARTMENT OF TRANSPORTATION
BRAC ACTIVITIES

FORT DETRICK – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Ongoing
2) Review signal system along US 40 from US 15 to Waverly Drive	SHA	Complete
II. Implement CTP Transit Project Pipeline (FY 2010-2015 CTP)		
1) Support LOTS for Frederick County (FY '09)	MTA	MTA-29
III. Implement CTP Highway Project Pipeline (FY 2010-2015 CTP)		
1) Planning and Engineering for US 15 – New interchange at Monocacy Boulevard/Christopher Crossing.	SHA	SHA-F-10

ANDREWS AIR FORCE BASE – TRANSPORTATION		
ACTION	**RESPONSIBLE STATE AGENCY**	**Status/CTP Page Reference**
I. Implement Strategic Roadway Investments for near-term Transportation Improvements		
1) Conduct traffic study to identify needed intersection improvements	SHA	Complete
II. Implement CTP Transit Project Pipeline (FY 2011-2016 CTP)		
1) Planning and Engineering for assessment of transit needs for BRAC	MTA	MTA-38
2) Planning for Southern Maryland Mass Transportation Analysis	MTA	MTA-39
3) Support LOTS for Prince George's County and Prince George's County Local Bus Program (FY 10)	MTA	MTA-32
III. Implement CTP Highway Project Pipeline (FY 2011-2016 CTP)		
1) Implement key intersection improvements	SHA	SHA-SW-8
2) Construct a new interchange at MD 4 and Suitland Parkway	SHA	SHA-PG-10



AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) SUMMARY

American Recovery and Reinvestment Act

Summary of All Formula Allocations

Maryland State Transit Projects		Cost
Core Bus		$27.1
Light Rail		$17.3
MARC		$23.7
METRO		$39.9
	subtotal	$108.0
Washington Regional Transit Projects		
WMATA (estimated at $72 million for Maryland)	subtotal	$201.9
Local Transit Projects		
Baltimore Urban Area		$6.0
Washington Urban Area		$13.8
Philadelphia Urban Area		$0.4
Small Urban Areas		$16.1
Rural Areas		$7.4
	subtotal	$43.7
State Highway Projects		
Environmental		$3.1
Traffic and Safety		$82.0
Safety and Resurfacing		$187.9
Bridge		$37.6
Congestion Management		$0.3
Safety and Capacity		$5.9
	subtotal	$316.8
Local Highway Projects		
County Highway Projects		$62.0
Baltimore City Highway Projects		$35.1
	subtotal	$97.1
Does not include WMATA funding	**TOTAL**	**$565.6**

American Recovery and Reinvestment Act
Maryland State Transit Projects

Jurisdiction	Description	$ Cost (thousands)
AA Co., Balto City, Balto Co.	Bus Procurement and Equipment	9,600
AA Co., Balto City, Balto Co.	Light Rail Substation Breakers Replacement/Overhaul	5,500
Anne Arundel	MARC BWI Station Renovation (additional elevators, electrical upgrades)	3,000
Baltimore City	Bus Facilities Infrastructure Renewal and Improvements (Wash Blvd Roof)	10,100
Baltimore City	Light Rail Signage Upgrades	500
Baltimore City	MARC Penn Station Improvements (station heating, window replacement)	4,000
Baltimore City	MARC West Balto Station Parking Expansion Phase I (demolition)	2,600
Baltimore City	Bus Loop Pavement Rehab at Mondawmin Transit Center	2,000
Baltimore City	Light Rail Yard Switches Upgrade (manual to electric)	4,200
Baltimore City	Bus NW Division HVAC Upgrade	5,400
Baltimore City, Baltimore Co.	Metro Fastener and Bolt Replacement	3,500
Baltimore City, Baltimore Co.	Metro Public Address System	5,400
Baltimore City, Baltimore Co.	Metro Stations Restoration	5,000
Baltimore City, Baltimore Co.	Metro Tunnel and Underground Station Repairs	3,900
Baltimore City, Baltimore Co.	Metro Bridge and Elevated Structures Rehabilitation	2,600
Baltimore City, Baltimore Co.	Metro Railcar Truck Overhaul	19,500
Baltimore Co.	Light Rail Falls Road Station Parking Expansion	2,281
Baltimore Co.	Light Rail Substation Installation	4,799
Baltimore Co.	MARC Martins Yard Improvements	400
Prince George's	MARC Laurel Station Southbound Platform Rehabilitation	2,100
Prince George's	MARC Muirkirk Retaining Wall Rehabilitation	181
Systemwide	MARC CSXT Joint Benefit Projects (Randolph interlocking)	4,700
Systemwide	MARC Public Address System	6,774
	ARRA - MTA Total	**108,035**

American Recovery and Reinvestment Act
Washington Metropolitan Area Transit Authority Projects

Jurisdiction	Description	$ Cost (thousands)
Washington Region	Replacement of Oldest Buses	$27,000
Washington Region	MetroAccess Fleet Expansion and Replacement	$3,800
Washington Region	Service Vehicle Replacement	$6,000
Washington Region	Bus Replacement Components	$2,700
Washington Region	Preventive Maintenance	$11,100
Washington Region	Replacement of Southeastern Bus Garage	$30,000
Washington Region	New Bus Body and Paint Shop	$21,400
Washington Region	Bus Garage Facility Repairs	$7,600
Washington Region	Replacement of Crumbling Platforms	$16,000
Washington Region	Update Platform Real-time Signs	$2,500
Washington Region	Metro Center Sales Office Replacement	$1,200
Washington Region	Bus Garage Security Upgrade	$3,000
Washington Region	Communications Equipment for Operations Control Center	$3,000
Washington Region	Emergency Tunnel Evacuation Carts	$800
Washington Region	Underground Communications Radios	$900
Washington Region	AdditionalStation Alarm / Chemical Sensors	$4,000
Washington Region	Heavy Duty Locomotives for Mainenance	$5,000
Washington Region	Heavy Duty Track Equipment	$10,500
Washington Region	Power Tool Equipment Replacement	$1,700
Washington Region	Track Work Crane	$4,000
Washington Region	Track Welding Program to Repair Defects	$3,900
Washington Region	Track Pad / Shock Absorber Rehab	$1,000
Washington Region	Upgrade the three oldest Stations and Systems	$17,900
Washington Region	Additional SmarTrip Fare Machines	$2,200
Washington Region	Bus Real-Time Route and Schedule Systems	$3,000
Washington Region	Bus Engine Fluid Alert System	$1,500
Washington Region	Kiosk and Train Control Computers	$400
Washington Region	Sensitive Data Protection Technology	$3,500
Washington Region	Document Management System	$750
Washington Region	Financial System Integration	$5,000
Washington Region	Project Management	$550
	ARRA - WMATA Total	$201,900

$72 million is attributed to Maryland

AMERICAN RECOVERY AND REINVESTMENT ACT

LOCAL AREA TRANSIT SYSTEMS (LOTS) PROJECTS

Area	Allocation Description	Total Cost (thousands)
Baltimore Urban Area		
Annapolis	Heavy Duty Bus Replacements and Trolley	$2,233
	Preventative Maintenance	$75
	subtotal	$2,308
Anne Arundel County	Medium Bus Replacements	$388
Laurel (CTC)	Technology	$600
Howard County	Facility and Equipment Upgrades	$459
	Paratransit and Hybrid Bus Purchases	$2,219
	subtotal	$2,678
	Baltimore Area Subtotal	**$5,974**
Washington Urban Area		
Montgomery County	Heavy Duty Transit Bus Replacements	$6,550
	Facility and Equipment Upgrades	$350
Prince George's County	Heavy Duty Transit Bus Replacements	$6,900
	Washington Area subtotal	**$13,800**
Philadelphia Urban Area		
Cecil	Facility & Equipment Upgrades	$366

AMERICAN RECOVERY AND REINVESTMENT ACT

LOCAL AREA TRANSIT SYSTEMS (LOTS) PROJECTS

Area	Allocation Description	Total Cost (thousands)
Small Urban Areas		
Allegany	Small and Medium Bus Replacements and Small Bus Purchase	$291
	Facility & Equipment Upgrades	$969
	subtotal	$1,260
Carroll	Small Bus Replacements and Support Vehicles Purchase	$256
	Facility & Equipment Upgrades	$1,314
	subtotal	$1,570
Charles	Medium Bus Replacements	$1,444
	Facility upgrades and electronic fareboxes	$259
	Preventative Maintenance	$227
	subtotal	$1,930
Frederick	Various Bus and Vehicle Replacements	$1,372
	Facility & Equipment Upgrades	$1,277
	Preventative Maintenance	$375
	subtotal	$3,024
Harford	Small Bus Replacements and Medium Bus Purchases	$4,403
	Preventative Maintenance	$173
	subtotal	$4,576
Wicomico, Worcester, Somerset (Shore Transit)	Various Bus Replacements and Support Vehicle Purchases	$1,065
	Facility & Equipment Upgrades	$347
	Preventative Maintenance	$64
	subtotal	$1,476
Washington	Medium Bus Repacements and Purchase and Support Vehicle Purchase	$647
	Facility & Equipment Upgrades	$1,455
	Preventative Maintenance	$170
	subtotal	$2,272
5307 Program Administration		$20
	Small Urban Subtotal	**$16,128**

AMERICAN RECOVERY AND REINVESTMENT ACT

LOCAL AREA TRANSIT SYSTEMS (LOTS) PROJECTS

Area	Allocation Description	Total Cost (thousands)
Rural (non Urban or Small Urban)		
Calvert	Medium Bus Replacements and Small Bus Purchase	$470
	Facility & Equipment Upgrades	$259
	subtotal	$729
Caroline, Talbot, Kent	Small and Medium Bus Replacements and Support Vehicle Purchase	$201
	Facility & Equipment Upgrades	$141
	subtotal	$342
Dorchester	Small Bus Replacements	$176
Garrett	Small Bus Replacements	$148
	Facility Upgrades	$432
	subtotal	$580
Ocean City	Heavy Duty Bus Replacements	$2,767
	Facility & Equipment Upgrades	$370
	subtotal	$3,137
Queen Anne's	Small Bus Replacements and Medium Bus Purchase and replacement	$671
	Facility & Equipment Upgrades	$36
	subtotal	$707
St. Mary's	Small Bus Replacements and Medium Bus Purchases	$335
	Facility & Equipment Upgrades	$120
	subtotal	$455
5311 Program Administration		$185
Inter City Bus Allocation		$1,114

Rural Subtotal **$7,425**

TOTAL LOTS ARRA ALLOCATION **$43,693**

AMERICAN RECOVERY AND REINVESTMENT ACT

LOCAL HIGHWAY ALLOCATIONS

County	Cost (x1000)
Allegany	$1,384
Anne Arundel	$6,043
Baltimore	$8,129
Calvert	$1,343
Caroline	$961
Carroll	$2,715
Cecil	$1,504
Charles	$1,948
Dorchester	$1,063
Frederick	$3,581
Garrett	$1,204
Harford	$3,152
Howard	$2,993
Kent	$540
Montgomery	$8,490
Prince George's	$7,397
Queen Anne's	$1,113
St. Mary's	$1,496
Somerset	$642
Talbot	$885
Washington	$2,303
Wicomico	$1,795
Worcester	$1,319
TOTAL	**$62,000**
Baltimore City	$35,100
TOTAL Non-SHA Highway ARRA funding	**$97,100**

American Recovery and Reinvestment Act

Maryland Local Highway Projects

Municipality	Project location	Description	Total Cost Estimate ($)
Allegany County	Resurface Cash Valley Road from US 40 to MD 36	Safety and Resurfacing	691
Allegany County	Bridge repairs for Allegheny Highlands Trail over New Hope Road	Bridge	130
Allegany County	Reconstruction of Maryland Avenue from Jefferson Street to Short Street	Reconstruction	563
Anne Arundel County	Resurface Various Locations Throughout the County	Safety and Resurfacing	6,043
Baltimore City	Reconstruct Northern Parkway from Falls Road to Park Heights Avenue	Reconstruction	7,572
Baltimore City	Resurface Hilton Street from Frederick Avenue to Mulberry Street	Safety and Resurfacing	1,093
Baltimore City	Reconstruct Orleans Street from Central Avenue to Wolfe Street	Reconstruction	7,083
Baltimore City	Resurface Frankford Avenue from Sinclair Lane to Moravia Park Drive	Safety and Resurfacing	1,052
Baltimore City	Resurface Park Heights Avenue from Northern Parkway to Garrison Boulevard	Safety and Resurfacing	1,620
Baltimore City	Reconstruct Argonne Drive Bridge	Bridge	6,528
Baltimore City	Traffic Signal Reconstruction, Rewiring and CCTV Throughout the City	Traffic & Safety	3,879
Baltimore City	Edmonson Village Transportation, Community and System Preservation	Streetscape	787
Baltimore City	Resurface Various Locations Throughout the City	Safety and Resurfacing	2,465
Baltimore City	Pennington Avenue Bascule Bridge	Bridge	3,022
Baltimore County	Resurface Various Locations Throughout the County	Safety and Resurfacing	8,129
Calvert County	Resurface 5th Street from Boyd's Turn Road to Bayside Avenue and Brickhouse Road from Ward Road to Chaney Road	Safety and Resurfacing	1,343
Caroline County	Signing at Various Locations Throughout the County	Traffic & Safety	136
Caroline County	Pavement Markings at Various Locations Throughout the County	Traffic & Safety	193
Caroline County	Reconstruct 5th Avenue from Market Street to .89 Miles South of the Town of Denton	Reconstruction	632
Carroll County	Resurface Various Locations Throughout the County	Safety and Resurfacing	2,715
Cecil County	Resurface Various Locations Throughout the County	Safety and Resurfacing	1,504
Charles County	Resurface Various Locations Throughout the County	Safety and Resurfacing	1,228
Charles County	Geometric Improvements to the Rosewick Road at Heritage Green Parkway Intersection	Traffic & Safety	400
Charles County	Geometric Improvements to the Smallwood Drive (WB) @ McDaniel Road Intersection	Traffic & Safety	181
Charles County	ADA Sidwalk work at Various Locations in the Town of LaPlata	Traffic & Safety	96
Charles County	ADA Sidwalk work at Various Locations in the Town of Indian Head	Traffic & Safety	43
Dorchester County	Resurface Various Locations Throughout the County	Safety and Resurfacing	1,015
Dorchester County	Pavement Markings at Various Locations Throughout the County	Traffic & Safety	48

American Recovery and Reinvestment Act

Maryland Local Highway Projects

Municipality	Project location	Description	Total Cost Estimate ($)
Frederick County	Resurface Various Locations Throughout the County	Safety and Resurfacing	2,406
Frederick County	Cleaning and Painting of Various Bridges Throughout the County	Bridge	492
Frederick County	Geometric Improvements at the MD 80 @ Ijamsville	Traffic & Safety	683
Garrett County	Resurface New Germany Road and Chestnut Ridge Road	Safety and Resurfacing	1,204
Harford County	Resurface Various Locations Throughout the County	Safety and Resurfacing	908
Harford County	Rehabilitate Pleasantville Road from the Baltimore County Line to Highpoint Road	Safety and Resurfacing	1,464
Harford County	Roundabout - Wheel Road at Laurel Bush Road	Traffic & Safety	780
Howard County	Resurface Various Locations Throughout the County	Safety and Resurfacing	2,993
Kent County	Resurface Various Locations Throughout the County	Safety and Resurfacing	540
Montgomery County	Resurface Various Locations Throughout the County	Safety and Resurfacing	6,744
Montgomery County	Install Streetlighting on MD 124 (Air Park Road) and Rosewood Manor Lane	Traffic & Safety	820
Montgomery County	Signing at Various Locations Throughout the County	Traffic & Safety	236
Montgomery County	Signal Upgrades at Various Locations Throughout the County	Traffic & Safety	442
Montgomery County	Guardrail Work at Various Locations Throughout the County	Traffic & Safety	248
Prince George's County	Resurface Various Locations Throughout the County	Safety and Resurfacing	3,870
Prince George's County	Resurface Various Locations Throughout the County	Safety and Resurfacing	3,527
Queen Anne's County	Guardrail Work at Various Locations Throughout the County	Traffic & Safety	194
Queen Anne's County	Safety, Carmichael Road from Arrington Road to Overlook Drive in Queen Anne's County	Traffic & Safety	204
Queen Anne's County	Safety Improvements along Tanyard Road from MD 304 to White Marsh Road	Traffic & Safety	715
Somerset County	Resurface Various Locations Throughout the County	Safety and Resurfacing	642
St. Mary's County	Bridge Replacement on Mechanicsville Road over Shaptico Creek	Bridge	1,166
St. Mary's County	Resurface Pegg Road From MD 237 to Forest Run Drive	Safety and Resurfacing	330
Talbot County	Bridge Replacement on Dutchnan's Lane over Windwill Bridge	Bridge	885
Washington County	Resurface Various Locations Throughout the County	Safety and Resurfacing	2,303
Wicomico County	Resurface Various Locations Throughout the County	Safety and Resurfacing	1,795
Worcester County	Resurface Various Locations Throughout the County	Safety and Resurfacing	1,319
	TOTAL Non-SHA Highway ARRA allocation		**97,100**

American Recovery and Reinvestment Act
Maryland State Highway Projects

County	Route	Description	Project Category	ARRA Cost ($ thousands)
Allegeny	I-68	MD 36 to Garrett County Line	Environmental	345
Allegeny	I-68	Guradrails West of Hillcrest Drive to West of US 40 Scenic	Traffic & Safety	3,474
Allegeny	I 68	Evitts Creek Bridge to Rocky Gap Bridge	Safety and Resurfacing	3,208
Allegeny	Various	US 220 from Rawlings Heights Drive to Pinto Road US 220 from Pinto Road to MD 53 MD 55 from MD 36 to US 40 Alt	Safety and Resurfacing	3,471
Allegeny	US 40 Alt	Garrett County Line to East of Tisdale Street	Safety and Resurfacing	752
Allegeny	MD 657	North of Old Beechwood Road to County Line	Safety and Resurfacing	3,057
Allegeny	US 220	over Potomac River	Bridge	750
Anne Arundel	Various	Various Locations in Northern Anne Arundel County	Safety and Resurfacing	4,612
Anne Arundel	Various	Various Locations in Southern Anne Arundel County	Safety and Resurfacing	6,939
Anne Arundel	Various	MD 2 & MD 710 - Traffic Signal Reconstruct	Traffic & Safety	1,621
Baltimore	Various	Various Locations in Baltimore County West of I-83	Safety and Resurfacing	5,412
Baltimore	Various	Various Locations in Baltimore County East of I-83	Safety and Resurfacing	5,112
Baltimore	I-83	Downes Road to Pennslvania Line and Ramps at MD 45, Mount Carmel Road and Middletown Road	Safety and Resurfacing	3,734
Baltimore	I-695	MD 26 (Liberty Road) Bridge Replacement	Bridge	21,788
Baltimore	Various	MD 7, MD 157, MD 700 and MD 45 Traffic Signal Reconstruct	Traffic & Safety	1,721
Calvert	Various	Various Locations in Calvert County	Safety and Resurfacing	5,117
Caroline	MD 404	East of Tuckahoe Creek to East of MD 480	Safety and Capacity	2,438
Caroline	Various	Various Locations in Caroline County	Safety and Capacity	2,516
Caroline	MD 404	MD 404 Alternate to Holly Road	Safety and Capacity	918
Carroll	MD 27	at MD 140 Ramps (geometric improvement)	Traffic & Safety	741
Carroll	MD 26	at Klees Mill Road (left turn lanes)	Traffic & Safety	1,438
Carroll	Various	Various Locations in Carroll County	Safety and Resurfacing	2,958
Cecil	Various	Various Locations in Cecil County	Safety and Resurfacing	3,408
Cecil	MD 7	At Delaware Avenue	Traffic & Safety	403
Cecil	MD 222	Park and Ride Expansion at Blythe Dale Road	Congestion Management	330
Charles	Various	Various Locations in Charles County	Safety and Resurfacing	4,612
Dorchester	Various	Various Locations in Dorchester County	Safety and Resurfacing	2,903
Dorchester	US 50 W	East of Big Mill Pond to Linkwood Road	Safety and Resurfacing	1,049
Frederick	I-70	at I-270 Interchange	Environmental	497
Frederick	MD 80	Fingerboard Road at Ijamsville Road/Big Woods Road	Traffic & Safety	1,086
Frederick	I-270 NB	Bennett Creek Bridge to MD 80 Bridge	Safety and Resurfacing	896
Frederick	Various	Various Locations in Frederick County	Safety and Resurfacing	7,026
Frederick	US 15 SB	North of Catoctin Hollow Road to MD 26 Bridge	Safety and Resurfacing	2,387
Frederick	I-70	Structure 1013800 to structure at Hollow Road	Safety and Resurfacing	3,551
Garrett	US 219	North of MD 42 to Bumble Bee Road	Safety and Resurfacing	1,582
Garrett	MD 135	Chestnut Grove Road to Lee Road	Safety and Resurfacing	1,859

American Recovery and Reinvestment Act
Maryland State Highway Projects

County	Route	Description	Project Category	ARRA Cost ($ thousands)
Garrett	Various	MD 135 East of Wener Road to Shady Acres Ln MD 495 New German Road to Rock Lodge Road US 40 Alt. from MD 546 to Allegany County Line US 40 Alt. East to West Corporate Limits of Grantsville	Safety and Resurfacing	2,623
Garrett	US 219	North of Corporate Limits of Accident to Bear Creek Bridge	Safety and Resurfacing	1,066
Harford	Various	Various Locations in Harford County	Safety and Resurfacing	6,612
Harford	MD 543	Wheel Road to MD 22	Safety and Resurfacing	1,341
Harford	MD 462	MD 132 to Carsins Run	Safety and Resurfacing	611
Howard	Various	Various Locations in Howard County	Safety and Resurfacing	6,372
Howard	US 29 SB	Brokenland Parkway to Middle Patuxent River	Safety and Resurfacing	2,352
George's	I-95	I-495 to MD 100 - Median Landscaping	Environmental	414
Kent	Various	Various Locations in Kent County	Safety and Resurfacing	2,306
Montgomery	MD 650	Milestone Drive to Venice Drive	Safety and Resurfacing	2,149
Montgomery	I-495	Potomac River Bridge to I-270	Safety and Resurfacing	7,609
Montgomery	Various	Various Locations in Montgomery County (Gaitherburg Shop)	Safety and Resurfacing	8,476
Montgomery	Various	Various Locations in Montgomery County (Fairland Shop)	Safety and Resurfacing	8,678
Montgomery	MD 193	MD 586 to Arcola Avenue	Safety and Resurfacing	3,435
Montgomery	MD 187	South of Center Drive to North Brook Lane	Safety and Resurfacing	1,866
Montgomery	US 29	MD 410 to Wayne Avenue-Traffic Signal Reconstruct	Traffic & Safety	1,104
Montgomery	MD 28	at MD 586	Traffic & Safety	1,066
Montgomery	MD 650	MD 410 to Holton Lane	Safety and Resurfacing	1,444
Prince George's	US 50	at I-495/I-95 Interchange	Environmental	639
Prince George's	MD 212	at Allview Drive/Evans Trail	Traffic & Safety	1,250
Prince George's	Various	Various Locations in Prince George's County (Marlboro Shop)	Safety and Resurfacing	7,640
Prince George's	Various	Various Locations in Prince George's County (Laurel Shop)	Safety and Resurfacing	8,166
Prince George's	MD 214	Cindy Lane to Brightseat Road	Safety and Resurfacing	1,925
Prince George's	MD 212	D.C. Line to Sargent Road	Safety and Resurfacing	1,836
Prince George's	MD 410	MD 201 to Riverdale Road	Safety and Resurfacing	1,922
Prince George's	US 1	MD 410 to Albion Road	Safety and Resurfacing	839
Prince George's	I-95	MD 5 to Darcy Road, Northbound	Safety and Resurfacing	4,106
Prince George's	MD 650	D.C. Line to MD 410	Safety and Resurfacing	1,893
Prince George's	Various	Clean/Paint 10 Bridges in Prince George's County	Bridge	1,790
Prince George's	Various	Various bridges on US 1, MD 201, MD 202, MD 212, MD 500	Bridge	1,742
Prince George's	MD 725	over Federal Spring Branch (bridge replacement)	Bridge	1,461
Prince George's	I-95	Forestville Road over I-95 (deck replacement)	Bridge	1,721
Prince George's	MD 201	over I-95 (deck replacement)	Bridge	5,879
Prince George's		Berwyn Road over Indian Creek (deck replacement)	Bridge	672
Prince George's	MD 410	at MD 500 (intersection reconstruction)	Traffic & Safety	1,121
Queen Anne's	Various	Various Locations in Queen Anne's County	Safety and Resurfacing	3,828
St Mary's	Various	Various Locations in St Mary's County	Safety and Resurfacing	6,141

American Recovery and Reinvestment Act
Maryland State Highway Projects

County	Route	Description	Project Category	ARRA Cost ($ thousands)
Somerset	Various	Various Locations in Somerset County	Safety and Resurfacing	3,106
Talbot	Various	Various Locations in Talbot County	Safety and Resurfacing	2,288
Talbot	US 50	MD 662B to MD 309	Safety and Resurfacing	2,508
Washington	MD 65	at MD 63 (lower vertical crest)	Traffic & Safety	770
Washington	Various	US 40 from structure #21015 to MD 66 MD 144 WB from Road line to Corporate Limit of Hancock	Safety and Resurfacing	3,078
Wicomico	Various	Various Locations in Wicomico County	Safety and Resurfacing	3,623
Worcester	Various	Various Locations in Worcester County	Safety and Resurfacing	3,606
Worcester	MD 528	9th Street to 26th Street	Safety and Resurfacing	833
Areawide	Various	Truck Weigh/Inspection Stations - Full Depth Concrete Repair	Traffic & Safety	845
Areawide	Various	Install/Upgrade Areawide Signing	Traffic & Safety	5,678
Areawide	Various	Traffic Detection at Signalized Intersections	Traffic & Safety	1,825
Areawide	Various	Traffic Detection at Signalized Intersections	Traffic & Safety	1,673
Areawide	Various	Upgrade Signals to LED with Battery Backups Phase 1	Traffic & Safety	5,142
Areawide	Various	Sign Lighting System (Lumitrak)	Traffic & Safety	2,444
Areawide	Various	Interstate Lighting - Various Locations on I-95, I-495, I-695 and	Traffic & Safety	7,691
Areawide	Various	Upgrade Signals to LED with Battery Backups	Traffic & Safety	5,371
Areawide	Various	Dynamic Message Signs Deployment	Traffic & Safety	3,410
SHA D1	Various	Guardrail Work in SHA District 1	Traffic & Safety	1,531
SHA D1	Various	ADA sidewalk contract for SHA District 1, Including Ocean City	Traffic & Safety	4,089
SHA D1	Various	Safety Improvements for Resurfacing in SHA District 1	Traffic & Safety	380
SHA D1 & D2	Various	Tree Planting in SHA Districts 1 and 2	Environmental	252
SHA D1 & D2	Various	Rehabilitate at-grade rail crossings on state rail lines	Traffic & Safety	525
SHA D2	Various	Guardrail Work in SHA District 2	Traffic & Safety	2,284
SHA D2	Various	Safety Improvements for Resurfacing in SHA District 2	Traffic & Safety	299
SHA D2	US 301	US 50 to Delaware State line	Environmental	116
SHA D3	Various	Wetland Planting and Reforestation in SHA District 3	Environmental	221
SHA D3	Various	Guardrail Work in SHA District 3	Traffic & Safety	853
SHA D3	Various	ADA sidewalk contract for SHA District 3	Traffic & Safety	3,613
SHA D3	Various	Safety Improvements for Resurfacing in SHA District 3	Traffic & Safety	468
SHA D3	Various	Signals Improvements and Reconstructions in SHA District 3	Traffic & Safety	5,251
SHA D4	Various	Guardrail Work in SHA District 4	Traffic & Safety	730
SHA D4	Various	ADA sidewalk contract for SHA District 4	Traffic & Safety	2,623
SHA D4	Various	Safety Improvements for Resurfacing in SHA District 4	Traffic & Safety	442
SHA D4 & D7	Various	Wetland Planting and Reforestation in SHA Districts 4 and 7	Environmental	368
SHA D5	Various	Clean and Paint 12 Bridges in SHA District 5	Bridge	1,800
SHA D5	Various	Wetland Planting and Reforestation in SHA District 5	Environmental	246

American Recovery and Reinvestment Act
Maryland State Highway Projects

County	Route	Description	Project Category	ARRA Cost ($ thousands)
SHA D5	Various	Guardrail Work in SHA District 5	Traffic & Safety	823
SHA D5	Various	ADA sidewalk contract for SHA District 5	Traffic & Safety	1,904
SHA D5	Various	Safety Improvements for Resurfacing in SHA District 5	Traffic & Safety	597
SHA D6	I-68	Orleans Road to Sandy Mile (Guardrail)	Traffic & Safety	1,251
SHA D6 & D7	Various	Guardrail Work in SHA Districts 6 and 7	Traffic & Safety	1,905
SHA D7	Various	ADA sidewalk contract for SHA District 7	Traffic & Safety	1,988
SHA D7	Various	Safety Improvements for Resurfacing in SHA District 7	Traffic & Safety	581
			ARRA - SHA Total	**316,835**

American Recovery and Reinvestment Act

Summary of Discretionary Grants to MDOT

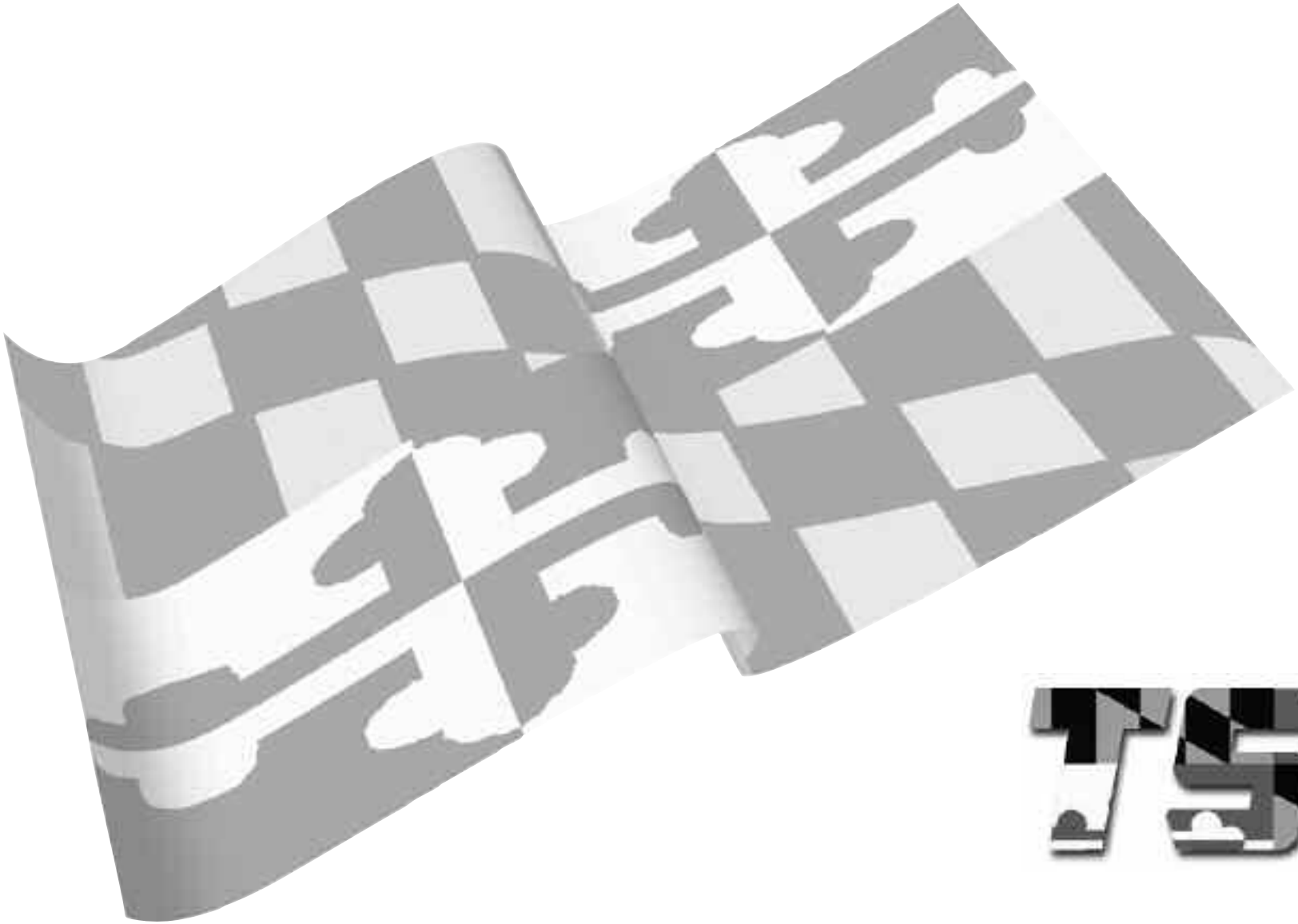
Federal Aviation Administration Grant		Cost
Rehabilitate the C/D Apron at BWI Thurgood Marshall Airport	subtotal	$15.0
FHWA On the Job Training/Support Services Grant		
Apprenticships for underrepresented or disadvantaged people pursuing careers in transportation, engineering or construction	subtotal	$0.2
FEMA Port Security Grant		
Port of Baltimore security improvements	subtotal	$1.3
Transit Investment in Greenhouse Gas & Energy Reduction (TIGGER) Grant		
Upgrade the fire suppression systems to eliminate use of the obsolete gas, Halon 1301 that is harmful to the environment	subtotal	$0.5
High Speed Intercity Passenger Rail Grants		
Design of BWI Rail Station new platform, station building and fourth track		$9.4
Design of a replacement to the Baltimore & Potomac Tunnel		$60.0
	subtotal	$69.4
Transportation Investment Generating Economic Recovery (TIGER) Grants		
Takoma/Langley Park Transit Center		$12.3
Bus priority Improvements in the Washington Region		$2.5
	subtotal	$14.8
	Total	**$101.2**

Transportation grants awarded to other entities, include:

$4.9 million for FAA small airport grants to make improvements to power systems, air traffic control towers and navigation and landing equipment;

$3.5 million for EPA Diesel Emissions Reduction programs to Port of Baltimore buisnesses;

$1.6 million for FHWA Ferry Boat Discretionary program to the City of Baltimore for pier improvements and vehicle purchases in Baltimore's Inner Harbor;



THE SECRETARY'S OFFICE

THE SECRETARY'S OFFICE
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	4.9	13.8	19.1	8.8	3.9	4.2	54.7
System Preservation Minor Projects	45.2	24.8	8.0	5.9	5.3	5.0	94.3
Development & Evaluation Program	1.0	15.0	20.0	20.0	4.0	-	60.0
SUBTOTAL	51.1	53.6	47.1	34.7	13.2	9.2	209.0
Capital Salaries, Wages & Other Costs	1.8	1.9	2.2	2.2	2.2	2.2	12.4
TOTAL	52.9	55.5	49.3	36.9	15.4	11.4	221.4
Special Funds	51.8	40.5	29.3	16.9	11.4	11.4	161.3
Federal Funds	1.1	15.0	20.0	20.0	4.0	-	60.1

PROJECT: Transportation Enhancement Program

DESCRIPTION: Projects that may be considered include: pedestrian or bicycle facilities; provision of safety and educational activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other beautification; histroic preservation; rehabilitiation and operation of historic transportation buildings, structures or facilities - including historic railroad facilities and canals; preservation of abandoned railway corridors - included conversion for use as bicycle or pedestrian trails; archaeological planning and research. Project sponsors are required to provide matching funds.

PURPOSE & NEED SUMMARY STATEMENT: Transportation enhancements are projects that will add community and environmental value to the transportation system. The Safe, Accountable, Flexible Efficient Transportation Equity Act (SAFETEA-LU) provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS: Enhancement activities must be directly related to transportation.

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: Transportation enhancement projects will improve connectivity by enhancing pedestrian and bicycle mobility. In addition to environmental improvements such as treatment of roadway runoff, tree planting and preservation of historical structures.

STATUS: Projects approved for funding appear in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added funding in FY 16.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	231,315	166,515	10,200	10,100	10,300	11,000	11,400	11,800	64,800	0
Total	231,315	166,515	10,200	10,100	10,300	11,000	11,400	11,800	64,800	0
Federal-Aid	184,078	132,378	8,100	8,300	8,300	8,700	9,000	9,300	51,700	0

PROJECT: Transportation Emission Reduction Program

DESCRIPTION: The objective of the program is the reduction of traffic congestion and/or mobile source emissions. This program will incorporate and expand proven strategies to reduce emissions in Maryland's air quality non-attainment areas, included telework, regional commuter assistance, and other programs geared towards reductions in mobile source emissions. New approaches will also be developed to reduce traffic congestion in Maryland through regional partnerships, quality-of-life initiatives, congestion mitigation projects and development and deployment of advanced transportation technologies.

JUSTIFICATION: The Federal Clean Air Act requires transportation programs to remain in step with State air quality plans. Fifteen counties are in air quality non-attainment or maintenance status. Worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts the quality of life for Maryland citizens. This program will help address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity anaylsis of the Department's transportation plans and programs and to help reduce Green House Gas emissions.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Underway

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,062	32,379	4,909	3,812	4,080	3,814	3,903	4,165	24,683	0
Total	57,062	32,379	4,909	3,812	4,080	3,814	3,903	4,165	24,683	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0054; 0055; 0057; 0062; 0065; 0066; 0068; 0115; 0159; 0160

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total overall cost has increased by $4 millioin due to the addition of FY 2016.

PROJECT: High Speed Intercity Passenger Rail Grant Funding for B&P Tunnel (ARRA)

DESCRIPTION: The purpose of this project is to perform Preliminary engineering and NEPA analysis for the Amtrak Baltimore and Potomac Tunnel on Amtrak's Northeast Corridor (NEC).

JUSTIFICATION: This project is funded through the federal High Speed Intercity Passenger Rail (HSIPR) program and addresses the planning required to construct an alternative tunnel to replace the 100-plus year old tunnel. This project is being managed by Amtrak as MDOT is the recipient of the grant funds. The project is critical for safety, but it will also provide improved trip time on the NEC. The tunnel is considered one of the priority projects for the NEC in Amtrak's 2030 Master Plan.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS: Associated improvements include the cost benefit analysis for the rail tunnels and the BWI Station Area project, which was also funded by HSIPR.

STATUS: This is a new project related to previous Congressionally funded studies in which MDOT has been engaged to evaluate feasibility of tunnel replacement.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Development and Evalutation Program.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,000	0	1,000	15,000	20,000	20,000	4,000	0	60,000	0
Total	60,000	0	1,000	15,000	20,000	20,000	4,000	0	60,000	0
Federal-Aid	60,000	0	1,000	15,000	20,000	20,000	4,000	0	60,000	0

0158

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	The Secretary's Office		
	FY 11 and Prior		
1	Sondheim Memorial (Fountain) (0139)	200	Complete
2	Caroline County TSO Grant for Highway Damage (0155)	52	Complete
3	MEDCO - New MDOT Building (0070)	383	Underway
4	MDOT Headquarters Building (0081)	270	Underway
5	Baltimore Rail Study (State Share) (0121)	533	Underway
6	Ridgely Trail Grant (0122)	33	Underway
7	Charles Street Trolley Grant (0135)	191	Underway
8	TOD Implementation (Revenue Increase Project) (0143)	1,764	Underway
9	Mainframe Upgrade 2 (0144)	5,066	Underway
10	MBE 2009 Disparity Study (0146)	4,506	Underway
11	University of Maryland - NCSG Agreement (0148)	150	Underway
12	OPCP-09 Consultant Contract (0153)	2,500	Underway
13	MD Department of Planning Grant (capital portion) (0154)	92	Underway
14	TSO Environmental (0161)	48	Underway
15	IV&V - Major IT Development Projects (0162)	435	Underway
16	Real Estate Services (0005)	914	Ongoing
17	Program Management (0019)	378	Ongoing
18	Network Hardware/Software Replacement Costs (0020)	4,417	Ongoing
19	Rail Safety Oversight (0032)	218	Ongoing
20	Airport Citizens Committee (0078)	493	Ongoing
21	Security/Emergency Management (0082)	443	Ongoing
22	Capital Program Management System Maintenance (0086)	200	Ongoing
23	iFMIS (0097)	292	Ongoing
24	TSO OA Replacements/OBJ 10 (0099)	138	Ongoing
25	TSO OA Enhancements/OBJ 11 (0100)	70	Ongoing
26	Data Center Shared Services (0101)	562	Ongoing
27	Environmental Compliance Oversight (0126)	910	Ongoing
28	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	5,500	Ongoing

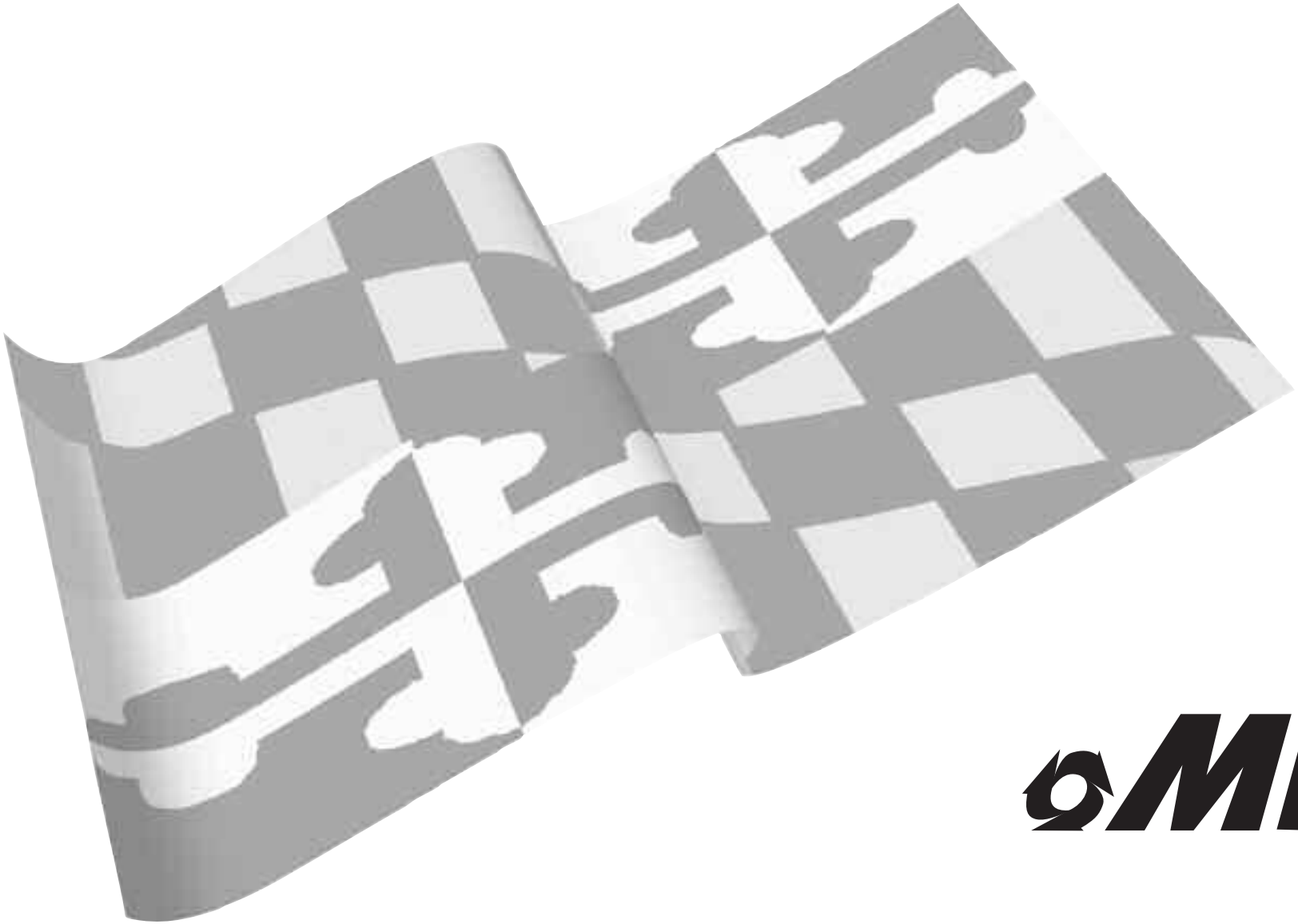
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 4 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	The Secretary's Office (cont'd)		
	FY 11 and Prior (cont'd)		
29	Special Real Estate Counsel Contract (0133)	536	Ongoing
30	Transfer to MdTA (0138)	6,000	Ongoing
31	MD 695 @ Broening Highway Grant (Revenue Increase) (0150)	5,000	FY 11
32	Hyattsville Smart Site Grant (0156)	250	FY 11
33	Baltimore Grand Prix Grant (0157)	2,750	FY 11
34	BRAC Transportation Demand Management Program (0164)	50	FY 11
	FY 2012		
35	TOD Implementation (Revenue Increase) (0143)	2,000	Underway
36	University of Maryland - NCSG Agreement (0148)	172	Underway
37	OPCP-09 Consultant Contract (0153)	2,395	Underway
38	MD Department of Planning Grant (Capital portion) (0154)	92	Underway
39	IV&V Major IT Development Projects (0162)	290	Underway
40	Real Estate Services (0005)	295	Ongoing
41	Program Management (0019)	150	Ongoing
42	Network Hardware/Software Replacement Costs (0020)	3,700	Ongoing
43	Rail Safety Oversight (0032)	65	Ongoing
44	Airport Citizens Committee (0078)	250	Ongoing
45	Capital Program Management System Maintenance (0086)	250	Ongoing
46	TSO OA Replacements OBJ 10 (0099)	141	Ongoing
47	TSO OA Enhancements OBJ 11 (0100)	72	Ongoing
48	Data Center Shared Services (0101)	562	Ongoing
49	Environmental Compliance (0126)	370	Ongoing
50	Business and Capital Support at BWI Thurgood Marshall Airport (130)	5,500	Ongoing
51	Special Real Estate Counsel Contract (0133)	225	Ongoing
52	Transfer to MdTA (0138)	6,000	Ongoing
53	Towson Circle Grant (0149)	2,000	FY 12

THE SECRETARY'S OFFICE - LINE 4 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	The Secretary's Office (cont'd)		
	FY 2012 (cont'd)		
54	Document Direct Upgrade (0163)	300	FY 12



MVA

MOTOR VEHICLE ADMINISTRATION

MOTOR VEHICLE ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	2.1	2.0	1.7	1.8	1.8	1.8	11.2
System Preservation Minor Projects	17.0	13.8	17.1	15.0	14.1	9.7	86.6
Development & Evaluation Program	1.9	0.9	-	-	-	-	2.8
SUBTOTAL	21.0	16.6	18.8	16.8	15.9	11.5	100.6
Capital Salaries, Wages & Other Costs	1.0	1.1	1.5	1.5	1.5	1.5	8.1
TOTAL	22.0	17.7	20.2	18.3	17.4	13.0	108.7
Special Funds	21.3	17.7	20.2	18.3	17.4	13.0	107.9
Federal Funds	0.8	-	-	-	-	-	0.8

PROJECT: Real ID Act

DESCRIPTION: This project will verify identification documents presented to the MVA in connection with driver license and ID card transactions. The project will develop a more secure driver license and ID card, and a means to archive identity documents.

PURPOSE & NEED SUMMARY STATEMENT: This project will upgrade systems and policies within MVA in order to comply with federal regulations mandated in May 2005 by the signing of The Real ID Act.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Security System Preservation & Improvement (Line 5, Item No. 19)

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The MVA implemented new procedures and requirements to comply with the new State lawful presence law. Proof of lawful presence in the United States is now required before an individual can be granted a MD driver's license, learner's permit or ID card. There are several additional requirements that are being implemented as prescribed by the federal Real ID Act of 2005.

STATUS: Underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,957	1,910	947	100	0	0	0	0	1,047	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,946	188	1,001	757	0	0	0	0	1,758	0
Total	4,903	2,098	1,948	857	0	0	0	0	2,805	0
Federal-Aid	902	664	238	0	0	0	0	0	238	0

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Decreased by $1.4 Million due to refined cost estimates.

0659

PROJECT: Alternative Service Delivery Systems

DESCRIPTION: This project (formerly e-MVA Service Delivery Systems) includes the design and implementation of electronic delivery of MVA services through the Internet, kiosks and telephone Interactive Voice Response (IVR) systems.

PURPOSE & NEED SUMMARY STATEMENT: Alternative delivery systems provide MVA customers with the ability to conduct transactions electronically. Web-based services, customer service kiosks, interactive voice recognition systems and other advancements not only make interaction with the MVA an efficient and pleasant experience, they help the Administration to reduce the number of trips to MVA offices. This in turn reduces customer wait time as well as increases overall customer satisfaction.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Kiosk and Internet Services (Line 5, Item No. 24)
Central Scheduling System (Line 5, Item No. 25)

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The implementation of new Kiosks will provide customers with the ability to receive real-time registration stickers, the option to pay in-cash or with a credit card, and the capability to receive certified and non-certified driving records, as well as the option to order scenic and personalized license plates. Providing this advanced functionality is of great benefit to the public and will most certainly enhance customer satisfaction.

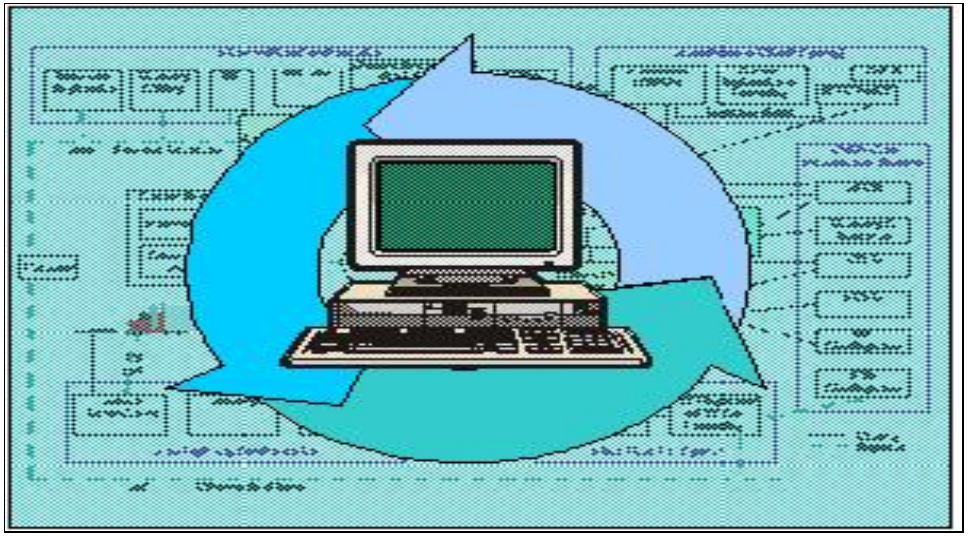
STATUS: Ongoing.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total project cost was reduced due to a reduction in contractual costs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,734	1,234	0	100	100	100	100	100	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,655	10,590	1,493	1,905	1,615	1,684	1,684	1,684	10,065	0
Total	22,389	11,824	1,493	2,005	1,715	1,784	1,784	1,784	10,565	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0534



PROJECT: Accounts Receivable System and Flag Fee Processing

DESCRIPTION: This system is required for revenue collection and accounting receivables. This system will interface with the MVA mainframe, Maryland Central Collection Unit (CCU) and MVA's Point of Sale (POS).

PURPOSE & NEED SUMMARY STATEMENT: This system will also automate the implementation and removal of flags, improve reconciliation and real time updates of receivables upon receipt of payment.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Increase the collection of statutory or regulatory outstanding revenue.

STATUS: System development and implementation complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,588	1,223	365	0	0	0	0	0	365	0
Total	1,588	1,223	365	0	0	0	0	0	365	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0646

PROJECT: Enterprise Management System

DESCRIPTION: The EMS will establish an Information Technology platform for all MVA services through a set of principles and architectural components that provide a service infrastructure on which each system will be built. This platform will define the way components of the architecture communicate, store/secure data, and interact with both MVA staff and customers. EMS would serve as the base architecture for replacing the existing Titling and Registration System (TARIS), and other legacy systems, and the development of new applications. The current phase of the project is limited to a comprehensive planning study that will include a gap analysis to identify deficiencies in MVA

JUSTIFICATION: Many existing business systems were developed over the years as independent applications in response to separate business unit needs, and have become outdated in meeting the needs of today's operating environment. These systems need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to maximize service using electronic commerce and a network of branch locations.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
eMVA Service Delivery Systems (Line 2)

STATUS: Project planning underway.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	1,015	235	0	0	0	0	0	235	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	1,165	1,165	0	0	0	0	0	0	0	0
Total	2,415	2,180	235	0	0	0	0	0	235	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0610

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total project cost was reduced by $33 million, because the scope was changed to a comprehensive planning study for an EMS architecture that could be used for replacing TARIS and other legacy systems and the development of new applications.

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 5

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior		
	Building Improvements		
1	Gaithersburg VEIP Relocation (0663)	60	Complete
2	Gaithersburg Office Interior Modification and Site Work (0648)	2,433	Complete
3	VEIP 2009 Activation (0664)	4,106	Complete
4	Roof Replacement for Southern Branches (0680)	1,440	Underway
5	Roof Replacement for Western Branches (0679)	1,369	Underway
6	Baltimore City Office Relocation (0602)	2,009	Underway
7	Bel Air Office Interior Modifications and Site Work (0654)	3,345	Underway
8	VEIP Preservation (0686)	1,570	Underway
9	Building and Interior Modification (0598)	692	Ongoing
10	Comprehensive Planning Services (0536)	565	Ongoing
11	Environmental Management System Improvements (0668)	600	Ongoing
12	Glen Burnie Office Systems Preservation (0512)	1,766	Ongoing
	Information Technology		
13	DLS/POS Migration (0681)	5,841	Underway
14	CDL Skills Test Electronic Issuance & Wireless System (0683)	680	Underway
15	OAH Automated Case Tracking & Adjudication System (0685)	419	Underway
16	Central Document Processing System Preservation (0651)	260	Ongoing
17	Computer Equipment System Preservation (0645)	1,928	Ongoing
18	Network Switch System Preservation (0649)	85	Ongoing
19	Security System Preservation & Improvement (0518)	1,200	Ongoing
20	System Preservation (0597)	774	Ongoing
21	Telecommunication System Preservation & Improvement (0545)	598	Ongoing
	Information Technology Project (Appr 8)		
22	Customer Traffic Management System 2 (MITDP) (0626)	2,122	Complete

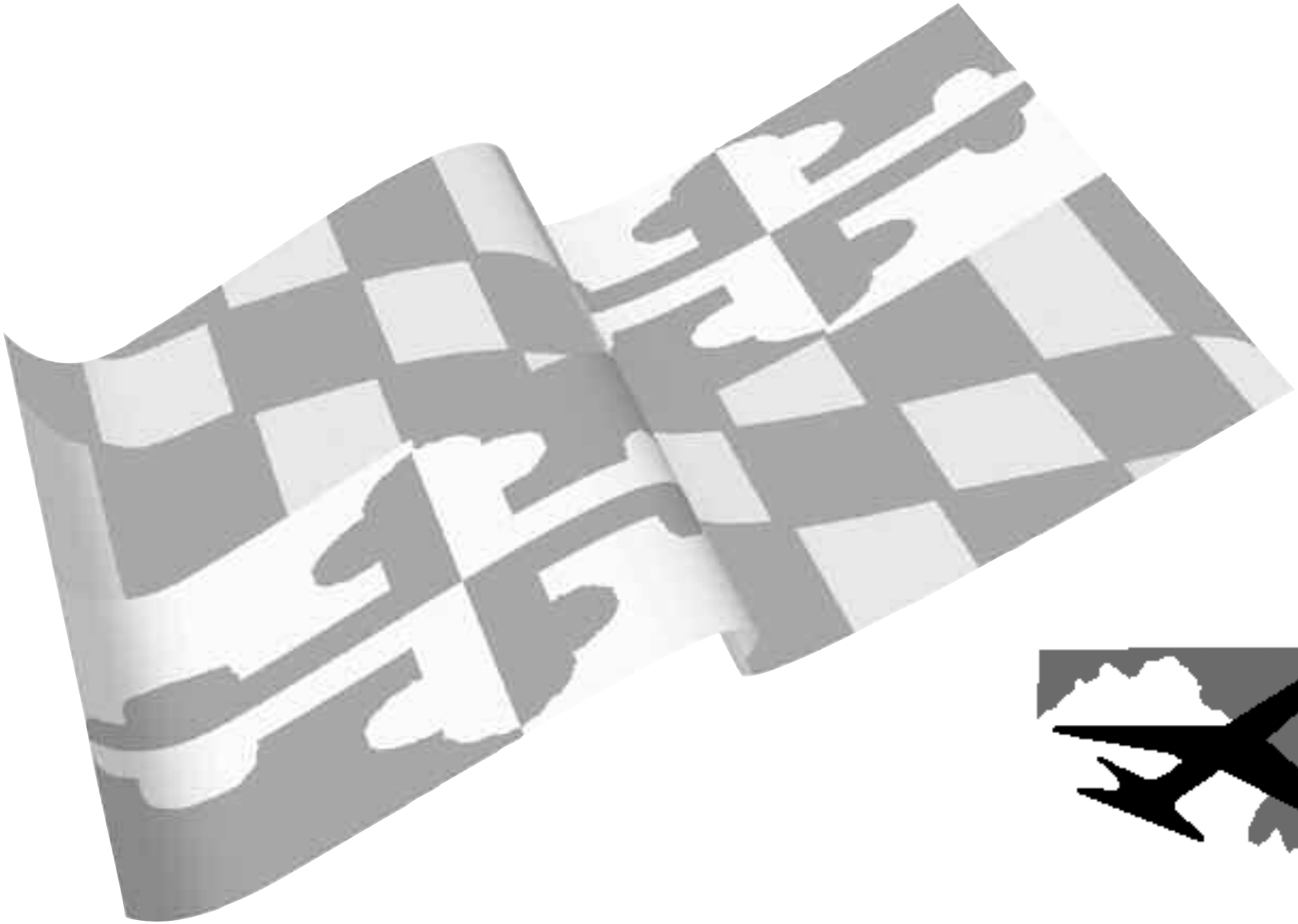
SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 5 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	Information Technology Project (Appr 8) (cont'd)		
23	Kiosk and Internet Services (MITDP) (0657)	4,060	Underway
24	Central Scheduling System (MITDP) (0656)	2,089	Underway
	FY 2012		
	Building Improvements		
25	Building and Interior Modification (0598)	705	Ongoing
26	Comprehensive Planning Services (0536)	300	Ongoing
27	Environmental Management System Improvements (0668)	800	Ongoing
28	Glen Burnie Office Systems Preservation (0512)	1,775	Ongoing
29	VEIP Preservation (0686)	300	Ongoing
30	Columbia Express Office Relocation (0674)	200	Summer, 2011
31	Glenmont Express Office Relocation (0676)	200	Summer, 2011
32	Walnut Hill Express Office Relocation (0682)	200	Summer, 2011
33	Essex Branch Office Relocation (0675)	2,200	FY 12
	Information Technology		
34	Central Document Processing System Preservation (0651)	645	Ongoing
35	Computer Equipment System Preservation (0645)	2,699	Ongoing
36	Network Switch System Preservation (0649)	90	Ongoing
37	Security System Preservation & Improvement (0518)	802	Ongoing
38	System Preservation (0597)	978	Ongoing
39	Telecommunication System Preservation & Improvement (0545)	619	Ongoing

MOTOR VEHICLE ADMINISTRATION - LINE 5 (cont'd)

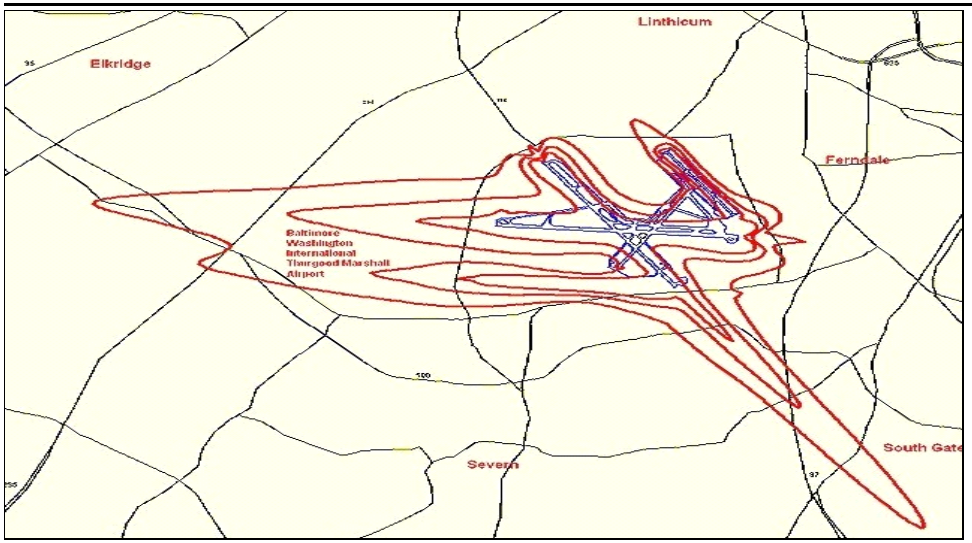
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2012 (cont'd)		
	Information Technology Project (Appr 8)		
40	DIWS Upgrade (MITDP) (0684)	4,400	Summer, 2011



MARYLAND AVIATION ADMINISTRATION

MARYLAND AVIATION ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	58.1	42.9	80.9	69.9	85.5	53.1	390.4
System Preservation Minor Projects	25.6	30.9	33.3	26.4	32.6	43.5	192.3
Development & Evaluation Program	0.4	5.0	6.0	-	-	-	11.3
SUBTOTAL	84.1	78.7	120.1	96.3	118.1	96.6	594.0
Capital Salaries, Wages & Other Costs	6.1	6.1	6.1	6.1	6.1	6.1	36.6
TOTAL	90.2	84.8	126.2	102.4	124.2	102.7	630.6
Special Funds	35.1	48.5	51.5	37.4	35.9	34.5	243.0
Federal Funds	14.5	8.7	18.4	14.5	17.4	12.4	85.9
Other Funding *	40.5	27.6	56.4	50.5	70.9	55.9	301.7
Other Funding Breakdown*							
CFC	1.4			-	-	-	1.4
PFC	13.8	24.9	54.5	49.5	70.9	55.9	269.5
RAA	4.9	1.0	1.0	1.0	-	-	7.9
TSAOTA	20.5	1.6	0.8	-	-	-	23.0
	40.5	27.6	56.4	50.5	70.9	55.9	301.7



PROJECT: Noise Zone Land Acquisition Program

DESCRIPTION: This program promotes compatible land use around Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall). This is accomplished through the purchase of residential properties offered voluntarily for sale by owner within designated impacted noise areas.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland Environmental Noise Act requires the Maryland Aviation Administration (MAA) to minimize the impact of aircraft related noise on people living near BWI Marshall. The purpose of this program is to purchase, at fair market value, the most severely impacted residential properties within the BWI Marshall Noise Zone, in accordance and consistent with local zoning.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Homeowner Assistance Program -- Line 2

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This program enhances the environment of neighboring communities by providing noise mitigation through the purchase of residential properties from people living within designated noise zones near BWI Marshall.

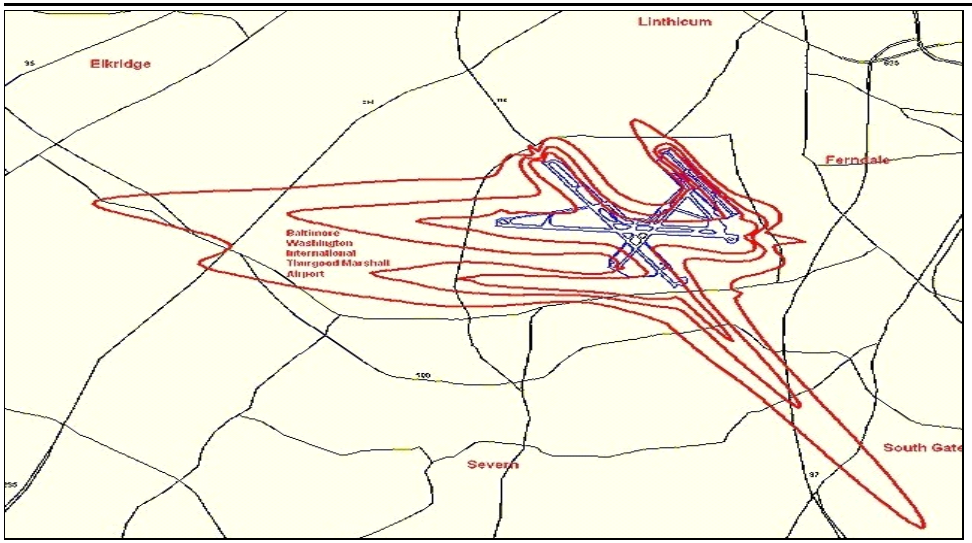
STATUS: MAA has acquired 250 properties through FY 2010.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	35,414	33,814	0	800	800	0	0	0	1,600	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	35,463	33,863	0	800	800	0	0	0	1,600	0
Federal-Aid	23,687	23,687	0	0	0	0	0	0	0	0

1001

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cashflow change aligns potential payments with the Noise Land Re-Use Plan.



PROJECT: Homeowner Assistance Program

DESCRIPTION: This voluntary program provides for the mitigation of aircraft noise and improvement of land-use compatibility around BWI Marshall. Homeowners may elect to either sell their home, with the State ensuring a fair market value, or have their house soundproofed to reduce interior noise levels. The State receives an avigation easement for each participating property.

PURPOSE & NEED SUMMARY STATEMENT: This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Marshall Airport Noise Zone starting with the most severely impacted communities.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Noise Zone Land Acquisition Program -- Line 1

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This program enhances the environment of neighboring communities by providing homeowner noise mitigation for people living within designated noise zones near BWI Marshall.

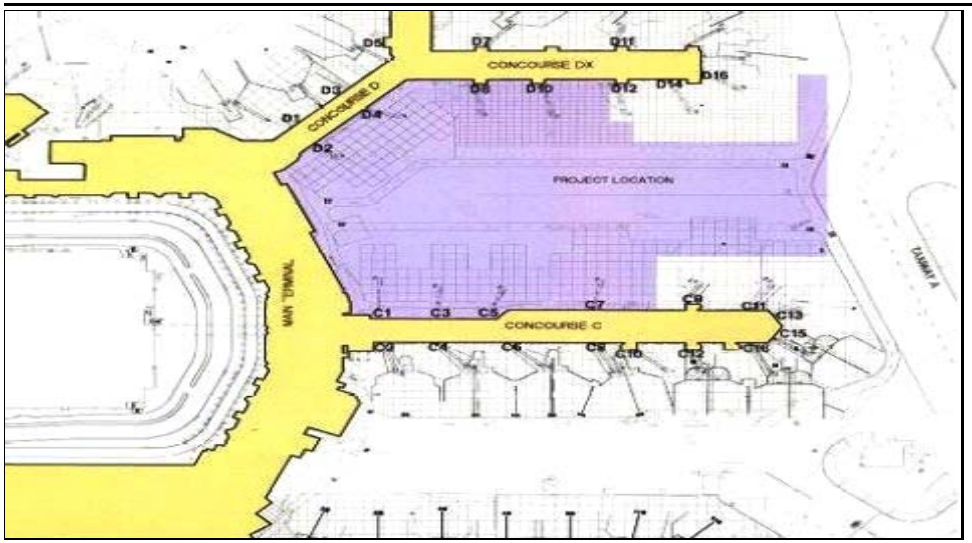
STATUS: MAA has participated in the soundproofing of 670 properties and sales assistance for 113 homes through FY 2010.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The $1.0 million cost decrease reflects program cost containment.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	460	442	3	3	3	3	3	3	18	0
Right-of-way	26,320	22,361	57	156	936	936	937	937	3,959	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	26,780	22,803	60	159	939	939	940	940	3,977	0
Federal-Aid	14,492	11,372	0	0	780	780	780	780	3,120	0

1002



PROJECT: Concourse C/D Apron Reconstruction at BWI Marshall Airport (ARRA)

DESCRIPTION: This project consists of the reconstruction of the aircraft ramp area between Concourses C and D. The work includes pavement removal and reconstruction, improvements to drainage structures, upgrades to deicing collection facilities, communications infrastructure, and ramp lighting.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement and apron grade, drainage structures, and upgrade of airfield lighting to meet Federal Aviation Administration (FAA) standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This project enhances compliance with FAA Part 139 regulations that require airfield pavement to be free cracks and surface variations that could impair directional control of air carrier aircraft. New drainage and deicing structures will improve runoff collection and recycling of chemicals used for inclement weather.

STATUS: Construction underway. ARRA phases to be complete by February 2011 and the balance of the project by Fall 2011.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increase of $2.0 million reflects security cost and actual expenditures. Cashflow change reflects schedule revision due to last winters weather.

USAGE: Accommodate projected annual passenger growth.

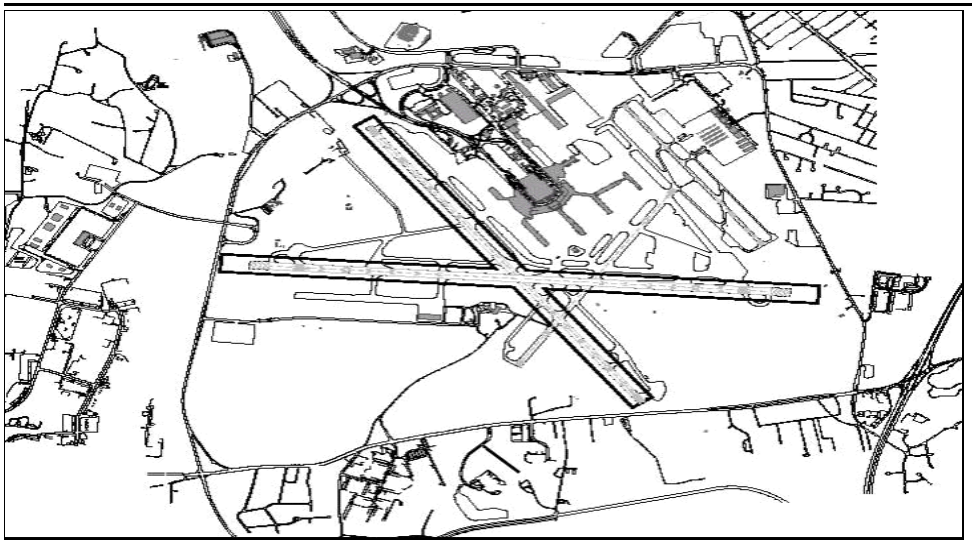
OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,014	2,924	90	0	0	0	0	0	90	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,351	13,363	20,685	8,303	0	0	0	0	28,988	0
Total	45,365	16,287	20,775	8,303	0	0	0	0	29,078	0
Federal-Aid	18,276	6,999	10,105	1,172	0	0	0	0	11,277	0

Other funding source is Passenger Facility Charge (PFC) revenue. Federal funding includes $15 million from American Recovery and Reinvestment Act (ARRA).

7013



PROJECT: Runway Safety Area / Pavement Management Program Improvements at BWI Marshall

DESCRIPTION: This project consists of the design and construction of the Runway Safety Area (RSA) and Pavement Management Program (PMP) improvements, other Facility Airport Layout Plan (ALP) improvements, and airfield pavement reconstruction to meet Federal Aviation Administratin (FAA) standards. Improvements will cover Runways 10-28, 15R-33L, 04-22 and 15L-33R, as well as, connecting taxiways, taxilanes, and adjacent deicing pads.

PURPOSE & NEED SUMMARY STATEMENT: FAA mandates compliance with Runway Safety Area standards by December 2015, in addition, FAR 14 CFR Part 139.305 requires MAA to keep airfield pavement free of cracks and surface variations that could impair directional control of air carrier aircraft. The proposed work will allow MAA to meet the RSA mandate and address the Pavement Condition Index ratings of fair or lower. This project will preserve existing airfield capacity by ensuring the continued long-term use of runways, aprons, taxiways and taxilanes located at the busiest areas of airfield operations and minimize the exposure of aircraft to FOD.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] Environmental Stewardship

ASSOCIATED IMPROVEMENTS:
Master Plan at BWI Marshall Airport -- Line 10
Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 11

EXPLANATION: This project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

STATUS: Master Plan and Airport Layout Plan Environmental Assessment under review by the FAA.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	35,160	421	10,241	11,249	6,331	4,697	1,871	350	34,739	0
Right-of-way	1,000	0	0	69	431	0	500	0	1,000	0
Construction	278,819	14	4,643	14,884	61,706	63,180	82,193	52,199	278,805	0
Total	314,979	435	14,884	26,202	68,468	67,877	84,564	52,549	314,544	0
Federal-Aid	65,614	0	2,266	5,128	16,245	13,708	16,666	11,601	65,614	0

Other funding source is Passenger Facility Charge (PFC) revenue.

7701, 7702, 7703, 7704, 7705, 7706, 7707, 7708, 7709,
7710, 7711, 7712, 7713, 7714, 7715, 7717, 7719, 7720,
7721, 7722, 7723, 7724, 7725, 7726, 7728, 7729, 7730,

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project moved from Development and Evaluation Program to Construction Program. Projected construction cost and schedule added.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

PROJECT: Comprehensive Roadway Signing, Phase II at BWI Marshall Airport

DESCRIPTION: This project is the final phase of the new Comprehensive Roadway Sign System for BWI that was initiated as part of the Comprehensive Landside Development Program. This project will make global changes to various access roadway signage including parking and cell phone lots; rental car facility; east and west bound on I-195; MD 170 and I-97; and the MARC/Amtrak Station.

PURPOSE & NEED SUMMARY STATEMENT: The signage improvements will establish consistency and clarification among signage that directs travelers to the terminal, parking, and rental car facilities.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project promotes increased safety for airport patrons by standardizing and clarifying the signage that directs travelers around the airport campus.

STATUS: Project completed September 2010.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	387	386	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,720	1,519	201	0	0	0	0	0	201	0
Total	2,107	1,905	202	0	0	0	0	0	202	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8006

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of $0.1 million reflects actual expenditures.

PROJECT: Integrated Life-Safety and Security Systems at BWI Marshall Airport

DESCRIPTION: These projects provide for the replacement of numerous, disparate, end of life cycle facility monitoring, emergency response and security systems. The use of new technologies will allow the integration of Consolidated Dispatch Center (CDC) systems with Closed Circuit Television (CCTV) and Controlled Access Security (CASS) systems. Improvements will include replacement of the MODUCOM fire alert and fire alarm system, terminal-wide CCTV and CASS systems, automation of the dispatching system, monitoring/control workstations, access detection, and event monitoring.

PURPOSE & NEED SUMMARY STATEMENT: Federal Aviation Administration (FAA) and Transportation Security Administration (TSA) regulations require BWI Marshall to provide adequate safeguards to prevent unauthorized entry to secure areas, maintain event records, and meet standards for incident response.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Replacement of the aged security monitoring and dispatching systems improves compliance with FAA Part 139 and TSA security regulations. These modern security monitoring and response alert systems will enhance the safety and security of all airport users.

STATUS: Constuction to start January 2011.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,239	3,416	823	0	0	0	0	0	823	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	42,329	140	17,509	14,699	9,981	0	0	0	42,189	0
Total	46,568	3,556	18,332	14,699	9,981	0	0	0	43,012	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding sources are Passenger Facility Charge (PFC) revenue and TSA grant.
7200, 7402, 7403, 7404

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increase of $11.2 million reflects acceptance of project bids, final scope of work, and the need for facility infrastructure improvements.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

PROJECT: Hagerstown Airport Expansion

DESCRIPTION: This project was a multi-year project to expand Runway 09-27 at Hagerstown Regional Airport. The project lengthened the runway from 5,500 feet to 7,000 feet, and includes associated land acquisition, hold apron, stormwater management, roadway and bridge improvements to US 11.

PURPOSE & NEED SUMMARY STATEMENT: The Runway 09-27 improvements correct numerous non standard conditions, most importantly, the lack of adequate Runway Safety Area (RSA) beyond the ends of the pavement. Also, the former runway length limited the Airport in accommodating larger aircraft necessary to meet the growth in the region. The extension will better facilitate larger aircraft, as well as, avoid reduction of runway length as an alternative resolution of RSA issues.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This completed project provides for compliance with Public Law 109-115 and FAA Part 139 regulations. RSA improvements enhance safety by reducing the risk of aircraft damage and personal injury in the event of runway overruns. Part 139 pavement improvements and FAA standards will ensure airfield pavement is free of cracks and surface variations that could impair directional control of the air carrier aircraft.

STATUS: Construction completed December 2007. Cashflow reflects continued payment commitment through 2014.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost updated to reflect revisions to Federal grant schedule and State matching share.

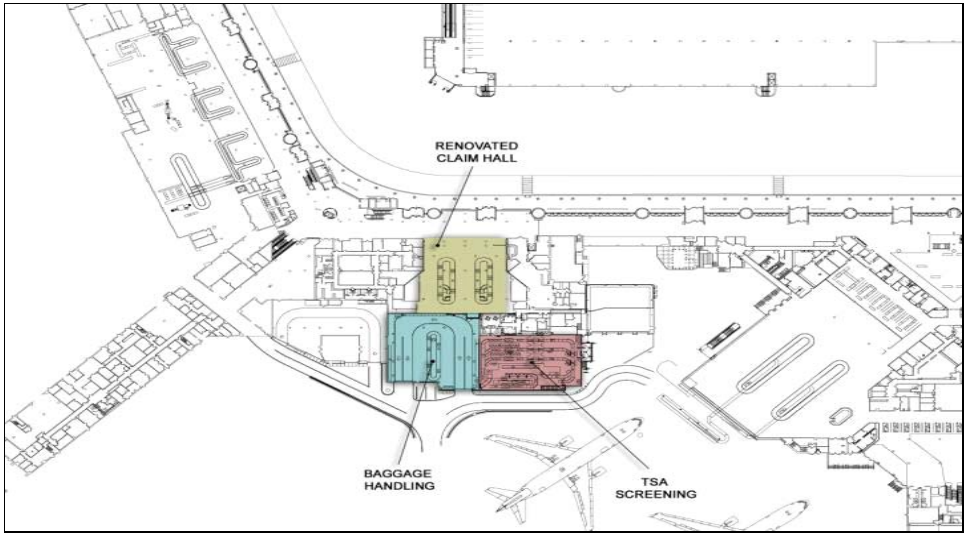
USAGE: Approximately 15,000 annual passengers.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,018	50,984	4,879	1,056	1,056	1,043	0	0	8,034	0
Total	59,018	50,984	4,879	1,056	1,056	1,043	0	0	8,034	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The cost shown includes federal AIP funds which go directly to the County and are being shown as Other funds. Cost shown does not include Washington County contribution. MDOT contributing $10.7 million to the project.

1462



PROJECT: Concourse D/E Baggage Screening System and Baggage Claim Expansion at BWI Marshall Airport

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to an integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, sort loop, curbside check-in, redundant feed for ticket counters, equipment, and expansion of the current building structure. Work will also include upgrade of baggage claim area.

PURPOSE & NEED SUMMARY STATEMENT: The ability to maintain 100 percent electronic baggage screening, while achieving the necessary capacity to meet projected airline departure flight schedules, is dependent upon BWI Marshall attaining the maximum utilization of bag screening technology. The project will also address baggage claim crowding.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project enhances compliance with Federal Aviation Administration Part 139 SIDA and safety regulations through modernization of baggage screening equipment. In addition, the improvements provide the ability to maintain 100 percent electronic baggage screening while achieving the necessary capacity to meet projected airline departure flight schedules and reduces congestion in the passenger bag claim areas.

STATUS: Open to use May 1, 2010.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

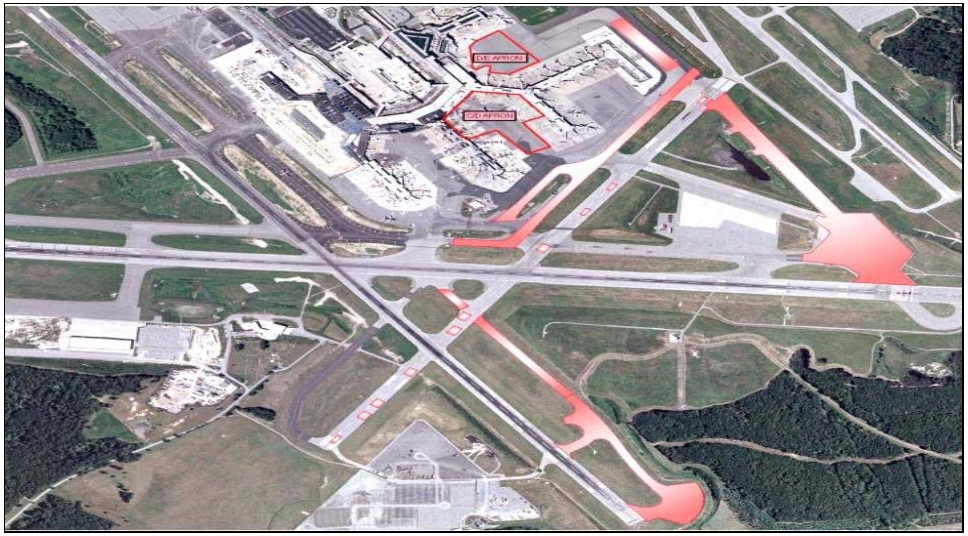
PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,124	3,120	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,322	34,238	1,084	0	0	0	0	0	1,084	0
Total	38,446	37,358	1,088	0	0	0	0	0	1,088	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) revenue and Transportation Security Administration (TSA) grant.
1539

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Updated cashflow reflects warranty that extends into FY 2011. Cost decrease of $0.5 million due to final project invoices.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Airlines are responsible for operating & maintenance costs.



PROJECT: Concourse D/E Apron and Airfield Pavement Improvements at BWI Marshall Airport

DESCRIPTION: This project includes the reconstruction and overlay of multiple taxiways, replacement of airfield lighting and electrical duct bank, and the reconstruction of aircraft ramp areas between Concourses D & E. The work includes pavement removal and reconstruction, improvements to drainage structures, upgrades to deicing collection facilities, installation of centerline and edge lighting on taxiways, ramp lighting and electrical system improvements. The work will be accomplished in multiple phases to minimize impacts to airfield operations and maintain appropriate access for terminal gate usage.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance airfield safety and operations through reconstruction of pavement, drainage structures, and upgrade of airfield lighting to meet Federal Aviation Administration (FAA) standards. The areas identified for upgrades were determined through independent pavement analysis as required by the FAA.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This project enhances compliance with FAA Part 139 regulations that require airfield pavement to be free cracks and surface variations that could impair directional control of air carrier aircraft. New drainage and deicing structures will improve runoff collection and recycling of chemicals used for inclement weather. Upgrade of the airfield lighting will improve the safety of operations.

STATUS: Airfield taxiway paving and Concourse D/E ramp reconstruction completed September 2008. Airfield lighting cable and drainage upgrades completed Summer 2010.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost reduction of $2.4 million represents contract alternates that were not exercised and actual expenditures. Updated cashflow reflects timing of construction close-out documents.

USAGE: Accommodate projected annual passenger growth.

OPERATING COST IMPACT: Operating cost will be recovered through airport user fees.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,317	3,313	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,747	62,428	319	0	0	0	0	0	319	0
Total	66,064	65,741	323	0	0	0	0	0	323	0
Federal-Aid	19,979	19,979	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) revenue.
1351, 1469, 7011

PROJECT: Master Plan at BWI Marshall Airport

DESCRIPTION: Study to identify long-term (2030) projection, location and extent of BWI Marshall facility improvements, as required to meet future aviation demand and to identify Federal Aviation Administration (FAA) design standard deficiencies. Study will require in-depth evaluations of many factors, including future air service, runway and terminal capacities, environmental and community impact considerations. Study also collaborates with Anne Arundel County regarding land use compatibility in the airport vicinity.

JUSTIFICATION: To undertake a comprehensive analysis of BWI Marshall's facilities and infrastructure to determine what improvements are necessary to support air travel through 2030. The most recent BWI Master Plan was approved in 1987. Most projects envisioned in the 1987 Plan have been constructed. BWI Marshall and the aviation industry have changed significantly since the completion of the last Master Plan.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Runway Safety Area/Pavement Management Program Improvements at BWI Marshall -- Line 4

STATUS: Master Plan completed June 2010. Plan under review by the FAA.

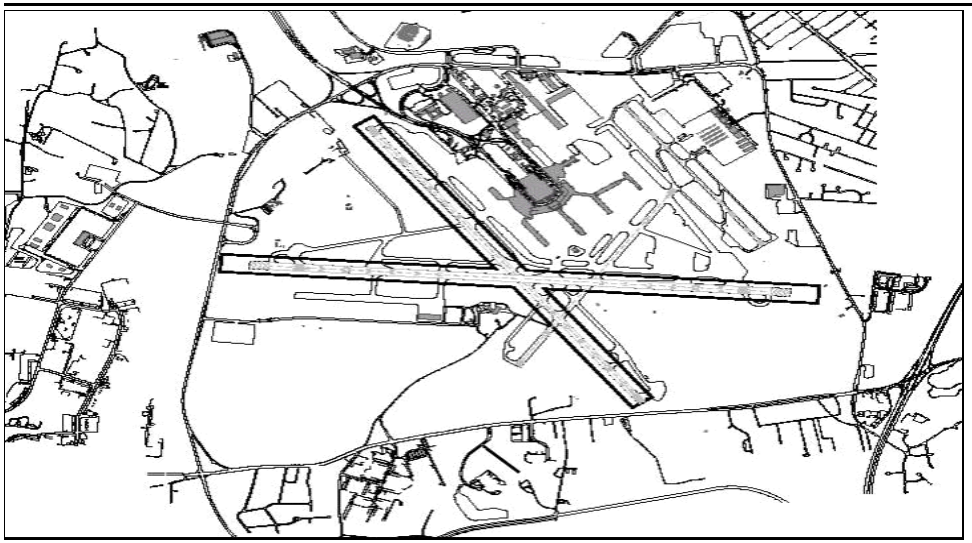
SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increase of $0.1 represents actual expenditures. Adjusted cashflow reflects final grant closeout timing.

USAGE: Determine facility improvements needed to accommodate future aviation demand.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,802	6,602	200	0	0	0	0	0	200	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	6,802	6,602	200	0	0	0	0	0	200	0
Federal-Aid	4,050	4,050	0	0	0	0	0	0	0	0

1013, 1122



PROJECT: Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport

DESCRIPTION: This project provides for the study and design work necessary for the environmental impact assessment of all capital projects shown on the Airport Layout Plan (ALP) and Master Plan. Projects include: runway safety areas, airfield pavement, terminal and fuel farm improvements, perimeter roadway, midfield cargo extension, Northrup Grumman apron and hangar, airport maintenance buildings, and other ancillary facilities.

JUSTIFICATION: In accordance with Federal Aviation Administration Order 5050.4A, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the Airport Layout Plan.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Runway Safety Area/Pavement Management Program Improvements at BWI Marshall -- Line 4

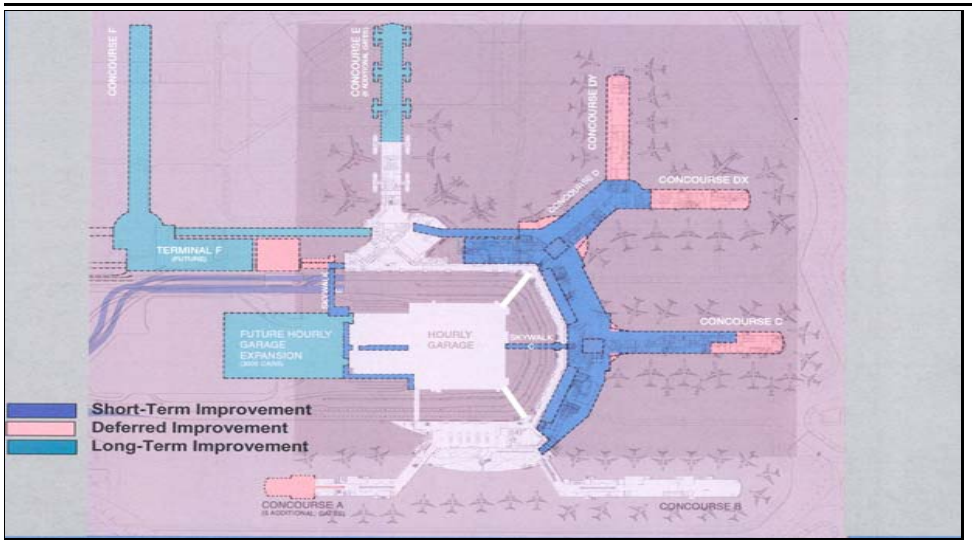
STATUS: Environmental assessment under revision to ensure evaluation of critical elements of the Master Plan, Runway Safety Area and Airfield Pavement Improvement Program.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increase of $0.8 million reflects change in environmental assessment scope and cashflow change captures revised schedule.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	810	675	135	0	0	0	0	0	135	0
Engineering	1,487	539	681	267	0	0	0	0	948	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	2,297	1,214	816	267	0	0	0	0	1,083	0
Federal-Aid	1,722	905	617	200	0	0	0	0	817	0

Other funding source is Passenger Facility Charge (PFC) revenue.
1429, 1617, 7700



PROJECT: Terminal Modernization Program at BWI Marshall Airport

DESCRIPTION: This project will identify various terminal modernization alternatives for the older areas of the existing terminal building and address the feasibility and/or cost of each alternative, including potential impacts of new fire code life-safety/security requirements, passenger access, secure corridor connections, new skywalks and other facilities and/or services. Areas evaluated, that are progressing from conceptual design to design, include Concourses C, D, and E, and the related corridor connections, fire code compliance, check point improvements, as well as security and circulation/services enhancements.

JUSTIFICATION: BWI has experienced significant growth in passenger levels since development of the older concourses. The International and A/B Terminals provide sufficient passenger processing areas and accepted levels of customer service. These amenities need to be incorporated into the remainder of the terminal. Fire code life safety compliance and federally mandated security requirements are also expected to impact terminal space usage. Undertaking planning and conceptual design at this time will provide MAA with the necessary options to be responsive to passenger, airline and air service needs.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Terminal Modernization Plan conceptual design is complete. Selection of design team is underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost decrease of $.02 million reflects approved PFC application design budget.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,530	1,477	53	0	0	0	0	0	53	0
Engineering	10,000	0	0	4,970	5,030	0	0	0	10,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2	2	0	0	0	0	0	0	0	0
Total	11,532	1,479	53	4,970	5,030	0	0	0	10,053	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding source is Passenger Facility Charge (PFC) revenue.
8101, 9010, 9886

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 13

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior		
	Airport Technology		
1	IT Equipment (1456)	8,710	Ongoing
2	IT Services (1455)	213	Ongoing
	Airside Development		
3	Comprehensive Paving FY 2008 (8007)	3,518	Ongoing
4	Taxiway E Reconfiguration (8203)	139	Complete
5	Deicing Fluid Storage Tank #4 (9009)	1,067	Complete
6	Remote Monitoring 15R Triturator Building (9310)	103	Complete
7	Deicing Fluid Storage #1 and 2 Repair plus General Aviation (9004)	48	Complete
8	BWI Obstruction Survey and Removal (1313)	42	Complete
	Annual		
9	Terminal Spaceframe Inspection (7000)	5	Underway
10	Bridge Inspection (SHA Consultant) (1023)	648	Ongoing
11	Real Estate Administrative Services (7019)	317	Ongoing
12	Real Estate Property Services (7018)	207	Ongoing
13	Retaining Wall Inspection (8001)	100	Ongoing
14	Parking Garage Structure Inspection (1463)	135	Ongoing
15	Tile Inspection (9429)	59	Ongoing
	Baltimore/Washington		
16	Comp Environmental Planning (1460)	2,802	Complete
17	Comprehensive MBE/DBE Program Monitoring Services (1272)	359	Complete
18	Comp MBE/DBE Program Monitoring Sevices (1902)	200	Spring, 2011
19	Wildlife Management Plan (1181)	1,015	Ongoing

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	Baltimore/Washington (cont'd)		
20	Fire Protection Engineer Services (1173)	153	Ongoing
21	Comp. Architectural Engineering Design Services (1324)	4,602	Ongoing
22	Comprehensive Airport Facilities Planning (1459)	5,506	Ongoing
23	Comprehensive Aviation Planning Services (1113)	2,193	Ongoing
24	Comprehensive Intermodal & Terminal Planning Services (1114)	2,815	Ongoing
25	Acoustical Services Contract (1485)	700	Ongoing
26	Comp Arch Eng Design Services (7015)	2,917	Ongoing
27	Comp Construction Mgmt & Inspection (7016)	2,574	Ongoing
28	OECM - AEIS Mapping Validation (1723)	1,756	Ongoing
29	Pavement Management BWI/MTN (1389)	1,926	Ongoing
30	Comprehensive AIT Services (1291)	288	Ongoing
31	Building Permits and Inspections (1390)	1,197	Ongoing
32	Comp Airport Planning Services (1901)	750	Underway
33	Comp Construction Mgmt and Inspection Services (8016)	400	Underway
34	Comp Environmental Planning (1900)	350	Underway
	Consolidated Rental Car Facility		
35	CRCF CSB Courtyard Improvements (8304)	1,985	Complete
	Environmental Compliance		
36	Comp Environmental Compliance Services (1461)	9,072	Complete
37	Erosion & Stormwater Management Improvements (8103)	1,623	Underway
38	Comp Environmental Compliance (9407)	1,473	Underway
39	Comp Stormwater Facilities (9006)	200	Spring, 2011
40	Terminal Environmental Mitigation (8105)	194	Ongoing

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	Equipment		
41	Portable Emergency Power (9315)	800	Spring, 2011
42	Portable Snowmelter Replacement (2 - New) (9401)	1,700	Spring, 2011
	Information Technology CTIPP		
43	External IT Infrastructure Upgrades (7401)	58	Complete
	Landside Development		
44	Bridge/Ramp/Jenne Joint Repairs - Hourly Garage (8004)	1,644	Complete
45	Inbound I-195 at MD 170 Roadway Improvements (9324)	969	Complete
46	Inbound Roadway Lighting Cable Repair (9413)	7	Complete
47	Widen Airport Exit Roadway to I-195 Westbound Design (7009)	913	Complete
48	Access Roadway Traffic Improvements (9321)	91	Complete
49	ADA Pier E Parking Lot Ramp Grade (9419)	131	Underway
50	ADA Pier E to Hrly Garage Ramp Grade (9417)	33	Underway
51	ADA Signage Remediation (9416)	49	Underway
52	Amtrak Station Design Planning (9422)	200	Underway
53	Construction Material Storage Building (9404)	50	Underway
	Martin State		
54	MTN Taxilane K Pavement (9299)	1,493	Complete
55	MTN Taxiway F Extension (9297)	161	Complete
56	MTN Taxilane Sealcoat (9421)	252	Complete
57	MTN Water Supply for Fire System (1433)	3,210	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

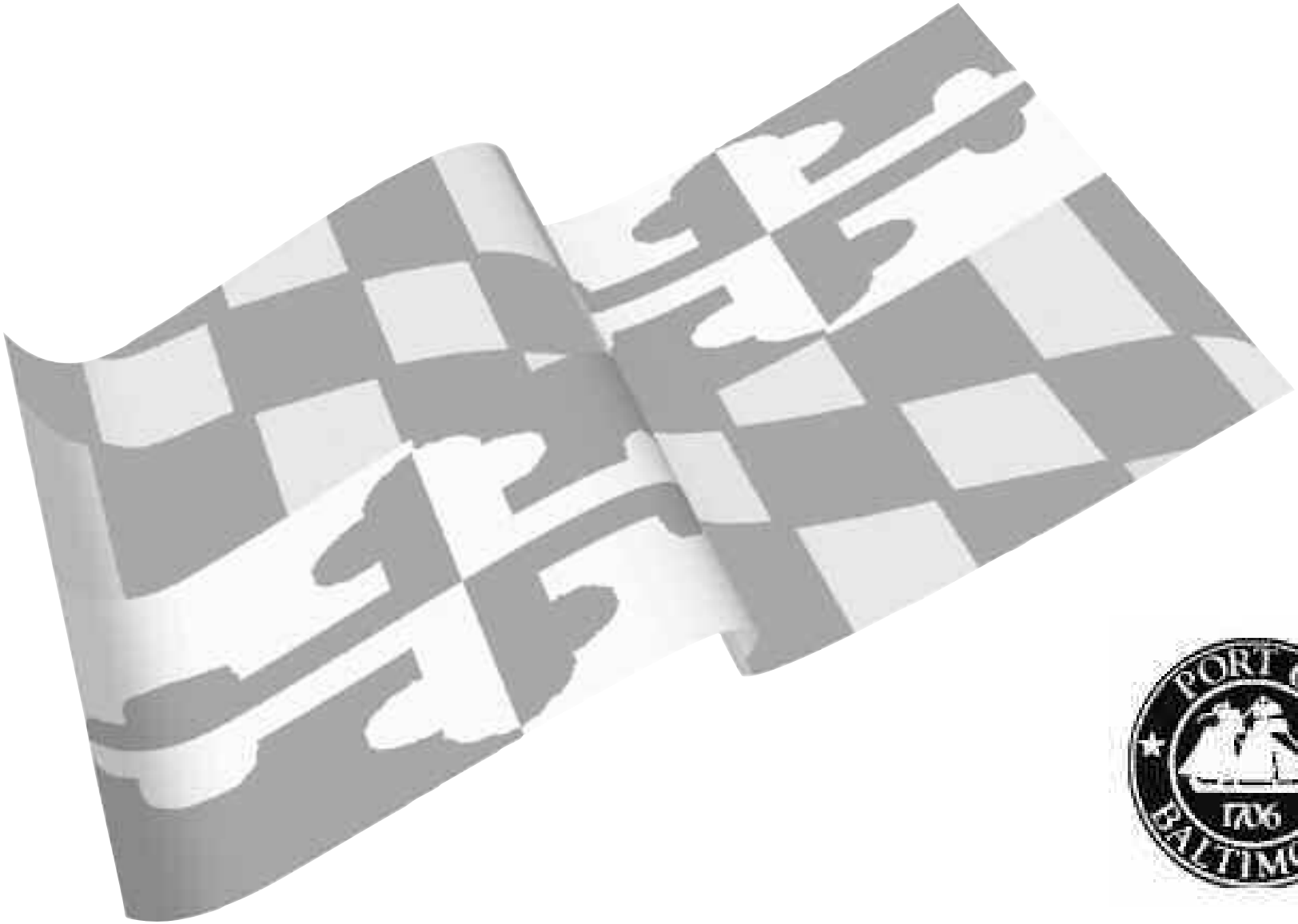
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	Regional Aviation		
58	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Underway
59	Regional Aviation Program (1107)	350	Underway
60	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway
	Security		
61	Baggage Security Cages (9205)	1,230	Complete
62	BWI Perimeter Gate G Modification (9207)	2,405	Complete
63	Interim CCTV Security Improvements (9209)	159	Complete
64	Security Initiatives (1298)	4,406	Ongoing
65	TSA Baggage Screening Improvements (9000)	3,409	Spring, 2011
	Terminal Development		
66	County Sewer and Water Capital Improvements (1028)	8,367	Ongoing
67	Baggage Handling System (BHS) Upgrades (7001)	3,972	Complete
68	Terminal Building Interior / Exterior Modifications (7014)	2,824	Complete
69	Terminal Floor Carpet Replacement (9308)	442	Complete
70	Pier C PBX HVAC Replacement (7406)	833	Complete
71	Security Division Office Expansion (9204)	392	Complete
72	Terminal Space Frame Improvements (9307)	210	Complete
73	Loading Bridge Metering (9318)	795	Complete
74	MAA Terminal Offices (9500)	2,132	Complete
75	Pier D to E Passenger Corridor Improvements (9414)	556	Complete
76	Sanitary Sewer Upgrade Phase 3 (9313)	206	Complete
77	Terminal Office Relocation Phase 2 (9011)	459	Complete
78	Terminal Improvement Project (7017)	8,834	Underway
79	Terminal Interior / Exterior Modifications (8014)	659	Underway

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	Terminal Development (cont'd)		
80	ADA Restroom Access Study (9418)	100	Underway
81	Energy Performance Projects (9430)	1,500	Underway
82	Fixed Emergency Backup Systems Design (9312)	30	Underway
83	Pier C Gravity Sewer Main Improvements (8305)	358	Underway
84	VALE Solar Funding Evaluation (9424)	20	Underway
85	Facility Management Program (7600)	199	Ongoing
86	Utilities Connection (7020)	31	Ongoing
87	Terminal Leasehold Modifications (7500)	576	Ongoing
88	Pier C Cooling Tower Replacement (9403)	71	Spring, 2011
	FY 2012		
	Airport Technology		
89	Permanent Noise Monitoring System Replacement (7405)	1,578	Fall, 2011
	Airside Development		
90	Airfield Marking & Signage Rev.-Change to R/W Designations (7002)	15	Complete
91	Comprehensive Paving FY 2012 (9008)	1,000	Summer, 2011
	Annual		
92	Comprehensive Regional Air Passenger Survey (1486)	100	Summer, 2011
	Baltimore/Washington		
93	BWI / MTN Environmental Documents (9003)	1,500	Summer, 2011

MARYLAND AVIATION ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2012 (cont'd)		
	Landside Development		
94	Hourly Garage Animal Relief Area & Tunnel Leakage Design (9322)	114	Complete
95	Hourly Garage Inspection Improvements (9415)	2,300	Summer, 2011
	Martin State		
96	MTN Additional Storage Tanks in Fuel Farm - Design (9420)	10	Summer, 2011
	PMP Airfield Improvement		
97	PMP Comprehensive Paving (7748)	6,757	Spring, 2012
	Regional Aviation		
98	Aid to Public/Private Airports (MAPA-90%) (1106)	1,250	Summer, 2011
99	Regional Aviation Program (1107)	600	Summer, 2011
100	Statewide Aviation Grants (AIP-5%) (1105)	1,000	Summer, 2011
	Terminal Development		
101	Painting Terminal Exterior - Airside (7301)	130	Summer, 2011
102	Terminal Office Relocation Phase 3 (9013)	70	Fall, 2011



MARYLAND PORT ADMINISTRATION

MARYLAND PORT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	39.6	42.9	66.4	57.2	67.1	103.5	376.6
System Preservation Minor Projects	21.4	37.2	32.2	15.1	26.2	26.8	159.0
Development & Evaluation Program	10.0	9.8	14.5	10.2	10.2	10.5	65.3
SUBTOTAL	71.0	89.9	113.1	82.5	103.5	140.8	600.8
Capital Salaries, Wages & Other Costs	4.6	4.9	5.7	5.8	5.4	5.6	32.1
TOTAL	75.6	94.8	118.9	88.3	108.9	146.4	632.9
Special Funds	70.4	93.8	118.9	88.3	108.9	146.4	626.7
Federal Funds	5.1	1.1	-	-	-	-	6.2

PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is a 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island operated as a dredge disposal site since 1984. The southern part of the island is developed for use as a wildlife habitat. On December 31, 2009 Hart Miller Island ceased accepting dredge material. The North cell will be developed as a wildlife habitat over the next several years.

PURPOSE & NEED SUMMARY STATEMENT: The disposal capacity of the island was needed to allow dredging of the Port's harbor and shipping channels. Hart-Miller Island represented one of the most cost efficient dredge disposal options available.

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

☐ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
Dredge Material Placement Monitoring -- Line 2
Dredge Material Program -- Line 8

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

☐ Quality of Service
☐ System Preservation & Performance
☒ Connectivity for Daily Life
☐ Safety & Security
☒ Environmental Stewardship

EXPLANATION: The dredge material placed in the Hart Miller Island facility was collected from Inner Harbor channels and berths. The placement of this material at Hart Miller Island allowed vessels to transport cargo to and from the Port of Baltimore

STATUS: The facility ceased in-flow operations December 31, 2009. Maintenance and monitoring will continue until the final configuration of the cell is determined.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The program increased by $5.2 million due to the addition of FY 16. Project Cash Flows result in addition of $2.8 Million to FY 16.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,710	5,159	513	350	448	410	410	420	2,551	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	86,922	55,329	2,500	3,127	3,578	7,388	7,390	7,610	31,593	0
Total	94,632	60,488	3,013	3,477	4,026	7,798	7,800	8,030	34,144	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003

PROJECT: Dredge Material Placement and Monitoring

DESCRIPTION: This project involves the placement and monitoring of material dredged from the Port of Baltimore channels. Costs associated with this program are for construction of containment sites; monitoring during placement; dredge site placement operations; and beneficial use projects

JUSTIFICATION: The Governor's Strategic Plan for Dredge Material Management identified either specific sites and projects, or types of sites or projects for future dredge material placement. This program will fund the construction and monitoring during the development of selected sites. With approximately 2,000 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the Port to remain competitive and increase economic development.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Hart-Miller Island Related Projects -- Line 1
Dredge Material Program -- Line 8
Masonville Vessel Berth - Line 9

STATUS: The MPA continues to evaluate alternative dredge material placement sites. The Corp cost/share arrangement with the MPA has changed from 25/75 to 35/65. Masonville dike construction is complete; inflow will start in the 2nd half of calendar year 2010.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total program increased by $20.9 million due to the addition of FY 16 and the reallocation of funds to other projects.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,917	4,845	3,745	3,900	1,337	360	360	370	10,072	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	543,722	292,907	21,889	25,679	67,939	47,334	58,444	29,530	250,815	0
Total	558,639	297,752	25,634	29,579	69,276	47,694	58,804	29,900	260,887	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5206, 5208, 5211, 5215, 5218, 5221, 5230, 5231, 5232, 5233, 5235, 5237, 5238, 5241, 5242, 5305, 5418

PROJECT: Rehabilitation of Berths 1- 6 at Dundalk Marine Terminal, Phase I

DESCRIPTION: The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1930's; the marginal wharf was constructed in the early 1960s. This project will (in a phased approach) replace and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funded reconstruction of Berths 5 and 6. Berth 4 is the next phase, which is not yet funded.

PURPOSE & NEED SUMMARY STATEMENT: Berths 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off and other break-bulk (van packs). Age and harsh marine environment require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for other cargo (containers and RoRo) and are too distant from the warehouses and automobile lots. The MPA Facilities Plan ranks DMT Berth 4 as the highest priority project which is unfunded.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Funding of this project allows vessels with deeper drafts to makes future calls at the Dundalk Marine Terminal. These vessels will be larger than current-day ships and carry more cargo. Rehabilitation of these berths will enable the movement of additional cargo across the terminal.

STATUS: Construction for Phase I was completed in December 2006. Additional funding is needed for Phase II (Berth 4, $15.5 million estimated cost).

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

USAGE: Increase in larger, deeper vessel calls.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	405	405	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,876	23,876	0	0	0	0	0	0	0	0
Total	24,281	24,281	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1025

PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA cargo terminals against unauthorized intrusions. Current projects include: Terminal Video Surveillance System to observe MPA terminals, Seagirt Marine Terminal Security Infrastructure, Access Control (gate improvements) and Visitor Control at Dundalk marine terminal. Terminal Perimeter Security will integrate a detection intrusion system.

JUSTIFICATION: Federal Regulations enacted under the Maritime Transportation Security Act of 2002 require the MPA to develop a security plan for MPA terminals that handles foreign cargo or passengers. These projects are being developed to comply with this act. The Security Program will allow the MPA to enhance its capability to prevent unauthorized intrusions onto its terminals and facilities. A large portion of the Federally approved project's cost is funded by Federal Port Security Grants.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Remote Video Surveillance and Enhanced Terminal Security are complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,644	26,183	6,964	2,497	0	0	0	0	9,461	0
Total	35,644	26,183	6,964	2,497	0	0	0	0	9,461	0
Federal-Aid	17,294	11,086	5,525	683	0	0	0	0	6,208	0

1062, 1093, 1618, 1619, 1765, 1767, 1768, 1780, 1781,
1782, 1783, 1789, 1798, 1799

PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Current projects include terminal roof repair; purchase a new gangway; installing a redundant electrical feeder; and enclosing the existing canopy. Four cruise lines operate international excursions out of MPA facilities. A total of 94 voyages will sail during the 2010 season; 112 departures are scheduled for the 2011 cruise season.

PURPOSE & NEED SUMMARY STATEMENT: Development of this facility will eliminate the conflict between passenger and cargo activity at the Seagirt and Dundalk Marine Terminals. This facility is closer to tourist attractions located at the Inner Harbor and has excellent visibility and access to I-95.

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

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

ASSOCIATED IMPROVEMENTS: None

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

- ☐ Quality of Service
- ☐ System Preservation & Performance
- ☒ Connectivity for Daily Life
- ☐ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: The improvements made at the South Locust Point Marine Terminal are for the comfort and convenience of cruise line passengers. These improvements spurred an increase in passenger demand and voyages from MPA facilities in the Port of Baltimore.

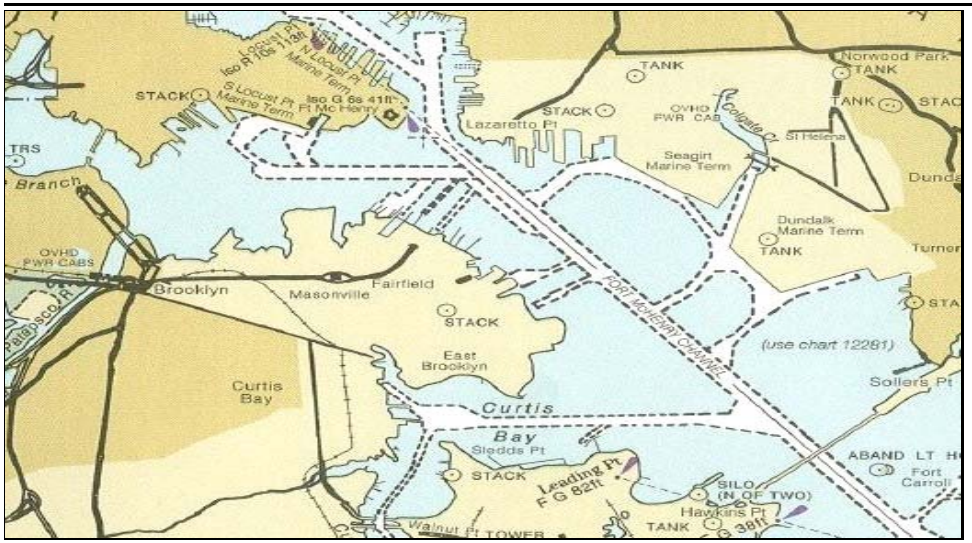
STATUS: The terminal started operations in FY 2006. The remaining funds will be used to develop adjacent land for passenger parking and procure a new gangway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☐ FEDERAL ☒ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,627	2,627	0	0	0	0	0	0	0	0
Construction	18,232	12,307	3,325	2,600	0	0	0	0	5,925	0
Total	20,859	14,934	3,325	2,600	0	0	0	0	5,925	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1617, 1621, 1628, 1635, 1636



PROJECT: Dundalk Marine Terminal Property Acquisition

DESCRIPTION: Purchase parcel(s) of land adjacent to or in the vicinity of Dundalk Marine Terminal.

PURPOSE & NEED SUMMARY STATEMENT: The desired parcels will allow for greater capacity at Dundalk Marine Terminal and will be used to store autos, RoRo equipment; for security processing or other space needs. Transferring functions to this property will free-up space on the terminal for additional cargo capacity. Expanding existing terminals is more cost effective than building new terminals.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Purchase of property adjacent to Dundalk Marine Terminal allows the MPA to increase RoRo and automobile activity in the Port of Baltimore. The increase activity will have a positive impact on local and statewide jobs.

STATUS: Four parcels were purchased since FY 08.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	16,080	8,490	0	250	7,340	0	0	0	7,590	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	16,080	8,490	0	250	7,340	0	0	0	7,590	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1080

PROJECT: Chrome Ore Processing Residue Remediation (COPR)

DESCRIPTION: In April 2006 the Maryland Port Administration and Honeywell International entered into a Consent Decree with the Maryland Department of the Environment (MDE) to provide a long-term final remedy to resolve all environmental matters related to the presence of chrome ore processing residue at Dundalk. The MPA and Honeywell International entered into a Settlement Agreement; the agreement specifies the financial and operating responsibilities to be conducted by each party for the duration of the remediation.

PURPOSE & NEED SUMMARY STATEMENT: Originally COPR was believed to be good fill material; unfortunately, it is now known that a large portion of the COPR at DMT contains hexavalent chromium which is defined and regulated as a hazardous substance under Federal and State law. The studies and work plans required under the Consent Decree are designed to assess the presence and scope of chromium in all environmental media, including the soil, water, and air at the site, and to evaluate whether or not chromium is migrating off-site. A Corrective Measures Alternatives Analysis (CMAA) will be prepared that will evaluate a complete range of potential final remedies for the DMT.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: Remediation of the affective areas located at the Dundalk Marine Terminal will prevent hazardous substances generated by chrome ore residue from entering Baltimore Harbor

The application of Corrective Measure will enable the reclamation of chrome affected areas. The MPA will use these areas to store additional cargo brought to the Port of Baltimore by vessel or rail.

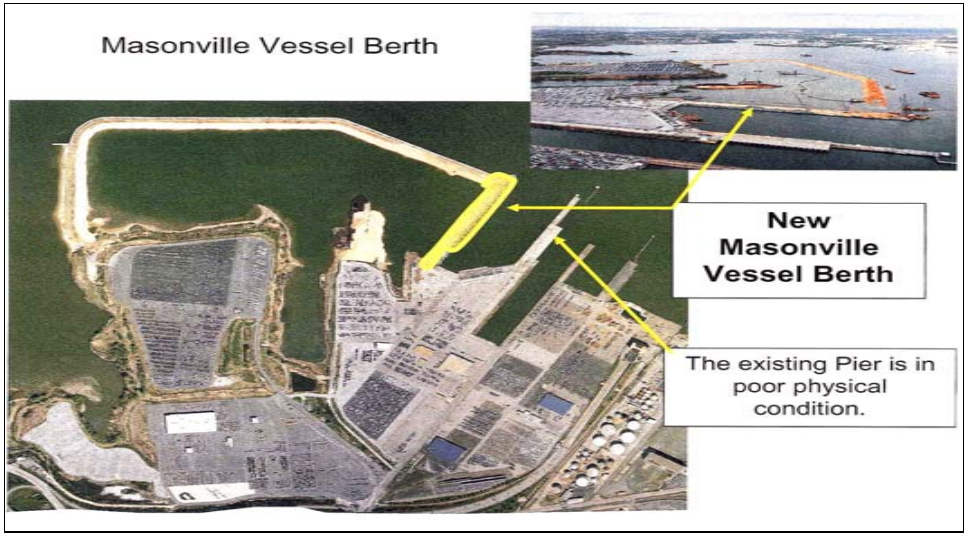
STATUS: The Corrective Measures Alternative Analysis is expected to be completed by early 2011.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The program increased by $28.6M due to the addition of FY 16.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	362	362	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	55,620	19,760	2,633	2,390	2,357	480	480	27,520	35,860	0
Total	55,982	20,122	2,633	2,390	2,357	480	480	27,520	35,860	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1011, 1068, 1084, 1102, 1104, 1106, 1108, 1120, 9000



PROJECT: Masonville Berth Construction

DESCRIPTION: The MPA is currently constructing a 141 acre Dredge Management Containment Facility (DMCF) at Masonville. This project will construct a 968-feet long and 130-feet wide berth, capable of accommodating the world's fleet of Auto and Roll-on/Roll-off ships. The new berth will have a deck load rating of 1000 psf, allowing for flexibility in loading heavy cargo or military equipment. Being a wharf, it will be much less susceptible to damage due to vessel strike, ice movement or debris. Masonville Vessel Berth will not have the wind restrictions of the existing pier. This berth will be dredged to 42 feet.

PURPOSE & NEED SUMMARY STATEMENT: This new structure will replace Fairfield Marine Terminal Pier 4, a deficient pier of World War II vintage that is currently at the end of its useful life. Pier 4 is the sole MPA berth for two large auto terminals (146 acres). Baltimore is ranks # 2 in the nation for auto exports. Within 20 years of the Masonville Vessel Berth construction auto movements over the Berth is predicted to grow from 120,000 units to 230,000 automobiles. The DMCF at Masonville is expected to reach dredge placement capacity at this time; the DCMF will be converted into a marine terminal. The Masonville Vessel Berth will replace Pier 4 and service vessels making

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA — [ ] Grandfathered / [ ] Exception Will Be Required / [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS: Dredge Material Placement and Monitoring - Line 2

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,627	0	0	500	12,901	9,226	0	0	22,627	0
Total	22,627	0	0	500	12,901	9,226	0	0	22,627	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1760, 5244

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

PROJECT: Dredge Material Management Program

DESCRIPTION: This project conducts detailed studies with the US Army Corp of Engineers to identify and assess potential dredged material placement sites consistent with Maryland's Dredge Material Management program emphasizing beneficial uses of dredged material for projects such as island and shoreline reclamation.

JUSTIFICATION: Available placement capacity for sediment dredged from navigational channels serving the Port of Baltimore is completely committed. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Hart Milller Island Related Projects - Line 1
Dredge Material Placement and Monitoring - Line 2

STATUS: Feasibility studies are underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The program was increased by $16.2 million due to the addition of FY 16 and the reallocation of funds from other projects to continue the analysis of future dredge placement needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	100,854	49,626	8,131	4,465	9,852	9,500	9,500	9,780	51,228	0
Engineering	28,602	14,474	3,300	4,790	3,888	710	710	730	14,128	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,997	2,997	0	0	0	0	0	0	0	0
Total	132,453	67,097	11,431	9,255	13,740	10,210	10,210	10,510	65,356	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5216, 5217, 5220, 5224, 5228, 5400, 5401, 5402, 5404, 5406, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417, 5419

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 10

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior		
	All Terminals		
1	RTG Diesel Retrofit (1825)	28	Complete
2	Bollard Repairs - All Terminals (1828)	50	Complete
3	Storm Water Pollution Prevention (1410)	200	Complete
4	Environmental Best Practices (1738)	2,071	Underway
5	Environmental Remediation (1400)	1,255	Underway
6	Berth Substructure IV (1787)	5,200	Underway
7	Paving Repairs IV (1734)	3,636	Underway
	Dundalk Marine Terminal		
8	Crane Rail Damage - Crane 8 DMT (1117)	33	Complete
9	Building 1300A Damage Repair (1124)	8	Complete
10	Demolition of APM Gate - DMT (1111)	243	Complete
11	Emergency Generator POV Gate - DMT (1118)	93	Complete
12	Maintenance Building Electrical Testing - DMT (1115)	14	Complete
13	Rail Improvement - Lot 1800 DMT (1114)	936	Complete
14	9th Street Substation Relocation (1109)	1,978	Underway
15	Demolition of Shed 5 and Surcharge (1067)	3,100	Underway
16	Fuel Island Rennovation (1125)	1,689	Underway
17	Repair High Mast Light (1136)	22	Underway
18	Shed Sprinkler System Rehabilitation - Phase I - Shed 6 (3126)	2,550	Underway
19	DMT High Voltage Feeder (1123)	3,525	Underway
20	Heavy Load Area Berth 7/10 (1133)	1,250	Spring, 2011
21	High Mast Lighting - APM area DMT (1112)	900	Spring, 2011
22	Shed 201 Siding Repair (1138)	457	Spring, 2011

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	Environmental		
23	Hawkins Point O&M (1707)	697	Underway
	Facilities and Equipment		
24	High Voltage Cables - Elevators (3037)	262	Complete
25	Loader and Bucket Truck (3041)	295	Complete
26	Sprinkler Repairs (3038)	873	Underway
27	Equipment and Infrastructure Preservation (3029)	1,514	Underway
28	Railroad Crane Inspection and Construction (3106)	325	Underway
29	Replace Cabs for Cranes #10, Rehab Crane Cab #9 & #12 (1134)	100	Underway
30	Snow Removal Equipment (3047)	400	Spring, 2011
31	Vessel Emission Reduction (3050)	40	Spring, 2011
	North Locust Point		
32	NLP Water Main Repair (1819)	36	Complete
	Open-Ended Consulting		
33	DMT Heavy Lift Beam Capacity Evaluation (3127)	3	Complete
34	Portwide Engineering & Design D - JMT (1236)	896	Underway
35	Portwide Engineering & Design E - RK&K (1237)	857	Underway
36	Construction Management Inspection 2007 (1240)	2,099	Underway
37	Portwide Engineering and Design (1252)	2,594	Underway
38	Portwide Engineering & Design FY 08 JMT (1253)	1,987	Underway
39	Portwide Engineering & Design FY 08 WBC&M (1251)	3,176	Underway
40	Portwide Engineering & Design FY 08 WR (1254)	1,574	Underway
41	Comprehensive Facility Inspection Diving (1725)	200	Underway

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	Open-Ended Consulting (cont'd)		
42	Construction Management Inspection FY 2009 (1249)	2,000	Underway
43	PE Inspection Diver IV (1826)	500	Underway
44	Portwide Egineering & Design FY 11 - STV (1259)	500	Underway
45	Portwide Egineering & Design FY 11 - Moffat & Nichols (1257)	900	Underway
46	Portwide Egineering & Design FY 11 - WBCM (1256)	1,000	Underway
47	Portwide Egineering & Design FY 11 - WRA (1258)	750	Underway
48	Schedule Claims Review 2008 (1246)	200	Underway
49	Engineering Survey Consultants (1241)	200	Spring, 2011
	Port - Wide		
50	Open Ended Studies - Planning II (3116)	633	Underway
51	CTIPP Equipment (3124)	461	Underway
52	Open Ended Studies - Planning III (3128)	1,500	Underway
	Seagirt Marine Terminal		
53	Berth Substructure Repair Phase II (1335)	1,434	Complete
	South Locust Point		
54	Shed 11 Support Column Repair (1631)	38	Complete
55	Whirly Crane Revitalization - SLP (1119)	28	Complete
56	Cruise Terminal Roof Replacement (1626)	518	Complete
57	Remove Two Container Cranes - SLP (1823)	300	Underway

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

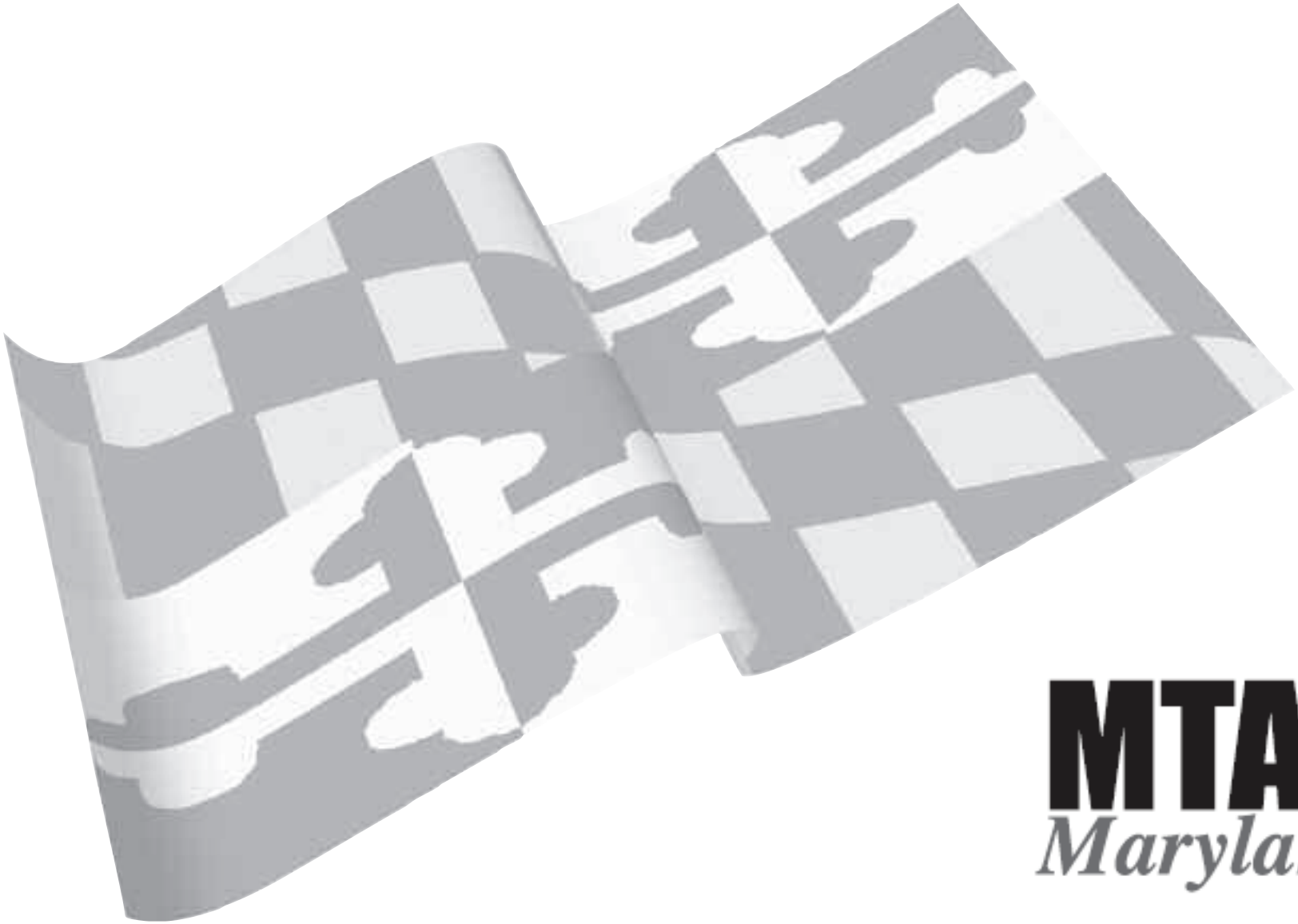
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	World Trade Center		
58	Point Breeze Relocation to WTC (3410)	558	Complete
59	Sondheim Plaza Lighting (1528)	355	Underway
60	Tenant Renovation - Meridian WTC (3107)	162	Underway
61	Emergency and Security System Upgrade - WTC (1535)	60	Spring, 2011
62	New Roof Deck & Guardrail Waterprofing (1523)	676	Spring, 2011
	FY 2012		
	All Terminals		
63	Comprehensive Facility Inspection III (1824)	400	Summer, 2011
64	Concrete Deck Repair III (1821)	1,000	Summer, 2011
65	Paving Repair Balance (1706)	2,051	Summer, 2011
66	Pricing Contingency Change (1742)	2	Summer, 2011
	Dundalk Marine Terminal		
67	Heavy Load Pads Berth 12 (1137)	1,800	Summer, 2011
68	Berth 6/7 Rail Rehabilitation (1135)	1,000	Fall, 2011
69	Building 91A Roof and Siding Replacement (3129)	1,200	Fall, 2011
70	Fendering Redesign and Replacement (1129)	1,000	Fall, 2011
71	Force Main and Sewerage Ejector Pump Replacement (1130)	200	Fall, 2011
72	Water Line Replacement/Relining - Non-COPR (3134)	1,500	Fall, 2011
73	Mestek Demolition - Phase (3130)	1,000	Spring, 2012
74	Repair of Berth 4 - DMT (1040)	250	Spring, 2012
75	Sanitary Line Upgrade - DMT (3131)	1,500	Spring, 2012
76	Shed 11 Rehabilitation (3132)	1,000	Spring, 2012
77	Strom Drain Cleaning (3133)	200	Spring, 2012

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2012 (cont'd)		
	Environmental		
78	Hawkins Point O&M (1707)	610	Summer, 2011
	Facilities and Equipment		
79	Railroad Crane Inspection and Construction (3106)	325	Summer, 2011
80	Rotator for DMT Cranes (3048)	100	Fall, 2011
81	Refurbish Big Red Crane Mechanical System (3049)	150	Spring, 2012
	Masonville Auto Terminal		
82	Berth 4 Approach Slab Reconstruction (1747)	2,100	Fall, 2011
	North Locust Point		
83	Breasting Dolphin - North Locus Point (3140)	1,000	Summer, 2011
84	North Locust Point Water Mains (1816)	2,000	Fall, 2011
	Open-Ended Consulting		
85	Comprehensive Facility Inspection (1724)	631	Summer, 2011
86	Portwide Egineering & Design FY 11 - STV (1259)	500	Summer, 2011
87	Portwide Egineering & Design FY 11 - Moffat & Nichols (1257)	850	Summer, 2011
88	Portwide Egineering & Design FY 11 - WBCM (1256)	1,250	Summer, 2011
89	Portwide Egineering & Design FY 11 - WRA (1258)	750	Summer, 2011
	Port - Wide		
90	CTIPP Equipment (3124)	293	Summer, 2011

MARYLAND PORT ADMINISTRATION - LINE 10 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2012 (cont'd)		
	South Locust Point		
91	SLP Berth Substructure DEF (1634)	4,200	Fall, 2011
92	SLP Shed 11 Sprinkler Rehabilitation (1613)	2,500	Fall, 2011
93	Fruit Slip Repair (1624)	500	Spring, 2012
	World Trade Center		
94	Fire Arlarm Upgrade - WTC (1534)	250	Summer, 2011
95	Reseal Exterior Granite Slab at WTC Plaza Level (1529)	300	Summer, 2011
96	Tenant Renovation - Meridian WTC (3107)	300	Summer, 2011
97	ADA Restroom Renovations (3400)	540	Spring, 2012
98	Cathodic Protection WTC Sheet Piles (3420)	100	Spring, 2012
99	Chiller Replacement & Cooling Tower - WTC (3430)	2,000	Spring, 2012
100	Installation of Fire Stopping - All Floors - WTC (3440)	550	Spring, 2012
101	Seal WTC Building Columns (3490)	700	Spring, 2012
102	Storm Drain Cover Replacement - WTC (3470)	60	Spring, 2012
103	Transformer Replacment - WTC Tenants (3480)	200	Spring, 2012



MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND TRANSIT ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	151.7	173.9	239.1	248.5	114.7	86.2	1,014.0
System Preservation Minor Projects	159.1	132.0	86.1	45.2	49.6	52.9	524.8
Development & Evaluation Program	56.0	82.3	153.5	202.8	1.8	1.8	498.1
SUBTOTAL	366.9	388.1	478.6	496.5	166.0	140.8	2,036.9
Capital Salaries, Wages & Other Costs	10.0	10.4	3.0	3.0	3.0	12.0	41.4
TOTAL	376.9	398.5	481.6	499.5	169.0	152.8	2,078.3
Special Funds	139.4	143.6	146.8	182.7	75.2	57.3	745.1
Federal Funds	231.8	217.8	332.1	314.6	93.1	94.9	1,284.2
Other Funding	5.6	37.2	2.8	2.2	0.6	0.6	49.0

MARC

Freight

Light Rail

Baltimore Metro

Bus

Multi-Modal

Locally Operated Transit Systems

MTA Maryland

MTA CONSTRUCTION PROGRAM

PROJECT: MARC Frederick Extension

DESCRIPTION: Service extension from Point of Rocks to City of Frederick, includes downtown Frederick and suburban stations which connect to the Brunswick Line and provide access to Washington, D.C.

PURPOSE & NEED SUMMARY STATEMENT: This extension assists in meeting travel demands of the I-270 corridor by providing additional MARC stations. The Frederick downtown station supports the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development.

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

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

ASSOCIATED IMPROVEMENTS:
None.

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

- ☒ Quality of Service
- ☒ System Preservation & Performance
- ☒ Connectivity for Daily Life
- ☐ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: This project provides commuter rail service between the Frederick area, the I-270 Corridor and Washington.

STATUS: Revenue service began December 2001. Remaining funds are being utilized for safety and operational enhancements.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

USAGE: There was an average of 400 MARC boardings per day on the MARC Frederick Extension in FY 2010.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,685	3,375	221	89	0	0	0	0	310	0
Right-of-way	6,414	6,111	272	31	0	0	0	0	303	0
Construction	48,412	44,839	1,617	1,956	0	0	0	0	3,573	0
Total	59,187	55,001	2,110	2,076	0	0	0	0	4,186	0
Federal-Aid	47,017	43,669	1,688	1,660	0	0	0	0	3,348	0

0200

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Funding for planning, environmental documentation, design and property acquisition of maintenance, layover and storage facilities. Funding includes construction for the Washington Mid-Day Storage Yard as well as planning and environmental documentation for a new MARC Layover and Maintenance facility.

PURPOSE & NEED SUMMARY STATEMENT: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The storage facility will reduce interference with Amtrak operations in Washington and provide urgently needed fleet storage away from the passenger platforms at Washington Union Station.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Projects will provide facilities needed to inspect and maintain MARC fleet.

STATUS: Engineering is underway for the Washington Mid-Day Storage Yard. Construction funding for the Mid-Day Storage Yard to begin during current year. Site selection for an additional maintenance facility underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project Total Estimated Cost reduced by $11.9 million to reflect completion and deletion of the initial phase of the Layover & Maintenance Facility project.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,451	620	305	1,000	1,000	1,526	0	0	3,831	0
Engineering	8,024	7,074	950	0	0	0	0	0	950	0
Right-of-way	1,459	1,459	0	0	0	0	0	0	0	0
Construction	35,108	69	3,139	11,500	20,400	0	0	0	35,039	0
Total	49,042	9,222	4,394	12,500	21,400	1,526	0	0	39,820	0
Federal-Aid	36,261	6,442	3,515	9,984	16,320	0	0	0	29,819	0

0208, 1208

PROJECT: MARC Improvements on Camden, Brunswick and Penn Lines (ARRA)

DESCRIPTION: Ongoing improvement program of the MARC Camden, Brunswick and Penn lines to ensure safety and quality of service. Program is implemented through CSX and Amtrak operating agreements. On CSX projects, the existing signal system will be upgraded and three crossovers will be added to increase track capacity. Amtrak projects will include passenger upgrades at Baltimore Penn Station, BWI Rail Station and Washington Union Station.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to continue quality MARC service.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Improvements are ongoing.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,733	1,723	10	0	0	0	0	0	10	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	176,790	85,575	15,932	8,785	20,100	21,000	18,700	6,698	91,215	0
Total	178,523	87,298	15,942	8,785	20,100	21,000	18,700	6,698	91,225	0
Federal-Aid	129,109	62,009	14,564	7,179	16,080	16,800	7,119	5,358	67,100	0

#8007, #8008, and #8010 added as ARRA-related projects.
0183, 0687, 8007, 8008, 8010

PROJECT: MARC Coaches - Overhauls and Replacement

DESCRIPTION: Overhaul the following MARC coaches in accordance with "10-year Minor" and "20-year mid-life" schedules: 34 MARC IIB (Minor), 26 MARC IIA (Mid-Life) and 63 MARC III (Minor).

PURPOSE & NEED SUMMARY STATEMENT: The overhauls will extend the life cycle of mechanical systems and car bodies, providing safe and reliable vehicles for MARC service.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project provides for overhauls of MARC coaches to refurbish and update mechanical systems and car bodies.

STATUS: Complete delivery of overhauled MARC IIB vehicles expected February 2011. MARC IIA overhaul is expected to start during the current year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total Estimated Cost reduced by $57.7 million due to the decision to purchase new cars instead of continuing with the overhaul of MARC IIA vehicles and the completion and deletion of the purchase of bi-level cars from Virginia Railway Express.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	740	607	133	0	0	0	0	0	133	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,220	15,415	8,231	200	2,000	15,000	16,374	0	41,805	0
Total	57,960	16,022	8,364	200	2,000	15,000	16,374	0	41,938	0
Federal-Aid	41,988	12,262	6,690	160	1,600	11,408	9,868	0	29,726	0

0181, 1161, 1304

PROJECT: MARC Locomotives - Overhauls and Replacements

DESCRIPTION: Conduct overhaul of four AEM-7 electric locomotives, six HHP8 electric locomotives and procurement of twenty-six re-manufactured MP36 diesel locomotives. Nineteen of the existing twenty-five diesel locomotives will be traded. Replacement diesel locomotives have higher horsepower and meet EPA Tier II air quality emissions standards.

PURPOSE & NEED SUMMARY STATEMENT: Overhaul of locomotives in accordance with the manufacturer's schedule is needed to maintain safe and reliable operation and to comply with federally mandated maintenance and environmental regulations.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: Overhaul and replacement of locomotives, electric and diesel, will increase reliability and meet operational needs. New diesel locomotives are more fuel efficient and environmentally friendly.

STATUS: AEM-7 Overhaul complete. Twenty-two diesel locomotives have been delivered. All diesels expected to be delivered January 2011.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project cost increased by $4.2 million to include video surveillance and to fund delays caused by technical reviews in bid selection.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	522	222	162	138	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	122,980	99,640	8,006	6,334	6,000	3,000	0	0	23,340	0
Total	123,502	99,862	8,168	6,472	6,000	3,000	0	0	23,640	0
Federal-Aid	98,391	79,646	6,535	5,010	4,800	2,400	0	0	18,745	0

1095, 1203, 1245, 1423

PROJECT: MARC Edgewood Station

DESCRIPTION: Phase I of the project included expanded parking and ADA platform improvements. Phase II improvements are to include replacement of the existing station trailer with a permanent building and site enhancements to enhance customer service and provide improved ADA access. This is a BRAC-related project.

PURPOSE & NEED SUMMARY STATEMENT: Current ridership and anticipated growth due to BRAC will be better accommodated in a permanent facility.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Assessment of Transit Needs for Maryland Base Realignment and Closure - Line 38

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This project site includes the station environment for customers and provides access in compliance with the Americans with Disabilities Act.

STATUS: Phase I improvements are complete. Engineering complete for Phase II station building and ADA access improvements. Construction to begin during budget year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total Estimated Cost reduced by $2.2 million to reflect completion and deletion of Phase I.

USAGE: Approximately 290 MARC boardings per day occurred during FY 2010.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	734	699	35	0	0	0	0	0	35	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,963	0	0	2,463	2,500	0	0	0	4,963	0
Total	5,697	699	35	2,463	2,500	0	0	0	4,998	0
Federal-Aid	3,075	461	8	856	1,750	0	0	0	2,614	0

1296

PROJECT: MARC Growth and Investment Plan (ARRA)

DESCRIPTION: Implements projects identified in the MARC Growth and Investment Plan in designing station improvements, expansion of rail capacity and additional parking.

PURPOSE & NEED SUMMARY STATEMENT: MARC Train service is at capacity and with additional demand created by growth in the MARC corridors, including BRAC, additional capacity is needed.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: MARC Growth and Investment Plan expands capacity of MARC system providing better service for existing riders and new service for growth centers.

STATUS: Design phase underway for Aberdeen parking expansion. Planning and environmental work underway for BWI Station replacement and Penn Line track improvements.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Funding increased $73.2 million. Of this amount, $60 million will be used to purchase new passenger cars to replace coaches formerly scheduled for overhaul. Additionally, ARRA funding of $9.4 million has also been added for BWI improvements and another $3.5 million is for work at Penn Station in Baltimore.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,086	671	850	1,740	825	0	0	0	3,415	0
Engineering	7,580	130	2,610	3,477	1,363	0	0	0	7,450	0
Right-of-way	500	0	500	0	0	0	0	0	500	0
Construction	163,957	0	0	1,650	38,117	86,874	0	3,000	129,641	34,316
Total	176,123	801	3,960	6,867	40,305	86,874	0	3,000	141,006	34,316
Federal-Aid	76,875	432	3,142	6,174	32,682	32,045	0	2,400	76,443	0

#8031 added as an ARRA-related project
1209, 1263, 1292, 1298, 1306, 8031

PROJECT: Paul S. Sarbanes Transit Center

DESCRIPTION: Construct transit center at the Silver Spring Metrorail Station under a transit-oriented development (TOD) agreement between WMATA and a private developer, with a portion of the site reserved for future high-rise office, residential and hotel towers. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queuing area, kiss and ride parking and MARC platforms with connecting pedestrian bridge and elevator towers. Provision is also made for a future Purple Line Station and a hiker/biker trail. MARC platform relocation completed as Phase I at this station.

PURPOSE & NEED SUMMARY STATEMENT: Consolidating transit services at a single location in Silver Spring will improve efficiency and ease of use. Proposed high density TOD development should increase ridership of MARC, Metrorail and Bus. The project will support the ongoing revitalization of downtown Silver Spring.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
Purple Line - Line 41

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This transit center project will expand and improve the multimodal connectivity of MARC, Metrorail and Bus for Silver Spring passengers.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

USAGE: An average of 725 MARC boardings per day occurred during FY 2010.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	825	825	0	0	0	0	0	0	0	0
Engineering	7,786	7,786	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	86,225	20,092	30,000	36,133	0	0	0	0	66,133	0
Total	94,836	28,703	30,000	36,133	0	0	0	0	66,133	0
Federal-Aid	53,556	23,573	24,000	5,983	0	0	0	0	29,983	0

Project total reflects $27 million in local contribution from Montgomery County.
0254

PROJECT: MARC Halethorpe Station Improvements

DESCRIPTION: Phase I of the project provided an additional 428 surface parking spaces at the Halethorpe MARC Station. Phase II includes installation of high level platforms, a pedestrian bridge, new shelters, lighting, landscaping and improved ADA access.

PURPOSE & NEED SUMMARY STATEMENT: Insufficient station parking results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service and reduce boarding times.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project upgrades the Halethorpe MARC Station by improving ADA access, expanding parking, and adding passenger amenities.

STATUS: Phase I is complete. Phase II Engineering is complete. Construction to begin in current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increased $5.1 million due to bid exceeding Engineer's Estimate.

USAGE: An average of approximately 1,150 MARC boardings per day occurred during FY 2010.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	2,783	2,723	60	0	0	0	0	0	60	0
Right-of-way	1,694	1,694	0	0	0	0	0	0	0	0
Construction	25,081	5,856	2,600	7,000	9,625	0	0	0	19,225	0
Total	29,860	10,575	2,660	7,000	9,625	0	0	0	19,285	0
Federal-Aid	22,728	7,305	2,128	5,600	7,695	0	0	0	15,423	0

0435

PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the inspection and rehabilitation of State-owned freight bridges. Bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon safety, capacity, economic necessity and available funding.

JUSTIFICATION: On-going rehabilitation of freight bridges is necessary for safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Yearly freight bridge and culvert inspection underway. Eastern Shore bridge structural repairs complete. Design for Delaware culvert rehabilitations underway, construction to occur during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,226	2,176	358	392	350	350	300	300	2,050	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,602	8,326	1,805	1,770	1,270	770	500	161	6,276	0
Total	18,828	10,502	2,163	2,162	1,620	1,120	800	461	8,326	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0213

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State.

JUSTIFICATION: This is a system preservation and safety enhancement effort maintaining a smooth traffic flow at freight railroad crossings throughout the State.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Five grade crossings were rehabilitated in Kent and Queen Anne's Counties in FY 2010. Eight grade crossings to be funded under SHA's ARRA program are to be rehabilitated in Kent, Queen Anne's and Caroline Counties.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total Estimated Cost reduced $2.1 million due to a refined estimate of program needs.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	504	414	15	15	15	15	15	15	90	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,979	2,079	300	300	300	300	350	350	1,900	0
Total	4,483	2,493	315	315	315	315	365	365	1,990	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0212

PROJECT: Light Rail Vehicle Mid-Life Overhaul

DESCRIPTION: Perform a mid-life overhaul of the Light Rail fleet. A 15-year inspection and overhaul of the major and sub-assemblies of the vehicles will be performed. The effort will also involve identifying and replacing obsolete parts to improve vehicle performance. Project also supports ongoing overhauls of systems to ensure reliability and safety.

PURPOSE & NEED SUMMARY STATEMENT: Major overhaul of the Light Rail Vehicles and upgrades of selected systems will ensure safe operation, reduce ongoing maintenance costs, increase vehicle reliability and availability, and increase passenger comfort and security.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project involves a major overhaul of the Light Rail fleet to ensure safe, reliable service to the end of the cars' useful life.

STATUS: Procurement underway. Overhaul expected to begin in current year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Increase of $4.2 million was due to the repair of the Light Rail Vehicle involved in the Gilroy Road accident, inclusion of video surveillance and to fund project cost revisions.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,247	1,357	890	0	0	0	0	0	890	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	143,589	8,146	3,182	11,711	31,450	46,000	36,000	7,100	135,443	0
Total	145,836	9,503	4,072	11,711	31,450	46,000	36,000	7,100	136,333	0
Federal-Aid	86,869	3,548	716	7,600	25,160	28,677	14,928	6,240	83,321	0

1153, 1346

PROJECT: Owings Mills Joint Development

DESCRIPTION: Site infrastructure improvements for joint development of the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes the replacement of parking structures and utilities.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide state and local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. The project will also increase ridership through mixed-use development.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This project supports mixed use transit oriented development immediately adjacent to the Metro station to reduce automobile trips.

STATUS: Construction of the first garage is complete. Construction of the second garage is scheduled to start during budget year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project delay due to current economic conditions.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	271	271	0	0	0	0	0	0	0	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,981	17,102	100	748	13,031	0	0	0	13,879	0
Total	31,691	17,812	100	748	13,031	0	0	0	13,879	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding reflects $13.1 million contribution from Baltimore County.
0057

PROJECT: Metro Subway Railcar Overhauls

DESCRIPTION: Mid-life and on-going overhauls of structural elements and systems of 100 Metro railcars. The mid-life overhaul provides for the upgrade and installation of new vehicle systems which include propulsion logic, passenger seating, flooring, audible and visual announcement systems, as well as new video surveillance system.

PURPOSE & NEED SUMMARY STATEMENT: On-going overhaul for Metro vehicle subsystems is required to reduce system failures and improve reliability. Repair of critical equipment such as traction motors, gearboxes, axles and wheels is necessary for system dependability.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project provides an overhaul of the Metro vehicles to ensure safe, reliable service to the end of the cars' useful life.

STATUS: Mid-life overhaul is complete. Five and ten-year overhauls are ongoing.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total Estimated Cost reduced by $83.9 million due to completion and deletion of the mid-life overhaul project, partially offset by addition of FY 2016 due to overhaul requirements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,879	11,499	2,434	2,446	2,375	575	575	14,975	23,380	0
Total	34,879	11,499	2,434	2,446	2,375	575	575	14,975	23,380	0
Federal-Aid	20,580	5,253	1,878	1,372	557	0	0	11,520	15,327	0

0091, 1281

PROJECT: Metro Subway Railcar Truck Assembly Overhaul (ARRA)

DESCRIPTION: Five-year overhaul cycle of major equipment to ensure safe and reliable operation of Metro railcars. Truck assemblies, which consist of critical equipment such as traction motors, gearboxes, axles and wheels require overhaul to ensure safe operation and to prevent high failure rate.

PURPOSE & NEED SUMMARY STATEMENT: Obsolete parts and defective components are in need of repair or replacement to ensure proper operation.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project overhauls the Metro railcars truck assembly to extend the assembly life and maintain safe operations.

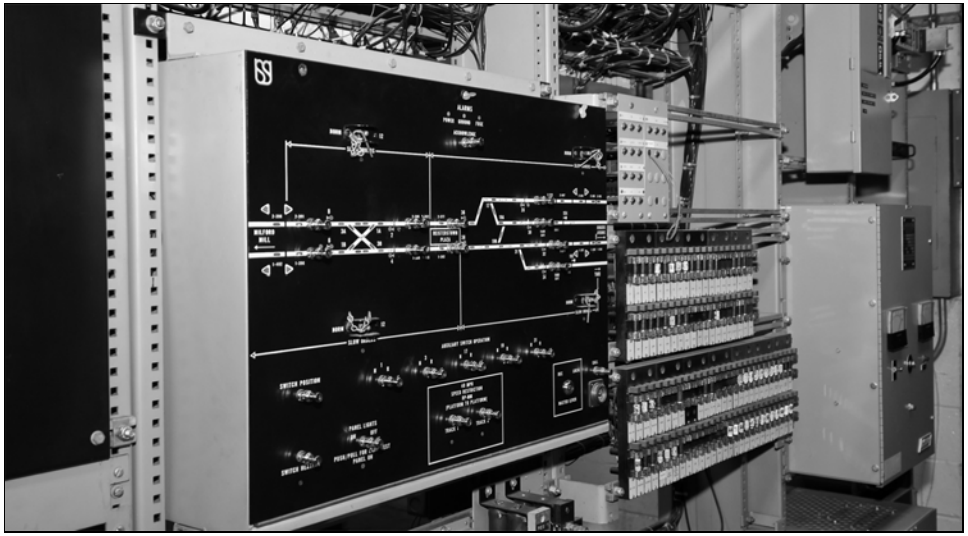
STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,500	2,444	4,861	6,508	5,687	0	0	0	17,056	0
Total	19,500	2,444	4,861	6,508	5,687	0	0	0	17,056	0
Federal-Aid	19,500	2,444	4,861	6,508	5,687	0	0	0	17,056	0

#8019 added as an ARRA-related project.
8019



PROJECT: Metro Subway Train Control Signaling System Replacement

DESCRIPTION: Project will replace the existing Metro train control signaling system. The current electronic components have exceeded recommended industry standard life cycles. The new technology will improve reliability and provide new diagnostic capabilities for servicing.

PURPOSE & NEED SUMMARY STATEMENT: Original system technology is reaching its life cycle end. Electronic components of the original design have become very difficult to obtain and maintenance costs have increased.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project will ensure continued safe and reliable Metro operations.

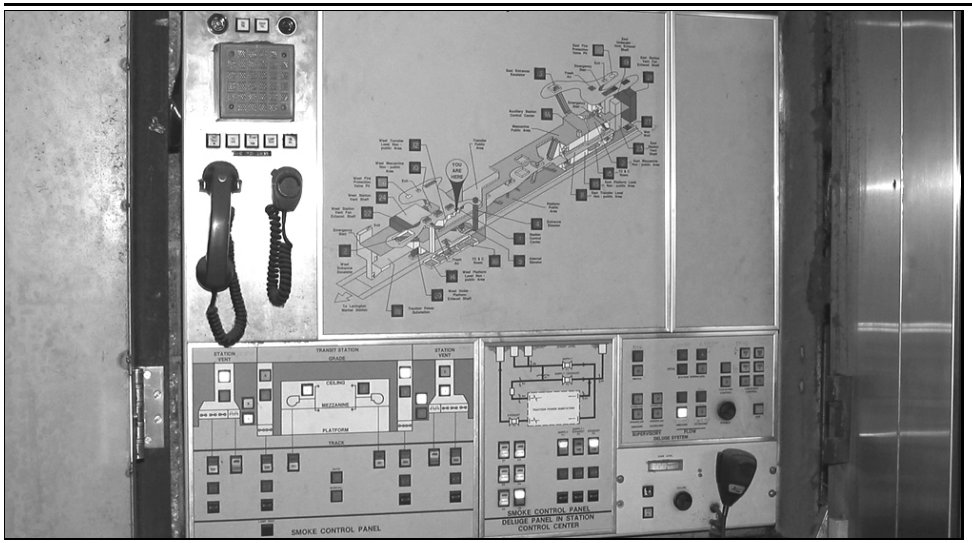
STATUS: Specifications are under development.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	925	7	400	518	0	0	0	0	918	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,125	0	0	1,865	1,900	3,800	16,560	0	24,125	0
Total	25,050	7	400	2,383	1,900	3,800	16,560	0	25,043	0
Federal-Aid	18,984	0	0	1,906	1,520	2,358	13,200	0	18,984	0

1289



PROJECT: Metro Subway Fire and Security Management Systems

DESCRIPTION: Modernize the Life Safety and Supervisory Control and Data Acquisition (SCADA) systems and replace the obsolete control center systems required to manage the overall Metro SCADA function. This effort will affect the existing fire detection and management system with the associated station ventilation and smoke removal systems, the SCADA system for the primary control of passenger station security, smoke and fire suppression systems, and the motor controls for the ventilation and smoke removal electric fan motors.

PURPOSE & NEED SUMMARY STATEMENT: The existing SCADA system is nearing the end of its useful life. A new system will enhance the existing Life Safety system and functionality.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project provides up-to-date fire detection and management system for the safe operation of Metro.

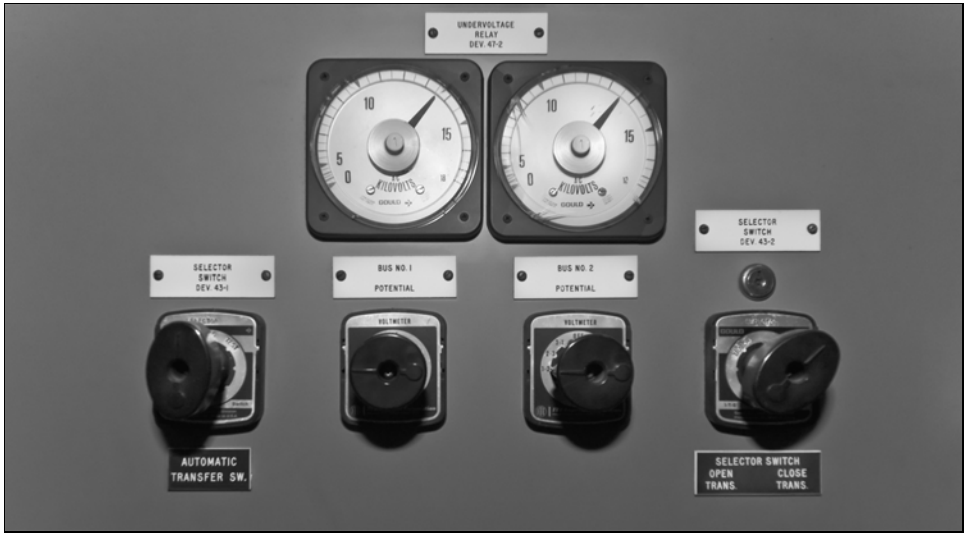
STATUS: Under construction.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total Estimated Cost reduced by $10.1 million to reflect completion and deletion of the first phase of fire safety improvements.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	4,485	4,485	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	64,314	53,019	9,300	1,995	0	0	0	0	11,295	0
Total	69,000	57,705	9,300	1,995	0	0	0	0	11,295	0
Federal-Aid	45,305	40,687	3,022	1,596	0	0	0	0	4,618	0

0457



PROJECT: Metro Subway Electrical Substation Improvements

DESCRIPTION: Overhaul electrical substations used to supply power to Metro trains. Includes equipment compartments, switch gear controls, flooring, power supply panels and electrical connections.

PURPOSE & NEED SUMMARY STATEMENT: Operational environment and normal wear have degraded the condition of electrical power supply equipment. The service life of the existing equipment has been met. Repair, refurbishment or replacement is necessary to ensure reliability and safety.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project overhauls and improves the power supply for the Metro.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	404	404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,057	7,102	1,900	2,700	355	0	0	0	4,955	0
Total	12,461	7,506	1,900	2,700	355	0	0	0	4,955	0
Federal-Aid	7,501	4,184	1,520	1,797	0	0	0	0	3,317	0

0474

PROJECT: Metro Subway Interlocking Renewals

DESCRIPTION: Complete rebuild of track interlockings on the Metro system, at locations such as State Center, Rogers Avenue, Reisterstown Plaza, Portal, Old Court and Milford Mill stations. Work includes replacement of ballast, ties, rails and electrical components.

PURPOSE & NEED SUMMARY STATEMENT: Interlockings must be renewed to ensure safe operation.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project rebuilds interlockings as part of Metro's system preservation program.

STATUS: Engineering complete for Rogers Avenue interlocking, construction to start in current year. Engineering underway for Reisterstown Plaza West interlocking.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,260	645	385	430	500	300	0	0	1,615	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,850	0	190	3,410	500	4,750	0	0	8,850	0
Total	11,110	645	575	3,840	1,000	5,050	0	0	10,465	0
Federal-Aid	3,756	440	460	2,056	800	0	0	0	3,316	0

1223

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of clean diesel hybrid electric buses to replace those that have been in service for 12 or more years.

JUSTIFICATION: Bus replacement levels are based on the fleet age to prevent high out-of-service rates and major repair problems that arise from retaining buses beyond their useful life. Replacement buses are hybrid electric which reduces emissions and noise levels.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

STATUS: ARRA project is complete. Replacement of 41, 40-foot buses is underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project Total Estimated cost reduced by $143.0 million to reflect completion and deletion of three projects: the ARRA bus purchases, the purchase of 30 articulated buses, and the 2009 bus procurement contract. These decreases were partially offset by the addition of FY 2016.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	202,049	0	13,990	28,510	45,783	51,925	27,783	34,058	202,049	0
Total	202,049	0	13,990	28,510	45,783	51,925	27,783	34,058	202,049	0
Federal-Aid	161,638	0	11,192	22,808	36,626	41,540	22,226	27,246	161,638	0

1172

PROJECT: Bus On-Board Closed Circuit Television Retrofit

DESCRIPTION: Retrofit 541 buses with an on-board wireless closed circuit television (CCTV) system that will be compatible with the system being procured for new buses. The new system will link to various system components such as vehicle monitoring, automatic vehicle location (AVL), voice announcements and passenger counters.

PURPOSE & NEED SUMMARY STATEMENT: The retrofit will bring the remaining bus fleet to the same level of security and monitoring system levels as found on the 2008 and 2009 buses.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project provides a closed circuit television system for MTA's existing bus fleet to offer enhanced safety and security.

STATUS: Phase I of retrofit complete. Phase II engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	210	93	117	0	0	0	0	0	117	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,560	1,490	500	1,800	7,770	0	0	0	10,070	0
Total	11,770	1,583	617	1,800	7,770	0	0	0	10,187	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1333

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles for service expansion and vehicle replacement.

JUSTIFICATION: Mobility vehicles are required to meet service demand and adhere to performance standards. An increase in vehicles is required to maintain established service benchmarks for ontime performance, travel time and schedule compliance.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Procurement underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None

USAGE: Service demand increased 13% in FY 2010 compared to FY 2009.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	39,653	30,587	2,950	2,850	1,166	0	0	2,100	9,066	0
Total	39,653	30,587	2,950	2,850	1,166	0	0	2,100	9,066	0
Federal-Aid	11,546	4,294	2,360	2,280	932	0	0	1,680	7,252	0

0541

PROJECT: Replacement of Fare Collection Equipment and Implementation of Smart Card

DESCRIPTION: Replace existing fare collection equipment on Bus, Light Rail and Metro Subway with automatic fare collection equipment which includes the implementation of smart card technology and credit card readers on the rail systems. The project also includes the implementation of a customer service center to support the MTA and Washington Region transit agencies.

PURPOSE & NEED SUMMARY STATEMENT: The new fare collection equipment will increase the efficiency of operations, reduce fraud, improve data collection and enhance reliability. The smart card technology will allow faster passenger loading on bus and rail, and will provide more accurate ridership numbers.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project provides state of the art fare collection and seamless fare payment in the Baltimore and Washington regions.

STATUS: Installation of fare collection equipment is complete. Initial implementation of Smart Card complete. Remaining funds support implementation of additional features.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	386	386	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,841	88,743	5,042	2,656	4,400	0	0	0	12,098	0
Total	101,227	89,129	5,042	2,656	4,400	0	0	0	12,098	0
Federal-Aid	17,895	17,895	0	0	0	0	0	0	0	0

0287, 0884, 1062

PROJECT: Intercounty Connector Buses

DESCRIPTION: Purchase eighteen motor coaches. This is a BRAC-related project.

PURPOSE & NEED SUMMARY STATEMENT: Buses will be used to support new express bus service on the ICC and local roadways to connect the I-270 corridor with BWI Thurgood Marshall Airport and Ft. Meade, including new employees associated with base realignments.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This project will support new transit options that utilize the ICC.

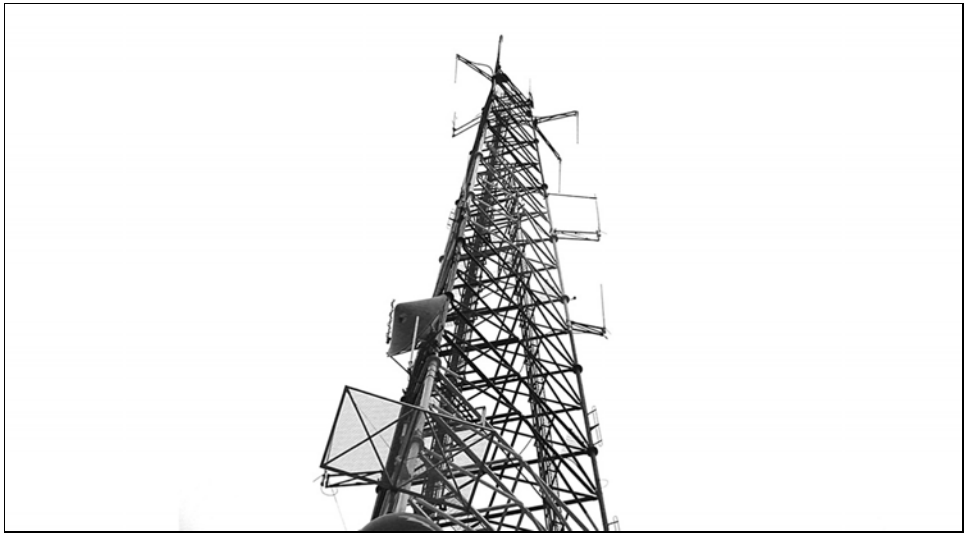
STATUS: Delivery complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	10,000	0	0	0	0	0	10,000	0
Total	10,000	0	10,000	0	0	0	0	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Project funded by MdTA.
1377



PROJECT: Trunked Radio Expansion

DESCRIPTION: Construct additional radio communication system sites in Owings Mills, Cub Hill and Jacobsville.

PURPOSE & NEED SUMMARY STATEMENT: The additional trunked radio system sites will enhance radio coverage for MTA Operations, Maintenance and Police activities thereby increasing safety and reliability.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project provides enhanced and dependable radio coverage for MTA services.

STATUS: Initial three locations at Mays Chapel, Westview and TV Hill are complete. Sites at Owings Mills, Cub Hill and Jacobsville are to begin construction during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increased by $1.1 million due to revised estimates.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	759	711	48	0	0	0	0	0	48	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,425	6,775	200	2,750	2,700	0	0	0	5,650	0
Total	13,184	7,486	248	2,750	2,700	0	0	0	5,698	0
Federal-Aid	2,520	828	198	1,494	0	0	0	0	1,692	0

0812

PROJECT: CAD/AVL Systems

DESCRIPTION: The Computer-Aided Dispatch and Automated Vehicle Location (CAD/AVL) project provides radio data channel expansion to improve the bus fleet's voice and data communication. It includes upgrades to the existing CAD/AVL system hardware and software as well as upgrading obsolete vehicle equipment with state of the art replacements.

PURPOSE & NEED SUMMARY STATEMENT: The procurement of an updated and enhanced CAD/AVL system, together with the expanded data channel, will improve the operational efficiency of the bus fleet. These efforts will improve customer service by providing real time management and scheduling adherence.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project provides the upgrade for the bus fleet communication system and will improve communication and information to and from buses.

STATUS: Project is in closeout phase.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	144	144	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,476	11,370	1,106	0	0	0	0	0	1,106	0
Total	12,620	11,514	1,106	0	0	0	0	0	1,106	0
Federal-Aid	1,554	1,554	0	0	0	0	0	0	0	0

0813

PROJECT: Closed Circuit Television (CCTV) Improvements

DESCRIPTION: Installation of CCTV equipment in stations and maintenance facilities. Phase I of the project included one Light Rail and 10 Metro locations. Phase II includes additional work at four Metro, one MARC and five Light Rail Stations as well as the Metro portal.

PURPOSE & NEED SUMMARY STATEMENT: The CCTV system will provide effective surveillance of MTA stations and maintenance facilities for Homeland Security-related purposes. Sites are prioritized on a systemwide threat vulnerability assessment.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project enhances surveillance capabilities to improve safety.

STATUS: Installation of cameras at Phase I locations is complete. Phase II installation is underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	221	21	180	20	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,074	17,534	1,586	954	0	0	0	0	2,540	0
Total	20,295	17,555	1,766	974	0	0	0	0	2,740	0
Federal-Aid	11,569	10,157	1,412	0	0	0	0	0	1,412	0

1090

PROJECT: Southern Maryland Commuter Bus Initiative

DESCRIPTION: Construction of Commuter Bus Park and Ride lots at Dunkirk, Prince Frederick, Waldorf, LaPlata and Charlotte Hall in Southern Maryland.

PURPOSE & NEED SUMMARY STATEMENT: Southern Maryland has been identified as one of the fastest growing regions in Maryland. The project will assist in keeping up with demand for commuter parking which continues to grow as more people move into the region.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This effort supports multiple parking expansion projects for Southern Maryland Commuter Bus services, addressing demand for increased commuter parking.

STATUS: Prince Frederick is under construction. Waldorf, Dunkirk and Charlotte Hall are scheduled to begin during budget year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total Estimated Cost reduced by $1.6 million to reflect completion and deletion of the New Market Park and Ride project and revised cost estimates.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,964	2,964	0	0	0	0	0	0	0	0
Engineering	2,695	2,293	212	190	0	0	0	0	402	0
Right-of-way	4,880	2,004	1,606	1,270	0	0	0	0	2,876	0
Construction	25,601	72	3,401	8,600	9,528	4,000	0	0	25,529	0
Total	36,140	7,333	5,219	10,060	9,528	4,000	0	0	28,807	0
Federal-Aid	27,775	4,733	4,173	8,047	7,622	3,200	0	0	23,042	0

1035, 1037, 1038, 1041

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions) (ARRA)

DESCRIPTION: Funding to rural and small jurisdictions for transit vehicles, equipment and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties and the Tri-County Council for Southern Maryland to promote the use of carpools and vanpools. MTA facilitates federal funds for locally-sponsored projects.

JUSTIFICATION: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet federal clean air requirements.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems FY 2010 and Prior - Line 50

STATUS: Funds are awarded based on an annual application cycle.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Funding decreased $16.4 million due to the elimination of Section 5309 Bus funding by the Federal Transit Administration.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	26,404	17,048	1,606	1,550	1,550	1,550	1,550	1,550	9,356	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	195,563	89,019	47,111	23,384	10,654	8,497	8,449	8,449	106,544	0
Total	221,967	106,067	48,717	24,934	12,204	10,047	9,999	9,999	115,900	0
Federal-Aid	202,187	94,545	46,755	23,203	10,864	8,940	8,940	8,940	107,642	0

#8020, 8021, 8022, 8023 and 8024 added as ARRA-related projects.

0045, 0211, 0217, 0218, 0826, 0878, 1150, 1184, 1261, 1347, 1348, 1355, 1356, 1373, 8020, 8021, 8022, 8023, 8024

PROJECT: Capital Program Assistance to Private Non-Profit Agencies for the Transportation of the Elderly and Persons with Disabilities

DESCRIPTION: Grant program to provide funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Locally Operated Transit Systems FY 2010 and Prior - Line 50

STATUS: Funds are awarded based on an annual application cycle.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Funding increased by $3.1 million due to the addition of FY 2016.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,487	17,855	3,007	3,125	3,125	3,125	3,125	3,125	18,632	0
Total	36,487	17,855	3,007	3,125	3,125	3,125	3,125	3,125	18,632	0
Federal-Aid	30,429	15,527	2,402	2,500	2,500	2,500	2,500	2,500	14,902	0

0210

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and preventive maintenance.

JUSTIFICATION: These investments will make the Ride On bus system more convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Funds are awarded on an annual basis for local bus replacements.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Funding increased by $2.0 million due to the addition of FY 2016.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,790	41,090	2,700	2,000	2,000	2,000	2,000	2,000	12,700	0
Total	53,790	41,090	2,700	2,000	2,000	2,000	2,000	2,000	12,700	0
Federal-Aid	10,805	2,805	1,600	1,600	1,600	1,600	0	1,600	8,000	0

0892, 0894

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Funding for annual bus replacement.

JUSTIFICATION: These investments will make The Bus system more convenient while improving passenger access to the Metrorail system.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Funding is awarded on an annual basis for bus replacements.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,827	4,707	1,620	500	500	500	500	500	4,120	0
Total	8,827	4,707	1,620	500	500	500	500	500	4,120	0
Federal-Aid	2,000	0	0	400	400	400	400	400	2,000	0

0893

PROJECT: Agencywide Roof Replacement (ARRA)

DESCRIPTION: Repair or replacement of roofs on MTA facilities.

JUSTIFICATION: Repairs are needed to stop leaks, increase energy efficiency and extend service life.

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

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Washington Boulevard roof under construction. Additional repairs are ongoing based upon priority plan.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project increased $1.6 million due to the addition of FY 2016.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,405	797	104	104	100	100	100	100	608	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,083	2,319	6,809	6,455	1,000	1,000	1,000	1,500	17,764	0
Total	21,488	3,116	6,913	6,559	1,100	1,100	1,100	1,600	18,372	0
Federal-Aid	16,846	1,280	6,489	6,037	880	880	0	1,280	15,566	0

#8002 is an ARRA-related project.
0300, 8002

PROJECT: MARC West Baltimore Station Parking Expansion (ARRA)

DESCRIPTION: Construct additional parking spaces at the West Baltimore MARC Station in Baltimore City. Phase I is for the demolition of structures to prepare for the parking expansion.

PURPOSE & NEED SUMMARY STATEMENT: Parking demand regularly exceeds the capacity of the existing 326-space lot. Expanded lot will accommodate ridership growth and reduce overflow parking in adjacent communities. Lot will be designed to accommodate the proposed Red Line as well as transit oriented development.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Red Line - Line 40

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Expanded parking capacity making usage more convenient for MARC passengers.

STATUS: Phase I construction underway. Phase II in engineering phase.

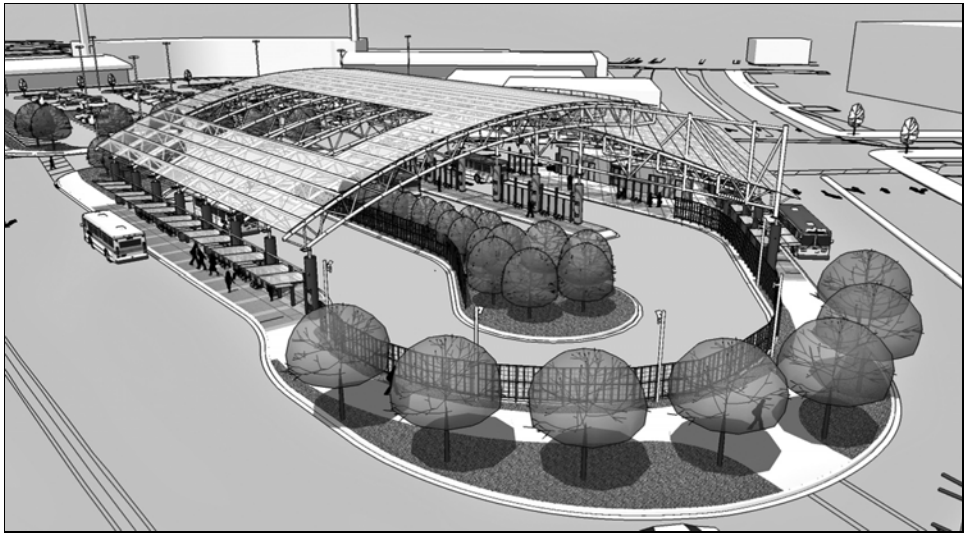
SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

USAGE: An average of 750 MARC boardings per day occurred during FY 2010.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	824	667	157	0	0	0	0	0	157	0
Engineering	969	0	369	600	0	0	0	0	969	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,725	96	2,408	96	3,063	3,062	0	0	8,629	0
Total	10,518	763	2,934	696	3,063	3,062	0	0	9,755	0
Federal-Aid	8,889	586	2,828	576	2,450	2,449	0	0	8,303	0

#8013 added as an ARRA-related project.
1089, 8013



PROJECT: Takoma/Langley Park Transit Center (ARRA)

DESCRIPTION: Construction of an off-street covered transit center at the intersection of MD 193 and MD 650 in the Takoma/Langley Park community. Associated SHA improvements include roadway and intersection improvements, pedestrian safety measures, and new sidewalks and crosswalks. Project includes 12 bus bays to provide service for 11 bus routes, passenger shelters, public restroom facilities, a canopy over the entire facility and transit information services. The project will accommodate a future Purple Line station.

PURPOSE & NEED SUMMARY STATEMENT: This area is the busiest transit transfer point, outside a rail station in the Washington region, with 11 Metrobus, Ride On, The Bus and shuttle van routes. The project will also address pedestrian safety issues.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Purple Line -- Line 41

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This transit center project will expand and improve the multimodal jurisdictional bus transfer center.

STATUS: Project design is currently underway. Negotiations for right-of-way acquisition are ongoing.

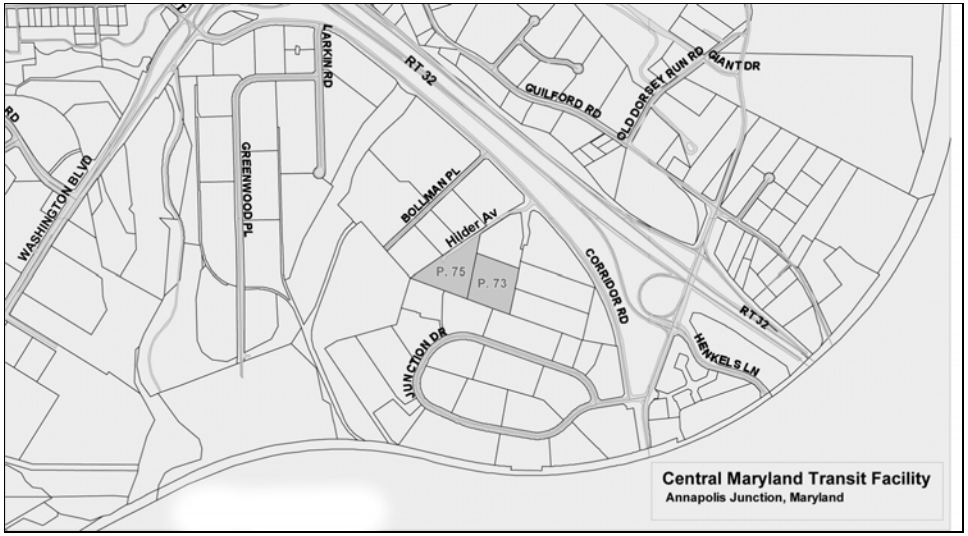
SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project moved to the Construction Program from the Development and Evaluation Program. Funding increased $12.3 million due to the addition of an ARRA grant.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL [X] FEDERAL ☐ GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	505	505	0	0	0	0	0	0	0	0
Engineering	1,835	735	1,050	50	0	0	0	0	1,100	0
Right-of-way	9,250	0	0	9,250	0	0	0	0	9,250	0
Construction	13,838	0	0	1,000	11,300	1,538	0	0	13,838	0
Total	25,428	1,240	1,050	10,300	11,300	1,538	0	0	24,188	0
Federal-Aid	13,118	134	684	1,000	11,300	0	0	0	12,984	0

The estimated non-Federal cost of $12.31 million is being funded by Montgomery County ($2.5 million), WMATA ($7.31 million) and Prince George's County ($2.5 million). The Federal cost is an FTA grant of $0.818 million plus the $12.3 million ARRA grant.

1164, 8030



PROJECT: Central Maryland Transit Maintenance Facility

DESCRIPTION: Planning and design of a publicly owned bus transit maintenance facility to support transit operations in Howard County, western Anne Arundel County and the City of Laurel. This is a BRAC-related project.

PURPOSE & NEED SUMMARY STATEMENT: The project will reduce operating costs, associated with the maintenance support function, and support local bus service in the Ft. Meade area.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Assessment of Transit Needs for Maryland Base Realignment and Closure -- Line 38

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

STATUS: Howard and Anne Arundel Counties are working jointly on the project. Howard County has lead responsibility. Design underway.

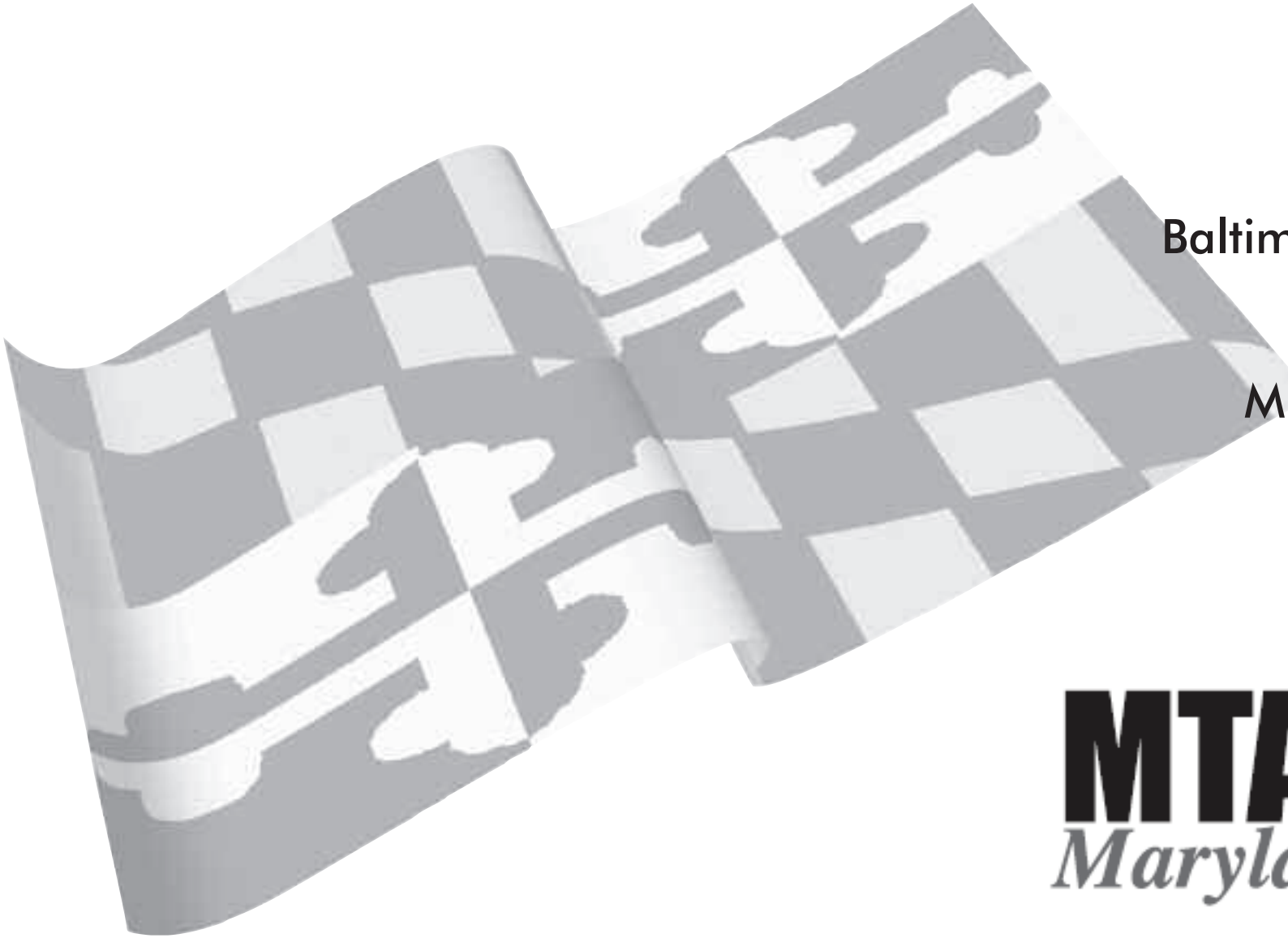
SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project moved from the D & E program to the Construction program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	0	2,100	0	0	0	0	0	2,100	0
Right-of-way	2,500	0	0	2,500	0	0	0	0	2,500	0
Construction	3,719	0	0	0	3,719	0	0	0	3,719	0
Total	8,319	0	2,100	2,500	3,719	0	0	0	8,319	0
Federal-Aid	6,655	0	1,680	2,000	2,975	0	0	0	6,655	0

A $5.5 million FTA earmark to Howard County along with matching funds from Howard and Anne Arundel Counties will be applied towards total estimated project cost.

1273



MARC

Light Rail

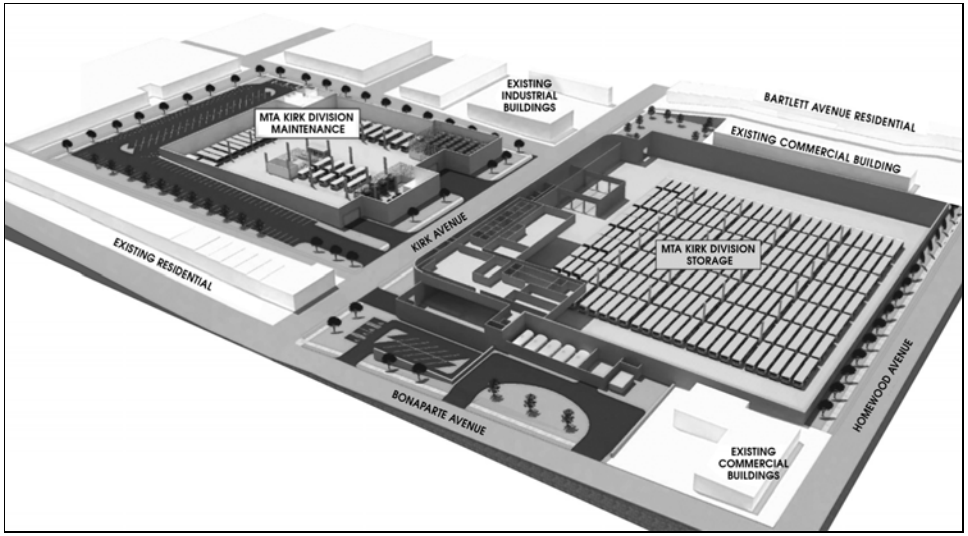
Baltimore Metro

Bus

Multi-Modal

MTA Maryland

MTA DEVELOPMENT & EVALUATION PROJECTS



PROJECT: Kirk Bus Division

DESCRIPTION: The existing Kirk Division will be replaced with a modern facility on an expanded site. The new facility will be able to accommodate buses of all types.

JUSTIFICATION: Existing facility is 60 years old and does not support efficient, effective bus operations. The replacement facility will be able to handle the newer generation of transit buses more efficiently. Present neighborhood concerns regarding noise and air quality will also be addressed.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

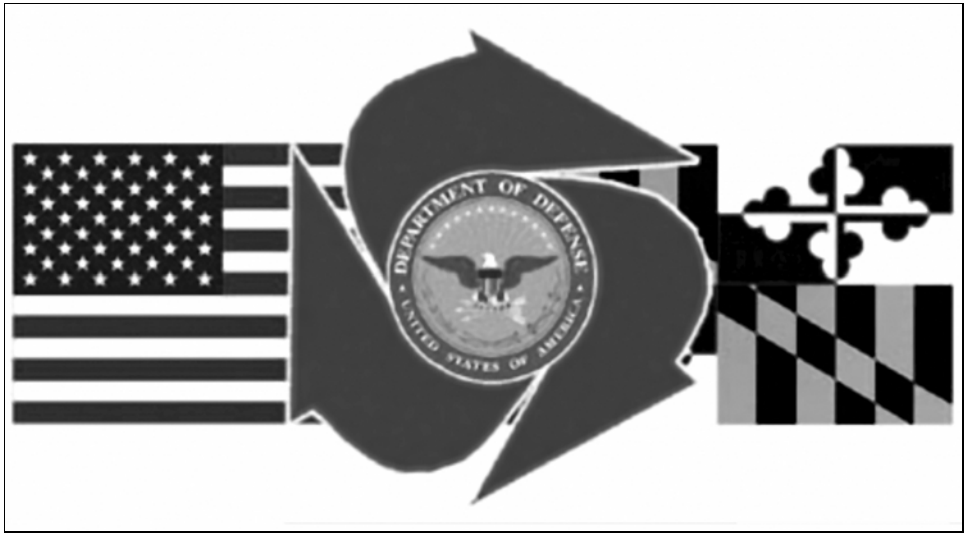
STATUS: Project planning phase is complete. Project design underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,302	3,152	150	0	0	0	0	0	150	0
Engineering	5,788	1,618	2,600	1,570	0	0	0	0	4,170	0
Right-of-way	2,456	2,456	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,546	7,226	2,750	1,570	0	0	0	0	4,320	0
Federal-Aid	5,517	2,061	2,200	1,256	0	0	0	0	3,456	0

0705



PROJECT: Assessment of Transit Needs for Maryland Base Realignment and Closure

DESCRIPTION: Assess transit needs related to the proposed BRAC assignments and prepare proposals to address identified needs. Focus will be on Ft Meade, Bethesda, Aberdeen, Fort Detrick and Andrews AFB. This is a BRAC-related project.

JUSTIFICATION: Central Maryland is expected to experience additional growth due to BRAC. Funding is provided to study transit improvements needed to support additional travel demand.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MARC Edgewood Station - Line 6
Central Maryland Transit Maintenance Facility Line - 36

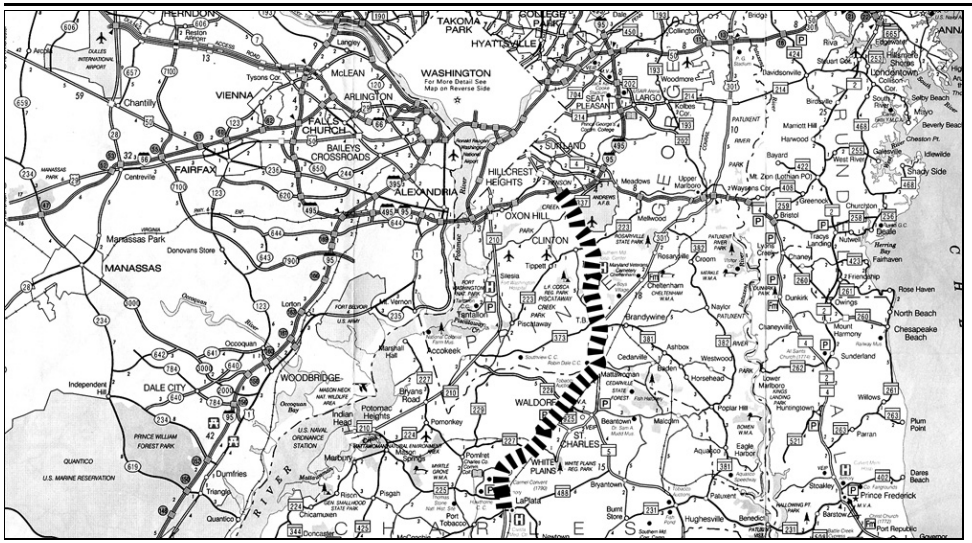
STATUS: BRAC Commuter Bus Study complete. Coordination with BRAC bases and local jurisdictions is ongoing.

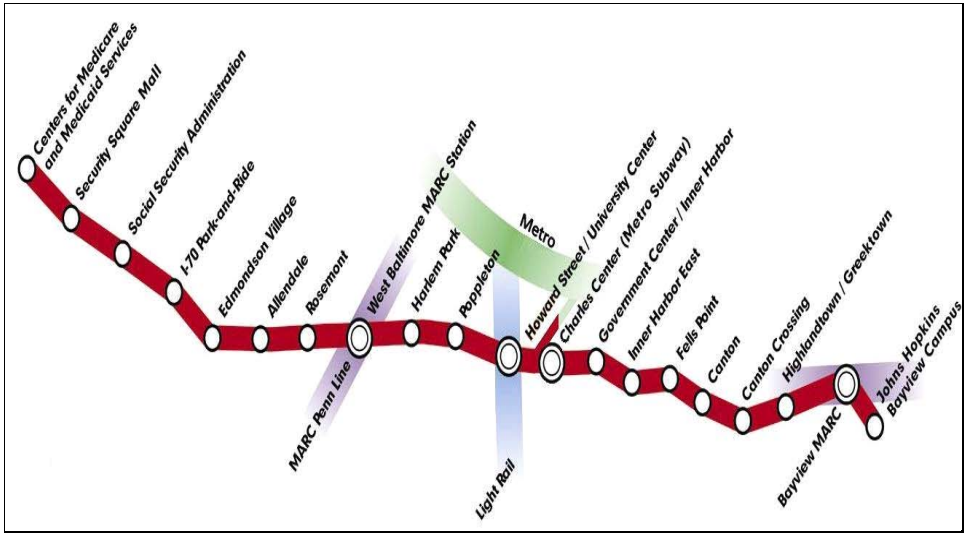
SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,839	1,639	200	200	200	200	200	200	1,200	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	2,839	1,639	200	200	200	200	200	200	1,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1190


WASHINGTON
For More Detail See Map in Reverse Side
TAKOMA PARK
HYATTSVILLE
COLLEGE PARK
VIENNA
ARLINGTON
McLEAN
FALLS CHURCH
BAILEYS CROSSROADS
FAIRFAX
ALEXANDRIA
HILLCREST HEIGHTS
SUITLAND
LARGO
OXON HILL
CLINTON
MANASSAS
WOODBRIDGE
DALE CITY
WALDORF
ST CHARLES
WHITE PLAINS
Prince Frederick
Chesapeake Beach
North Beach
Rose Haven
Solomons
Leonardtown
Lexington Park
Hollywood
Mechanicsville
Charlotte Hall
Bryantown
Port Tobacco
Pomonkey
Indian Head
Dumfries
Triangle
Quantico
Cedarville
Brandywine
Aquasco
Eagle Harbor
Sunderland
Dunkirk
Owings
Lothian
Deale
Shady Side
Galesville
Harwood
Bayard
Upper Marlboro
Mount Harmony
Prince William Forest Park
Quantico U.S. Marine Reservation
U.S. Naval Ordnance Station
Potomac Heights
Bryans Road
Marshall Hall
Accokeek
Piscataway
Tippett
Chaptico
Hughesville
Benedict
Port Republic
Dares Beach
Plum Point
Parran
Willows
Scotland
Barstow
Mt. Zion Southern PO
Greenock
Churchton
Nutwell
Tracys Landing
Bristol
Harmony
Lyons Creek
Chaneyville
Mt. Wolf
Lower Marlboro
Huntingtown
Owensville
Port Tobacco
Cremaster
Pisgah
Cedarville
Ashton
Westwood
Horsehead
Tropic Hill
Malcolm
Beantown
Mattawoman
Cedarhurst
Cedar Grove
Bryantown
Burnt Store
Hughesville
Benedict
Paulsent
Dunkirk
Sunderland
Mount Harmony
Chesapeake Beach
North Beach
Rose Haven
Fairhaven
Herring Bay
Deale
Shady Side
Galesville
Harwood
Bayard
Upper Marlboro



PROJECT: Red Line

DESCRIPTION: 14-mile light rail line between Woodlawn area in western Baltimore County and Bayview Medical Center located within Baltimore City.

JUSTIFICATION: The Red Line will improve transit mobility in an east-west corridor of the Baltimore region. This project is intended to address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts and address regional air quality issues. The Red Line will provide connection to MARC, Light Rail and Metro. The project is estimated to have ridership of 60,000 in 2030.

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

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

ASSOCIATED IMPROVEMENTS:
MARC West Baltimore Station Parking Expansion (ARRA) - Line 34

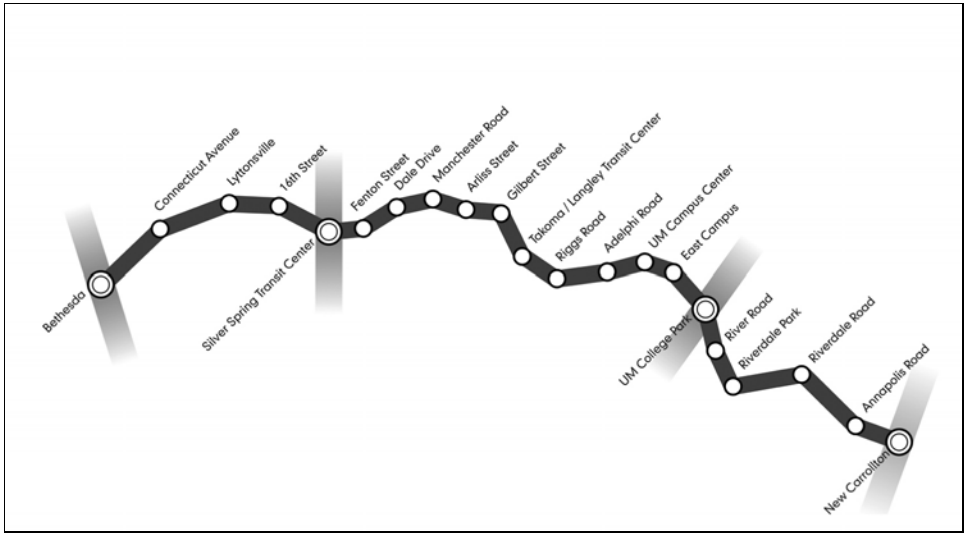
STATUS: New Starts application to enter preliminary engineering phase to be submitted during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Funding has been increased by $138.5 million to support completion of Preliminary Engineering and Right-of-Way Acquisition.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	62,084	42,889	19,195	0	0	0	0	0	19,195	0
Engineering	138,600	0	6,000	34,000	48,600	50,000	0	0	138,600	0
Right-of-way	42,900	0	0	0	10,400	32,500	0	0	42,900	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	243,584	42,889	25,195	34,000	59,000	82,500	0	0	200,695	0
Federal-Aid	148,349	19,724	11,625	17,000	43,000	57,000	0	0	128,625	0

Funding is contingent upon successful entry into the New Starts program.
0862



PROJECT: Purple Line

DESCRIPTION: 16-mile light rail line between New Carrollton (in Prince George's County) and Bethesda (in Montgomery County).

JUSTIFICATION: The Purple Line would serve a highly congested corridor in Prince George's and Montgomery Counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations. This transit line also connects the MARC Brunswick, Camden and Penn lines as well as Amtrak at New Carrollton. In addition, the Purple Line connects to existing regional and local bus services. The project is estimated to generate transit ridership of 68,000 in 2030.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Paul S. Sarbanes Transit Center -- Line 8
Takoma/Langley Park Transit Center -- Line 35

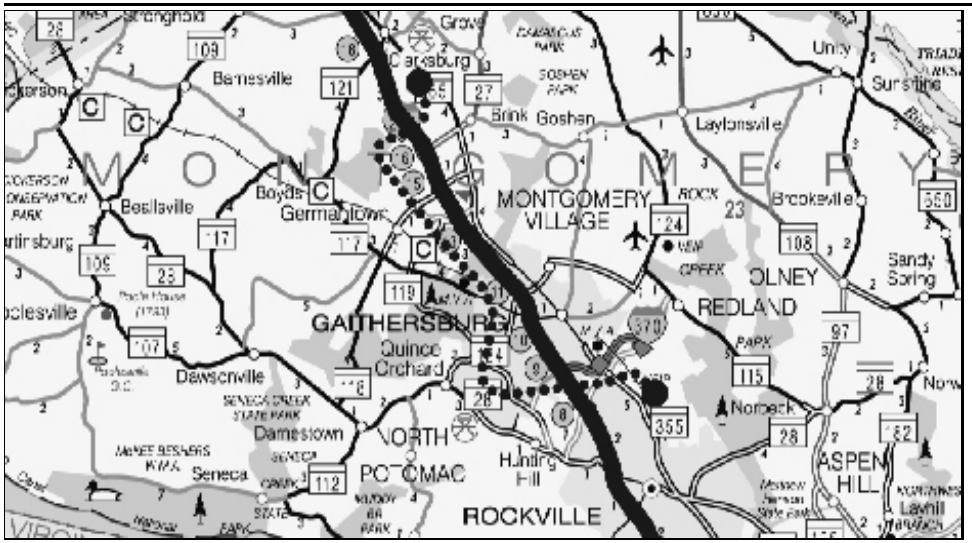
STATUS: New Starts application to enter preliminary engineering phase to be submitted during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Funding increased $185.7 million to support completion of Preliminary Engineering and Right-of-Way Acquisition.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	54,853	40,353	14,500	0	0	0	0	0	14,500	0
Engineering	138,400	0	7,500	30,000	57,800	43,100	0	0	138,400	0
Right-of-way	84,100	0	0	0	20,200	63,900	0	0	84,100	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	277,353	40,353	22,000	30,000	78,000	107,000	0	0	237,000	0
Federal-Aid	187,017	23,874	12,143	15,000	56,000	80,000	0	0	163,143	0

Funding is contingent upon successful entry into the New Starts program.
1042



PROJECT: Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes.

JUSTIFICATION: The purpose and need for the project is to relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
SHA - I-70/I-270 Interchange
SHA - I-70, MD 85 Extended and MD 355 Relocated
SHA - MD 80 and MD 355 Relocated
SHA - I-70, Mt. Phillip Road to MD 144

STATUS: Selection of locally preferred alternative and preliminary engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Total Estimated Cost decreased $5.0 million to reflect deletion of the Balance to Complete funding.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	18,184	6,819	4,000	7,365	0	0	0	0	11,365	0
Engineering	25,000	0	0	5,000	10,000	10,000	0	0	25,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	43,184	6,819	4,000	12,365	10,000	10,000	0	0	36,365	0
Federal-Aid	19,187	1,505	1,500	6,182	5,000	5,000	0	0	17,682	0

Funding is contingent upon successful entry into the New Starts program.
1108

MARC

Freight

Light Rail

Baltimore Metro

Bus

Agency Wide

Locally Operated Transit Systems

MTA Maryland

MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2011 AND PRIOR		
1	Lexington Market Transit Improvement/West Side Development (1060)	7,212	Complete
2	Baltimore City Downtown Circulator Program (1360)	500	Complete
3	Maximo (1168)	2,165	Complete
4	Parking Lot Inspection & Repaving (0177, 0470)	1,866	Underway
5	Fare Collection Equipment Preservation Fund (1094, 1329, 1359)	2,126	Underway
6	Safety & Infrastructure Improvements (1070)	250	Underway
7	Rail Purchase (0660)	162	Underway
8	Miscellaneous Planning Studies (0221, 0510, 1213, 1420)	2,045	Underway
9	Homeland Security - 2008 (1379)	2,879	Underway
10	Howard Street Revitalization D & E (1207)	2,283	Underway
11	Homeland Security - 2006 (1240)	4,280	Underway
12	Non-Revenue Vehicles (1079)	623	Underway
13	Scheduling System (0513)	4,922	Underway
14	Telephone Communications Systems (0493, 1395)	1,745	Underway
15	Transit Facilities Improvements (ARRA) (0447, 1382, 1422, 8025)	4,070	Underway
16	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	1,424	Underway
17	Environmental Compliance (1149)	1,900	Underway
18	Real Time Passenger Information System (1418, 1419)	2,570	Underway
19	Washington Blvd Building Improvements (1247)	3,500	Underway
20	Homeland Security - 2007 (1342)	2,750	Underway
21	Engineering Management System (1204)	1,542	Underway
22	ADA Compliance (0266)	475	Underway
23	Bethesda Metro Entrance D&E (1269)	400	Underway
24	Capital Program Support Fund (1239)	1,800	Underway
25	Baltimore Intercity Bus Terminal (1235)	1,930	Underway
26	New IT Equipment (1103)	750	Underway
27	Communications Systems & Support (1367, 1393)	3,715	Underway
28	Northern District Police Facility Relocation (1324)	8,857	Underway
29	Owner-Controlled Insurance Program (0832)	600	Underway

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	AGENCYWIDE IMPROVEMENTS -- FY 2012		
30	Howard Street Revitalization (1207)	1,560	Summer, 2011
31	Environmental Compliance (1149)	4,429	Summer, 2011
32	ADA Compliance (0266)	960	Summer, 2011
33	Video and Security Interoperability (1372)	150	Summer, 2011
34	Baltimore Intercity Bus Terminal (1235)	2,274	Summer, 2011
35	Homeland Security - 2007 (1342)	1,951	Summer, 2011
36	Bethesda Metro Entrance (1269)	1,976	Summer, 2011
37	Homeland Security - 2008 (1379)	4,442	Summer, 2011
38	Fare Collection Equipment Preservation Fund (1329, 1359)	624	Summer, 2011
39	Telephone Communications Systems (0493, 1395)	1,200	Summer, 2011
40	Safety and Infrastructure Improvements (1070)	250	Summer, 2011
41	Miscellaneous Planning Studies (0221, 0510, 0843, 1213)	1,296	Summer, 2011
42	Owner-Controlled Insurance Program (0832)	600	Summer, 2011
43	New IT Equipment (1103)	575	Summer, 2011
44	Washington Blvd. Improvements (1247)	2,162	Summer, 2011
45	Parking Lot Inspection & Repaving (0177, 0470)	1,325	Summer, 2011
46	Rail Purchase (0660)	139	Summer, 2011
47	Homeland Security (1384)	2,730	Summer, 2011
48	Communications Systems & Support (1367)	1,598	Summer, 2011
49	Non-Revenue Vehicles (1079)	600	Summer, 2011
50	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,841	Summer, 2011
51	Capital Program Support Fund (1239)	1,800	Summer, 2011

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	BUS SYSTEM IMPROVEMENTS -- FY 2011 AND PRIOR		
1	Special Equipment and Services (1276)	822	Complete
2	Northwest Yard Repaving (1179)	895	Complete
3	Next Vehicle Arrival Signs (1077)	2,392	Complete
4	Division Maintenance Facility Ventilation Improvements (1073)	381	Underway
5	Maintenance Support Improvement Fund (0554)	1,500	Underway
6	Systemwide Improvements and Rehabilitation (0547, 0783, 0849, 1148)	1,420	Underway
7	Maintenance Electrical & Mechanical Equipment (ARRA) (1078, 8027)	2,946	Underway
8	Fuel/Fluids Management System (1120)	1,832	Underway
9	Wireless LAN D & E (1210)	3,009	Underway
10	Diesel Engine Replacement (1424)	732	Underway
11	Bus Lifts (1096)	350	Underway
12	Operators' Seat Replacement (1122)	784	Underway
13	Bus Main Shop (1196)	500	Underway
14	Facilities Rehabilitation (0193, 1076, 1180, 1392)	4,505	Underway
	BUS SYSTEM IMPROVEMENTS -- FY 2012		
15	Systemwide Improvements and Rehabilitation (0547, 0783, 0849, 1148)	1,900	Summer, 2011
16	Maintenance Electrical & Mechanical Equipment (ARRA) (1078, 8027)	3,736	Summer, 2011
17	Facilities Rehabilitation (0193, 1076)	600	Summer, 2011
18	Bus Washer Replacement (1421)	2,155	Summer, 2011
19	Bus Lifts (1096)	350	Summer, 2011
20	Bus Main Shop (1196)	5,100	Summer, 2011
21	Maintenance Support Improvement Fund (0554)	500	Summer, 2011

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FREIGHT IMPROVEMENTS -- FY 2011 AND PRIOR		
1	Capital Improvement Program (0590)	1,061	Underway
2	Freight/LTR Rail Abandonment (1100)	637	Underway
3	Dorchester County Airport Expansion D & E (1191)	124	Underway
	FREIGHT IMPROVEMENTS -- FY 2012		
4	Capital Improvement Program (0590)	200	Summer, 2011
5	Freight/LTR Rail Abandonment (1100)	635	Summer, 2011

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LIGHT RAIL IMPROVEMENTS -- FY 2011 AND PRIOR		
1	Gilroy Road Emergency Repairs (1383)	88	Complete
2	Norfolk-Southern Lead Track Rehabilitation (1340)	522	Complete
3	Yard Switches Conversion (0451)	1,013	Complete
4	Bridge Preservation (0248, 1279)	540	Underway
5	Yard Switches Upgrade (ARRA) (8028)	4,200	Underway
6	Signage Upgrades (ARRA) (8004)	500	Underway
7	PA/LED Signs Replacements (1294)	675	Underway
8	Railroad Worker Protection Equipment (1364)	1,386	Underway
9	Balance Weight Assembly (1254)	600	Underway
10	Parking Expansion (ARRA) (0871, 8003)	3,460	Underway
11	Rail Installation (0797)	400	Underway
12	Signal Priority (1142)	2,723	Underway
13	Substation Installations (ARRA) (0341, 8005, 8026)	6,513	Underway
14	Drainage Improvements (0856)	1,727	Underway
15	Light Rail Vehicle Cameras D & E (1211)	2,680	Underway
16	Electrical Equipment Overhaul and Upgrade (1185, 1187)	1,483	Underway
17	Facilities and Station Rehabilitation (0005, 1048, 1140, 1189, 1227)	3,679	Underway
18	Light Rail Enhancements (0790)	3,741	Underway
19	Decals & Refurbishment (0116)	87	Underway
	LIGHT RAIL IMPROVEMENTS -- FY 2012		
20	Rail Installation (0797)	400	Summer, 2011
21	Decals & Refurbishment (0116)	49	Summer, 2011
22	Substation Installations (ARRA) (0341, 8005)	3,440	Summer, 2011
23	Refurbish North Avenue Car Wash (1188)	1,023	Summer, 2011
24	PA/LED Signs Replacement (1294)	3,000	Summer, 2011
25	Facilities and Station Rehabilitation (0005, 1048)	5,257	Summer, 2011
26	Bridge Preservation (0248, 1279)	577	Summer, 2011

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MARC IMPROVEMENTS -- FY 2011 AND PRIOR		
1	Muirkirk Retaining Wall (ARRA) (1352, 8012)	245	Complete
2	Aberdeen Station Enhancements (1182)	238	Complete
3	Laurel Station Rehabilitation (ARRA) (8006)	2,100	Complete
4	Seat Replacement (1284)	4,012	Complete
5	BWI Garage Repairs (1358)	5,617	Underway
6	Parking Lot Improvements (1006)	460	Underway
7	Miscellaneous Facility Improvements and Rehabilitation (0199, 1098, 1376)	3,275	Underway
8	Martins Yard Improvements (ARRA) (8009)	400	Underway
9	Public Address System (ARRA) (8011)	3,542	Underway
10	System Preservation Fund (0634)	2,000	Underway
11	Passenger Warning System @ CSX Stations (0420)	276	Underway
12	Commuter Bus Retrofits (1375)	778	Underway
13	PA/LED Signs (0430)	70	Underway
14	Positive Train Control (1380)	100	Underway
15	West Baltimore New Station D & E (1290)	1,088	Underway
16	Parking Needs Study D & E (1363)	300	Underway
	MARC IMPROVEMENTS -- FY 2012		
17	Miscellaneous Facility Improvements and Rehabilitation (0199, 1376)	1,411	Summer, 2011
18	System Preservation Fund (0634)	2,000	Summer, 2011
19	Public Address System (ARRA) (8011)	200	Summer, 2011
20	Positive Train Control (1380)	100	Summer, 2011
21	Passenger Warning System @ CSX Stations (0420)	22	Summer, 2011
22	PA/LED Signs (0430)	1,140	Summer, 2011
23	East Baltimore and Martins Evaluation D & E (1217)	200	Summer, 2011
24	Parking Lot Improvements (1006)	857	Summer, 2011

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	METRO IMPROVEMENTS -- FY 2011 AND PRIOR		
1	Parking Lot Lighting (1316)	695	Complete
2	Rail Fastener and Bolt Replacement (ARRA) (8014)	3,500	Complete
3	Direct Fixation Rail Fasteners (0455)	3,873	Complete
4	Rail Inspection and Installation Program (0194, 0868)	612	Underway
5	Twin Block Tie Replacement (0368)	250	Underway
6	Station Emergency Telephones (1288)	3,457	Underway
7	PA/LED Signs (1295)	1,051	Underway
8	Tunnel and Underground Station Repairs (ARRA) (8017)	1,196	Underway
9	Train Control Systems (0840)	300	Underway
10	Bridge & Elevated Structures Rehab. Fund (ARRA) (0239, 8018)	1,713	Underway
11	Miscellaneous System Preservation Improvements (0179, 1178, 1186)	3,769	Underway
12	Public Address System (ARRA) (8015)	3,826	Underway
13	Station Communication and Control Booth Rebuilds (1259)	200	Underway
14	Miscellaneous Facility Upgrades (1282, 1320, 1371, 1413)	2,902	Underway
15	Tunnel Structural Repairs (0529, 1318)	245	Underway
16	Gas Replacement (ARRA) (8029)	522	Underway
17	Station Renovations (ARRA) (8016)	920	Underway
	METRO IMPROVEMENTS -- FY 2012		
18	Tunnel and Underground Station Repairs (ARRA) (8017)	788	Summer, 2011
19	Bridge & Elevated Structures Rehab. Fund (ARRA) (0239, 8018)	1,892	Summer, 2011
20	Train Control Systems (0840)	433	Summer, 2011
21	Twin Block Tie Replacement (0368)	250	Summer, 2011
22	Rail Inspection and Installation Program (0194, 0868)	631	Summer, 2011
23	Roof Replacements (1258)	225	Summer, 2011
24	Miscellaneous System Preservation Improvements (0179, 1186)	2,596	Summer, 2011
25	Tunnel Structural Repairs (0529, 1318)	878	Summer, 2011
26	Miscellaneous Facility Improvements (1293, 1413)	2,811	Summer, 2011

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	MOBILITY IMPROVEMENTS -- FY 2010 AND PRIOR		
1	Mobility Miscellaneous Improvements Fund (1166)	800	Underway
2	Mobility Communications Systems (1194)	200	Underway
	MOBILITY IMPROVEMENTS -- FY 2011		
3	Mobility Miscellaneous Improvements Fund (1166)	600	Summer, 2011
4	Mobility Communications Systems (1194)	125	Summer, 2011

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS		
	ALLEGANY COUNTY FY 2010 AND PRIOR		
5	Facilities Improvements & Rehabilitation	212	Complete
6	Facilities Renovation (ARRA)	75	Complete
7	Video Surveillance System for Vehicles; Bus Replacement; Computer and Shop Equipment (ARRA)	550	Complete
8	Facilities Renovation Electrical System (ARRA)	45	Underway
9	Vehicle Shelter (ARRA)	198	Underway
10	Preventative Maintenance (ARRA)	539	Spring, 2011
	ALLEGANY COUNTY FY 2011		
11	Preventive Maintenance	193	Underway
12	Paratransit Vehicle and Sport Utility Vehicle; Computer Equipment and Software	103	Spring, 2011
	ANNE ARUNDEL COUNTY FY 2010 AND PRIOR		
13	Buses	98	Complete
14	Department of Aging ITS	315	Complete
15	Bus - Expansion (ARRA)	388	Spring, 2011
16	Department of Aging for Non-Profits	47	Fall, 2011
	CITY OF ANNAPOLIS FY 2010 AND PRIOR		
17	Bus Replacement	978	Complete
18	Preventive Maintenance (ARRA)	75	Complete
19	Facilities Maintenance, Support Vehicle and Maintenance Equipment	82	Underway
20	Preventive Maintenance	171	Underway
21	Bus Replacement	175	Spring, 2011
22	Bus Replacement (ARRA)	1,643	Spring, 2011
23	Design/Build Covered Storage Facility	150	Spring, 2011
24	Miscellaneous Bus Equipment	42	Spring, 2011
25	Trolley Replacement (ARRA)	592	Summer, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CITY OF ANNAPOLIS FY 2011		
26	Preventive Maintenance	180	Underway
27	Miscellaneous Equipment	267	Spring, 2011
	BALTIMORE COUNTY FY 2011		
28	Office Trailer - Jacksonville	15	Spring, 2011
	CALVERT COUNTY FY 2010 AND PRIOR		
29	Bus Replacement (ARRA)	405	Complete
30	GPS/Vehicle Tracking System (ARRA)	12	Complete
31	Electronic Fare Collection System (ARRA)	220	Underway
32	Passenger Amenities	2	Underway
33	Passenger Amenities and Equipment (ARRA)	23	Underway
34	Safety & Security - Passenger Equipment	3	Underway
35	Facility Improvements	1,243	Spring, 2011
	CALVERT COUNTY FY 2011		
36	Preventive Maintenance	128	Underway
37	Bus and Vehicle Replacement	407	Spring, 2011
38	Computer and Shop Equipment	102	Spring, 2011
39	Computer Equipment (ARRA)	4	Spring, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CAROLINE COUNTY FY 2011		
40	Replacement Bus (ARRA)	112	Complete
41	Safety & Security -- Passenger Amenities (ARRA)	30	Complete
42	Vehicles for Non-profits	145	Complete
43	Bus Replacement	210	Underway
44	Maintenance and Office Equipment	87	Underway
45	Preventive Maintenance	125	Underway
46	Support Vehicle and Surveillance Equipment (ARRA)	125	Underway
47	Bus Replacement	105	Spring, 2011
48	Facility Renovation (ARRA)	12	Spring, 2011
49	Preventive Maintenance (ARRA)	17	Spring, 2011
	CARROLL COUNTY FY 2010 AND PRIOR		
50	On Board Communications	250	Complete
51	On Board Communications and Scheduling Software (ARRA)	366	Complete
52	Preventative Maintenance	80	Complete
53	Small Buses to Non-Profits	45	Complete
54	Support Vehicles (ARRA)	49	Complete
55	Maintenance Equipment	18	Underway
56	Bus and Vehicle Replacement	300	Spring, 2011
57	Bus Painting (ARRA)	50	Spring, 2011
58	Computer Software / Hardware	80	Spring, 2011
59	New Lot/Building/Shelters (ARRA)	858	Spring, 2011
	CARROLL COUNTY FY 2011		
60	Preventive Maintenance	125	Underway
61	Bus Replacement	105	Spring, 2011
62	Preventive Maintenance	17	Spring, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CECIL COUNTY FY 2010 AND PRIOR		
63	Buses to Non-profits	56	Complete
64	Bus Equipment & Wraps	81	Spring, 2011
65	Bus Shelter Excavation (ARRA)	12	Spring, 2011
66	Diesel Fuel Pumps (ARRA)	138	Spring, 2011
67	Large Bus Storage Facility & Consulting (ARRA)	190	Spring, 2011
68	Passenger Amenities - Benches and Shelters (ARRA)	26	Spring, 2011
69	Preventive Maintenance	211	Spring, 2011
	CECIL COUNTY FY 2011		
70	Preventive Maintenance	104	Underway
71	Automated Destination Signs	28	Spring, 2011
72	AVL	6	Spring, 2011
73	Bus Canopy	81	Spring, 2011
74	Bus Shelters	38	Spring, 2011
75	Bus Stop Signs	4	Spring, 2011
76	Portable Lift for FVS	42	Spring, 2011
77	Video Cameras	21	Spring, 2011
	CHARLES COUNTY FY 2010 AND PRIOR		
78	Buses	51	Complete
79	Passenger Amenities (ARRA)	9	Complete
80	Portable Lift (ARRA)	25	Complete
81	Bus Replacement & Expansion Buses	910	Underway
82	Bus Replacement (ARRA)	1,214	Underway
83	Electronic Fare Collection System (ARRA)	232	Underway
84	Preventive Maintenance	227	Summer, 2011
85	Passenger Facilities	469	Fall, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	CHARLES COUNTY FY 2011		
86	Bike Racks and Signs (ARRA)	18	Spring, 2011
87	Video Surveillance System (ARRA)	40	Spring, 2011
88	Preventive Maintenance	395	Summer, 2011
	DORCHESTER COUNTY FY 2010 AND PRIOR		
89	Buses	201	Complete
90	Maintenance Supplies & Components	6	Complete
91	Maintenance Equipment & Software	29	Underway
92	Mobility Management - Non-Profits	83	Underway
93	Passenger Facilities	30	Underway
	DORCHESTER COUNTY FY 2011		
94	Parking Lot Upgrade	20	Fall, 2011
	FREDERICK COUNTY FY 2010 AND PRIOR		
95	Bus Replacement and Equipment	245	Complete
96	Buses	99	Complete
97	Vehicle Replacement and Equipment (ARRA)	83	Complete
98	Admin. Facility Expansion D & E	150	Underway
99	Preventive Maintenance	311	Underway
100	Safety & Security - Facilities	17	Underway
101	Bus Engines	70	Spring, 2011
102	Enclosed Vehicle Parking Canopies	325	Spring, 2011
103	Preventive Maintenance	382	Spring, 2011
104	Preventive Maintenance	50	Spring, 2011
105	Buses (ARRA)	1,078	Summer, 2011
106	Vehicle and Bus Replacement	152	Summer, 2011
107	Bus Replacement	1,897	Fall, 2011
108	Parking Lot Construction (ARRA)	1,242	Fall, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	FREDERICK COUNTY FY 2011		
109	Preventive Maintenance	50	Underway
	GARRETT COUNTY FY 2010 AND PRIOR		
110	Bus Wash (ARRA)	106	Complete
111	Buses	48	Complete
	GARRETT COUNTY FY 2011		
112	Vehicle Canopies	325	Spring, 2011
113	Vehicle and Bus Replacement	152	Summer, 2011
	HARFORD COUNTY FY 2010 AND PRIOR		
114	Buses to Non-Profits	51	Complete
115	Preventive Maintenance	180	Underway
116	Bicycle Racks and Communications Equipment	228	Spring, 2011
117	Expansion Buses (ARRA)	4,212	Spring, 2011
	HARFORD COUNTY FY 2011		
118	Preventive Maintenance	100	Underway
	HOWARD COUNTY FY 2010 AND PRIOR		
119	Preventive Maintenance and Equipment (ARRA)	163	Complete
120	Accessibility Improvements	400	Underway
121	Bus	201	Underway
122	Bus Replacement (ARRA)	600	Underway
123	Bus Replacement and Software	640	Underway
124	On Board Communications and Passenger Facilities	266	Underway
125	Passenger Amenities and Safety (ARRA)	236	Underway
126	Bus Painting (ARRA)	61	Spring, 2011
127	Bus Replacement	200	Spring, 2011
128	Bus Expansion (ARRA)	1,620	Summer, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	KENT COUNTY FY 2010 AND PRIOR		
129	(See Caroline County for Projects)		
	MONTGOMERY COUNTY FY 2010 AND PRIOR		
130	Buses	4,256	Complete
131	Buses	2,000	Underway
132	Replacement Vehicles	333	Spring, 2011
133	Software (ARRA)	350	Spring, 2011
134	Bus Replacement (ARRA)	6,550	Spring, 2012
135	Replacement Vehicles	500	Spring, 2012
136	Supplemental Bus Funding	347	Spring, 2012
	MONTGOMERY COUNTY FY 2011		
137	Bus Replacement	2,000	Spring, 2012
	PRINCE GEORGE'S COUNTY FY 2010 AND PRIOR		
138	Buses	1,090	Complete
139	Bus Replacement	492	Underway
140	Replacement Vehicles (ARRA)	6,900	Spring, 2011
	PRINCE GEORGE'S COUNTY FY 2011		
141	Replacement Vehicles	500	Spring, 2011
142	Replacement Vehicles	333	Spring, 2012
	QUEEN ANNE'S COUNTY FY 2010 AND PRIOR		
143	Expansion Buses (ARRA)	213	Complete
144	On Board Equipment	4	Complete
145	Facilities	1,113	Underway
146	Safety and Security - Cameras	80	Underway
147	Bus Shelters (ARRA)	70	Spring, 2011
148	Shop Maintenance/Equipment (ARRA)	50	Spring, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	QUEEN ANNE'S COUNTY FY 2011		
149	Computer Equipment and Facility Signage (ARRA)	16	Complete
150	Maintenance and Communications Equipment	22	Complete
151	Safety & Security	4	Underway
152	Hydraulic Lift (ARRA)	10	Spring, 2011
153	Expansion Buses (ARRA)	376	Summer, 2011
154	Bus Replacement	55	Winter, 2012
	ST. MARY'S COUNTY FY 2010 AND PRIOR		
155	Expansion Buses (ARRA)	213	Complete
156	On Board Equipment	4	Complete
157	Miscellaneous Facilities and Passenger Facilities	1,113	Underway
158	Safety & Security	13	Underway
159	Software	67	Underway
160	Bus Shelters and Equipment (ARRA)	30	Spring, 2011
161	Maintenance Equipment (ARRA)	50	Spring, 2011
162	Solar Lighting Depot & Shelters (ARRA)	28	Spring, 2011
	SOMERSET COUNTY FY 2010 AND PRIOR		
163	(See Tri-County Council for the Lower Eastern Shore Projects)		
	TALBOT COUNTY FY 2010 AND PRIOR		
164	(See Caroline County for Projects)		

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

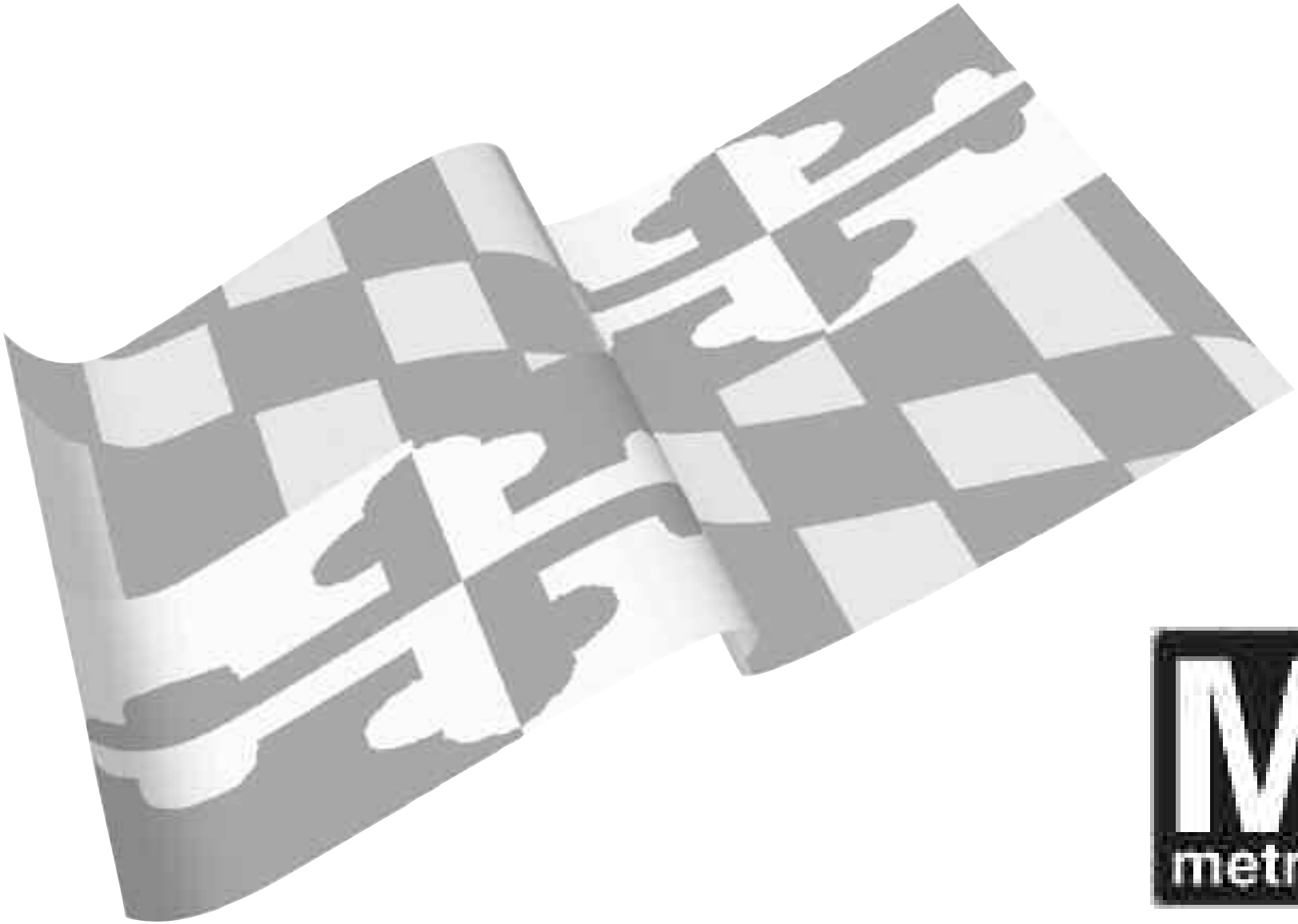
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	WASHINGTON COUNTY FY 2010 AND PRIOR		
165	Bus Replacement and Expansion (ARRA)	630	Complete
166	Buses	106	Complete
167	Shop Equipment (ARRA)	21	Complete
168	Software	50	Complete
169	Electronic Fare Collection Equipment (ARRA)	206	Underway
170	Facility Maintenance & Upgrades	84	Underway
171	Mobility Management	58	Underway
172	Preventive Maintenance	25	Underway
173	Preventive Maintenance (ARRA)	170	Underway
174	Vehicle Maintenance Supplies & Components	24	Underway
175	Bus Shelters (ARRA)	136	Spring, 2011
176	Facilities Renovation (ARRA)	212	Spring, 2011
177	Maintenance Equipment	9	Spring, 2011
178	Safety and Security (ARRA)	5	Summer, 2011
179	Transfer Point Relocation - Construction (ARRA)	875	Summer, 2011
	WASHINGTON COUNTY FY 2011		
180	Preventive Maintenance	150	Underway
	WICOMICO COUNTY FY 2010 AND PRIOR		
181	(See Tri-County Council for the Lower Eastern Shore for Projects)		
	WORCESTER COUNTY FY 2010 AND PRIOR		
182	(See Tri-County Council for the Lower Eastern Shore for Projects)		

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	TOWN OF OCEAN CITY FY 2010 AND PRIOR		
183	Miscellaneous Bus Equipment and Currency Counters (ARRA)	110	Complete
184	Passenger Facilities & Maintenance	25	Complete
185	Facilities	202	Underway
186	Facility Maintenance & Improvements	87	Underway
187	Maintenance Supplies & Components	140	Underway
188	On Board Communications	216	Underway
189	Refurbish Transit Center (ARRA)	30	Underway
190	Renovate Park & Ride (ARRA)	50	Underway
191	Supplemental AVL/APC Funding (ARRA)	30	Underway
192	Vehicle	40	Underway
193	Bus Equipment	502	Spring, 2011
194	Electronic Fareboxes (ARRA)	100	Spring, 2011
195	LED Info Signs at Transit Facilities (ARRA)	50	Spring, 2011
196	Bus Replacement	6,365	Summer, 2012
	TOWN OF OCEAN CITY FY 2011		
197	Lift Gate for Service Truck	3	Spring, 2011
198	Bus Replacement	1,260	Spring, 2012
	CENTRAL MARYLAND REGIONAL TRANSIT FY 2010 AND PRIOR		
199	AVL System (ARRA)	600	Underway
200	Expansion Bus	67	Underway
201	Safety & Security	120	Underway
202	Mobility Management	495	Spring, 2011
203	ITS Project	295	Summer, 2011
204	Replacement Buses	480	Fall, 2011

MARYLAND TRANSIT ADMINISTRATION -- LINE 50 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	LOCALLY OPERATED TRANSIT SYSTEMS (cont'd)		
	TRI-CO. COUNCIL FOR THE LOWER EASTERN SHORE FY 2010 AND PRIOR		
205	Bus Replacement (ARRA)	927	Complete
206	Buses	465	Complete
207	Capital Maintenance Equipment (ARRA)	30	Complete
208	Computer Hardware (ARRA)	31	Complete
209	Fare Collection Equipment	28	Complete
210	Land Acquisition	1,000	Complete
211	Maintenance and Office Equipment (ARRA)	196	Complete
212	Passenger Amenities (ARRA)	35	Complete
213	Passenger Facilities	6	Complete
214	Vehicle Replacement	405	Complete
215	Computer Software (ARRA)	147	Underway
216	Facilities Design	251	Underway
217	Software	144	Underway
	TRI-CO COUNCIL FOR THE LOWER EASTERN SHORE FY 2011		
218	Maintenance Equipment	90	Underway
219	Preventive Maintenance	450	Underway
220	Preventive Maintenance (ARRA)	64	Underway
221	Miscellaneous Equipment	10	Spring, 2011
222	Replacement Buses	416	Spring, 2011
223	Security Updates (ARRA)	13	Summer, 2011



WASHINGTON METROPOLITAN AREA TRANSIT

WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	224.7	240.5	233.4	240.0	246.8	259.5	1,444.9
Special Funds	119.9	146.6	138.0	139.7	141.6	149.0	834.9
Federal Funds	-	-	-	-	-	-	-
Federal Funds - WMATA *	104.8	93.9	95.4	100.2	105.2	110.5	610.0

*** These federal funds are received by WMATA directly and are not included in the MDOT budget.**

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail debt service payments, which supplement the 103-mile rail system's construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

[ ] Project Inside PFA
[ ] Project Outside PFA
[ ] PFA Status Yet to Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

STATUS: Annual payments are made for debt service by MDOT in accordance with legislation enacted in 1980 and amended by the General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Decrease of $19.32 million. The final maturity for the Metrorail construction bonds is FY 2015. Maryland's final payment to WMATA for Maryland's share of the Metrorail construction bonds will occur in FY 2014.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	638,668	609,286	9,741	9,741	5,700	4,200	0	0	29,382	0
Total	638,668	609,286	9,741	9,741	5,700	4,200	0	0	29,382	0
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

8002

PROJECT: WMATA Capital Improvement Program

DESCRIPTION: This program provides Maryland's share of the funding for the Washington Metropolitan Area Transit Authority's Capital Improvement Program (CIP). It includes Maryland's share of matching funds to federal formula funds received direclty by WMATA as well as Maryland's share of additional state and local funds for WMATA capital projects.

JUSTIFICATION: WMATA's FY 2011-2016 CIP is focused on infrastructure rehabilitation and replacement and maintaining the Washington region's primary transit system in a state of good repair. WMATA's FY 2011-2016 CIP includes, but is not limited to, projects to replace rail cars, rehabilitate some of the oldest segments of the Metrorail systerm, replace vehicles for Metrobus and MetroAccess, and implement recommendations of the National Transportation Safety Board. The projects included in WMATA's CIP are priority projecs selected from WMATA's $11 billion Capital Needs Inventory, a detailed assessment of WMATA's capital needs over the next ten years.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Metrorail Debt Service -- Line 1
Matching Funds -- Line 4

STATUS: A new capital funding agreement among the State of Maryland, WMATA, the District of Columbia and local governments in Northern Virginia was executed on July 1, 2010.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project cost increased $224.6 million due to the addition of $198.0 million in FY 2016 and annual contributions to the Capital Improvement Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,770,958	743,521	139,688	164,072	166,199	174,238	185,256	197,984	1,027,437	0
Total	1,770,958	743,521	139,688	164,072	166,199	174,238	185,256	197,984	1,027,437	0
Federal-Aid	79,880	79,880	0	0	0	0	0	0	0	0

This project includes a total of $1.05 billion in federal funds attributable to Maryland that are received directly by WMATA.
9003, 9004, 9005, 9006

PROJECT: Rail Cars/Capital Improvement Program

DESCRIPTION: Once portion of this program funds Maryland's share of 48 new rail cars that were ordered in FY 2003. This program also funds Maryland's allocated share of the Washington Metropolitan Area Transit Authority's Project Development Program.

JUSTIFICATION: The addition of new rail cars provides significant relief to certain severe overcrowding conditions. WMATA's Project Development Program provides for preliminary design and planning of Maryland directed projects within the WMATA region.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

STATUS: All of the rail cars purchased through this program are in service. Project Development Program planning studies are ongoing.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project cost increased $5.36 million due to the addition of $1.08 million in 2016 and annual contributions to the Project Development Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,645	67,189	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Total	73,645	67,189	1,076	1,076	1,076	1,076	1,076	1,076	6,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014

PROJECT: Matching Funds for "Passenger Rail Investment and Improvement Act of 2008" - P.L. 110-432

DESCRIPTION: The Passenger Rail Investment and Improvement Act of 2008 authorizes new federal funds to be appropriated over a ten year period for capital and preventative maintenance projects of the Washington Metropolitan Area Transit Authority. The federal legislation also requires matching funds from Maryland, Virginia, and the District of Columbia. This program provides Maryland's share of the match to the federal funds.

JUSTIFICATION: Maryland is committed to paying the $50.0 million per year as part of the dedicated funding package for WMATA.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
WMATA Capital Improvement Program -- Line 2

STATUS: Congress appropriated $150.0 million in Federal Fiscal Year 2010 and Maryland will provide $50.0 million in matching funds to WMATA. The funds will be used for capital improvements including, but not limited to, the purchase of new rail cars to replace WMATA's 1000 series rail cars. Maryland has set aside $50.0 million per year for its annual share of the match to future federal appropriations.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	500,000	0	44,875	55,125	50,000	50,000	50,000	50,000	300,000	200,000
Total	500,000	0	44,875	55,125	50,000	50,000	50,000	50,000	300,000	200,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9008

PROJECT: WMATA American Recovery and Reinvestment Act (ARRA) Capital Program

DESCRIPTION: The American Recovery and Reinvestment Act (ARRA), signed into law by President Obama on February 17, 2009, provides federal funding for infrastructure projects around the nation. WMATA is projected to receive $201.8 million directly from the federal government; no local match required. Approximately $72.4 million of the federal funds are attributable to Maryland.

JUSTIFICATION: The funds are being used for capital projects which include the procurement of replacement buses and support equipment, rehabilitation of passenger and maintenance facilities, and upgrades to various operational and information technology systems, WMATA's ARRA projects were selected based on WMATA's agency goals and the ability to meet the requirements of the federal law.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
None.

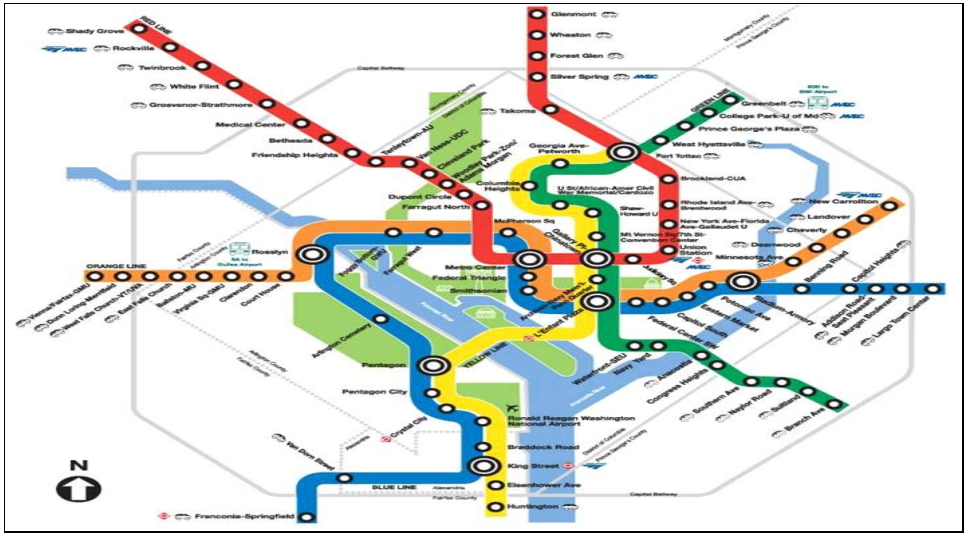
STATUS: The WMATA Board of Directors approved the budget for the use of the ARRA funds in March 2009. WMATA's ARRA projects are in progress.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	72,416	53,546	18,870	0	0	0	0	0	18,870	0
Total	72,416	53,546	18,870	0	0	0	0	0	18,870	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9009



PROJECT: Metro Matters Program

DESCRIPTION: Metro Matters is a regionally funded program of capital improvements for the Washington Metropolitan Area Transit Authority. This program provides Maryland's share of the required contributions under the terms of the Metro Matters Funding Agreement.

JUSTIFICATION: The Metro Matters program was initiated in FY 2005 with a mutli-year budget of approximately $3.9 billion. A majority of Metro Matters project work was completed during FY 2005-2010. Repayment of long-term bonds issued by WMATA to fund the Metro Matters program will extend through FY 2034.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet to Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
None.

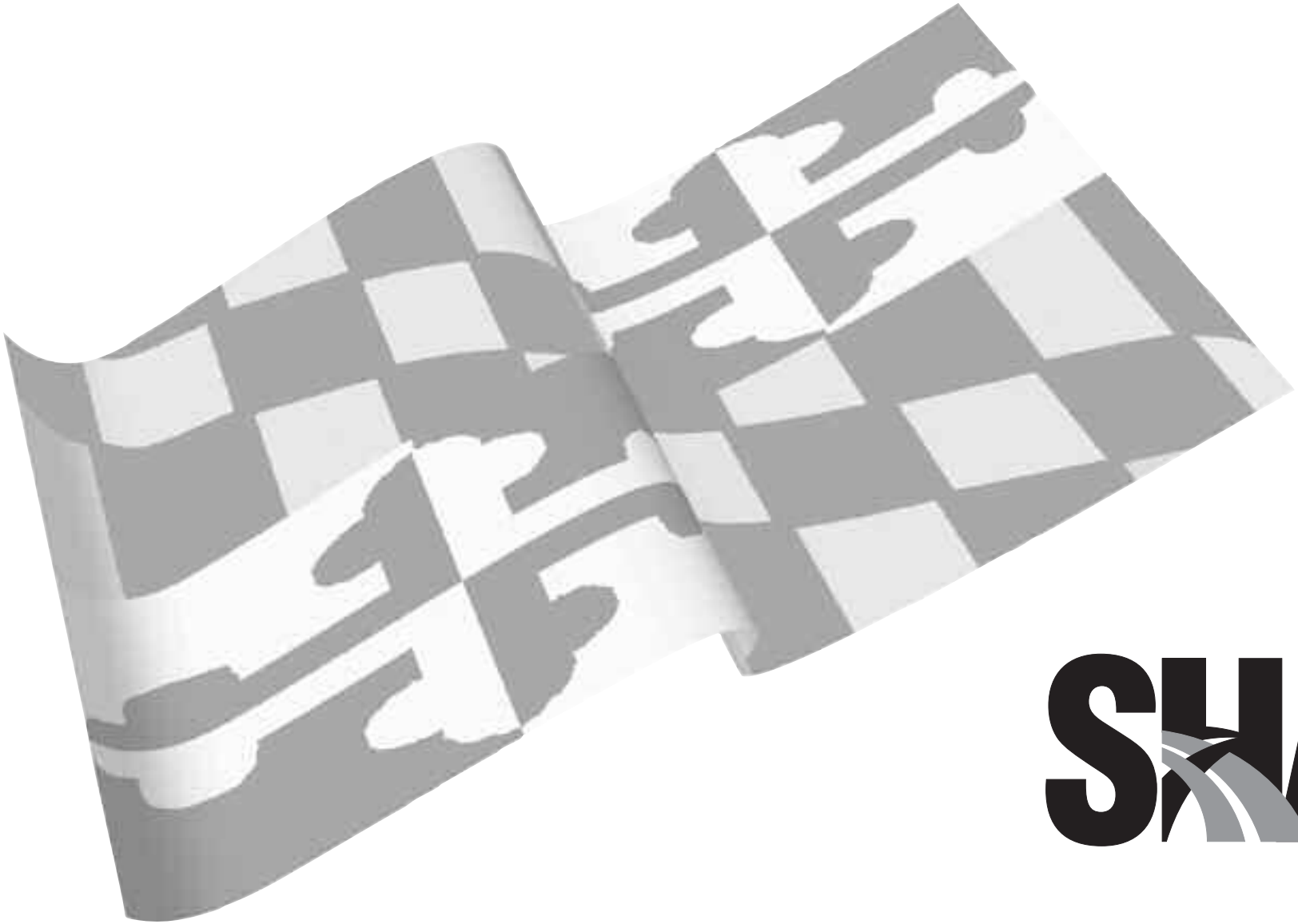
STATUS: Maryland's contributions to the Metro Matters program in FY 2011-2016 will fund debt service payments on WMATA's 2009 Metro Matters Bonds. Maryland's share of the annual contributions to the Metro Matters program is approximately $10.5 million during FY 2011-2016. The final maturity date of the Metro Matters Bonds is in FY 2034.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,163	10,451	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Total	73,163	10,451	10,452	10,452	10,452	10,452	10,452	10,452	62,712	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

9010



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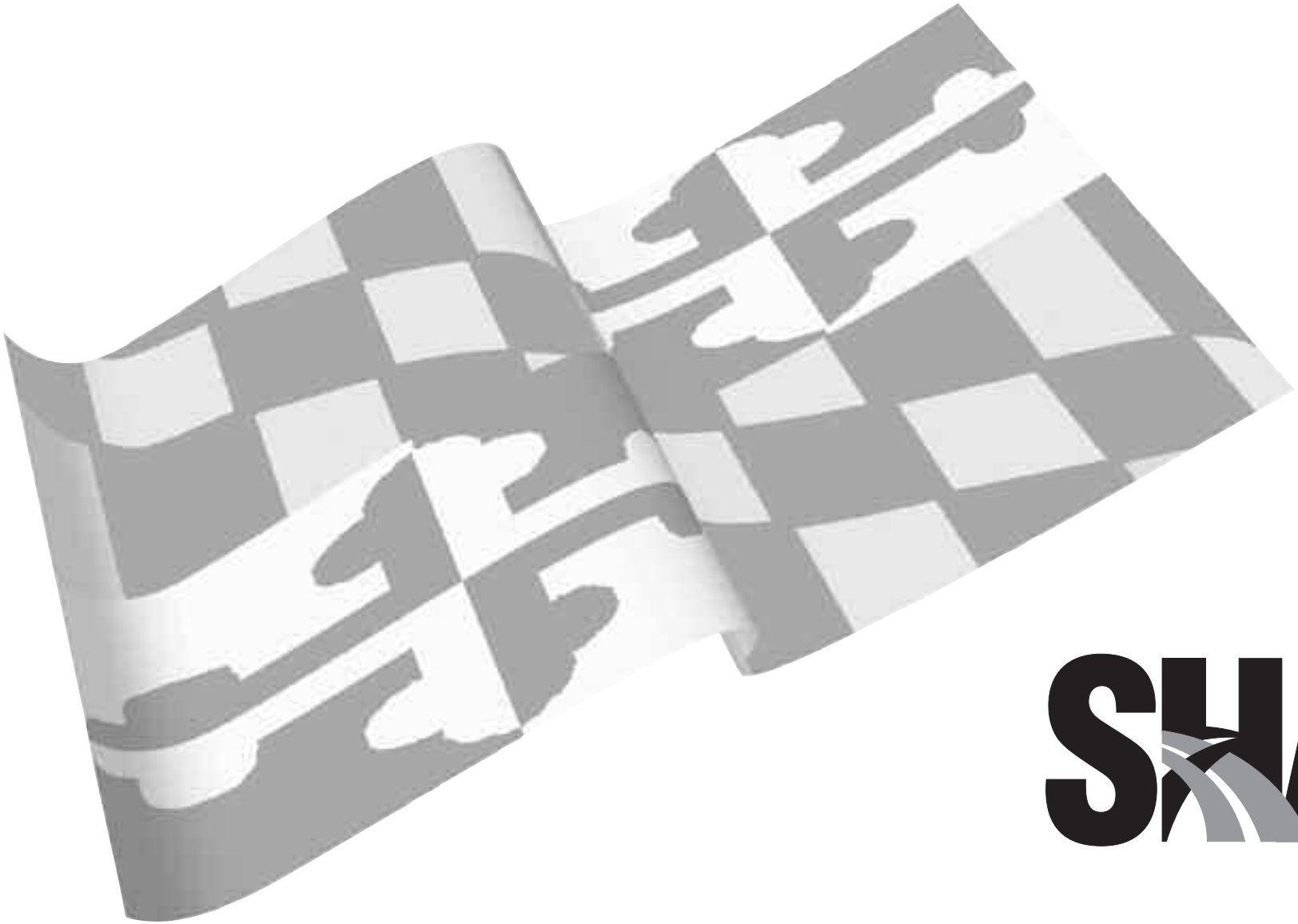
STATE HIGHWAY ADMINISTRATION

STATE HIGHWAY ADMINISTRATION
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	205.7	158.6	104.4	61.9	39.9	30.8	601.3
Safety, Congestion Relief and Community Enhancements	484.3	587.9	588.4	575.1	596.5	623.6	3,455.8
Other System Preservation	35.3	35.3	36.2	37.3	37.6	36.2	217.9
Development & Evaluation Program	19.2	34.2	14.7	8.3	10.2	7.4	94.0
TOTAL	744.5	816.0	743.7	682.6	684.2	698.0	4,369.0
Special Funds	276.4	288.5	354.0	445.4	471.1	465.4	2,300.8
Federal Funds	468.1	527.5	389.7	237.2	213.1	232.6	2,068.2



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.

PURPOSE & NEED SUMMARY STATEMENT: 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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Projects in the CHART program will aid in the reduction of travel time, reduce congestion and provide critical traffic information for the traveling public. Messages on dynamic message boards provide information to aid in the safety and security of travelers.

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 2010 - 15 CTP: Added funding in FY16.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	75,786	51,186	4,700	4,600	3,400	4,000	3,900	4,000	24,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	258,968	192,968	13,700	13,000	8,900	10,000	10,000	10,400	66,000	0
Total	334,754	244,154	18,400	17,600	12,300	14,000	13,900	14,400	90,600	0
Federal-Aid	324,890	243,350	16,560	15,840	11,070	12,600	12,510	12,960	81,540	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - 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.

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This program targets transportation improvements in older urban areas with physical infrastructure that is in need of repair to support economic development and revitalization. Provides/promotes bike and pedestrian access to commercial centers, transit facilities, schools and other public facilities. Encourages other State Agencies to target resources for those areas with the goal of increasing their attractiveness for private investment.

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 2010 - 15 CTP: Added funding in FY16.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	68,592	48,042	3,250	2,700	3,400	3,400	3,800	4,000	20,550	0
Right-of-way	16,865	12,715	650	600	700	700	700	800	4,150	0
Construction	341,476	263,176	12,400	6,700	14,800	15,000	16,500	12,900	78,300	0
Total	426,933	323,933	16,300	10,000	18,900	19,100	21,000	17,700	103,000	0
Federal-Aid	92,121	65,121	2,800	3,000	7,000	4,000	6,400	3,800	27,000	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - 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.

PURPOSE & NEED SUMMARY STATEMENT: 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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This program supports community revitalization and other efforts to encourge pedestrian usage along State Highways. Provides/promotes safer access to transit service for both surface bus and fixed rail systems.

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 2010 - 15 CTP: Added funding in FY16.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,697	4,097	100	100	100	100	100	100	600	0
Right-of-way	295	295	0	0	0	0	0	0	0	0
Construction	38,179	33,079	1,000	1,000	600	700	900	900	5,100	0
Total	43,171	37,471	1,100	1,100	700	800	1,000	1,000	5,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - N/A

PROJECT: Sound Barrier Program

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

PURPOSE & NEED SUMMARY STATEMENT: Mitigating highway noise is an essential element of the Department's programs for environmental stewardship and community conservation.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This program provides mitigation of highway noise to those communities that qualify for noise abatement. Improves quality of life for eligible communities adjacent to access controlled facilities.

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 2010 - 15 CTP: Added funding in FY16.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	36,654	33,954	1,450	500	150	200	200	200	2,700	0
Right-of-way	353	353	0	0	0	0	0	0	0	0
Construction	289,676	278,976	3,350	4,200	550	600	1,100	900	10,700	0
Total	326,683	313,283	4,800	4,700	700	800	1,300	1,100	13,400	0
Federal-Aid	217,998	215,598	2,100	300	0	0	0	0	2,400	0

CLASSIFICATION:

STATE - N/A

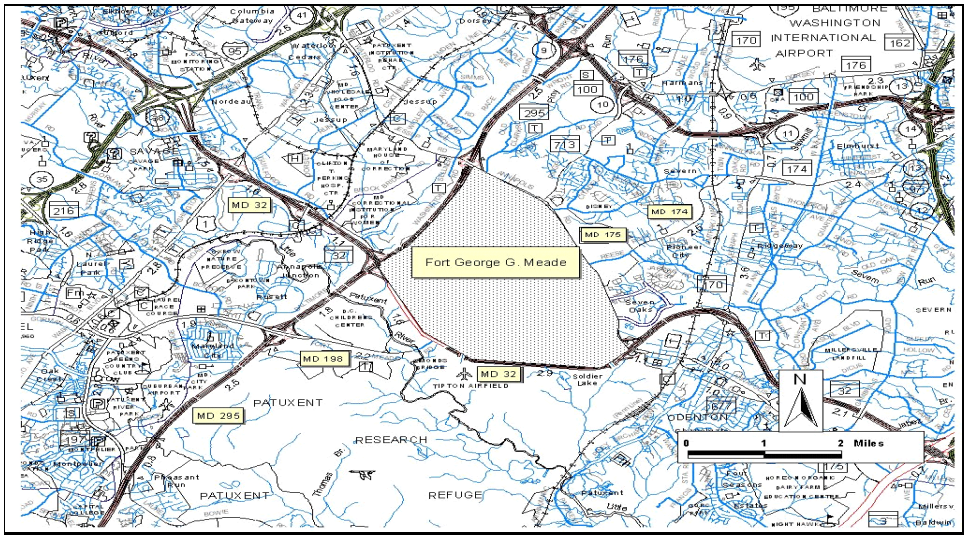
FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - 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.

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Improvements to key intersections in the vicinity of Fort Meade are vital in support of the congressionally authorized BRAC initialive. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The increase of $16.1 million reflects the addition of $2.8 million of FY10 Federal Aid Appropriation Funds, $5.0 million moved from the MD 175 project and $8.3 of Federal Funding added to the program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,000	0	750	250	0	0	0	0	1,000	0
Engineering	9,262	4,710	2,500	2,052	0	0	0	0	4,552	0
Right-of-way	11,000	1,191	2,095	7,714	0	0	0	0	9,809	0
Construction	29,252	0	3,820	15,293	10,139	0	0	0	29,252	0
Total	50,514	5,901	9,165	25,309	10,139	0	0	0	44,613	0
Federal-Aid	44,457	1,637	7,924	24,757	10,139	0	0	0	42,820	0

CLASSIFICATION:

STATE - N/A

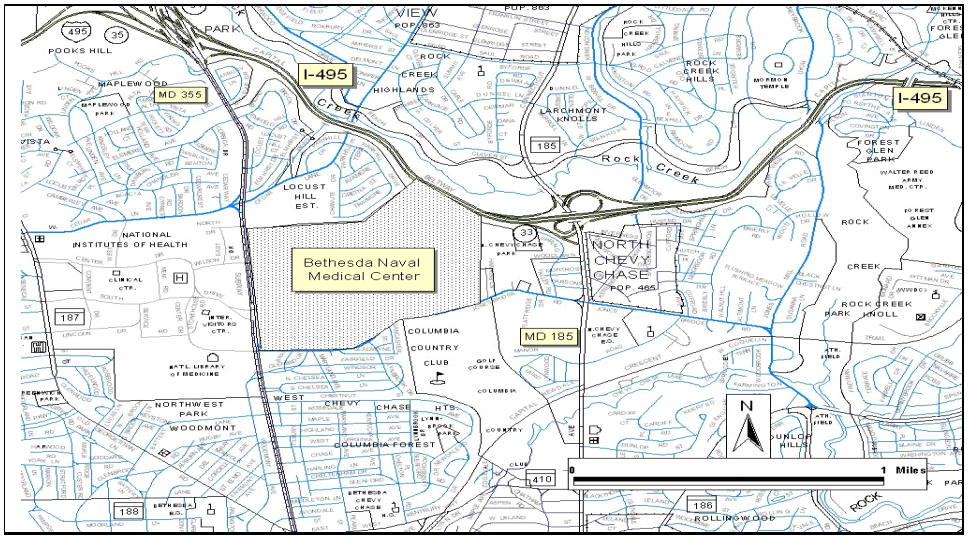
FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - 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. Bicycle and pedestrian facilities will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Improvements to key intersections in the vicinity of Bethesda Naval Medical Center are vital in support of the congressionally authorized BRAC initialive. These improvements will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The increase of $4.4 million reflects the addition of FY10 Federal Aid Appropriation Funds.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,100	4,802	1,298	0	0	0	0	0	1,298	0
Right-of-way	10,390	0	4,490	5,900	0	0	0	0	10,390	0
Construction	22,015	0	0	8,350	13,400	265	0	0	22,015	0
Total	38,505	4,802	5,788	14,250	13,400	265	0	0	33,703	0
Federal-Aid	34,669	2,264	4,490	14,250	13,400	265	0	0	32,405	0

CLASSIFICATION:

STATE - N/A

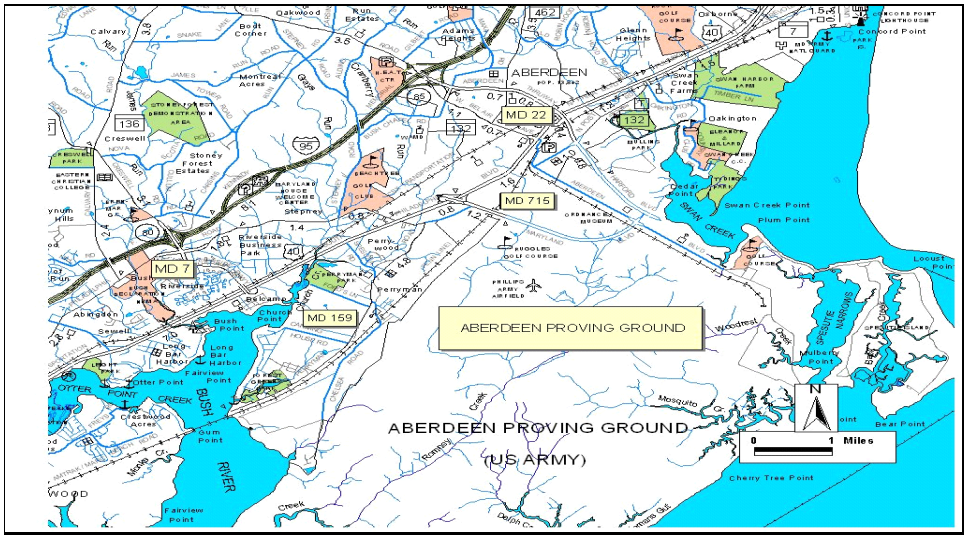
FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 24, Interchange at I-95 (Harford County Line 1)
US 40, Interchange at MD 715 (Harford County Line 3)
Perryman, Access Study (Harford County Line 4)

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The increase of $17.5 million reflects the addition of $2.9 million of FY10 Federal Aid Appropriation Funds, $7.5 million moved from the US 40 at MD 715 project (low bid) and $7.1 of Federal Funding added to the program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,369	2,994	4,000	1,700	675	0	0	0	6,375	0
Right-of-way	700	0	400	300	0	0	0	0	700	0
Construction	10,453	0	0	5,226	5,227	0	0	0	10,453	0
Total	20,522	2,994	4,400	7,226	5,902	0	0	0	17,528	0
Federal-Aid	18,434	1,506	4,200	7,026	5,702	0	0	0	16,928	0

CLASSIFICATION:

STATE - N/A

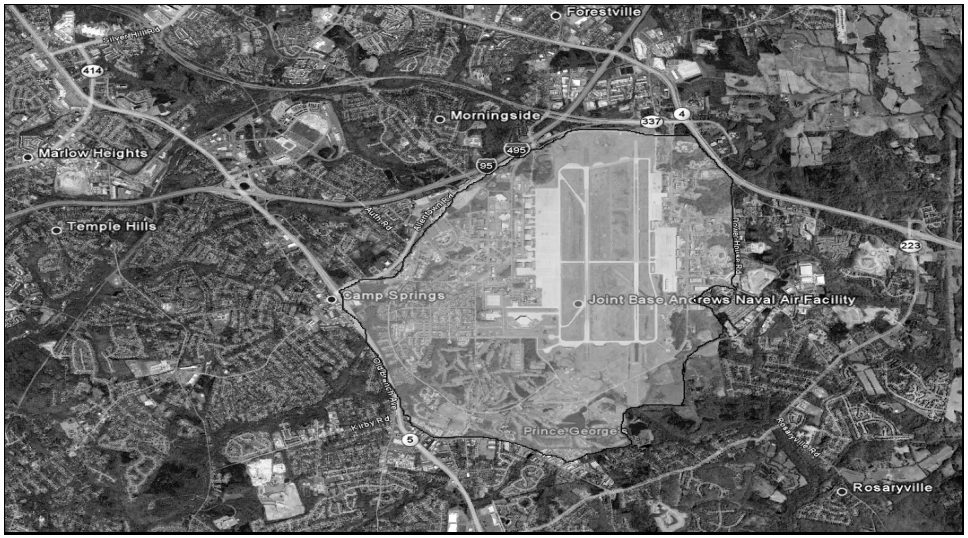
FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - N/A



PROJECT: BRAC Intersections near Andrews Air Force Base

DESCRIPTION: Design and construct intersection improvements at key locations along access routes to Andrews Air Force Base. Bicycle and pedestrian facilities will be provided where appropriate.

JUSTIFICATION: Improved access to Andrews Air Force Base 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
I-95/495, Branch Ave. Metro Access (Line 8)
MD 4, at Suitland Parkway (line 10)
MD 4, MD 223 to I-95 (Line 11)
MD 5, US 301 to I-95 (line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,497	0	500	2,000	1,497	500	0	0	4,497	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	4,497	0	500	2,000	1,497	500	0	0	4,497	0
Federal-Aid	4,497	0	500	2,000	1,497	500	0	0	4,497	0

CLASSIFICATION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

PROJECTED (2030) - N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
1		Various Locations in Calvert, Charles and St. Mary's County; joint sealing	563	FY 2012
2		Various Locations in District 5; signing	2,229	FY 2012
3		Various Locations in District 5; slurry seal	2,605	FY 2012
4		Various Improvements for District 5; resurfacing (ARRA PROJECT)	581	Under construction
5		Various Improvements for District 1; resurfacing (ARRA PROJECT)	380	Under construction
6		Various Improvements for District 2; resurfacing (ARRA PROJECT)	299	Under construction
7		Various Improvements for District 4; resurfacing (ARRA PROJECT)	442	Under construction
8		Various Improvements for District 7; resurfacing (ARRA PROJECT)	581	Under construction
9		Various Improvements for District 3; resurfacing (ARRA PROJECT)	468	Under construction
		Bridge Replacement/Rehabilitation		
10		Cleaning and Painting of 6 bridges in Dorchester, Somerset County	1,269	FY 2011
11		Cleaning and Painting of 17 bridges in Caroline, Cecil, Kent, Queen Anne's, and Talbot County	2,020	FY 2011
12		Cleaning and Painting of 7 bridges in Wicomico and Worcester County	1,295	FY 2011

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement		
13		Traffic Barrier in District 4; guard rail	353	FY 2012
14		Friction Improvements in District 3 - Phase 3; joint sealing	3,750	FY 2012
15		Replace/Upgrade Traffic Barriers at various locations in District 5; guardrails	1,199	FY 2012
16		Various locations in District 1 along MD 90, US 113 and US 13 Bus.; traffic barrier improvements	6,450	FY 2012
17		Install/upgrade Traffic barriers in District 6	480	FY 2011
18		Stormwater Management facilities at various locations Statewide; drainage improvement	2,223	FY 2011
19		Various guardrail improvements in District 5 (ARRA PROJECT)	834	Under construction
20		Various guardrail improvements in District 4 (ARRA PROJECT)	834	FY 2011
21		Various guardrail improvements in District 3 (ARRA PROJECT)	853	Under construction
22		Various guardrail improvements in District 2 (ARRA PROJECT)	2,284	FY 2011
23		Various guardrail improvements in District 1 (ARRA PROJECT)	1,616	FY 2011
24		Various guardrail improvements in District 6 and District 7 (ARRA PROJECT)	1,905	Under construction
25	I 68	National Freeway; Orleans Road to Sandy Mile; guardrail improvements (ARRA PROJECT)	1,251	FY 2011
26	I 270	Dwight D. Eisenhower Highway; various locations on I 270; guard rails	1,398	Under Construction

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Traffic Management		
27		Various Locations in District 1 and 2; signalization	1,144	FY 2012
28		Various Locations in District 4; lighting	2,288	FY 2012
29		Various Locations in District 1 and 2; signing	1,287	FY 2012
30		Various Locations in District3; signalization	2,288	FY 2012
31		Various Locations in District 3; signing	3,527	FY 2012
32		Various Locations in District 5; signalization	2,288	FY 2012
33		Various Locations in District 6 and 7; lighting	1,144	FY 2012
34		Various Locations in District 4; signing	3,527	FY 2012
35		Various Locations in Distict 5; lighting	2,288	FY 2012
36		Various Locations in District 3; lighting	2,288	FY 2012
37		Various Locations in District 6 and 7; signing	2,229	FY 2012
38		Various Locations in District 1 and 2; lighting	1,716	FY 2012
39		Various Locations in District 4; signalization	2,288	FY 2012
40		Various Locations in District 6 and 7; signalization	1,144	FY 2012

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Traffic Management (cont'd)		
41		Install and Upgrade Areawide Signing (ARRA PROJECT)	5,922	Under construction
42		Sign Lighting System (Lumitrak) (ARRA PROJECT)	2,541	Under construction
43		UPS/LED - Phase 1; District 3, 6 and 7 (ARRA PROJECT)	6,064	Under construction
44		Interstate Highway Lighting - Phase 1 (ARRA PROJECT)	8,062	FY 2011
45		Traffic Detection at Signalized Intersections District 3, 6 and 7 (ARRA PROJECT)	1,673	Under construction
46		Various signals and reconstructs in District 3; traffic management	5,121	Under construction
47		UPS/LED - Phase 1 District 1, 2, 4 and 5 (ARRA PROJECT)	5,279	Under construction
48		Traffic Detection at Signalized Intersections District 1, 2, 4 and 5 (ARRA PROJECT)	1,825	Under construction
		C.H.A.R.T. Projects		
49		Various Dynamic Message Signs Deployment (ARRA PROJECT)	3,599	Under construction
50		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
51		Statewide CCTV Camera Deployment	2,255	Underway

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Environmental Preservation		
52		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement Program)	102	FY 2011
53		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	102	FY 2011
54		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Transportation Enhancement)	102	FY 2012
55		Tree Planting in District 1 and 2 (ARRA PROJECT)	241	Under construction
56		Wetland and reforestation in District 4 and 7 (ARRA PROJECT)	352	Under construction
57		Wetland and reforestation in District 5 (ARRA PROJECT)	236	FY 2011
58		Wetland and reforestation in District 3 (ARRA PROJECT)	212	Under construction
59		Chesapeake Country National Scenic Byway Gateways; environmental preservation	69	Under construction
60	I 70	Dwight D. Eisenhower Highway; Hollow Road to MD 68 in Washington County; reforestation	324	Under construction
61	MD 100	I 97 to I 95; turfgrass restoration	91	Under Construction
62	MD 295	Baltimore Washington Parkway; I 695 to Baltimore City Line; landscaping	78	Under construction
63	US 301	Blue Star Memorial Highway; US 50 to the Delaware State line; landscaping (ARRA PROJECT)	144	Under construction

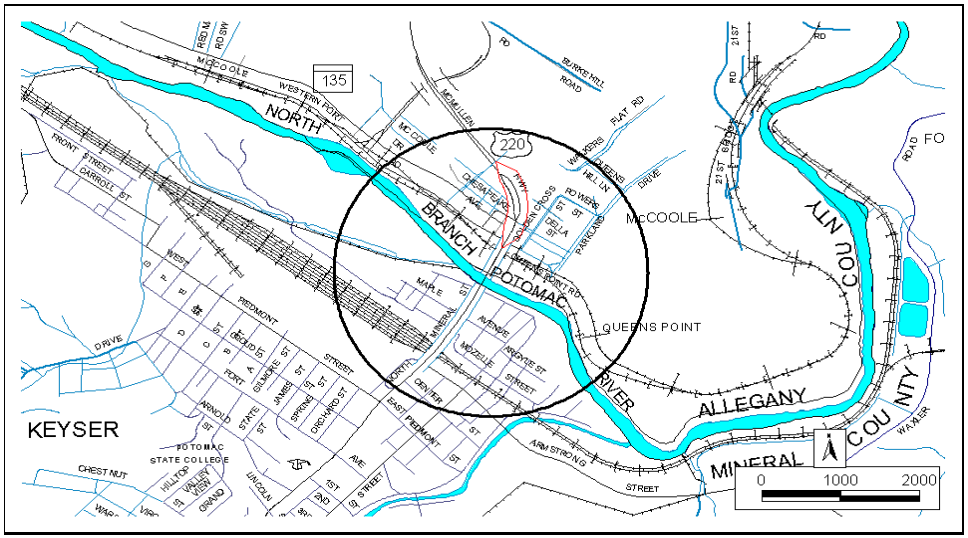
STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Environmental Preservation (cont'd)		
64	US 301	Blue Star Memorial Highway; MD 301/US 50 split to Delaware State Line; landscaping (ARRA PROJECT)	116	Under Construction
		Enhancements (cont'd)		
		Archaeological Planning & Research (cont'd)		
65		SHA's 100 Year History Project - full color commemorative book of roads and bridges in Maryland encompassing the years of 1908-2008	650	Completed
66		Synthesis of Maryland's archeological data; Synthesize 3500 archeological reports related to transportation projects; Archeological planning and research.	135	FY 2011
		Landscaping/Scenic Beautification/Mitigation		
67		Native Plant establishment and Integrated Roadside vegetation Management in District 3 and 5; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	FY 2012
68		Native Plant establishment and Integrated Roadside vegetation Management in District 1 and 2; removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	FY 2012
69		Seeding and plug installation at various locations in District 4,6 and 7; meadow enhancement by removal of invasive species and re-establishment of native grasses and wildflowers (This project is split funded with Environmental Preservation)	127	FY 2012
70		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	100	Underway

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements (cont'd)		
		Environmental Mitigation		
71		Tree planting SHA 2010; 750 acres of approximately 600 trees per acre	400	FY 2012
72		Tree planting DNR 2010; 1500 acres of approximately 600 trees per acre	600	FY 2012
73		Statewide tree planting; Fifty to one hundred acres, plant approximately 200 trees per acre	415	Underway
		Congressional Earmarks		
74		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)

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient. The bridge provides a critical link from Maryland to West Virginia.

STATUS: Construction underway. The cost shown is the estimated cost for Maryland's share only (which is approximately 35% of the total cost).

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $6.8 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	112	1,888	0	0	0	0	0	1,888	0
Right-of-way	1,713	1,648	65	0	0	0	0	0	65	0
Construction	9,458	0	2,287	3,142	2,599	1,430	0	0	9,458	0
Total	13,171	1,760	4,240	3,142	2,599	1,430	0	0	11,411	0
Federal-Aid	12,781	1,384	4,226	3,142	2,599	1,430	0	0	11,397	0

CLASSIFICATION:

STATE - Intermediate Arterial

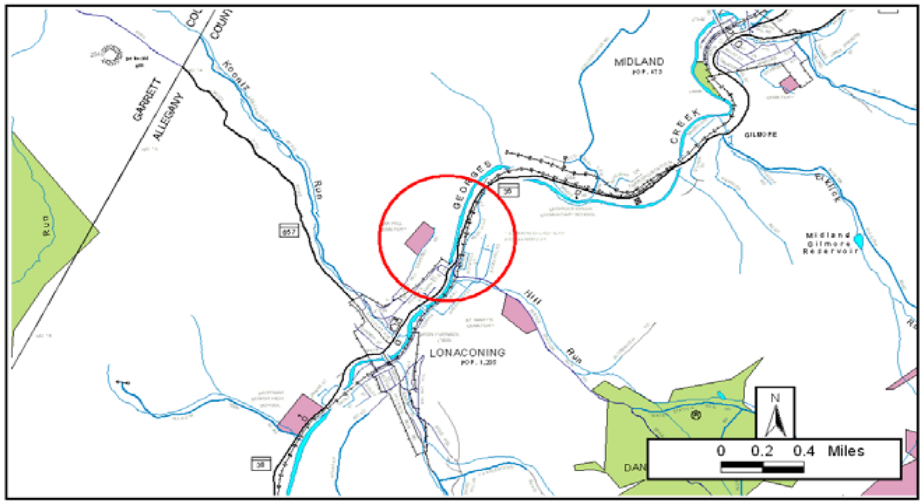
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 14,100

PROJECTED (2030) - 21,160



PROJECT: MD 36, Lower Georges Creek Road

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

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was structurally deficient and also functionally obsolete.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☐ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: The existing bridge was structurally deficient. MD 36 provides a critical north/south route through Allegany County. Replacing the bridge supports this north/south movement.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	732	731	1	0	0	0	0	0	1	0
Construction	6,509	4,728	1,781	0	0	0	0	0	1,781	0
Total	7,241	5,459	1,782	0	0	0	0	0	1,782	0
Federal-Aid	6,688	4,923	1,765	0	0	0	0	0	1,765	0

CLASSIFICATION:

STATE - Rural Minor Arterial

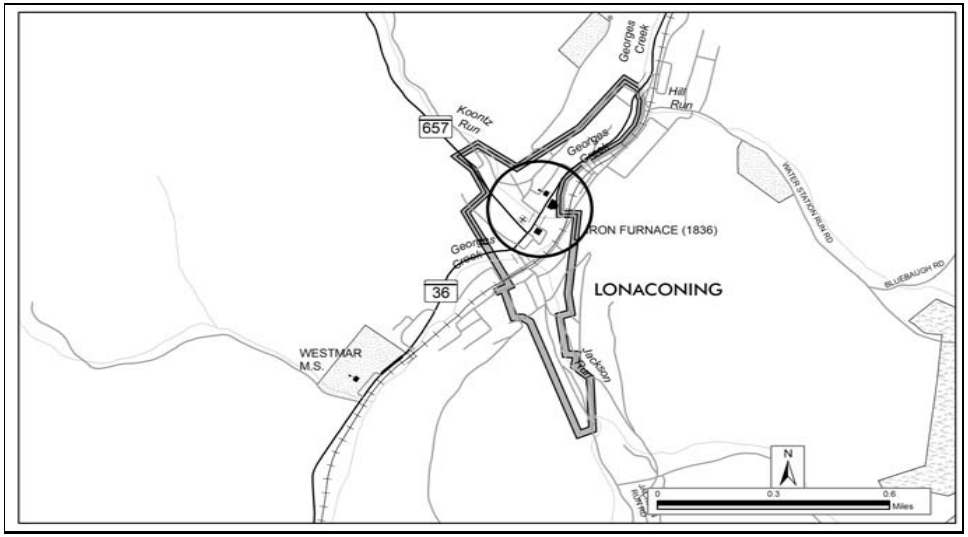
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 7,975

PROJECTED (2030) - 9,450



PROJECT: MD 36, George's Creek Road

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

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient and obsolete.

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

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

☐ Quality of Service
☒ System Preservation & Performance
☐ Connectivity for Daily Life
☐ Safety & Security
☐ Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and obsolete. MD 36 provides a critical north/south route through Allegany County. Replacing the MD 36 bridge supports this north/south movement.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	980	683	297	0	0	0	0	0	297	0
Right-of-way	380	7	373	0	0	0	0	0	373	0
Construction	915	0	188	727	0	0	0	0	915	0
Total	2,275	690	858	727	0	0	0	0	1,585	0
Federal-Aid	1,807	501	724	582	0	0	0	0	1,306	0

CLASSIFICATION:

STATE - Rural Minor Arterial

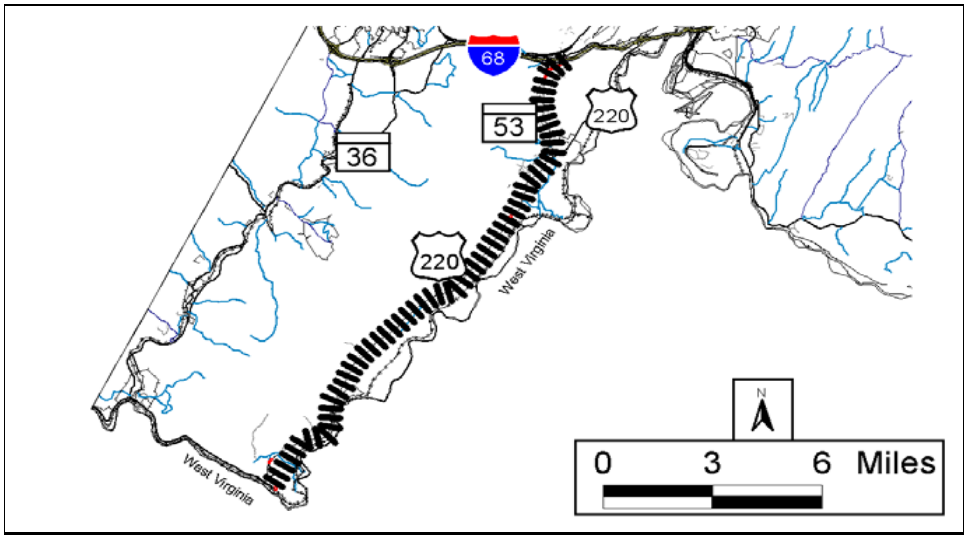
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 8,475

PROJECTED (2030) - 12,800



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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

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 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,363	514	384	465	0	0	0	0	849	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	1,363	514	384	465	0	0	0	0	849	0
Federal-Aid	1,075	411	301	363	0	0	0	0	664	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 8,250- 21,450

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

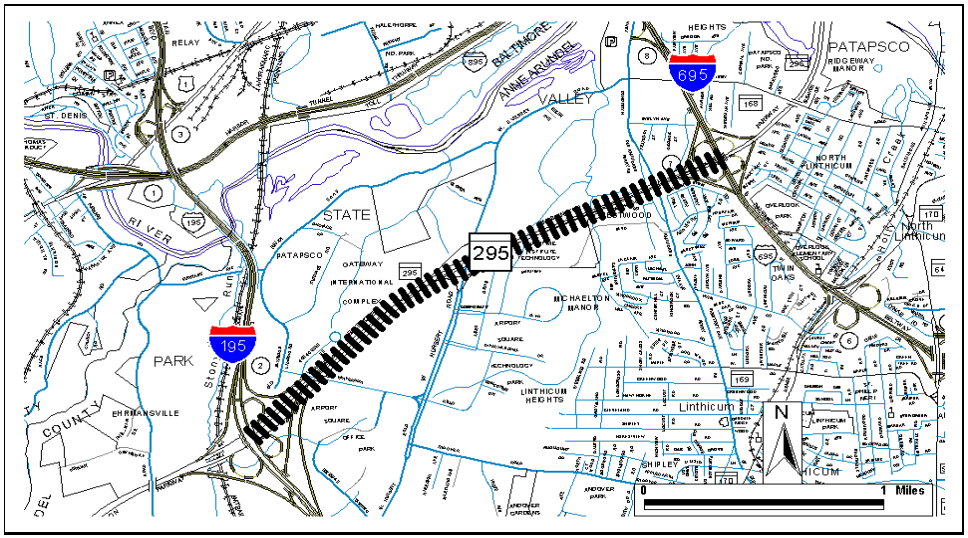
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 55	Vale Summit Road; MD 36 to US 40 Alternate; resurfacing (ARRA PROJECT)	758	Completed
		Safety/Spot Improvement		
2	I 68	National Freeway; west of Hillcrest Drive to west of US 40 Scenic; guardrail (ARRA PROJECT)	3,676	Completed
		Environmental Preservation		
3	I 68	MD 36 to the Garrett County Line; landscaping (ARRA PROJECT)	417	Completed
		Congressional Earmarks		
4		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) Project Complete	0	
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
5		Various Interstate Patching Bridge Approaches (ARRA PROJECT)	100	Under construction
6	MD 51	Industrial Boulevard; Virginia Avenue to Pennsylvania Avenue, safety and resurface	1,460	FY 2011
7	MD 53	Winchester Road; from structure 01052 to US 220; mill and patch (ARRA PROJECT)	91	Completed
8	I 68	National Freeway; MD 55 to MD 658; resurface	4,402	FY 2012
9	I 68	National Freeway; MD 658 Bridge to Kelly Boulevard Bridge; resurface	8,008	Under construction

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
10	MD 135	McCoole Westernport Road; corporate limits of Westernport to 1/4 mile east of corporate limits of Westernport; mill and patch (ARRA PROJECT)	89	Completed
11	MD 135 A	MD 135; at US 220; resurface (ARRA PROJECT)	198	Completed
12	MD 636	Warrior Drive; MD 53 to US 220; resurface (ARRA PROJECT)	138	Completed
13	MD 657	Skids Hill Road; north of Old Beechwood Road to Garrett County Line; resurfacing (ARRA Project)	3,057	Under construction
14	MD 936	Upper George's Creek Road; MD 36 to Caboose Road; resurfacing (ARRA PROJECT)	560	Completed
		Bridge Replacement/Rehabilitation		
15	MD 36	E Main Street; Bridge 166010 over Koontz Run; bridge replacement	915	FY 2012
		Safety/Spot Improvement		
16	MD 49	Braddock Road; at Macy Drive; remove vertical curve	503	FY 2012
17	I 68	National Freeway; east of MD 736 to west of MD 936; drainage improvement	1,612	FY 2011
18	I 68 EB	National Freeway; at US 220 interchange; improvement access to I 68	4,004	FY 2012
		Community Safety and Enhancements		
19	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); streetscape	4,794	Completed

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).

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 295, MD 100 to I-195 (Line 3)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: This project will provide a satisfactory level of service, including reduction in travel time delay. Widening is being done in the median limiting property and environmental impacts.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,489	1,489	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,948	5,966	2,307	2,675	0	0	0	0	4,982	0
Total	12,437	7,455	2,307	2,675	0	0	0	0	4,982	0
Federal-Aid	11,533	6,562	2,307	2,664	0	0	0	0	4,971	0

CLASSIFICATION:

STATE - Principal Arterial

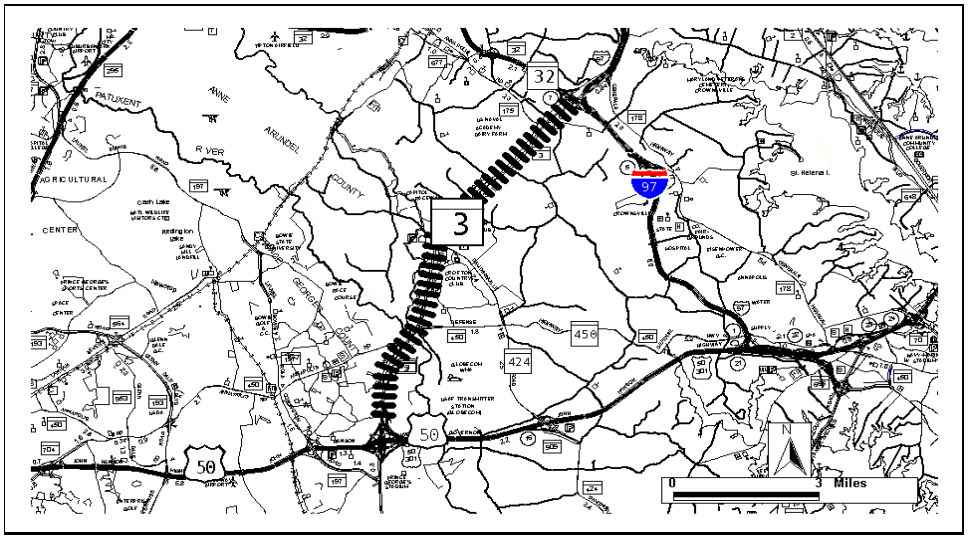
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 93,100

PROJECTED (2030) - 134,700



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Prince George's County - Line 15)
US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 16)
MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 23)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,978	3,770	208	0	0	0	0	0	208	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,665	4,665	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,643	8,435	208	0	0	0	0	0	208	0
Federal-Aid	2,785	2,639	146	0	0	0	0	0	146	0

CLASSIFICATION:

STATE - Principal Arterial

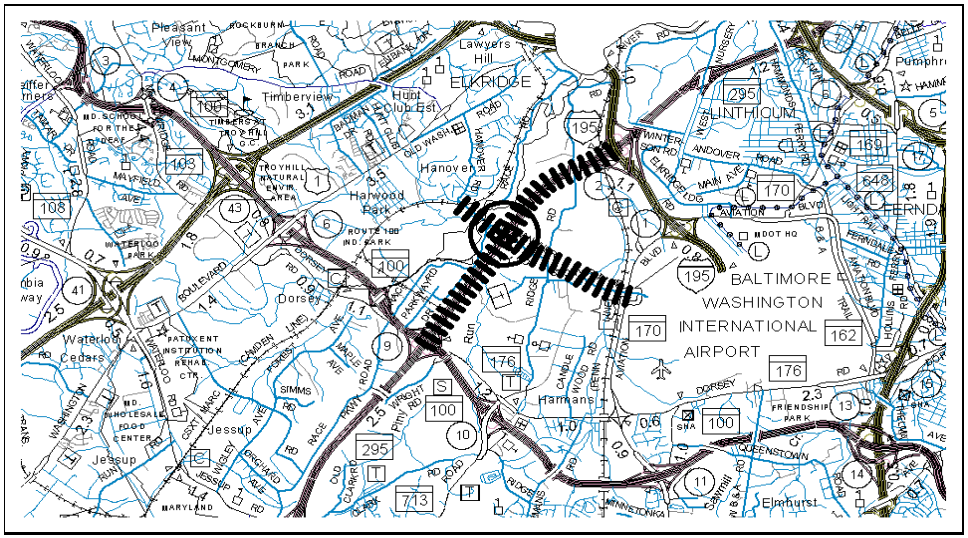
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 61,820-79,350

PROJECTED (2030) - 124,800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LINTHICUM
BALTIMORE
WASHINGTON
INTERNATIONAL
AIRPORT
Hanover
Harwood Park
Dorsey
Jessup
Elmhurst
Timberview
Lawyers Hill
Pleasant View
Waterloo
Cedars
Harmans
Pumphrey
HERNDON
FRIENDSHIP PARK
MDOT HQ
TROYHILL NATURAL ENVIR. AREA
ROUTE 100 IND. PARK
MD SCHOOL FOR THE DEAF
MD WHOLESALE FOOD CENTER
PATUXENT INSTITUTION REHAB. CTR.
MARYLAND
SIMMS
WRIGHT
QUEENSTOWN
MINNISTONKA
DORSEY
ANDOVER
WINTER GARD RD
MAIN AVE
AVIATION BLVD
WEST NURSERY
HOLLINS FERRY RD
CAMDEN LANE
POPLAR
MAPLE AVE
ENGLEWOOD AVE
JESSUP RD
OLD WASH
HANOVER ROAD
BALTIMORE ANNAPOLIS BLVD
WATERLOO ROAD
BOULEVARD
CANDLE WOOD RD
FRENCH
AVIATION
RIDGE
RACE
FIFTH RD
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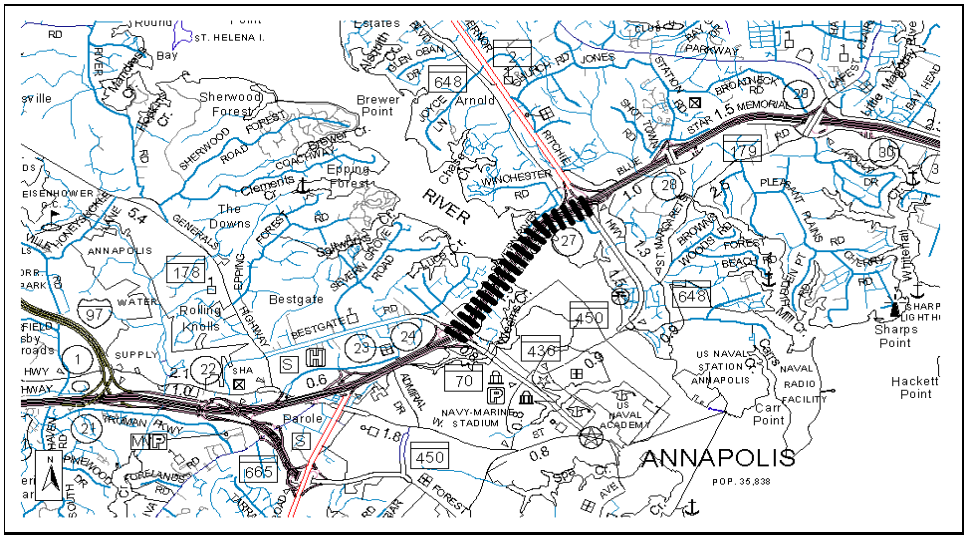


PROJECT: US 50, John Hanson Highway

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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Feasibility Study complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	562	481	81	0	0	0	0	0	81	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	562	481	81	0	0	0	0	0	81	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

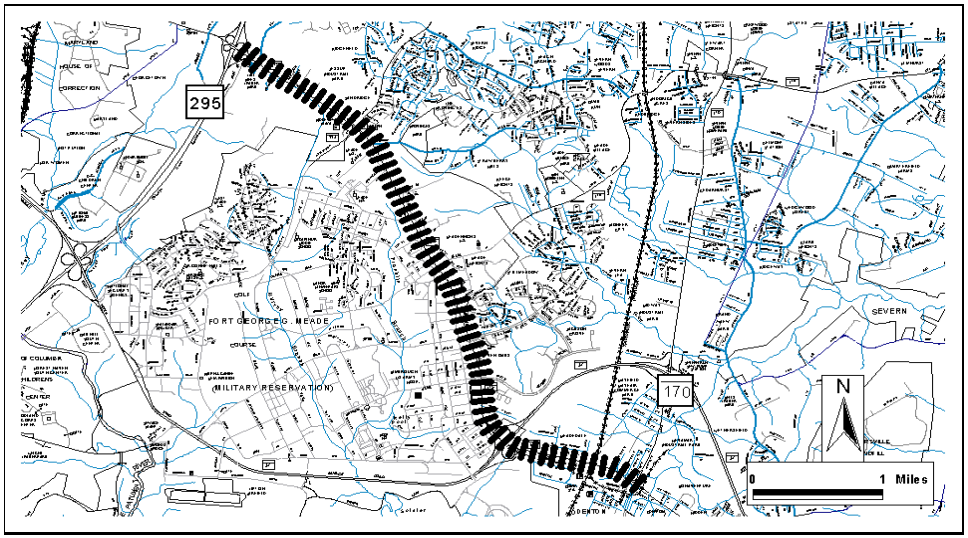
FEDERAL - Urban Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 126,450

PROJECTED (2030) - 159,900



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses. Moved $5.0 million from Engineering to the Fort Meade BRAC (Statewide Line 5).

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,972	2,616	256	100	0	0	0	0	356	0
Engineering	4,946	192	500	1,000	1,000	2,254	0	0	4,754	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	7,918	2,808	756	1,100	1,000	2,254	0	0	5,110	0
Federal-Aid	7,231	2,232	700	1,078	1,000	2,221	0	0	4,999	0

CLASSIFICATION:

STATE - Urban Minor Arterial

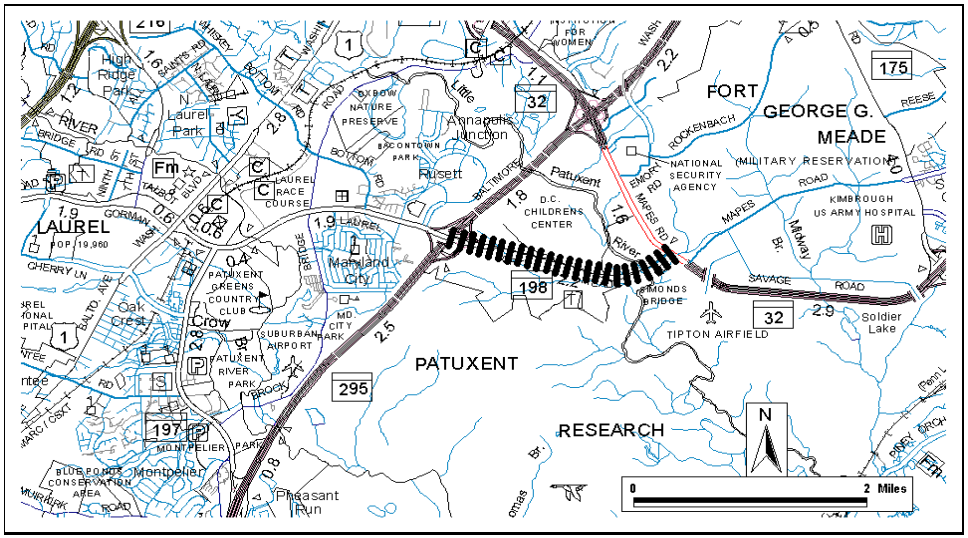
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 38,000

PROJECTED (2030) - 82,200



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 Not Subject to PFA Law

- [x] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Project Planning underway. County contributing up to $3.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 26,000

PROJECTED (2030) - 41,300

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, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 4 SB	Southern Maryland Boulevard; Prince George's County Line to Calvert County Line; resurfacing (ARRA PROJECT)	1,302	Completed
2	MD 450	Defense Highway; MD 424 to east of Huntwood Drive; resurfacing (ARRA PROJECT)	800	Completed
3	MD 450	Defense Highway; Ridge Gateway to Crownsville Road; resurfacing (ARRA PROJECT)	190	Completed
		Enhancements		
		Environmental Mitigation		
4		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	Completed
5		Functional Enhancement of Stormwater Management Facilities in Anne Arundel County Phase A-improvements to 28 existing stormwater management facilities (This project is a split funded project with the Safety/Spot Improvement Program)	888	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
6		Various Locations in Anne Arundel County; joint sealing	453	FY 2012
7	MD 2	Solomons Island Road; Lothian Roundabout to Harwood Drive; resurfacing (ARRA PROJECT)	1,300	FY 2011
8	MD 2	Governor Ritchie Highway; Hammonds Lane to Baltimore City Line; resurfacing (ARRA PROJECT)	1,400	Under construction
9	MD 3 SB	Robert Crain Highway; MD 424 to MD 450; resurfacing (ARRA PROJECT)	850	Completed

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
10	US 50	Blue Star Memorial Highway; MD 179 to Whitehall Road; resurfacing (ARRA PROJECT)	1,265	Completed
11	MD 100 EB	Howard County Line to MD 713; resurfacing (ARRA PROJECT)	695	FY 2012
12	MD 170	Belle Grove Road; 10th Avenue to MD 2; resurfacing (ARRA PROJECT)	695	FY 2011
13	MD 177	Mountain Road; Freetown Road to MD 648; resurfacing (ARRA PROJECT)	324	Completed
14	MD 177	Mountain Road; Catherine Avenue to Loblolly Lane; resurfacing (ARRA PROJECT)	850	Completed
15	MD 177	Mountain Road; Loblolly Lane to Long Point Road; resurfacing (ARRA PROJECT)	420	Completed
16	MD 178	Generals Highway; MD 450 to Bestgate Road; resurfacing (ARRA PROJECT)	460	FY 2011
17	MD 295 SB	Baltimore Washington Parkway; MD 100 to Hanover Road; resurfacing (ARRA PROJECT)	540	FY 2012
18	MD 435	Annapolis Street; MD 436 to MD 450 and MD 70 SB at MD 435; resurfacing (ARRA PROJECT)	300	FY 2011
		Bridge Replacement/Rehabilitation		
19		South River Farms Park; wetland mitigation	475	FY 2011
20		Cleaning and Painting of bridges on MD 176, MD 174, MD 32, MD 2 and MD 10 in Anne Arundel County	2,539	FY 2012
21		Cleaning and Painting of bridges on I 695, MD 173 and MD 100 in Anne Arundel County	2,079	FY 2012
22		Ridge Road; over MD 295; bridge deck replacement	1,518	Under construction

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
23	MD 2	Solomons Island Road; over South River; clean and paint bridge (ARRA Project)	253	FY 2012
24	MD 168	Hammonds Ferry Road; over MD 295 and Hammonds Ferry Road; bridge deck replacement	3,024	FY 2012
25	I 595	John Hanson Highway; over Weems Creek; clean and paint bridge (ARRA Project)	338	FY 2012
		Safety/Spot Improvement		
26		South River Farms Park; wetland replacement	314	FY 2011
27		Various locations in District 5; installation of rumble strips (Also shown in Calvert, Charles and St. Mary's Counties)	260	FY 2011
28		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
29	MD 2	Solomons Island Road; Jewel Road/MD 423; safety	1,311	FY 2012
30	MD 2	Solomons Island Road; at Birdsville Road; geometric improvements	437	Under construction
31	MD 3 BUS	Crain Highway; Furnace Branch Road to MD 2; ADA improvements (ARRA PROJECT)	101	FY 2012
32	MD 3 BUS	Crain Highway; Oak Manor Drive to Aquahart Road; ADA improvements (ARRA PROJECT)	225	FY 2012
33	MD 70 WB	Rowe Boulevard; Lawrence Road to End of State Maintenance westbound; ADA improvements (ARRA PROJECT)	210	Under construction
34	I 97	At Sawmill Creek; drainage improvements and stormwater retrofit	492	Under construction

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
35	I 97	Glen Burnie Bypass; various locations between MD 100 and MD 178; drainage improvement	723	Under Construction
36	MD 170 SB	Telegraph Road; MD 175 to MD 32 southbound; ADA improvements (ARRA PROJECT)	350	Under construction
37	MD 173	Fort Smallwood Road; Lauren Way to Sycamore Road; ADA improvements (ARRA PROJECT)	76	FY 2012
38	MD 174 WB	Quarterfield Road; Queenstown Road to Old Stage Road westbound; ADA improvements (ARRA PROJECT)	86	FY 2012
39	MD 177	Mountain Road; at Outing Avenue; ADA improvements (ARRA PROJECT)	176	Under construction
40	MD 177	Mountain Road; Police Station to Magothy Beach Road; ADA improvements (ARRA PROJECT)	76	Under construction
41	MD 177 EB	Mountain Road; 200 feet each side of Sagamore Way eastbound; ADA improvements (ARRA PROJECT)	28	FY 2012
42	MD 198	Laurel Fort Meade Road; Old Annapolis Road to Russet Green (Westbound) ADA improvements (ARRA PROJECT)	157	Completed
43	MD 198	Laurel Fort Meade Road; Old Annapolis Road to Russet Green (Eastbound) ADA improvements (ARRA PROJECT)	258	Completed
44	MD 253 NB	Mayo Road; MD 214 to MD 2 northbound; ADA improvements (ARRA PROJECT)	26	FY 2011
45	MD 424	Davidsonville Road; MD 3 to MD 450; ADA improvements	1,000	FY 2012
46	MD 450	West Street; MD 2 to MD 435; ADA improvements	1,850	FY 2012

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
47	MD 648	Baltimore Annapolis Boulevard; 400 feet north of MD 170 to Lake Front Drive; drainage improvement	190	FY 2012
48	MD 648	Baltimore Annapolis Boulevard; Edgewood Road to Hammonds Lane; ADA improvements (ARRA PROJECT)	175	FY 2012
49	MD 710	East Ordnance Road; MD 2 to Chesapeake Center Drive; ADA improvements (ARRA PROJECT)	146	FY 2012
		Community Safety and Enhancements		
50	MD 648	Baltimore Annapolis Boulevard; MD 2 to MD 10; streetscape (Project on hold)		
		Streetscapes and Minor Reconstruction		
51		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	Underway
		Traffic Management		
52		Signals along MD 2 and MD 710; reconstruct signals (ARRA PROJECT)	1,621	Under construction
		Environmental Preservation		
53	US 50	John Hanson Highway; MD 70 to MD 2 interchange; landscaping	92	Under Construction
54	MD 450	Defense Highway; Franklin Point Park for MD 450; critical area mitigation	64	Under Construction

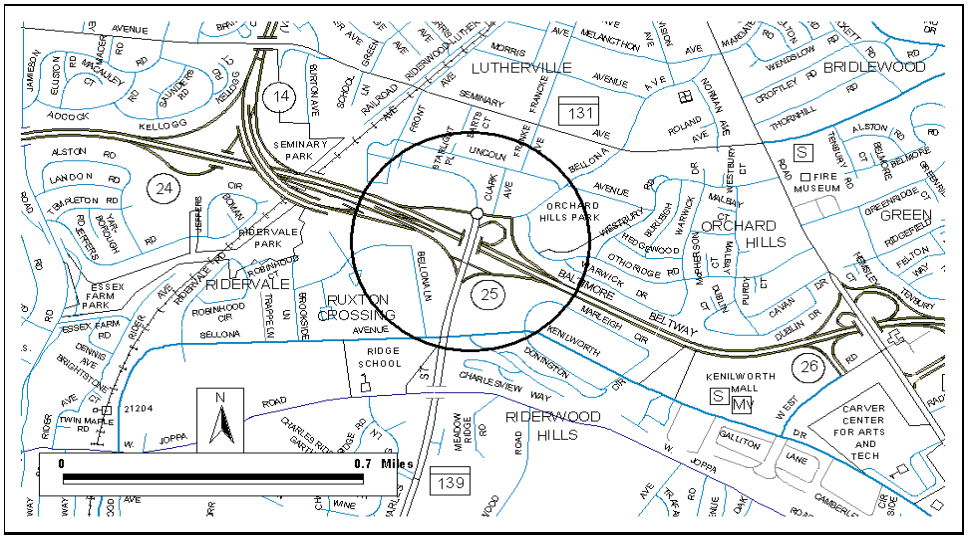
STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Commuter Action Improvements		
55	MD 665	Aris T Allen Boulevard; additional parking spaces at Harry S Truman Park and Ride Lot; geometric improvements	465	Under construction
		Intersection Capacity Improvements		
56	MD 2	Solomons Island Road; at MD 408/422; northbound bypass lane (Funded for preliminary engineering only)	150	PE Underway
		Enhancements		
57		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2012
		Pedestrian and Bicycle Safety and Educational Activities		
58		Freewheelin Annapolis; bicycle sharing program in Annapolis through smartbicycle and kiosk equipment and installation	93	FY 2011
		Environmental Mitigation		
59		Functional Enhancement of SWM facilities along MD 4 in Anne Arundel County; SWM facilities improvements	407	FY 2012
60		Cowhide Branch stream restoration and Fish Passage; mitigation of water pollution due to highway runoff	1,000	FY 2011
61		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	345	FY 2011

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements (cont'd)		
62		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	Underway
63		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 2011
		Scenic/Historic Highway Programs/Visitor Centers (cont'd)		
64		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
		Congressional Earmarks		
65		Construct Broadneck Peninsula Trail; construct trail (Earmark $1.2 million; CO)	0	
66		Patuxent Research Refuge road improvements (Earmark $3 million; PE, CO) Sponsor: U.S. Fish & Wildlife Service	0	
67		South Shore Trail; construct trail from MD 3 to I-97 at Waterbury Road; construct trail (Earmark $1.6 million; PE, CO)	0	
68		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).

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for the future capacity needs of I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-83 to I-95 (Line 9)
I-695, Noise Barriers (System Preservation Program)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The MD 139 (Charles Street) bridge is nearing the end of its structural life. The bridge serves as a major link connecting Lutherville and West Towson neighborhoods. The new bridge will provide additional capacity for safety, improved operation and enhanced pedestrian and bicycle accommodations. The bridge will be lengthened to allow widening of the Baltimore Beltway, I-695, which serves as the main emergency and freight transport interstate for the Baltimore region.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of $2.1 million is due to additional bridge modifications, soil stabilization needs and slope repairs..

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,774	3,699	10	1,077	1,000	988	0	0	3,075	0
Right-of-way	402	126	276	0	0	0	0	0	276	0
Construction	48,258	25,252	9,625	10,001	3,380	0	0	0	23,006	0
Total	55,434	29,077	9,911	11,078	4,380	988	0	0	26,357	0
Federal-Aid	52,207	26,868	9,586	10,823	4,160	770	0	0	25,339	0

CLASSIFICATION:

STATE - Principal Arterial

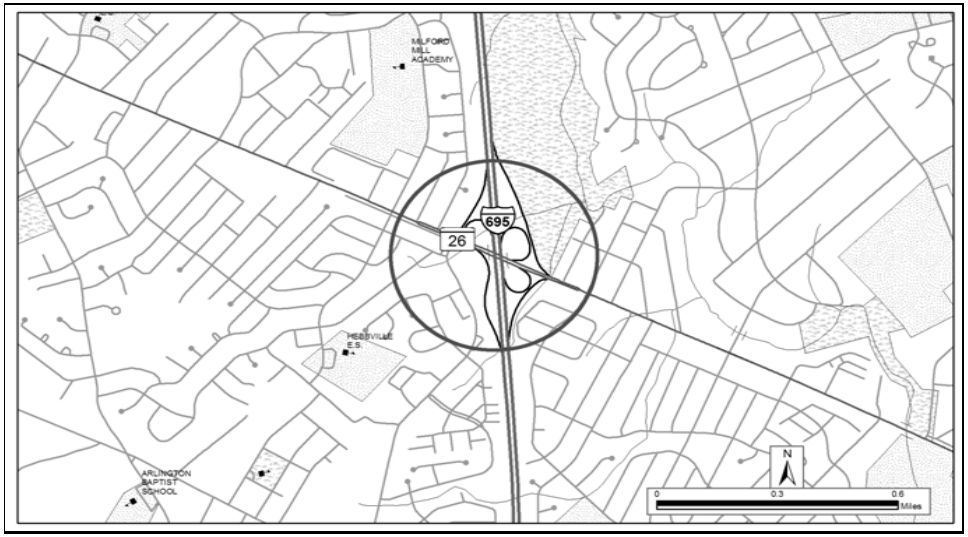
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 170,100

PROJECTED (2030) - 208,000



PROJECT: I-695, Baltimore Beltway

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

PURPOSE & NEED SUMMARY STATEMENT: The I-695 bridge over MD 26 is nearing the end of its structural life and widening of the bridge is required to serve the future capacity needs of I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-695, I-95 to MD 122 (Line 8)
I-695, Noise Barrier rehabilitation (System Preservation Program)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The Baltimore Beltway bridge over MD 26 (Liberty Road) is nearing the end of its structural life. The new bridge will provide critical capacity needed for improved safety and operations on I-695, vital emergency, freight carrier and connecting route for the Baltimore Region. Lengthening of the bridge deck will allow for pedestrian and bicycle accommodations along MD 26 (Liberty Road).

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $8.7 million is due to a favorable bid price..

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,296	2,296	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,751	2,542	6,053	8,347	5,728	81	0	0	20,209	0
Total	25,047	4,838	6,053	8,347	5,728	81	0	0	20,209	0
Federal-Aid	24,247	4,472	5,781	8,275	5,656	63	0	0	19,775	0

CLASSIFICATION:

STATE - Principal Arterial

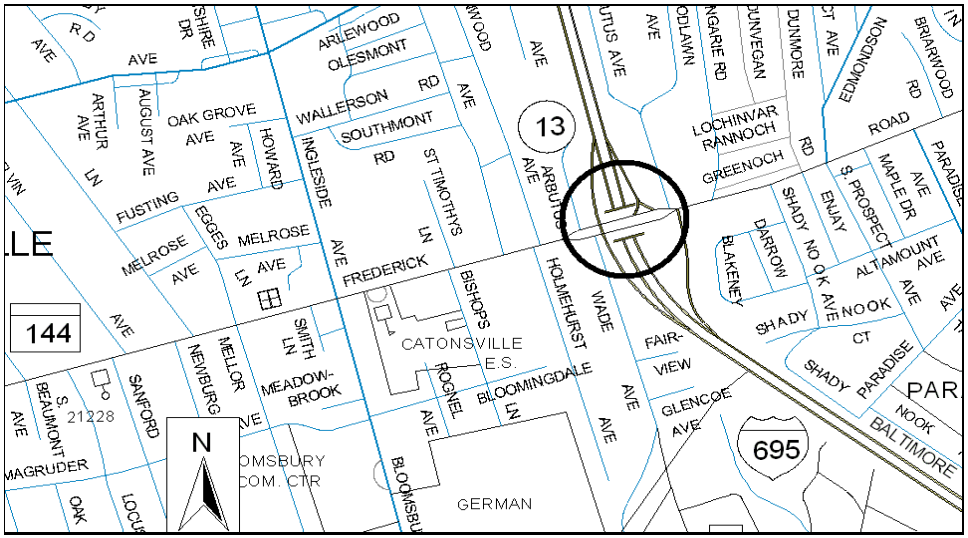
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 200,800

PROJECTED (2030) - 268,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of MD 144 Bridge (Frederick Road) over I-695

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for future capacity improvements to I-695.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The ND 144 (Frederick Road) bridge is nearing the end of its structural life. The bridge serves a major link connecting the Catonsville Community with Baltimore City. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety, operation and accommodate pedestrians and bicycles.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,099	0	2,080	6,774	7,312	3,933	0	0	20,099	0
Total	20,099	0	2,080	6,774	7,312	3,933	0	0	20,099	0
Federal-Aid	19,985	0	2,022	6,718	7,312	3,933	0	0	19,985	0

CLASSIFICATION:

STATE - Principal Arterial

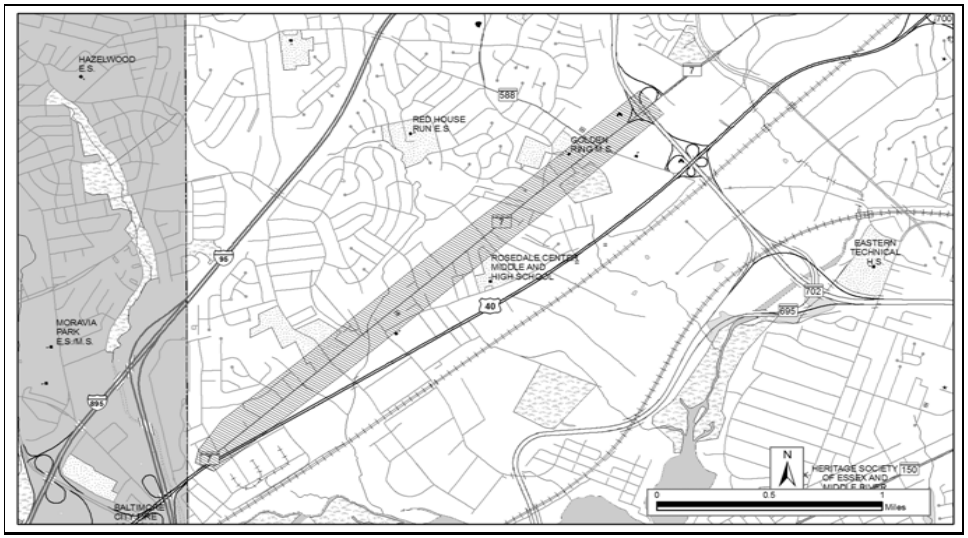
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 193,000

PROJECTED (2030) - 251,600



PROJECT: MD 7, Philadelphia Road

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

PURPOSE & NEED SUMMARY STATEMENT: The improvement of MD 7, Philadelphia Road, enhanced safety, traffic operations and neighborhood aesthetics.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The system preservation of MD 7 (Philadelphia Road) will improve neighborhood connectivity by enhancing pedestrian, bicycle and local transit mobility. The enhancements on MD 7 are designed to improve the quality of life for the Rosedale community and support Smart Growth through redevelopment within the neighborhood.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	587	587	0	0	0	0	0	0	0	0
Construction	12,549	12,384	165	0	0	0	0	0	165	0
Total	15,472	15,307	165	0	0	0	0	0	165	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

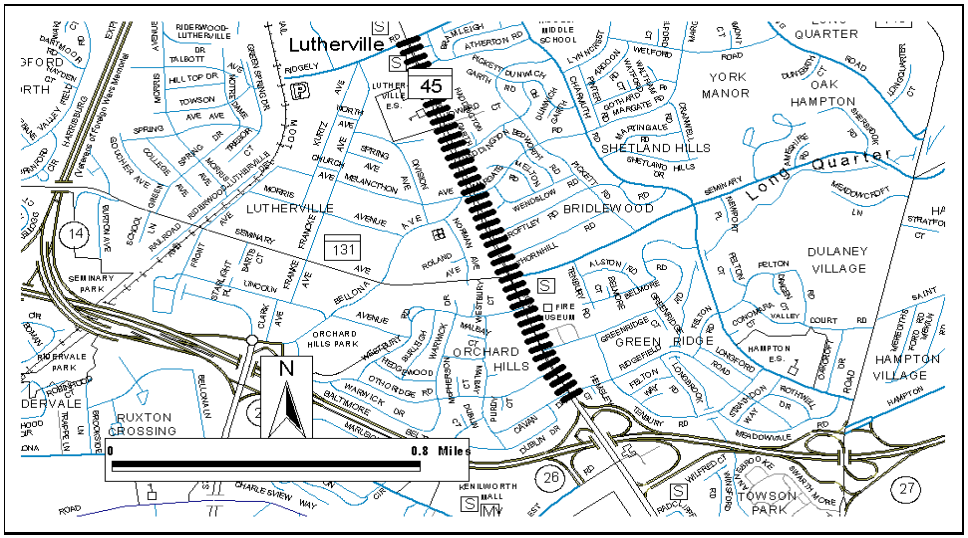
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 29,600

PROJECTED (2030) - 33,800



PROJECT: MD 45, York Road

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

PURPOSE & NEED SUMMARY STATEMENT: This project improved capacity, operational and safety issues associated with this segment of York Road, as well as enhanced neighborhood appearance.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Widening of MD 45 (York Road) through the business district of Towson/Lutherville will provide additional capacity and left turn storage that will greatly improve travel time, reliability, safety and pedestrian access.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of $2.8 million is due to landscaping changes to reduce noise, additional traffic control devices and retaining walls.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,170	2,170	0	0	0	0	0	0	0	0
Right-of-way	4,463	4,108	355	0	0	0	0	0	355	0
Construction	14,886	14,801	85	0	0	0	0	0	85	0
Total	21,519	21,079	440	0	0	0	0	0	440	0
Federal-Aid	15,266	14,919	347	0	0	0	0	0	347	0

CLASSIFICATION:

STATE - Minor Arterial

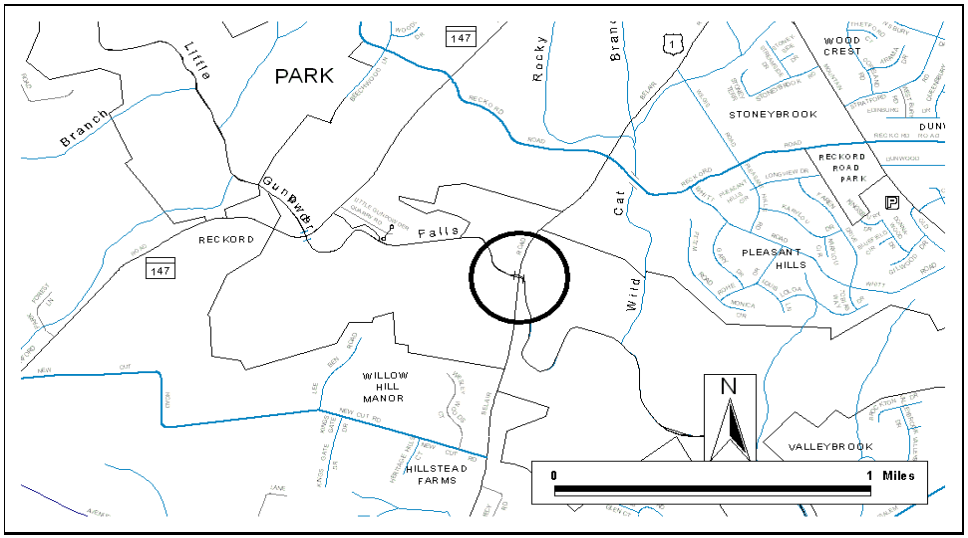
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 45,500

PROJECTED (2030) - 56,000



PROJECT: US 1, Belair Road

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

PURPOSE & NEED SUMMARY STATEMENT: This project replaced the existing deteriorated 1934 bridge structure over the Little Gunpowder Falls at the Baltimore/Harford County Line.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☒ Quality of Service
- ☒ System Preservation & Performance
- ☒ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: This US 1 (Belair Road) bridge over the Little Gunpowder Falls was built in 1934 and is experiencing deterioration. US 1 is a major commerce route for the transportation of goods. It serves as a back up route for I-95 in emergencies. Replacement of the deteriorated structure will enhance the preservation of the US 1 corridor. In addition to the bridge replacement, a new parking facility will be provided for patrons of the Gunpowder State Park.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,242	1,242	0	0	0	0	0	0	0	0
Right-of-way	37	30	7	0	0	0	0	0	7	0
Construction	6,449	5,199	1,250	0	0	0	0	0	1,250	0
Total	7,728	6,471	1,257	0	0	0	0	0	1,257	0
Federal-Aid	5,971	4,826	1,145	0	0	0	0	0	1,145	0

CLASSIFICATION:

STATE - Intermediate Arterial

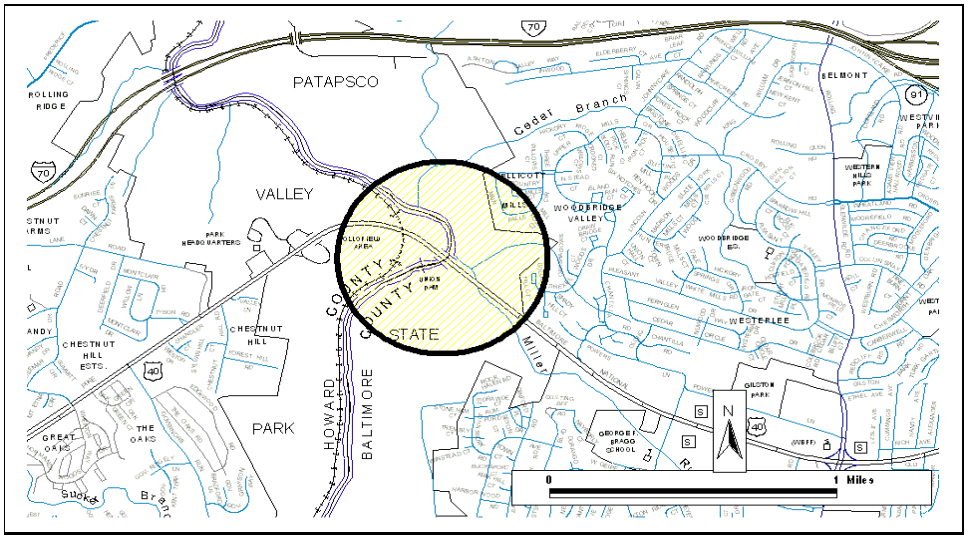
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 23,000

PROJECTED (2030) - 28,000



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will rehabilitate the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☒ Quality of Service
- ☒ System Preservation & Performance
- ☒ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a back up route for I-70. The bridge will be rehabilated in kind to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened to provide for bicycle/pedestrian compatible 5' shoulders.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $9.8 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,313	3,037	276	0	0	0	0	0	276	0
Right-of-way	51	6	45	0	0	0	0	0	45	0
Construction	17,610	0	1,267	6,680	7,627	2,036	0	0	17,610	0
Total	20,974	3,043	1,588	6,680	7,627	2,036	0	0	17,931	0
Federal-Aid	20,063	2,344	1,479	6,627	7,588	2,025	0	0	17,719	0

CLASSIFICATION:

STATE - Principal Arterial

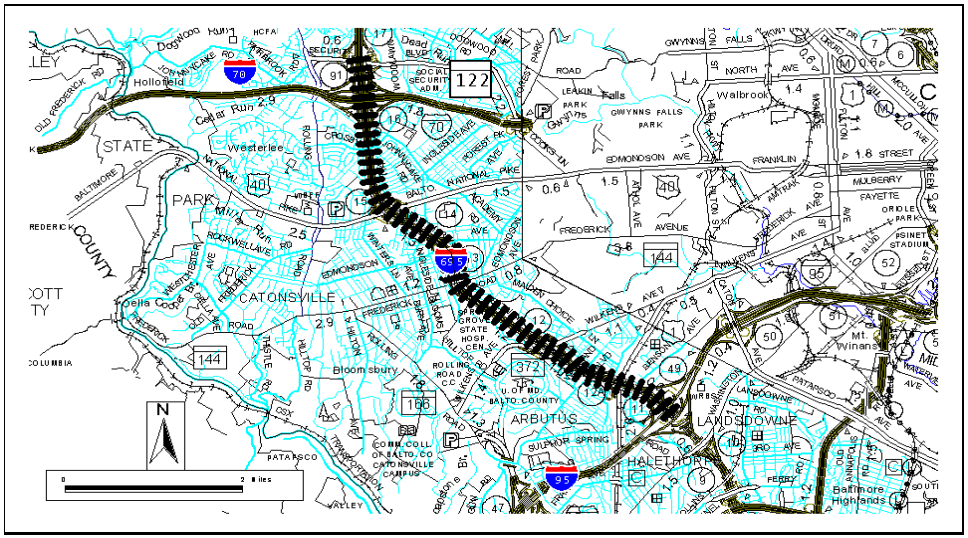
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 37,300

PROJECTED (2030) - 47,300



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering and Right-of-way for the segment from MD 144 to south of US 40 underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	13,688	12,687	750	251	0	0	0	0	1,001	0
Right-of-way	1,814	1,614	200	0	0	0	0	0	200	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	16,928	15,727	950	251	0	0	0	0	1,201	0
Federal-Aid	11,006	10,137	693	176	0	0	0	0	869	0

CLASSIFICATION:

STATE - Principal Arterial

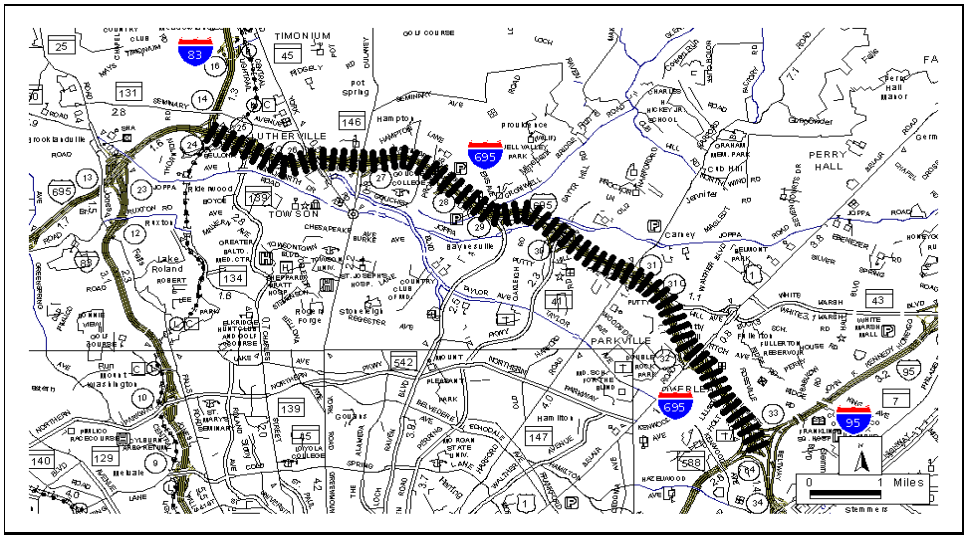
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 219,100

PROJECTED (2030) - 262,300



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 Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

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

STATUS: Partial Engineering and Right-of-way underway for the segment from MD 41 to MD 147.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	6,596	6,089	207	300	0	0	0	0	507	0
Right-of-way	141	92	49	0	0	0	0	0	49	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,252	7,696	256	300	0	0	0	0	556	0
Federal-Aid	4,977	4,769	85	123	0	0	0	0	208	0

CLASSIFICATION:

STATE - Principal Arterial

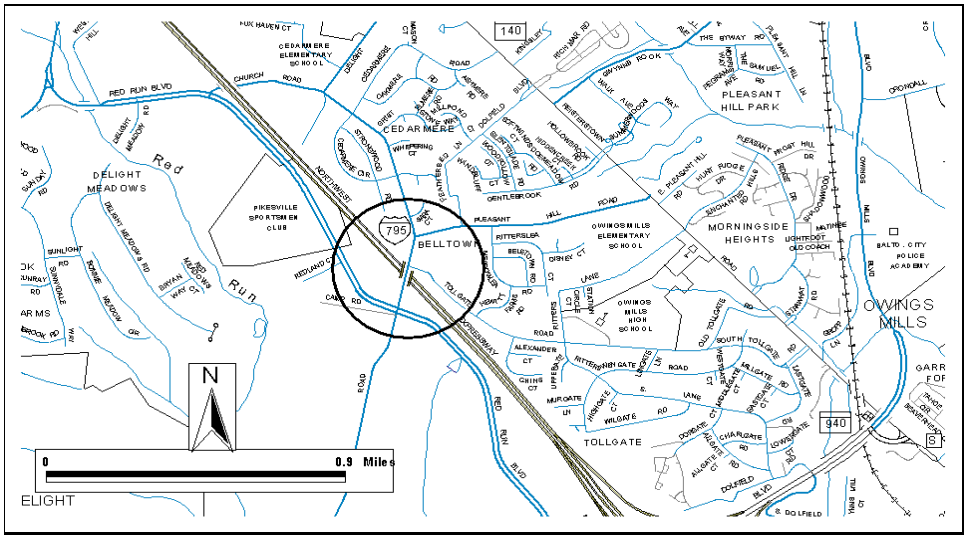
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 183,000

PROJECTED (2030) - 231,000



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard.

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 Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,075	1,345	730	0	0	0	0	0	730	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	2,075	1,345	730	0	0	0	0	0	730	0
Federal-Aid	1,868	1,211	657	0	0	0	0	0	657	0

CLASSIFICATION:

STATE - Principal Arterial

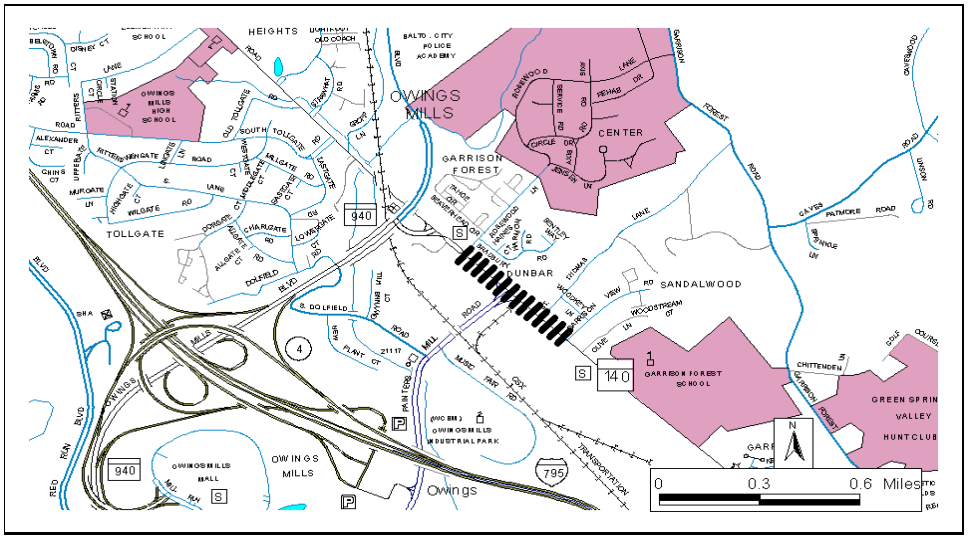
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 76,275

PROJECTED (2030) - 100,750



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-795, at Dolfield Road (Line 10)
Transit Oriented Development at Owings Mills Metro Station (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	2,447	5	40	0	0	0	0	45	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	2,492	2,447	5	40	0	0	0	0	45	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

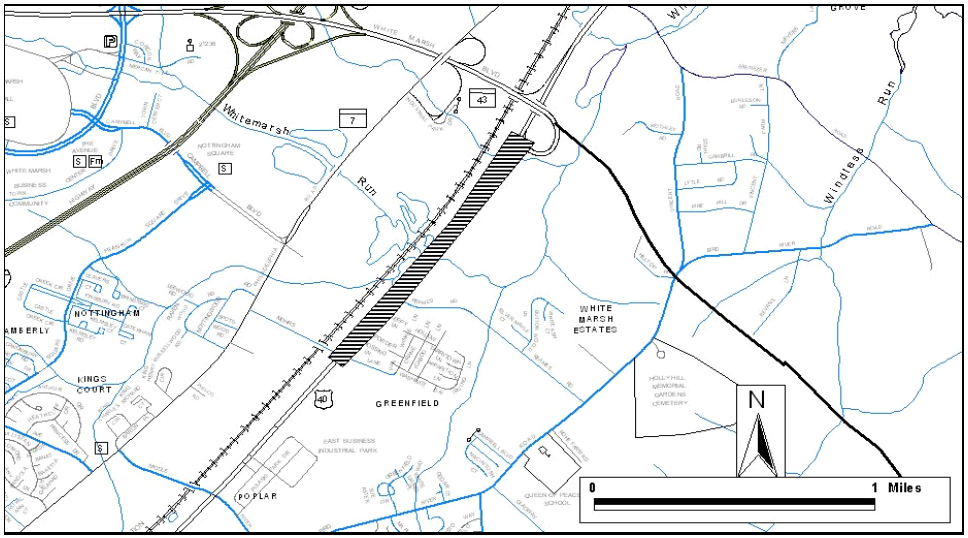
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 38,000 (MD 140)

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



PROJECT: US 40, Pulaski Highway

DESCRIPTION: This project will include intersection improvements at US 40 and Mohr's Lane, including widening of US 40 to provide a third lane in each direction through the intersection, extending approximately 1,000 feet on either side of the intersection. Median traffic barrier design will be included as appropriate. US 40 will be resurfaced within the project limits.

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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	126	124	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	126	124	2	0	0	0	0	0	2	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 34,900

PROJECTED (2030) - 44,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	I 83	Baltimore Harrisburg Expressway; Downes Road to the Pennsylvania State Line; safety and resurface (ARRA PROJECT)	3,734	Completed
2	MD 129	Park Heights Avenue; MD 130 to Garrison Forest Road; patching (ARRA PROJECT)	900	Completed
3	MD 372	Wilkens Avenue; I-695 to Baltimore City Line; patching (ARRA PROJECT)	500	Completed
4	MD 648	Old Annapolis Road; Anne Arundel County Line to Baltimore City Line; patching (ARRA PROJECT)	500	Completed
5	I 695	Baltimore Beltway; south of Edmondson Avenue to Security Boulevard; resurfacing	5,400	Completed
		Bridge Replacement/Rehabilitation		
6		McDonogh Road; over Gwynns Falls; bridge deck replacement	899	Completed
		Safety/Spot Improvement		
7	MD 133	Old Court Road; Lightfoot Drive to Heming Way; ADA improvements (ARRA PROJECT)	192	Completed
		Intersection Capacity Improvements		
8	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements	1,946	Completed
		Congressional Earmarks		
9		Study Towson area traffic flow and future needs (Earmark $160,000; PE) Project Complete	0	

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
10	MD 25	Falls Road; Shawan Road to Stringtown Road; patching (ARRA PROJECT)	300	FY 2012
11	MD 26	Liberty Road; Powells Run Road to Offutt Road; resurface	4,035	FY 2012
12	US 40	Pulaski Highway; Harford County Line to Days Cove Road; patching (ARRA PROJECT)	200	FY 2011
13	US 40	Baltimore National Pike; I 695 to Baltimore City Line; patching (ARRA PROJECT)	300	FY 2011
14	MD 45	York Road; Western Run to Corbett Road; safety and resurface	3,384	FY 2011
15	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	PE Underway
16	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	PE Underway
17	MD 91	Emory Road; Carroll County Line to MD 30; resurfacing (ARRA PROJECT)	400	FY 2011
18	MD 129	Park Heights Avenue; Autumn Drive to MD 130; resurfacing (ARRA PROJECT)	900	Under construction
19	MD 130	Greenspring Valley Road; MD 140 to MD 25; resurfacing (ARRA PROJECT)	1,400	Completed
20	MD 138	Monkton Road; MD 562 to Harford County Line; resurfacing (ARRA PROJECT)	800	FY 2011
21	MD 138	Monkton Road; York Road to Monkton; resurfacing (ARRA PROJECT)	900	FY 2011
22	MD 140	Reisterstown Road; MD 30 to Chartley Drive; patching (ARRA PROJECT)	200	FY 2011

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
23	MD 147	Harford Road; Northwind Road to Sunshine Avenue; resurfacing (ARRA PROJECT)	1,200	Under construction
24	MD 151	North Point Boulevard; MD 157 to Kane Street; resurfacing (ARRA PROJECT)	1,100	Under construction
25	MD 439	Old York Road; MD 45 to Harford County Line; patching (ARRA PROJECT)	300	Under construction
26	MD 542	Loch Raven Boulevard; Baltimore City Line to south of Taylor Avenue; resurface	1,286	FY 2012
27	MD 562	Old York Road; Markoe Road to MD 138; patching (ARRA PROJECT)	600	FY 2011
28	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	Completed
29	MD 700	Martin Boulevard; MD 150 to US 40; safety and resurface	3,728	FY 2011
		Bridge Replacement/Rehabilitation		
30		Bridge 0320900 on Downes Road over I 83; bridge rehabilitation	1,620	FY 2012
31	US 1	Southwestern Boulevard; over Sulphur Spring Road; bridge deck replacement	1,441	Completed
32	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,067	Under Construction
33	I 83 NB	Harrisburg Expressway; over Padonia Road; clean and paint bridge	70	FY 2012
34	I 83 SB	Harrisburg Expressway; over Padonia Road; clean and paint bridge	91	FY 2012
35	MD 128	Butler Road; over Piney Run; clean and paint bridge	82	FY 2012

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
36	CO 434	Beaver Dam Road; over I 83; clean and paint bridge	476	FY 2012
37	I 695	Baltimore Beltway; over Greenspring Avenue; clean and paint bridge	388	FY 2012
38	I 695	Baltimore Beltway; ramp G over Jones Falls; clean and paint bridge	72	FY 2012
39	I 695	Baltimore Beltway; over Joppa Road; clean and paint bridge	421	FY 2012
		Safety/Spot Improvement		
40	US 40	Pulaski Highway; at the intersection of Middle River Road: geometric improvements	2,854	Completed
41	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	FY 2012
42	MD 45	York Road; Towson Roundabout; geometric improvements	629	FY 2011
43	MD 45	Towson Roundabout; curb gutter and ADA ramps (Funded for pe only)	150	FY 2011
44	I 83	Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites (This project is a split funded project with Transportation Enhancements)	110	FY 2011
45	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	Under Construction
46	MD 139	Philadelphia Road; entrance to Shephard Pratt; reconstruction of median along MD 139	756	FY 2012

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
47	MD 140	Reisterstown Road; Naylors Lane to I 695; ADA improvements	150	FY 2012
48	MD 144	Frederick Road; Bloomsbury Avenue to Baltimore City Line; ADA improvements (ARRA PROJECT)	500	Under construction
49	MD 146	Dulaney Valley Road; at MD 145; ADA improvements (ARRA PROJECT)	123	Completed
50	MD 150	Eastern Avenue; Island Point Road to Diamond Point Road; provide westbound left turn lane also includes ADA upgrades	677	Completed
51	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	FY 2012
52	I 795	Northwest Expressway; North of Tobins Lane and near Red Run Boulevard; slope repairs	329	FY 2011
		Community Safety and Enhancements		
53	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)		
54	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)		
55	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)		
56	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)		

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Noise Barriers		
57	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,444	Completed
58	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	4,304	Under Construction
59	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2011
		Traffic Management		
60		Various Traffic Signal reconstructs in Baltimore County (MD 7, MD 157, MD 700, MD 45) (ARRA PROJECT)	1,721	Under Construction
		Environmental Preservation		
61	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	Under Construction
62	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
		Sidewalks		
63	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet (Project on Hold)		
		Intersection Capacity Improvements		
64	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Intersection Capacity Improvements (cont'd)		
65	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,818	FY 2012
66	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
		Enhancements (cont'd)		
		Acquisition of Scenic Easements and Scenic/Historic Sites (cont'd)		
67		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	Underway
		Historic Preservation		
68		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2011
		Environmental Mitigation		
69	I 83	Gunpowder Falls Tributaries- Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites (This project is a split funded project with Safety Spot Improvement)	330	FY 2011

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, 2010
		Fiscal Year 2010 Completions		
		Enhancements		
		Environmental Mitigation		
1		Lower Stony Run Stream; Cold Spring Lane to 1,400 feet south of University Parkway; stream restoration (Baltimore City Project)	951	Completed
		Fiscal Years 2011 and 2012		
		Enhancements		
		Pedestrian/Bicycle Facilities		
2		Jones Falls Greenway Phase V; continuation of Jones Falls Trail 2.4 miles from Woodberry Light Rail station to Cylburn Arboretum	4,050	FY 2012
3		Herring Run Greenway; Construct new portions of a 8 foot wide trail between Harford Road and Sinclair Lane, extended to the west to Lake Montebello and Morgan State University, extended to the east to Sinclair Lane; Pedestrian or Bicycle facilities (Baltimore City Project)	1,980	FY 2012
4		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path (Baltimore City Project)	554	FY 2011
5		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2012
		Rehabilitation/Operation of Historic Transportation Structures		
6		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop (Baltimore City Project)	1,000	Completed

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements (cont'd)		
		Historic Preservation		
7		Historic Research along the US 40 Corridor; documentation of historic resources and neighborhoods in western section of the US 40 Corridor in Baltimore City	71	FY 2011
		Landscaping/Scenic Beautification/Mitigation		
8		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 2011
		Congressional Earmarks		
9		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	
10		State Center intersection improvements in Baltimore City (Earmark $0.8 million; PE) (Baltimore City Project)	0	
11		Midtown Cultural District Streetscape (Earmark $475,000; CO) (Baltimore City Project)	0	
12		Baltimore City ITS Implement intelligent transportation system in Baltimore (Earmark $1.12 million; PE) (Baltimore City Project)	0	
13		Center for Aquatic Life this is for 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	
14		Druid Hill Park Neighborhood pedestrian and roadway improvements (Earmark $1.6 million; PE, CO) (Baltimore City Project)	0	
15		Hanover Street Bridge rehabilitation (Earmark $1.2 million; CO) (Baltimore City Project)	0	

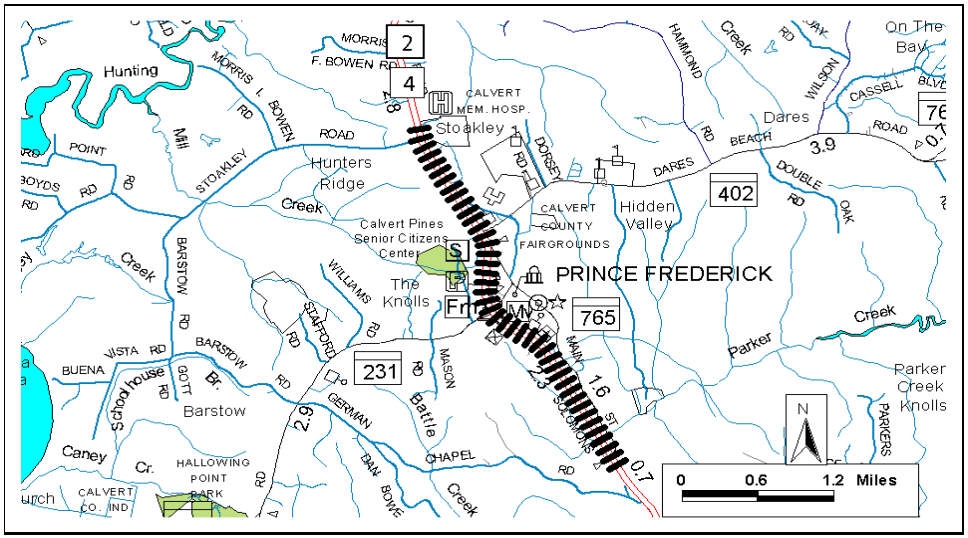
STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Congressional Earmarks (cont'd)		
16		Sinclair Lane rehabilitation road including bridge over CSX tracks in Baltimore (Earmark $2.3 million; CO) (Baltimore City Project)	0	
17		Liberty Heights Avenue in Druid Hill Park Improvements (Earmark $1.5 million; CO) (Baltimore City Project)	0	
18		Clinton Street and Keith Avenue; construction of fringe and corridor parking at the intersection (Earmark $3.2 million; CO) (Baltimore City Project)	0	
19		Gwynns Falls Trail/CSX Bridge (Earmark $335,000; PE, CO) (Baltimore City Project)	0	
20		Baltimore Traffic Monitoring Camera Upgrade conduit system for traffic systems, street lighting (Earmark $960,000; CO) (Baltimore City Project)	0	
21		Construction of new Baltimore water taxi terminals at Fells Point (underway) and at Pier 1 which is Constellation dock improvement (Earmark $2 million; CO) (Baltimore City Project)	0	
22		Rehabilitate west Baltimore trail and the implementation of pedestrian improvements along associated roadways (Earmark $720,000; PE, CO) (Baltimore City Project)	0	
23		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	
24		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	
25		Coppin State University; construct pedestrian bridge and garage (Earmark $2.6 million; CO)	0	

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Congressional Earmarks (cont'd)		
26		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	
27		Morgan State University Transportation Center (Earmark $500,000; PE)	0	
28		Rehabilitate roadways around East Baltimore Life Science Park in Baltimore (Earmark $9.0 million; CO) (Baltimore City Project)	0	
29		Rehabilitation of Pennington Avenue Drawbridge (Earmark $7.5 million; CO) (Baltimore City Project)	0	
30	US 1	East North Avenue; reconstruction (Earmark $4 million; PE, CO) (Baltimore City Project)	0	

Calvert



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [X] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
Prince Frederick Boulevard (County Project)

STATUS: Engineering on hold for the segment from Fox Run Boulevard to Commerce Lane.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,972	1,972	0	0	0	0	0	0	0	0
Engineering	1,673	1,673	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,289	4,289	0	0	0	0	0	0	0	0
Federal-Aid	1,573	1,573	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

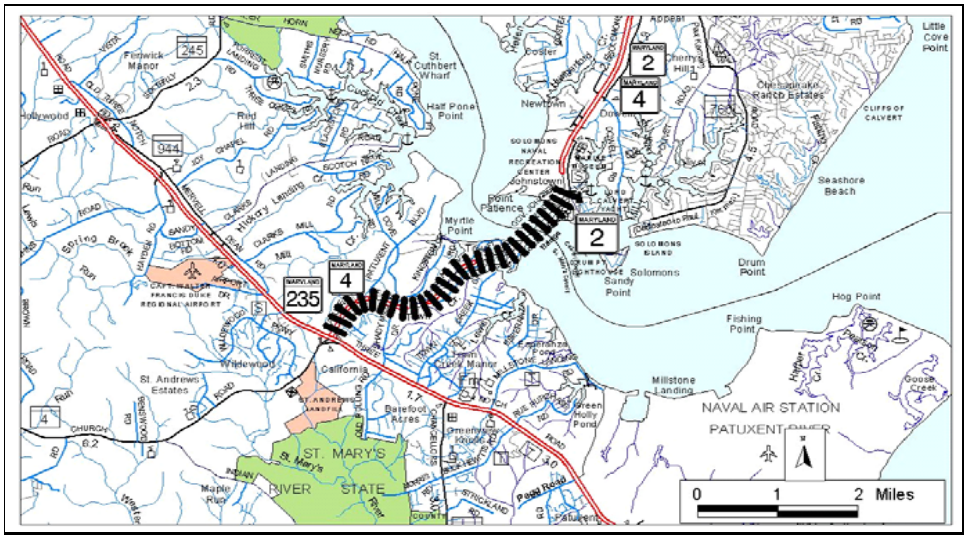
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 48,600

PROJECTED (2030) - 83,600



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $0.7 million of FY10 Federal Appropriation Funds.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,250	2,691	1,735	1,824	0	0	0	0	3,559	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	6,250	2,691	1,735	1,824	0	0	0	0	3,559	0
Federal-Aid	5,386	1,827	1,735	1,824	0	0	0	0	3,559	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 28,825

PROJECTED (2030) - 35,200

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 2	Solomons Island Road; MD 260 to MD 4; resurfacing (ARRA PROJECT)	1,527	Completed
2	MD 260	Chesapeake Beach Road; Cornwall Road to Mt Harmony Bridge; resurfacing (ARRA PROJECT)	1,000	Completed
3	MD 261	Willows Road; Chesapeake Village Road to US Government Road; resurfacing	300	Completed
4	MD 264	Brooms Island Road; Ball Road to Williams Wharf Road; resurfacing (ARRA PROJECT)	400	Completed
5	MD 264	Broomes Island Road; Ball Road to MD 4; resurfacing (ARRA PROJECT)	468	Completed
		Safety/Spot Improvement		
6	MD 2/4	SMD 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 Enhancement Program)	653	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
7	MD 260 EB	Chesapeake Beach Road; Mt. Harmony Bridge to Cox Road; resurfacing (ARRA PROJECT)	505	FY 2011
8	MD 760	Rousby Hall Road; Olivet Road to HG Trueman Road; resurfacing (ARRA PROJECT)	210	Completed
		Bridge Replacement/Rehabilitation		
9	MD 4 NB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project)	90	Under construction
10	MD 4 SB	Southern Maryland Boulevard; over Hall Creek; clean and paint bridge (ARRA Project)	31	Under construction

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

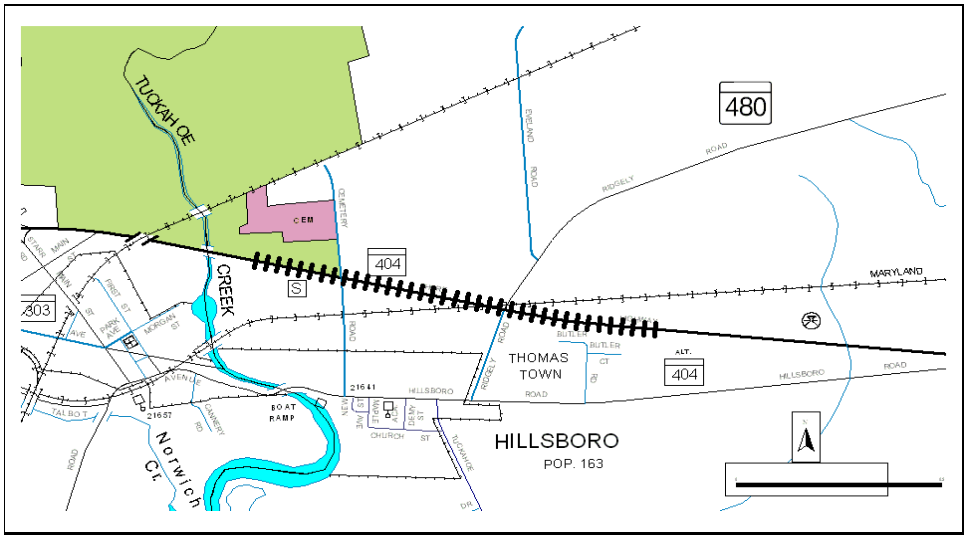
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
11	MD 4 SB	Southern Maryland Boulevard; over Lyons Creek; clean and paint bridge (ARRA Project)	89	Under construction
12	MD 231	Hallowing Point Road; over Patuxent River; clean and paint bridge	2,446	Under Construction
		Safety/Spot Improvement		
13		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Charles and St. Mary's Counties)	260	FY 2011
14	MD 2	Solomons Island Road; Dowell Road to Spinnaker Way (Service Road on east side); ADA improvements (ARRA PROJECT)	200	FY 2011
		Community Safety and Enhancements		
15	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)		
		Environmental Preservation		
16	MD 2	Solomons Island Road; at MD 231; reforestation	61	FY 2011
		Enhancements		
		Preservation of Abandoned Railway Corridors		
17		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	Underway

STATE HIGHWAY ADMINISTRATION -- CALVERT 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements (cont'd)		
		Environmental Mitigation		
18		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	Underway

THE GREAT SEAL OF CAROLINE COUNTY IN MARYLAND
TERRA
DULCIS
VIVENDUM
1773

Caroline



PROJECT: MD 404, Shore Highway

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

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Bus. (Line 4)

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

- ☒ Quality of Service
- ☐ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: This project will decrease travel time and delay for seasonal resort traffic and will reduce congestion and related collision and injury rates.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	484	484	0	0	0	0	0	0	0	0
Right-of-way	6,732	5,502	693	537	0	0	0	0	1,230	0
Construction	7,959	1,678	3,143	2,887	251	0	0	0	6,281	0
Total	15,175	7,664	3,836	3,424	251	0	0	0	7,511	0
Federal-Aid	13,253	6,169	3,643	3,196	245	0	0	0	7,084	0

CLASSIFICATION:

STATE - Intermediate Arterial

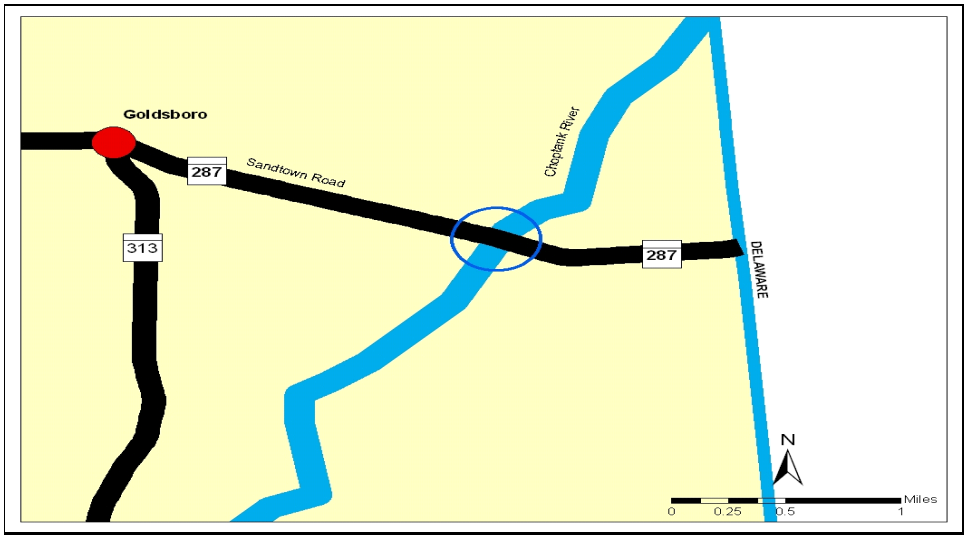
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 17,750 (Summer)

PROJECTED (2030) - 26,300 (Summer)



PROJECT: MD 287, Sandtown Road

DESCRIPTION: Replace Bridge #5002 over the Choptank River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

ASSOCIATED IMPROVEMENTS:

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

- ☐ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and narrow and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,462	1,198	213	51	0	0	0	0	264	0
Right-of-way	177	0	156	21	0	0	0	0	177	0
Construction	5,720	0	0	3,318	2,402	0	0	0	5,720	0
Total	7,359	1,198	369	3,390	2,402	0	0	0	6,161	0
Federal-Aid	6,989	923	288	3,376	2,402	0	0	0	6,066	0

CLASSIFICATION:

STATE - Major Collector

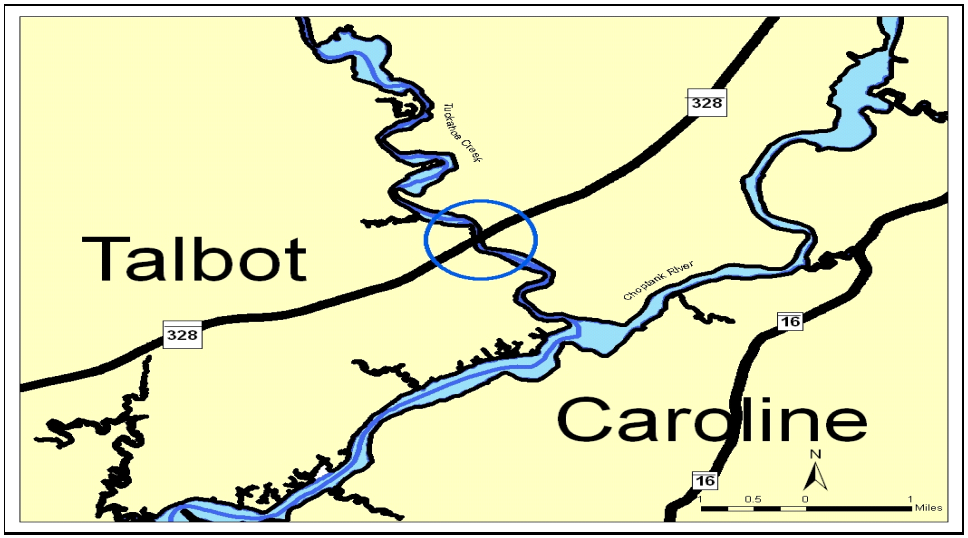
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 2,575

PROJECTED (2030) - 3,150



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.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and narrow and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $1.7 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,802	1,548	254	0	0	0	0	0	254	0
Right-of-way	702	340	362	0	0	0	0	0	362	0
Construction	12,884	3	4,226	4,993	3,662	0	0	0	12,881	0
Total	15,388	1,891	4,842	4,993	3,662	0	0	0	13,497	0
Federal-Aid	14,671	1,417	4,599	4,993	3,662	0	0	0	13,254	0

CLASSIFICATION:

STATE - Minor Arterial

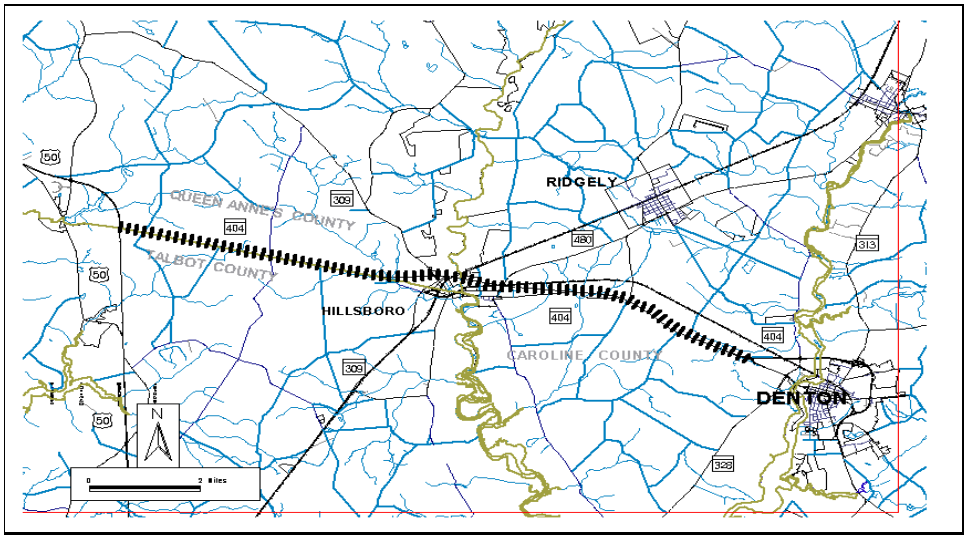
FEDERAL - Rural Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 6,650

PROJECTED (2030) - 9,850



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, West of Cemetery Road to East of MD 480 (Line 1)
US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $1.0 million of FY10 Federal Appropriation Funds.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	7,822	4,997	500	1,000	1,325	0	0	0	2,825	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	8,381	5,556	500	1,000	1,325	0	0	0	2,825	0
Federal-Aid	6,338	3,888	400	990	1,060	0	0	0	2,450	0

CLASSIFICATION:

STATE - Intermediate Arterial

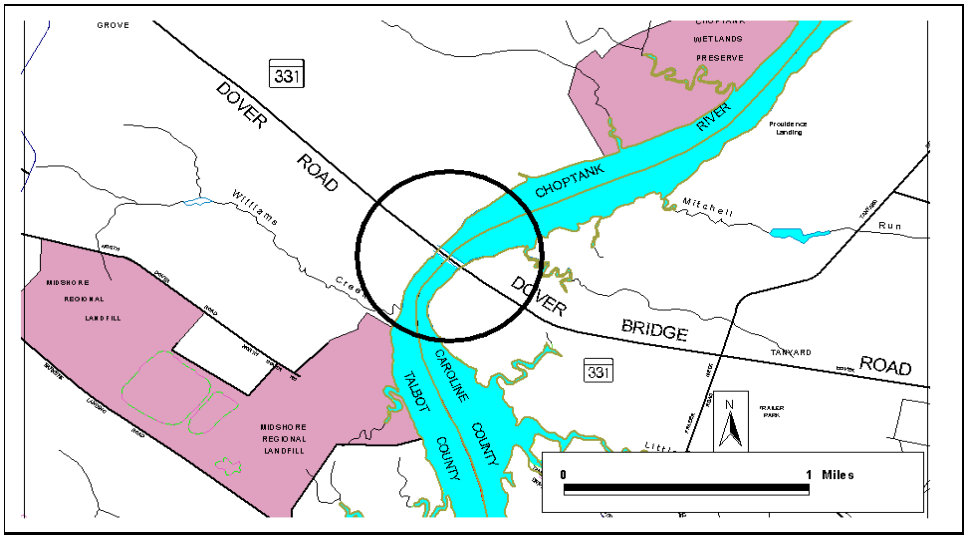
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 19,425
24,600 (Summer)

PROJECTED (2030) - 25,850
37,200 (Summer)



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,604	1,604	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	1,604	1,604	0	0	0	0	0	0	0	0
Federal-Aid	1,283	1,283	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 13,925

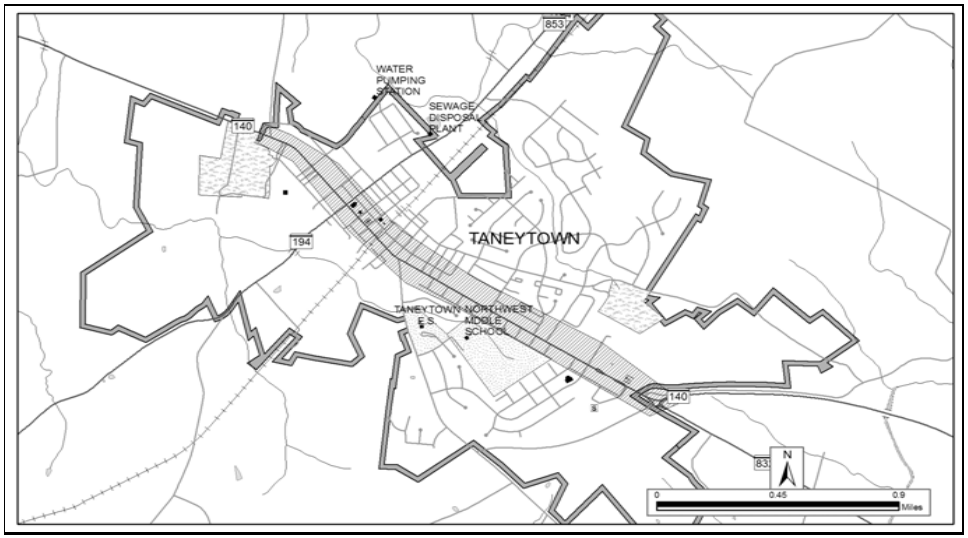
PROJECTED (2030) - 21,080

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
1		Various Locations in Caroline County; resurface	2,889	FY 2012
2	MD 318	Bridgeville Road; Wright Road to Two Johns Road; resurfacing (ARRA PROJECT)	331	Completed
3	MD 331	Main Street; Carrs Creek Lane to structure 20023; resurfacing (ARRA PROJECT)	183	Completed
4	MD 331	Main Street; Dorchester County Line to the outer limits of Preston Town; resurface	906	FY 2011
		Bridge Replacement/Rehabilitation		
5	MD 304	Bridgetown Road; over Mason Branch; clean and paint bridge	510	FY 2012
6	MD 404	Shore Highway; over Watts Creek; clean and paint bridge	126	FY 2012
		Enhancements		
		Pedestrian/Bicycle Facilities		
7		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 2012
		Scenic/Historic Highway Programs/Visitor Centers		
8		Wharves at Choptank Crossing; construction of a Heritage Welcome Center within the town limits of Denton	976	FY 2012

Carroll



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).

PURPOSE & NEED SUMMARY STATEMENT: The improvement of MD 140, Baltimore Street, will enhance safety, traffic operations and neighborhood appearance.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The system preservation of Baltimore Street through Taneytown will improve the neighborhood environment by enhancing pedestrian, bicycle and local traffic mobility. The project is designed to improve the quality of life for the residents of Taneytown, support Smart Growth through redevelopment within the town and improve traffic flow for commuters and freight transport.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,185	2,185	0	0	0	0	0	0	0	0
Right-of-way	168	168	0	0	0	0	0	0	0	0
Construction	16,275	11,681	4,594	0	0	0	0	0	4,594	0
Total	18,628	14,034	4,594	0	0	0	0	0	4,594	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

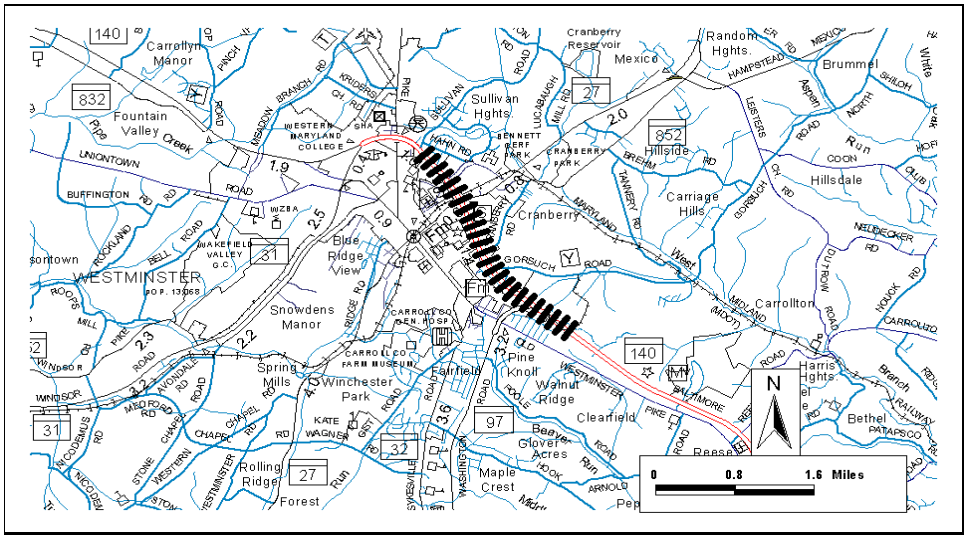
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 16,575

PROJECTED (2030) - 24,150



PROJECT: MD 140, Baltimore Boulevard

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

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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,432	1,432	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,432	1,432	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

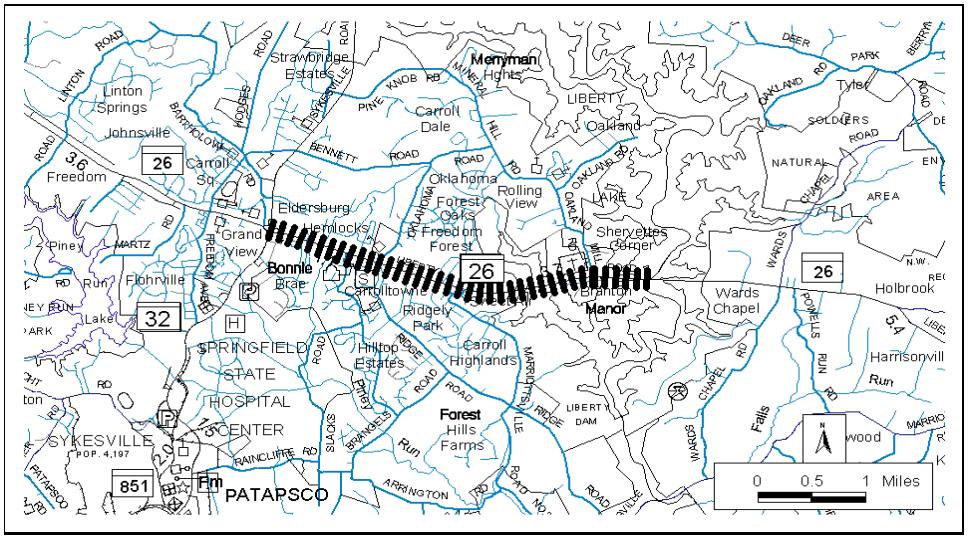
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 48,400 - 59,175

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



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project 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 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	290	290	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	290	290	0	0	0	0	0	0	0	0
Federal-Aid	203	203	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 19,775 - 35,400

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

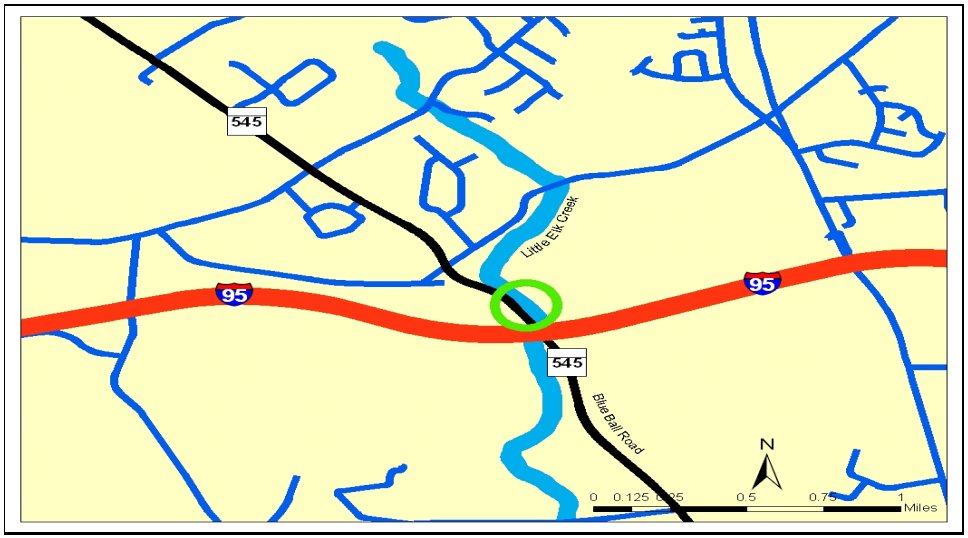
STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 140	Taneytown Pike; Pleasant Valley Road to Mayberry Road; patching (ARRA PROJECT)	647	Completed
2	MD 496	Bachmans Valley Road; Saw Mill to Wine Road; slurry seal (ARRA PROJECT)	304	Completed
		Bridge Replacement/Rehabilitation		
3	MD 97	Washington Road; bridge over 06050 over Morgan Run; bridge deck replacement	1,127	Completed
		Safety/Spot Improvement		
4	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (ARRA PROJECT)	743	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
5	MD 194	Frederick Street; Keysville Road to structure 6035; patching (ARRA PROJECT)	261	Completed
		Bridge Replacement/Rehabilitation		
6	MD 26	Liberty Road; over MD 97; bridge deck replacement and rehabilitation	1,055	Under Construction
		Safety/Spot Improvement		
7	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes, add left turn phasing to traffic signal (ARRA PROJECT)	1,498	Completed
8	MD 27	Ridge Road; Ridge Avenue to 1300 feet north of Center Street; widening	2,689	Under Construction

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
9	MD 30	Hanover Pike; Ralph Avenue to MD 482; ADA improvements (ARRA PROJECT)	326	Under construction
10	MD 91	Gamber Road; at Deer Park Road; provide northbound/southbound left turn lanes and shoulders	786	FY 2012
		Community Safety and Enhancements		
11	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only) (Project is on hold)		
		Intersection Capacity Improvements		
12	MD 140	Baltimore Boulevard; at Sandymount Road; extend left turn lanes	860	Completed
13	MD 140	Baltimore Boulevard; at Gorsuch Road; extend existing median left turn lane	580	FY 2011
		Enhancements		
		Environmental Mitigation		
14		Westminster Community Pond Stormwater Management Facility; conversion of existing pond to stormwater management	843	FY 2012
15		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



PROJECT: MD 545, Blue Ball Road

DESCRIPTION: Replace Bridge #7055 over Little Elk Creek. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☐ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and narrow and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	932	724	208	0	0	0	0	0	208	0
Right-of-way	5	0	5	0	0	0	0	0	5	0
Construction	1,483	0	623	860	0	0	0	0	1,483	0
Total	2,420	724	836	860	0	0	0	0	1,696	0
Federal-Aid	2,192	546	786	860	0	0	0	0	1,646	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 5,600

PROJECTED (2030) - 8,950

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

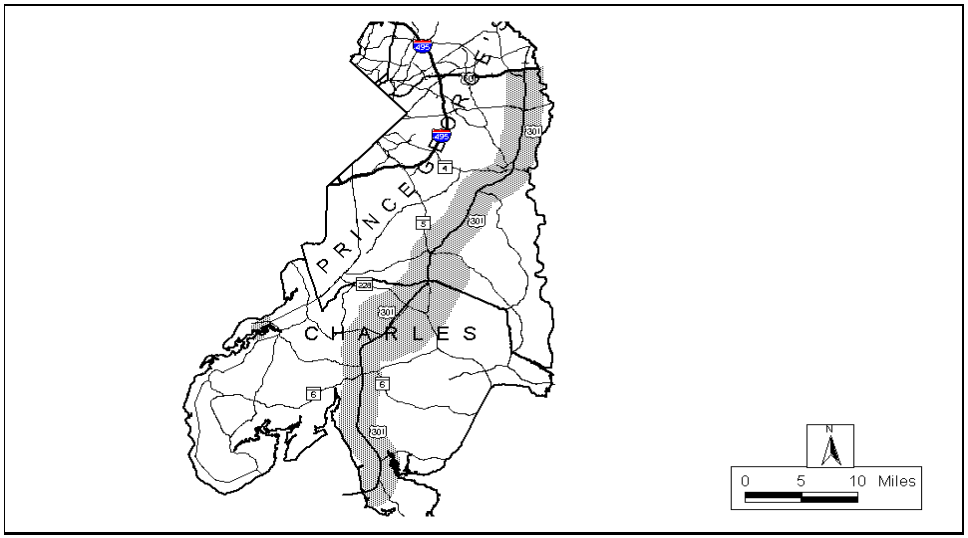
STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 1	Conowingo Road; Conowingo Dam to MD 273; resurfacing (ARRA PROJECT)	1,050	Completed
2	MD 7D	West Main Street; MD 213 to beginning of state maintenance; resurface	2,900	Completed
3	MD 213	Augustine Herman Highway; C and D bridge to US 40; resurfacing (ARRA PROJECT)	1,250	Completed
4	MD 316	Appleton Road; MD 279 to MD 277; resurfacing (ARRA PROJECT)	430	Completed
		Enhancements		
		Rehabilitation/Operation of Historic Transportation Structures		
5		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	100	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
6		Various Locations in Cecil County; resurface	2,869	FY 2012
7	MD 7D	Delaware Avenue; Southern approach to Big Elk Creek Bridge; resurfacing (ARRA Project)	403	FY 2011
8	US 222	Rock Springs Road; Ragan Road to Pennsylvania State Line; resurfacing (ARRA PROJECT)	522	Completed
9	MD 274	South Queens Street; MD 272 to Old Farmington Road; resurfacing (ARRA PROJECT)	151	Completed
10	US 301	Blue Star Memorial Highway; Kent County Line to Delaware State Line; safety and resurface	1,673	FY 2011

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation		
11	MD 545	Blue Ball Road; at Little Elk Creek; bridge replacement	1,483	FY 2012
		Enhancements		
		Acquisition of Scenic Easements and Scenic/Historic Sites		
12		Mount Ararat Farm Scenic Easement; purchase of a scenic easement on 114 acres of the Mount Ararat Farm	1,584	Underway
		Congressional Earmarks		
13		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 Not Subject to PFA Law

- [X] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [X] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, Waldorf Area Project (Line 2)
Southern Maryland Mass Transportation Analysis (MTA)
MD 5, MD 373 to US 301 (Prince George's Line 2)
MD 3, US 50 to MD 32 (Prince George's Line 9)
MD 5, US 301 at T.B. to North of I-95/I-495 (Prince George's Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 13)

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 2010 - 15 CTP: The cost increase of $2.6 miilion is due to funds being added in FY16 for protective Right-of way acquisition.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,747	10,715	32	0	0	0	0	0	32	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	58,659	44,719	500	5,600	1,840	0	3,000	3,000	13,940	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	69,406	55,434	532	5,600	1,840	0	3,000	3,000	13,972	0
Federal-Aid	7,523	7,501	22	0	0	0	0	0	22	0

CLASSIFICATION:

STATE - Principal Arterial

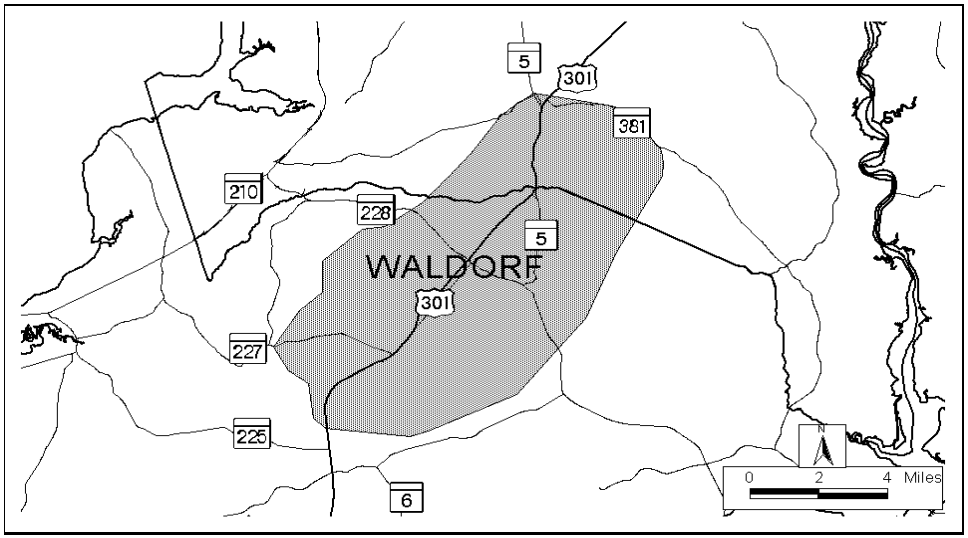
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 19,500(Charles) - 86,000 (Prince George's)

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



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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 1)
Southern Maryland Mass Transportation Analysis (MTA)
MD 5, MD 373 to US 301 (Prince George's Line 2)
MD 5, US 301 to I-95/I-495 (Prince George's Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Prince George's Line 13)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $0.7 million FY10 Federal Aid Appropriation Funds.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,262	9,603	299	1,000	360	0	0	0	1,659	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,262	9,603	299	1,000	360	0	0	0	1,659	0
Federal-Aid	8,616	7,016	240	1,000	360	0	0	0	1,600	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 61,450 (Charles) - 86,000 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 116,000 (Prince George's)

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, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 6	Port Tobacco Road; Baltimore Street to US 301; resurfacing (ARRA PROJECT)	49	Completed
2	MD 224	Chicamuxen Road; MD 225 to Ford Drive; resurfacing (ARRA PROJECT)	450	Completed
3	MD 225	Hawthorne Road; MD 210 to Pennies Road; resurfacing (ARRA PROJECT)	420	Completed
4	MD 228	Berry Road; Prince George's County Line to Middletown Road; resurfacing (ARRA PROJECT)	1,500	Completed
5	MD 234	Burnt Store Road; Wicomico Ridge Road to Old Sycamore Road; resurfacing (ARRA PROJECT)	525	Completed
6	MD 488	Laplata Road; MD 6 to MD 5; resurfacing (ARRA PROJECT)	1,200	Completed
		Fiscal Years 2011 and 2012		
		Bridge Replacement/Rehabilitation		
7	MD 5 NB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project)	99	Under construction
8	MD 5 SB	Leonardtown Road; over Zekiah Swamp; clean and paint bridge (ARRA Project)	99	Under construction
9	MD 257	Rock Point Road; over Norfolk Southern Railroad; clean and paint bridge (ARRA Project)	151	Under construction
		Safety/Spot Improvement		
10		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and St. Mary's Counties)	260	FY 2011
11	MD 5 BUS	Leonardtown Road; US 301 to Post Office Road northbound; ADA improvements	110	FY 2012

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
12	MD 6	Charles Street; Haldane Drive to MD 488 westbound; ADA improvements	115	FY 2012
13	MD 6	Charles Street; US 301 to Somerset Street; ADA improvements (ARRA PROJECT)	293	FY 2011
14	US 301	Crain Highway; at Billingsley Road; extend left turn lane	250	FY 2012
		Community Safety and Enhancements		
15	MD 5 BUS	Leonardtown Road; in Waldorf; streetscape (Funded for concept development) (Project on Hold)		
		Environmental Preservation		
16	MD 5	Leonardtown Road; exit ramp from MD 231; wetland restoration and creation	809	FY 2011
		Enhancements		
		Pedestrian/Bicycle Facilities		
17		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 2012

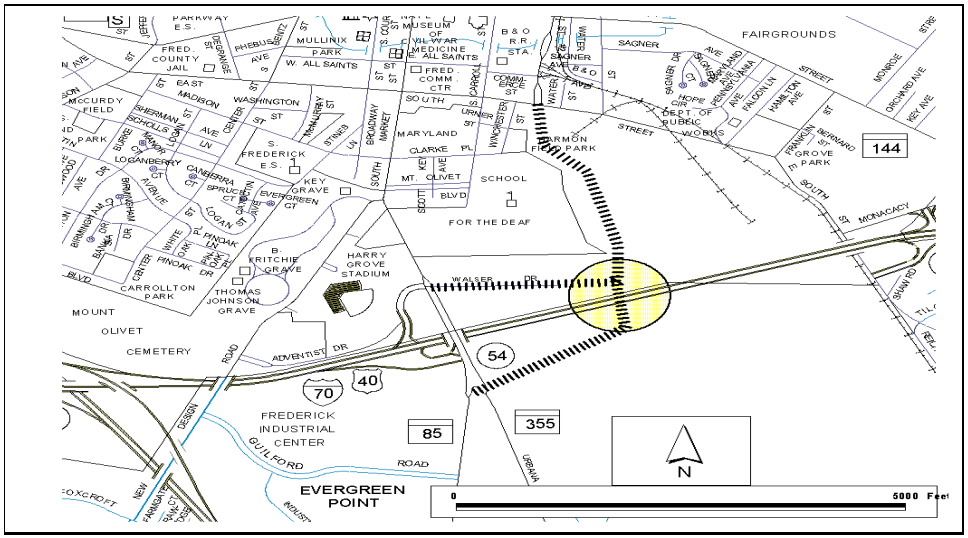
Dorchester

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, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 335	Hoopers Island Road; bridge over Wallace Creek; resurfacing (ARRA PROJECT)	100	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
2		Various Locations in Dorchester County; resurface	2,424	FY 2012
3	MD 14	East New Market Rhodesdale; East New Market to Shilo; resurface (ARRA PROJECT)	315	Completed
4	US 50	Ocean Gateway; west of Old Ocean Gateway to Nanticoke River; resurface	1,500	FY 2012
5	MD 335	Golden Hill Road; south of structure over Birch Dam Creek to MD 16; resurfacing (ARRA PROJECT)	396	FY 2011
6	MD 335	Hooper Island Road; from milepoint 3.65 to structure over Great Marsh Creek; resurfacing (ARRA PROJECT)	185	Completed
		Safety/Spot Improvement		
7	MD 343	Washington Street; Pine Street to St. Clair Avenue; ADA improvements	452	FY 2012
		Community Safety and Enhancements		
8	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only) (Project on Hold)		

Frederick



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project is an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walser Drive). This project also included the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project included an urban diamond interchange. This project also included the construction of a new MD 355 Bridge over I-70 at MD 85.

PURPOSE & NEED SUMMARY STATEMENT: Although signed as I-70, this section was constructed as US 40 Rel, the Frederick Bypass. Existing interchanges had short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements included widening of the 4 lane section and reconstruction of the interchanges. This project enhanced access to the City of Frederick from I-70.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Mt. Phillip Road to MD 144 FA (Line 7)

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The new interchange and approach Roads include improved geometric features which will reduce collision and injury rates for all users of the system. The project also improves access to jobs and services in the City of Frederick and along the MD 85 corridor. These improvements will encourage MARC ridership by providing better access to the station.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of $1.4 million is due to the redesign of the roundabout at MD 85.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,753	10,493	260	0	0	0	0	0	260	0
Right-of-way	17,823	17,408	415	0	0	0	0	0	415	0
Construction	79,786	75,225	4,561	0	0	0	0	0	4,561	0
Total	108,362	103,126	5,236	0	0	0	0	0	5,236	0
Federal-Aid	89,721	85,777	3,944	0	0	0	0	0	3,944	0

CLASSIFICATION:

STATE - Principal Arterial

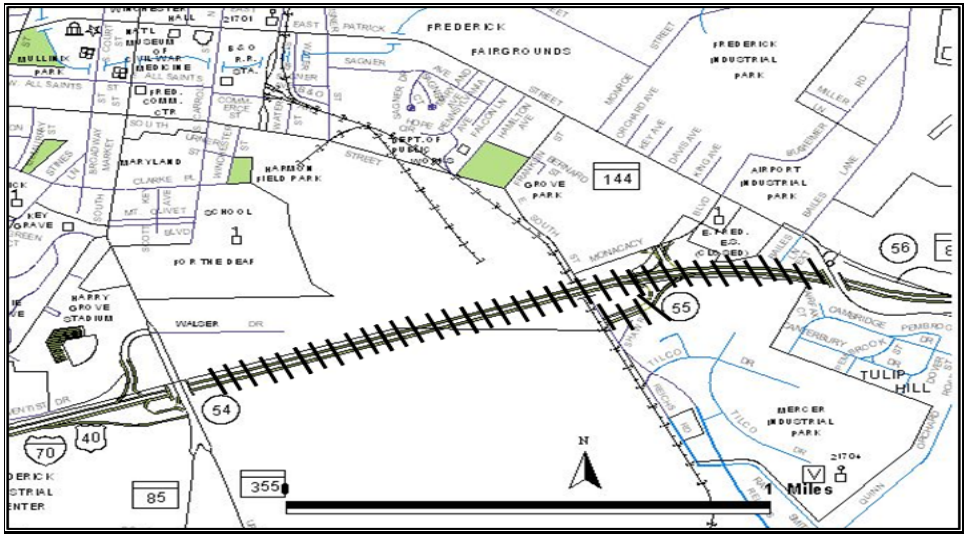
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 4,100 - 9,250

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



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: 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. The existing ramps to Monocacy Blvd. and Reich's Ford are reconstructed (Phase 2D).

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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 7)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and Reich's Ford Road, this project will improve operations along I-70 through Frederick and reduce collision and injury rates.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,153	453	2,930	761	9	0	0	0	3,700	0
Construction	44,954	8	7,046	15,686	17,759	4,455	0	0	44,946	0
Total	49,107	461	9,976	16,447	17,768	4,455	0	0	48,646	0
Federal-Aid	48,621	400	9,662	16,345	17,759	4,455	0	0	48,221	0

CLASSIFICATION:

STATE - Principal Arterial

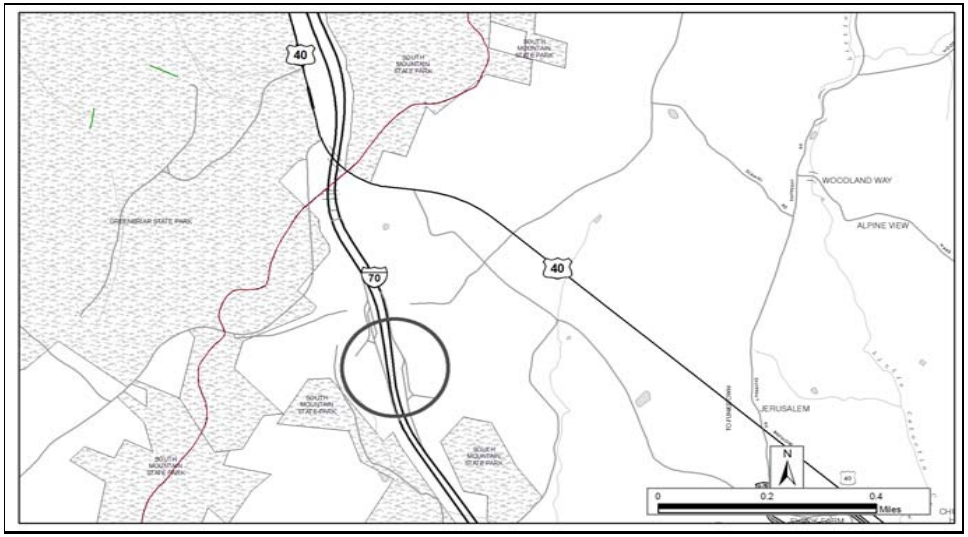
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 90,650

PROJECTED (2030) - 102,900



PROJECT: I-70, Baltimore National Pike

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

PURPOSE & NEED SUMMARY STATEMENT: The facilities was updated to accommodate the increase in traffic.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☒ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☐ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: This Transportation Enhancement project replaced and improved two existing deteriorating facilities and provided additional truck parking for truckers moving freight and goods. The visitor's center provides exhibits and information and serves as a rest area as well, thus serving a critical service for travelers along I-70.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,514	1,514	0	0	0	0	0	0	0	0
Right-of-way	31	31	0	0	0	0	0	0	0	0
Construction	20,681	20,681	0	0	0	0	0	0	0	0
Total	22,226	22,226	0	0	0	0	0	0	0	0
Federal-Aid	11,432	11,432	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

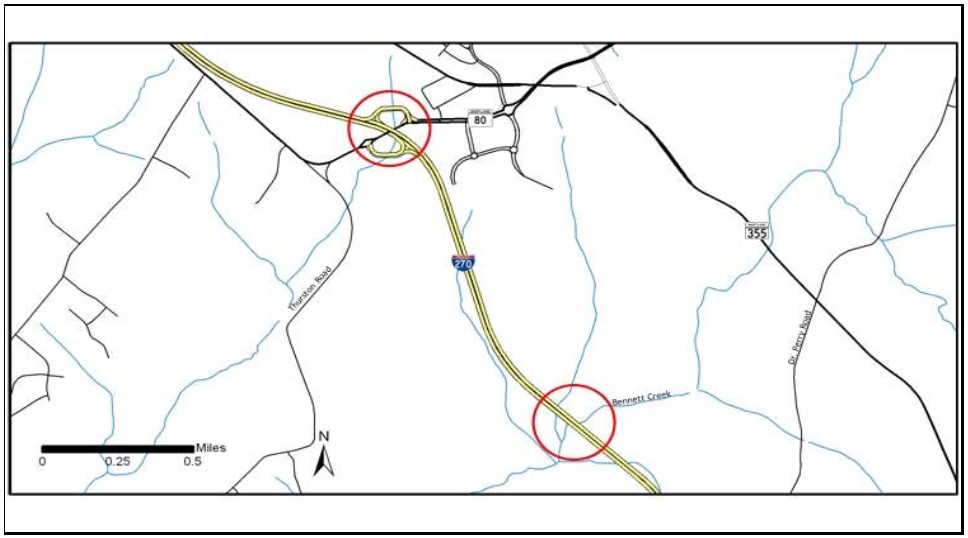
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 63,650

PROJECTED (2030) - 82,000



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace decks and widen Bridges #10078 and #10079 over MD 80 and Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

SMART GROWTH STATUS: [ ] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

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

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The existing structures are structurally deficient and functionally obsolete.

STATUS: Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,850	1,714	136	0	0	0	0	0	136	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,707	0	1,557	6,871	2,279	0	0	0	10,707	0
Total	12,557	1,714	1,693	6,871	2,279	0	0	0	10,843	0
Federal-Aid	12,101	1,302	1,649	6,871	2,279	0	0	0	10,799	0

CLASSIFICATION:

STATE - Rural Interstate

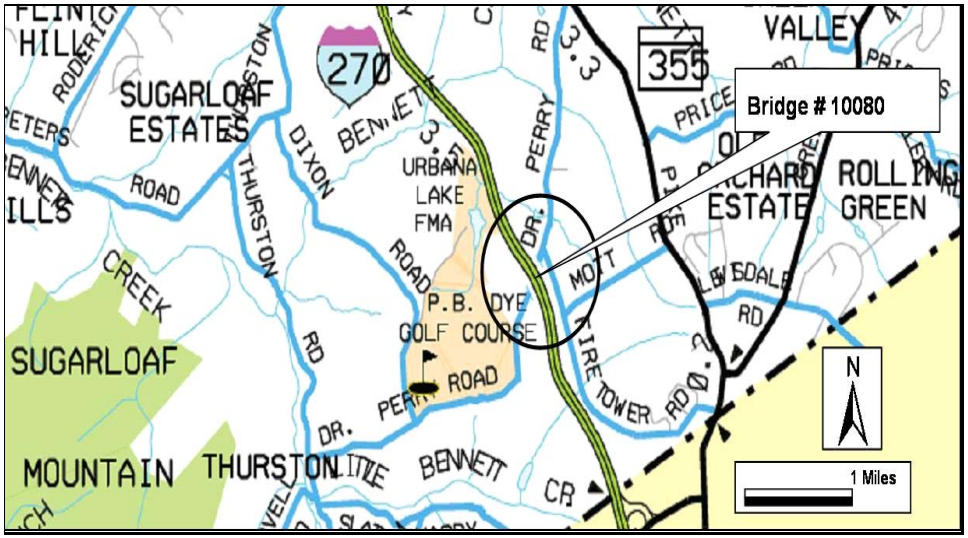
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - I-270: 88,050
MD 80: 20,650

PROJECTED (2030) - I-270: 141,000
MD 80: 34,500



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replaced Bridge 10080 over Doctor Perry Road.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was deteriorated and in need of replacement.

SMART GROWTH STATUS: [ ] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [X] Exception Granted

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

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Replacing structually deficient bridges is critical to maintaining the integrity of the transportation network. Improvements to the interstate system improve the movement of freight and goods.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	95	95	0	0	0	0	0	0	0	0
Construction	9,202	8,444	758	0	0	0	0	0	758	0
Total	9,297	8,539	758	0	0	0	0	0	758	0
Federal-Aid	8,509	7,798	711	0	0	0	0	0	711	0

CLASSIFICATION:

STATE - Rural Interstate

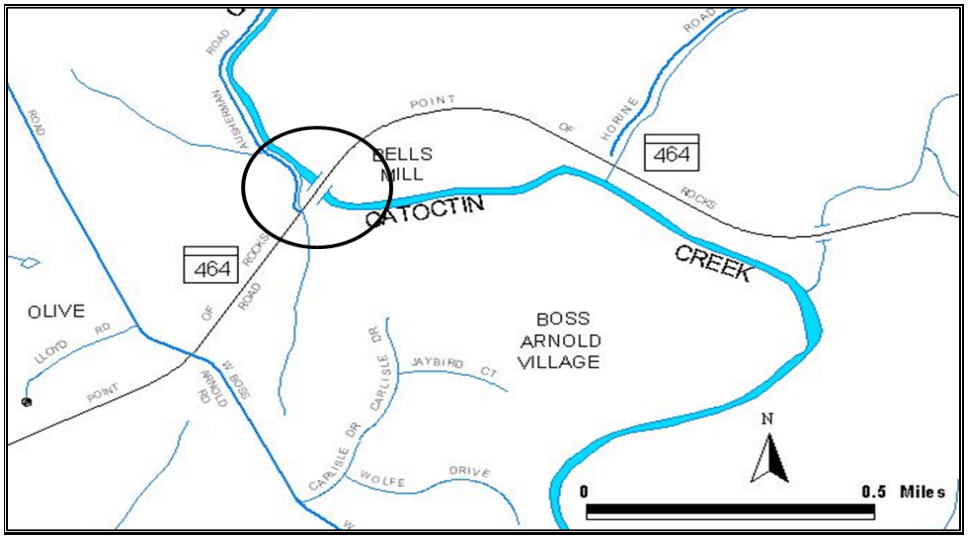
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 89,150

PROJECTED (2030) - 103,900



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 10091 over Catoctin Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient and functionally obsolete.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☒ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: Replacing structually deficient bridges is critical to maintaining the integrity of the transportation network.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $1.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	843	835	8	0	0	0	0	0	8	0
Right-of-way	28	24	4	0	0	0	0	0	4	0
Construction	2,928	782	2,146	0	0	0	0	0	2,146	0
Total	3,799	1,641	2,158	0	0	0	0	0	2,158	0
Federal-Aid	3,513	1,412	2,101	0	0	0	0	0	2,101	0

CLASSIFICATION:

STATE - Urban Minor Arterial

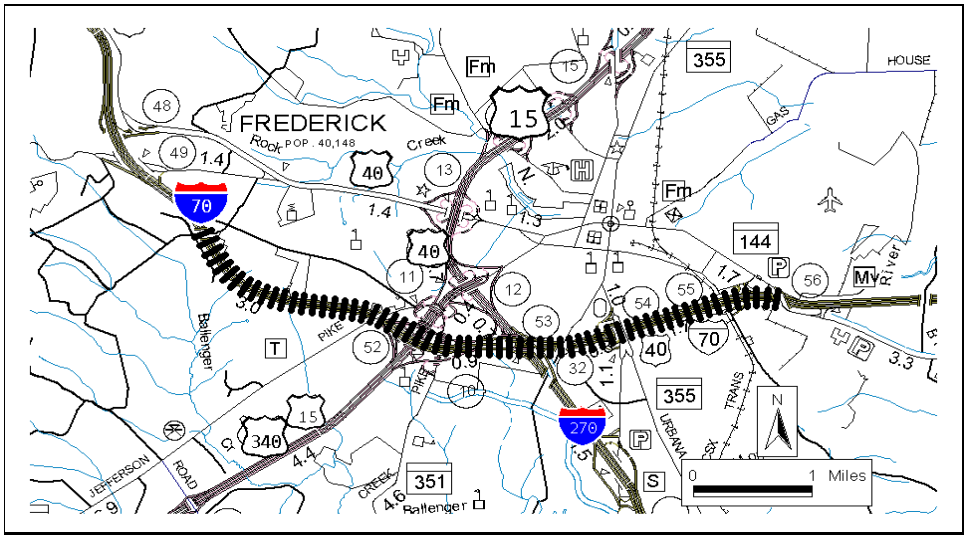
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 10,050

PROJECTED (2030) - 14,150



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (Phase 4) (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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,963	6,715	2	123	123	0	0	0	248	0
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	29,708	29,460	2	123	123	0	0	0	248	0
Federal-Aid	13,850	13,626	2	111	111	0	0	0	224	0

CLASSIFICATION:

STATE - Principal Arterial

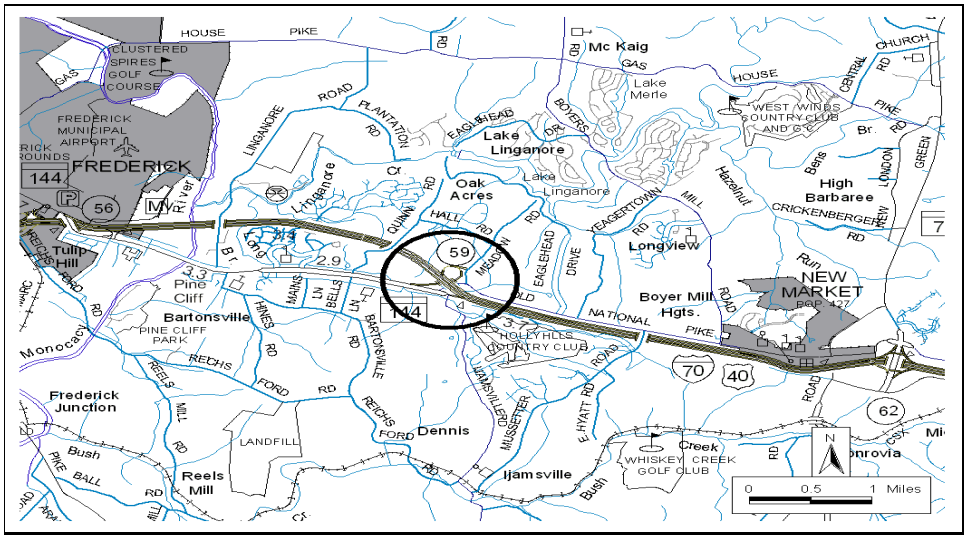
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 98,050

PROJECTED (2030) - 141,200



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold. The County and SHA are discussing additional cost sharing arrangements to continue Planning.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	252	252	0	0	0	0	0	0	0	0
Engineering	2	0	0	0	0	0	0	0	0	2
Right-of-way	2	0	0	0	0	0	0	0	0	2
Construction	2	0	0	0	0	0	0	0	0	2
Total	258	252	0	0	0	0	0	0	0	6
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Interstate

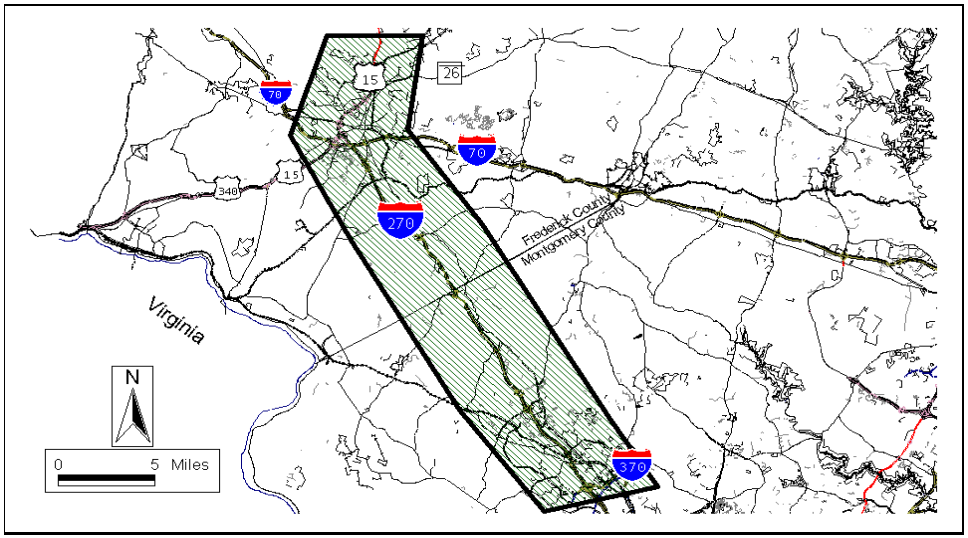
FEDERAL - Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 81,975

PROJECTED (2030) - 106,400



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 Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

I-70, Mt. Phillip Road to MD 144 (Line 7)
US 15, Interchange at Monocacy Boulevard (Line 10)
MD 200, InterCounty Connector (Montgomery County Line 2)
I-270, Interchange at Watkins Mill Road (Montgomery County Line 7)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,460	17,212	248	0	0	0	0	0	248	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,093	1,059	34	0	0	0	0	0	34	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,553	18,271	282	0	0	0	0	0	282	0
Federal-Aid	12,222	12,048	174	0	0	0	0	0	174	0

CLASSIFICATION:

STATE - Principal Arterial

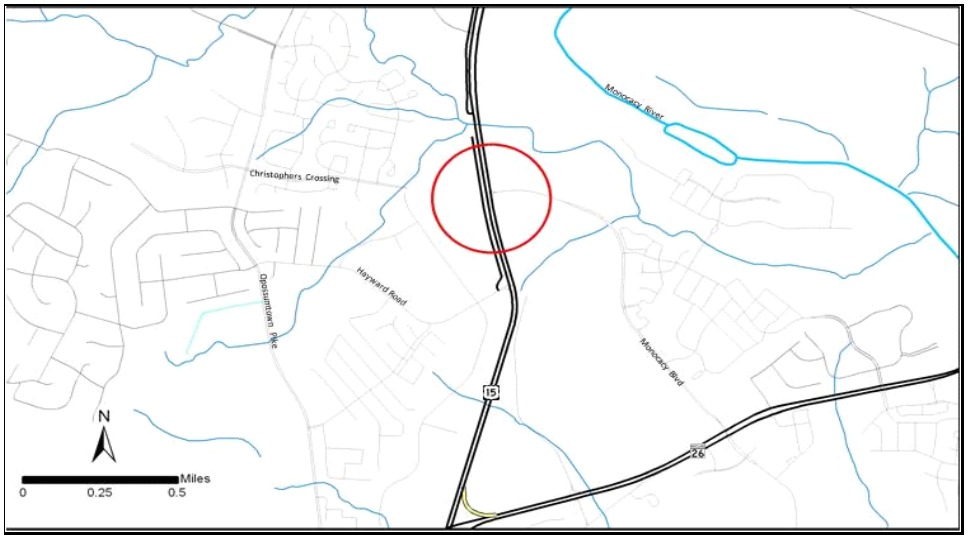
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 40,400 - 97,500 (US -15)
89,125 - 235,700 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



PROJECT: US 15, Catoctin 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/US 15, Multi-Modal Corridor Study (Line 9)

STATUS: 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 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	754	313	0	0	441	0	0	0	441	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	754	313	0	0	441	0	0	0	441	0
Federal-Aid	226	226	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

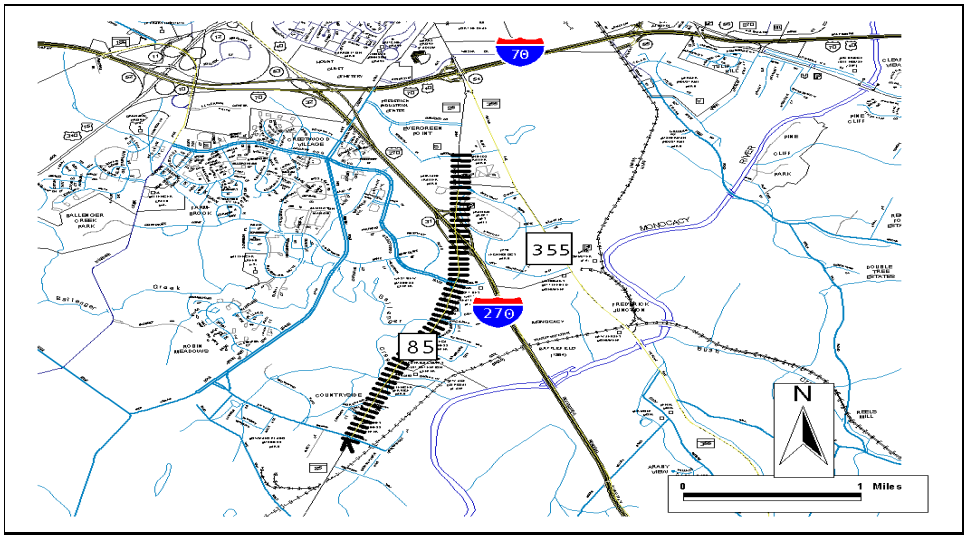
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 43,200

PROJECTED (2030) - 75,600



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Partial Engineering for Phase 1underway. County funding partial Engineering for $1.5 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	5,354	725	180	2,209	2,240	0	0	0	4,629	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	5,885	1,256	180	2,209	2,240	0	0	0	4,629	0
Federal-Aid	4,451	97	180	2,209	1,965	0	0	0	4,354	0

CLASSIFICATION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 6,900 - 45,800

PROJECTED (2030) - 11,500 - 64,000

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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-70, Mt. Phillip Road to MD 144 (Line 7)
I-270/US 15, Multi-Modal Corridor Study (Line 9)
Butterfly Lane Improvements (Frederick County)

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,260	1,211	260	549	240	0	0	0	1,049	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	2,260	1,211	260	549	240	0	0	0	1,049	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 25,850

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	I 70 WB	Eisenhower Memorial Highway; US 40 EBR Bridge to Hollow Road; safety and resurface (ARRA PROJECT)	3,551	Completed
2	MD 75	Green Valley Road; Coppermine Road to MD 26; resurfacing (ARRA PROJECT)	520	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
3	US 15	Catoctin Mountain Highway; interchange ramps at MD 550, MD 77, MD 140 and MD 806; resurfacing (ARRA PROJECT)	971	Completed
4	MD 17	Burkittsville Road; Lee's Lane to Main Street; patch and slurry seal (ARRA PROJECT)	385	Completed
5	MD 26	Liberty Road; at Monocacy Boulevard; resurface left turn lane (ARRA PROJECT)	131	Completed
6	I 70	Ramps westbound at I 70 Rest areas; patch and overlay	160	Completed
7	MD 75	Church Street; at MD 26; deep patch (ARRA PROJECT)	132	FY 2011
8	MD 85	Buckeystown Pike; ramps from MD 85 to I 270; resurfacing (ARRA PROJECT)	82	Completed
9	MD 144 FA	East Patrick Street; I 70 to Monocacy Boulevard; resurfacing (ARRA PROJECT)	370	Completed
10	MD 180	Jefferson Pike; Lander Road to MD 383; patch and slurry seal (ARRA PROJECT)	200	Completed
11	I 270	Eisenhower Memorial Highway; MD 80 to VBS #724; resurfacing (ARRA PROJECT)	200	Completed

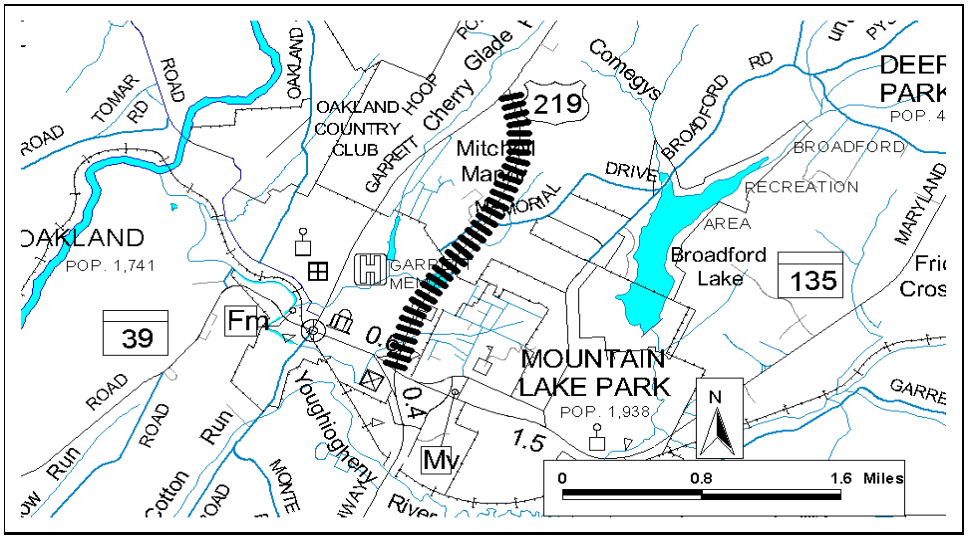
STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
12	MD 355	South Market Street; Montgomery County Line to Urbana High School; patching and overlay (ARRA PROJECT)	850	FY 2011
		Safety/Spot Improvement		
13	US 15	Catoctin Mountain Highway; at Hayward Road; geometric improvement	494	FY 2011
14	US 40	Baltimore National Pike; McCain Drive to Waverly Drive; median fencing	97	FY 2011
15	US 40 ALT	Old National Pike; at Willow Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn	782	FY 2011
16	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes and new traffic signal (ARRA PROJECT)	1,087	Under construction
17	MD 144	Catoctin Mountain Highway; Entrance to Hahn Transportation to Federal Street; ADA improvements (ARRA PROJECT	81	Completed
18	MD 351	Ballenger Creek Pike; at Elmer Derr Road; intersection reconstruct	1,251	FY 2011
19	MD 550	Church Street; US 15 on-ramp to Catoctin High School Entrance; ADA improvements (ARRA PROJECT)	57	Completed
		Community Safety and Enhancements		
20	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold)		
21	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold)		

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Environmental Preservation		
22	I 70	Eisenhower Memorial Highway; at I-270 interchange; landscaping (ARRA PROJECT)	497	Under construction
		Commuter Action Improvements		
23	US 15/340	Catoctin Mountain Highway; at Mt. Zion Road; ridesharing facility	509	Under construction
		Sidewalks		
24	MD 464	Souder Road; Maple Avenue to 2nd Avenue: retrofit sidewalks - 1,717 linear feet	217	FY 2012
		Intersection Capacity Improvements		
25	I 70	Baltimore National Pike; eastbound ramp to MD 75; widening ramp for double left turn	330	FY 2011
		Enhancements		
		Pedestrian/Bicycle Facilities		
26		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	FY 2011
27		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 2012
		Archaeological Planning & Research		
28		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway

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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,280	1,280	0	0	0	0	0	0	0	0
Engineering	4,129	4,010	2	18	99	0	0	0	119	0
Right-of-way	4,410	4,410	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,819	9,700	2	18	99	0	0	0	119	0
Federal-Aid	2,818	2,818	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

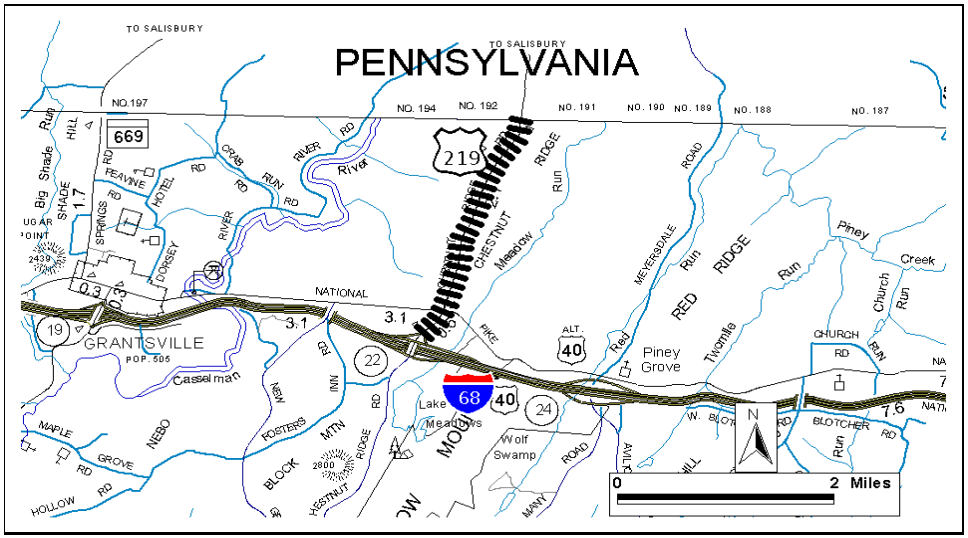
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 7,375 - 17,000

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



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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [X] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 220, I-68 to West Virginia State Line (Allegany County - Line 4)

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The remaining Appalachain Development Highway System Funds will be programmed when the project progresses.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,070	2,070	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	2,070	2,070	0	0	0	0	0	0	0	0
Federal-Aid	1,615	1,615	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 4,775

PROJECTED (2030) - 6,970

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

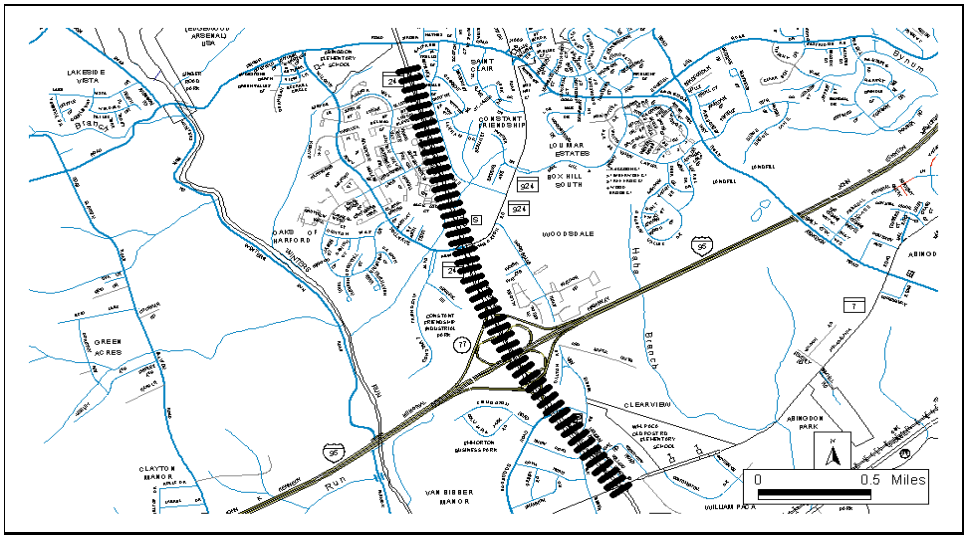
STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 40 ALT	National Pike; MD 546 to Allegany County Line; resurfacing (ARRA PROJECT)	618	Completed
2	US 40 ALT	Main Street; West Corporate Limits to East Corporate Limits of Grantsville; resurfacing (ARRA PROJECT)	128	Completed
3	MD 135	Maryland Highway; east of Weber Road to Shady Acre Lane; resurfacing (ARRA PROJECT)	700	Completed
4	MD 495	Bittinger Road; New Germany Road to Rock Lodge Road; resurfacing (ARRA PROJECT)	765	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
5		Various Interstate Patching for Truck Climb Lanes (ARRA PROJECT)	332	Completed
6	MD 546	Finzel Road; south of I 68 bridge 1101200 to Pennsylvania State Line; safety and resurface	2,050	FY 2012
		Community Safety and Enhancements		
7	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for concept development only) (Project on Hold)		
8	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only) (Project on Hold)		

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Environmental Preservation		
9		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
		Enhancements		
		Environmental Mitigation		
10		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)	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)

PURPOSE & NEED SUMMARY STATEMENT: This project will 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 vital to the I-95/MD 24 interchange operation.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The interchange is a part of the overall improvements planned for I-95, Section 200. The reconstruction of I-95/MD 24/MD 924 interchange will improve travel time for commuters and interstate travelers and the movement of freight and provide an efficient east coast emergency transportation corridor. The project will provide enhanced interstate access to the Aberdeen Proving Ground-Edgewood Area.

STATUS: Construction underway. The Maryland Transportation 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 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,551	1,551	0	0	0	0	0	0	0	0
Engineering	85	85	0	0	0	0	0	0	0	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,637	1,637	0	0	0	0	0	0	0	0
Federal-Aid	1,086	1,086	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

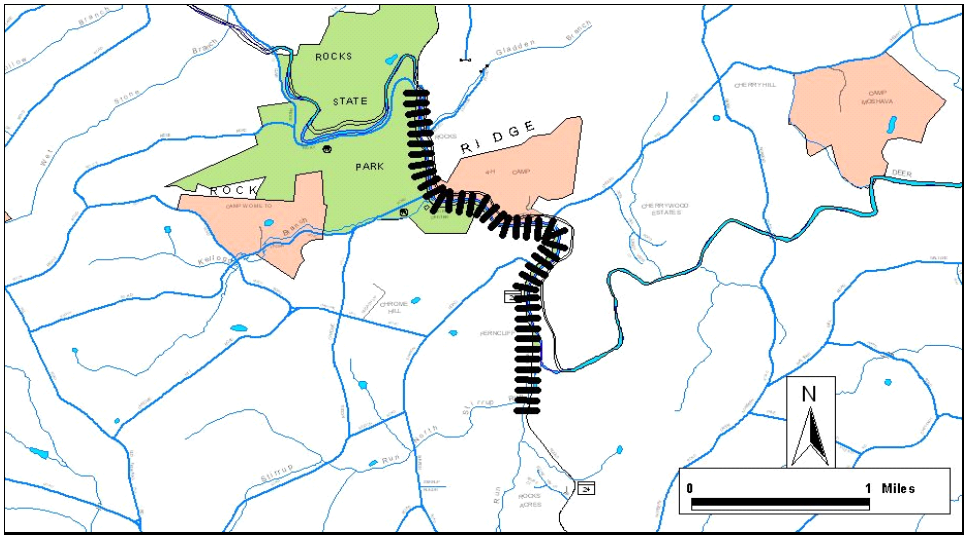
FEDERAL - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 68,900

PROJECTED (2030) - 114,500



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.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

SMART GROWTH STATUS: [ ] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [X] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This section of MD 24 travels through the pristine Rocks State Park and parallels Deer Creek. The reconstruction of MD 24 will be designed to preserve the historic and aesthetic value of the state park and at the same time preserve the operational and safety aspects of the state roadway.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of $0.9 million is due to scope changes.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,532	1,432	100	0	0	0	0	0	100	0
Right-of-way	300	18	17	265	0	0	0	0	282	0
Construction	7,987	0	0	0	2,990	4,997	0	0	7,987	0
Total	9,819	1,450	117	265	2,990	4,997	0	0	8,369	0
Federal-Aid	3,905	0	0	0	1,007	2,898	0	0	3,905	0

CLASSIFICATION:

STATE - Major Collector

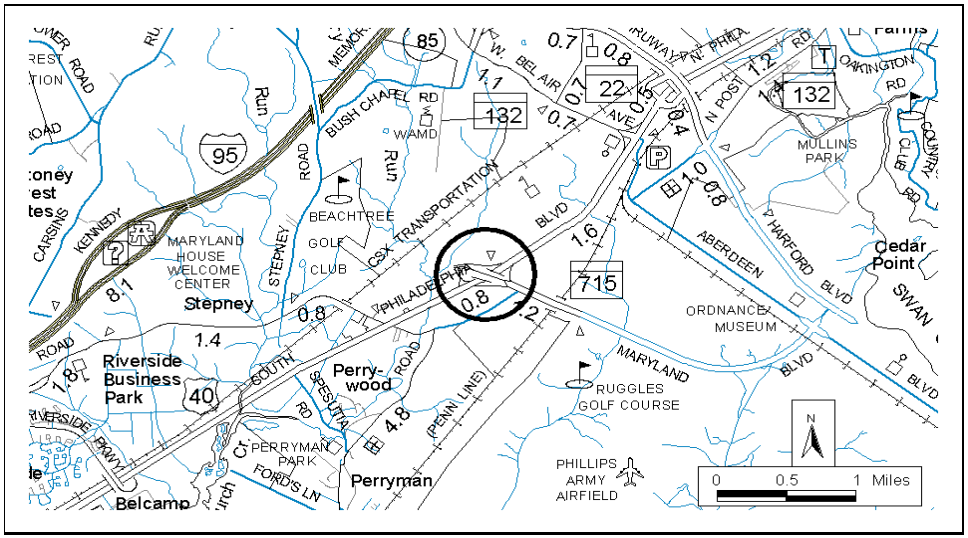
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 4,100

PROJECTED (2030) - 7,750



PROJECT: US 40, Pulaski Highway

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

PURPOSE & NEED SUMMARY STATEMENT: The project will improve safety and operations along US 40. It will also improve access to the Town of Aberdeen, Aberdeen Proving Ground (APG) and the industrial parks in the area.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The project includes capacity and MD 715/Old Philadelphia Road intersection improvements to accommodate growth from BRAC. The improvements will address operational and safety concerns, support freight movement and provide improved access to the APG main gate. The proposed improvements will also eliminate the current dangerous u-turns for large commercial trucks accessing the industrial park area.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $7.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,552	2,789	400	363	0	0	0	0	763	0
Right-of-way	12,007	165	7,525	4,057	260	0	0	0	11,842	0
Construction	20,499	1	2,586	6,197	6,989	4,726	0	0	20,498	0
Total	36,058	2,955	10,511	10,617	7,249	4,726	0	0	33,103	0
Federal-Aid	33,267	165	10,510	10,617	7,249	4,726	0	0	33,102	0

CLASSIFICATION:

STATE - Intermediate Arterial

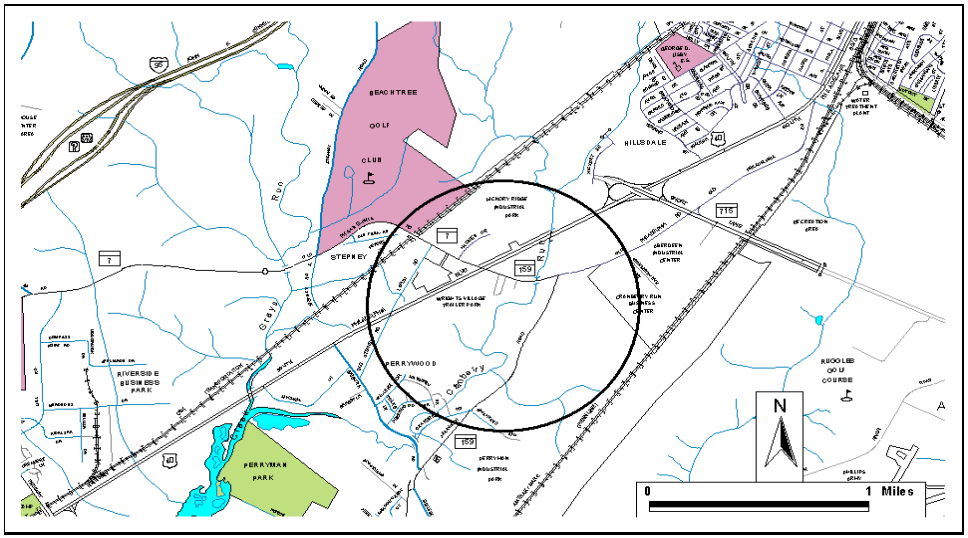
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 35,200

PROJECTED (2030) - 75,300



PROJECT: MD 159, Philadelphia Road Improvement Project

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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 40, Interchange at MD 715 (Line 3)
BRAC Intersection Improvements at APG (Statewide Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	200	130	2	68	0	0	0	0	70	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	448	378	2	68	0	0	0	0	70	0
Federal-Aid	174	174	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Major Collector

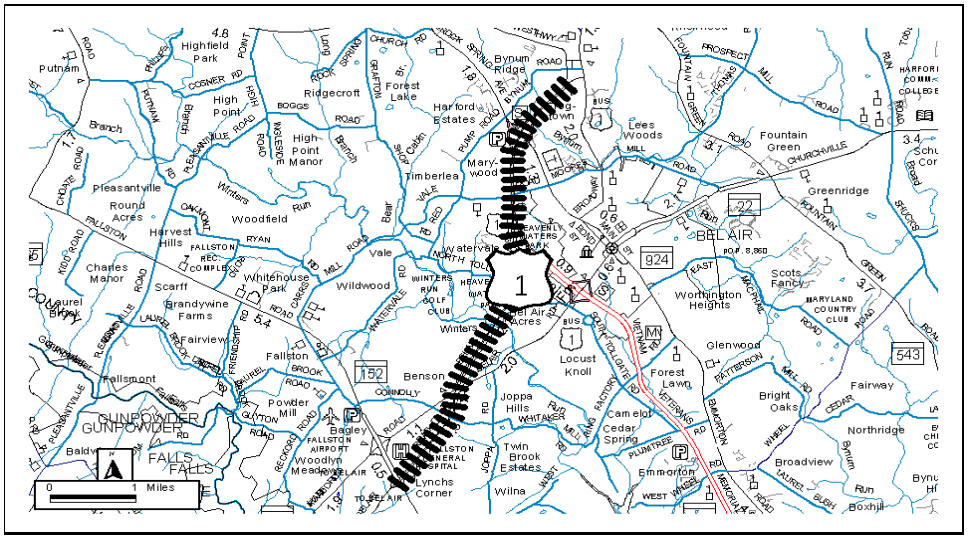
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 6,600

PROJECTED (2030) - 18,200



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,269	2,269	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,555	2,555	0	0	0	0	0	0	0	0
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 38,750

PROJECTED (2030) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 1 Bus	Belair Road; US 1 Bypass to Broadway; patching (ARRA PROJECT)	200	Completed
2	MD 7	Old Philadelphia Road; MD 136 to MD 543; patching (ARRA PROJECT)	200	Completed
3	MD 7	Philadelphia Road; Fashion Way to MD 152; patching (ARRA PROJECT)	200	Completed
4	MD 24 SB	Vietnam Veterans Memorial Highway; US 1 Bypass and ramp; patching (ARRA PROJECT)	300	Completed
5	US 40	Pulaski Highway; MD 7 to MD 132; resurfacing (ARRA PROJECT)	1,276	Completed
6	MD 147	Harford Road; Baltimore County Line to MD 152; resurfacing (ARRA PROJECT)	700	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
7	MD 7	Philadelphia Road; Seven Trails Drive to US 40; patching (ARRA PROJECT)	270	FY 2011
8	MD 22	Churchville Road; MD 136 to MD 155 and MD 22 east of MD 543; patching (ARRA PROJECT)	357	FY 2011
9	MD 22	Churchville Road; MD 155 to Technology Drive; resurfacing (ARRA PROJECT)	1,800	Completed
10	MD 23	East West Highway; MD 138 to MD 24; patching (ARRA PROJECT)	300	FY 2011
11	MD 24	Rock Spring Avenue; Red Pump Road to US 1 Bypass Bridge; resurfacing (ARRA PROJECT)	146	FY 2011
12	MD 132	West Belair Avenue; US 40 to end State Maintenance; resurfacing (ARRA PROJECT)	233	FY 2011

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
13	MD 132	W. Belair Avenue; Beards Hill Road to MD 462; resurface	1,528	Completed
14	MD 165	Baldwin Mill Road; MD 543 to Pennsylvania State Line; resurfacing (ARRA PROJECT)	200	Under construction
15	MD 462	Paradise Road; MD 132 to Carsins Run; resurfacing (ARRA Project)	611	Under Construction
16	MD 543	Fountain Green Road; MD 165 to MD 440; resurfacing (ARRA PROJECT)	800	FY 2011
17	MD 543	Fountain Green Road; Wheel Road to MD 22; resurface (ARRA PROJECT)	1,449	Completed
18	MD 922	Churchville Road; Bond Street to US 1 Business; resurfacing (ARRA PROJECT)	100	FY 2011
		Bridge Replacement/Rehabilitation		
19	MD 22	Aberdeen Thruway; bridge over Amtrak; clean and paint bridge	256	FY 2012
20	MD 23	East West Highway; over Phillips Mill Road; clean and paint bridge	188	FY 2012
21	US 40	Pulaski Highway; over Otter Point Creek; clean and paint bridge	170	FY 2012
22	US 40	Pulaski Highway; over Bush Creek; clean and paint bridge	168	FY 2012
23	MD 132 B	Oakington Road; over Amtrak; clean and paint bridge	42	FY 2012
24	MD 136	Whiteford Road; over Broad Creek; clean and paint bridge	56	FY 2012
25	MD 136	Whiteford Road; over Island Branch; clean and paint bridge	82	FY 2012

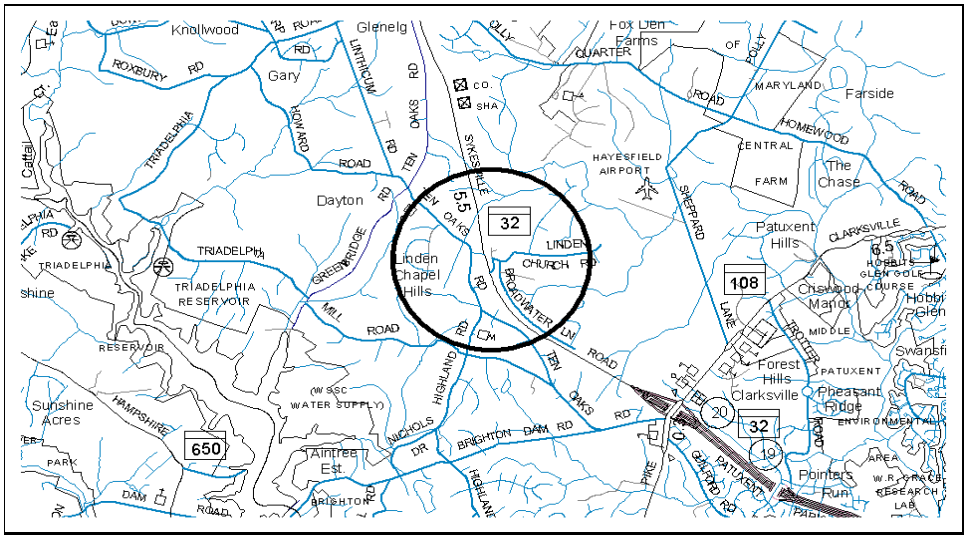
STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
26	MD 152	Mountain Road; over CSX Transportation; clean and paint bridge	160	FY 2012
27	MD 161	Darlington Road; over Deer Creek; clean and paint bridge	120	FY 2012
28	MD 165	Federal Hill Road; over Deer Creek; clean and paint bridge	40	FY 2012
29	MD 624	Graceton Road; over Broad Creek; clean and paint bridge	62	FY 2012
30	MD 715 EB	Short Lane; over Amtrak; clean and paint bridge	216	FY 2012
31	MD 715 WB	Short Lane; over Amtrak; clean and paint bridge	216	FY 2012
		Safety/Spot Improvement		
32	US 1	Belair Bypass; MD 24 to MD 924; installation of median barrier system	3,432	FY 2012
33	US 1	Conowingo Road; south of Conowingo Dam; repair slide	369	FY 2011
34	US 1	Belair Bypass; MD 24 to south of MD 924; install median traffic barrier and resurfacing (Funded for pe only)	400	PE Underway
35	MD 22	Aberdeen Thruway; at Mt. Royal Avenue; ADA improvements (ARRA PROJECT)	15	FY 2011
36	MD 24	Vietnam Veterans Memorial Highway; Marketplace Drive to Boulton Street; ADA improvements (ARRA PROJECT)	200	Under construction
37	MD 24	Rock Spring Avenue; Bynum Road to Myers Drive; ADA improvements (ARRA PROJECT)	300	FY 2011

STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
38	US 40	Pulaski Highway; Lewis Lane to Erie Street; ADA improvements (ARRA PROJECT	480	FY 2011
39	MD 132	West Belair Avenue; MD 462 to Beards Hill Road; ADA improvements	200	FY 2012
40	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,620	FY 2012
41	MD 462	Paradise Road; MD 132 to over Carsins Run; ADA improvements	200	FY 2012
42	MD 490	South Union Avenue; from Alliance Street to MD 7A and MD 7A from MD 490 to Warren Road; ADA improvements (ARRA PROJECT)	300	Under construction
43	MD 763	Superior Street; east of Ohio Avenue to Juniata Street; ADA improvements	150	FY 2012
44	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	1,854	Under construction
		Community Safety and Enhancements		
45	MD 755	Edgewood Road; Phase l - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,961	Under construction
		Sidewalks		
46	US 40	Pulaski Highway; at Bata Boulevard; sidewalk retrofit - 80 linear feet	40	Under construction
		Congressional Earmarks		
47		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.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations and relieve congestion in the heavily traveled corridor.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32 MD 108 to I-70 (Line 5)
MD 32, Wellworth Way Access Improvements (Line 6)

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

- ☒ Quality of Service
- ☐ System Preservation & Performance
- ☒ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: This grade-separation project will result in a reduction in travel times along MD 32, improved safety and reduced collision and injury rates.

STATUS: Engineering underway. Howard County is participating in the funding of Engineering. The County and SHA are discussing funding arrangements that could allow Right-of-way and Construction to proceed. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,104	1,052	52	0	0	0	0	0	52	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	1,104	1,052	52	0	0	0	0	0	52	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

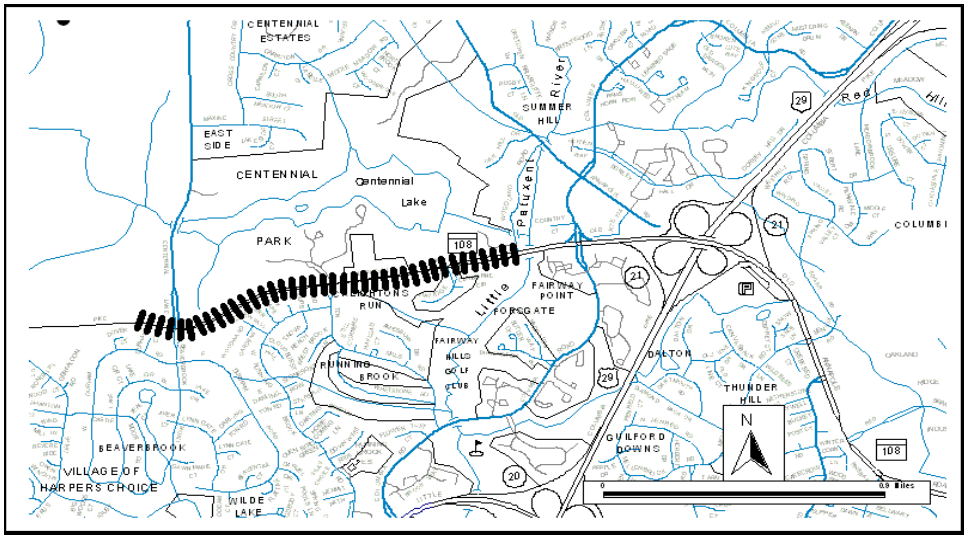
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 30,400

PROJECTED (2030) - 58,000



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).

PURPOSE & NEED SUMMARY STATEMENT: Additional capacity is needed to address increasing congestion resulting from continued growth in the Columbia area.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The widening of MD 108 will relieve traffic congestion, improving travel times and travel time reliability.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Minor Arterial

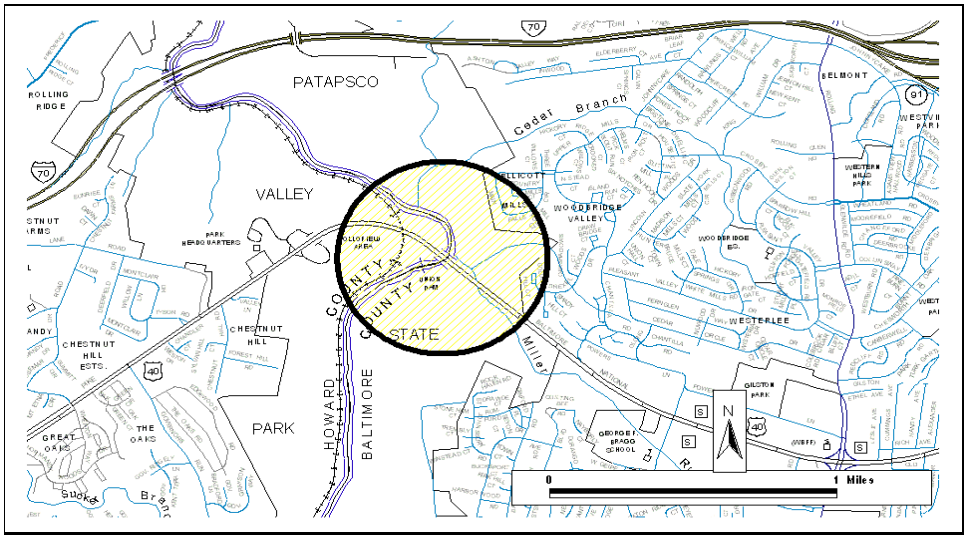
FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 25,500

PROJECTED (2030) - 30,800



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will rehabilitate the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☒ Quality of Service
- ☒ System Preservation & Performance
- ☒ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a back up route for I-70. The bridge will be rehabilitated in kind to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened to provide for bicycle/pedestrian compatible 5' shoulders.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $9.8 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,313	3,037	276	0	0	0	0	0	276	0
Right-of-way	51	6	45	0	0	0	0	0	45	0
Construction	17,610	0	1,267	6,680	7,627	2,036	0	0	17,610	0
Total	20,974	3,043	1,588	6,680	7,627	2,036	0	0	17,931	0
Federal-Aid	20,063	2,344	1,479	6,627	7,588	2,025	0	0	17,719	0

CLASSIFICATION:

STATE - Principal Arterial

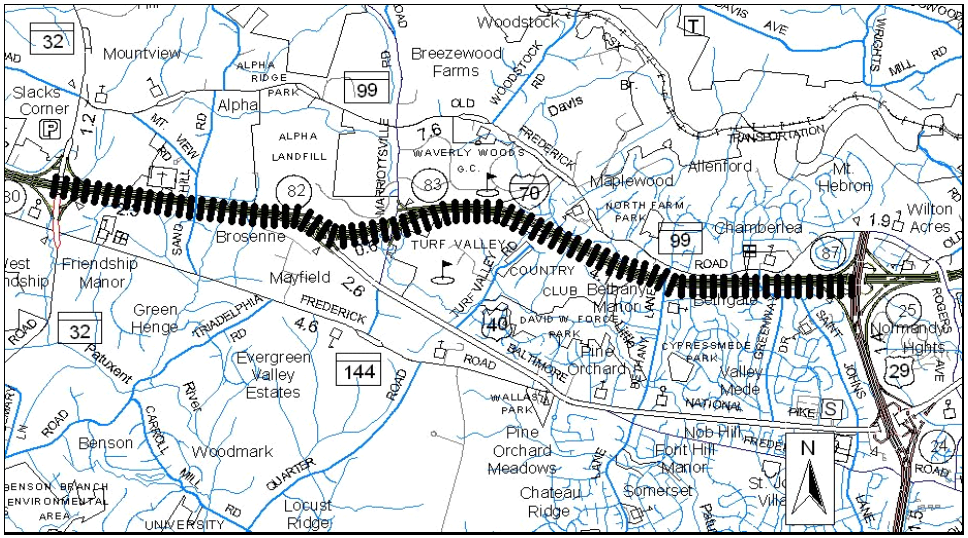
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 37,300

PROJECTED (2030) - 47,300



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 Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [X] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	858	858	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	858	858	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

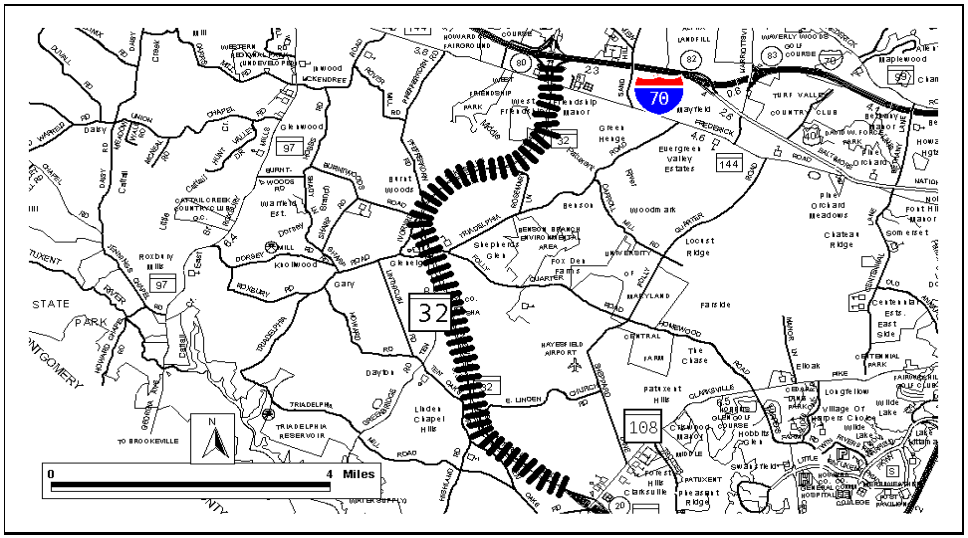
FEDERAL - Urban Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 85,700

PROJECTED (2030) - 134,850



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at Linden Church Road (Line 1)
MD 32, Wellworth Way Access Management (Line 6)

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of $3.0 million is due to adding protective Right-of-way funds in FY16.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,657	3,657	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	10,877	2,099	0	2,778	0	0	3,000	3,000	8,778	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,534	5,756	0	2,778	0	0	3,000	3,000	8,778	0
Federal-Aid	2,560	2,560	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

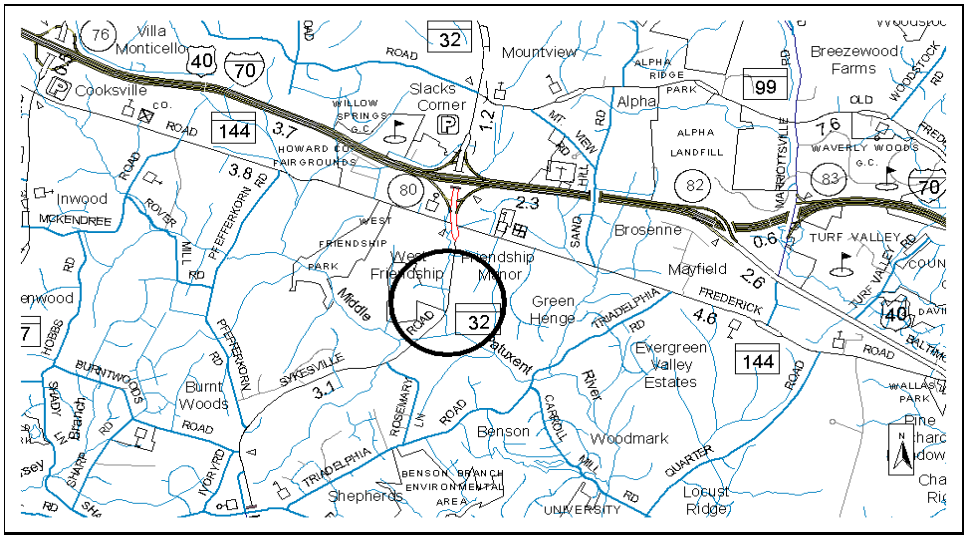
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 30,400

PROJECTED (2030) - 58,000



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 32, Interchange at Linden Church Road (Line 1)
MD 32 MD 108 to I-70 (Line 5)

STATUS: Engineering complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,540	1,290	200	50	0	0	0	0	250	0
Right-of-way	19	19	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,559	1,309	200	50	0	0	0	0	250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

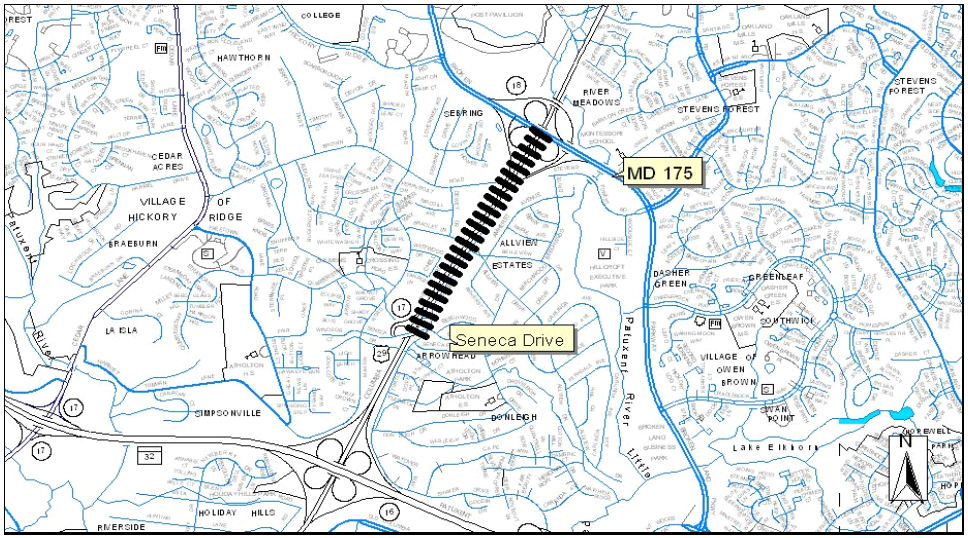
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 28,300

PROJECTED (2030) - 32,900



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Middle Patuxent River to Seneca Drive (Line 8)

STATUS: Engineering underway. Howard County is funding $2.0 million for Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,639	897	390	1,459	893	0	0	0	2,742	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	3,639	897	390	1,459	893	0	0	0	2,742	0
Federal-Aid	2,308	433	390	1,459	26	0	0	0	1,875	0

CLASSIFICATION:

STATE - Principal Arterial

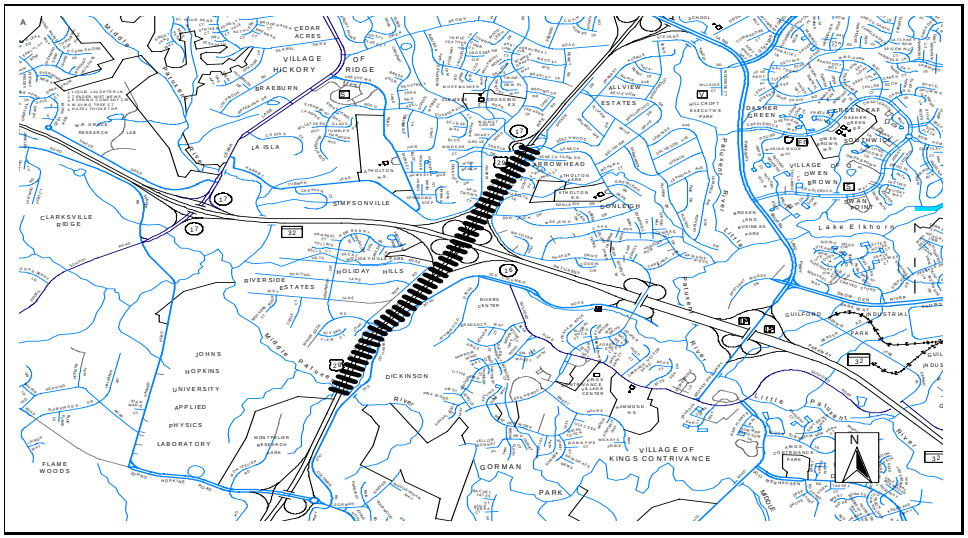
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 83,450

PROJECTED (2030) - 106,425



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29, Seneca Drive to MD 175 (Line 7)

STATUS: Engineering underway and being done under the segment from MD 175 to Seneca Drive (Line 7).

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

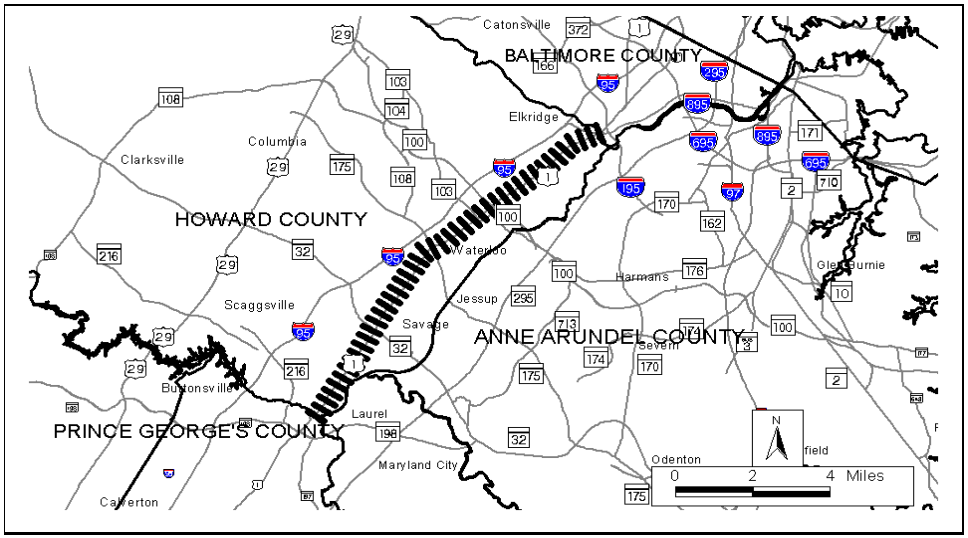
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 87,600

PROJECTED (2030) - 117,900



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning (Corridor Planning) underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,250	723	467	60	0	0	0	0	527	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	1,250	723	467	60	0	0	0	0	527	0
Federal-Aid	1,000	588	364	48	0	0	0	0	412	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 37,900

PROJECTED (2030) - 52,300

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, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 29 SB	Columbia Pike; Brokenland Parkway to Middle Patuxent River; safety and resurface (ARRA PROJECT)	3,865	Completed
		Bridge Replacement/Rehabilitation		
2	US 29 SB	Columbia Pike; over I 70; bridge deck replacement	1,140	Completed
		Safety/Spot Improvement		
3	US 1	Washington Boulevard; Mission Road to McClain Avenue; ADA improvements (ARRA PROJECT)	112	Completed
4	MD 103	Montgomery Road; MD 104 to Brampton Parkway and MD 104 from MD 103 to MD 100; ADA improvements (ARRA PROJECT)	114	Completed
5	MD 108	Old Annapolis Road; Howard High School Entrance to MD 104; ADA improvements (ARRA PROJECT)	117	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
6		Various Locations in Howard County; resurface	9,195	FY 2012
7	US 29	Columbia Pike; at MD 99 Intersection; resurfacing (ARRA PROJECT)	354	Under Construction
8	US 29	Columbia Pike; ramps at Brokenland Parkway Interchange; milling, patching and resurfacing (ARRA PROJECT)	860	Completed
9	MD 32	Sykesville Road; Day Road to MD 99; patch and resurfacing (ARRA PROJECT)	800	Completed

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
10	MD 32 SB	Patuxent Parkway; ramp 8 to I 70; resurfacing (ARRA PROJECT)	136	FY 2012
11	MD 97	Roxbury Mills Road; Union Chapel Road to Montgomery County Line; patching (ARRA PROJECT)	450	Under construction
12	MD 108	Old Annapolis Road; ramps 2 and 7 to US 29; mill and overlay (ARRA PROJECT)	245	Completed
13	MD 144 A	Frederick Road; Long Corner Road to MD 94; patching (ARRA PROJECT)	264	FY 2012
14	MD 175	Patuxent Freeway; ramps 3,5 and 7 to US 29; mill and overlay (ARRA PROJECT)	315	FY 2011
		Bridge Replacement/Rehabilitation		
15	MD 175	Rouse Parkway; Bridge 1308603 eastbound over US 29 and Bridge 1308604 westbound over US 29; bridge deck overlay	1,246	FY 2012
		Safety/Spot Improvement		
16	US 1	Washington Boulevard; Kit Kat Road to MD 103; ADA improvements (ARRA PROJECT)	52	Under construction
17	US 1	Washington Boulevard; Prince George's County Line to Lynn Buff Court; ADA improvements (ARRA PROJECT)	125	Under construction
18	US 1	Washington Boulevard; Loudon Avenue to Montgomery Road; ADA improvements (ARRA PROJECT)	166	Under construction
19	US 40	Baltimore National Pike; 500 feet west of Greenway Drive to St. Johns Lane; ADA improvements (ARRA PROJECT)	260	FY 2011
20	US 40	Baltimore National Pike; US 29 to Weston Drive; ADA improvements (ARRA PROJECT)	125	FY 2011

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
21	US 40	Baltimore National Pike; at Rogers Avenue; intersection improvement (Howard County is funding this project)		FY 2011
		Environmental Preservation		
22		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run (This project is a split funded project with the Enhancement Program)	55	FY 2011
23	MD 32	Sykesville Road; Nixon Farm Mitigation site; wetland enhancement	1,099	Completed
24	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Prince George's County)	414	Under construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
25		Broken Land Parkway Pathway; Cradlerock Way to Snowden River Parkway; construct an eight foot wide pathway	386	FY 2012
		Environmental Mitigation		
26		Brampton Hills stream restoration project; restoration of eroded stream channel behind MD 100 noise walls; Environmental Mitigation.	579	FY 2011
27		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)	222	FY 2011

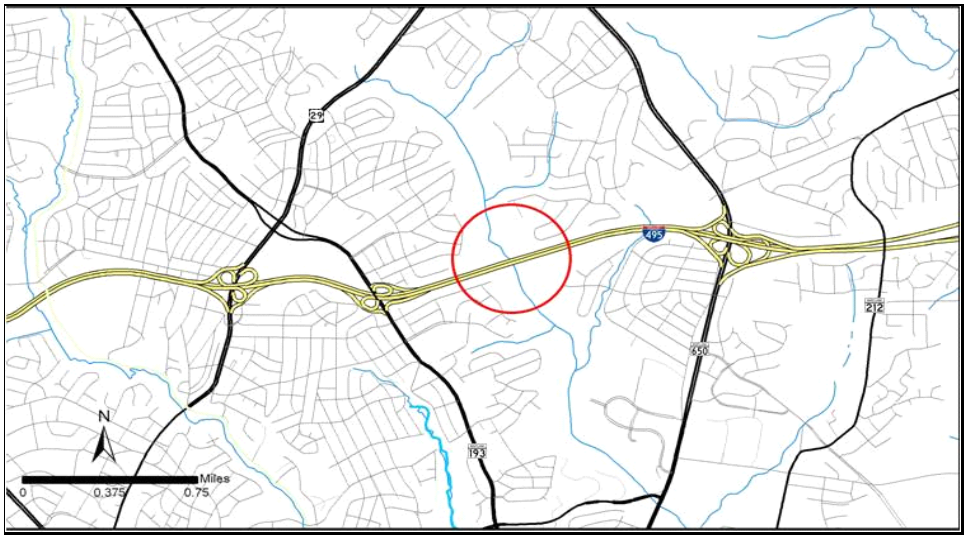
Kent

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, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 313 A	Massey Galena Road; US 301 to Galena Middle School; resurfacing (ARRA PROJECT)	462	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
2		Various Locations in Kent County; resurface	2,865	FY 2012
3	US 301	Blue Star Memorial Highway; Queen Anne's County Line to Chesterville Bridge Road; safety and resurface	763	FY 2011
		Bridge Replacement/Rehabilitation		
4	MD 289	Quaker Neck Road; over Radcliff Creek; clean and paint bridge	78	FY 2012
5	MD 290	Crumpton Road; over Chester River; clean and paint bridge	377	FY 2012
6	MD 291	River Road; over Mills Branch; clean and paint bridge	60	FY 2012
7	US 301 NB	Blue Star Memorial Highway; over MD 290; clean and paint bridge	132	FY 2012
8	US 301 SB	Blue Star Memorial Highway; over MD 290; clean and paint bridge	122	FY 2012
		Congressional Earmarks		
9		Construct Chestertown Trail (Earmark $240,000; PE)	0	

Montgomery



PROJECT: I-495, Capital Beltway

DESCRIPTION: Replace deck on Bridge 15137 over the Northwest Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The existing structure is structurally deficient and functionally obsolete.

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	317	74	243	0	0	0	0	0	243	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,297	0	1,184	5,091	4,022	0	0	0	10,297	0
Total	10,614	74	1,427	5,091	4,022	0	0	0	10,540	0
Federal-Aid	10,548	59	1,376	5,091	4,022	0	0	0	10,489	0

CLASSIFICATION:

STATE - Principal Arterial

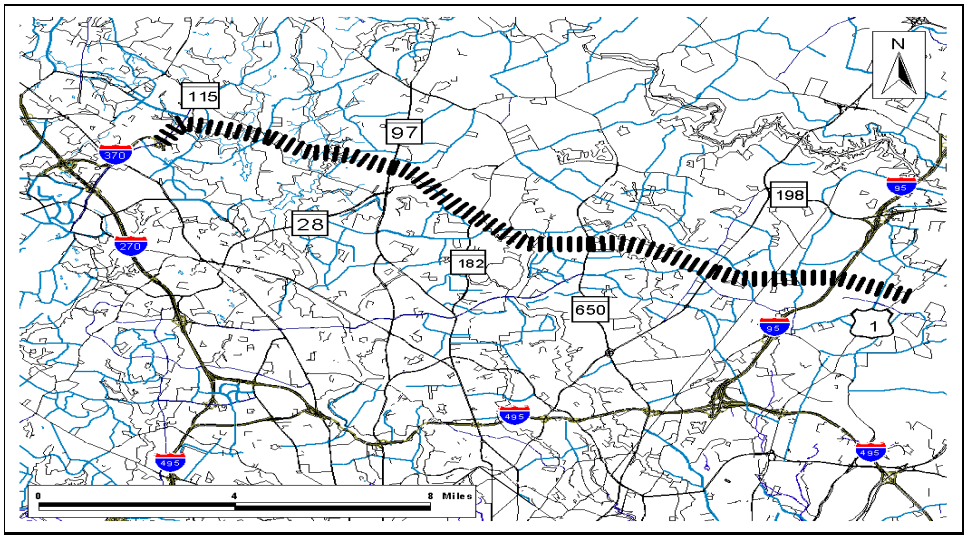
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 233,800

PROJECTED (2030) - 272,600



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.

PURPOSE & NEED SUMMARY STATEMENT: 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 home land 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 Not Subject to PFA Law

[ ] Project Inside PFA
[X] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[X] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 29 Interchanges (Lines 9,10)
MD 28/MD 198, MD 97 to I-95 (Line 11)
I-95/Contee Road Interchange (Prince George's County - Line 5)
MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 20)

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

[X] Quality of Service
[ ] System Preservation & Performance
[X] Connectivity for Daily Life
[X] Safety & Security
[X] Environmental Stewardship

EXPLANATION: MD 200 will provide an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access will support master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings an stream restorations.

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 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.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

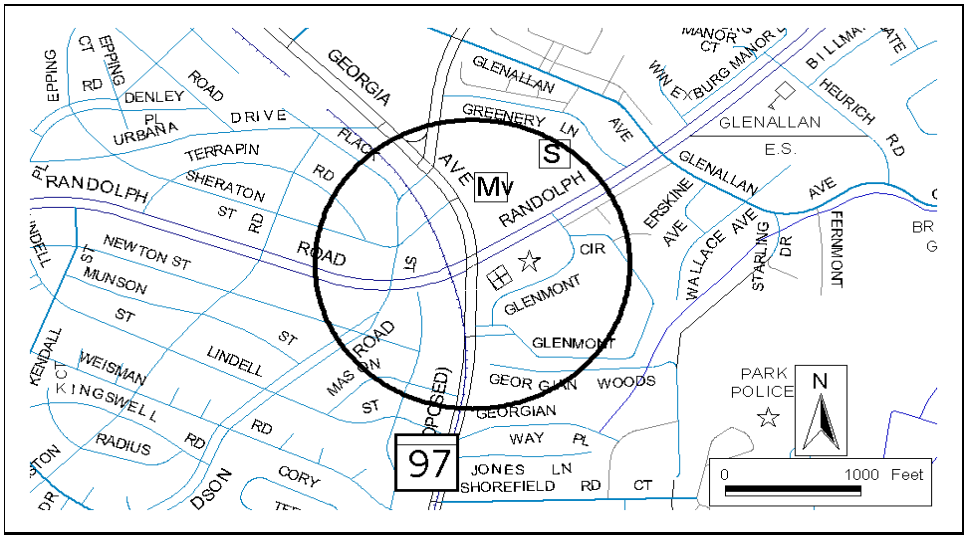
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

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



PROJECT: MD 97, Georgia Avenue

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

PURPOSE & NEED SUMMARY STATEMENT: This project would relieve congestion at the existing intersection.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This grade-separation project will result in a reduction in travel times along both Randolph Road and Georgia Avenue and improve safety by separating the through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all users of the road.

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 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,097	1,097	0	0	0	0	0	0	0	0
Engineering	4,910	3,949	300	440	221	0	0	0	961	0
Right-of-way	15,550	2,424	2,952	2,819	7,355	0	0	0	13,126	0
Construction	41,813	1,547	795	0	0	12,236	16,341	10,894	40,266	0
Total	63,370	9,017	4,047	3,259	7,576	12,236	16,341	10,894	54,353	0
Federal-Aid	9,463	5,076	3,632	600	155	0	0	0	4,387	0

CLASSIFICATION:

STATE - Other Principal Arterial

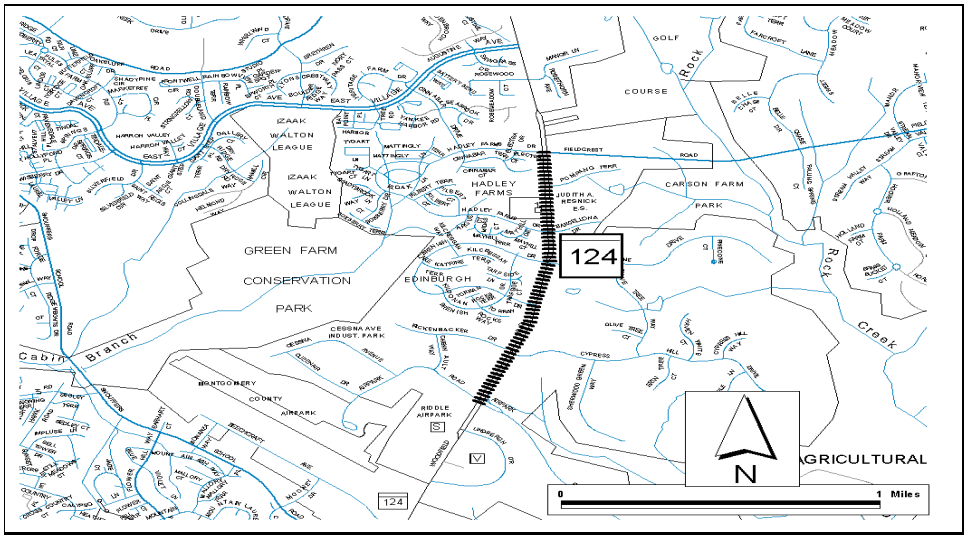
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 53,025

PROJECTED (2030) - 59,100



PROJECT: MD 124, Woodfield Road

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

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 124, Midcounty Highway to Warfield Road (Line 15)

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The widening of MD 124 will relieve traffic congestion, improving travel times and travel time reliability. Safety in this corridor will also be improved as the sight distance issues are addressed.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	2,256	2,256	0	0	0	0	0	0	0	0
Right-of-way	17,443	14,096	2,701	646	0	0	0	0	3,347	0
Construction	34,653	28,719	5,934	0	0	0	0	0	5,934	0
Total	56,466	47,185	8,635	646	0	0	0	0	9,281	0
Federal-Aid	43,808	34,872	8,420	516	0	0	0	0	8,936	0

CLASSIFICATION:

STATE - Major Collector

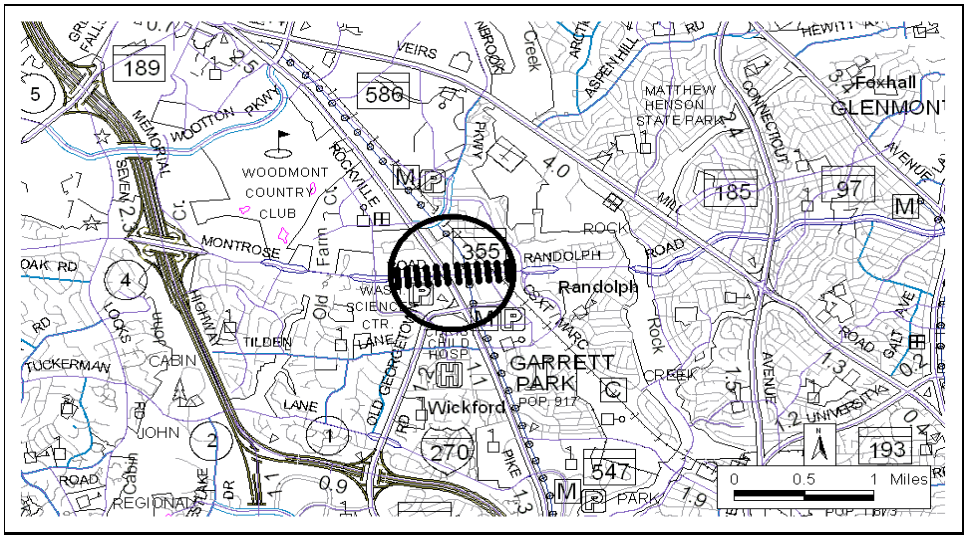
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 21,725

PROJECTED (2030) - 48,000



PROJECT: MD 355, Rockville Pike

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

PURPOSE & NEED SUMMARY STATEMENT: This project improved safety and relieved traffic congestion that occurs at the Randolph/Montrose Road intersection.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 355, CSX Railroad/ Parklawn Drive (Line 16)
Montrose Parkway East (Montgomery County Project)

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project will reduce travel times and improve reliability in the Randolph Road, Montrose Parkway, and MD 355 corridors. This project will also improve the connections to various modes by constructing new sidewalks and a hiker/biker path. Safety will be improved due to the separation of the through movements.

STATUS: Open to Service. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	1,655	1,655	0	0	0	0	0	0	0	0
Right-of-way	11,291	11,086	50	155	0	0	0	0	205	0
Construction	29,048	24,204	4,844	0	0	0	0	0	4,844	0
Total	43,854	38,805	4,894	155	0	0	0	0	5,049	0
Federal-Aid	23,691	21,137	2,554	0	0	0	0	0	2,554	0

CLASSIFICATION:

STATE - Intermediate Arterial

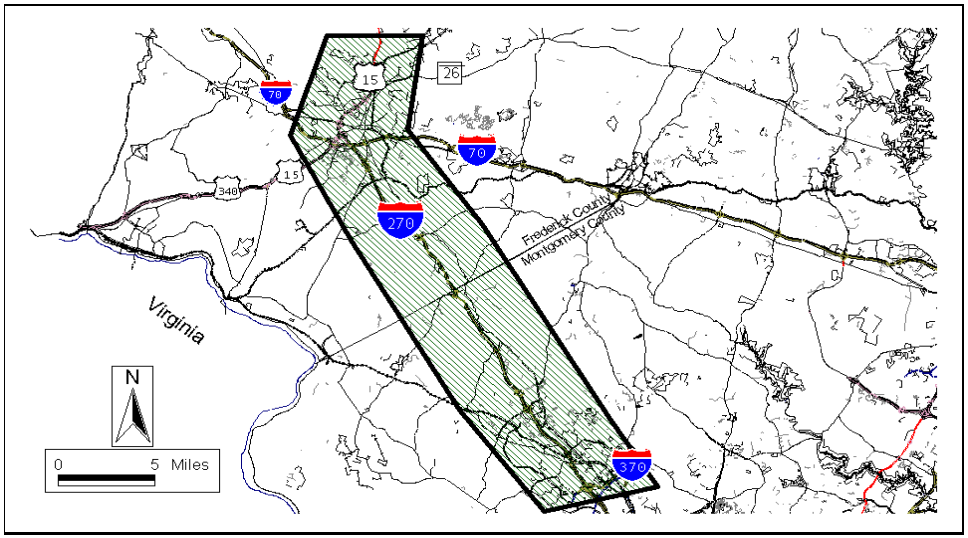
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 53,025

PROJECTED (2030) - 98,125



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 Not Subject to PFA Law

☐	Project Inside PFA	☐	Grandfathered
X	Project Outside PFA	X	Exception Will Be Required
☐	PFA Status Yet To Be Determined	☐	Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
I-270/Watkins Mill Road Extended Interchange (Line 7)
I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 7)
US 15, Interchange at Monocacy Boulevard (Frederick County - Line 10)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	17,460	17,212	248	0	0	0	0	0	248	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,093	1,059	34	0	0	0	0	0	34	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,553	18,271	282	0	0	0	0	0	282	0
Federal-Aid	12,222	12,048	174	0	0	0	0	0	174	0

CLASSIFICATION:

STATE - Principal Arterial

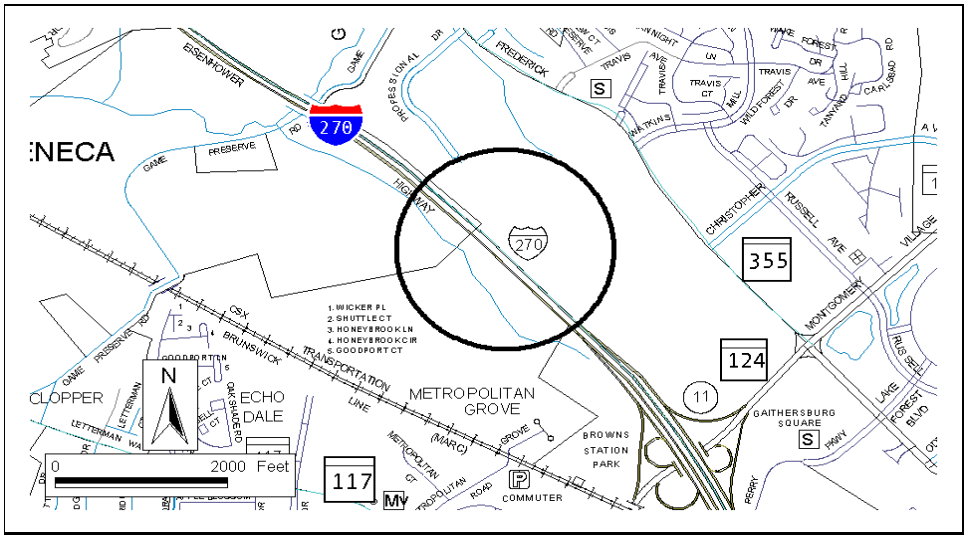
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 40,400 - 97,500 (US -15)
89,125 - 235,700 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
I-270 and US 15 Multi-Modal Corridor Study (Line 6)

STATUS: Partial Engineering underway. The County is contributing $2.4 million towards engineering. The cost shown is SHA share only. The County and SHA are discussing an additional $2.5 million to complete Engineering on the bridge.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,178	1,178	0	0	0	0	0	0	0	0
Engineering	770	496	0	0	274	0	0	0	274	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	1,948	1,674	0	0	274	0	0	0	274	0
Federal-Aid	825	825	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

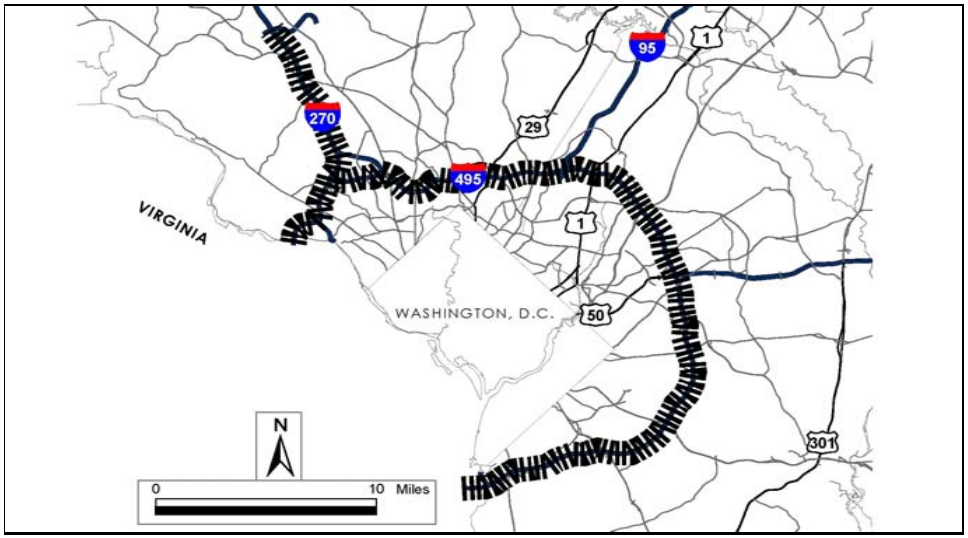
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 160,000

PROJECTED (2030) - 191,500



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 and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 10,11)
I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
Purple Line Study (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,043	11,038	5	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,043	11,038	5	0	0	0	0	0	5	0
Federal-Aid	7,731	7,727	4	0	0	0	0	0	4	0

CLASSIFICATION:

STATE - Principal Arterial

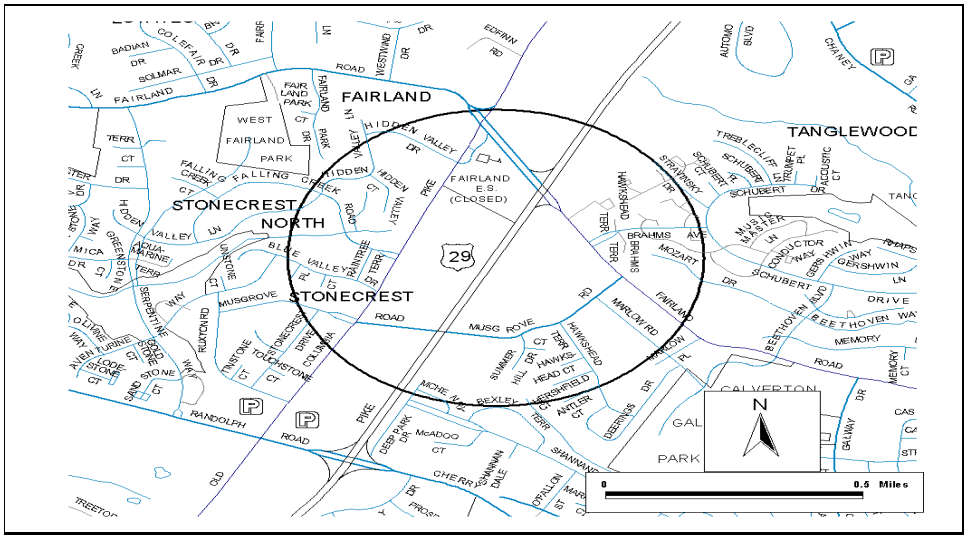
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 112,750 - 250,650

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



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
US 29 Interchanges (Lines 10)

STATUS: Project on hold. Partial Right-fo-way funding for property settlement.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $5.5 million is due to elimination of a Right-of-way settlement on a specific property.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,001	990	11	0	0	0	0	0	11	0
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,080	2,069	11	0	0	0	0	0	11	0
Federal-Aid	1,543	1,535	8	0	0	0	0	0	8	0

CLASSIFICATION:

STATE - Other Principal Arterial

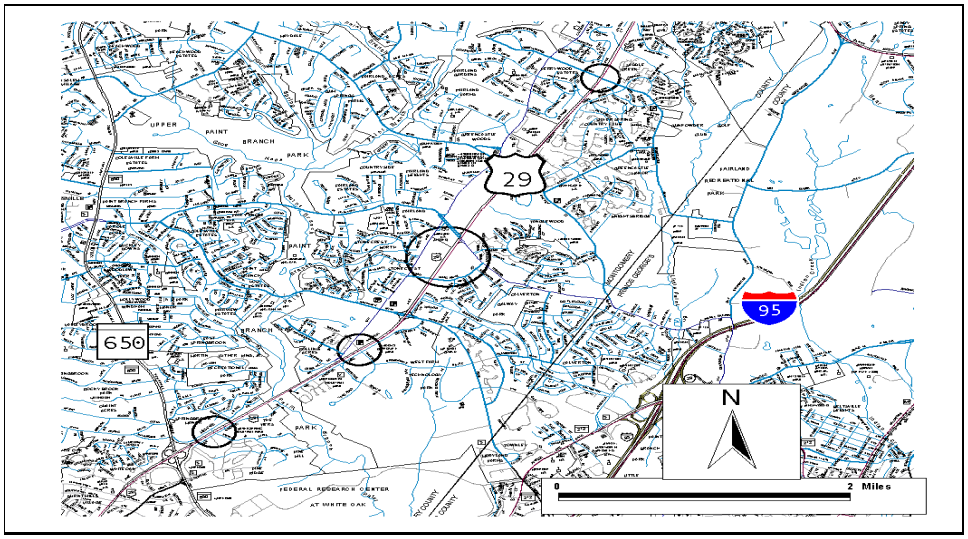
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 55,650

PROJECTED (2030) - 81,100



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
US 29, Interchanges (Lines 9)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,488	2,488	0	0	0	0	0	0	0	0
Engineering	4,698	4,274	26	398	0	0	0	0	424	0
Right-of-way	545	545	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,731	7,307	26	398	0	0	0	0	424	0
Federal-Aid	3,190	2,773	19	398	0	0	0	0	417	0

CLASSIFICATION:

STATE - Other Principal Arterial

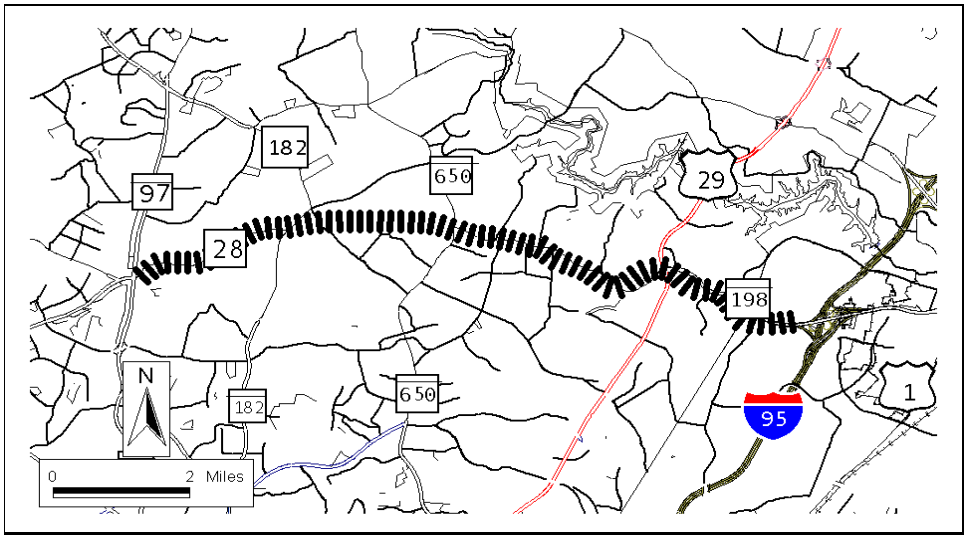
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 49,000 - 59,900

PROJECTED (2030) - 67,000 - 81,500



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 Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 97/MD 28 Interchange (Line 12)
I-95/Contee Road Interchange (Prince George's County - Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,033	4,030	3	0	0	0	0	0	3	0
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	3	0
Federal-Aid	2,823	2,821	2	0	0	0	0	0	2	0

CLASSIFICATION:

STATE - Intermediate Arterial

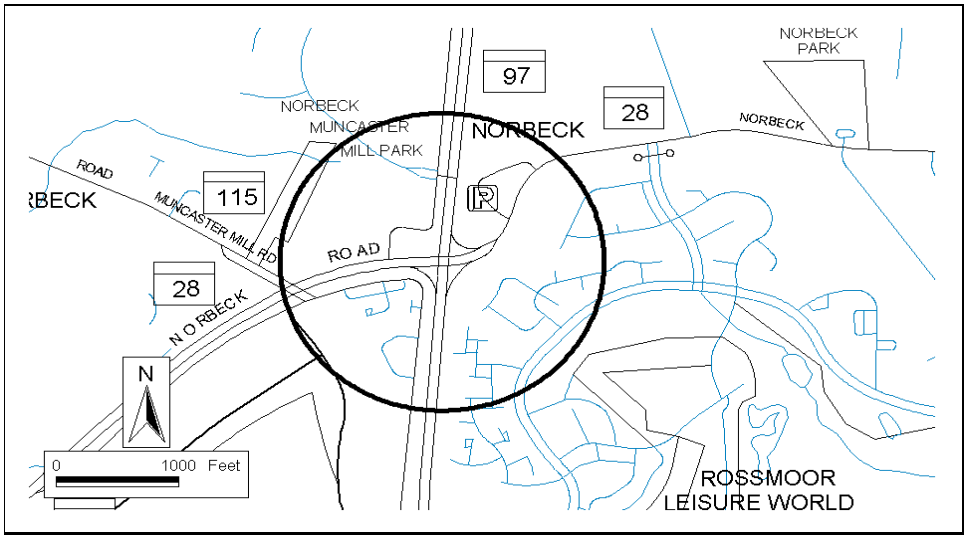
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 25,100 - 46,250 (MD 28)
21,725 - 53,300 (MD 198)

PROJECTED (2030) - 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
MD 28/MD 198, MD 97 to I-95 (Line 11)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	844	840	4	0	0	0	0	0	4	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	2,826	2,822	4	0	0	0	0	0	4	0
Federal-Aid	1,978	1,975	3	0	0	0	0	0	3	0

CLASSIFICATION:

STATE - Intermediate Arterial

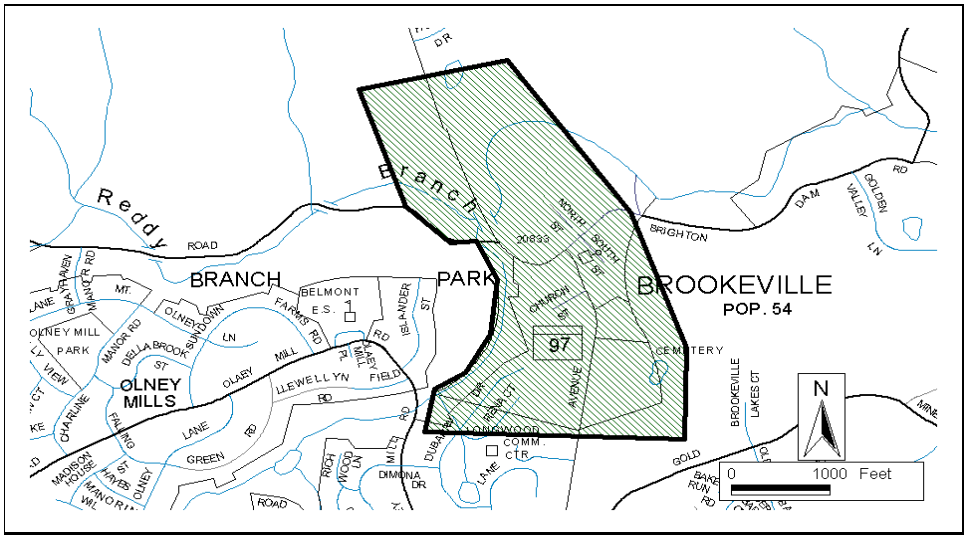
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 45,300

PROJECTED (2030) - 51,775



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

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 is ready to go to the Board of Public Works.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,065	2,065	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	2,065	2,065	0	0	0	0	0	0	0	0
Federal-Aid	1,446	1,446	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

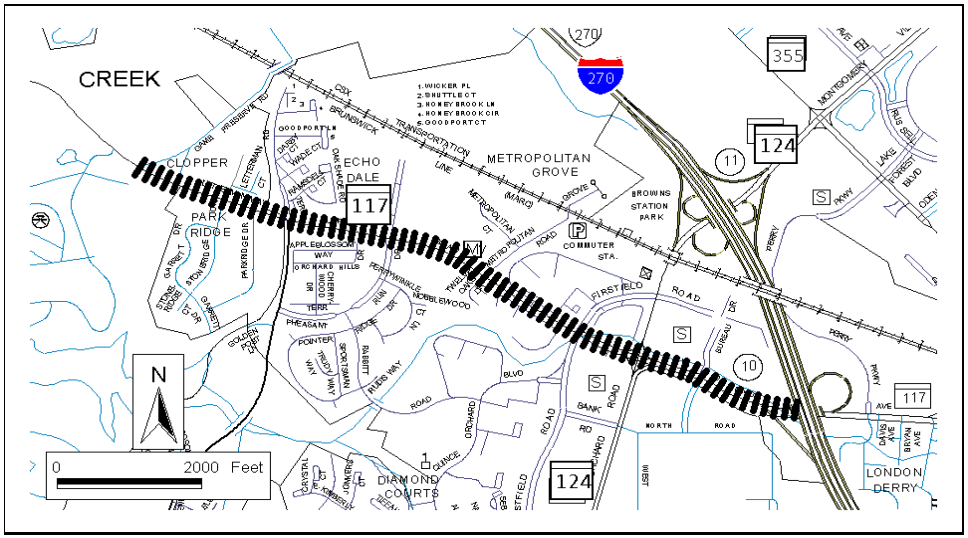
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 18,950

PROJECTED (2030) - 25,600



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-270/Watkins Mill Road Extended Interchange (Line 7)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	1,901	1,901	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	2,931	2,931	0	0	0	0	0	0	0	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

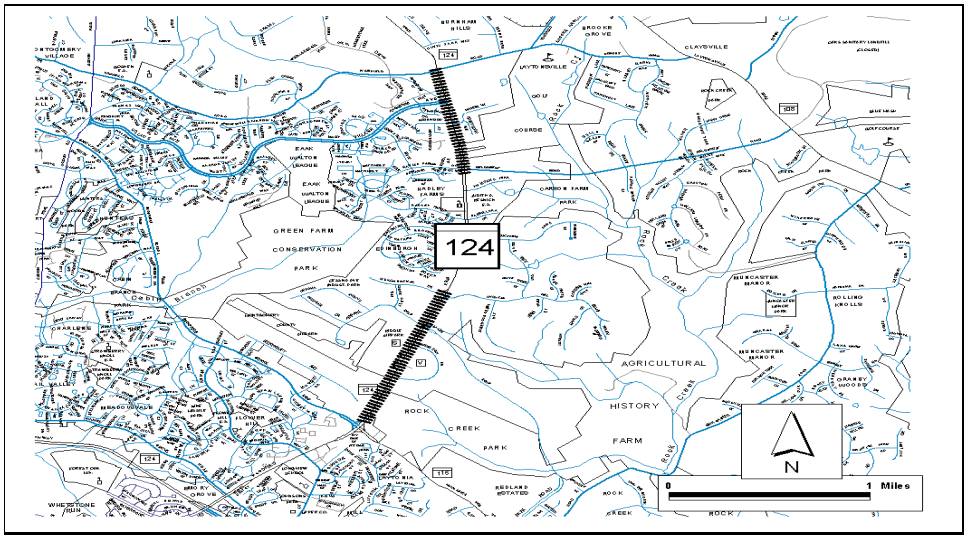
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 44,700

PROJECTED (2030) - 56,600



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 124, Airpark Road to Fieldcrest Road (Line 4)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,114	2,114	0	0	0	0	0	0	0	0
Engineering	1,204	359	500	345	0	0	0	0	845	0
Right-of-way	24	24	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,342	2,497	500	345	0	0	0	0	845	0
Federal-Aid	118	0	118	0	0	0	0	0	118	0

CLASSIFICATION:

STATE - Major Collector

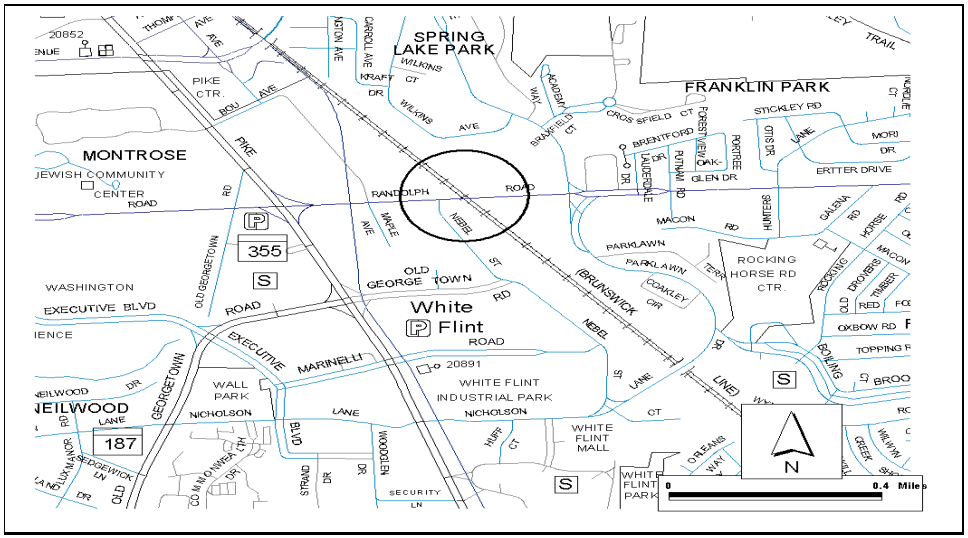
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 21,700

PROJECTED (2030) - 48,000



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 Not Subject to PFA Law

- ☒ Project Inside PFA
- ☐ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 2)
MD 355, Interchange at Randolph Road/Montrose Parkway (Line 5)
Montrose Parkway East (Montgomery County Project)

STATUS: Project Planning complete. The County and SHA are discussing cost sharing arrangements to allow Engineering to proceed.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,860	1,860	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,860	1,860	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 53,025 (MD 355)

PROJECTED (2030) - 98,125 (MD 355)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 191	Bradley Boulevard; Burdett Road to Arlington Road; resurfacing	1,349	Completed
2	MD 198	Sandy Spring Road; US 29 to Prince Georges County Line; resurfacing (ARRA PROJECT)	835	Completed
3	I 270	Eisenhower Memorial Highway; northbound Muddy Branch Road to north of Middlebrook Road; resurface	6,778	Completed
4	MD 586	Veirs Mill Road; Norbeck Road to Rock Creek; resurfacing	3,312	Completed
5	MD 650	New Hampshire Avenue; Shaw Avenue to Randolph Road; resurface	1,454	Completed
		Bridge Replacement/Rehabilitation		
6	MD 109	Old Hundred Road; over Little Bennet Creek; bridge deck replacement	1,005	Completed
		Safety/Spot Improvement		
7		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	Completed
		Community Safety and Enhancements		
8	MD 97	Georgia Avenue; Tidewater Court to Queen Elizabeth/Prince Phillip Drive; pedestrian safety improvements.	551	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
9		Various Locations in Montgomery County; resurface	7,087	FY 2012
10		Various Locations in Montgomery County; resurface	7,087	FY 2012
11	MD 28	Norbeck Road; Baltimore Road to MD 97; resurfacing (ARRA PROJECT)	680	FY 2011
12	MD 28	Norbeck Road; at Mid Atlantic Golf Center; resurfacing (ARRA PROJECT)	100	Completed
13	US 29	Columbia Pike; at MD 650; resurfacing (ARRA PROJECT)	265	FY 2011
14	MD 97	Georgia Avenue; MD 185 to MD 28; resurface	3,935	FY 2012
15	MD 97	Georgia Avenue; US 29 to 16th Street; resurface	4,233	FY 2012
16	MD 97	Georgia Avenue; Queen Elizabeth Drive to MD 650; resurfacing (ARRA PROJECT)	1,190	FY 2012
17	MD 97	Georgia Avenue; Glenallan Avenue to MD 185; safety and resurface	4,133	FY 2011
18	MD 97	Georgia Avenue; MD 390 to I-495; resurfacing (ARRA PROJECT)	575	Completed
19	MD 107	Whites Ferry Road; Partnership Road to MD 28; resurfacing (ARRA PROJECT)	800	FY 2012
20	MD 119	Great Seneca Highway; MD 28 to Kentlands Boulevard; resurfacing (ARRA PROJECT)	800	FY 2012
21	MD 186	Brookville Road; Western Avenue to MD 410; resurfacing (ARRA PROJECT)	410	FY 2011
22	MD 187	Old Georgetown Road; Wisconsin Avenue to North Brook Lane; resurface	1,778	FY 2011

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
23	MD 187	Old Georgetown Road; 150 feet south of Center Drive to North Brook Lane; safety and resurface (ARRA PROJECT)	1,866	Completed
24	MD 193	University Boulevard; US 29 to I 495; resurfacing (ARRA PROJECT)	400	FY 2012
25	MD 193	University Boulevard West; Arcola Avenue to US 29; safety and resurface	2,734	FY 2011
26	MD 193	University Boulevard; MD 586 to Arcola Avenue; safety and resurface (ARRA PROJECT)	3,435	Under construction
27	MD 198	Spencerville Road; MD 650 to Peach Orchard Road; resurfacing (ARRA PROJECT)	410	FY 2011
28	I 270	Eisenhower Memorial Highway; I 495 to south of MD 187; resurface	3,661	FY 2012
29	I 270	Eisenhower Memorial Highway; southbound Muddy Branch Road to north of Middlebrook Road; resurface	6,965	Under construction
30	I 270	Eisenhower Memorial Highway; all ramps from Middlebrook Road to MD 109; resurfacing (ARRA PROJECT)	500	Completed
31	I 270	Eisenhower Memorial Highway; all ramps from Montrose Road to MD 189; resurfacing (ARRA PROJECT)	500	Completed
32	MD 320	Piney Branch Road; DC line to MD 193; resurface	2,402	FY 2012
33	MD 355	Wisconsin Avenue; DC Line to MD 191; resurface	1,867	FY 2012
34	MD 355	Wisconsin Avenue; MD 187 to Chelsea Lane; resurface	2,633	FY 2012
35	MD 355	Frederick Road; Travis Road to Middlebrook Road; resurfacing (ARRA PROJECT)	1,800	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
36	MD 355	Frederick Road; MD 124 to Travis Avenue; resurfacing (ARRA PROJECT)	500	Completed
37	MD 355	Rockville Pike; Templeton Place to MD 911; resurfacing (ARRA PROJECT)	480	FY 2011
38	MD 410	Ethan Allen Avenue; Park Avenue to MD 650; resurface	1,144	FY 2012
39	MD 410	East West Highway; MD 185 to MD 390; resurfacing (ARRA PROJECT)	700	FY 2012
40	I 495	Capital Beltway; Potomac River to I 270; safety and resurface (ARRA PROJECT)	7,609	Completed
41	I 495 WB	Capital Beltway; Seminary Road to US 29; resurface	5,148	FY 2012
42	MD 547	Knowles Avenue; Weymouth Street to MD 185; resurfacing (ARRA PROJECT)	160	FY 2011
43	MD 547	Strathmore Avenue; MD 355 to Flanders Avenue; resurfacing (ARRA PROJECT)	130	FY 2011
44	MD 650	New Hampshire Avenue; Northampton Drive to Elton Road; resurfacing (ARRA PROJECT)	700	FY 2012
45	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; safety and resurface (ARRA PROJECT) (Project also shown in Prince George's County)	1,444	Completed
46	MD 787	Flower Avenue; MD 195 to MD 320; resurface	915	FY 2012
		Safety/Spot Improvement		
47		Areawide Traffic Barrier improvements along I 270 and I 270Y; guard rail	5,697	FY 2012
48	MD 97	Georgia Avenue; Hermitage Avenue to Randolph Road; ADA improvements (ARRA PROJECT)	350	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
49	MD 107	Whites Ferry Road; at Partnership Road; add a shoulder bypass lane on west bound MD 107 (Dependent on Montgomery County MOU)	218	FY 2012
50	MD 108	Olney Sandy Spring Road; Brooke Road to Bentley Road; installation of sidewalk on westbound MD 108 (Dependent on Montgomery County MOU)	732	FY 2012
51	MD 118	Germantown Road; Wisteria Drive to Middlebrook Road; extend northbound left turn lane (Dependent on Montgomery County MOU)	502	FY 2012
52	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182 (Dependent on Montgomery County MOU)	1,100	FY 2012
53	MD 185	Connecticut Avenue; MD 547 to MD 193; ADA improvements	400	FY 2012
54	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements (Dependent on Montgomery County MOU)	700	FY 2012
55	MD 185 SB	Connecticut Avenue; MD 547 to Warner Street; ADA improvements	300	FY 2012
56	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 2011
57	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	FY 2012
58	MD 198	Sandy Spring Road; at Dino Drive; construct a truck u-turn apron westbound MD 198 (Dependent on Montgomery County MOU)	196	FY 2012
59	MD 198	Spencerville Road; at Good Hope Road; install channelization island to provide modified T intersection	685	Completed

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
60	MD 355	Rockville Pike; Jones Bridge Road to Southwood Road; ADA improvements	130	FY 2012
61	MD 355	Frederick Road; at East Middle Lane; extension of left turn lane (Dependent on Montgomery County MOU)	63	FY 2012
62	MD 355	Rockville Pike; at Sommerset House; ADA improvements (ARRA PROJECT)	7	Completed
63	MD 410	East West Highway; Sundale Drive to MD 384; ADA improvements (ARRA PROJECT)	330	Under construction
64	MD 650	New Hampshire Avenue; at Adelphi Road; widen MD 650 westside (Dependent on Montgomery County MOU)	1,000	FY 2012
65	MD 650	New Hampshire Avenue; I 495 interchange to Elton Road; ADA improvements (ARRA PROJECT)	250	FY 2011
66	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; ADA improvements (ARRA PROJECT)	500	FY 2011
		Traffic Management		
67	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,104	Under Construction
68	MD 650	New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization	1,840	FY 2011
		Environmental Preservation		
69	US 29	Columbia Pike; Randolph Road to Dustin Road; landscaping	361	Under construction
70	MD 97	Georgia Avenue; I 495 to MD 586; landscaping	54	Completed
71	MD 190	River Road; 300 feet south of Ridgefield Road to Burdette Road; landscaping	285	Completed

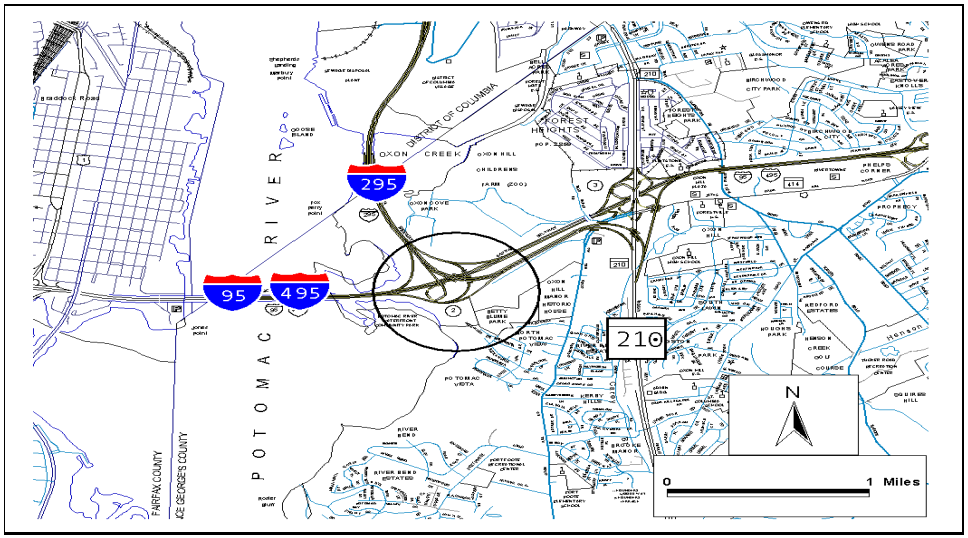
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Environmental Preservation (cont'd)		
72	MD 650	New Hampshire Avenue; Wolf Drive to US 29; landscaping	92	Completed
		Intersection Capacity Improvements		
73	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes (Dependent on Montgomery County MOU)	337	FY 2012
74	MD 28	Norbeck Road; intersections at Radwick Lane and Barn Ridge Drive; widen and resurface	319	Completed
75	MD 28	Veirs Mill Road; MD 586; Extend left-turn lanes along two approaches (ARRA PROJECT)	1,066	Completed
76	MD 108	Olney Laytonsville Road; at Bowie Mill Road; Install a Maryland "T" and a half signal (Dependent on Montgomery County MOU)	192	FY 2012
77	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct (Funded for preliminary engineering only) (Project on hold)	631	PE Underway
78	MD 115	Muncaster Mill Road; at Bowie Mill Road; extend eastbound left turn (Funded for preliminary engineering only)	118	PE Underway
79	MD 355	Frederick Road; at MD 118; extend southbound left turn lane (Dependent on Montgomery County MOU)	376	FY 2012
80	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Funded for preliminary engineering only)	150	PE Underway

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 17 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
81		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	FY 2011
82		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
		Rehabilitation/Operation of Historic Transportation Structures		
83		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2011
		Congressional Earmarks		
84		Long Branch Village Center; access improvements (Earmark $750,000; CO)	0	
85		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark $2 million; CO)	0	
86		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark $1.12 million; CO)	0	
87		Rockville; install pedestrian countdown signals at up to 39 intersections (Earmark $150,000; CO) Project Complete	0	
88		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	
89		Construct Potomac River Gorge stormwater mitigation project (Earmark $500,000; CO) Sponsor: National Park Service	0	

Prince George's



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

PURPOSE & NEED SUMMARY STATEMENT: This project supports the National Harbor project, which is a major economic development engine in Prince George's County.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 210, MD 228 to I-95/I-495 (Line 14)
MD 210, Interchange at Kerby Hill/Livingston Roads (Line 25)

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: National Harbor is an emerging mixed-use center in Prince George's County and a major draw for the Capital Region. Improved access will allow the National Harbor to continue to prosper.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $2.7 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	532	378	154	0	0	0	0	0	154	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,286	30,314	792	1,939	1,241	0	0	0	3,972	1,000
Total	35,818	30,692	946	1,939	1,241	0	0	0	4,126	1,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

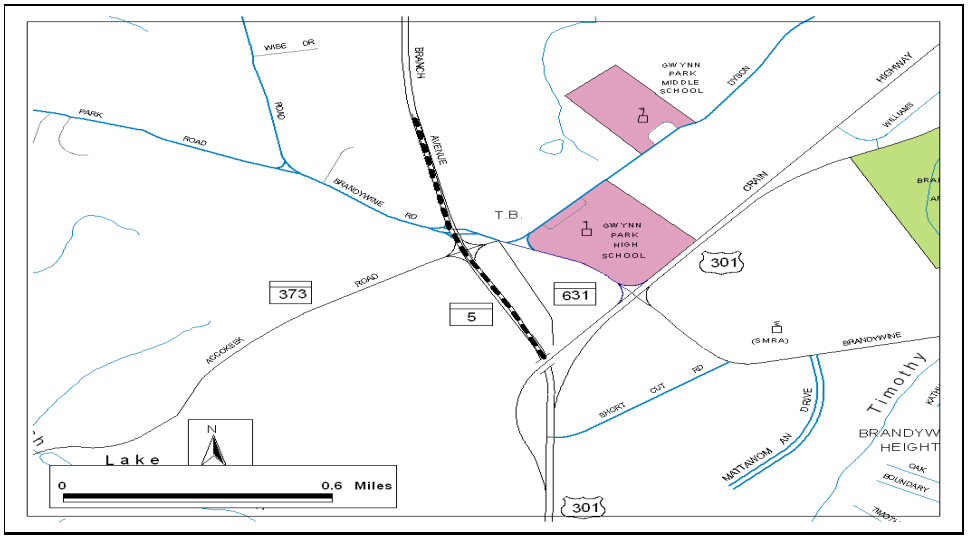
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 191,225

PROJECTED (2030) - 278,100



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.

PURPOSE & NEED SUMMARY STATEMENT: Severe traffic congestion occurs during peak hours and will increase as growth continues in southern Prince George's County and Charles County.

SMART GROWTH STATUS: [ ] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [X] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
US 301, South Corridor Transportation Study (Line 15)
US 301, Waldorf Area Project (Line 17)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project will increase the travel time reliability and reduce delay along MD 5, MD 373, and Brandywine Road.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,747	878	2,100	769	0	0	0	0	2,869	0
Construction	5,518	1,285	3,180	1,053	0	0	0	0	4,233	0
Total	9,265	2,163	5,280	1,822	0	0	0	0	7,102	0
Federal-Aid	8,414	1,947	4,814	1,653	0	0	0	0	6,467	0

CLASSIFICATION:

STATE - Principal Arterial

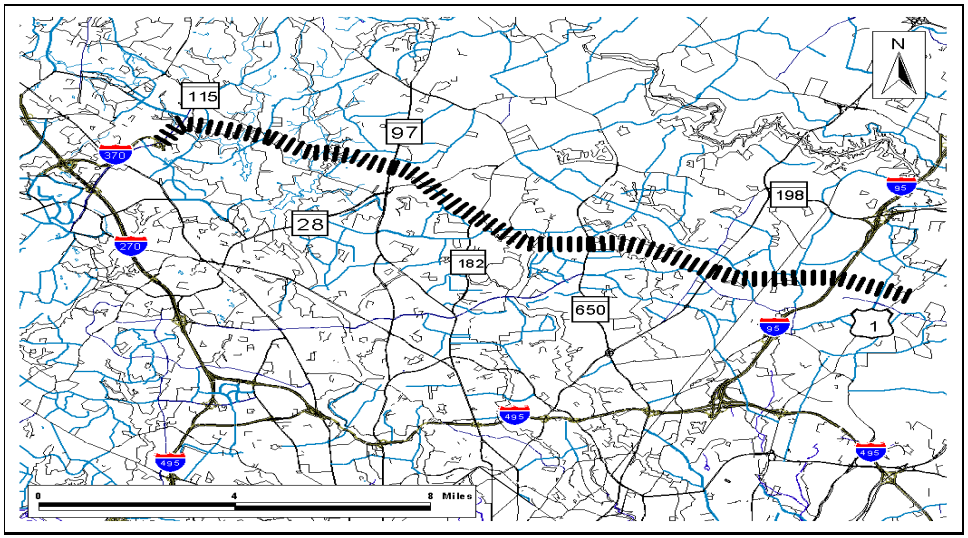
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 63,250

PROJECTED (2030) - 97,700



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.

PURPOSE & NEED SUMMARY STATEMENT: 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 home land 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 Not Subject to PFA Law

[ ] Project Inside PFA
[X] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[ ] Exception Will Be Required
[X] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 5)
MD 28/MD 198, MD 97 to I-95 (Line 18)
MD 201 Ext/US 1, I-95 to Contee Road (Line 20)

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

[X] Quality of Service
[ ] System Preservation & Performance
[X] Connectivity for Daily Life
[X] Safety & Security
[X] Environmental Stewardship

EXPLANATION: MD 200 will provide an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access will support master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings an stream restorations.

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 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.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	19,292	0	0	0	0	0	0	0	0
Federal-Aid	19,292	19,292	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

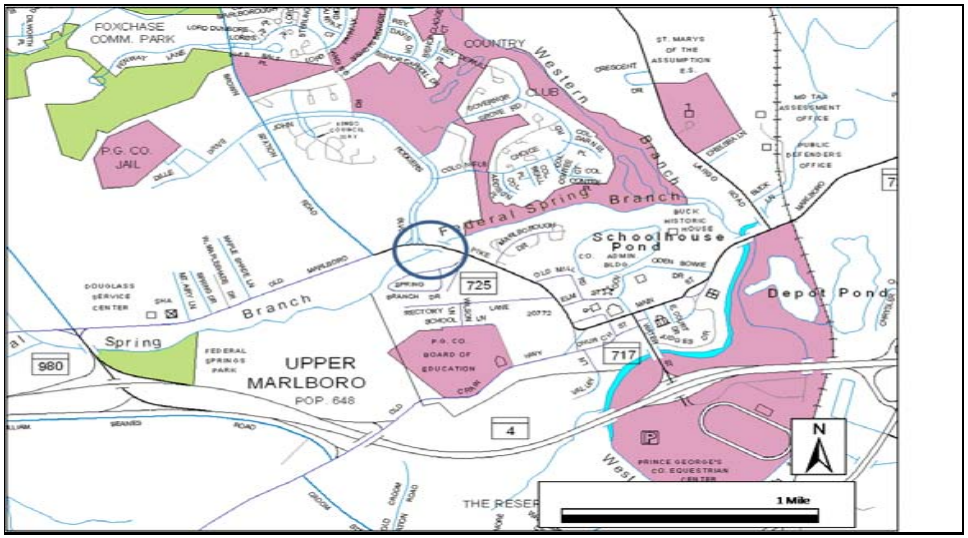
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - N/A

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



PROJECT: MD 725, Old Marlboro Road

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

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient and functionally obsolete.

SMART GROWTH STATUS: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The existing bridge is nearing the end of its useful life and is in need of replacement. The new bridge will be widened to provide for a new sidewalk allowing for safe movement across the bridge for all users of the road.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	966	966	0	0	0	0	0	0	0	0
Right-of-way	255	242	13	0	0	0	0	0	13	0
Construction	1,464	243	827	394	0	0	0	0	1,221	0
Total	2,685	1,451	840	394	0	0	0	0	1,234	0
Federal-Aid	2,384	1,153	837	394	0	0	0	0	1,231	0

CLASSIFICATION:

STATE - Urban Minor Arterial

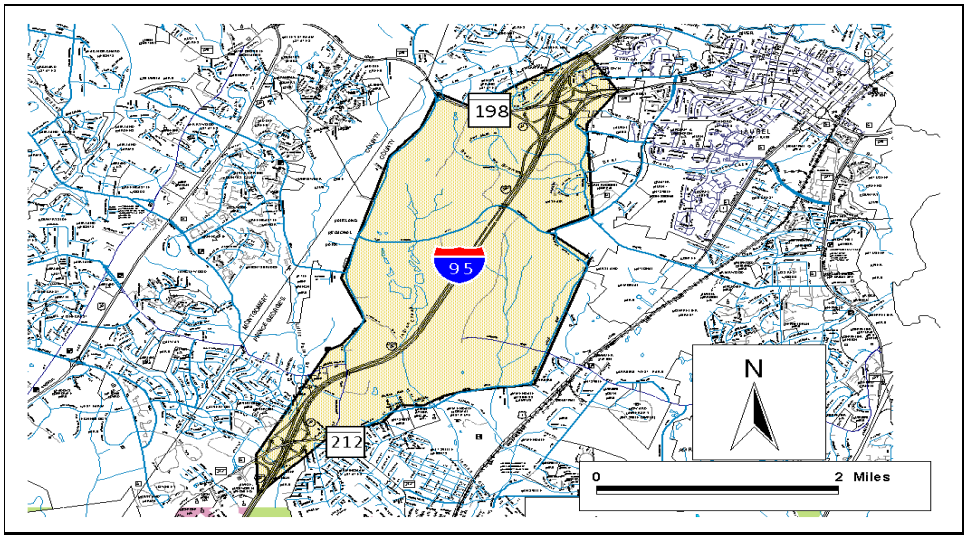
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 13,050

PROJECTED (2030) - 19,900



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 planned development east and west of I-95.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)
MD 28/MD 198, MD 97 to I-95 (Line 18)
MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 20)

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.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,313	1,313	0	0	0	0	0	0	0	0
Engineering	3,081	3,061	20	0	0	0	0	0	20	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	4,394	4,374	20	0	0	0	0	0	20	0
Federal-Aid	2,270	2,270	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

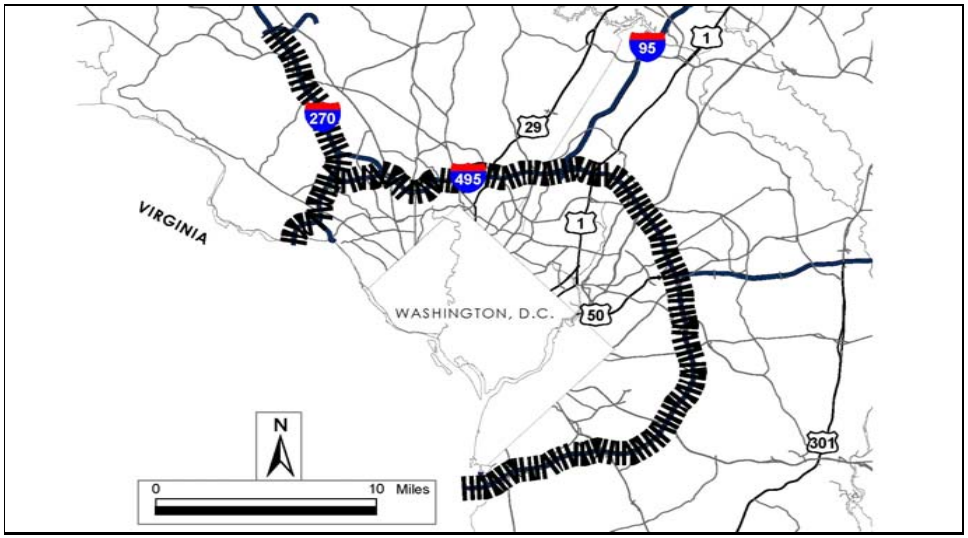
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 184,375

PROJECTED (2030) - 245,300



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 and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, Greenbelt Metro Station (Line 7)
I-95/I-495, Branch Ave. Metro Access Phase 2 (Line 8)
MD 4, Interchange at Suitland Parkway (Line 10)
Purple Line Study (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,043	11,038	5	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,043	11,038	5	0	0	0	0	0	5	0
Federal-Aid	7,731	7,727	4	0	0	0	0	0	4	0

CLASSIFICATION:

STATE - Principal Arterial

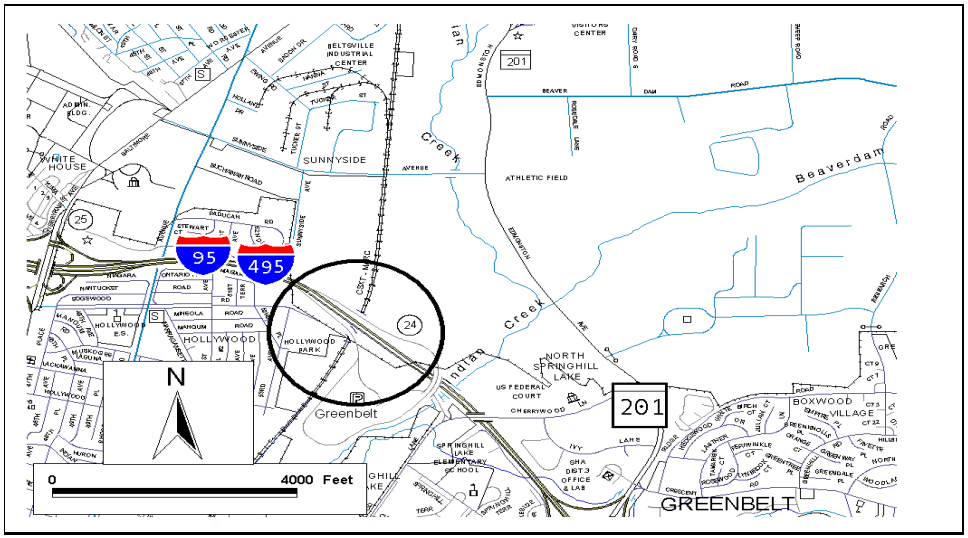
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 112,750 - 250,650

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



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	214	212	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,775	1,773	2	0	0	0	0	0	2	0
Federal-Aid	1,267	1,265	2	0	0	0	0	0	2	0

CLASSIFICATION:

STATE - Principal Arterial

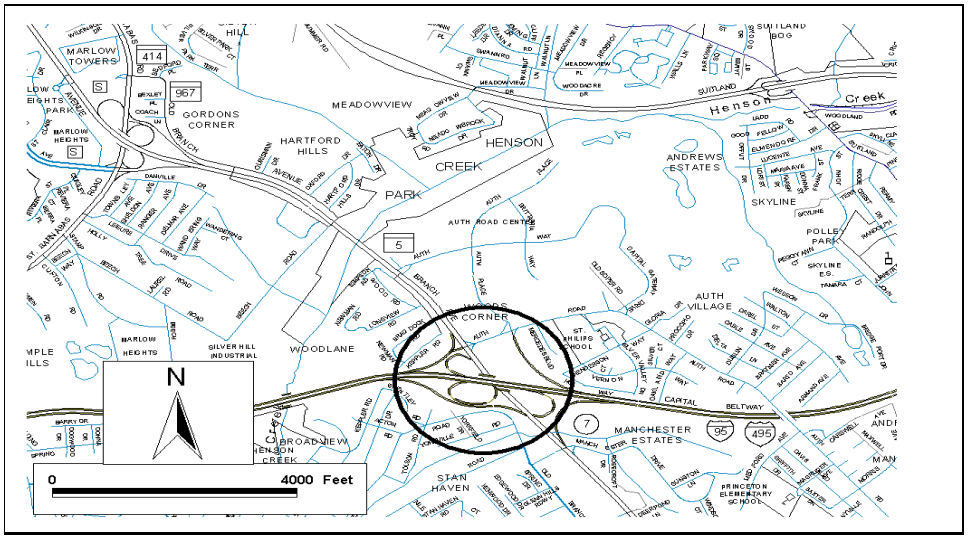
FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 232,175

PROJECTED (2030) - 282,800



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

DESCRIPTION: Phase 2 ccess improvements from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station including 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	3,832	2,793	700	250	89	0	0	0	1,039	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	4,609	3,570	700	250	89	0	0	0	1,039	0
Federal-Aid	3,052	2,221	560	200	71	0	0	0	831	0

CLASSIFICATION:

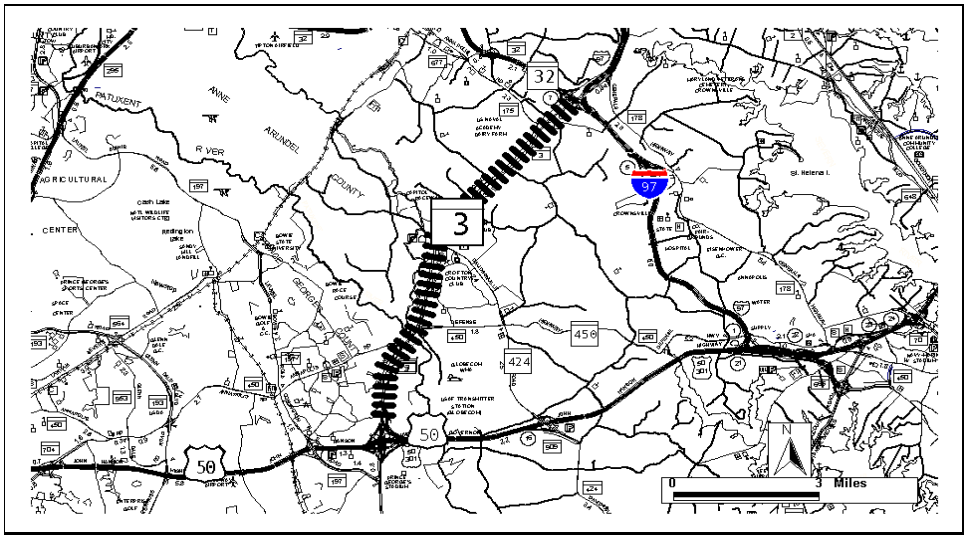
STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) -	122,000 (MD 5) (I-95/495)	187,000
PROJECTED (2030) -	141,000 (MD 5) (I-95/495)	204,400



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 301, South Corridor Transportation Study (Line 15)
US 301, North of Mount Oak Road to US 50 (Line 16)
MD 450, Stonybrook Drive to west of MD 3 (Line 23)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,978	3,770	208	0	0	0	0	0	208	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,665	4,665	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,643	8,435	208	0	0	0	0	0	208	0
Federal-Aid	2,785	2,639	146	0	0	0	0	0	146	0

CLASSIFICATION:

STATE - Principal Arterial

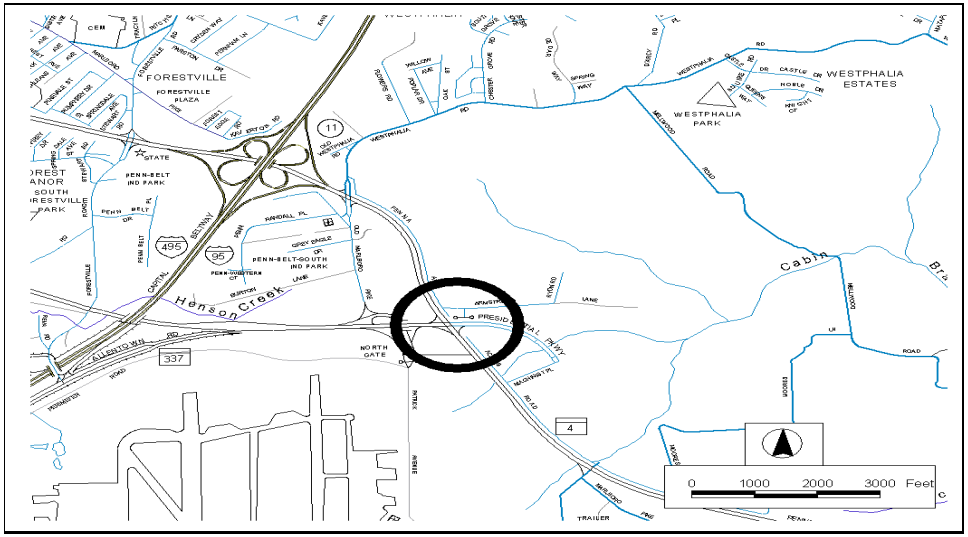
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 61,820-79,350

PROJECTED (2030) - 124,800



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 increasing traffic volumes associated with future growth.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 4, MD 223 to I-95/I-495 (Line 11)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,995	6,908	87	0	0	0	0	0	87	0
Right-of-way	1,494	1,474	20	0	0	0	0	0	20	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,489	8,382	107	0	0	0	0	0	107	0
Federal-Aid	6,919	6,812	107	0	0	0	0	0	107	0

CLASSIFICATION:

STATE - Intermediate Arterial

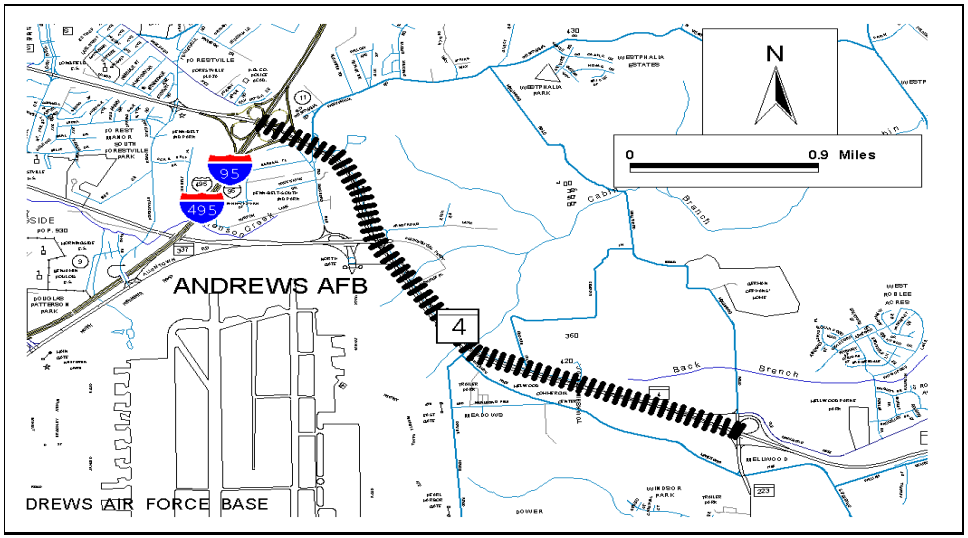
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 78,000

PROJECTED (2030) - 99,350



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). 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 4, Interchange at Suitland Parkway (Line 10)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

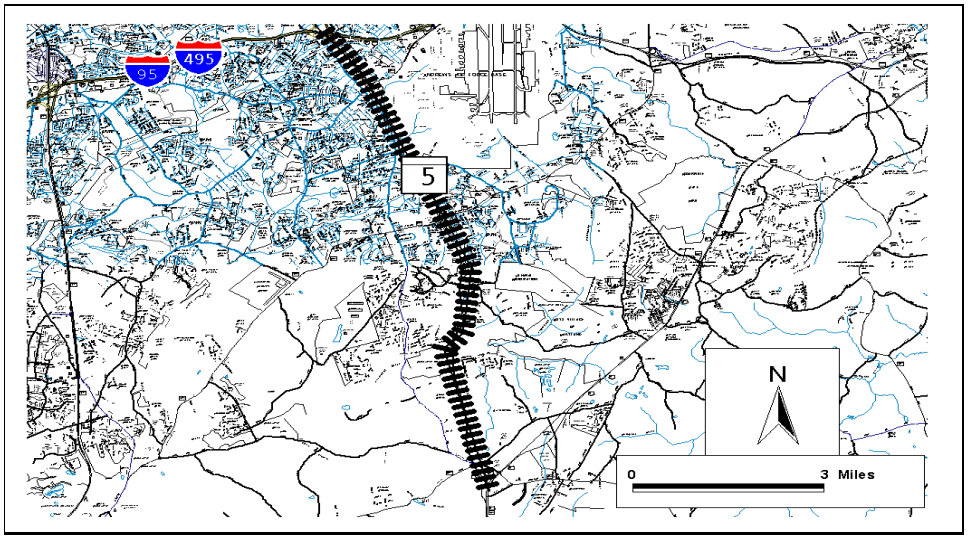
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 55,150

PROJECTED (2030) - 99,325



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 (10.5 miles). 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 Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, MD 373 to US 301 (Line 2)
I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 8)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
US 301, South Corridor Transportation Study (Line 15,16)
US 301, Waldorf Area Project (Line 17)
MD 223, Steed Road to MD 5 (Line 22)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,197	2,234	663	300	0	0	0	0	963	0
Engineering	1,723	1,723	0	0	0	0	0	0	0	0
Right-of-way	8,169	8,169	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	13,089	12,126	663	300	0	0	0	0	963	0
Federal-Aid	7,165	6,565	300	300	0	0	0	0	600	0

CLASSIFICATION:

STATE - Principal Arterial

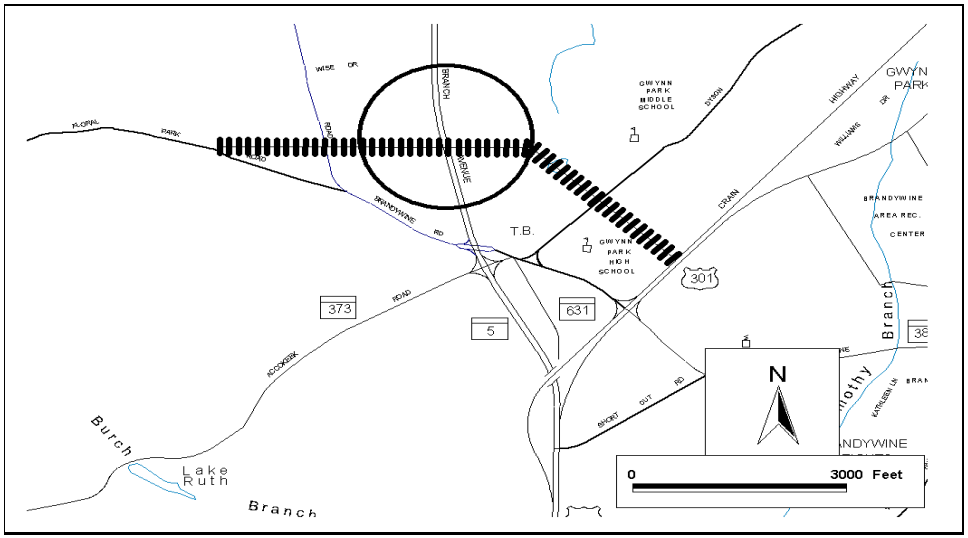
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 107,600

PROJECTED (2030) - 141,000



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, MD 373 to US 301 (Line 2)
MD 5, US 301 at T.B. to north of I-95/I-495 (Line 12)
US 301, South Corridor Transportation Study (Line 15)
US 301, Waldorf Area Project (Line 17)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The remaining Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	2,560	500	500	500	3,621	0	0	5,121	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,681	2,560	500	500	500	3,621	0	0	5,121	0
Federal-Aid	5,945	1,951	390	390	390	2,824	0	0	3,994	0

CLASSIFICATION:

STATE - Principal Arterial

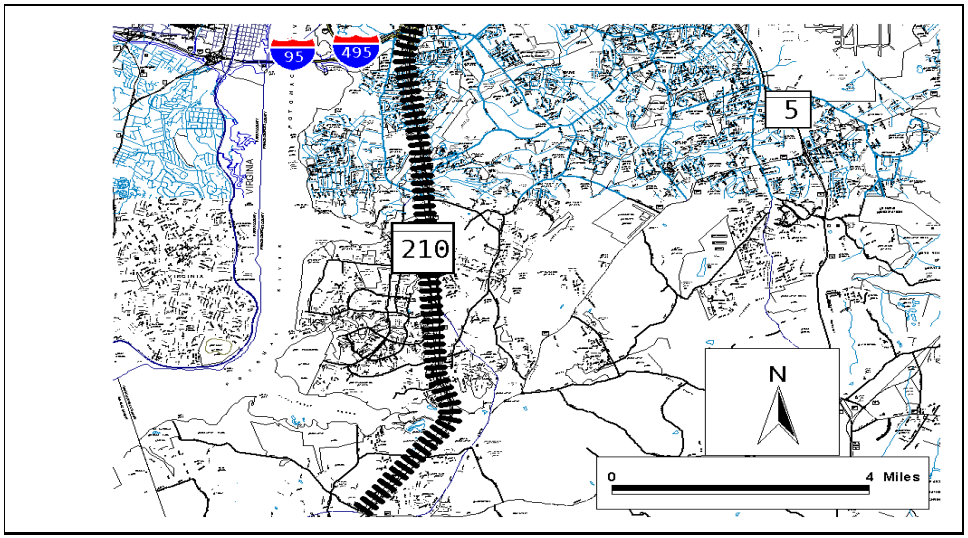
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 62,425

PROJECTED (2030) - 97,700



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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-295/I-495, National Harbor Access (Line 1)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 210, Interchange at Kerby Hill/Livinston Roads (Line 25)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,059	3,059	0	0	0	0	0	0	0	0
Engineering	1	1	0	0	0	0	0	0	0	0
Right-of-way	982	982	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,042	4,042	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

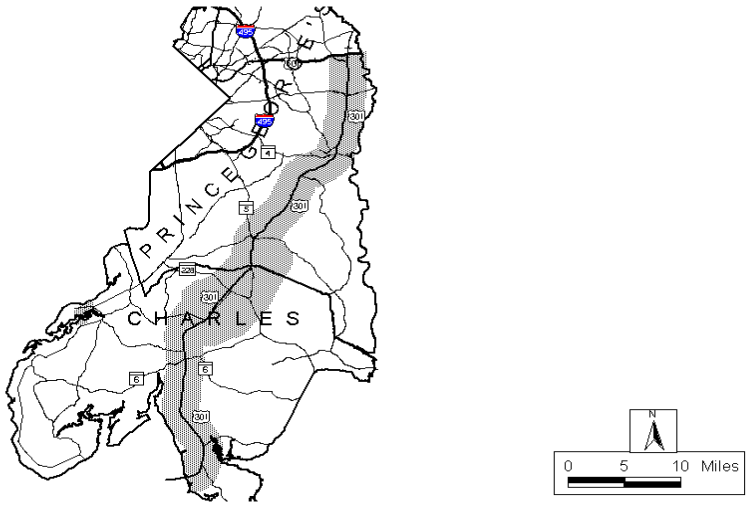
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 74,725

PROJECTED (2030) - 126,350



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 Not Subject to PFA Law

[X] Project Inside PFA
[X] Project Outside PFA
[ ] PFA Status Yet To Be Determined

[ ] Grandfathered
[X] Exception Will Be Required
[ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, MD 373 to US 301 (Line 2)
MD 3, US 50 to MD 32 (Line 9)
MD 5, US 301 at T.B. to North of I-95/I-495 (Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
US 301, North of Mount Oak Road to US 50 (Line 16)
US 301, Waldorf Area Project (Line 17)

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 2010 - 15 CTP: The cost increase of $2.6 miilion is due to funds being added in FY16 for protective Right-of way acquisition.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	10,747	10,715	32	0	0	0	0	0	32	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	58,659	44,719	500	5,600	1,840	0	3,000	3,000	13,940	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	69,406	55,434	532	5,600	1,840	0	3,000	3,000	13,972	0
Federal-Aid	7,523	7,501	22	0	0	0	0	0	22	0

CLASSIFICATION:

STATE - Principal Arterial

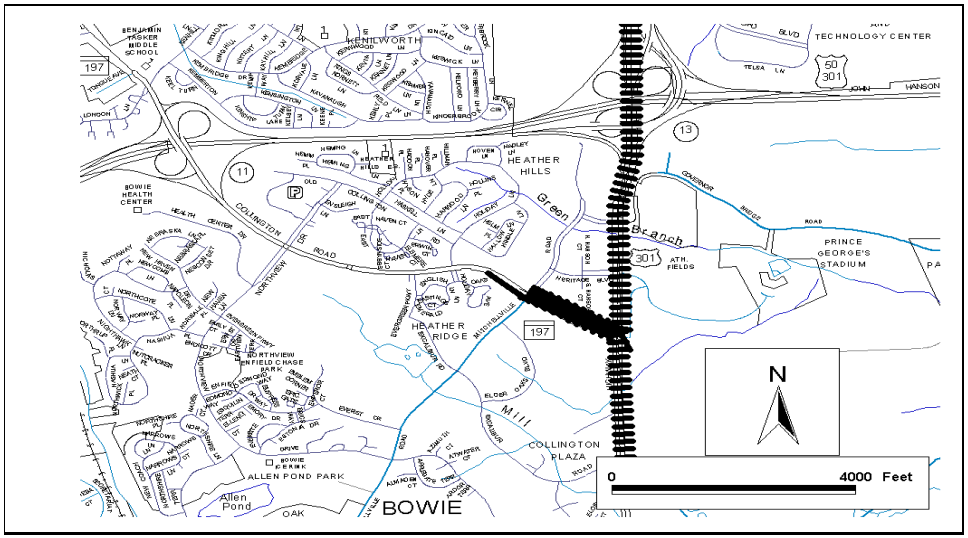
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 19,500(Charles) - 86,000 (Prince George's)

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



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 9)
US 301, South Corridor Transportation Study (Line 15)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,503	2,503	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	2,503	2,503	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

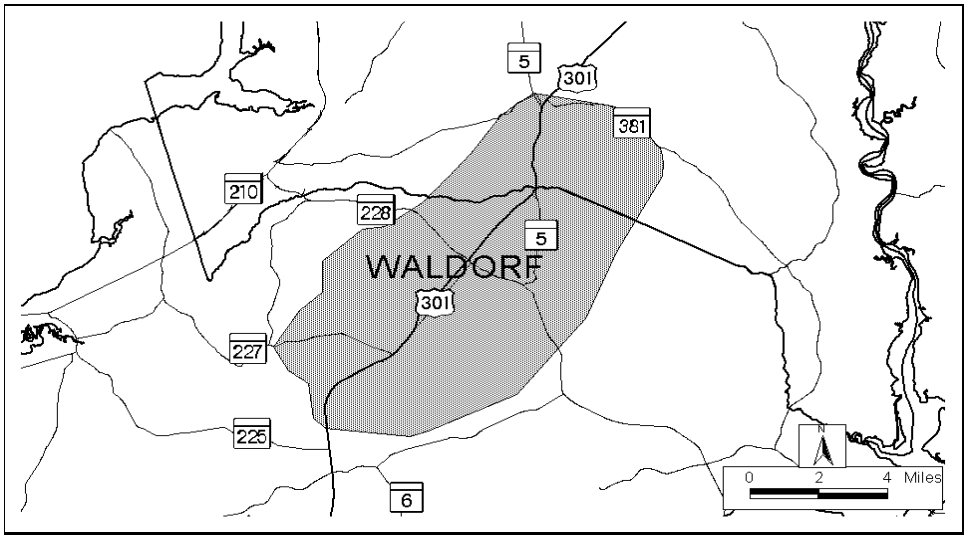
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 62,925

PROJECTED (2030) - 116,500



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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, MD 373 to US 301 (Line 2)
MD 5, US 301 to I-95/I-495 (Line 12)
MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 13)
US 301, South Corridor Transportation Study (Line 15)
Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $0.7 million FY10 Federal Aid Appropriation Funds.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,262	9,603	299	1,000	360	0	0	0	1,659	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,262	9,603	299	1,000	360	0	0	0	1,659	0
Federal-Aid	8,616	7,016	240	1,000	360	0	0	0	1,600	0

CLASSIFICATION:

STATE - Principal Arterial

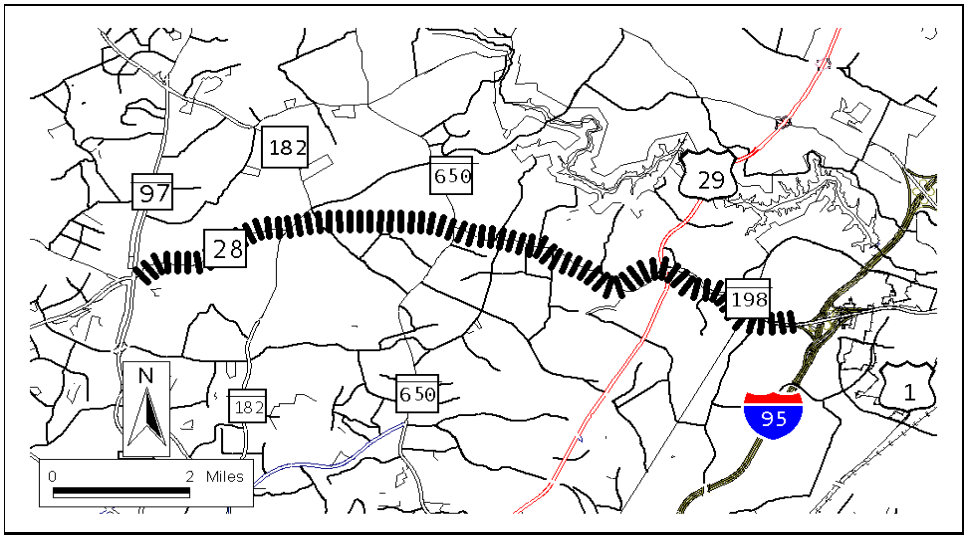
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 61,450 (Charles) - 86,000 (Prince George's)

PROJECTED (2030) - 75,000 (Charles) - 116,000 (Prince George's)



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 Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☐ Grandfathered
☒ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)
I-95/Contee Road Interchange (Line 5)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,033	4,030	3	0	0	0	0	0	3	0
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	3	0
Federal-Aid	2,823	2,821	2	0	0	0	0	0	2	0

CLASSIFICATION:

STATE - Intermediate Arterial

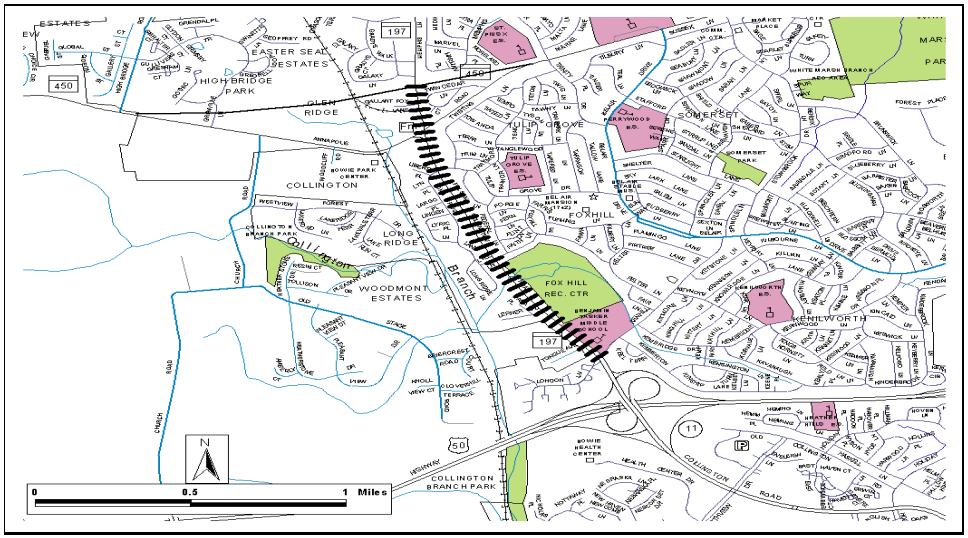
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 25,100 - 46,250 (MD 28)
21,725 - 53,300 (MD 198)

PROJECTED (2030) - 41,325 - 51,775 (MD 28)
36,875 - 62,250 (MD 198)



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning complete. County contributed $1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	583	543	40	0	0	0	0	0	40	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	583	543	40	0	0	0	0	0	40	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

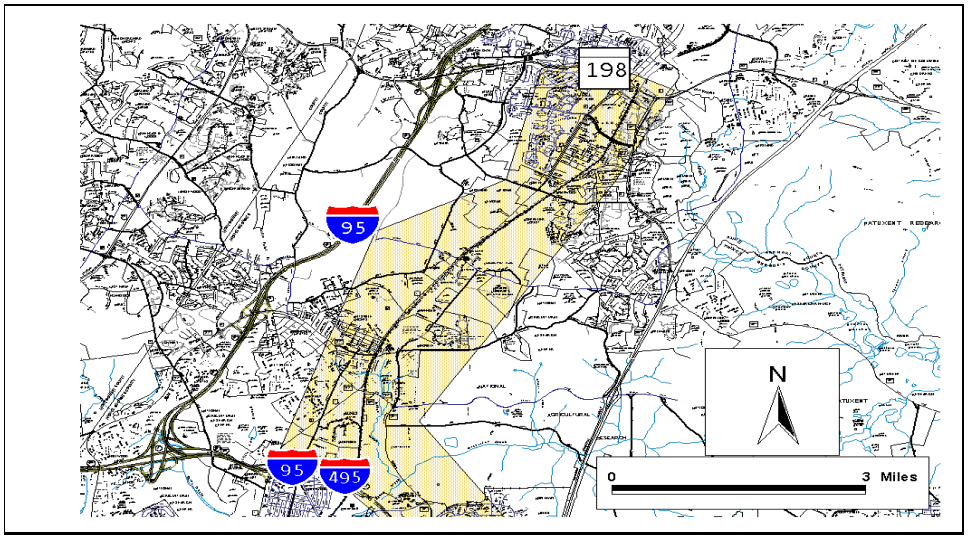
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 38,300

PROJECTED (2030) - 57,925



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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
InterCounty Connector (Line 3)
I-95/Contee Road Interchange (Line 5)
US 1, College Avenue to Sunnyside Avenue (Line 24)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

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

CLASSIFICATION:

STATE - Intermediate Arterial

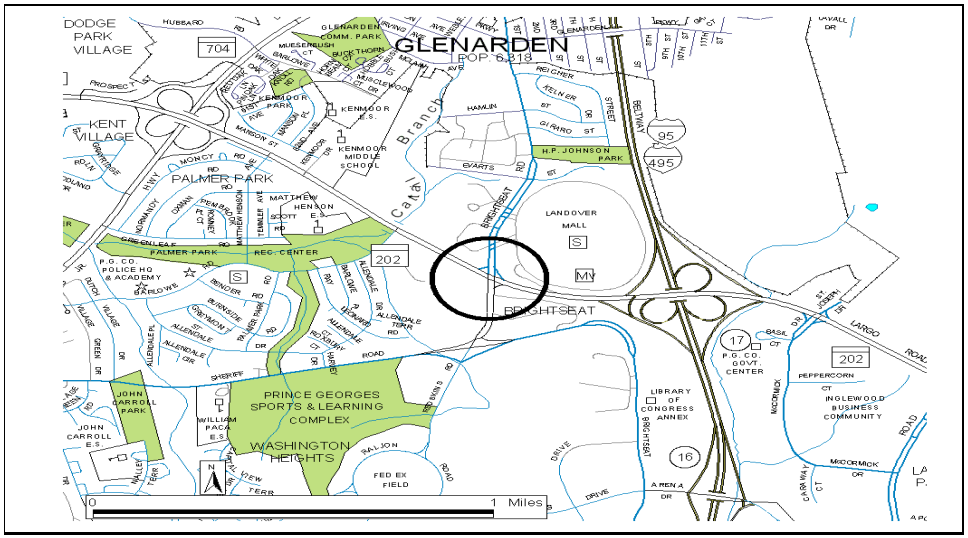
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 54,750

PROJECTED (2030) - 62,300



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Pedestrian and bicycle facilities will be included where appropriate.

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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	458	458	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	458	458	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

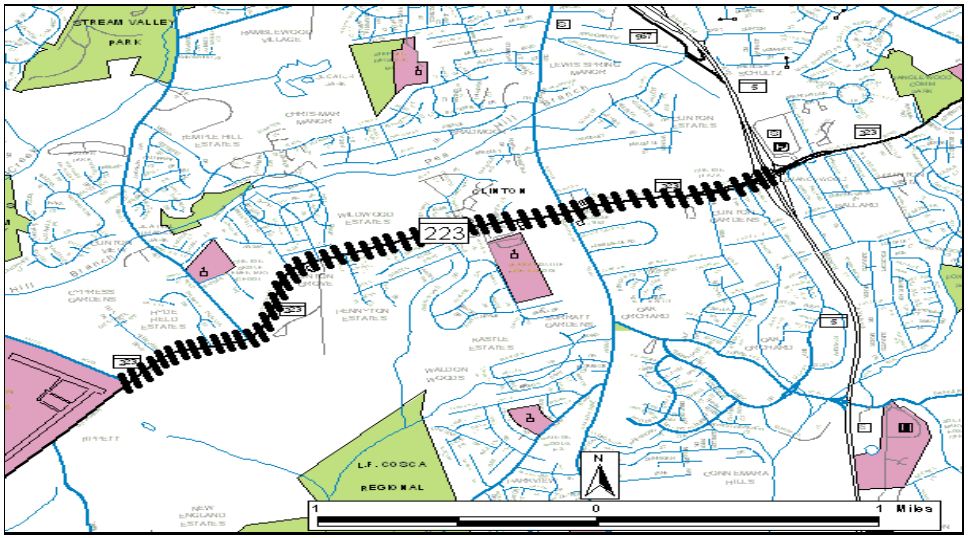
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 53,725

PROJECTED (2030) - 68,575



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Steed Road to MD 5. Bicycle and pedestrian facilities will be included where appropriate.

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: [X] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 12)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	672	671	1	0	0	0	0	0	1	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	672	671	1	0	0	0	0	0	1	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

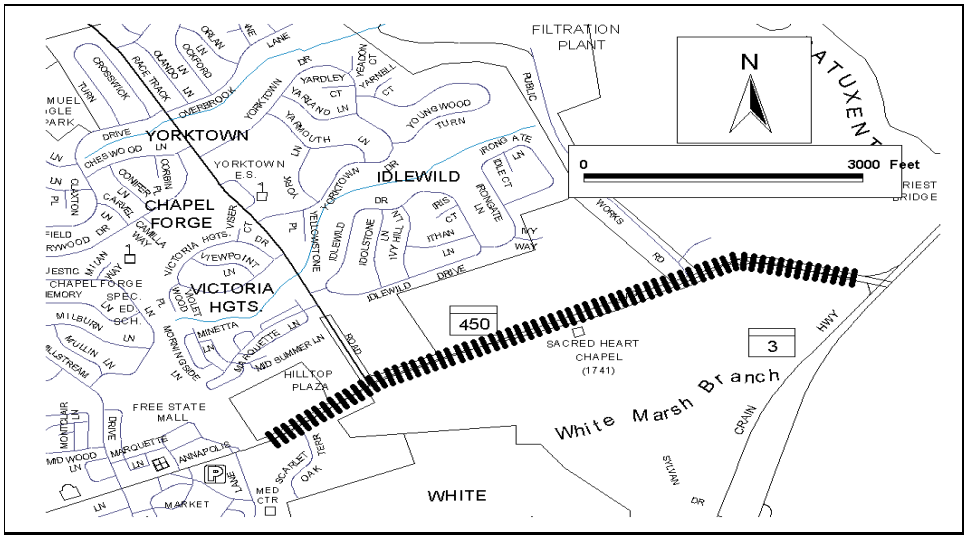
FEDERAL - N/A

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 37,425

PROJECTED (2030) - 50,900



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 9)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,612	1,463	4	36	20	89	0	0	149	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	2,946	2,797	4	36	20	89	0	0	149	0
Federal-Aid	1,289	1,170	3	29	16	71	0	0	119	0

CLASSIFICATION:

STATE - Minor Arterial

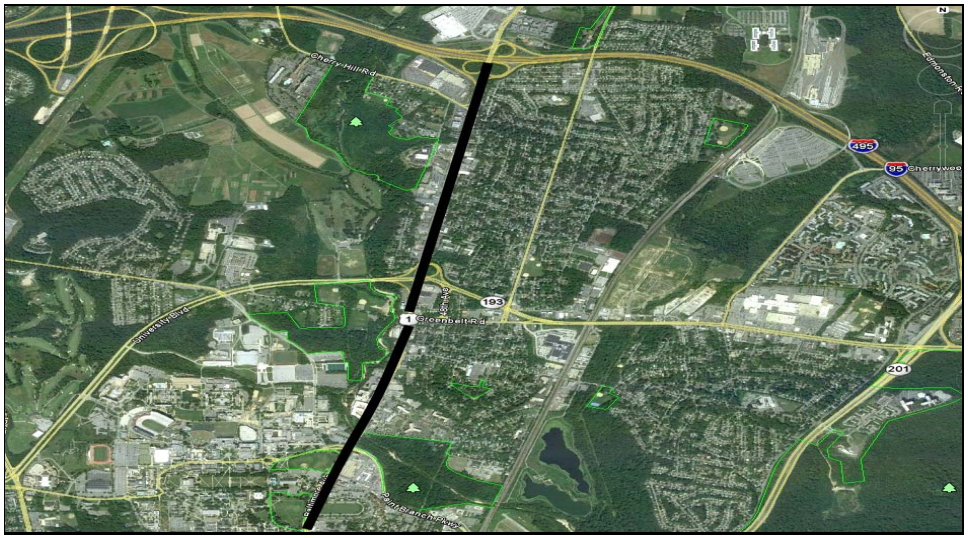
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 28,750

PROJECTED (2030) - 58,850



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to I-95 (Capital Beltway) (2.6 miles). Bicycle and pedestrian facilities 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 201 Extended/US 1, I-95/I-495 to north of Muirkirk Road (Line 20)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,338	1,338	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,338	1,338	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial

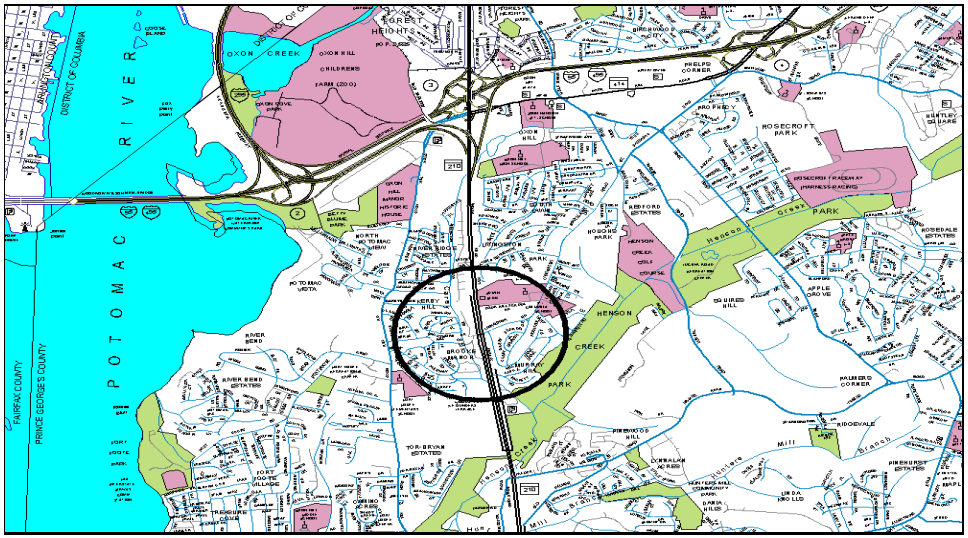
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 55,775

PROJECTED (2030) - 71,800



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.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-295/I-495, National Harbor Access (Line 1)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 6)
MD 210, MD 228 to 95/I-495 (Line 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: $4.6 million of Federal High Priority Funds were added to fully fund Engineering.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,030	580	200	1,500	1,500	1,500	750	0	5,450	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	6,030	580	200	1,500	1,500	1,500	750	0	5,450	0
Federal-Aid	5,717	452	156	1,359	1,500	1,500	750	0	5,265	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 74,725

PROJECTED (2030) - 126,350

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 4	Pennsylvania Avenue; Anne Arundel County Line to Marlboro Race Track Road; resurfacing (ARRA PROJECT)	1,034	Completed
2	MD 193	Watkins Park Drive; MD 214 to MD 202; resurfacing (ARRA PROJECT)	832	Completed
3	MD 197	Laurel Bowie Road; Rustic Hill Road to Old Laurel Bowie Boulevard; resurfacing (ARRA PROJECT)	1,725	Completed
4	MD 382	Croom Road; MD 381 to Candy Hill Road; resurfacing (ARRA PROJECT)	320	Completed
		Bridge Replacement/Rehabilitation		
5	MD 201 NB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT)	158	Completed
6	MD 201 SB	Kenilworth Avenue; over US 50; clean and paint bridge (ARRA PROJECT)	158	Completed
7	MD 202	Landover Road; over MD 704; clean and paint bridge (ARRA PROJECT)	428	Completed
8	MD 212	Riggs Road; over Sligo Creek; clean and paint bridge (ARRA PROJECT)	149	Completed
9	MD 212	Riggs Road; over CSX Transportation; clean and paint bridge (ARRA PROJECT)	76	Completed
10	MD 500	Queens Chapel Road; over Northwest Branch; clean and paint bridge (ARRA PROJECT)	243	Completed
		Safety/Spot Improvement		
11	MD 223	Woodyard Road; MD 5 to Clayton Lane; ADA improvements (ARRA PROJECT)	217	Completed
12	MD 223	Piscataway Road; Hardestry Drive to MD 5; ADA improvements (ARRA PROJECT)	262	Completed

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions (cont'd)		
		Safety/Spot Improvement (cont'd)		
13	MD 337 EB	Allentown Road; MD 5 to Suitland Road; ADA improvements (ARRA PROJECT)	167	Completed
14	MD 337	Allentown Road; at MD 5; ADA improvements (ARRA PROJECT)	213	Completed
15	MD 650	New Hampshire Avenue; District Columbia Line to MD 410; ADA improvements (ARRA PROJECT)	408	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
16		Various Locations in Prince George's County; resurface	7,087	FY 2012
17		Various Locations in Prince George's County; joint sealing	5,233	FY 2012
18	US 1	Baltimore Avenue, Albion Road to structure 16004 over Paint Branch; resurface	3,399	FY 2012
19	US 1	Baltimore Avenue; Hamilton Street to MD 410; resurfacing (ARRA PROJECT)	330	FY 2011
20	US 1	Baltimore Avenue; MD 410 to Albion Road; safety and resurface (ARRA PROJECT)	839	Completed
21	US 1	Rhode Island Avenue; 34th Street to Hamilton Street; resurfacing (ARRA PROJECT)	855	Completed
22	MD 4	Pennsylvania Avenue; Marlboro Race Track Road to MD 980; resurfacing (ARRA PROJECT)	1,000	FY 2012
23	US 50	John Hanson Highway; at MD 197 interchange; resurfacing (ARRA PROJECT)	600	FY 2012
24	I 95	Capital Beltway; MD 5 to D'Arcy Road; safety and resurface	4,337	FY 2011

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
25	I 95 NB	Capital Beltway; MD 5 to Darcy Road; safety and resurface (ARRA PROJECT)	4,106	Completed
26	MD 198	Sandy Spring Road; I-95 to Van Dusen Road; resurfacing (ARRA PROJECT)	675	Completed
27	MD 201	Kenilworth Avenue; Tuxedo Road to north of Rolick Lane and interchange ramps; safety and resurface	1,344	FY 2011
28	MD 201	Edmonston Road; Cherrywood Road to MD 212; resurfacing (ARRA PROJECT)	600	FY 2012
29	MD 212	Riggs Road; at Adelphi Road; resurfacing (ARRA PROJECT)	75	Completed
30	MD 212	Riggs Road; MD 193 to Cherry Hill Road; resurfacing (ARRA PROJECT)	1,700	FY 2011
31	MD 212	Riggs Road; DC Line to Sargent Road; safety and resurface (ARRA PROJECT)	1,836	Completed
32	MD 212	Riggs Road; north of Sargent Road to MD 193; resurfacing	4,004	FY 2012
33	MD 214	Central Avenue; Cindy Lane to Brightseat Road; safety and resurface (ARRA PROJECT)	1,925	Under construction
34	MD 223	Woodyard Road; Green Street to Mellwood Road; patching (ARRA PROJECT)	550	FY 2012
35	MD 223	Woodyard Road; MD 5 to Green Street; resurfacing (ARRA PROJECT)	695	Completed
36	MD 373	Accokeek Road; north of Gardner Road to MD 5; resurface	888	FY 2011
37	MD 382	Croom Road; Nottingham Road to Mt. Calvert Road; resurfacing (ARRA PROJECT)	800	Completed
38	MD 382	Croom Road; Baden Westwood Road to MD 381; resurface (ARRA PROJECT)	500	Completed

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
39	MD 382	Croom Road; Baden Westwood Road to Brooks Church Road; resurface (ARRA PROJECT)	800	Completed
40	MD 410	East West Highway; MD 212 to MD 500; resurface	2,135	FY 2011
41	MD 410	East West Highway; MD 201 to Riverdale Road; safety and resurface (ARRA PROJECT)	1,922	Completed
42	MD 450	Annapolis Road; 51st Street to 65th Avenue; resurface	1,631	FY 2012
43	MD 450	Annapolis Road; Race Track Road to Public Works Road; resurfacing (ARRA PROJECT)	200	Completed
44	MD 450	Annapolis Road; Peace Cross to Bladensburg Elementary School; resurfacing (ARRA PROJECT)	505	Under Construction
45	MD 458	Silver Hill Road; at MD 414; patching (ARRA PROJECT)	103	FY 2012
46	MD 501	Chillum Road; MD 212 to MD 500; resurfacing (ARRA PROJECT)	565	Under construction
47	MD 650	New Hampshire Avenue; Washington D.C. Line to MD 410; resurfacing (ARRA PROJECT)	1,893	FY 2011
48	MD 650	New Hampshire Avenue; MD 410 to Holton Lane; safety and resurface (ARRA PROJECT) (Project also shown in Montgomery County)	1,425	Completed
49	MD 704	Martin Luther King Boulevard; Ardmore Ardwick Road to I 595; resurfacing (ARRA PROJECT)	111	FY 2012
		Bridge Replacement/Rehabilitation		
50		Glenarden Parkway; over I95/I-495; clean and paint bridge (ARRA Project)	233	Completed
51		Berwyn Road; Bridge 16072 over Indian Creek; bridge deck replacement (ARRA PROJECT)	672	Under construction

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
52	US 1	Baltimore Avenue; over Paint Branch; clean and paint bridge (ARRA Project)	103	Under construction
53	MD 4 EB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project)	71	Completed
54	MD 4 WB	Pennsylvania Avenue; over US 301; clean and paint bridge (ARRA Project)	72	Completed
55	MD 4 WB	Pennsylvania Avenue; over MD 980D; clean and paint bridge (ARRA Project)	119	Completed
56	US 50	John Hanson Highway; over MD 704; clean and paint bridge (ARRA Project)	334	Completed
57	US 50 EB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project)	219	Completed
58	US 50 WB	John Hanson Highway; over MD 193; clean and paint bridge (ARRA Project)	214	Completed
59	I 95/495	Capital Beltway; outerloop over MD 414; clean and paint bridge (ARRA Project)	82	Completed
60	I 95/495	Capital Beltway; innerloop over MD 414; clean and paint bridge (ARRA Project)	79	Completed
61	MD 201	Kenilworth Avenue; over MD 450; clean and paint bridge (ARRA PROJECT)	137	Completed
62	MD 201	Kenilworth Avenue; over I-95; bridge deck replacement (ARRA PROJECT)	5,879	Under Construction
63	MD 202	Landover Road; over I 495; bridge deck replacement	3,774	FY 2011
64	MD 210	Indian Head Highway; over Henson Creek; clean and paint bridge (ARRA Project)	79	Completed
65	US 301 SB	Crain Highway; over MD 214; bridge deck replacement	1,876	Completed

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
66	CO 483	Forestville Road; Bridge 16161 over I-95/I-495; bridge deck replacement (ARRA PROJECT)	1,721	Under construction
		Safety/Spot Improvement		
67	US 1 ALT	Bladensburg Road; DC line to Anacostia River; ADA improvements	330	FY 2012
68	MD 4	Pennsylvania Avenue; erosion repair at milepoint 2.6; spot improvement	359	FY 2011
69	US 50	John Hanson Highway; along I 595; guardrail	3,482	FY 2012
70	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) (Project on Hold)	672	
71	MD 197	Laurel Bowie Road; at Morris Drive; ADA improvements	65	FY 2012
72	MD 197	Collington Road; US 301 to Northview Drive; ADA improvements	480	FY 2012
73	MD 197	Collington Road; Mitchellville Road to Evergreen Parkway; safety improvements	98	FY 2012
74	MD 201	Kenilworth Avenue; at Westchester Park Drive/Pontiac Street; ADA improvements	75	FY 2012
75	MD 212	Riggs Road; at Powder Mill Road; safety improvements	282	FY 2012
76	MD 212	Powder Mill Road; at Allview Drive/Evans Trail; geometric improvements (ARRA PROJECT)	1,250	Under Construction
77	MD 450	Annapolis Road; at I 95/495; ADA improvements (ARRA PROJECT)	250	FY 2011

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
78	MD 450	Annapolis Road; Annacostia River to MD 202; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	FY 2012
79	MD 450	Annapolis Road; South bound I-495/I95 Ramps to 85th Street; Install monolithic median to eliminate weave (Funded for preliminary engineering only)	125	PE Underway
80	I 495	Capital Beltway; at the I 95 inner loop; geometric improvements	269	FY 2011
81	MD 500	Queens Chapel Road; MD 501 to Jamestown Road; ADA improvements (ARRA PROJECT)	280	FY 2012
82	MD 501	Chillum Road; West Hyattsville Station to MD 500; ADA improvements (ARRA PROJECT)	190	Completed
83	MD 704	Martin Luther King Jr. Highway, DC Line to Hill Road; restriping (Project on hold)		
		Community Safety and Enhancements		
84	MD 500	Queens Chapel Road; MD 208 to MD 410; streetscape (Funded for pe only)	1,500	FY 2012
		Noise Barriers		
85	I 495	Capital Beltway; at White Oak I 95/I 495 interchange; noise barrier (Project on Hold)		
86	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	600	Completed
		Environmental Preservation		
87	US 50	John Hanson Highway; at I-495/I-95 interchange; landscaping (ARRA PROJECT)	639	Under construction

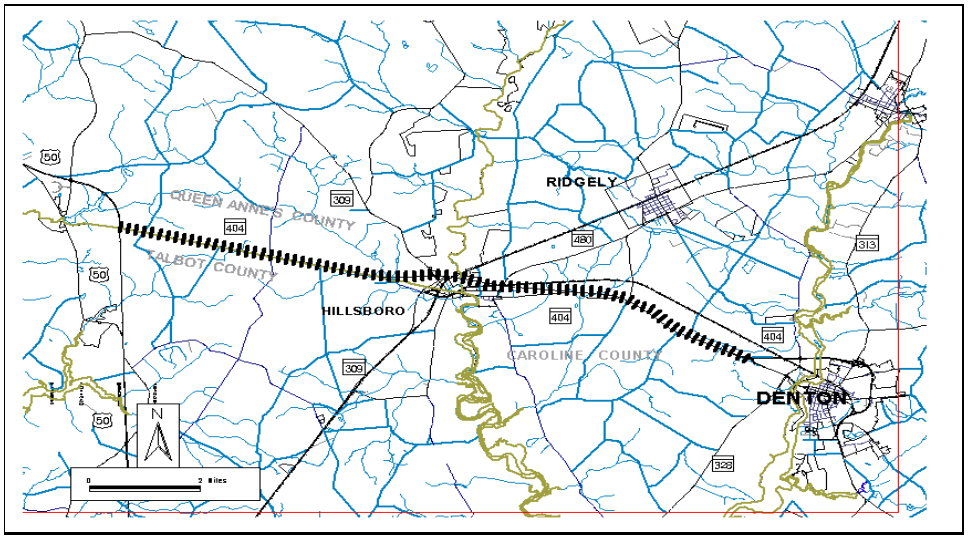
STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Environmental Preservation (cont'd)		
88	I 95	I 495 to MD 100; invasive tree and brush removal (ARRA PROJECT) (This project also shows in Howard County)	414	Under construction
		Sidewalks		
89	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 2,200 linear feet	60	FY 2011
90	MD 564	Chestnut Avenue; Maple Avenue to 11th Street; retrofit sidewalk - 2,050 linear feet	150	FY 2012
		Intersection Capacity Improvements		
91	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for preliminary engineering only)	100	PE Underway
92	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	6,056	FY 2011
93	MD 410	East West Highway; at MD 500; Add new turn lane, convert thru lane to turn lane (ARRA PROJECT)	1,121	Under Construction
		Enhancements		
		Pedestrian/Bicycle Facilities		
94		College Park Trolley Trail Phase IV Calvert to Paint Branch; construction of final segment Calvert Road to Paint Branch Parkway	200	FY 2011
95		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 2011
96		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2011

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements (cont'd)		
		Archaeological Planning & Research		
97		Archeology of the USS Scorpion 2010; archeological excavation	2,022	Underway
98		Archeological and historical study related to the War of 1812 in Bladensburg.	385	Underway
		Congressional Earmarks		
99		Andrews Air Force Base/Suitland Road gateway project; project includes roadway, pedestrian improvements and landscaping (Earmark $2.25 million; CO) Project Complete	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 Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 50, US 301 to MD 404 (Line 2)
MD 404, West of Cemetery Road to East of MD 480 (Caroline County Line 1)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $1.0 million of FY10 Federal Appropriation Funds.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	7,822	4,997	500	1,000	1,325	0	0	0	2,825	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	8,381	5,556	500	1,000	1,325	0	0	0	2,825	0
Federal-Aid	6,338	3,888	400	990	1,060	0	0	0	2,450	0

CLASSIFICATION:

STATE - Intermediate Arterial

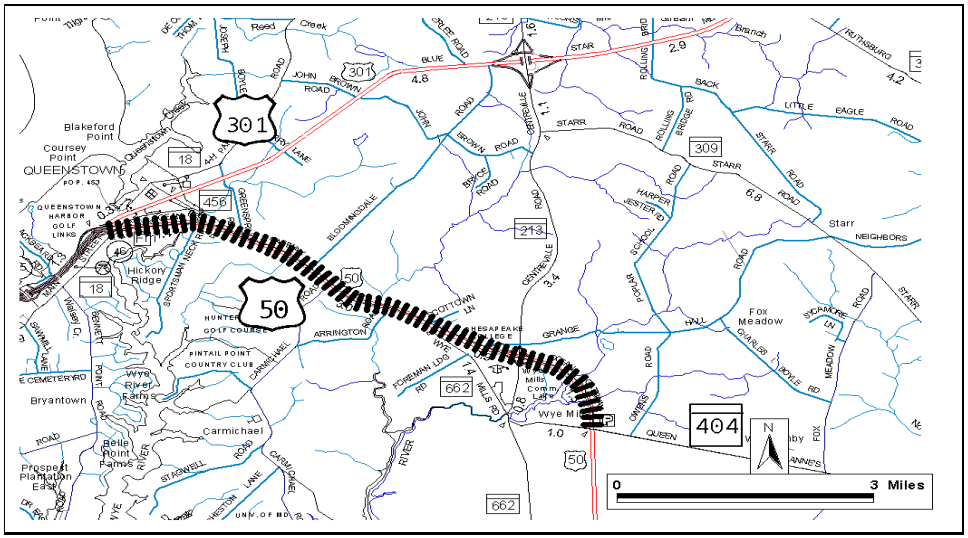
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 19,425
24,600 (Summer)

PROJECTED (2030) - 25,850
37,200 (Summer)



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, US 50 to MD 404 Business (Line 1)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,721	6,687	10	14	10	0	0	0	34	0
Right-of-way	9,787	9,787	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,065	18,031	10	14	10	0	0	0	34	0
Federal-Aid	9,186	9,168	5	7	6	0	0	0	18	0

CLASSIFICATION:

STATE - Principal Arterial

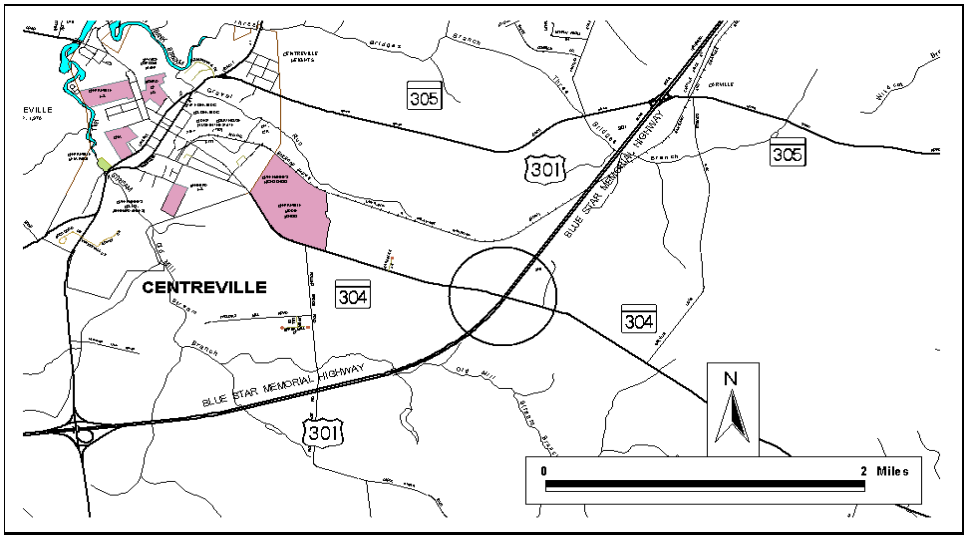
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 45,100
67,650 (Summer)

PROJECTED (2030) - 67,100
100,600 (Summer)



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,098	1,098	0	0	0	0	0	0	0	0
Engineering	138	137	1	0	0	0	0	0	1	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	1,236	1,235	1	0	0	0	0	0	1	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 21,525 (U301)
4,925 (MD 304)

PROJECTED (2030) - 32,400 (US 301)
7,350 (MD 304)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

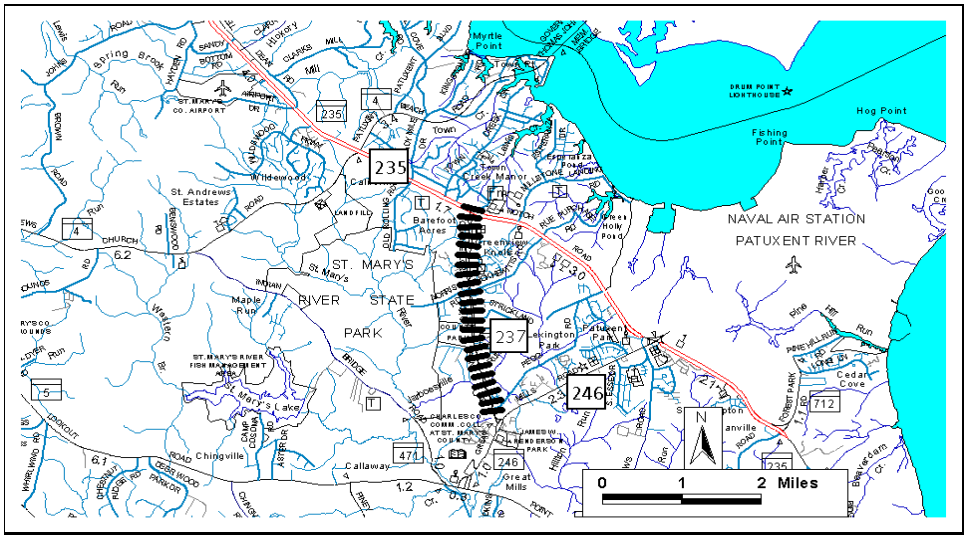
STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Enhancements		
		Environmental Mitigation		
1	MD 213	Church Hill Road; stormwater retrofit for Gravel Run South	133	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
2	MD 8	Romancoke Road; Kent Point Road to Kentmoor Road; resurfacing (ARRA PROJECT)	519	Completed
3	MD 213	Liberty Street; Couplet to couplet and MD 303 Main Street to south of Railroad Avenue to Railroad Avenue; sidewalks	236	FY 2012
4	MD 213	Church Hill Road; Spainard Neck Road to Clannihan Shop Road; resurfacing (ARRA PROJECT)	525	Completed
5	MD 302	Barclay Road; Barclay town limits to Busic Church Road; resurfacing (ARRA PROJECT)	477	Completed
		Bridge Replacement/Rehabilitation		
6	MD 213	Church Hill Road; over Three Bridges Branch; clean and paint bridge	70	FY 2012
7	US 301 NB	Blue Star Memorial Highway; over Red Lion Branch; clean and paint bridge	131	FY 2012
8	US 301 NB	Blue Star Memorial Highway; over Chester River; clean and paint bridge	230	FY 2012
9	US 301 SB	Blue Star Memorial Highway; over Red Lion Branch; clean and paint bridge	126	FY 2012
10	US 301 SB	Blue Star Memorial Highway; over Chester River; clean and paint bridge	180	FY 2012

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement		
11	MD 8	Romancoke Road; north of Irene Way; drainage improvement	286	FY 2012
12	US 50	Ocean Gateway; at MD 213; realign eastbound and westbound US 50 left turns (Funded for preliminary engineering only)	240	PE Underway
13	US 301	Blue Star Memorial Highway; at MD 304; modified crossover	1,600	FY 2012
		Commuter Action Improvements		
14	US 50	Ocean Gateway; at MD 404; ridesharing facilities	297	FY 2011
		Enhancements		
		Pedestrian/Bicycle Facilities		
15		Cross County Connector Trail - Grasonville; 8- 10 foot wide trail from Kent Narrows Way to Long Point Park	1,319	FY 2011
		Congressional Earmarks		
16		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.

PURPOSE & NEED SUMMARY STATEMENT: 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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The project will increase capacity and improve safety and operations.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	747	747	0	0	0	0	0	0	0	0
Engineering	3,237	3,237	0	0	0	0	0	0	0	0
Right-of-way	13,543	9,591	3,952	0	0	0	0	0	3,952	0
Construction	37,735	32,724	5,011	0	0	0	0	0	5,011	0
Total	55,262	46,299	8,963	0	0	0	0	0	8,963	0
Federal-Aid	35,249	28,064	7,185	0	0	0	0	0	7,185	0

CLASSIFICATION:

STATE - Major Collector

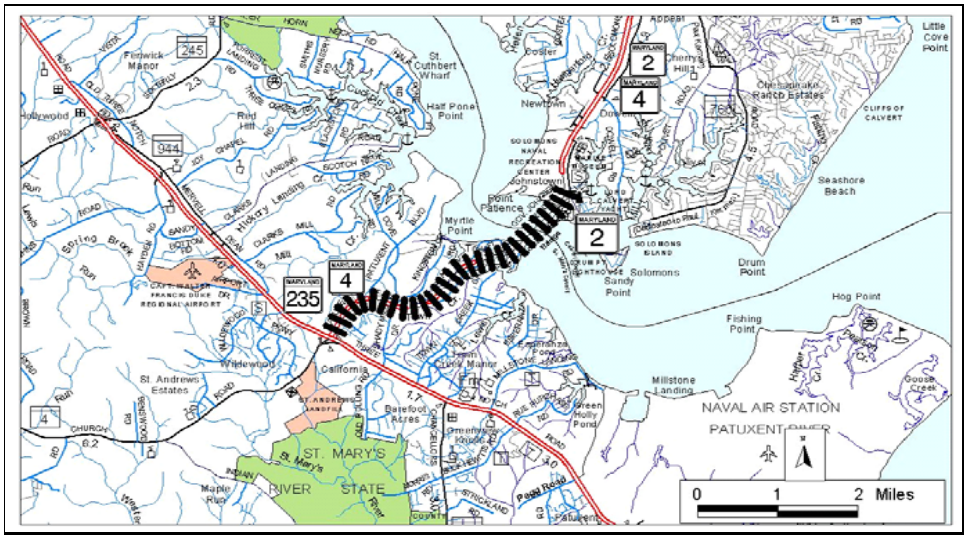
FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 17,550

PROJECTED (2030) - 33,000



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $0.7 million of FY10 Federal Appropriation Funds.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,250	2,691	1,735	1,824	0	0	0	0	3,559	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	6,250	2,691	1,735	1,824	0	0	0	0	3,559	0
Federal-Aid	5,386	1,827	1,735	1,824	0	0	0	0	3,559	0

CLASSIFICATION:

STATE - Intermediate Arterial

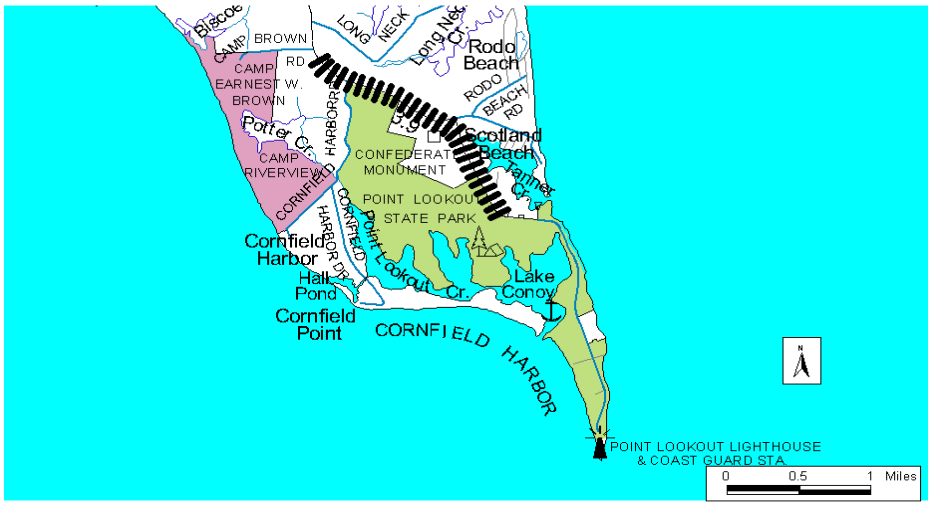
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 28,825

PROJECTED (2030) - 35,200



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☒ Grandfathered
- ☐ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	455	455	0	0	0	0	0	0	0	0
Engineering	775	774	1	0	0	0	0	0	1	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	1,230	1,229	1	0	0	0	0	0	1	0
Federal-Aid	543	542	1	0	0	0	0	0	1	0

CLASSIFICATION:

STATE - Major Collector

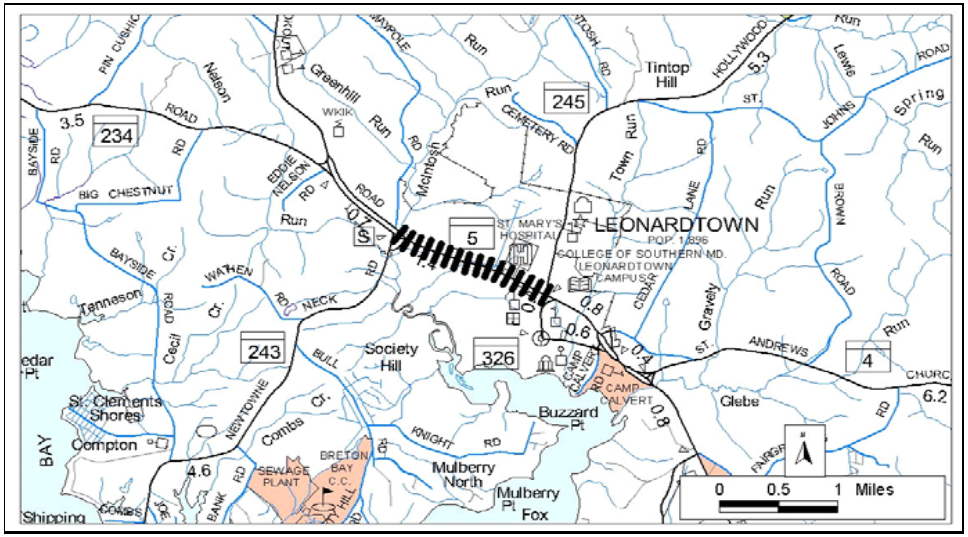
FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 3,275 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

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

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,325	1,289	536	500	0	0	0	0	1,036	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	2,325	1,289	536	500	0	0	0	0	1,036	0
Federal-Aid	902	27	375	500	0	0	0	0	875	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 25,875

PROJECTED (2030) - 50,750

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

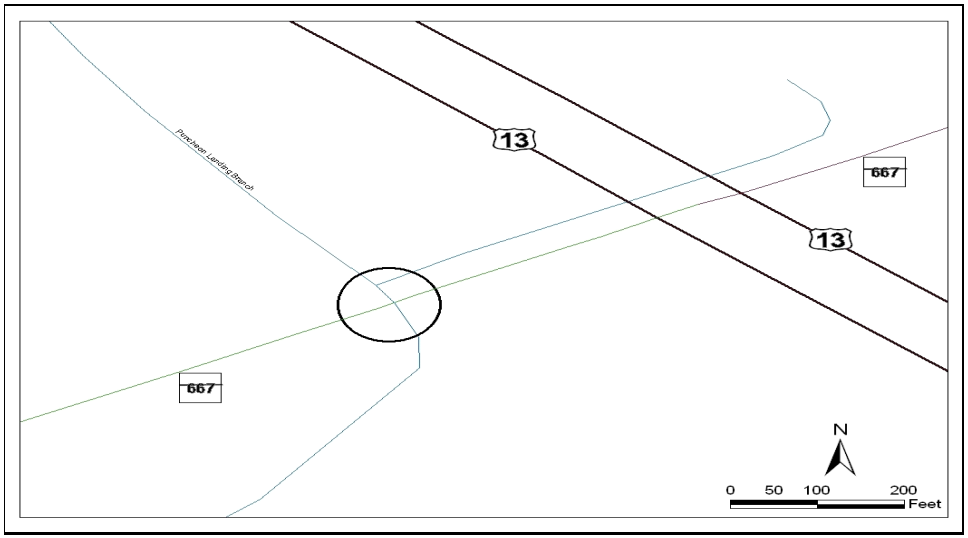
STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	MD 5	Point Lookout Road; MD 235 to Rosecroft Road; resurfacing (ARRA PROJECT)	1,245	Completed
2	MD 5	Point Lookout Road; MD 247 to MD 234; resurfacing (ARRA PROJECT)	1,200	Completed
3	MD 5 SB	Point Lookout Road; Old Village Road to MD 235; resurfacing (ARRA PROJECT)	1,200	Completed
		Bridge Replacement/Rehabilitation		
4	MD 234	Budds Creek Road; over St. Clements Creek; bridge deck replacement	1,406	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
5	MD 236	Thompson Corner Road; MD 234 to MD 5; resurfacing (ARRA PROJECT)	1,249	Completed
		Bridge Replacement/Rehabilitation		
6	MD 5	Point Lookout Road; over Hilton Run; clean and paint bridge (ARRA Project)	81	Under construction
7	MD 5	Point Lookout Road; over St. Mary's River; clean and paint bridge (ARRA Project)	164	Under construction
8	MD 5	Point Lookout Road; over Moll Dyers Run; clean and paint bridge (ARRA Project)	39	Under construction
9	MD 244	Medley's Neck Road; over Poplar Hill Creek; clean and paint bridge (ARRA Project)	64	Under construction

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement		
10		Various locations in District 5; installation of rumble strips (Also shown in Anne Arundel, Calvert and Charles Counties)	260	FY 2011
11	MD 5	Three Notch Road; at Mohawk Drive; ADA improvements (ARRA PROJECT)	33	FY 2011
		Community Safety and Enhancements		
12	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	4,058	Completed
13	MD 246	Great Mills Road; West of Saratoga Drive to MD 235 in Lexington Park; streetscape	2,404	Under construction
		Enhancements		
		Preservation of Abandoned Railway Corridors		
14		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	Underway
		Congressional Earmarks		
15		St. Mary's College of Maryland pedestrian overpass (Earmark $1 million) and (Earmark $500,000; CO)	0	
16		Patuxent River Naval Air Museum and Visitor Center (Earmark $3.37million ; CO)	0	

Somerset



PROJECT: MD 667, Rehobeth Road

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

PURPOSE & NEED SUMMARY STATEMENT: This bridge was deteriorated and required replacement.

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

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

ASSOCIATED IMPROVEMENTS:

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

- ☐ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: The existing structure has a limited life expectancy and its condition precludes rehabilitation. The existing bridge is structurally deficient and narrow and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	140	140	0	0	0	0	0	0	0	0
Right-of-way	45	43	2	0	0	0	0	0	2	0
Construction	365	9	356	0	0	0	0	0	356	0
Total	550	192	358	0	0	0	0	0	358	0
Federal-Aid	409	80	329	0	0	0	0	0	329	0

CLASSIFICATION:

STATE - Major Collector

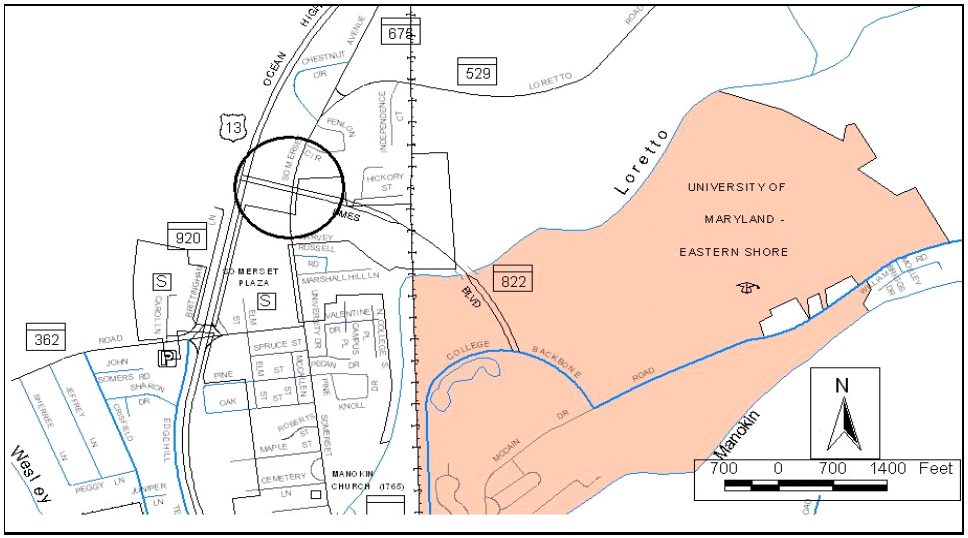
FEDERAL - Rural Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 2,975

PROJECTED (2030) - 4,150



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	420	418	2	0	0	0	0	0	2	0
Right-of-way	18	18	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	438	436	2	0	0	0	0	0	2	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 5,000

PROJECTED (2030) - 9,500

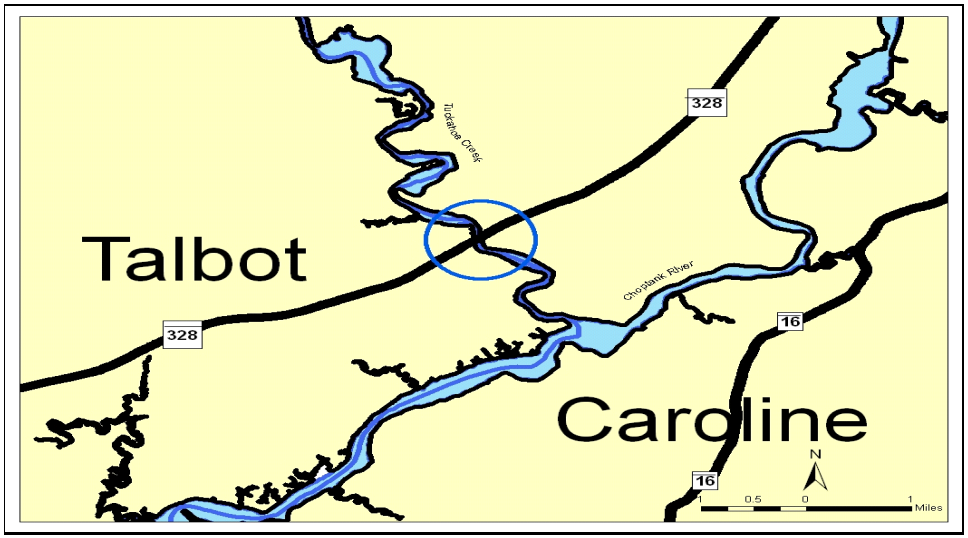
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 13 SB	Ocean Highway; MD 675D to Sam Barnes Road; resurfacing (ARRA PROJECT)	940	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
2		Various Locations in Somerset County; resurface	2,424	FY 2012
3	US 13 NB	Ocean Highway; C.N. Baugnan Road to north of MD 822; resurface (ARRA PROJECT)	771	Completed
4	MD 413	Crisfield Highway; milepoint 4.1 to Tulls Corner Road; resurfacing	542	FY 2011
5	MD 413	Crisfield Highway; Mill Lane to milepoint 4.1; resurface (ARRA PROJECT)	479	Under construction
		Congressional Earmarks		
6		Ferry Terminal construction in Crisfield (Earmark $900,000; PE, CO)	0	

THE GREAT SEAL OF TALBOT COUNTY
TEMPUS PRAETERITUM ET FUTURUM
MARYLAND

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.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- ☐ Quality of Service
- ☒ System Preservation & Performance
- ☐ Connectivity for Daily Life
- ☒ Safety & Security
- ☐ Environmental Stewardship

EXPLANATION: The existing bridge is structurally deficient and narrow and does not meet current design standards making it functionally obsolete. Shoulders on the new bridge will accommodate bicycles and pedestrians.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of $1.7 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,802	1,548	254	0	0	0	0	0	254	0
Right-of-way	702	340	362	0	0	0	0	0	362	0
Construction	12,884	3	4,226	4,993	3,662	0	0	0	12,881	0
Total	15,388	1,891	4,842	4,993	3,662	0	0	0	13,497	0
Federal-Aid	14,671	1,417	4,599	4,993	3,662	0	0	0	13,254	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Rural Minor Arterial

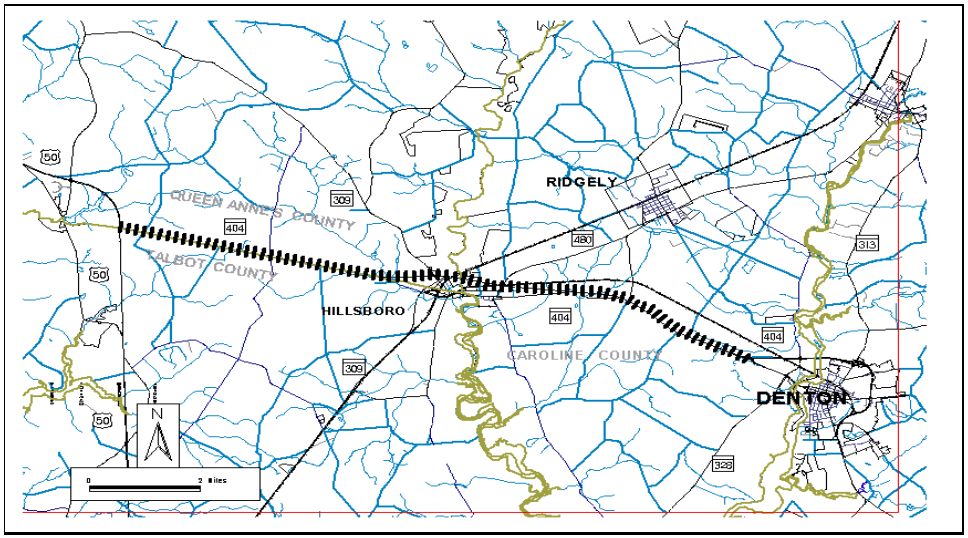
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 6,650

PROJECTED (2030) - 9,850

STIP REFERENCE #CO4521 12/01/2010 The estimated cost is for the entire project in Talbot and Caroline counties.



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 Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
MD 404, West of Cemetery Road to East of MD 480 (Caroline County Line 1)
US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $1.0 million of FY10 Federal Appropriation Funds.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	559	559	0	0	0	0	0	0	0	0
Engineering	7,822	4,997	500	1,000	1,325	0	0	0	2,825	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	8,381	5,556	500	1,000	1,325	0	0	0	2,825	0
Federal-Aid	6,338	3,888	400	990	1,060	0	0	0	2,450	0

CLASSIFICATION:

STATE - Intermediate Arterial

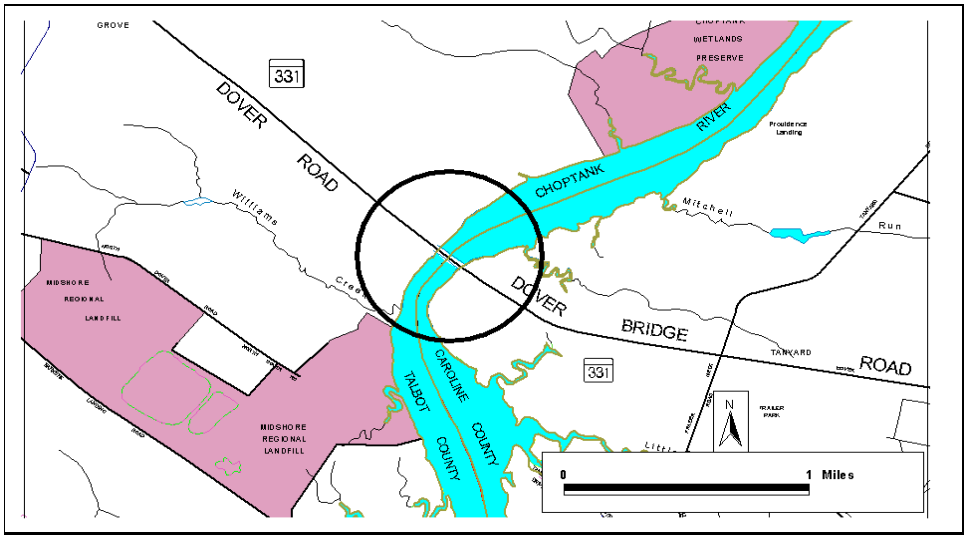
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 19,425
24,600 (Summer)

PROJECTED (2030) - 25,850
37,200 (Summer)



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☐ Exception Will Be Required
- ☒ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,604	1,604	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	1,604	1,604	0	0	0	0	0	0	0	0
Federal-Aid	1,283	1,283	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 13,925

PROJECTED (2030) - 21,080

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

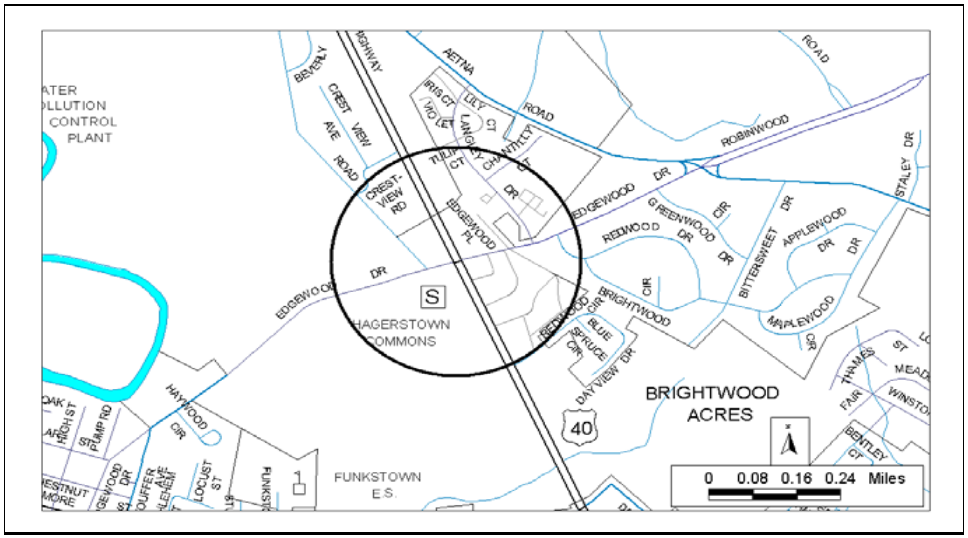
STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 50	Ocean Gateway; MD 662B to MD 309; safety and resurface (ARRA PROJECT)	2,690	Completed
2	MD 322	Easton Parkway; US 50 to US 50; resurfacing (ARRA PROJECT)	1,540	Completed
		Enhancements		
		Preservation of Abandoned Railway Corridors		
3		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	Completed
		Fiscal Years 2011 and 2012		
		Bridge Replacement/Rehabilitation		
4	US 50 EB	Ocean Gateway; over South Branch Skipton Creek; clean and paint bridge	106	FY 2012
5	US 50 EB	Ocean Gateway; over North Branch Skipton Creek; clean and paint bridge	88	FY 2012
6	US 50 WB	Ocean Gateway; over South Branch Skipton Creek; clean and paint bridge	106	FY 2012
7	US 50 WB	Ocean Gateway; over North Branch Skipton Creek; clean and paint bridge	88	FY 2012
		Safety/Spot Improvement		
8	MD 328	Matthewstown Road; US 50 east of Elliott Road; geometric improvements	616	FY 2011

STATE HIGHWAY ADMINISTRATION -- TALBOT 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Community Safety and Enhancements		
9	MD 333	Morris Street; Strand Street to north of Bonfield Avenue; urban street reconstruct (Project on Hold)		

Washington



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.

PURPOSE & NEED SUMMARY STATEMENT: The project will increase capacity along this segment of US 40. It will also better accommodate bicyclists and pedestrians.

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

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This is one of several intersections on US 40 east of Hagerstown that experiences congestion. Increased development and moving the hospital to a new location will result in addiitional traffic. The reconstructed intersection will increase capacity and improve safety and operation for this segment of US 40.

STATUS: Construction underway. The City and County are participating in project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
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	1,801	1,188	88	525	0	0	0	0	613	0
Construction	3,174	1,706	1,468	0	0	0	0	0	1,468	0
Total	4,998	2,917	1,556	525	0	0	0	0	2,081	0
Federal-Aid	2,773	1,404	1,369	0	0	0	0	0	1,369	0

CLASSIFICATION:

STATE - Intermediate Arterial

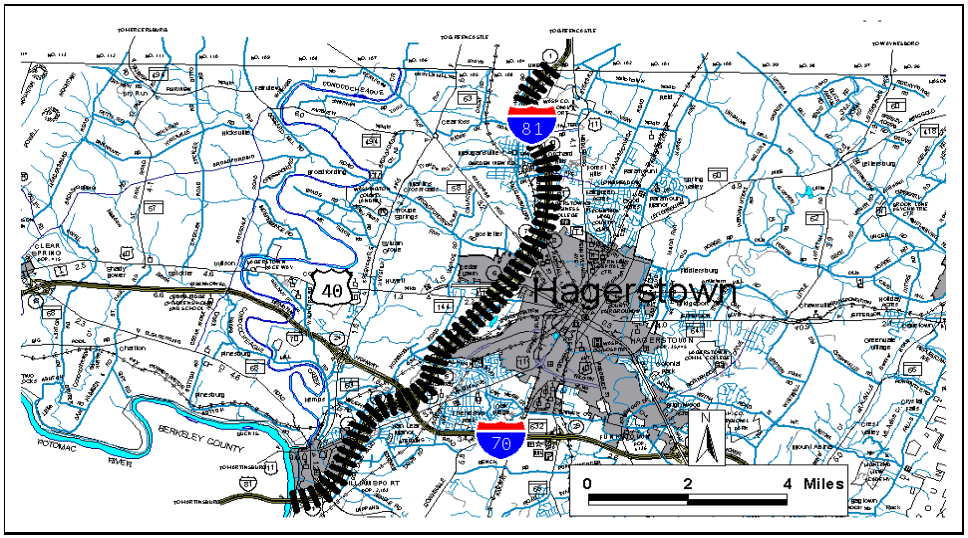
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 38,675

PROJECTED (2030) - 49,300



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,497	3,437	60	0	0	0	0	0	60	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	3,497	3,437	60	0	0	0	0	0	60	0
Federal-Aid	2,448	2,406	42	0	0	0	0	0	42	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 50,075 - 76,150

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 40	National Pike; structure 21015 to MD 66; resurfacing (ARRA PROJECT)	1,016	Completed
2	MD 58	Cearfoss Pike; MD 63 to Dual Section west of I-81; resurfacing (ARRA PROJECT)	546	Completed
		Safety/Spot Improvement		
3	MD 65	Sharpsburg Pike; at MD 63; geometric improvements (ARRA PROJECT)	689	Completed
4	I 70	Eisenhower Memorial Highway; east of MD 56; construct accel and decel lanes at existing median emergency crossover	464	Completed
		Sidewalks		
5	US 40	Franklin Street and Washington Avenue; north and southside Bryan Place to Nottingham Road - retrofit sidewalk	104	Completed
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
6		Various Interstate Patching Bridge Approaches (ARRA PROJECT)	220	Completed
7	US 40	National Pike; Big Pool Road to west of corporate limits of Clear Spring; resurface	2,400	FY 2012
8	I 70	Eisenhower Memorial Highway; bridge 2113103 to Frederick County Line; resurface	4,888	FY 2011
		Bridge Replacement/Rehabilitation		
9	MD 63	Spielman Road; bridge over CSX Transportation; bridge deck replacement	2,288	FY 2012

STATE HIGHWAY ADMINISTRATION -- WASHINGTON 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Bridge Replacement/Rehabilitation (cont'd)		
10	MD 67	Rohrersville Road; bridge over US 340; bridge rehabilitation	1,654	FY 2012
11	I 81	Maryland Veterans Memorial Highway; both bridges over Potomac River; clean and paint bridge	1,530	Under construction
12	US 340	Jefferson Pike; bridge over Potomac River; clean and paint bridge	8,122	Under construction
		Safety/Spot Improvement		
13	US 40 Alt	Boonsboro Pike; at Poffenberger Road; geometric improvements	1,185	FY 2012
14	MD 66	Mapleville Road; at San Mar Road; geometric improvements (Funded for preliminary engineering only)	578	PE Underway
15	I 81	Maryland Veterans Memorial Highway; at I 70 Interchange Phase II; Upgrade Ramps 6 and 8, widen Hopewell Road Bridge	6,383	FY 2012
		Community Safety and Enhancements		
16	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only) (Project on Hold)		
		Enhancements		
		Pedestrian/Bicycle Facilities		
17		Big Slackwater; reconstruct and stabilize the 3.5 mile Big Slackwater C&O path	4,400	Underway
18		Western Maryland Rail Trail Phase IV; Pearre Station to Little Orleans; construct trail	2,450	FY 2012

STATE HIGHWAY ADMINISTRATION -- WASHINGTON 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements (cont'd)		
		Rehabilitation/Operation of Historic Transportation Structures		
19		Lock 44 Restoration; repair leak under C&O Canal Lock 44 in Williamsport	164	FY 2012
20		Western MD Railway Lift Bridge Restoration; restoration of the Historic 1923 western ND railroad lift bridge	1,111	FY 2011
		Environmental Mitigation		
21		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 2011
		Congressional Earmarks		
22		Eastern Boulevard at Antietam Drive; intersection improvement design Eastern Boulevard widening design; widen from a two lane open section highway to a four lane divided roadway (Earmark $0.4 million; PE)	0	
23		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 $0.09 million; PE)	0	

Wicomico

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

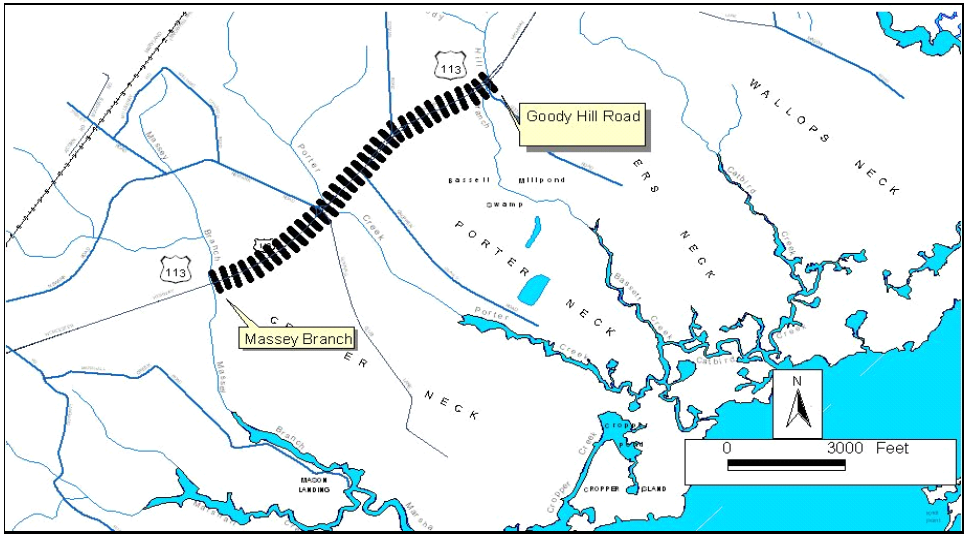
STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
1		Various Locations in Wicomico County; resurface	2,424	FY 2012
2	MD 12	Snow Hill Road; Worcester County Line to Spearin Road; resurfacing (ARRA PROJECT)	125	Completed
3	US 13 BUS	South Salisbury Boulevard; College Avenue to Kaye Avenue; resurfacing (ARRA PROJECT)	350	FY 2011
4	US 13	North Salisbury Boulevard; south of Salisbury Bypass to north of Dagsboro Road; resurfacing	1,546	FY 2011
5	US 13 BUS	North Salisbury Boulevard; Bridgeview Street to Zion Road; resurfacing	628	FY 2011
6	MD 350	Mt. Hermon Road; Twilley Bridge Road to Waste Gate Road; resurfacing	357	FY 2011
7	MD 350	Mount Hermon Road; Phillip Morris Drive to Twilley Bridge Road; resurfacing (ARRA PROJECT)	500	FY 2011
8	MD 350	Mt Hermon Road; Waste Gate Road to MD 354; resurfacing (ARRA PROJECT)	631	Completed
		Bridge Replacement/Rehabilitation		
9	US 13 BUS	North Salisbury Boulevard; bridge 22026 over US 50 Business; bridge deck replacement	4,544	Under construction
		Safety/Spot Improvement		
10	US 13 BUS	N Salisbury Boulevard; E Church Street to north of London Avenue, William Street, Park Avenue, Isabella Street; drainage improvements	6,169	FY 2011
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

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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Safety/Spot Improvement (cont'd)		
13	MD 349	Nanticoke Road; US 50 to North Culver Road; construct thru lane and left turn lane	1,800	FY 2012
		Enhancements (cont'd)		
		Pedestrian/Bicycle Facilities (cont'd)		
14		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 2012

Worcester



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.

PURPOSE & NEED SUMMARY STATEMENT: 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 highway's safety and servicability.

SMART GROWTH STATUS: [ ] Project Not Location Specific or Not Subject to PFA Law

- [ ] Project Inside PFA
- [X] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [X] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Public Landing Road to Massey Branch (Line 3)

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

- [X] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project will decrease travel time and delay for local and seasonal traffic and will reduce congestion and related collision and injury rates.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	500	0	0	0	0	0	0	0	0
Right-of-way	3,536	2,349	1,187	0	0	0	0	0	1,187	0
Construction	15,050	3,247	7,202	4,601	0	0	0	0	11,803	0
Total	19,086	6,096	8,389	4,601	0	0	0	0	12,990	0
Federal-Aid	18,020	5,128	8,303	4,589	0	0	0	0	12,892	0

CLASSIFICATION:

STATE - Intermediate Arterial

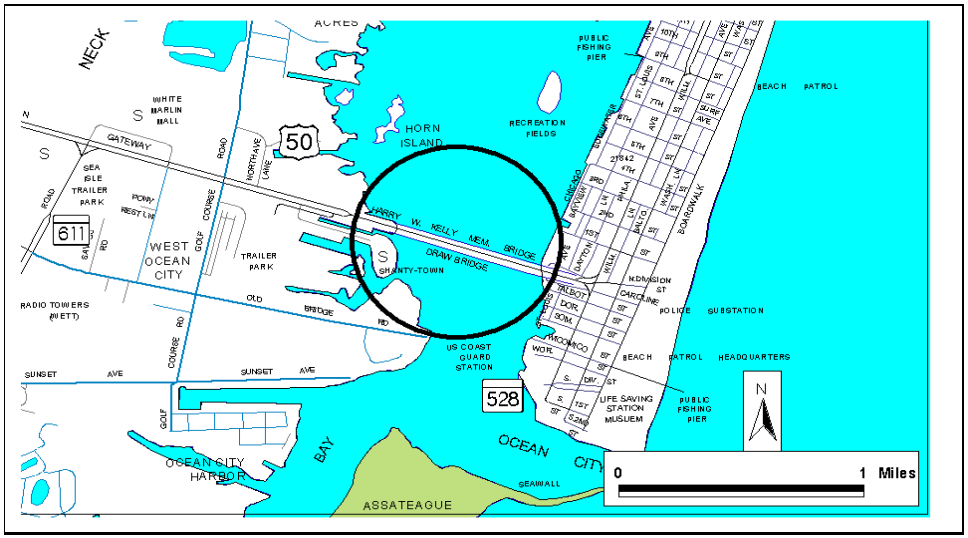
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 11,425

PROJECTED (2030) - 16,275



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 Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
- [ ] PFA Status Yet To Be Determined

- [ ] Grandfathered
- [ ] Exception Will Be Required
- [ ] Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [ ] OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,117	2,499	618	0	0	0	0	0	618	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	3,117	2,499	618	0	0	0	0	0	618	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

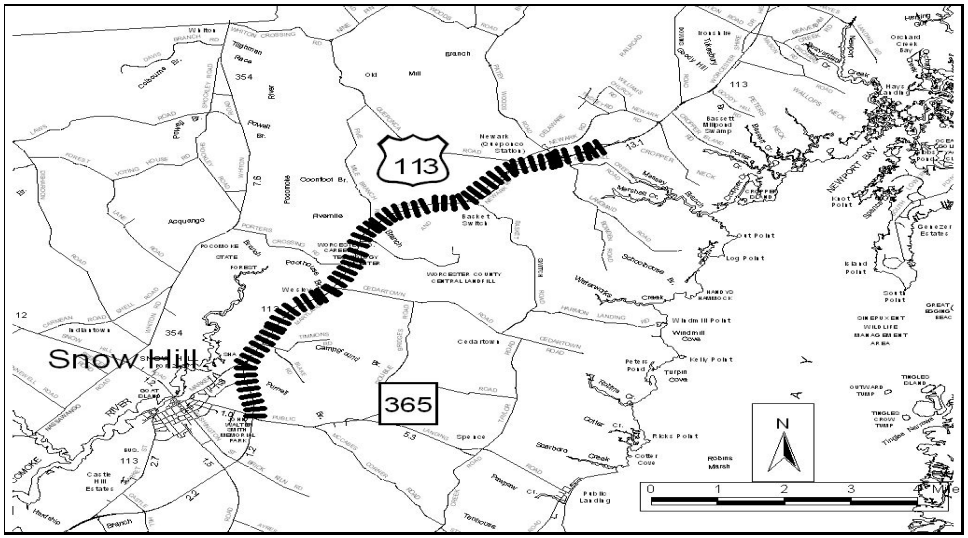
STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) -	35,325 (Summer)	50,500
PROJECTED (2030) -	38,800 (Summer)	55,300



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 Not Subject to PFA Law

☐ Project Inside PFA
☒ Project Outside PFA
☐ PFA Status Yet To Be Determined

☒ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

ASSOCIATED IMPROVEMENTS:
US 113, Goody Hill Road to Massey Branch (Line 1)

STATUS: Partial Engineering underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added $1.3 million FY10 Federal Aid Appropriation Funds.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,403	4,692	591	1,120	0	0	0	0	1,711	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	6,403	4,692	591	1,120	0	0	0	0	1,711	0
Federal-Aid	4,380	3,027	463	890	0	0	0	0	1,353	0

CLASSIFICATION:

STATE - Intermediate Arterial

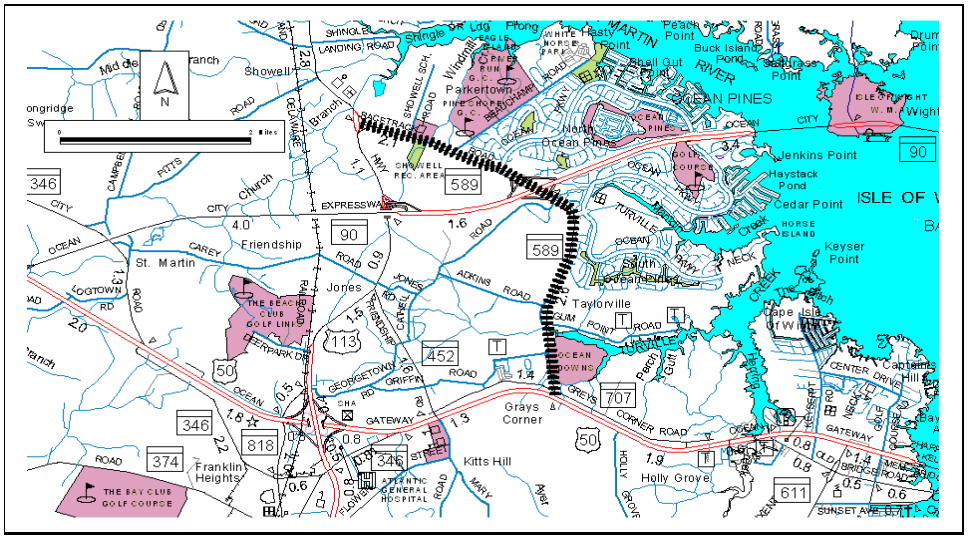
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 6,950 - 12,250

PROJECTED (2030) - 9,000 - 18,850
11,300 - 23,700 (Summer)



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 Not Subject to PFA Law

- ☐ Project Inside PFA
- ☒ Project Outside PFA
- ☐ PFA Status Yet To Be Determined

- ☐ Grandfathered
- ☒ Exception Will Be Required
- ☐ Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The Planning study was completed for $0.9 million less than estimated.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,520	1,220	300	0	0	0	0	0	300	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	1,520	1,220	300	0	0	0	0	0	300	0
Federal-Aid	731	431	300	0	0	0	0	0	300	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 19,675
25,500 (Summer)

PROJECTED (2030) - 27,000
43,650 (Summer)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Year 2010 Completions		
		Resurface/Rehabilitate		
1	US 13 NB	Ocean Highway; Virginia State Line to Brantley Road; resurface (ARRA Project)	518	Completed
		Safety/Spot Improvement		
2	MD 528	Coastal Highway; 141st Street to Delaware State Line; ADA improvements (ARRA PROJECT)	131	Completed
3	MD 528	Coastal Highway; 30th Street to Convention Center Drive; ADA improvements (ARRA PROJECT)	360	Completed
		Enhancements		
		Environmental Mitigation		
4		Pepperfield Site; hydrologic enhancement of approximately 100 acres of forested floodplain adjacent to Rayfield Ditch and upstream	138	Completed
		Congressional Earmarks		
5		Land acquisition in Worcester County (5,000 acres of forestland) (Earmark $5.6 million; R/W) Project Complete	0	
		Fiscal Years 2011 and 2012		
		Resurface/Rehabilitate		
6		Various Locations in Worcester County; resurface	2,424	FY 2012
7	US 13 NB	Ocean Highway; Brantley Road to US 13 Business; resurfacing	325	FY 20111
8	MD 354	Whiton Road; MD 12 to Wicomico County Line; resurfacing (ARRA PROJECT)	1,114	Completed

STATE HIGHWAY ADMINISTRATION -- WORCESTER 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, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Resurface/Rehabilitate (cont'd)		
9	MD 528	Coastal Highway; from 9th Street to 26th Street; resurfacing (ARRA PROJECT)	833	Under Construction
		Safety/Spot Improvement		
10	MD 12	Church Street; South Street to Market Street; ADA improvements (ARRA PROJECT)	399	Completed
11	MD 528	Coastal Highway; 81Street to 91st Street; ADA improvements (ARRA Project)	500	FY 2012
12	MD 528	Coastal Highway; 88th Street to 100th Street; ADA improvements	300	FY 2012
13	MD 528	Coastal Highway; 91st Street to 100th Street; ADA improvements (ARRA PROJECT)	300	FY 2011
14	MD 528	Coastal Highway; 72nd Street to 88th Street; ADA improvements (ARRA PROJECT)	500	FY 2012
15	MD 528	Coastal Highway; Convention Center Drive to 52nd Street; ADA improvements (ARRA PROJECT)	343	Under construction
16	MD 528	Coastal Highway; 52nd Street to 62nd Street; ADA improvements (ARRA PROJECT)	500	FY 2012
17	MD 528	Coastal Highway; 62nd Street to 72nd Street; ADA improvements (ARRA PROJECT	328	Under construction
		Community Safety and Enhancements		
18	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only) (Project on Hold)		
		Environmental Preservation		
19		Lizard Hill Wetland Creation Site; creation of a 23 acre wetland and restoration of Atlantic White Cedar Habitat (This project is split funded with Transportation Enhancement)	1,224	FY 2011

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

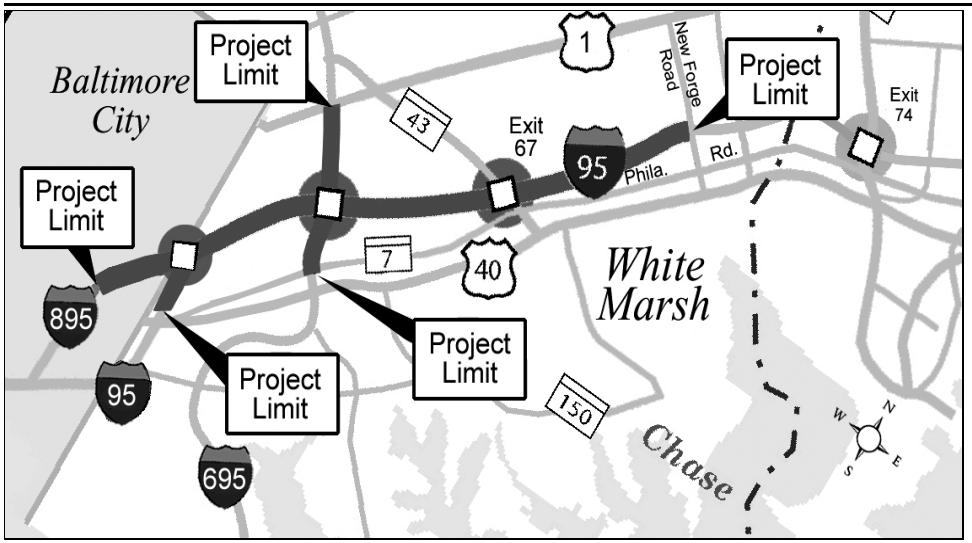
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START Status as of December 1, 2010
		Fiscal Years 2011 and 2012 (cont'd)		
		Enhancements		
		Environmental Mitigation		
20		Lizard Hill Wetland Creation Site; creation of a 23 acre wetland and restoration of Atlantic White Cedar Habitat (This project is split funded with Environmental Preservation)	1,224	FY 2011
		Congressional Earmarks		
21		Construct Assateague Island National Seashore visitor center and related road improvements (Earmark $6.3 million; CO) Sponsor: National Park Service Project Complete	0	

Maryland
Transportation
Authority

MARYLAND TRANSPORTATION AUTHORITY

MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
($ MILLIONS)

	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	SIX-YEAR TOTAL
Construction Program							
Major Projects	873.4	502.2	272.8	154.4	30.4	37.5	1,870.8
System Preservation Minor Projects	107.0	98.8	127.9	161.6	135.7	187.5	818.5
Development & Evaluation Program	7.2	0.6	0.6	0.5	-	-	9.0
TOTAL	987.6	601.7	401.3	316.5	166.1	225.0	2,698.3



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL)

DESCRIPTION: Improve the interchanges with I-895, I-695 and MD 43 and construct two Express Toll Lanes in each direction from I-895 North to north of MD 43 (9.63 miles). (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service (LOS) F (lowest level of efficiency) during morning and evening rush hours. By 2025, this section is also expected to operate at LOS E (irregular flow with speed variations) and F during weekend peak periods. High congestion levels increase the level of diversion to alternative routes, such as the community-oriented arterials US 1, US 40, and MD 7. If anticipated congestion levels on this segment of I-95 are not addressed, increases in congestion-related accidents would likely occur.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: I-95, south of MD 43, experiences congestion during the morning and evening rush hours. By 2025, this section is also expected to experience congestion during weekend peak periods. I-95 is the backbone of the east coast's transportation network and is essential to the movement of people and freight.

ASSOCIATED IMPROVEMENTS:
I-95/MD24 Interchange - Construction Program (Line 2)
I-95 New Maintenance Facility (Line 4)
I-95 Ft. McHenry Tunnel - Moravia Road to the Tunnel - Construction Program (Line 6)
I-95 Section 200 - Development and Evaluation Program (Line 33)

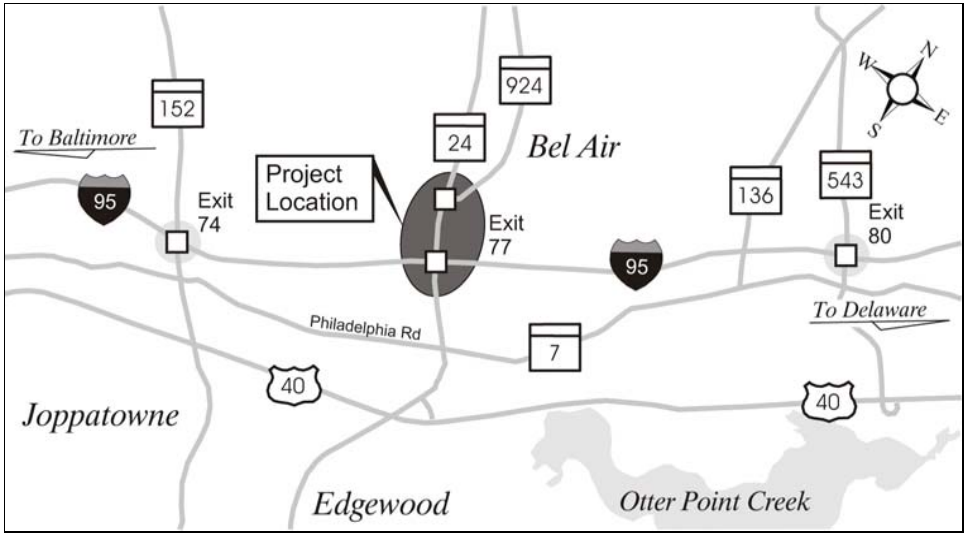
STATUS: Engineering, right-of-way acquisition, and construction are underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,044	6,044	0	0	0	0	0	0	0	0
Engineering	135,932	98,667	11,661	10,058	7,773	7,773	0	0	37,265	0
Right-of-way	52,000	41,986	10,014	0	0	0	0	0	10,014	0
Construction	800,243	487,421	90,016	57,883	75,788	89,135	0	0	312,822	0
Total	994,219	634,118	111,691	67,941	83,561	96,908	0	0	360,101	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1116



PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Improvements (Phase I)

DESCRIPTION: Phase 1, construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924/Tollgate Road intersection to a grade separated interchange. Phase 2, improvements to the I-95/MD 24 interchange are being developed as part of the I-95 Section 200 project planning study. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: This project will 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.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The project will improve capacity and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection. This improvement will address weaving movements on I-95 and MD 24 and improve traffic flow.

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)
I-95 Section 200 - Development and Evaluation Program (Line 33)

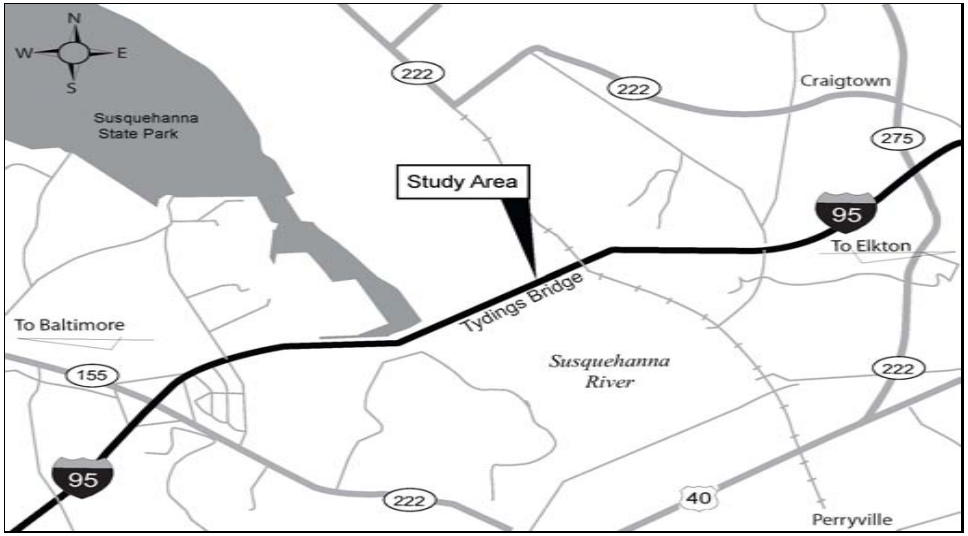
STATUS: Engineering, right-of-way acquisition and construction are underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,951	8,286	1,665	0	0	0	0	0	1,665	0
Right-of-way	4,000	2,076	1,924	0	0	0	0	0	1,924	0
Construction	46,612	20,867	23,745	2,000	0	0	0	0	25,745	0
Total	60,563	31,229	27,334	2,000	0	0	0	0	29,334	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1111



PROJECT: I-95 John F. Kennedy Memorial Highway - Underwater Repairs at Tydings Bridge

DESCRIPTION: Rehabilitate pier foundations and provide pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river exhibit advanced wear and analysis shows scour protection is needed.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [x] Safety & Security
- [ ] Environmental Stewardship

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Pier foundations were found to have advanced wear and require scour protection.

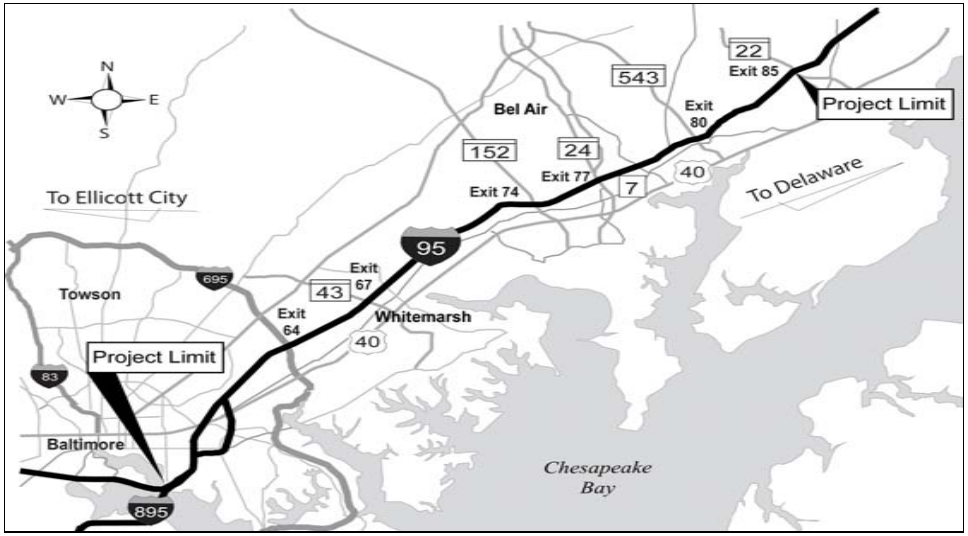
STATUS: Engineering is underway. Construction to begin in FY 2012.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increased by $13 million due to increased scope including enhanced rehabilitation and protection through thicker encasements and increased environmental mitigation work.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,850	255	542	628	425	0	0	0	1,595	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,910	0	0	22,788	30,122	0	0	0	52,910	0
Total	54,760	255	542	23,416	30,547	0	0	0	54,505	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2185, 2215



PROJECT: I-95 John F. Kennedy Memorial Highway - New Maintenance Facility

DESCRIPTION: The project includes the planning and right of way acquisition for a new maintenance facility along the I-95 John F. Kennedy Memorial Highway. Construction funding is included to purchase additional equipment for maintenance and operations of the Express Toll Lanes (ETL) and associated interchange improvements only.

PURPOSE & NEED SUMMARY STATEMENT: A new maintenance facility will be required to replace the existing JFK Maintenance 1 because Section 200 Project will displace this facility. The new maintenance Facility will cover the current service area for JFK Maintenance 1 as well as I-95 Master Plan Improvements, including the ETL's and associated interchange improvements.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)
I-95 Section 200 - Development & Evaluation Program (Line 33)

EXPLANATION: A new maintenance facility will be needed when the I-95 Section 200 improvements are implemented. This project will acquire a site for a new maintenance facility.

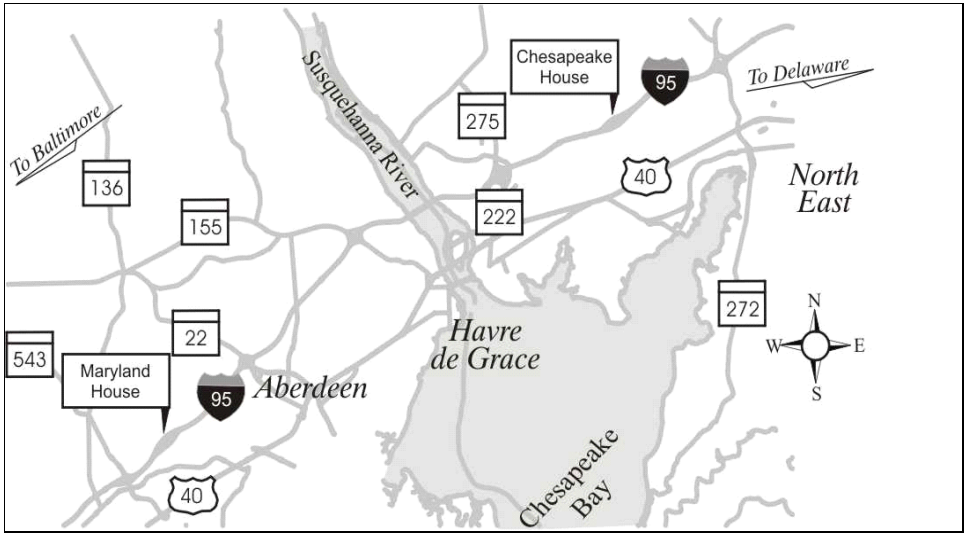
STATUS: Planning and right of way acquisition are underway. Equipment and vehicle acquisition (Construction phase) is underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost reduced by $6.5 million due to elimination of engineering funding and reduced land costs.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	451	4	224	223	0	0	0	0	447	0
Engineering	4	4	0	0	0	0	0	0	0	0
Right-of-way	2,090	1,137	953	0	0	0	0	0	953	0
Construction	8,400	771	744	1,622	2,561	2,702	0	0	7,629	0
Total	10,945	1,916	1,921	1,845	2,561	2,702	0	0	9,029	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2136



PROJECT: I-95 John F. Kennedy Memorial Highway - Travel Plazas Redevelopment

DESCRIPTION: Replace and/or rehabilitate the structures and the operations of the concessions. An RFP is being re-developed for a design, build, operate, maintain and finance contract for the two I-95 travel plazas.

PURPOSE & NEED SUMMARY STATEMENT: The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign, and/or reconstruction is necessary to adequately meet public demand over the next 30 years.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

ASSOCIATED IMPROVEMENTS:
None.

EXPLANATION: The structures were built in the 1960's and 70's and are nearing the end of their design life. Age and condition require major rehab which could be as costly as reconstruction efforts.

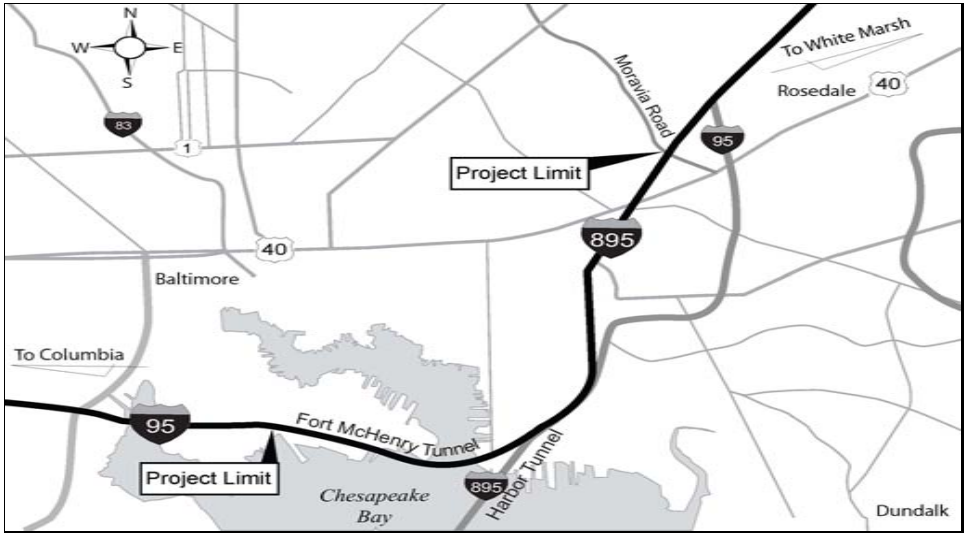
STATUS: Moved from the D&E Program to the Construction Program. The RFP has been cancelled and will be re-issued at a later date. Construction funding is to be financed by the winning bidder.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added right-of-way funding to purchase easement for water and sewer services. The schedule will be delayed to allow for a re-issuance of the RFP.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	4,154	1,438	1,000	600	600	516	0	0	2,716	0
Engineering	1,870	1,870	0	0	0	0	0	0	0	0
Right-of-way	250	0	250	0	0	0	0	0	250	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,274	3,308	1,250	600	600	516	0	0	2,966	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2055



PROJECT: I-95 Fort McHenry Tunnel - Moravia Road to the Tunnel Modifications

DESCRIPTION: The project limits extend from the southern end of the I-95, ETL Project (Moravia Road) to the Fort McHenry Tunnel Toll Plaza. Phase 1 modifications from Moravia Road to Eastern Avenue include grinding and overlaying to provide four continuous through lanes (lane continuity); Phase 2 from Eastern Avenue to Fort McHenry Tunnel includes re-striping to provide four continuous through lanes (lane continuity).

PURPOSE & NEED SUMMARY STATEMENT: The existing typical section of I-95 from Moravia Road to the FMT is as follows: three lanes per direction from I-895 to Moravia Road; four lanes per direction from Moravia Road to O'Donnell Street; three lanes per direction from O'Donnell Street to Boston Street; and four lanes per direction from Boston Street to the Fort McHenry Tunnel. This project will provide southbound lane continuity from the southern limits of the ETL's to the tunnel.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project will provide southbound lane continuity from the southern limits of the ETL's to the Fort McHenry Tunnel. This will improve traffic flow on this segment of I-95.

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)
I-95 Ft. McHenry Tunnel - Rehabilitation North of Tunnel - Construction Program (Line 7)
I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
I-95 Ft. McHenry Tunnel - Higher Speed Toll Plaza Modifications - Construction Program (Line 9)

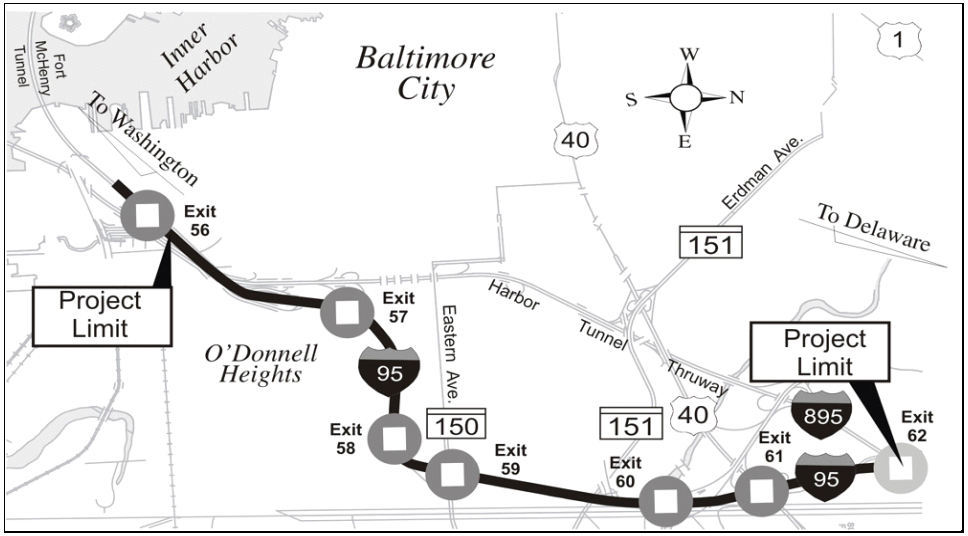
STATUS: Planning is complete. Engineering is underway. Construction for Phase I southbound began in August 2010.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	555	555	0	0	0	0	0	0	0	0
Engineering	1,494	1,087	407	0	0	0	0	0	407	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,309	0	3,508	7,801	0	0	0	0	11,309	0
Total	13,358	1,642	3,915	7,801	0	0	0	0	11,716	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1300

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Construction start delayed to FY 2011 due to additional environmental coordination. Reduced cost by $2.2 million based on actual bid prices.



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation North of Tunnel

DESCRIPTION: Rehabilitate I-95 north of the Tunnel to I-895. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspecting and repairing of high mast light poles and sign structures.

PURPOSE & NEED SUMMARY STATEMENT: Bridge decks and roadways have not been resurfaced since their opening in 1976 and they exhibit various degrees of wear. Signs and other safety features need to be brought up to the latest standards.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Bridge decks and roadways exhibit various degrees of wear. Signs and other safety features need to be brought up to the latest standards.

ASSOCIATED IMPROVEMENTS:
I-95 Ft. McHenry Tunnel - Moravia Road to Tunnel Modifications - Construction Program (Line 6)
I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
I-95 Ft. McHenry Tunnel - Higher Speed Toll Plaza Modifications - Construction Program (Line 9)
I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 10)

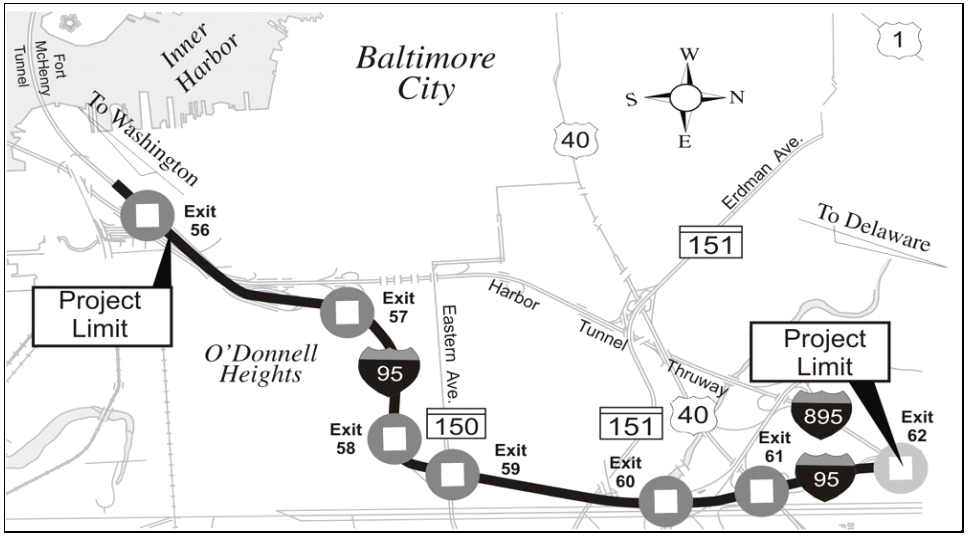
STATUS: Bridge and roadway rehabilitation are complete. Signing and lighting work is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,483	6,203	130	150	0	0	0	0	280	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,470	24,820	3,767	4,883	0	0	0	0	8,650	0
Total	39,953	31,023	3,897	5,033	0	0	0	0	8,930	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1447, 1466

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Construction is underway. Cost reduced by $6.8 million based on actual bid prices.



PROJECT: I-95 Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation from Joh Avenue to Washington Boulevard

DESCRIPTION: Rehabilitation of I-95 South of the Fort McHenry Tunnel. Scope of work includes overlaying the roadway section, excluding bridge decks, between Joh Avenue and Washington Boulevard and replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of high mast light poles and sign structures.

PURPOSE & NEED SUMMARY STATEMENT: Roadway has not been resurfaced since its opening in 1976 and it exhibits various degrees of wear. Signing, lighting and other safety features need to be brought up to the latest standards.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Roadway exhibits various degrees of wear. Signing, lighting and other safety features need to be brought up to the latest standards.

ASSOCIATED IMPROVEMENTS:
I-95 Ft. McHenry Tunnel - Moravia Road to Tunnel Modifications - Construction Program (Line 6)
I-95 Ft. McHenry Tunnel - Rehabilitation North of the Tunnel - Construction Program (Line 7)
I-95 Ft. McHenry Tunnel - Higher Speed Toll Plaza Modifications - Construction Program (Line 9)
I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 10)

STATUS: Construction is underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,177	1,635	1,714	828	0	0	0	0	2,542	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	33,976	17,746	7,176	9,054	0	0	0	0	16,230	0
Total	38,153	19,381	8,890	9,882	0	0	0	0	18,772	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1448, 2080

PROJECT: I-95 Fort McHenry Tunnel - Higher Speed Toll Plaza Modifications

DESCRIPTION: Installed higher speed toll lanes (northbound/southbound) at Fort McHenry Tunnel toll plaza. This improvement enables E-Z Pass customers to pass through the toll plazas at 30 mph (similar to FSK Bridge toll plaza).

PURPOSE & NEED SUMMARY STATEMENT: This project has improved traffic operations and capacity at the toll plaza.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project has improved traffic flow at the toll plaza.

ASSOCIATED IMPROVEMENTS:
I-95 Ft. McHenry Tunnel - Moravia Road to Tunnel Modifications - Construction Program (Line 6)
I-95 Ft. McHenry Tunnel - Rehabilitation North of Tunnel - Construction Program (Line 7)
I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
I-95 Ft. McHenry Tunnel - Rehabilitate Concrete Tunnel Deck - Construction Program (Line 10)

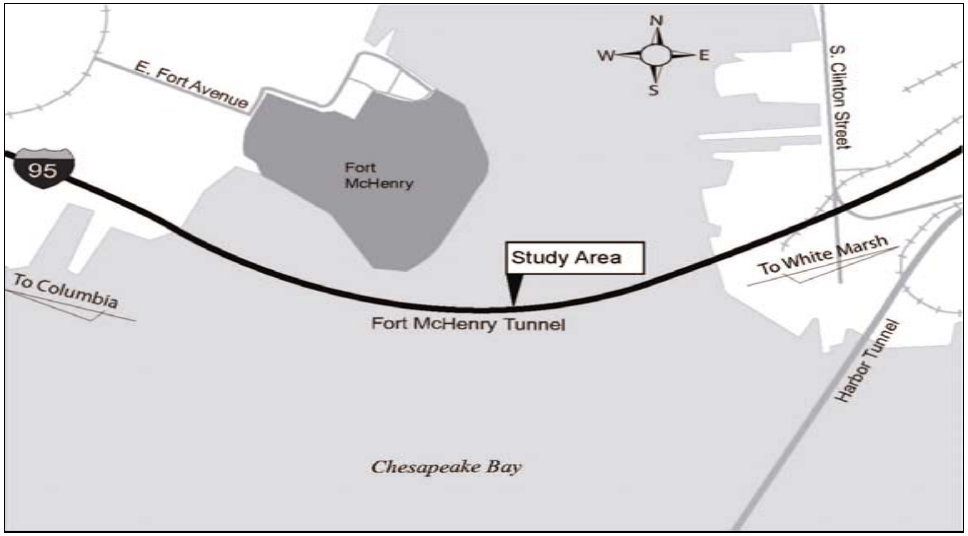
STATUS: Construction is complete.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,029	2,029	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,605	13,583	22	0	0	0	0	0	22	0
Total	15,634	15,612	22	0	0	0	0	0	22	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1475

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increased by $0.9 million due to increased engineering and inspection costs.



PROJECT: I-95 Fort McHenry Tunnel - Rehabilitate Concrete Tunnel Deck

DESCRIPTION: Rehabilitate the tunnel deck for all four bores.

PURPOSE & NEED SUMMARY STATEMENT: The bottom of the tunnel deck is showing signs of wear throughout the length of the tunnel. This improvement will significantly increase the useful life of the tunnel deck.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The tunnel deck shows signs of wear. This improvement will extend the useful life of the tunnel deck.

ASSOCIATED IMPROVEMENTS:
I-95 Ft. McHenry Tunnel - Moravia Road to Tunnel Modifications - Construction Program (Line 6)
I-95 Ft. McHenry Tunnel - Rehabilitation North of Tunnel - Construction Program (Line 7)
I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
I-95 Ft. McHenry Tunnel - Higher Speed Toll Plaza Modifications - Construction Program (Line 9)

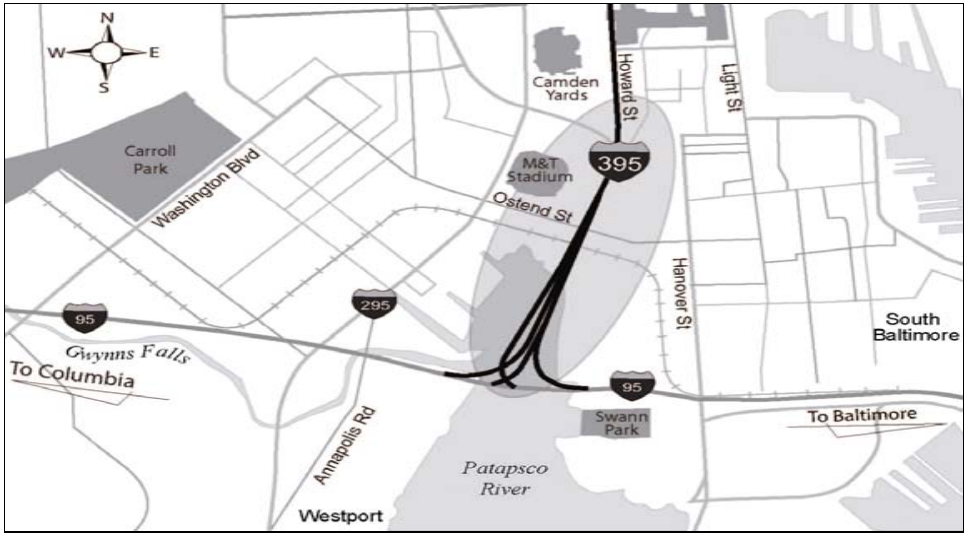
STATUS: Engineering is underway. Construction to begin in FY 2011.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	919	477	442	0	0	0	0	0	442	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	21,414	1	1,262	15,886	4,265	0	0	0	21,413	0
Total	22,333	478	1,704	15,886	4,265	0	0	0	21,855	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2045, 2226



PROJECT: I-95 Fort McHenry Tunnel - I-395 Repair and Spot Paint Beam Ends, Deck Seal and Joint Repair

DESCRIPTION: Repair and paint beam ends, seal concrete deck, and repair joints.

PURPOSE & NEED SUMMARY STATEMENT: Beam ends, bridge deck and roadway joints exhibit various degrees of wear. This improvement will correct current wear and prevent further wear of the concrete deck and steel beams.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Repairs are needed to correct current wear and to prevent further wear of the concrete deck and steel beams.

ASSOCIATED IMPROVEMENTS:
I-95 Ft. McHenry Tunnel - Moravia Road to Tunnel Modifications - Construction Program (Line 6)
I-95 Ft. McHenry Tunnel - Rehabilitation North of Tunnel - Construction Program (Line 7)
I-95 Ft. McHenry Tunnel - Rehab. from Joh Ave. to Washington Blvd. - Construction Program (Line 8)
I-95 Ft. McHenry Tunnel - Higher Speed Toll Plaza Modifications - Construction Program (Line 9)

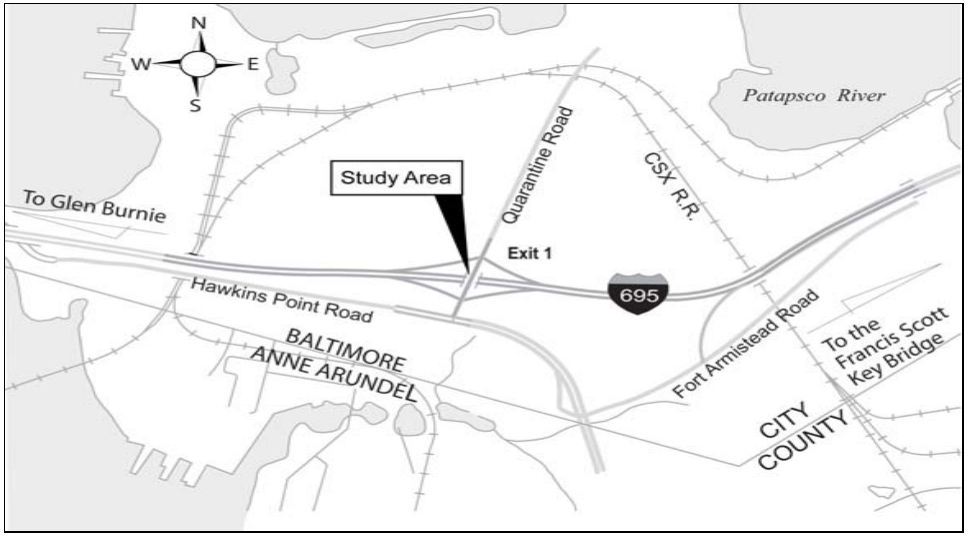
STATUS: Engineering is underway. Construction to begin in FY 2012.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,062	41	281	617	647	317	159	0	2,021	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,029	0	0	779	3,020	4,998	5,500	2,732	17,029	0
Total	19,091	41	281	1,396	3,667	5,315	5,659	2,732	19,050	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2204, 2205

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Construction start delayed to FY 2012 due to sequencing of contracts.



PROJECT: MD 695 Francis Scott Key Bridge - Interchange Improvements at Quarantine Road

DESCRIPTION: Improvements to Quarantine Road interchange will include widening of the ramps and upgraded traffic signals; permanent closure of the ramp from Quarantine Road to the Outer Loop and redirection of traffic to the Fort Armistead ramp; widening of the approach roadways and restriping the Quarantine Road bridge to four lanes; a new storm water management facility to control storm water pollution; new roadway signing, lighting, pavement markings, landscaping and reforestation.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange that result in ramp queues that extend onto MD 695.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This project will improve safety by addressing constraints at the existing MD 695 - Quarantine Road interchange. This improvement will eliminate existing queues, which extend onto mainline MD 695.

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 14)
MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 15)

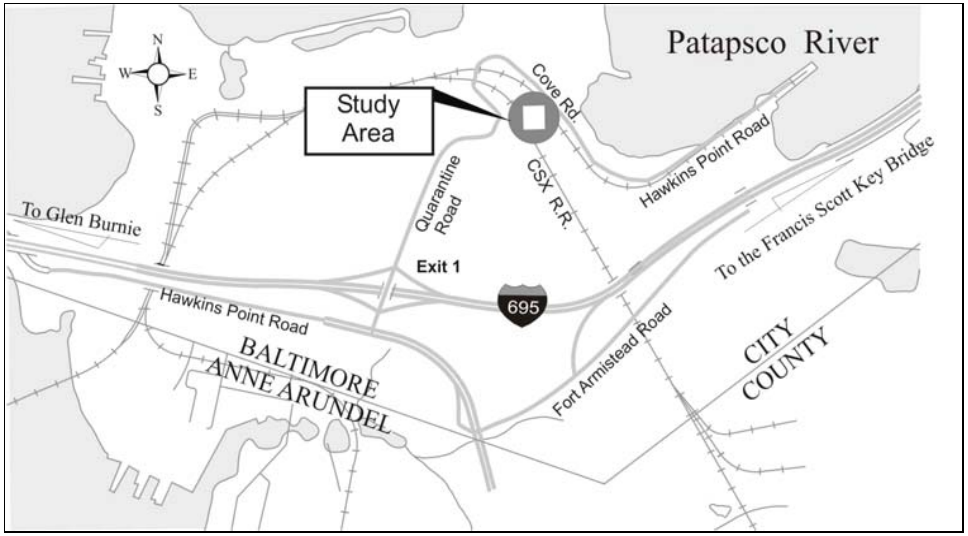
STATUS: Engineering and right-of-way acquisition are complete. Construction is underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost reduced by $2.1 million based on actual bid prices.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,984	4,984	0	0	0	0	0	0	0	0
Right-of-way	6,525	4,749	1,776	0	0	0	0	0	1,776	0
Construction	4,440	732	2,602	1,106	0	0	0	0	3,708	0
Total	15,949	10,465	4,378	1,106	0	0	0	0	5,484	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0303



PROJECT: Francis Scott Key Bridge - Police Outdoor Firing Range

DESCRIPTION: Construct new Police Outdoor Firing Range at Hawkins Point for the Maryland Transportation Authority (MDTA) Police.

PURPOSE & NEED SUMMARY STATEMENT: The project will provide additional capacity and improve training conditions for the MDTA Police and other State and local police personnel.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The project will provide additional capacity and improve training conditions for the MDTA Police and other State and local police personnel.

ASSOCIATED IMPROVEMENTS:
None.

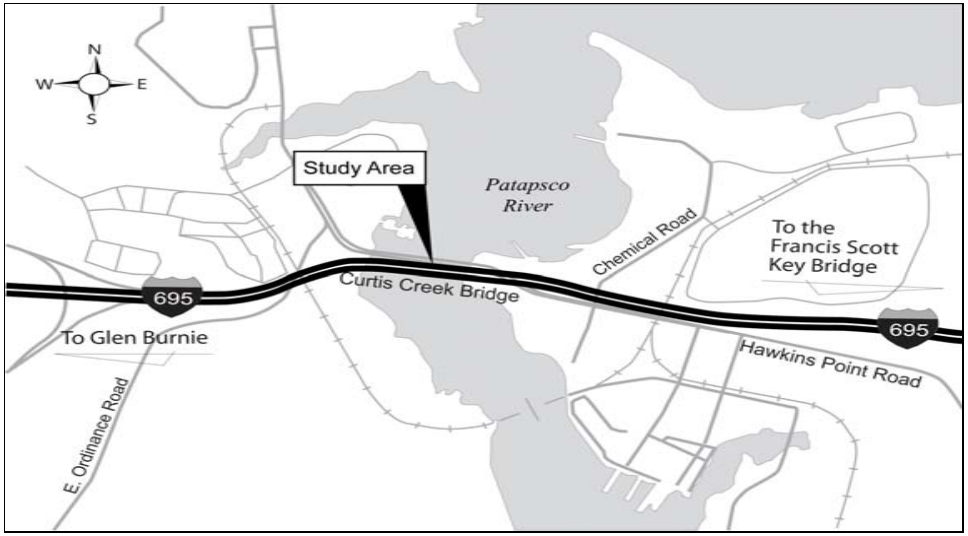
STATUS: Project on hold pending an assessment of operations at the Sykesville training facility.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Construction start delayed to FY 2013.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	27	27	0	0	0	0	0	0	0	0
Engineering	1,603	1,384	0	219	0	0	0	0	219	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,776	226	0	0	1,542	1,008	0	0	2,550	0
Total	4,406	1,637	0	219	1,542	1,008	0	0	2,769	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0464



PROJECT: MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck

DESCRIPTION: Replace the steel grid deck of the bascule (movable) span, and retrofit stringers and floor beams.

PURPOSE & NEED SUMMARY STATEMENT: The grid deck is reaching the end of its useful life and stringers and floor beams exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the bridge.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: This improvement will address existing wear and extend the useful life of the bridge.

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Interchange Improvements at Quarantine Road - Construction Program (Line 12)
MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Fascia Beams - Construction Program (Line 15)

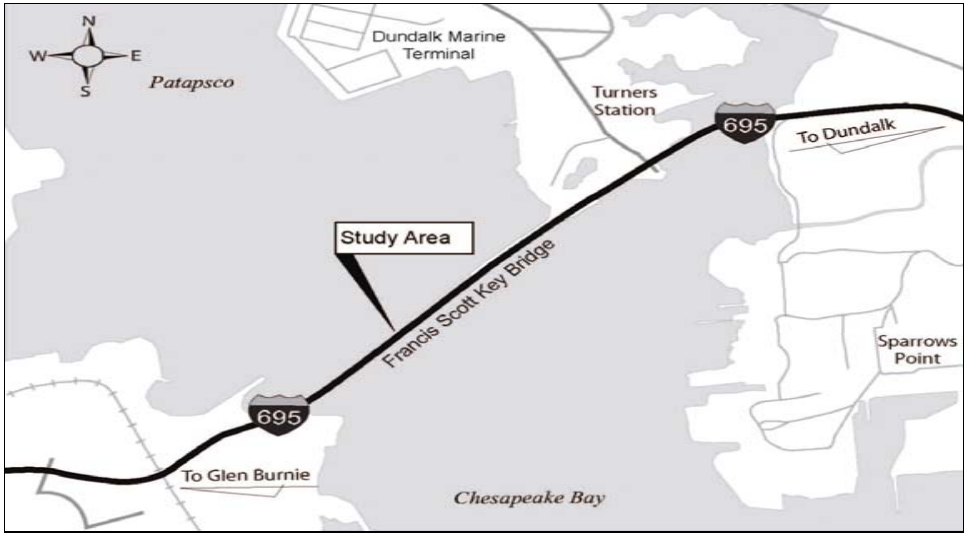
STATUS: Engineering is underway. Construction to begin in FY 2012.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	424	1,076	0	0	0	0	0	1,076	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,947	0	0	12,947	0	0	0	0	12,947	0
Total	14,447	424	1,076	12,947	0	0	0	0	14,023	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2019

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Construction start advanced two years to FY 2012 to follow recently completed emergency repair work.



PROJECT: MD 695 Francis Scott Key Bridge - Repair Approach Spans and Paint Bridge Fascia Beams

DESCRIPTION: Repair beams on the approach spans and paint the bridge fascia beams.

PURPOSE & NEED SUMMARY STATEMENT: Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Approach spans and fascia beams exhibit various degrees of wear. This improvement will address existing deterioration and prevent further deterioration.

ASSOCIATED IMPROVEMENTS:
MD 695 Francis Scott Key Bridge - Interchange Improvements at Quarantine Road - Construction Program (Line 12)
MD 695 Francis Scott Key Bridge - Replace Curtis Creek Grid Deck - Construction Program (Line 14)

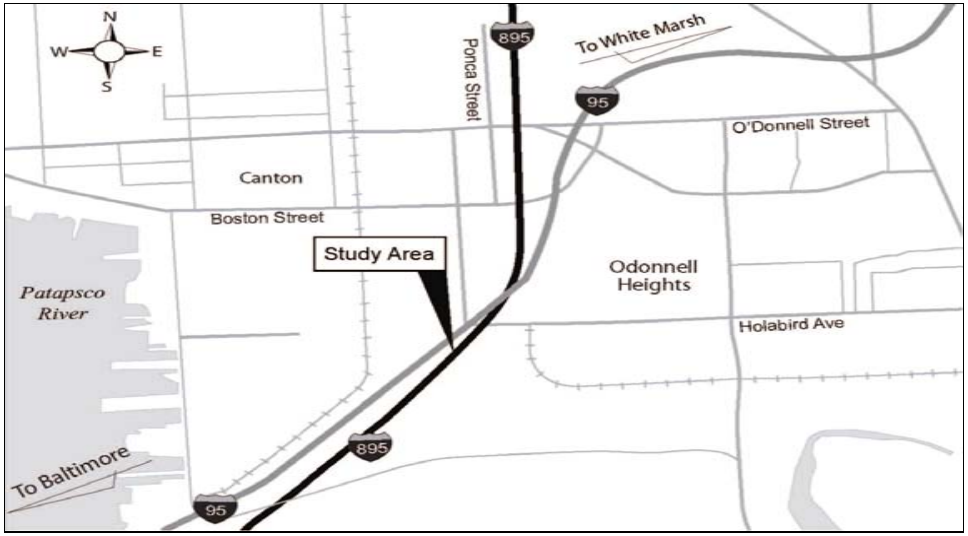
STATUS: Engineering is underway. Construction to begin in FY 2012.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	401	33	183	123	62	0	0	0	368	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,156	0	0	5,632	8,067	457	0	0	14,156	0
Total	14,557	33	183	5,755	8,129	457	0	0	14,524	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2201

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Construction start advanced one year to FY 2012 based on findings of recent inspection report.



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Canton Viaduct Replacement

DESCRIPTION: Replace the Canton Viaduct which is the elevated portion of the roadway from the north portal entrance to Holabird Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that portions of the viaduct are nearing the end of their life cycle. The bridge deck, substructure and superstructure are experiencing various degrees of wear. The Canton Viaduct is one of the MDTA's Structurally Deficient bridges.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Testing has indicated that portions of the viaduct are nearing the end of their life cycle.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 17)

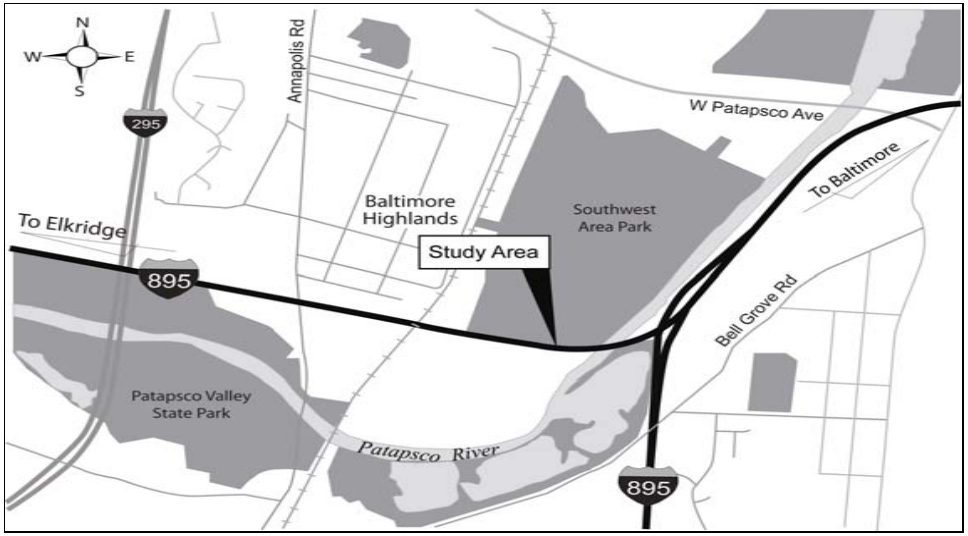
STATUS: Engineering is underway. Right-of-way acquisition to begin in FY 2013. Construction to begin in FY 2015.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,137	2,586	601	815	815	320	0	0	2,551	0
Right-of-way	10,920	0	0	0	5,460	5,460	0	0	10,920	0
Construction	162,711	0	0	0	0	0	24,585	34,811	59,396	103,315
Total	178,768	2,586	601	815	6,275	5,780	24,585	34,811	72,867	103,315
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0280



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge Substructure

DESCRIPTION: Repair worn concrete of the pier bearing pedestals, caps, and columns.

PURPOSE & NEED SUMMARY STATEMENT: Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Canton Viaduct Replacement - Construction Program (Line 16)

EXPLANATION: Pier bearing pedestals, caps, and columns exhibit various degrees of wear. This improvement will address existing wear and prevent further wear.

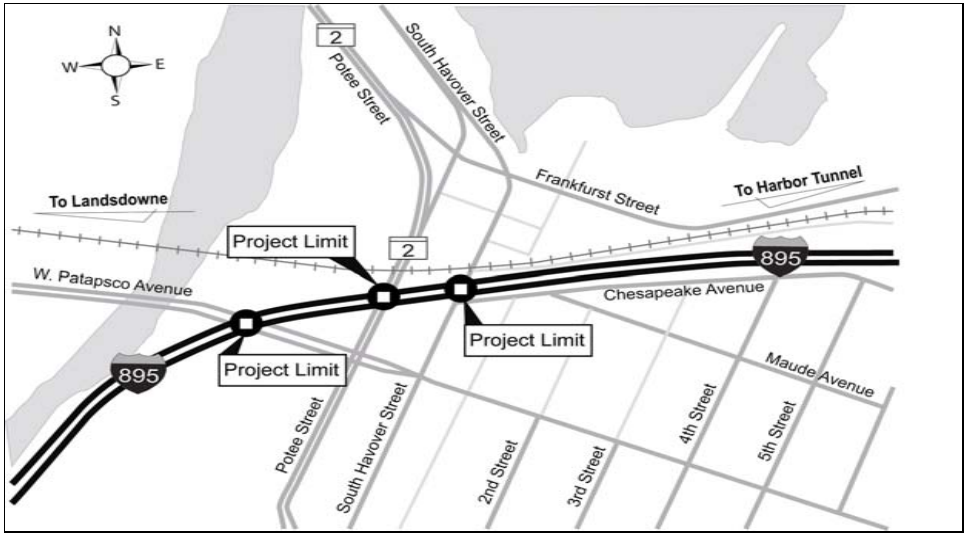
STATUS: Engineering is underway. Construction to begin in FY 2012.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,220	47	717	342	114	0	0	0	1,173	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,922	0	0	5,286	7,636	0	0	0	12,922	0
Total	14,142	47	717	5,628	7,750	0	0	0	14,095	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2211



PROJECT: I-895 Baltimore Harbor Tunnel Thruway - Decks/Superstructures

DESCRIPTION: Redeck the Hanover Street, Potee Street and Patapsco Avenue bridges and repair identified structural defects.

PURPOSE & NEED SUMMARY STATEMENT: The bridge decks are reaching the end of their useful life and need to be replaced.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The bridge decks are reaching the end of their useful life and need to be replaced.

ASSOCIATED IMPROVEMENTS:
I-895 Baltimore Harbor Tunnel Thruway - Rehabilitate Patapsco Flats Bridge - Construction Program (Line 17)

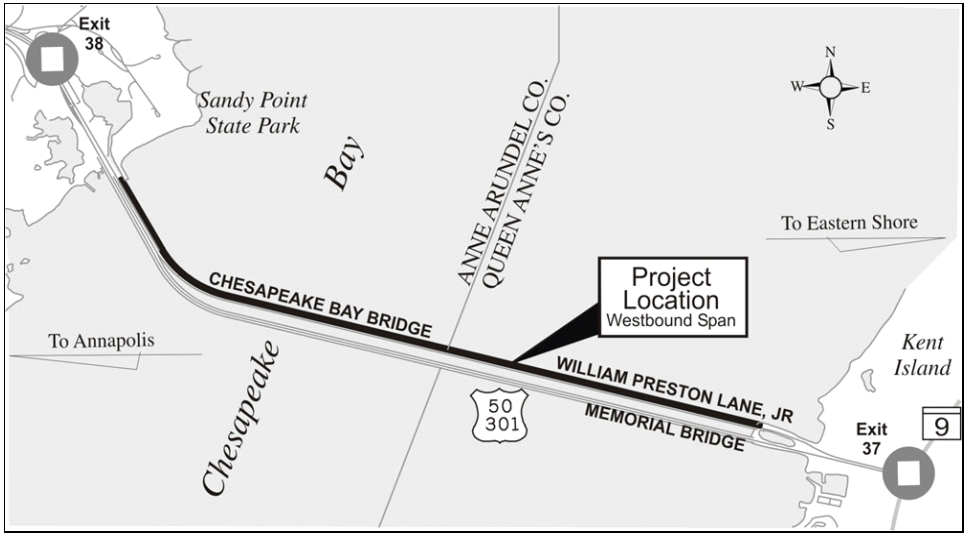
STATUS: Engineering is underway. Construction to begin in FY 2013.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project moved to Construction Program from System Preservation Minor Projects Program. Added construction phase.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,282	1	2,012	1,327	642	300	0	0	4,281	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,930	0	0	0	9,590	9,340	0	0	18,930	0
Total	23,212	1	2,012	1,327	10,232	9,640	0	0	23,211	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2209



PROJECT: US 50/301 Bay Bridge - Westbound Bridge Deck Rehabilitation

DESCRIPTION: Rehabilitate the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Through-truss Spans.

PURPOSE & NEED SUMMARY STATEMENT: The bridge deck on this structure has not been renovated since its opening in 1973. The bridge deck is exhibiting various degrees of wear and nearing the end of its useful life.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The bridge deck is exhibiting various degrees of wear as it is nearing the end of its life cycle.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Cleaning and Painting Structural Steel Westbound Bay Bridge - Construction Program (Line 20)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
US 50/301 Bay Bridge - Repair Underwater Scour & Pier Concrete - Construction Program (Line 22)

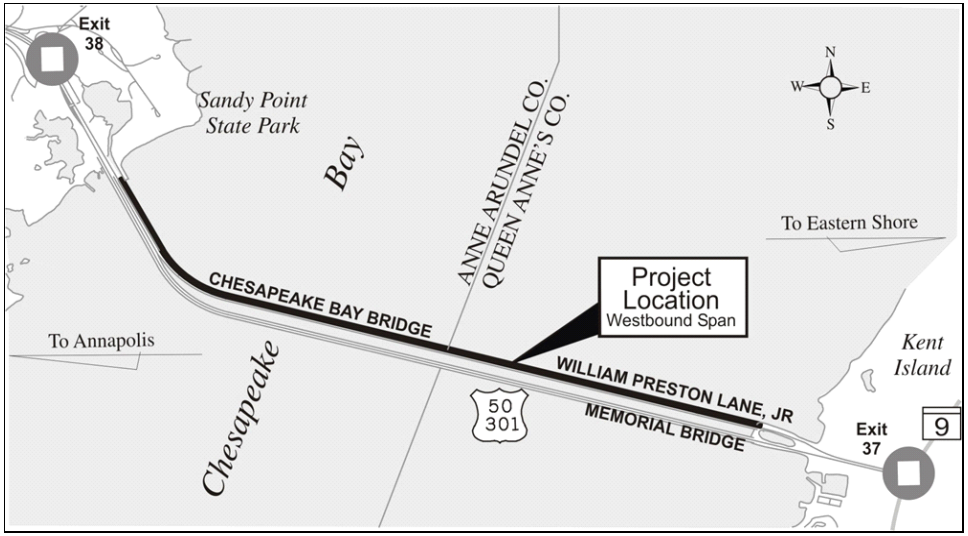
STATUS: Phase I construction is complete. Phase II construction is nearing completion.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	15,005	14,961	44	0	0	0	0	0	44	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	119,239	91,077	28,162	0	0	0	0	0	28,162	0
Total	134,244	106,038	28,206	0	0	0	0	0	28,206	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0503, 0616

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increased by $2.2 million due to adjustment in previous years payroll allocations.



PROJECT: US 50/301 Bay Bridge - Cleaning and Painting Structural Steel Westbound Bridge

DESCRIPTION: Partial painting of all structural steel surfaces on the westbound bridge of approximately 3 million square feet including girder spans, deck trusses, overhead truss members and suspension spans.

PURPOSE & NEED SUMMARY STATEMENT: The bridge has not been fully painted since it opened in 1973. Limited spot painting has been done as needed. The paint is showing signs of wear. The improvement will protect the steel components of the bridge and extend the useful life.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The paint is showing signs of wear. This improvement will address existing wear and extend the useful life of the steel components of the bridge.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Westbound Deck Rehabilitation - Construction Program (Line 19)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)
US 50/301 Bay Bridge - Repair Underwater Scour & Pier Concrete - Construction Program (Line 22)

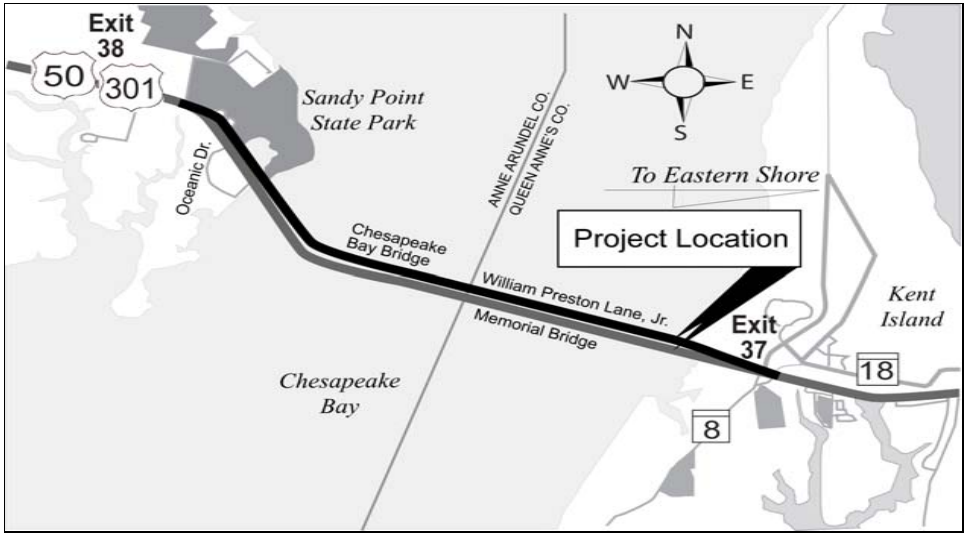
STATUS: Engineering is underway. Construction to begin in FY 2011.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,506	183	895	828	600	0	0	0	2,323	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,155	0	1,409	13,564	20,182	0	0	0	35,155	0
Total	37,661	183	2,304	14,392	20,782	0	0	0	37,478	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0632, 2224



PROJECT: US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification

DESCRIPTION: Rewrap, dehumidify and shield the main cables and anchorages on both bridges.

PURPOSE & NEED SUMMARY STATEMENT: The existing suspension cable wrapping is reaching the end of its useful life. This improvement will prevent cable corrosion and provide shielding for the main cables.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Cable wrapping is nearing the end of its useful life and needs to be replaced.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Westbound Bridge Deck Rehabilitation - Construction Program (Line 19)
US 50/301 Bay Bridge - Cleaning and Painting Structural Steel Westbound Bridge - Construction Program (Line 20)
US 50/301 Bay Bridge - Repair Underwater Scour & Pier Concrete - Construction Program (Line 22)

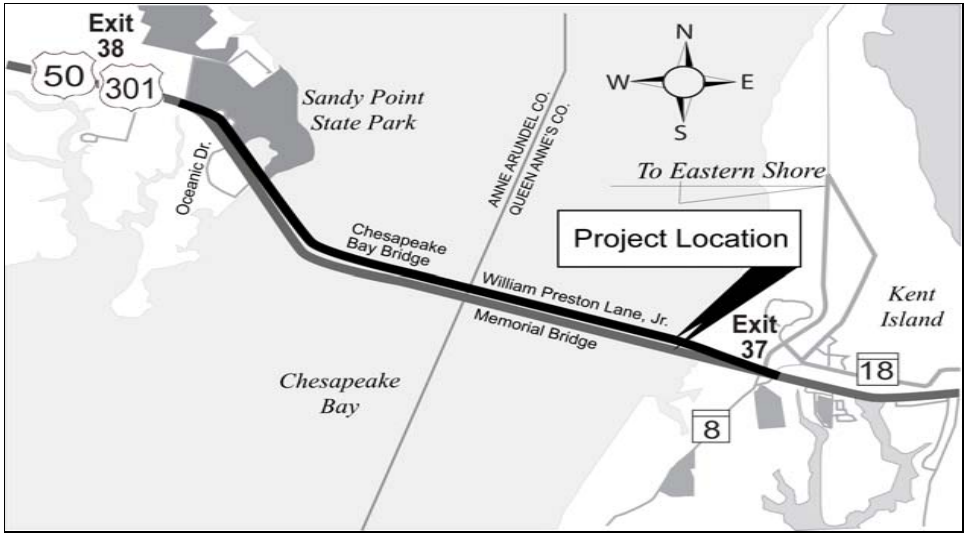
STATUS: Engineering is underway. Construction to begin in FY 2012.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project moved to Construction Program from System Preservation Minor Projects Program. Added construction phase.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,303	448	1,355	500	0	0	0	0	1,855	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	36,566	1	0	2,357	18,245	15,963	0	0	36,565	0
Total	38,869	449	1,355	2,857	18,245	15,963	0	0	38,420	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2046, 2228



PROJECT: US 50/301 Bay Bridge - Repair Underwater Scour and Pier Concrete - Phase 1

DESCRIPTION: System preservation work consisting of repairing wear to concrete piers and piles (above and below water) and replacing missing and damaged pile jackets.

PURPOSE & NEED SUMMARY STATEMENT: Piers and piles exhibit various degrees of wear. This improvement will address existing wear and extend the useful life of the piers.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Repair wear to concrete piers and piles and replace missing and damaged pile jackets.

ASSOCIATED IMPROVEMENTS:
US 50/301 Bay Bridge - Westbound Bridge Deck Rehabilitation - Construction Program (Line 19)
US 50/301 Bay Bridge - Cleaning and Painting Structural Steel Westbound Bridge - Construction Program (Line 20)
US 50/301 Bay Bridge - Cable Rewrapping & Dehumidification - Construction Program (Line 21)

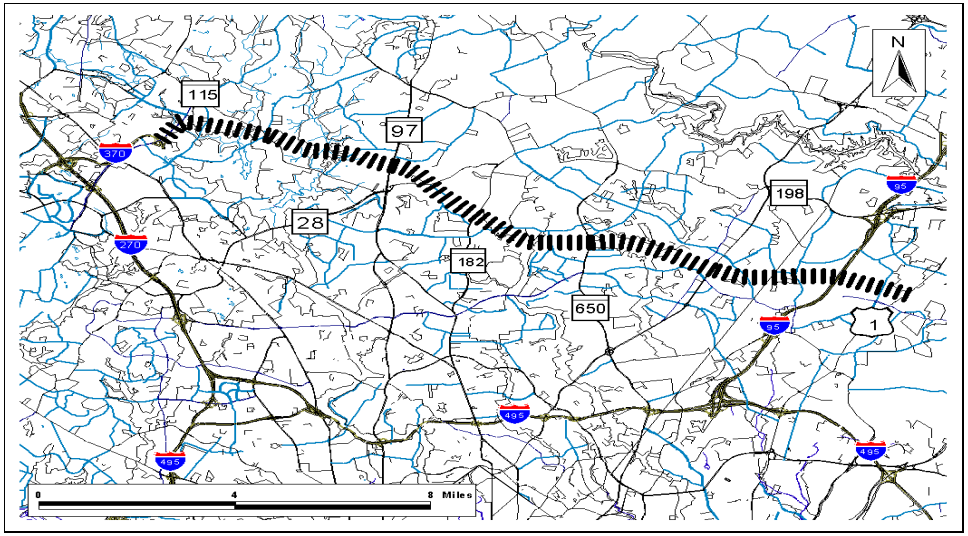
STATUS: Engineering is underway. Construction to begin in FY 2012.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	95	823	464	309	309	0	0	1,905	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,551	0	0	3,108	7,650	1,793	0	0	12,551	0
Total	14,551	95	823	3,572	7,959	2,102	0	0	14,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2197

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project moved to Construction Program from System Preservation Minor Projects Program. Added construction phase.



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construction of a new east-west, multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: 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.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [X] Connectivity for Daily Life
- [X] Safety & Security
- [X] Environmental Stewardship

EXPLANATION: The project increases community mobility and safety; supports development and local land use plans; improves access between economic growth centers; advances homeland security measures; and helps restore the natural, human and cultural environments from past development impacts in the project area.

ASSOCIATED IMPROVEMENTS:
I-95/Contee Road Interchange (Line 5, Montgomery County - SHA)
MD 28/MD 198, MD 97 to I-95 (Line 19, Montgomery County - SHA)
MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 21, Prince George's County - SHA)

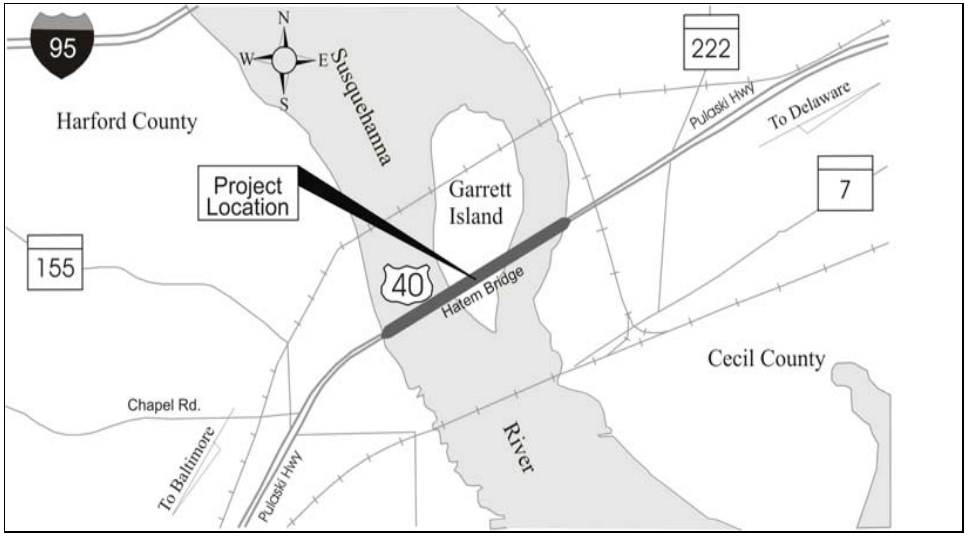
STATUS: Engineering, right-of-way and construction are underway. The MDTA and SHA are reviewing potential adjustments to project scope, and other budget and funding mitigation measures to address the increased cost of contract B (east of MD 97 to west of US 29), which might allow all or a portion of the deferred work to be undertaken. Contract D is not reflected in the cashflow.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The total project cost was reduced by $103.2 million. This reflects the removal of the balance to complete budget from this project sheet. The balance to complete obligation is still reflected in MDTA financial forecast.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [X] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	28,889	28,889	0	0	0	0	0	0	0	0
Engineering	75,181	75,181	0	0	0	0	0	0	0	0
Right-of-way	298,000	268,533	17,642	5,862	3,479	2,484	0	0	29,467	0
Construction	2,060,660	1,075,476	626,965	284,980	39,173	34,066	0	0	985,184	0
Total	2,462,730	1,448,079	644,607	290,842	42,652	36,550	0	0	1,014,651	0
Federal-Aid	19,270	19,270	0	0	0	0	0	0	0	0

The Federal aid share of $19.27 million is also included in SHA's portion of the CTP.
1982



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Deck Replacement

DESCRIPTION: Replace the deck on the Hatem Bridge. One 12-foot wide traffic lane will be maintained in each direction during construction. This maintenance of traffic plan was selected through coordination efforts with the Cecil/Harford Bridges Work Group. (BRAC related.)

PURPOSE & NEED SUMMARY STATEMENT: The concrete and steel grate core are worn, requiring replacement. The deck was last renovated in 1982. This improvement will completely replace the bridge deck.

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

- [ ] Quality of Service
- [X] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The concrete and steel grate core are worn and are reaching the end of their life cycle. This improvement will completely replace the deck with a new grid deck.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs - Construction Program (Line 25)
US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting Structural Steel - Construction Program (Line 26)

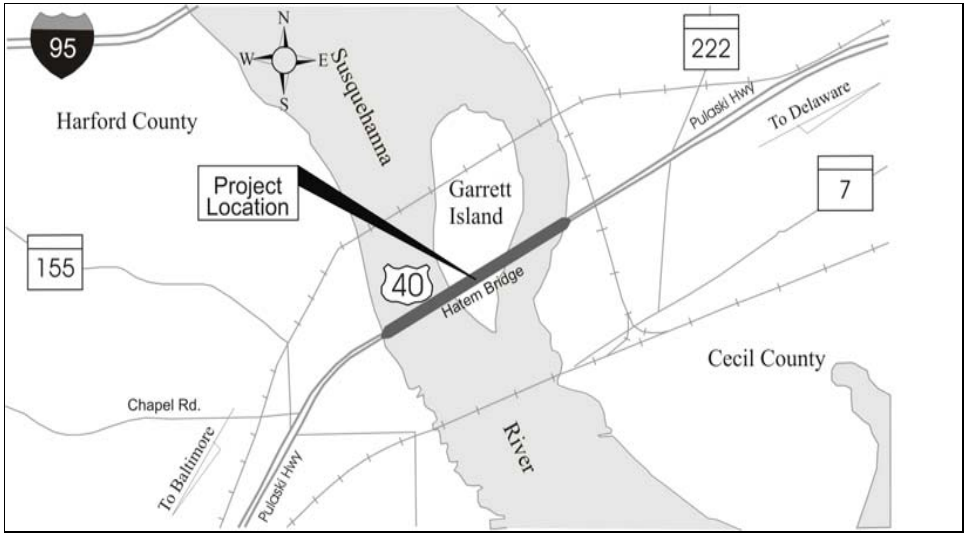
STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,702	3,548	135	19	0	0	0	0	154	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	63,065	48,847	13,422	796	0	0	0	0	14,218	0
Total	66,767	52,395	13,557	815	0	0	0	0	14,372	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0817

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increased by $1.8 million due to adjustment in previous years payroll allocations.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Underwater Repairs

DESCRIPTION: Rehabilitate pier foundations with advanced wear. Work will also provide pier scour protection.

PURPOSE & NEED SUMMARY STATEMENT: Pier foundations in the river were found to have advanced wear and analysis shows scour protection is needed. This improvement will extend the useful life of the pier foundations.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Pier foundations have advanced wear and require scour protection. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial Bridge - Deck Replacement - Construction Program (Line 24)
US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting Structural Steel - Construction Program (Line 26)

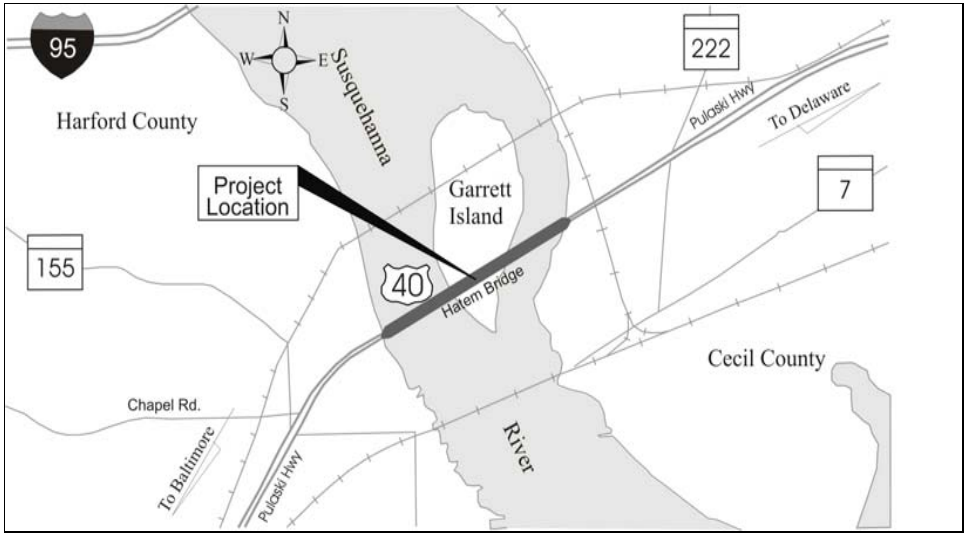
STATUS: Engineering is underway. Construction to begin in FY 2012.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,810	450	594	444	322	0	0	0	1,360	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	52,514	0	0	13,129	39,385	0	0	0	52,514	0
Total	54,324	450	594	13,573	39,707	0	0	0	53,874	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2065

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP:
Construction start delayed one year to FY 2012 to coincide with completion of deck replacement. Cost increased by $27.8 million for change in scope to include pier rehabilitation below the river bed.



PROJECT: US 40 Thomas J. Hatem Memorial Bridge - Cleaning and Painting Structural Steel

DESCRIPTION: Paint structural members throughout the bridge.

PURPOSE & NEED SUMMARY STATEMENT: Bridge has areas of significant paint wear. This improvement will address existing paint wear and extend the useful life of the structural steel.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Bridge has significant paint wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 40 Thomas J. Hatem Memorial - Bridge Deck Replacement - Construction Program (Line 24)
US 40 Thomas J. Hatem Memorial - Bridge Underwater Repairs - Construction Program (Line 25)

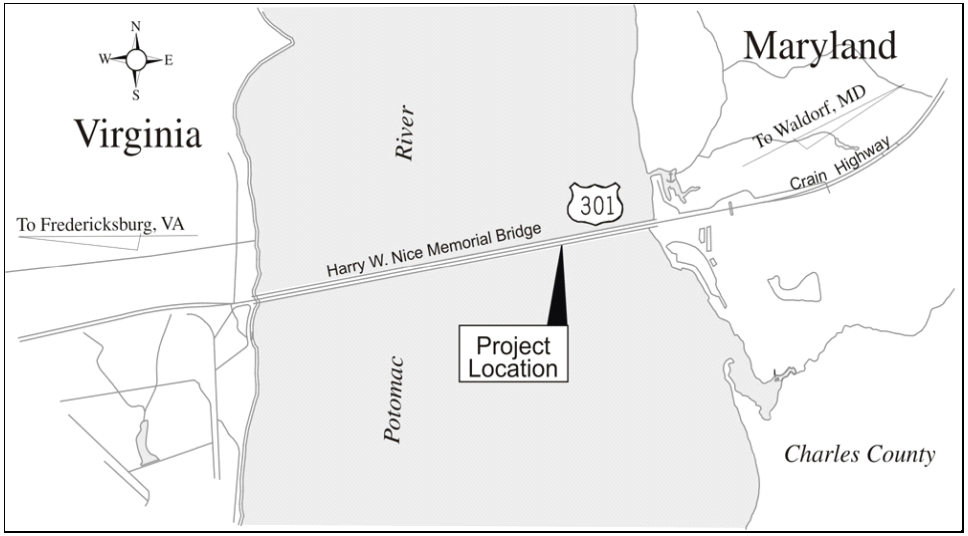
STATUS: Engineering is underway. Construction to begin in FY 2012.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost increased by $300 thousand for inflation.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	27	473	0	0	0	0	0	473	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,300	0	0	3,053	7,247	0	0	0	10,300	0
Total	10,800	27	473	3,053	7,247	0	0	0	10,773	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2184



PROJECT: US 301 Harry W. Nice Bridge - Cleaning and Painting Structural Steel and Miscellaneous Structural Repairs

DESCRIPTION: Spot paint as required throughout the full length of the bridge and zone paint at locations of roadway joints. Repair miscellaneous structural elements.

PURPOSE & NEED SUMMARY STATEMENT: Last zone paint completed was on the truss towers in 2002. Paint on many locations throughout the bridge has significant wear. This improvement will extend the useful life of the structural steel.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: Paint throughout the bridge has significant wear. This improvement will address existing wear and prevent further wear.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Approach Roadway Rehabilitation, Realignment, Toll Booth Replacement and Misc. Bridge Repairs - Construction Program (Line 28)

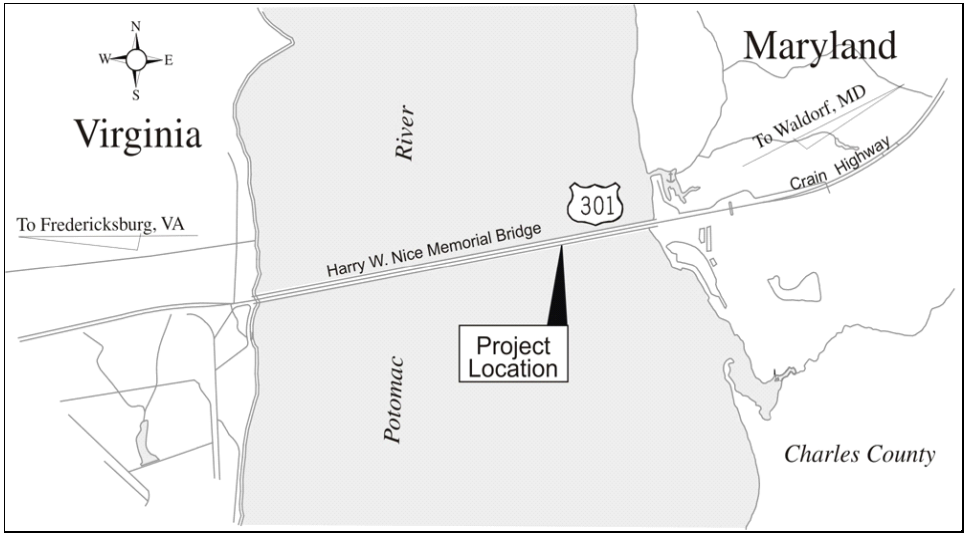
STATUS: Engineering is underway. Construction to begin in FY 2013.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost decreased by $11.8 million due to the elimination of fatigue retrofit work following a fatigue analysis study. Construction start delayed by one year to FY 2013 to coordinate with current bridge repair work.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	640	0	94	187	187	172	0	0	640	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,360	0	0	0	3,744	5,499	117	0	9,360	0
Total	10,000	0	94	187	3,931	5,671	117	0	10,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

2160



PROJECT: US 301 Harry W. Nice Memorial Bridge - Approach Roadway Rehabilitation, Realignment, Toll Booth Replacement and Misc. Bridge Repairs

DESCRIPTION: Rehabilitate and realign the approach roadways, replace the existing toll booths and perform misc. structural repairs.

PURPOSE & NEED SUMMARY STATEMENT: The existing toll booths and approach roadways are nearing the end of their useful life. Minor bridge repair has also been identified as needed.

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

- [ ] Quality of Service
- [x] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [ ] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The existing toll booths and approach roadways are nearing the end of their useful life and need replacement. Misc. structural repairs will also be performed on the bridge.

ASSOCIATED IMPROVEMENTS:
US 301 Harry W. Nice Memorial Bridge - Cleaning and Painting Structural Steel and Miscellaneous Structural Repairs - Construction Program (Line 27)

STATUS: Engineering is complete. Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Project moved to Construction Program from System Preservation Minor Projects Program. Construction cost greater than $10 million.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	689	639	50	0	0	0	0	0	50	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,185	7,984	2,201	0	0	0	0	0	2,201	0
Total	10,874	8,623	2,251	0	0	0	0	0	2,251	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1029

PROJECT: Authority-wide - Upgrade MDTA Radio Communication Systems (700 MHz System)

DESCRIPTION: The State of Maryland intends to purchase an integrated statewide wireless communications system. The system will operate with the 700/800 MHz band frequencies. The implementation of the system will incorporate a phased deployment methodology. The Maryland Transportation Authority will be the first agency to work within this statewide project. MDTA is in Phase 1 Region 1-A which consists of BWI, ICC, Tunnel Command, Nice Bridge, Bay Bridge, and JFK North.

PURPOSE & NEED SUMMARY STATEMENT: The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

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

- [ ] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [x] Safety & Security
- [ ] Environmental Stewardship

EXPLANATION: The upgraded radio communications systems will provide state, local, and regional public first responders' real time operable and interoperable voice and data services that support Day-to-Day, Mutual Aid, and Task Force operations.

ASSOCIATED IMPROVEMENTS: None.

STATUS: Maryland Board of Public Works approved contract on November 17, 2010. Notice to proceed issued December 15, 2010.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [x] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,680	1,002	276	200	202	0	0	0	678	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,000	0	2,000	10,000	10,000	0	0	0	22,000	0
Total	23,680	1,002	2,276	10,200	10,202	0	0	0	22,678	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1941

PROJECT: Authority-wide - Procure, Upgrade, Repair and Replace Signs Including Dynamic Message Signs and Sign Structures

DESCRIPTION: Upgrade and replace signs and sign structures and perform miscellaneous repairs. Also, supply dynamic message signs (DMS) for a 5 year period to support about 20+ projects that are replacing or installing new DMS throughout MDTA's facilities. The project also provides for preventive maintenance, emergency maintenance, and parts and supplies as needed to maintain the DMS signs.

PURPOSE & NEED SUMMARY STATEMENT: Existing DMS signs are experiencing reliability issues and other signs and sign structures are worn. This improvement will also bring signs and other safety features MDTA-wide up to latest standards.

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

- [X] Quality of Service
- [ ] System Preservation & Performance
- [ ] Connectivity for Daily Life
- [X] Safety & Security
- [ ] Environmental Stewardship

ASSOCIATED IMPROVEMENTS: None.

EXPLANATION: Existing signs, sign structures and DMS signs are worn, requiring upgrades and replacement.

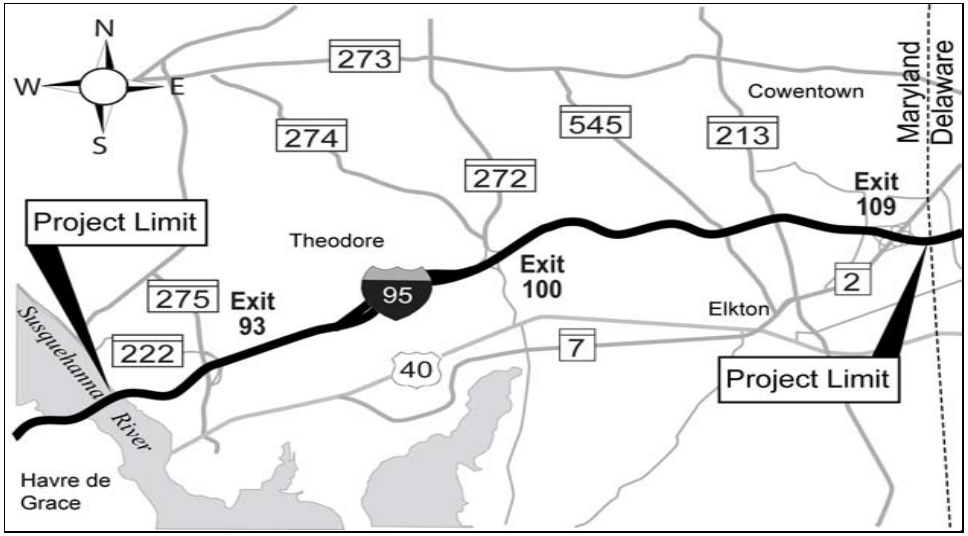
STATUS: Construction is underway.

POTENTIAL FUNDING SOURCE: [ ] SPECIAL [ ] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,068	2,966	1,102	0	0	0	0	0	1,102	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,730	10,182	13,063	7,485	0	0	0	0	20,548	0
Total	34,798	13,148	14,165	7,485	0	0	0	0	21,650	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1949, 1959, 2016

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost decreased by $4.6 million due to transfer of sign equipment to the ICC and ETL project budgets and less than anticipated expenditures.



PROJECT: I-95 John F. Kennedy Memorial Highway - Toll Plaza Planning Study

DESCRIPTION: Investigate alternative toll locations and collection methods. (BRAC related.)

JUSTIFICATION: The study had three parts: 1) analyze travel patterns on I-95 and other major roads 2) evaluate potential tolling locations along I-95, including modifying the existing plaza, and 3) determine the best tolling method.

ASSOCIATED IMPROVEMENTS:
None.

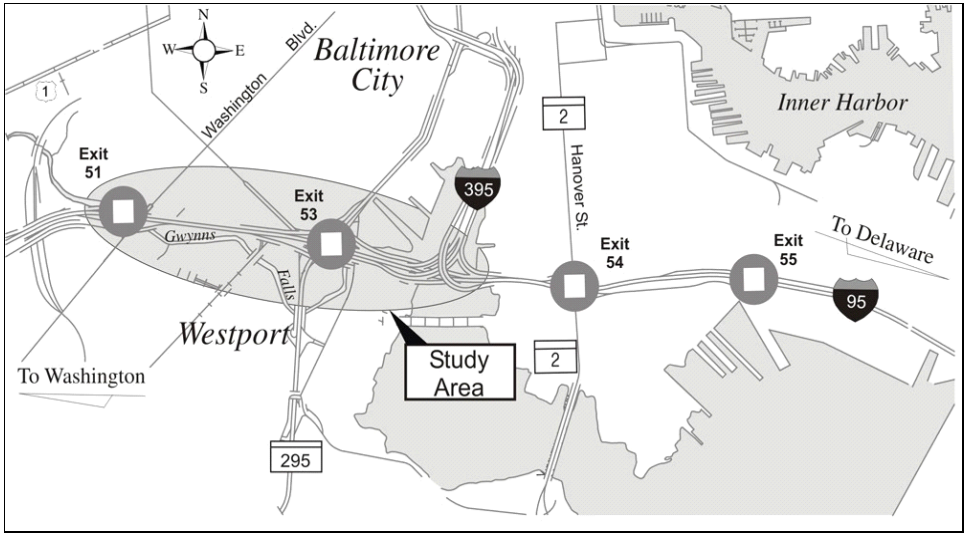
STATUS: Planning is complete.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	570	570	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	570	570	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1208



PROJECT: I-95 Fort McHenry Tunnel - Carroll Camden Access Study

DESCRIPTION: Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

JUSTIFICATION: Improved access could help facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

ASSOCIATED IMPROVEMENTS: None.

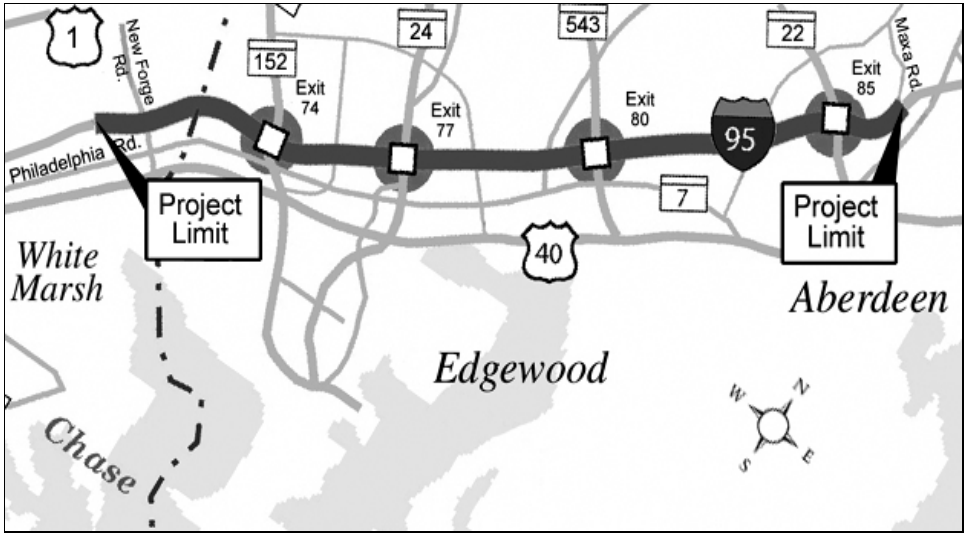
STATUS: Feasibility study completed in June 2004. Interstate Access Point Approval (IAPA) study results show a negative impact on I-95 operations if additional interchange ramps are added. Waiting for Traffic Impact Study for the proposed casino in the City.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	563	542	21	0	0	0	0	0	21	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	563	542	21	0	0	0	0	0	21	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1302



PROJECT: I-95 John F. Kennedy Memorial Highway - Section 200 Study

DESCRIPTION: Investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles) including new park and ride facilities at I-95/MD 152 and I-95/MD 24 interchanges. (BRAC related.)

JUSTIFICATION: South of MD 152, I-95 operates at Level of Service (LOS) E (marginal service, irregular flow with speed variations) during weekday peak hours. Elsewhere, it operates at LOS D (reduced speeds, some congestion) or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F (lowest level of efficiency, frequent slowing required) during weekday and weekend periods.

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes - Construction Program (Line 1)
I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)
I-95 New Maintenance Facility (Line 4)

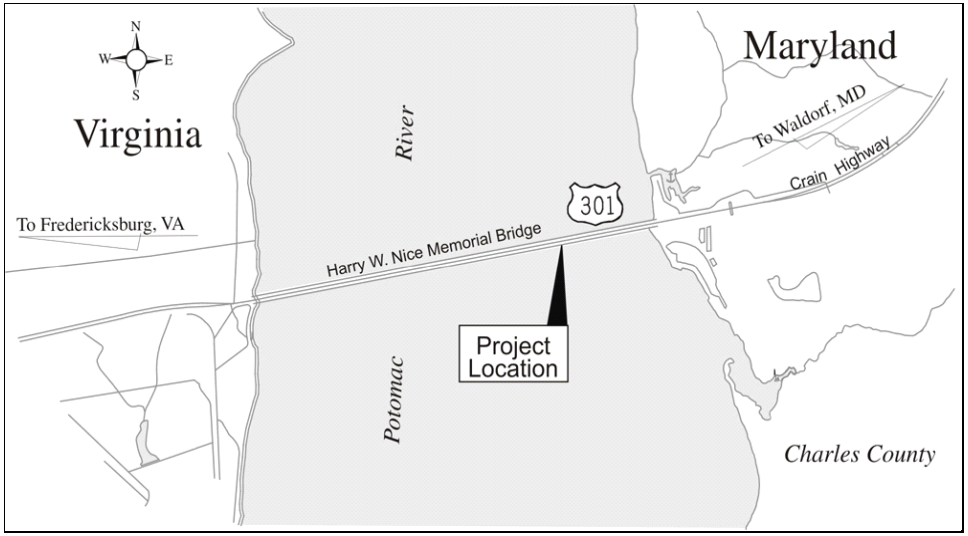
STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Cost decreased by $1.8 million due to reduction of right of way budget.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,095	1,917	4,178	0	0	0	0	0	4,178	0
Engineering	4,647	4,647	0	0	0	0	0	0	0	0
Right-of-way	236	236	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,978	6,800	4,178	0	0	0	0	0	4,178	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1119



PROJECT: US 301 Harry W. Nice Memorial Bridge - Improvement Study

DESCRIPTION: Investigate capacity and safety needs of the bridge and approaches.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS:
None.

STATUS: Planning is underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE: ☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2013....	....2014....	....2015....	....2016....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	6,551	4,756	1,795	0	0	0	0	0	1,795	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	6,551	4,756	1,795	0	0	0	0	0	1,795	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1024

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 35

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior		
	BALTIMORE HARBOR TUNNEL		
1	Study High Voltage Cable Replacement Needs and Options (2107)	101	Complete
2	Rehabilitate Tunnel Lighting and Control System (0264)	2,482	Underway
3	Replace Electrical Vault (0265)	2,017	Underway
4	Study to Rehabilitate or Replace Tunnel Fire Line Gate Valves (2086)	96	Underway
5	Environmental Landscape Buffer Along I-895 Right Of Way (Greektown Landscaping) (2163)	18	Underway
6	Replace Water Line - Frankfurst Ave. to Fairfield Service Building (2034)	630	Underway
7	Replace Moravia Road Salt Barn Dome Roof (2139)	145	Underway
8	Deck Rehabilitation of K-Truss Bridge (Code 1 System Preservation) (2210)	5,148	Underway
9	I-895 Sound Barriers: Public Outreach, Geotechnical Investigation and Preliminary Design (2233)	390	Underway
10	Rehabilitation of I-895 between Toll Plaza and the K-Truss Bridge (2037)	2,650	Underway
11	Replace Overheight Detection System (2151)	544	Underway
12	Replace Roof and Repair HVAC of Fairfield Service Building (2036)	2,441	Underway
13	Replace Drainage Pipe in Fresh Air Duct (Code 1 System Preservation) (2213)	2,796	Spring, 2011
14	Replace Dynamic Message Signs & Lane Use Signals with LED Based Technology (0281)	1,491	Spring, 2011
	F.S.KEY BRIDGE		
15	Upgrade and Replace Existing Signs (0474)	4,189	Complete
16	Improve Northeast Approach Maintenance Access Road (0479)	516	Complete
17	Emergency Repairs to the Operating Machinery at Curtis Creek Drawbridge (2161)	547	Complete
18	Emergency Repairs Curtis Creek Drawbridge (2187)	6,322	Complete
19	Renovate Engineering Building (2028)	1,097	Underway
20	Fatigue Retrofits at Curtis Creek - Engineering only (Code 2 System Preservation) (2214)	1,218	Underway
21	Reconstruction of Service Road #3 at FSK Facility (Engineering only) (2234)	775	Underway
22	Renovate Maintenance Garage Building (2024)	1,866	Underway
23	Replace Roof of Police Headquarters (0478)	732	Underway
24	Replace Roofs of Administrative & Maintenance Buildings (2020)	891	Underway
25	Replace Underground with Aboveground Storage Tanks - Engineering only (Code 2 System Preservation) (2202)	100	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 35 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	F.S.KEY BRIDGE (cont'd)		
26	Replacement Breaker and Repair Miscellaneous Electricals (Code 1 System Preservation) (2203)	284	Underway
27	Replacement of Light Poles on Francis Scott Key Bridge (2150)	700	Spring, 2011
	FORT MCHENRY TUNNEL		
28	Miscellaneous Repairs to Air Ducts and Tile Work Below Tunnel Walkway (1468)	2,539	Complete
29	Replace Electrical Vault (1478)	845	Complete
30	Study of Ramp J from Hanover St. to I-95 Southbound (2169)	10	Complete
31	Study to Extend Ramp Barrier Wall/Install Fence at Exit 57 (O'Donnell Street)/I-95 SB (2093)	10	Complete
32	Central Utility Plant Upgrade (1477)	1,254	Underway
33	Major Repairs to Tunnel Fire Protection System (1401)	6,317	Underway
34	Replace and Rehabilitate Electrical Switchgear (1476)	3,871	Underway
35	Replace East and West Vent Building Roofs (1402)	2,794	Underway
36	East Vent Building HVAC Study (2231)	25	Underway
37	Repair Hanover Street Ramp (2157)	1,592	Underway
38	Replace Administration Building Generator (2138)	320	Underway
39	Replace Dynamic Message Signs and Lane Use Signals with LED Based Technology (1463)	2,253	Underway
	INTERCOUNTY CONNECTOR		
40	Virtual Weigh Study (2230)	75	Underway
	KENNEDY HIGHWAY		
41	Improve I-95 Perryville Weigh Station Signs (2143)	1,917	Complete
42	Monitor Ground Water Recovery System at Maryland House Sunoco Station (1264)	149	Underway
43	Plan Review & Field Monitoring Abingdon Plant Tunnel under I-95 (2180)	200	Underway
44	Replace 5KV Cable for Rt. 222 Interchange (2155)	320	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 35 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	KENNEDY HIGHWAY (cont'd)		
45	I-95/MD222 Concept Study (Planning only) (2237)	425	Underway
46	Inspect York Building Products Bridge over I-95 (2179)	75	Spring, 2011
47	Salt Barn at MD 7 and I-695 (Joint project with SHA) (2181)	1,000	Spring, 2011
	MULTI-AREA		
48	Annual Inspection of Authority Facilities - FY05-FY09 (1986)	12,537	Complete
49	Install Closed Circuit TV Systems at FSK, HWN, TJH Facilities (1976)	6,900	Complete
50	Maintenance and Repair of Security System (Phase I) (2075)	118	Complete
51	Upgrade and Replace Metal Traffic Barrier and Attenuators (2011)	2,731	Complete
52	Emergency Light Poles Replacement and Bases at FMT and FSK (2066)	430	Complete
53	Engineering Study for Travel Time System (2110)	31	Complete
54	Management Review of Offices of Engineering and Construction Divisions (2153)	10	Complete
55	Rehabilitation of Static Scale Pit at Perryville Scale House (NB and SB) (2119)	12	Complete
56	Repair & Replace Raised Pavement Marking (RPM) Housing and Lenses (2085)	48	Complete
57	Study to Upgrade Fire Alarm System in Tunnels (2104)	15	Complete
58	On-Going Miscellaneous Upgrade/Replace Highway Signs, Pavement Markers & RPM (1980)	4,091	Underway
59	Install Closed Circuit TV Systems and Fiber Optic Spurs along I-95 (1974)	8,410	Underway
60	Study Toll Facility Cost Allocation (2002)	299	Underway
61	Upgrade Authority Operation Center at FMT and BHT (1954)	9,003	Underway
62	Building Security Improvements - Phase II (1983)	7,920	Underway
63	On-Call Miscellaneous Structural Repairs at Various Facilities (1900)	8,988	Underway
64	Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	913	Underway
65	Security Related Plans, Evaluations and Upgrades (1467)	400	Underway
66	Electronic Toll Collection Replacement and Operating System - 3rd Gen. Engineering only (2147)	12,184	Underway
67	Information Technology Strategic Plan (1942)	4,030	Underway
68	Install Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	1,049	Underway
69	International Electrical Testing Association (NETA) Electrical Testing - BHT and FMT (2125)	207	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 35 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	MULTI-AREA (cont'd)		
70	Law Enforcement IT Systems Plan - Multi-Area (2060)	9,375	Underway
71	Misc. ITS and Electrical Engineering Studies (2129)	498	Underway
72	Miscellaneous Real Estate Services (1997)	4,439	Underway
73	Miscellaneous Traffic Studies (2131)	4,689	Underway
74	NPDES Environmental Compliance Inspection and Remediation (2007)	20,263	Underway
75	Planning Studies for Strategic Development - Second Generation (2001)	8,904	Underway
76	Study FMT/BHT Campus Master Plans (2044)	176	Underway
77	University of Maryland- Concept of Operations for Congestion Management (2133)	90	Underway
78	Annual Inspection of Authority Facilities (2084)	67,209	Underway
79	Cleaning and Painting, Bearing Repairs, Joint Modifications & Misc. Repairs at BHT and FSK Bridges (1940)	8,594	Underway
80	Comprehensive Building Inspection Program (Engineering only) (2177)	1,000	Underway
81	Conduct Authority Market Research (2170)	200	Underway
82	Furnish and Install Camera and Coding & Decoding Equipment - Codec and Related Equipment (2014)	4,287	Underway
83	Incident Detection System Maintenance Contract (in tunnels) (2127)	153	Underway
84	Miscellaneous Paving Repairs (2142)	4,697	Underway
85	Right-of-Way and General Fencing at Various Locations (2144)	836	Underway
86	Study to Evaluate Toll Booth Condition (2094)	90	Underway
87	Evaluate Condition of Deck, Superstructure & Substructures All Facilities (Engineering only) (2083)	1,332	Underway
88	Fatigue Retrofits at Multi Area Structures - Engineering only (Code 2 System Preservation) (2219)	802	Underway
89	On-Call Miscellaneous Shotcrete Repair (2149)	10,004	Underway
90	On-Call Structural Repairs and Miscellaneous Modifications (2124)	5,266	Underway
91	On-Call Structural Repairs and Miscellaneous Modifications (2168)	13,200	Underway
92	On-Call Structural Repairs and Miscellaneous Modifications (2171)	13,200	Underway
93	Open Road Tolling Authority-wide Feasibility Study (2183)	500	Underway
94	Replace Intercom Systems at Toll Collection Booths - Authority wide (2162)	260	Underway
95	Speed Camera Program (2223)	100	Underway
96	Study E-ZPass Disaster Recovery Needs (2225)	100	Underway
97	System Preservation Program Unallocated Fund - Code 2 Projects (1979)	148,647	Underway

MARYLAND TRANSPORTATION AUTHORITY - LINE 35 (cont'd)

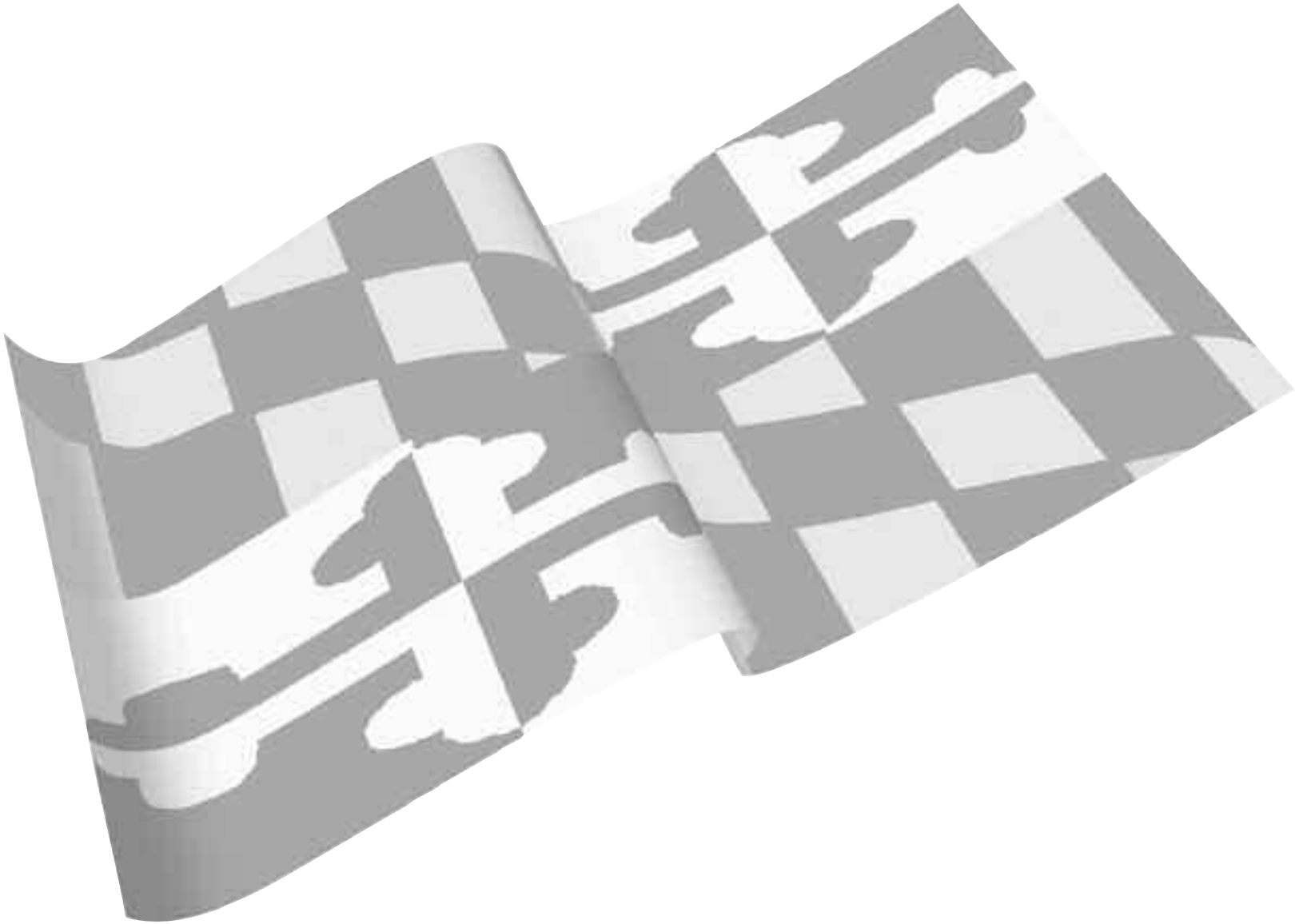
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	MULTI-AREA (cont'd)		
98	Upgrade and Replace Metal Barriers and Attenuators (1922)	2,652	Underway
99	Energy Lease Program (2078)	10,253	Underway
100	Furnish and Install Radiax Cable within Tunnels (2156)	1,929	Underway
101	Furnish, Deliver, Commission, Warranty and Maintain DMS (Engineering only) (2229)	1,165	Underway
102	Maintenance Contract for Uninterruptible Power Supply Needs (2106)	323	Underway
103	Miscellaneous Roadway Lighting Repairs and Modifications (1913)	4,027	Underway
104	Mitigate Flood at Fairfield Ventilation and Service Buildings - FMT and BHT (0290)	600	Underway
105	Rehabilitation Evaluation Program (Code 1 System Preservation) (2196)	6,573	Underway
106	Replace Navigational Lighting Systems to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	2,383	Underway
107	Structural On-Call Contract Reserve (Code 1 System Preservation) (2189)	41,351	Underway
108	Study Commercial Vehicle Inspection Facilities at the BHT, KB, FMT (2073)	255	Underway
109	Design & Construct Security Fencing at Shores of Major Bridges (TJH, FSK HWN & Tydings) (2130)	1,850	Spring, 2011
110	Miscellaneous Paving Repairs (Code 1 System Preservation) (2193)	17,425	Spring, 2011
111	On-Call Structural Repairs and Miscellaneous Modifications (2176)	15,700	Spring, 2011
112	Upgrade and Replace Metal Traffic Barriers and Attenuators (Code 1 System Preservation) (2195)	5,723	Spring, 2011
	NICE BRIDGE		
113	Fog Detection and Warning System (2154)	60	Underway
114	Renovate Administration Building (1025)	2,103	Underway
115	Deck Replacement/Overlay; Full & Partial Paint - Engineering only (Code 2 System Preservation) (2199)	2,429	Underway
	POINT BREEZE		
116	Replace Roof of Garage Building (2108)	659	Spring, 2011

MARYLAND TRANSPORTATION AUTHORITY - LINE 35 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2011 and Prior (cont'd)		
	W. P. LANE BRIDGE		
117	Replace 5KV Cables & Misc. Repairs & Upgrades to the Electrical Systems (0650)	6,905	Complete
118	Study of Eastern Shore Emergency Operations Building (2048)	45	Complete
119	Replace Traffic System Controllers, Signals and Communications and Replace Cameras and Remount (0651)	6,725	Underway
120	Replace Roof on Administration/Maintenance Building (2047)	541	Underway
121	Replace Existing DMS at Bridge and Install New DMS - east of MD 404 (1914)	938	Spring, 2011
122	Replace Underground Tanks at Administration Building & Police West Garage - Bay Bridge (2051)	1,156	Spring, 2011
	FY 2012		
	F.S.KEY BRIDGE		
123	Upgrade HVAC Systems at Administration Building (2022)	3,230	Spring, 2012
	HATEM BRIDGE		
124	Replace Underground with Aboveground Storage Tank - Engineering only (Code 2 System Preservation) (2222)	75	Summer, 2011
	KENNEDY HIGHWAY		
125	Drainage Modifications to Hand Boxes (2057)	375	Fall, 2011
126	Expansion Joint Modification of the Tydings Bridge (SB) and Miscellaneous Structural (2182)	5,800	Fall, 2011
	MULTI-AREA		
127	Install Security Systems/Video Surveillance at 5 Major Bridges (1966)	7,671	Fall, 2011
128	On-Call Shotcrete Repairs and Miscellaneous Modifications (2227)	13,500	Fall, 2011
129	Zone and Spot Paint Bridges Throughout Facilities - Reserve (Code 1 System Preservation) (2191)	20,842	Spring, 2012

MARYLAND TRANSPORTATION AUTHORITY - LINE 35 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST ($000's)	CONSTRUCTION START
	FY 2012 (cont'd)		
	NICE BRIDGE		
130	Replace Underground Storage Tanks with Aboveground Storage Tanks (Engineering only) (2200)	52	Summer, 2011
	POINT BREEZE		
131	Study Police Special Operations Facility & Garage (2117)	26	Summer, 2011
	W. P. LANE BRIDGE		
132	Fatigue Retrofits at Bay Bridge - Engineering only (Code 2 System Preservation) (2217)	2,573	Summer, 2011
133	Install 4 Isolation Points and Access Ladder - Eastbound Bay Bridge (2054)	852	Summer, 2011
134	Rehabilitation of Toll Collector Tunnel (2050)	700	Spring, 2012



GLOSSARY

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Coordinated Highways Action Response Team – Maryland's program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.