

SHA



State Highway Administration

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

	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	485.0	430.9	391.7	260.2	163.8	73.5	1,805.1
Safety, Congestion Relief and Community Enhancements	428.2	400.3	414.9	424.7	423.6	437.1	2,528.8
Other System Preservation	81.2	107.6	87.0	70.7	71.8	74.1	492.4
<u>Development & Evaluation Program</u>	<u>67.3</u>	<u>87.3</u>	<u>47.6</u>	<u>18.8</u>	<u>10.2</u>	<u>6.9</u>	<u>238.1</u>
TOTAL	1,061.7	1,026.1	941.2	774.4	669.4	591.6	5,064.4
Special Funds	486.5	478.3	446.6	410.1	379.5	369.2	2,570.2
Federal Funds	575.2	547.8	494.6	364.3	289.9	222.4	2,494.2

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) Traveler Information; 4) System Integration and Communication; 5) Traffic Management.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2675	2520	2520	2520	5040	CMAQ/STP
RW	0	0	0	0	0	----
CO	13190	9830	5630	5795	4870	CMAQ/STP

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 2005 - 10 CTP: Added funding in FY11.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	48,891	30,891	3,000	3,000	3,000	3,000	3,000	3,000	18,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	184,382	137,382	15,900	11,700	6,700	6,900	2,900	2,900	47,000	0
Total	233,273	168,273	18,900	14,700	9,700	9,900	5,900	5,900	65,000	0
Federal-Aid	196,108	141,508	15,875	12,350	8,150	8,315	4,955	4,955	54,600	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A



PROJECT: Community Safety and Enhancement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3000	3000	3000	3000	3000	STP

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 2005 - 10 CTP: Added funding in FY11.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	59,518	30,918	4,600	4,800	5,000	4,600	4,800	4,800	28,600	0
Right-of-way	9,615	4,215	900	900	900	900	900	900	5,400	0
Construction	262,142	144,542	13,600	21,300	29,900	15,500	18,700	18,600	117,600	0
Total	331,275	179,675	19,100	27,000	35,800	21,000	24,400	24,300	151,600	0
Federal-Aid	70,881	44,281	0	4,400	5,400	5,100	6,000	5,700	26,600	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

A complete list of projects is shown in the front of this CTP.



PROJECT: Sidewalk Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added funding in FY11.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,720	3,080	40	120	120	120	120	120	120	640	0
Right-of-way	350	200	25	25	25	25	25	25	25	150	0
Construction	35,698	25,088	735	1,955	1,955	1,955	1,955	2,055	10,610	0	0
Total	39,768	28,368	800	2,100	2,100	2,100	2,100	2,200	11,400	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

A complete list of projects is shown in the front of this CTP.



PROJECT: Sound Barrier Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6000	6000	0	0	0	NHS

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added funding in FY11.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	32,317	26,617	2,000	1,100	700	1,000	500	400	5,700	0	0
Right-of-way	336	336	0	0	0	0	0	0	0	0	0
Construction	276,007	244,407	9,500	7,800	4,100	5,700	2,700	1,800	31,600	0	0
Total	308,660	271,360	11,500	8,900	4,800	6,700	3,200	2,200	37,300	0	0
Federal-Aid	202,769	184,669	7,200	3,400	2,500	2,900	1,200	900	18,100	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<u>Fiscal Year 2005 Completions</u>		
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
1		Fish Passages 5 - construct retrofit fish passages on the Jones Falls under Ruxton Road at Falls Road in Baltimore County	200	Completed
2		Wetlands Restoration Program - replacement of tidal and non-tidal wetlands throughout Maryland	500	Completed
		<u>Fiscal Years 2006 and 2007</u>		
		<u>C.H.A.R.T. Projects</u>		
3		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
4		Statewide CCTV Camera Deployment	2,255	Underway
		<u>Enhancements</u>		
		<u>Archaeological Planning & Research</u>		
5		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development	182	Underway
6		National Road National Register Nomination - documentation of National Road properties and sites	56	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
7		Environmental stewardship Initiative - Statewide Native Meadows Establishment - establishment of over 1,000 acres of native meadows statewide	785	Underway

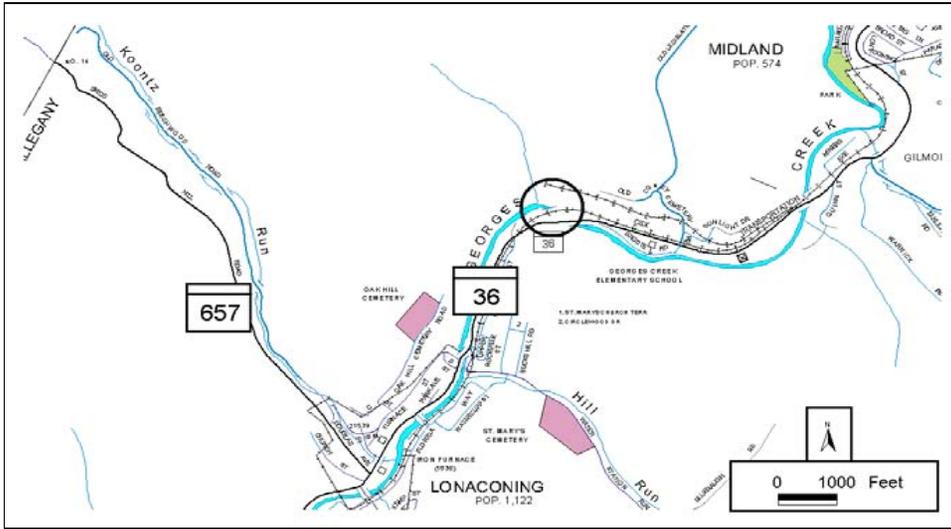
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
8		Smart Moves - a pedestrian safety campaign throughout Maryland promoting awareness through the new Street Smarts, Smart Moves campaign	550	Underway
<u>Environmental Mitigation</u>				
9		GIS and Predictive Modeling for Cultural Resources; for Cecil, Caroline, and Talbot Counties; develop cultural GIS resource	52	Underway
10		Stormwater Management Visual and Environmental Enhancements - make improvements to existing stormwater management facilities and improve the visual appearance, environmental diversity and water quality of nine sites in SHA Districts 4 and 5	609	FY 2006
11		Watershed Revitalization Partnership - an initiative to expand existing efforts to protect and restore in-stream fish and wildlife habitat in targeted urban/suburban watersheds in partnership with the Maryland Department of Natural Resources	4,692	Underway
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
12		Civil War Driving Tour - Antietam - develop a driving tour associated with the Battle of Antietam, including trail blazer signing, mapping, waysides and interpretive signing	690	Underway
13		Civil War Driving Tour - Gettysburg - develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides, interpretive signing, and interactive signs and displays for the Emmitsburg Welcome Center	531	Underway
14		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives	322	Underway



Allegany



PROJECT: MD 36, George's Creek Road

DESCRIPTION: Replaced Bridge 1013 over George's Creek. Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: The old bridge was structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
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	244	226	12	6	0	0	0	0	0	18
Construction	4,648	3,195	1,453	0	0	0	0	0	1,453	0
Total	4,892	3,421	1,465	6	0	0	0	0	1,471	0
Federal-Aid	3,874	2,706	1,163	5	0	0	0	0	1,168	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

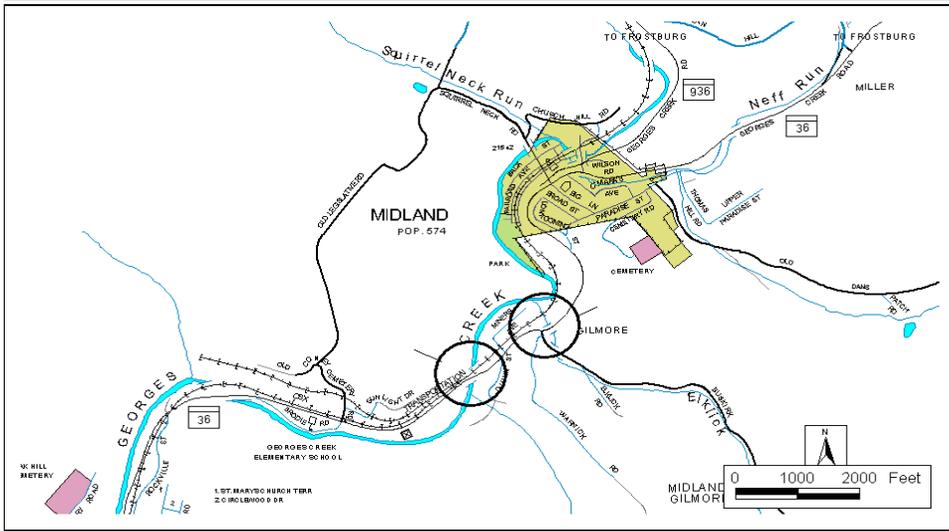
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 8,400

PROJECTED (2030) - 14,100

OPERATING COST IMPACT N/A



PROJECT: MD 36, Lower George's Creek Road

DESCRIPTION: Replace Bridge 1101 over Elklick Run and Bridge 1012 over George's Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Both bridges are functionally obsolete with substandard lane and shoulder widths. Bridge 1012 is also structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3842	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	891	0	218	299	299	75	0	0	0	891	0
Construction	5,263	0	305	2,226	2,058	674	0	0	0	5,263	0
Total	6,154	0	523	2,525	2,357	749	0	0	0	6,154	0
Federal-Aid	4,554	0	395	1,865	1,742	552	0	0	0	4,554	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

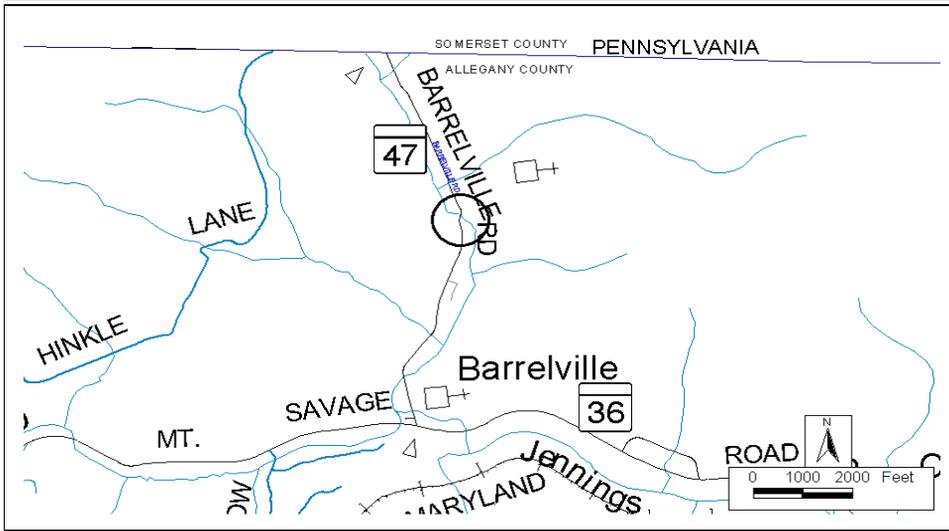
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 8,650

PROJECTED (2030) - 12,700

OPERATING COST IMPACT N/A



PROJECT: MD 47, Barrelville Road

DESCRIPTION: Replaced Bridge 1042 over North Branch. Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: The old bridge was structurally deficient and the approaches had substandard horizontal alignment.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost decrease of \$0.4 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	390	390	0	0	0	0	0	0	0	0
Right-of-way	166	49	117	0	0	0	0	0	117	0
Construction	1,499	883	616	0	0	0	0	0	616	0
Total	2,055	1,322	733	0	0	0	0	0	733	0
Federal-Aid	1,511	1,018	493	0	0	0	0	0	493	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

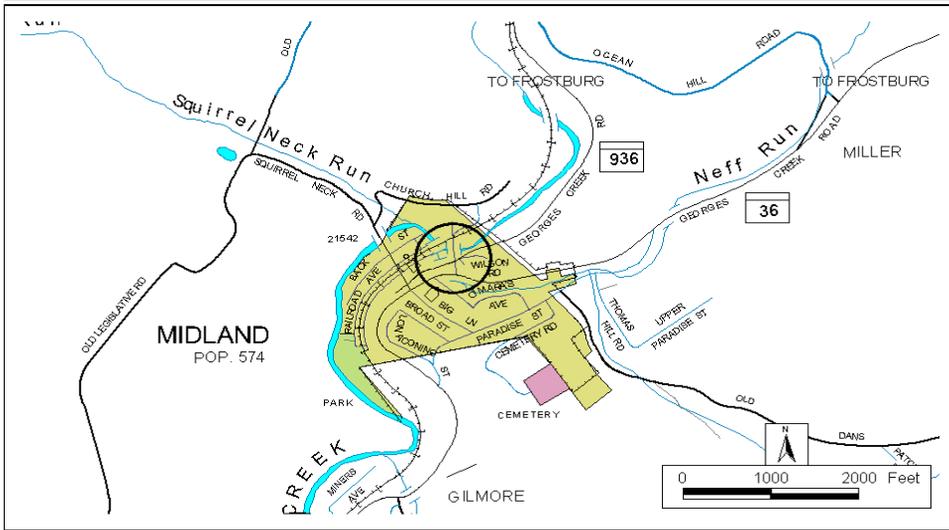
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 2,250

PROJECTED (2030) - 3,200

OPERATING COST IMPACT N/A



PROJECT: MD 936, Upper George's Creek Road

DESCRIPTION: Replace Bridge 1010 over Neff Run. Shoulders will accommodate bicycles. Sidewalks will accommodate pedestrians.

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	1378	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Construction Program.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,888	0	0	1,352	536	0	0	0	0	1,888	0
Total	1,888	0	0	1,352	536	0	0	0	0	1,888	0
Federal-Aid	1,378	0	0	987	391	0	0	0	0	1,378	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

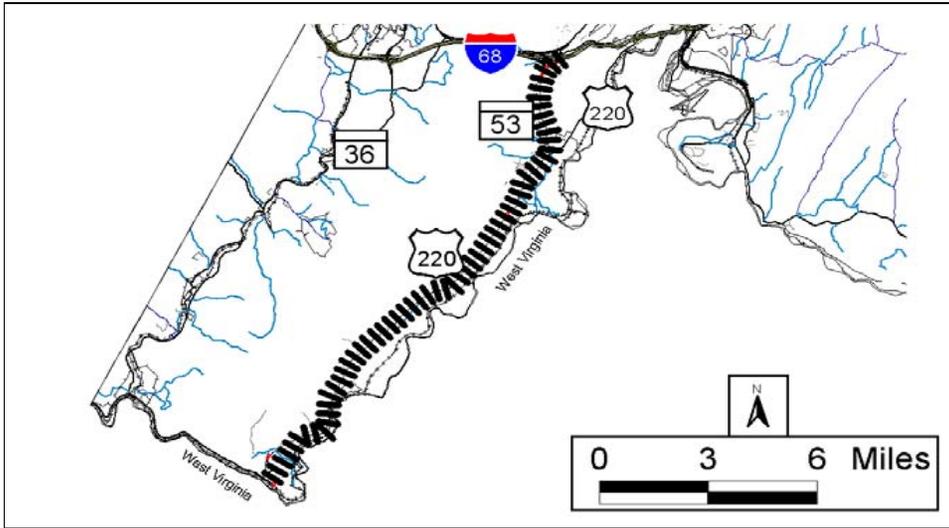
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 1,565

PROJECTED (2030) - 2,010

OPERATING COST IMPACT N/A



PROJECT: US 220, McMullen Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning corridor studies underway. The cost shown is SHA share only. West Virginia is the lead in performing this study.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
Planning	3,021	35	400	1,475	1,111	0	0	0	0	0	2,986	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,021	35	400	1,475	1,111	0	0	0	0	0	2,986	0
Federal-Aid	2,417	28	320	1,180	889	0	0	0	0	0	2,389	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

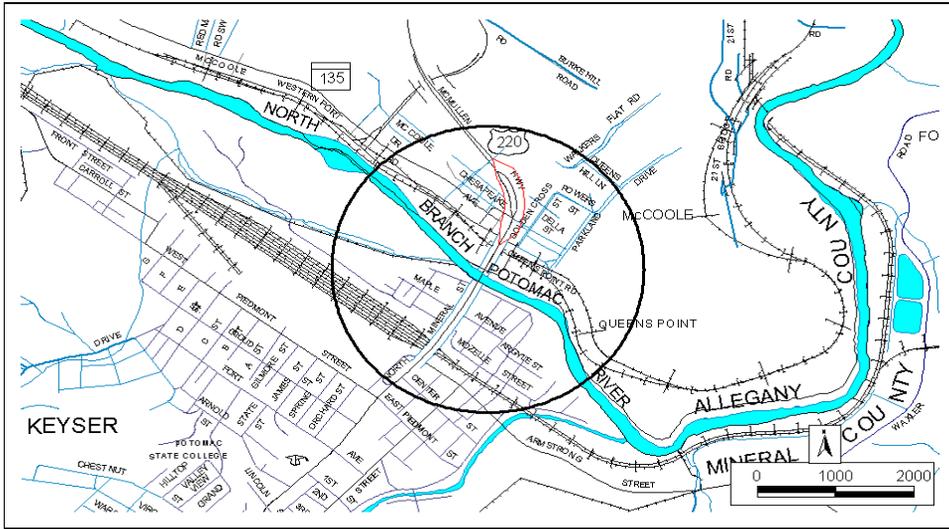
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 7,600 - 17,700

PROJECTED (2030) - 11,800 - 25,200

OPERATING COST IMPACT N/A



PROJECT: US 220, McMullen Highway

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

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1560	0	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering to begin during current fiscal year by West Virginia. Project schedule is controlled by West Virginia. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Development and Evaluation Program. Engineering funded with Federal High Priority Project Funds. Right-of-way and Construction will be added pending schedule from West Virginia.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
					.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	250	1,000	750	0	0	0	0	2,000	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,000	0	250	1,000	750	0	0	0	0	2,000	0	0
Federal-Aid	1,560	0	195	780	585	0	0	0	0	1,560	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 14,000

PROJECTED (2030) - 23,100

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 36	Mt. Savage Road; 0.16 mile south of Jealous Road; slide repair	599	Completed
<u>Sidewalks</u>				
2	MD 36	Georges Creek Road; from 0.9 mile south of Paradise Street to Paradise Street in Midland; retrofit sidewalks along northbound roadway - 522 linear feet	61	Completed
3	MD 51	Industrial Boulevard; 0.20 mile west of White Oaks Avenue to White Oaks Avenue in Cumberland; retrofit sidewalks along westbound roadway - 1,056 linear feet	32	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 51	Oldtown Road; Pennsylvania Avenue to Evitts Creek bridge 0104400; resurface	1,184	FY 2007
5	MD 51	Industrial Boulevard; West Third Street to Pennsylvania Avenue in Cumberland; reconstruct roadway	1,991	Completed
6	I 68	National Freeway; Garrett County Line to MD 936 bridge 0111303; resurface	3,165	Under construction
7	I 68	National Freeway; MD 948 bridge 0107702 to east of Old Cumberland Road bridge 0114400; resurface	4,043	FY 2006
8	I 68	National Freeway; MD 936 bridge 0111300 to MD 55 bridge 0111500; resurface	2,860	FY 2007
9	MD 135	Pratt Street; Garrett County Line to 0.08 mile west of MD 36; resurface	1,791	Under construction
10	US 220	McMullen Highway; MD 830A to Mill Run bridge 0107500; resurface	1,555	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

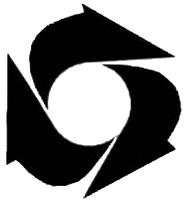
STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	US 220	McMullen Highway; Bridge 0106000 over Potomac River to MD 830A; resurface	1,516	Under construction
12	MD 638	Parkersburg Road; MD 743 to MD 36; resurface	1,817	FY 2006
13	MD 658	Vocke Road; MD 53 to MD 49 (includes MD 53 - Winchester Road; US 40 Alternate to MD 658); resurface	2,027	Completed
<u>Safety/Spot Improvement</u>				
14	MD 51	Oldtown Road; Collier Run Road to 0.11 mile west of Kirk Hall Road; superelevation correction of curve, signing and replace existing traffic barrier with concrete jersey barrier (Funded for preliminary engineering only)	100	PE Underway
15	MD 51	Industrial Boulevard; MD 61 (Canal Parkway) to 0.1 mile east of Lamont Street (includes CSX Railroad bridge); construct median barrier (Funded for preliminary engineering only)	60	PE Underway
16	I 68	National Freeway; various locations throughout Allegany County; replace turndown end treatments and upgrade traffic barriers	197	Completed
<u>Community Safety and Enhancements</u>				
17	US 40 ALT	National Pike; Red Hill Road to Long Drive in LaVale; urban street reconstruct	5,491	FY 2007
18	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); urban street reconstruct	2,647	FY 2007
<u>Intersection Capacity Improvements</u>				
19	US 220	McMullen Highway; at MD 53; widen MD 53 to provide additional right turn lane and provide left turn lane from US 220 to southbound Winchester Road	629	Completed

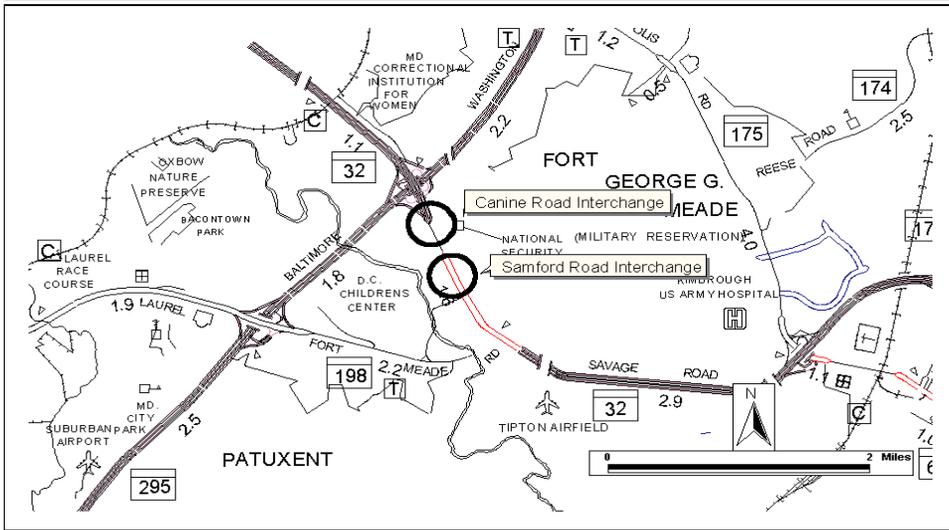
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
20		Allegheny Highlands Trail - Section 1 - construction of 9.35 miles from Cumberland to Woodcock Hollow Road	1,257	FY 2006
21		Allegheny Highlands Trail - Sections 2 and 3 - [Section 2] Construction of Woodcock Hollow Rest Stop and 300-foot trail connection. [Section 3] Construction of 5.83 miles from Woodcock Hollow Road to New Hope Road overpass in Frostburg	2,015	Completed



Anne Arundel



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Constructed interchanges at Canine and Samford Roads.

JUSTIFICATION: This project upgraded two existing intersections to interchanges at entrances to the National Security Agency, thereby reducing congestion and improving safety along this section of MD 32.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$2.1 million is due to additional subgrade work and erosion and sediment control needs.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,473	1,473	0	0	0	0	0	0	0	0	0
Right-of-way	831	831	0	0	0	0	0	0	0	0	0
Construction	24,061	23,743	318	0	0	0	0	0	0	318	0
Total	26,365	26,047	318	0	0	0	0	0	0	318	0
Federal-Aid	21,428	21,168	260	0	0	0	0	0	0	260	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

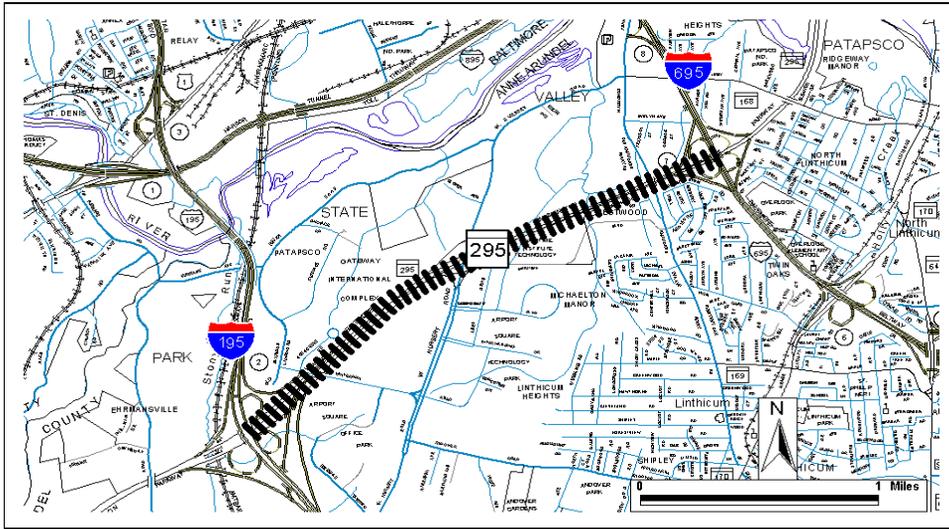
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 49,800

PROJECTED (2030) - 84,300

OPERATING COST IMPACT \$7,000 per year



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 295, MD 100 to I-195 (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2911	0	0	0	0	NHS
CO	0	13880	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction funding includes Federal High Priority Project Funds.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
					.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,486	200	1,388	898	0	0	0	0	0	2,286	0	0		
Right-of-way	3,639	0	10	1,000	660	1,969	0	0	0	3,639	0	0		
Construction	17,793	0	0	1,000	4,872	6,652	5,269	0	0	17,793	0	0		
Total	23,918	200	1,398	2,898	5,532	8,621	5,269	0	0	23,718	0	0		
Federal-Aid	18,779	160	1,118	2,318	4,329	6,763	4,091	0	0	18,619	0	0		

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

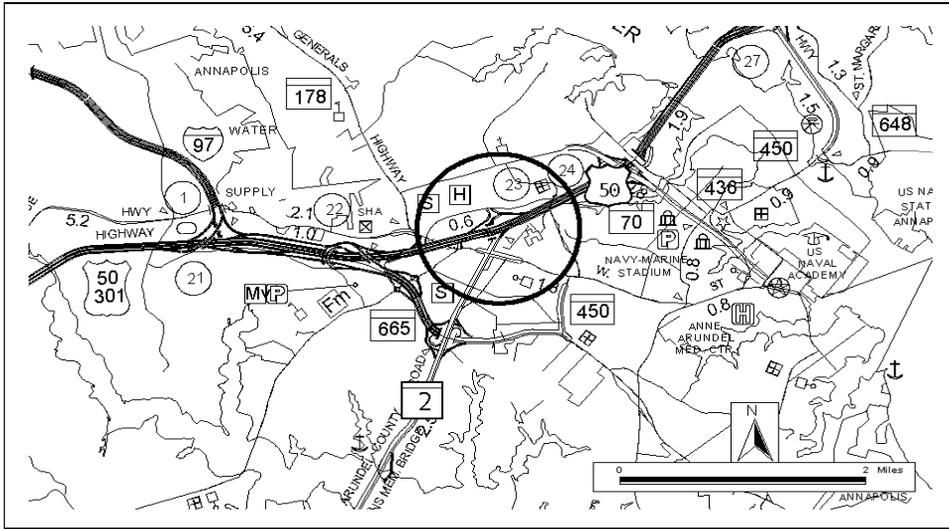
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 88,000

PROJECTED (2030) - 145,200

OPERATING COST IMPACT \$70,000 per year



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Construct additional ramps at the US 50/MD 2 South interchange and provide a connection between the MD 2/MD 450 intersection and Jennifer Road. This project includes a separate, off-road bicycle/pedestrian facility.

JUSTIFICATION: Construction of additional ramp movements will improve the operation of the US 50/MD 2 South interchange. The two-way connection between MD 450 and Jennifer Road will improve traffic circulation in the Parole area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. Anne Arundel County is contributing \$10 million toward the total project cost. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,898	1,898	0	0	0	0	0	0	0	0	0
Right-of-way	867	245	622	0	0	0	0	0	0	622	0
Construction	6,516	2,685	3,831	0	0	0	0	0	0	3,831	0
Total	9,281	4,828	4,453	0	0	0	0	0	0	4,453	0
Federal-Aid	4,891	1,004	3,887	0	0	0	0	0	0	3,887	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

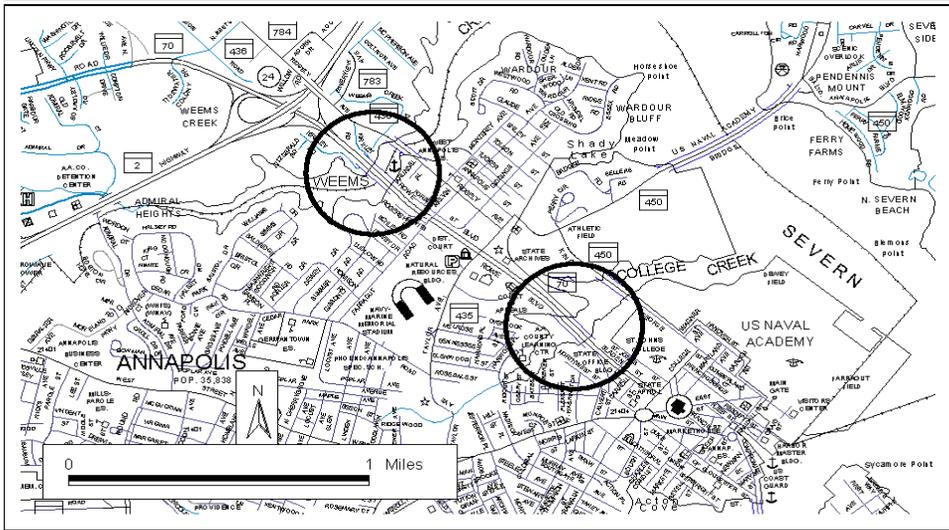
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 117,200

PROJECTED (2030) - 159,900

OPERATING COST IMPACT \$8,000 per year



PROJECT: MD 70, Rowe Boulevard

DESCRIPTION: Bridge 2042 over Weems Creek will be replaced and widened, including a sidewalk on the east side for pedestrians and a wide median to make it compatible with the existing roadway median on either side. Bridge 2043 over College Creek will be rehabilitated, including sidewalks on both sides of the bridge. Sidewalks will be added on the east side of MD 70 from North Bestgate Road to the Farragut Road/Melvin Avenue intersection.

JUSTIFICATION: The existing bridges are in a deteriorated condition and in need of replacement/rehabilitation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,495	2,495	0	0	0	0	0	0	0	0	0
Right-of-way	380	380	0	0	0	0	0	0	0	0	0
Construction	33,210	17,841	10,837	4,532	0	0	0	0	15,369	0	
Total	36,085	20,716	10,837	4,532	0	0	0	0	15,369	0	
Federal-Aid	26,417	14,500	8,387	3,530	0	0	0	0	11,917	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

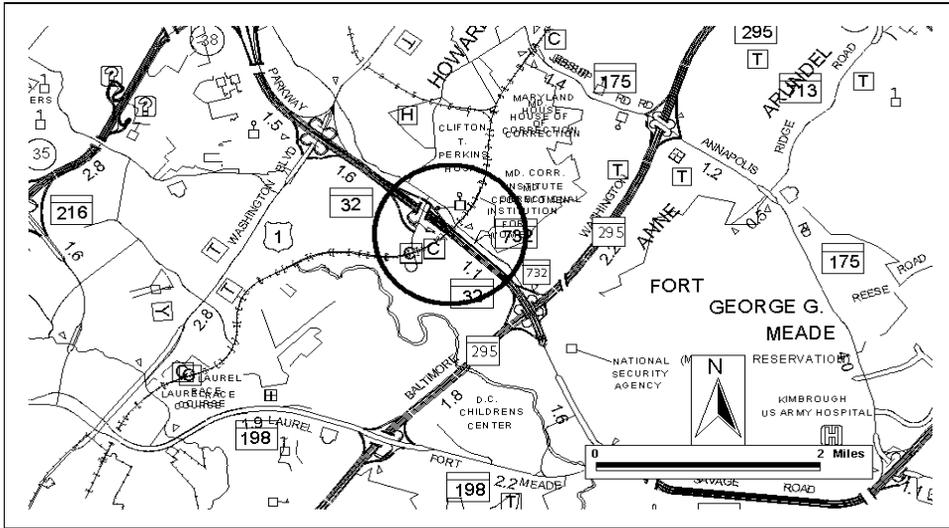
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 42,100

PROJECTED (2030) - 55,500

OPERATING COST IMPACT N/A



PROJECT: MD 732, Guilford Road

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

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction to begin during current fiscal year. SHA, Anne Arundel County and Howard County are sharing the cost of construction. Cost shown is SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction delayed from FY05 to FY06 due to a delay in the acquisition of needed Right-of-way.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005			PROJECT CASH FLOW						
					2006	2007	2008	2009	2010			2011
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	930	0	384	546	0	0	0	0	0	930	0
Total	988	58	384	546	0	0	0	0	0	930	0
Federal-Aid	44	44	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Local

FEDERAL - Local

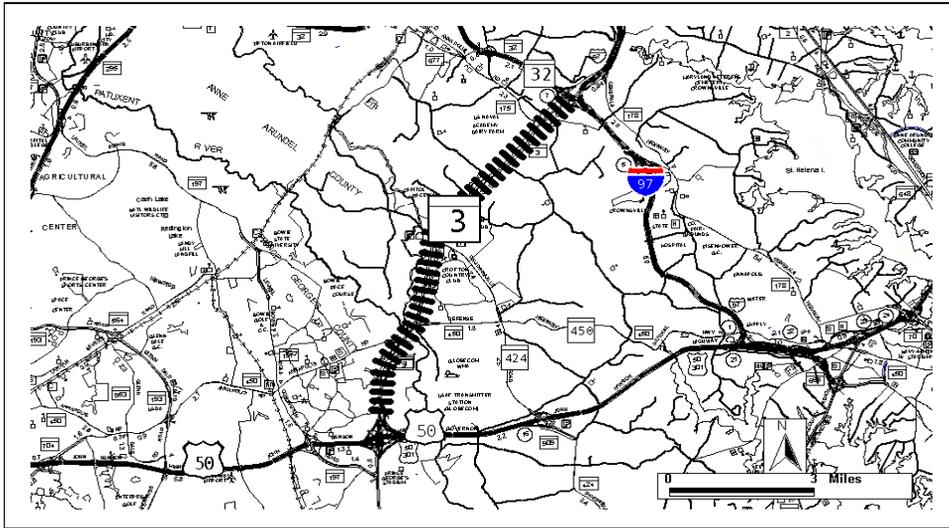
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 11,500

PROJECTED (2030) - 33,250

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Prince George's County - Line 25)
- US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 26)
- US 301, Waldorf Area Project (Prince George's - Line 27)
- MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 32)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.7 million is due to an Advanced Protective Right-of-way Acquisition.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	2,832	2,579	253	0	0	0	0	0	253	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,500	0	500	500	500	0	0	0	1,500	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,332	2,579	753	500	500	0	0	0	1,753	0	
Federal-Aid	1,982	1,805	177	0	0	0	0	0	177	0	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

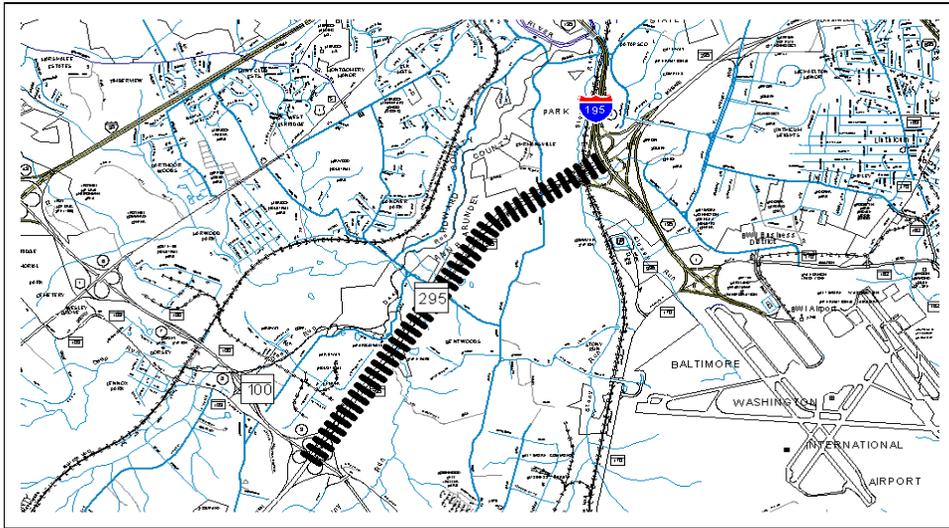
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 70,800

PROJECTED (2030) - 112,800

OPERATING COST IMPACT N/A



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 295, I-695 to I-195 (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	2,500	107	1,100	1,293	0	0	0	0	0	2,393	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,500	107	1,100	1,293	0	0	0	0	0	2,393	0
Federal-Aid	2,000	320	880	800	0	0	0	0	0	1,680	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

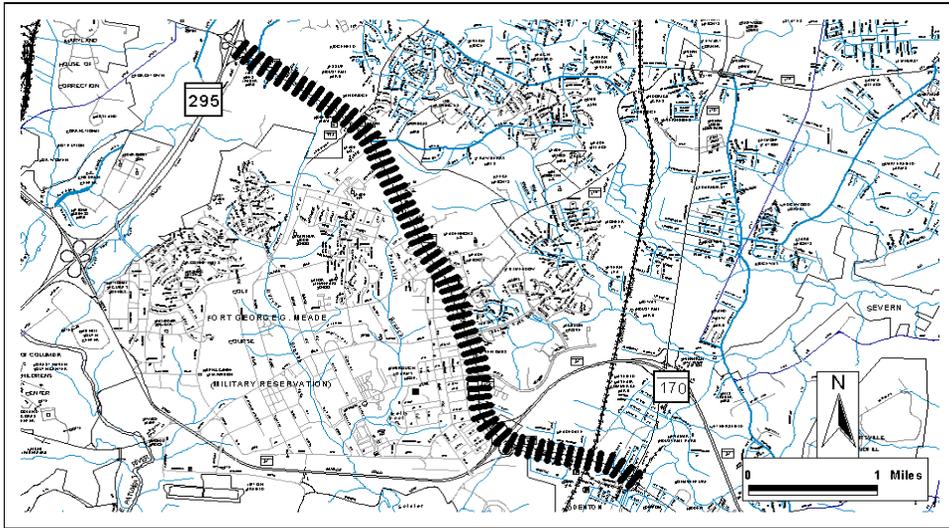
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 92,600

PROJECTED (2030) - 152,800

OPERATING COST IMPACT N/A



PROJECT: MD 175, Annapolis Road

DESCRIPTION: This study will identify traffic flow improvements on MD 175 from MD 295 to MD 170, including a potential interchange at Reece Road (5.2 miles). Bicycles and pedestrian accommodations will be provided where appropriate.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	1927	0	0	0	0	HP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Development and Evaluation Program. Planning includes Federal High Priority Project Funds. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	2,470	0	650	1,350	470	0	0	0	2,470	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	2,470	0	650	1,350	470	0	0	0	2,470	0	
Federal-Aid	1,927	0	507	1,053	367	0	0	0	1,927	0	

FUNCTION:

STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 35,300

PROJECTED (2030) - 50,000-55,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 2	Governor Ritchie Highway; 5th Avenue to MD 270; resurface	1,830	Completed
2	US 50	John Hanson Highway; Prince George's County Line to Admiral Drive; safety and resurface	1,559	Completed
3	MD 100	MD 10 to MD 177; resurface	1,002	Completed
4	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; resurface southbound roadway	819	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	MD 181	Sixth Street; Bridge 2053 over Spa Creek; bridge deck rehabilitation	909	Completed
<u>Safety/Spot Improvement</u>				
6	MD 32	General Aviation Drive to MD 32 eastbound; fencing	84	Completed
7	MD 170	Telegraph Road; at MD 174; resurface northbound roadway, reconstruct shoulders and re-stripe to extend left turn lane	259	Completed
<u>Environmental Preservation</u>				
8	MD 295	Baltimore Washington Parkway; at MD 713F (Arundel Mills Boulevard) interchange; landscape	141	Completed
9	MD 665	Aris T. Allen Boulevard; Vineyard Road to Chinquapin Round Road; landscape	76	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<u>Fiscal Year 2005 Completions (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
10		Weems Creek Restoration - restoration of 1,200 linear feet of stream channels along the Porter Drive Outfall in the Admiral Heights Community of the City of Annapolis	202	Completed
		<u>Fiscal Years 2006 and 2007</u>		
		<u>Resurface/Rehabilitate</u>		
11	MD 2	Governor Ritchie Highway; South of MD 10 to MD 100; resurface	1,622	FY 2006
12	MD 3 SB	Robert Crain Highway; at Cronson Boulevard; resurface	400	FY 2006
13	US 50	John Hanson Highway; south of Haven Road to Severn River Bridge; resurface	7,436	FY 2007
14	MD 170	Belle Grove Road; MD 648 to 10th Street; resurface	600	Under construction
15	MD 175	Annapolis Road; roundabout at MD 677 to Amtrak Railroad bridge; resurface	1,061	Completed
16	MD 198	Laurel Fort Meade Road; Prince George's County Line to MD 295; resurface	2,120	Completed
17	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; resurface northbound roadway	1,229	Completed
		<u>Safety/Spot Improvement</u>		
18	MD 2	Solomons Island Road; at Friendship Road/Sansbury Road; intersection improvements	1,730	FY 2007
19	MD 2	Solomons Island Road; at Brick Church Road/South River Clubhouse Road; realign intersection and provide center turn lane on MD 2	571	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
20	MD 3 BUS	Crain Highway; at Greenbranch Lane; reconstruct median to provide double left turns into Wal-Mart	345	Completed
21	MD 32	From Bridge over MD 3 to NSA Entrance Road over MD 32 and MD 2 from 0.4 mile south of West Campus Drive to West Campus Drive; install new median barriers, rehabilitate existing median barriers and install appropriate end treatments	1,328	Under construction
22	MD 32	At MD 175; interchange modifications (Note: The cost shown represents SHA share of project cost)	300	FY 2006
23	US 50	Blue Star Memorial Highway; at MD 450 interchange; lighting	50	FY 2006
24	US 50	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	72	Under construction
25	I 97	MD 450 to I 695; resurface	9,236	FY 2006
26	I 97	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	130	Under construction
27	MD 100	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	163	Under construction
28	MD 100	At ramp to MD 2 northbound; geometric improvements	360	FY 2006
29	MD 175	Annapolis Road; Rockenbach Road to Disney Road; drainage	342	Completed
30	I 195	Metropolitan Boulevard; various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	53	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
31	MD 450	Defense Highway; MD 424 to Broad Creek; drainage improvements at 6 sites (east of MD 424 approximately 1,000 feet east of Hallmark Road, east of MD 424 approximately 2,000 feet east of Hallmark Road, east of MD 424 approximately 500 feet east of Huntwood Drive, east of MD 424 approximately 500 feet east of Haverford Drive, east of MD 424 approximately 1,300 feet east of the Ridges Gateway and West of Broad Creek approximately 2,000 feet east of I 97)	2,557	Completed
32	MD 450	Defense Highway; MD 424 to Broad Creek; drainage improvements at 3 sites (Approximately 4,500 feet east of the MD 450/MD 424 intersection and two adjacent sites approximately 5,000 feet west of the MD 450/Crownsville Road intersection)	869	Completed
33	MD 468	Shadyside Road; Snug Harbor Road to MD 255 (Phase II); safety improvements	5,489	Under construction
34	I 695	Baltimore Beltway; MD 695 (Anne Arundel County) to MD 695 (Baltimore County); replace turndown end treatments and upgrade traffic barriers	798	Under construction
35	MD 710	Ordnance Road; at Chesapeake Center Drive/Arundel Corporation Road; widen eastbound roadway to provide separate right turn lane and modify signal phasing	330	Completed
<u>Community Safety and Enhancements</u>				
36	MD 170	Belle Grove Road; 10th Street to MD 648 in Pumphrey; urban street reconstruct	5,491	FY 2007
37	MD 256	Deale Churchton Road; at MD 258; streetscape/roundabout	1,651	FY 2006
38	MD 648	Baltimore Annapolis Boulevard; Dorsey Road to MD 10 and MD 3 Business (Crain Highway) from 8th Avenue to Aquahart Road in Glen Burnie; streetscape (Funded for preliminary engineering only)	800	FY 2006
<u>Streetscapes and Minor Reconstruction</u>				
39		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Traffic Management</u>				
40	MD 175	Annapolis Road; MD 170 to Reece Road; signal systemization	1,300	FY 2007
<u>Environmental Preservation</u>				
41	MD 2	Governor Ritchie Highway; median of MD 2 from US 50 to Cypress Creek Road in Severna Park; landscaping	137	FY 2006
42	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscaping	114	FY 2006
43	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	FY 2006
<u>Commuter Action Improvements</u>				
44	MD 665	At MTA Park and Ride Lot on Harry S. Truman Parkway; expand existing ridesharing facility	1,061	Under construction
<u>Intersection Capacity Improvements</u>				
45	MD 424	Davidsonville Road; at MD 214; widen southbound MD 424 to provide separate turn lanes	794	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
46		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction	500	FY 2007
<u>Environmental Mitigation</u>				
47		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 2007

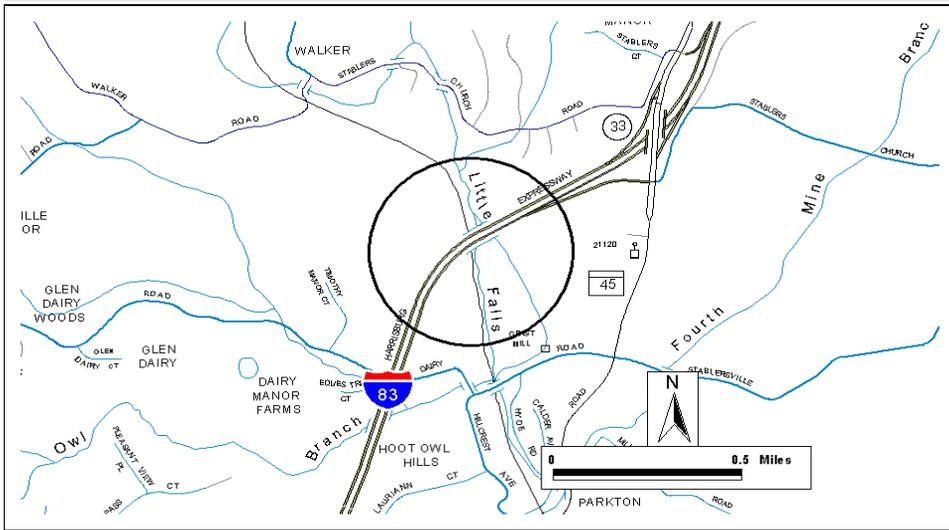
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Environmental Mitigation (cont'd)</u>				
48		Stony Run Fish Passage and Stream Enhancement; 2 locations along Stony Run restoration of fish passages; environmental mitigation	711	FY 2007
49		Stormwater Management; for four existing stormwater management infiltration basins along US 50; conversion of infiltration basins to treat additional stormwater runoff; environmental mitigation	412	FY 2007
50		Functional Enhancement of Stormwater Management Facilities in Anne Arundel County - improvements to 28 existing stormwater management facilities	1,363	FY 2006
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
51		London Town Visitor's Center & Museum - construct a Visitor's Center and Museum at Historic London Town and Gardens in Edgewater	2,647	Underway



Baltimore



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 3211 over the North Central Railroad Trail and Little Falls.

JUSTIFICATION: This project will replace the existing deteriorated bridges and provide increased structural and traffic safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
					.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	330	325	5	0	0	0	0	0	0	0	5	0
Right-of-way	28	25	3	0	0	0	0	0	0	0	3	0
Construction	11,016	4,313	4,877	1,826	0	0	0	0	0	0	6,703	0
Total	11,374	4,663	4,885	1,826	0	0	0	0	0	0	6,711	0
Federal-Aid	9,055	3,696	3,898	1,461	0	0	0	0	0	0	5,359	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Principal Arterial

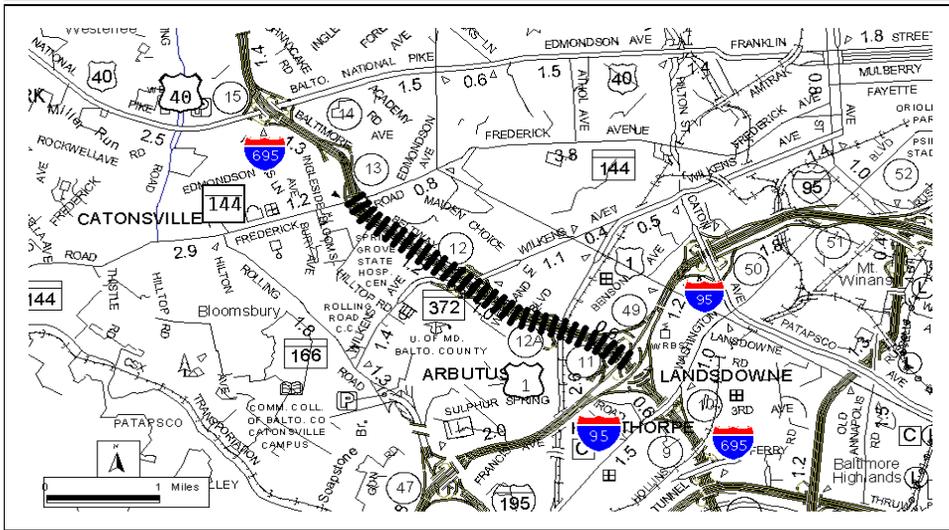
STATE SYSTEM: Interstate

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 48,000

PROJECTED (2030) - 79,200

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Constructed an additional southbound lane (Outer Loop) on I-695 from south of MD 144 to I-95. Also included the reconstruction of the US 1 bridge (2.90 miles).

JUSTIFICATION: This project provided additional capacity and improved safety and operations for this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, I-95 to MD 122 (Line 8)
I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$2.9 million is due to the removal of unforeseen concrete, additional drainage needs, grinding and resurfacing of a cracked roadway.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,499	3,499	0	0	0	0	0	0	0	0	0
Right-of-way	6,950	3,234	1,981	1,735	0	0	0	0	0	3,716	0
Construction	60,445	58,318	2,127	0	0	0	0	0	0	2,127	0
Total	70,894	65,051	4,108	1,735	0	0	0	0	0	5,843	0
Federal-Aid	62,040	56,842	3,636	1,562	0	0	0	0	0	5,198	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

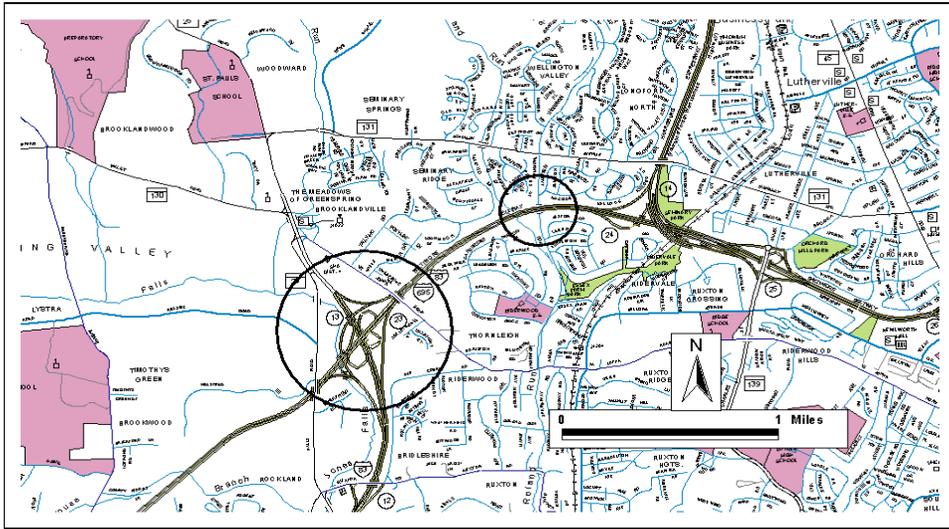
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 178,700

PROJECTED (2030) - 257,100

OPERATING COST IMPACT \$20,000 per year



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Widen and reconstruct the I-695 bridges over MD 25A and Joppa Road, including deck replacement on the Inner Loop bridge over Thornton Road and replacement of the ramp bridge to southbound I-83.

JUSTIFICATION: This project will provide for future Beltway widening to improve the capacity, operation and safety of this segment of I-695.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, Interchange at MD 45 (Line 4)
- I-695, I-83(JFX) to I-95 (Line 9)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,588	1,588	0	0	0	0	0	0	0	0
Right-of-way	213	121	59	33	0	0	0	0	0	92
Construction	20,161	14,576	5,585	0	0	0	0	0	0	5,585
Total	21,962	16,285	5,644	33	0	0	0	0	0	5,677
Federal-Aid	18,345	13,410	4,935	0	0	0	0	0	0	4,935

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

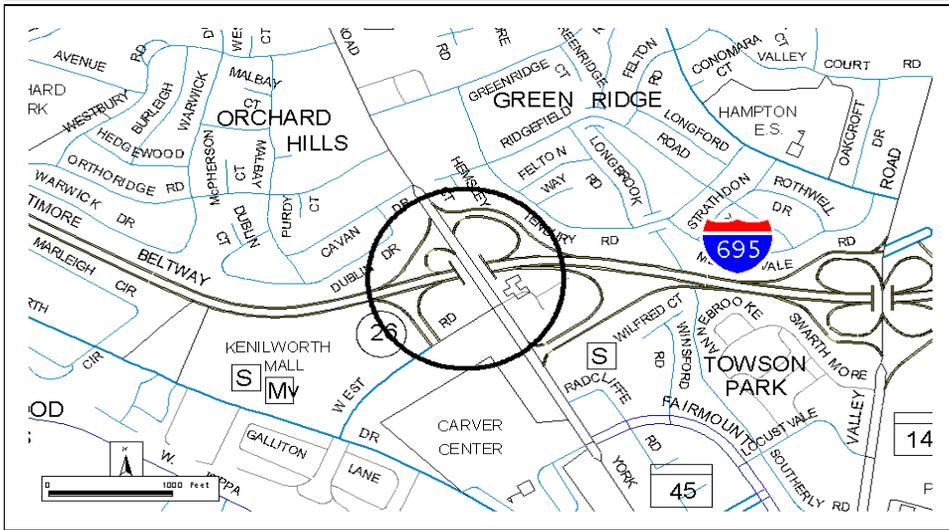
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 182,000

PROJECTED (2030) - 238,900

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Reconstruction of the existing MD 45 (York Road) interchange. Sidewalks included where appropriate. Wide outside lanes on the MD 45 bridge provided to accommodate bicycles.

JUSTIFICATION: This project provides additional capacity and improves safety and operations for this segment of I-695 and the MD 45 interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, Bridges at MD 25A (Line 3)
- I-695, I-83(JFX) to I-95 (Line9)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,032	1,032	0	0	0	0	0	0	0	0	0
Right-of-way	616	535	67	14	0	0	0	0	0	81	0
Construction	15,180	11,606	3,574	0	0	0	0	0	0	3,574	0
Total	16,828	13,173	3,641	14	0	0	0	0	0	3,655	0
Federal-Aid	14,519	11,549	2,958	12	0	0	0	0	0	2,970	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

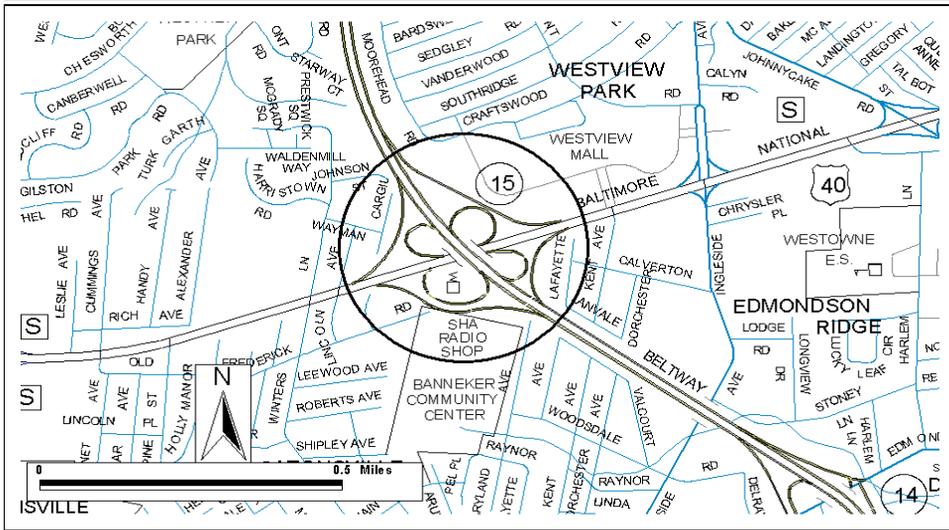
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 158,400 (I-695)
59,600 (MD 45)

PROJECTED (2030) - 201,300 (I-695)
83,750 (MD 45)

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project includes the removal of the northwest and southeast loop ramps of the existing clover leaf interchange. The project also includes the construction of spur ramps from I-695 Outer Loop to westbound US 40, US 40 eastbound to I-695 Inner Loop and US 40 westbound to I-695 Outer Loop.

JUSTIFICATION: This project is needed to improve the safety and operational issues associated with this interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, MD 144 to I-95 (Line 2)
- I-695, I-95 to MD 122 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	676	676	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,933	1,080	3,853	0	0	0	0	0	3,853	0	0
Total	5,609	1,756	3,853	0	0	0	0	0	3,853	0	0
Federal-Aid	4,518	966	3,552	0	0	0	0	0	3,552	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Interstate

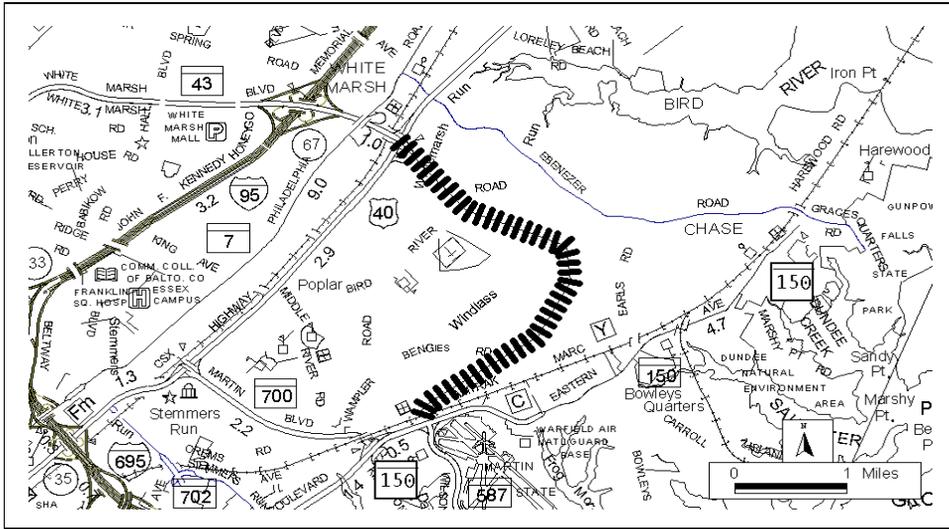
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 188,300

PROJECTED (2030) - 266,600

OPERATING COST IMPACT N/A



PROJECT: MD 43 Extended

DESCRIPTION: Construct an access controlled highway between MD 150 and US 40. Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles (3.60 miles).

JUSTIFICATION: Significant economic growth is planned for the Middle River Employment Center area that cannot be accommodated with the existing transportation network. In order for this development to occur as Baltimore County has planned, additional access is needed.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. County and State split PP and PE costs and County contributed \$12.0 million towards Right-of-way. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.3 million is due to additional grading and repairs to existing bridges added to the project with the addition of the MD 43/Campbell Blvd. Intersection work.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				
				2008.....2009.....2010.....			.....2011.....
Planning	1,425	1,425	0	0	0	0	0	0	0
Engineering	1,957	1,957	0	0	0	0	0	0	0
Right-of-way	9,471	3,093	4,618	1,760	0	0	0	6,378	0
Construction	42,113	31,536	5,525	5,052	0	0	0	10,577	0
Total	54,966	38,011	10,143	6,812	0	0	0	16,955	0
Federal-Aid	38,646	23,650	8,739	6,257	0	0	0	14,996	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Urban Principal Arterial

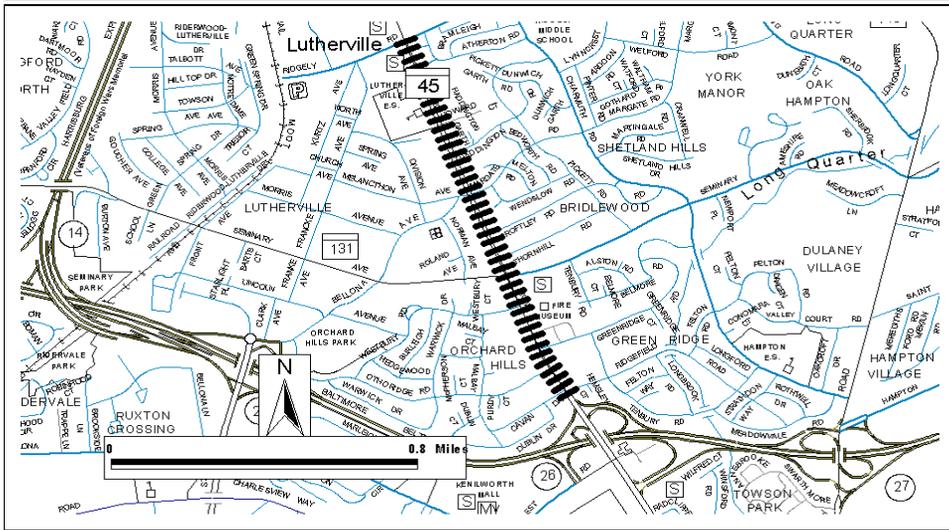
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,300 (Ebenezer Road)

PROJECTED (2030) - 56,800

OPERATING COST IMPACT \$18,000 per year



PROJECT: MD 45, York Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, Interchange at MD 45 (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1278	0	0	0	0	NHS
CO	6864	0	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction includes Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,977	1,441	436	100	0	0	0	0	0	536	0
Right-of-way	1,597	0	1,200	397	0	0	0	0	0	1,597	0
Construction	8,800	0	0	6,052	2,748	0	0	0	0	8,800	0
Total	12,374	1,441	1,636	6,549	2,748	0	0	0	0	10,933	0
Federal-Aid	8,141	0	3,103	5,038	0	0	0	0	0	8,141	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

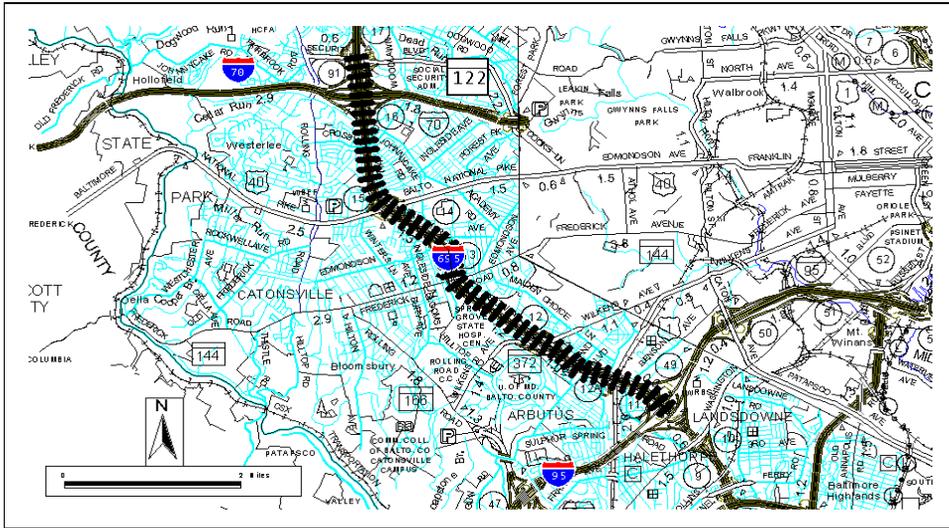
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 44,500

PROJECTED (2030) - 62,400

OPERATING COST IMPACT \$1,400 per year



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, I-95 to MD 144 (Line 2)
- I-695, Interchange at US 40 (Line 5)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	2144	0	0	0	HP
RW	0	0	1296	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$36.1 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering and Right-of-way for the segment from MD 144 to Ingleside Ave.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0	0
Engineering	13,795	9,802	534	2,500	959	0	0	0	0	0	3,993	0
Right-of-way	1,994	290	0	42	831	831	0	0	0	0	1,704	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	17,215	11,518	534	2,542	1,790	831	0	0	0	0	5,697	0
Federal-Aid	11,172	6,861	374	1,893	1,396	648	0	0	0	0	4,311	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

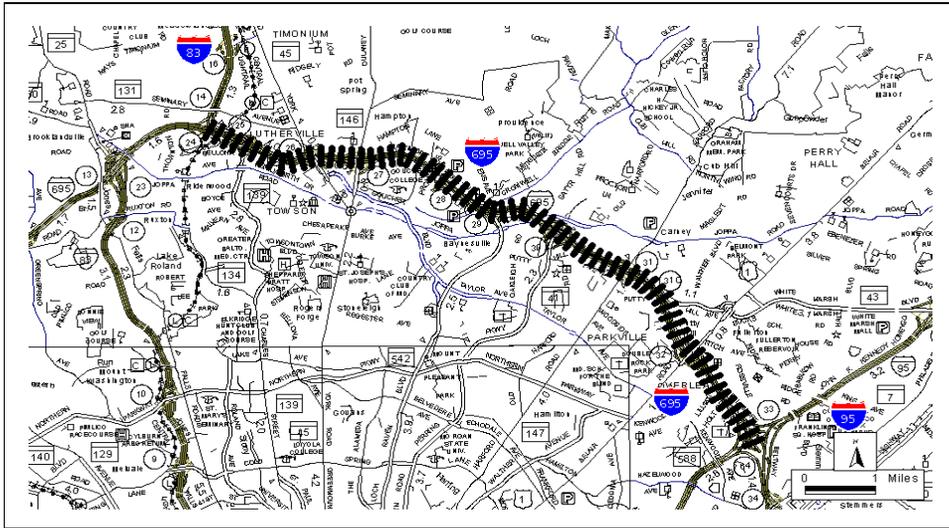
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 207,400

PROJECTED (2030) - 285,600

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) (11.38 miles).

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, Interchange at MD 25A (Line 3)
- I-695, Interchange at MD 45 (Line 4)
- I-695, Noise Barriers (System Preservation Program)

STATUS: Partial Engineering underway for the segment from MD 41 to MD 147 and the Charles Street interchange. An additional \$43.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering for the Interchange at Charles Street.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	3792	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				
				2008.....2009.....2010.....			.....2011.....
Planning	1,515	1,515	0	0	0	0	0	0	0
Engineering	13,369	4,743	2,985	3,468	2,173	0	0	0	8,626
Right-of-way	16	16	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	14,900	6,274	2,985	3,468	2,173	0	0	0	8,626
Federal-Aid	10,110	4,239	1,715	2,461	1,695	0	0	0	5,871

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

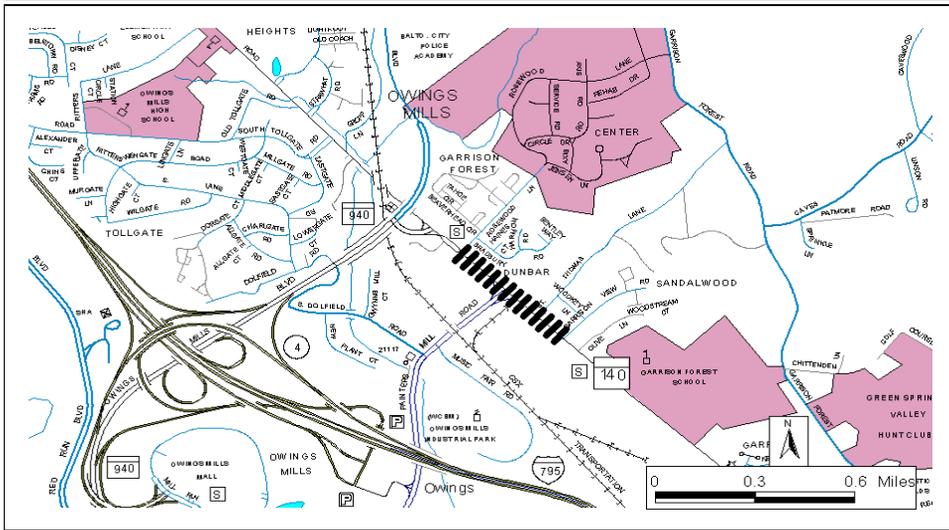
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 176,900

PROJECTED (2030) - 233,700

OPERATING COST IMPACT N/A



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to the railroad tracks. Bicycle and pedestrian improvements will be provided where appropriate.

JUSTIFICATION: This project would improve access to the proposed transit oriented development at the Owings Mills Metro Station and the Owings Mills Town Center and provide additional capacity for the planned development in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2010			YEAR 2011
					.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,492	381	500	445	166	0	0	0	0	1,111	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,492	381	500	445	166	0	0	0	0	1,111	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

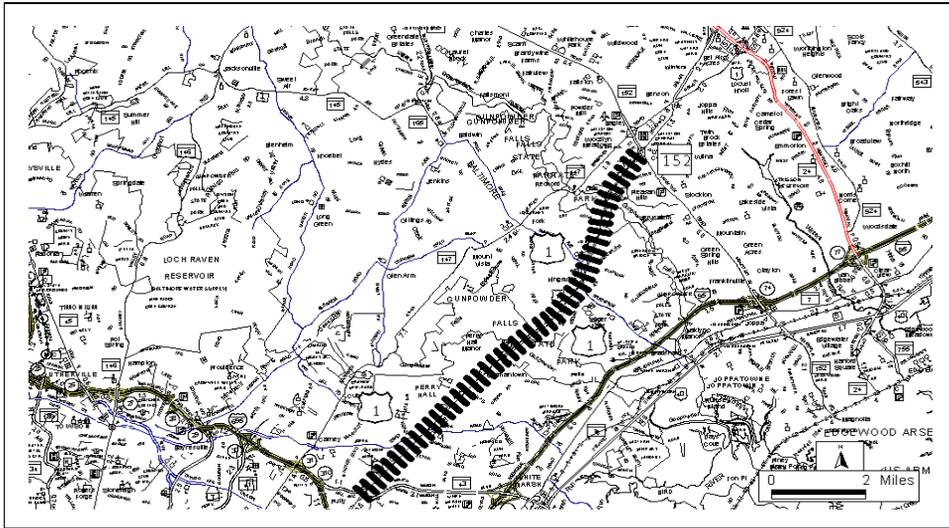
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 44,450 (MD 140)

PROJECTED (2030) - 75,400 (MD 140)

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 34,600

PROJECTED (2030) - 57,100

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Belair Road; Baltimore City Line to Overton Avenue; resurface	329	Completed
2	MD 30	Hanover Pike; MD 128 to MD 91; resurface	1,314	Completed
3	US 40	Pulaski Highway; Ebenezer Road to Days Cove Road; resurface westbound roadway	970	Completed
4	MD 41	Perring Parkway; Joppa Road to Waltham Woods Road; resurface	96	Completed
5	MD 45	York Road; Warren Road to MD 145; resurface	33	Completed
6	MD 88	Blackrock Road; Mt. Zion Road to MD 25 (Falls Road); resurface	1,086	Completed
7	MD 91	Emory Road; Carroll County Line to MD 30; resurface	46	Completed
8	MD 129 A	Radio Tower Drive; MD 129 to Stevenson Road; resurface	86	Completed
9	MD 137	Mt. Carmel Road; I 83 to Gunpowder Road; resurface	1,005	Completed
10	MD 151	North Point Boulevard; ramps at MD 150; resurface	192	Completed
11	I 695	Baltimore Beltway; ramps to Hollins Ferry Road; resurface	98	Completed
12	I 695	Baltimore Beltway; south of Old Court Road overpass to north of MD 140; resurface	1,878	Completed
13	MD 695	Baltimore Beltway; ramps at MD 7; resurface	50	Completed
14	MD 695	Baltimore Beltway; ramp on and off MD 151; resurface	69	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
15	MD 695	Baltimore Beltway; Baltimore City Line to Dunhill Road; resurface	144	Completed
16	MD 695 A	Baltimore Beltway; Beginning of SHA maintenance to Maryland Avenue; resurface	48	Completed
<u>Safety/Spot Improvement</u>				
17	MD 140	Reisterstown Road; at Franklin Boulevard; widening for additional center lane/skid surface	619	Completed
18	MD 158	Sparrows Point Boulevard; MD 151B to end of SHA maintenance; interchange lighting	225	Completed
19	I 695	Baltimore Beltway; at I 95; interchange lighting	55	Completed
<u>Environmental Preservation</u>				
20	I 83	Harrisburg Expressway; at Shawan Road Interchange; landscape	345	Completed
<u>Sidewalks</u>				
21	MD 7	Philadelphia Road; entrance to Golden Ring Mall to Fontana Lane; retrofit sidewalks - 1,150 linear feet	52	Completed
22	MD 150	Eastern Avenue; Bowley's Quarters Road to Tidewater Lane; retrofit sidewalks - 3,150 linear feet	202	Completed
23	MD 542	Loch Raven Boulevard; Loch Hill Road to Hillen Road; retrofit sidewalk - 1,270 linear feet	57	Completed
<u>Intersection Capacity Improvements</u>				
24	MD 146	Jarrettsville Pike; at Dulaney Valley Road; remove channelization island from westbound approach, re-stripe intersection to provide double westbound left turns	704	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
25	MD 25	Falls Road; Baltimore City Line to Old Court Road; resurface	1,414	Completed
26	US 40	Pulaski Highway; Martin Boulevard to Ebenezer Road; resurface westbound roadway	1,617	Under construction
27	US 40	Pulaski Highway; Baltimore City Line to Chesaco Avenue; resurface	1,706	Under construction
28	MD 45	York Road; Bridge 3043 over Beaver Dam Run to Thornton Mill Road; safety and resurface	1,672	Under construction
29	MD 128	Butler Road; MD 30 (Old Hanover Road) to Worthington Avenue; resurface	1,680	Completed
30	MD 140	Reisterstown Road; I 795 to the Carroll County Line; resurface	1,725	Under construction
31	MD 166	Rolling Road; Frederick Road to Bloomsbury Avenue; improve safety and traffic operations	802	FY 2007
<u>Bridge Replacement/Rehabilitation</u>				
32	I 195	Metropolitan Boulevard; Francis Avenue to CSX Railroad; bridge deck overlays on 4 bridges	1,811	Under construction
33	MD 695	Baltimore Beltway; Back River to Morse Lane; bridge deck overlays on 12 bridges	11,661	Under construction
34	MD 695	Baltimore Beltway; Bridge 3257 over Chesaco Avenue; rehabilitate bridge and provide superelevation around curve on northbound roadway	3,368	Under construction
35	MD 695/151	Baltimore Beltway/North Point Road; various bridges along MD 695 and MD 151; bridge rehabilitation	4,108	Under construction
36	MD 702/695	Southeast Boulevard/Baltimore Beltway; rehabilitation of decks on 18 bridges along MD 702 and MD 695	6,100	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
37	US 1	Belair Road; at New Cut Road; intersection improvements	123	FY 2006
38	US 1	Belair Road; at Mt. Vista Road; widen to provide left turn lanes and at Sunshine Avenue/Bradshaw Road; geometric improvements	1,237	Under construction
39	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	3,142	FY 2006
40	US 40	Pulaski Highway; MD 43 to Ebenezer Road; widen roadway and bridge over Honeygo Run to provide an additional through lane westbound, resurfacing, drainage improvements and traffic barrier upgrades	1,748	FY 2006
41	US 40	Pulaski Highway; at Middle River Road; widen and re-stripe to provide a third through lane eastbound, reconstruct median to provide double left turn lanes westbound and widen Middle River Road to provide two southbound through lanes and double right turn lanes northbound	2,073	FY 2007
42	I 70	Eastbound at ramp to I 695 northbound; widen existing ramp to provide 2 lanes	1,473	Under construction
43	I 83	Harrisburg Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	14	Under construction
44	I 83	Harrisburg Expressway; (northbound) south of Seminary Avenue to south of Timonium Road; widen to add lane and construct noise barrier for community of Country Club Park	7,300	Completed
45	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 interloop for both ramps from I 95 northbound and southbound by eliminating lane number 3 along I 695 innerloop prior to I 05 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695 and provide an optional double lane left exit along I 95 northbound at I 695 (Funded for preliminary engineering only)	694	PE Underway
46	I 95	At I 195 interchange; adjust cross slope of northbound I 95 median shoulder and widen northbound I 95 to increase the length of the acceleration lane from eastbound I 195 ramp	1,782	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
47	MD 140	Reisterstown Road; Tollgate Road to Ritters Lane; geometric improvements	150	Completed
48	MD 150	Eastern Boulevard; at Taylor Avenue; reconstruct median and provide left turn lanes	438	Completed
49	I 195	Metropolitan Boulevard; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	77	Under construction
50	I 695	Baltimore Beltway; MD 695 (Anne Arundel County) to MD 695 (Baltimore County); replace turndown end treatments and upgrade traffic barriers	700	Completed
51	I 695	Baltimore Beltway; Inner loop ramp to Greenspring Avenue; widen existing ramp to provide 2 left turn lanes and 1 right turn lane (Funded for preliminary engineering only)	137	PE Underway
52	I 695	Baltimore Beltway; Roland Run stabilization at Charles Street; drainage improvement	463	FY 2006
53	I 795	Northwest Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	139	Under construction
54	I 795	Northwest Expressway; at I 695; geometric improvements (Funded for preliminary engineering only)	100	PE Underway
<u>Community Safety and Enhancements</u>				
55	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only)	200	Concepts Underway
56	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	14,045	FY 2007
57	MD 45	York Road; north of Northern Parkway to Stevenson Lane in Anneslie; streetscape (Baltimore City portion of project is in Maryland Transit Administration program)	5,720	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
58	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering and right-of-way only. Right-of-way to start in FY 2007.)	500	PE Underway
59	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary engineering only)	600	PE Underway
60	MD 147	Harford Road; Baltimore City Line to Joppa Road in Parkville; streetscape	10,148	FY 2007
61	MD 150	Eastern Boulevard; at Bridge 3096 over Middle River; aesthetic improvements	218	Under construction
62	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)	500	PE Underway
63	MD 151	North Point Boulevard; Morse Lane to Wise Avenue; streetscape (Note: The cost shown represents SHA share of project cost)	2,332	Completed
<u>Environmental Preservation</u>				
64	MD 43 EXT	White Marsh Boulevard; US 40 to MD 150; reforestation	236	Completed
65	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscape	159	FY 2006
66	I 695	Baltimore Beltway; 1,500 feet east of Stevenson Road to MD 25 (Falls Road); landscape	238	Completed
<u>Intersection Capacity Improvements</u>				
67	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements (Funded for preliminary engineering only)	521	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
68	MD 7	Philadelphia Road; at Raphel Road; bypass lane	623	FY 2007
69	US 40	Baltimore National Pike; Pine Street to east of Winter's Lane; provide 3rd lane for eastbound and westbound	1,777	FY 2007
70	MD 45	York Road; at Timonium Road; intersection improvements	598	FY 2007
71	MD 45	York Road; at Padonia Road; widen to provide double left turn lanes northbound and maintain existing sidewalk	530	Completed
72	MD 146	Jarrettsville Pike; at MD 145 (Paper Mill Road); widen northbound MD 146 and eastbound MD 145 to provide additional through lanes	1,277	FY 2007
73	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	275	PE Underway
74	I 695	Baltimore Beltway (outer loop); MD 7 to I 95; geometric improvements	833	FY 2006
75	MD 702	Southeast Boulevard; at Hyde Park Road; construct roundabout (Dependent on traffic study)	1,993	FY 2006
76	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements (Funded for preliminary engineering only)	218	PE Underway
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
77		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Historic Preservation</u>				
78		North Point Battlefield; Dundalk area acquisition of 9 acre parcel that is historically significant to the War of 1812; historic preservation	1,500	Underway
79		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	FY 2006
<u>Environmental Mitigation</u>				
80		Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites	475	FY 2006
81		MD 139 tributary to Towson Run Stabilization - stream stabilization of tributary to Towson Run along MD 139 (Charles Street) near the Greater Baltimore Medical Center.	452	FY 2006



Baltimore City

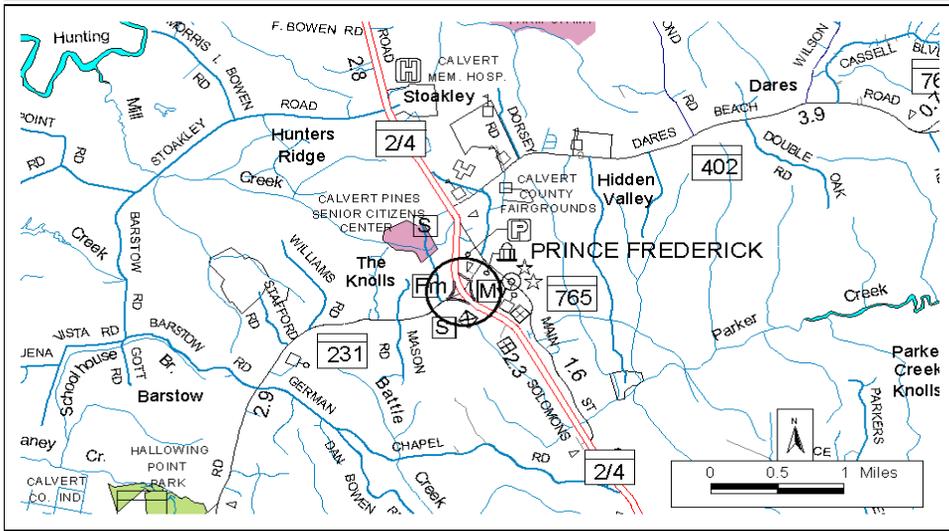
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2005
		<u>Fiscal Year 2005 Completions</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
1		Baltimore Promenade - Frederick Douglass/Isaac Myers Park - construction of a segment of the Baltimore Waterfront Promenade	1,049	Completed
2		Gwynns Falls Trail Phase III - construction of a five mile section of the Gwynns Falls Trail from Carroll Park to the Baltimore Inner Harbor	1,500	Completed
		<u>Fiscal Years 2006 and 2007</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
3		Jones Falls Trail - Phase III - construct a 2.75 mile extension of the Jones Falls Trail through Druid Hill Park to the Woodberry Light Rail stop	800	FY 2007
4		Baltimore Promenade - Union Wharf - construction of a segment of the Baltimore Waterfront Promenade at 901-933 South Wolfe Street in Fells Point	1,708	FY 2006
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
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 2007
6		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop	1,000	FY 2007
7		Mount Royal Station Renovation - rehabilitation of the 1896 B&O Station and Train Shed	896	FY 2007



Calvert



PROJECT: MD 2/4, Solomons Island Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	10741	0	0	NHS

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$2.2 million is due to a more detailed estimate and unit cost increases.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	893	597	237	47	12	0	0	0	296	
Right-of-way	8,800	669	3,815	3,835	481	0	0	0	8,131	
Construction	13,770	0	0	0	5,200	3,459	3,321	1,790	13,770	
Total	23,463	1,266	4,052	3,882	5,693	3,459	3,321	1,790	22,197	
Federal-Aid	10,741	0	0	0	4,056	2,698	2,591	1,396	10,741	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

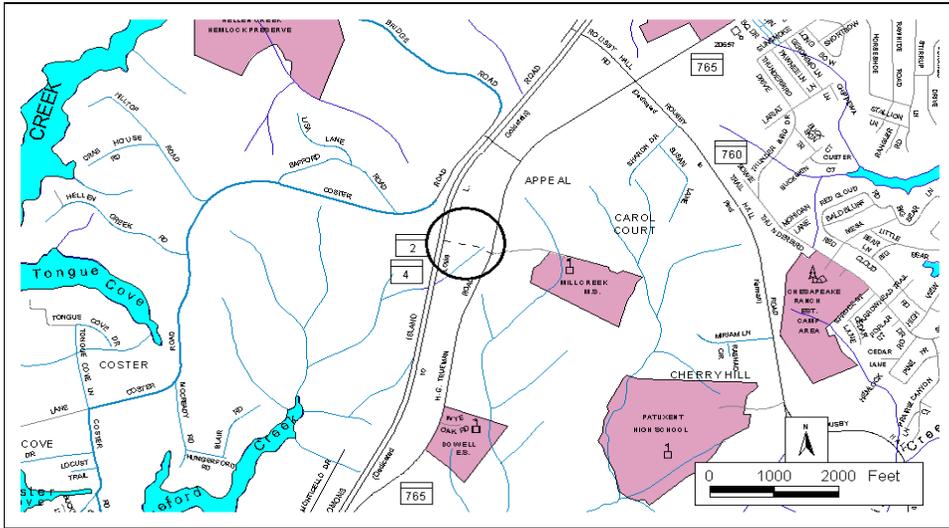
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 41,900

PROJECTED (2030) - 75,850

OPERATING COST IMPACT \$1,500 per year



PROJECT: MD 2/4, Lusby Connector

DESCRIPTION: Construct a new east-west roadway connection from MD 765 to MD 2/4 in Lusby (0.15 miles). This project will be developed in coordination with the county's "Southern Connector Road".

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Construction Program from the Development and Evaluation Program.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,542	15	1,342	185	0	0	0	0	0	1,527	0
Right-of-way	842	0	10	370	113	349	0	0	0	842	0
Construction	9,067	0	0	632	4,595	3,840	0	0	0	9,067	0
Total	11,451	15	1,352	1,187	4,708	4,189	0	0	0	11,436	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Principal Arterial

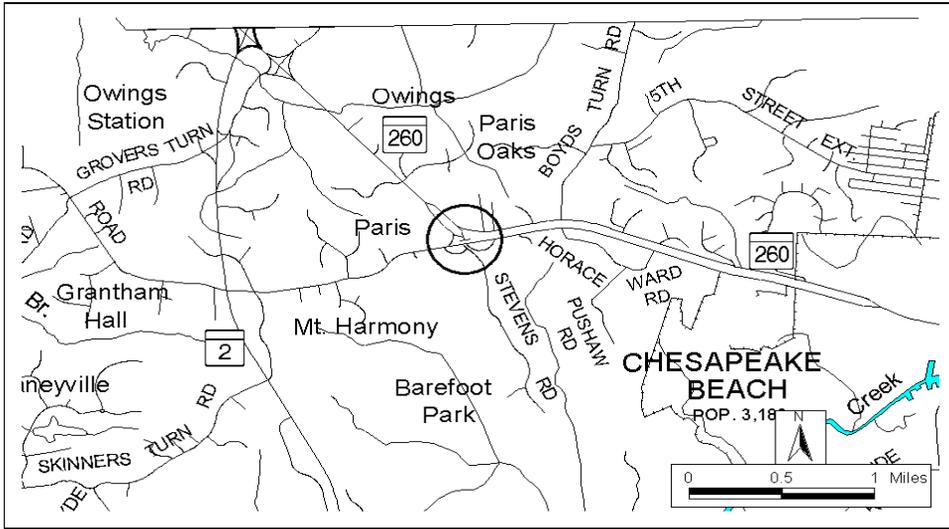
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A



PROJECT: MD 260, Chesapeake Beach Road

DESCRIPTION: Replaced the Mt. Harmony Road Bridge 4022 over MD 260. Shoulders accommodate pedestrians and bicycles.

JUSTIFICATION: The old bridge was structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$0.5 million is due to an unfavorable bid price.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR TO COMPLETE		
				.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	360	360	0	0	0	0	0	0	0	0	0	
Right-of-way	8	4	4	0	0	0	0	0	0	4	0	
Construction	1,837	426	1,411	0	0	0	0	0	0	1,411	0	
Total	2,205	790	1,415	0	0	0	0	0	0	1,415	0	
Federal-Aid	1,457	339	1,118	0	0	0	0	0	0	1,118	0	

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

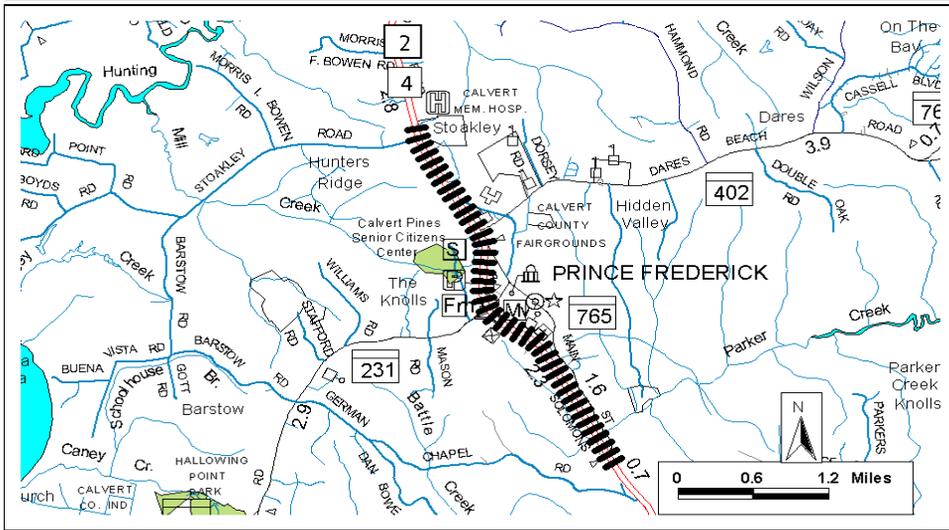
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 6,900

PROJECTED (2030) - 11,600

OPERATING COST IMPACT N/A



PROJECT: MD 2/4, Solomons Island Road

DESCRIPTION: Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, to a 6 lane divided highway with auxiliary lanes (3.79 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 2/4, MD 231 Intersection (Line 1)
- MD 2/4, MD 264 to MD 258 (System Preservation Program)
- Prince Frederick Boulevard (County Project)

STATUS: Engineering on hold. An additional \$2.4 million is needed to complete Engineering and an additional \$29.8 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR THRU 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2008	2009	2010	2011		
Planning	1,969	1,969	0	0	0	0	0	0	0	
Engineering	1,351	1,351	0	0	0	0	0	0	0	
Right-of-way	644	644	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	3,964	3,964	0	0	0	0	0	0	0	
Federal-Aid	1,548	1,548	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 48,150

PROJECTED (2030) - 83,600

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 2/4	Solomons Island Road; Dowell Road to MD 765 (St. Leonard Road); resurface	4,415	Completed
2	MD 2/4	Solomons Island Road; Thomas Johnson Bridge to Dowell Road; resurface	1,042	Completed
<u>Traffic Management</u>				
3	MD 2/4	Solomons Island Road; Oakfield Lane to Stoakley Road; systemization	1,200	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 2/4	Solomons Island Road; MD 263 to Cox Road; resurface	1,029	FY 2006
5	MD 4	Southern Maryland Boulevard; Cortland Lane to Drury Lane; resurface southbound roadway	1,806	Under construction
6	MD 231	Church Street; Heritage Boulevard to MD 765A (Main Street); resurface	150	Completed
<u>Safety/Spot Improvement</u>				
7	MD 2/4	Solomons Island Road; at MD 263; geometric improvements	1,315	FY 2007
8	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane (Funded for preliminary engineering only)	150	PE Underway
9	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane	60	FY 2006

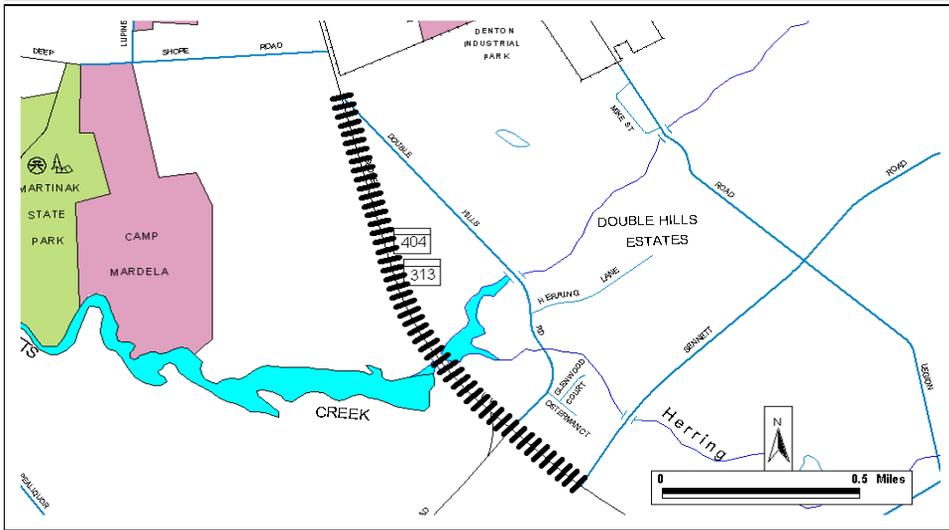
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
10	MD 261	Bayside Road; First Street to Old Bayside Road and MD 260 from MD 261 to Cox Road in Chesapeake Beach; streetscape	4,234	FY 2006
11	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 and preliminary engineering only. Preliminary engineering to begin in FY 2006.)	500	Concepts Underway
<u>Environmental Preservation</u>				
12	MD 765	St. Leonard Road; Trueman Drive at Calvert County mitigation site search; reforestation	69	FY 2006
<u>Sidewalks</u>				
13	MD 2	Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median	46	FY 2006
<u>Access Controls</u>				
14	MD 2/4	Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls	1,143	FY 2006
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
15		Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over Fishing Creek and boardwalks	1,630	FY 2006



Caroline



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgrade existing MD 404 to a 4 lane divided highway with access controls from south of Double Hills Road to east of MD 16 South (1.0 mile). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will supplement the Denton Bypass. It is proposed to eliminate traffic congestion caused by high seasonal peaks associated with summer resort traffic and improve safety and service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 404, US 50 to MD 404 Business (Line 3)
- MD 404, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	10413	0	0	0	0	TCSP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,420	1,044	376	0	0	0	0	0	0	0	0	0	376
Right-of-way	3,234	808	1,038	927	461	0	0	0	0	0	0	0	2,426
Construction	12,395	0	2,073	5,950	4,372	0	0	0	0	0	0	0	12,395
Total	17,049	1,852	3,487	6,877	4,833	0	0	0	0	0	0	0	15,197
Federal-Aid	13,448	1,360	2,667	5,502	3,919	0	0	0	0	0	0	0	12,088

FUNCTION:

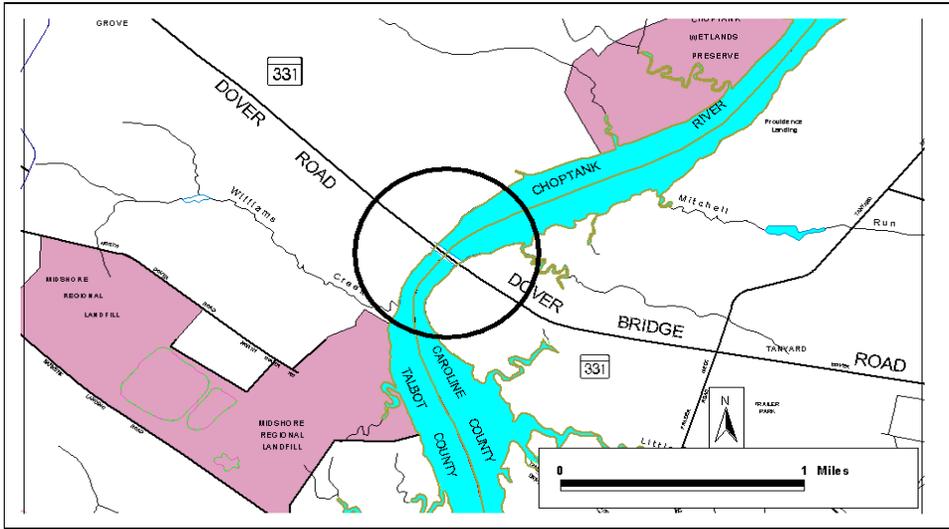
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - 15,300
20,300 (Summer)
- PROJECTED (2030) - 23,700
29,800 (Summer)

OPERATING COST IMPACT \$7,800 per year



PROJECT: MD 331, Dover Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	833	0	NHS
CO	0	0	0	33368	0	NHS/HP

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost decrease of \$1.0 million is due to reduced inflation. Construction includes Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	2	825	974	974	825	0	0	3,598	0
Right-of-way	1,042	0	0	0	0	116	810	116	1,042	0
Construction	42,781	0	0	0	0	0	10,698	21,396	32,094	10,687
Total	47,423	2	825	974	974	941	11,508	21,512	36,734	10,687
Federal-Aid	37,081	2	660	779	779	753	8,992	16,781	28,744	8,335

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

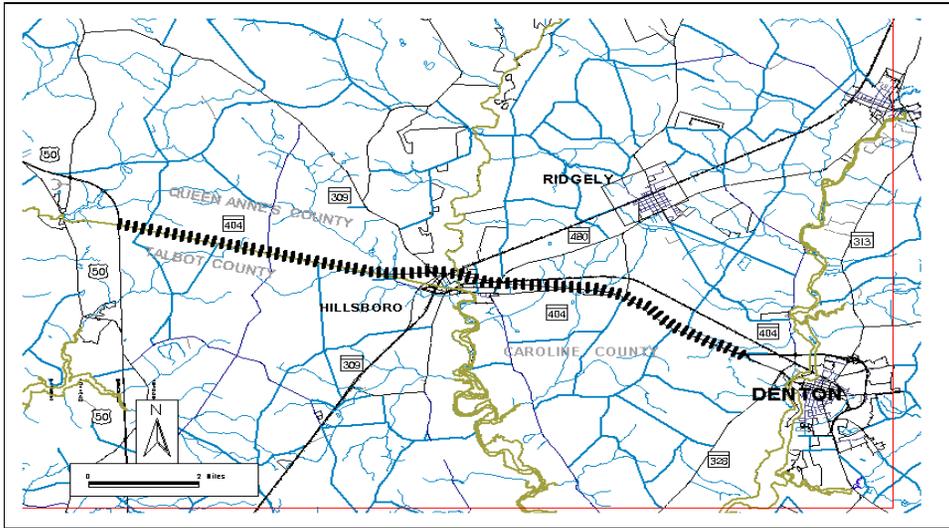
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 13,400

PROJECTED (2030) - 19,000

OPERATING COST IMPACT \$55,400 per year



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 404, Double Hills Road to east of MD 16 South (Line 1)
- MD 404, Access Controls (System Preservation Program)
- US 50, US 301 to MD 404 (Queen Anne's County - Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	7410	0	0	0	0	NHS/HP
RW	0	823	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$17.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering and Right-of-way for Phase 1A, Tuckahoe Road to MD 480. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	487	487	0	0	0	0	0	0	0	0
Engineering	9,500	0	3,600	4,800	1,100	0	0	0	9,500	0
Right-of-way	1,055	0	0	633	422	0	0	0	1,055	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,042	487	3,600	5,433	1,522	0	0	0	10,555	0
Federal-Aid	8,233	0	2,808	4,238	1,187	0	0	0	8,233	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - 17,500
22,600 (Summer)
- PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A

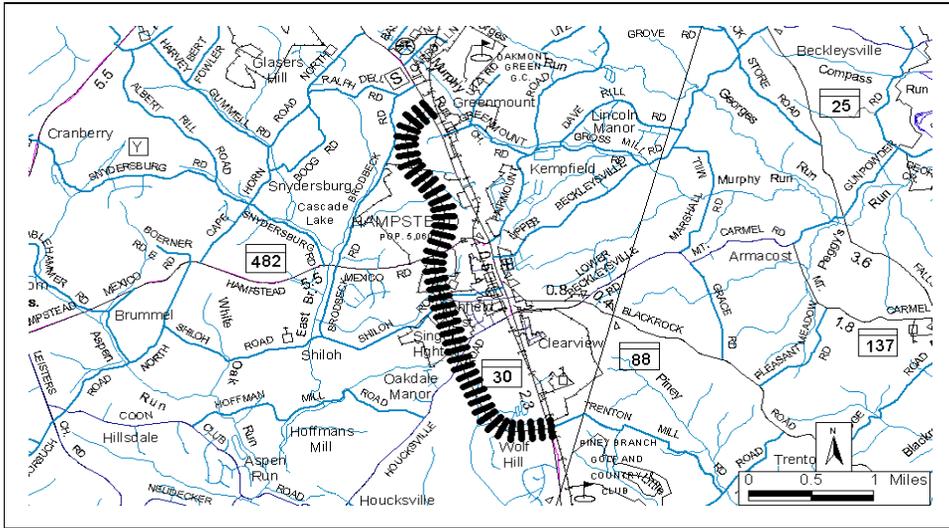
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<u>Fiscal Year 2005 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 331	Dover Bridge Road; Bethlehem Road to Carrs Creek Lane; resurface	339	Completed
		<u>Fiscal Years 2006 and 2007</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 304	Bridgetown Road; Queen Anne's County Line to Bridgetown; resurface	75	FY 2006
3	MD 312	Oakland Road; MD 304 to MD 313; resurface	410	FY 2006
		<u>Access Controls</u>		
4	MD 404	Shore Highway; Queen Anne's County Line to the Delaware State Line; purchase right-of-way for access controls	240	FY 2006
		<u>Intersection Capacity Improvements</u>		
5	MD 404	Shore Highway; at MD 313; widening for left turn lanes	611	FY 2007



Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	41203	0	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$9.2 million is due to unit cost increases, additional landscaping, reforestation, and increases in property values. Construction includes Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2008	2009	2010	2011		
Planning	408	408	0	0	0	0	0	0	0	
Engineering	6,894	6,839	55	0	0	0	0	0	55	
Right-of-way	25,031	16,519	3,500	5,012	0	0	0	0	8,512	
Construction	52,823	0	3,004	15,184	20,189	14,446	0	0	52,823	
Total	85,156	23,766	6,559	20,196	20,189	14,446	0	0	61,390	
Federal-Aid	45,470	4,232	2,377	11,844	15,748	11,268	0	0	41,238	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

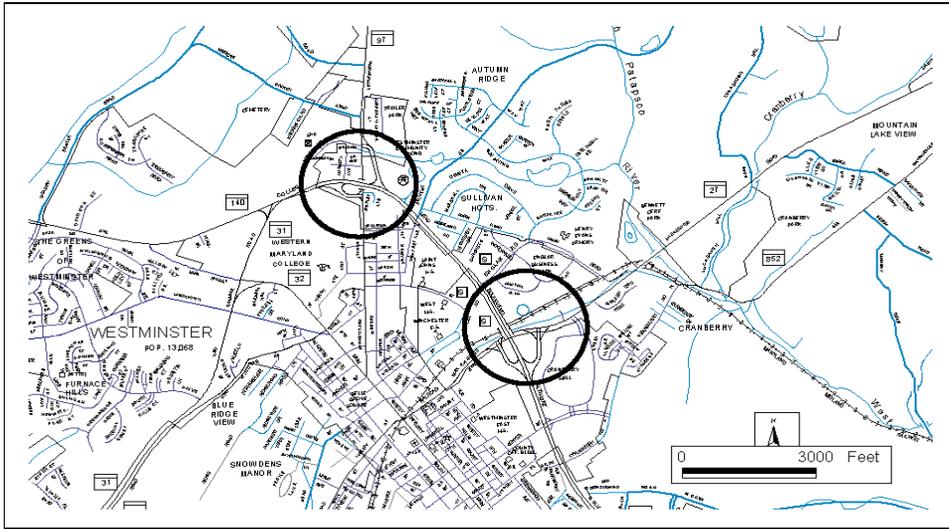
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 18,900 - 23,900

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

OPERATING COST IMPACT N/A



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Widening and reconstruction of the bridges over MD 97 North and MD 27. Sidewalks will be included on the bridges. Wide curb lanes will be provided to accommodate bicycles.

JUSTIFICATION: This project will replace the deteriorated bridges and provide for future capacity improvements on MD 140 through Westminister.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 140, Capacity improvements between Market Street and Sullivan Road (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	993	993	0	0	0	0	0	0	0	0	0
Right-of-way	1,213	1,208	5	0	0	0	0	0	0	5	0
Construction	13,466	11,284	2,182	0	0	0	0	0	0	2,182	0
Total	15,672	13,485	2,187	0	0	0	0	0	0	2,187	0
Federal-Aid	11,148	9,310	1,838	0	0	0	0	0	0	1,838	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

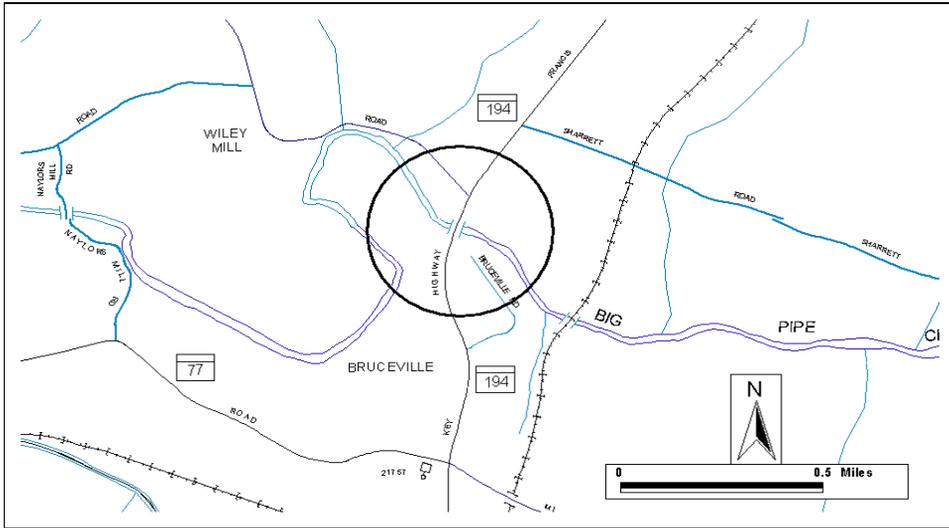
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 43,800 - 51,600

PROJECTED (2030) - 81,500

OPERATING COST IMPACT \$13,600 per year



PROJECT: MD 194, Francis Scott Key Highway

DESCRIPTION: Replaced Bridge 6035 over Big Pipe Creek. An 8' shoulder will accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the old deteriorated bridge and provided increased structural and traffic safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	378	378	0	0	0	0	0	0	0	0	0
Right-of-way	35	35	0	0	0	0	0	0	0	0	0
Construction	2,585	1,452	1,133	0	0	0	0	0	1,133	0	0
Total	2,998	1,865	1,133	0	0	0	0	0	1,133	0	0
Federal-Aid	2,065	1,162	903	0	0	0	0	0	903	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

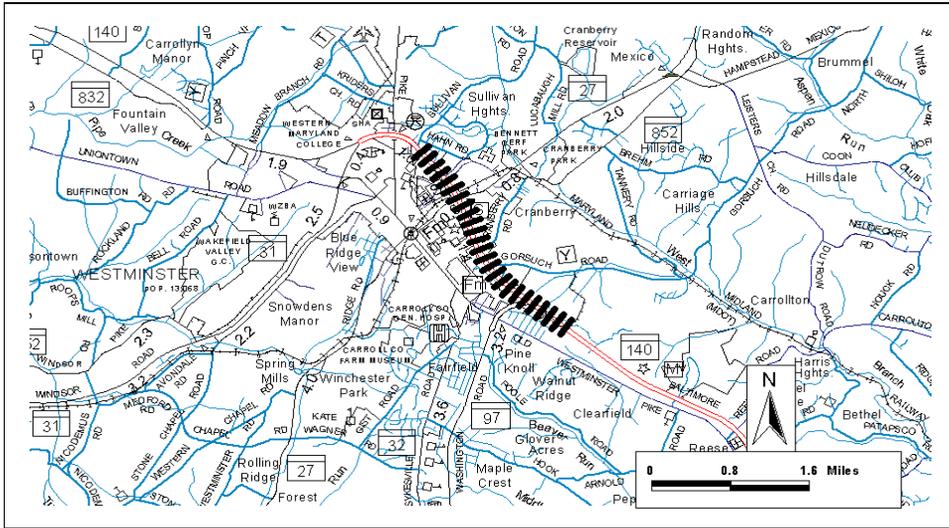
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 5,200

PROJECTED (2030) - 8,200

OPERATING COST IMPACT N/A



PROJECT: MD 140, Baltimore Boulevard

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 140, Bridges over MD 97 North and MD 27 (Line 2)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					
				2008.....2009.....2010.....		2011.....
Planning	1,584	1,079	505	0	0	0	0	505	0	
Engineering	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	1,584	1,079	505	0	0	0	0	505	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

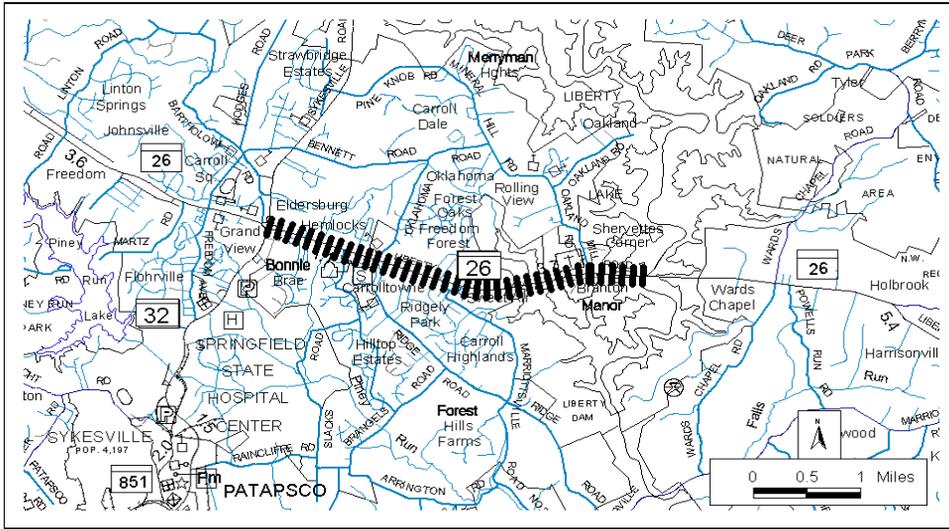
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 43,800 - 51,600

PROJECTED (2030) - 60,000 - 81,500

OPERATING COST IMPACT N/A



PROJECT: MD 26, Liberty Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$3.1 million needed to complete Engineering. 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 2005 - 10 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					
				2008.....2009.....2010.....		2011.....
Planning	282	282	0	0	0	0	0	0	0	
Engineering	600	0	340	260	0	0	0	0	600	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	882	282	340	260	0	0	0	0	600	
Federal-Aid	197	197	0	0	0	0	0	0	0	

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 18,300 - 33,100

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

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<u>Fiscal Year 2005 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 97	Old Washington Road; at MD 850H (Old Liberty Road); construct roundabout	800	Completed
		<u>Streetscapes and Minor Reconstruction</u>		
2	MD 30	South Main Street; Beaver Street to Holland Drive in Manchester; streetscape and intersection improvements	4,497	Completed
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
3		Little Pipe Creek Restoration - stream restoration activities located along Little Pipe Creek	102	Completed
		<u>Fiscal Years 2006 and 2007</u>		
		<u>Resurface/Rehabilitate</u>		
4	I 70	Baltimore National Pike; west of the Howard County Line to the MD 97 structure; resurface	5,428	Completed
5	MD 97	Old Washington Road; Streaker Road to MD 850H; resurface	620	FY 2007
6	MD 482	Hampstead Mexico Road; Gablehammer Road to Brillhart Road; resurface	710	FY 2007
		<u>Safety/Spot Improvement</u>		
7	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes (Funded for preliminary engineering only)	176	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
8	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (Funded for preliminary engineering only)	118	PE Underway
9	MD 30	Hanover Pike; at Cape Horn Road; intersection improvements and turn lanes on MD 30 (Funded for preliminary engineering only)	180	PE Underway
10	MD 32	Sykesville Road; north of MD 32/MD 851 intersection to south of MD 32/Main Street intersection; reconstruct intersection (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost and the SHA share increased \$2.7 million)	6,100	FY 2006
11	I 70	Baltimore National Pike; various locations throughout Carroll County; replace turndown end treatments and upgrade traffic barriers	19	Under construction
12	MD 97	Littlestown Pike; at Stone Road; reconstruct shoulders to provide left turn lanes (Funded for preliminary engineering only)	140	FY 2006
<u>Community Safety and Enhancements</u>				
13	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only)	700	FY 2007
14	MD 31	High Street Extended; MD 31 to MD 75 in New Windsor; extension/streetscape	2,249	FY 2006
15	MD 140	Baltimore Street; through Taneytown; streetscape	10,300	FY 2007
<u>Intersection Capacity Improvements</u>				
16	MD 27	Ridge Road; at Twin Arch Road/Park Avenue; widening for additional through lanes (Funded for preliminary engineering only)	30	PE Underway

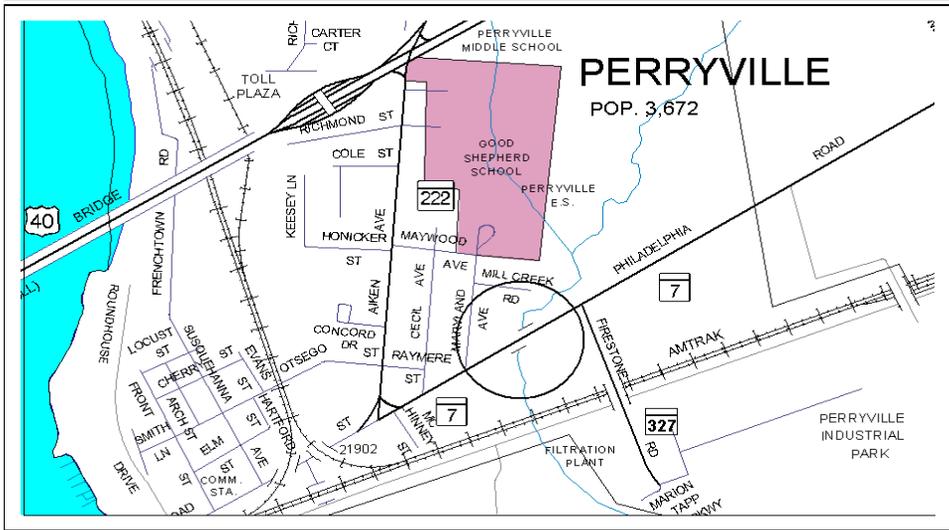
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
17	MD 32	Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32; signalize intersection (Cost shown represents SHA share. County contributing \$2.5 million.)	2,500	FY 2007
18	MD 140	Baltimore Boulevard; at Sandymount Road; widening to extend left turn lane (Funded for concept development only)	30	FY 2006
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
19		Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster	385	FY 2006
<u>Environmental Mitigation</u>				
20		Carroll County Airpark Watershed Assessment and Restoration Project - Phase 1 - inlet and conveyance improvements east of MD 97; Phase 2 - conversion of the stormwater management facility inlet channel to a wetland forbay for water quality improvement; Phase 3 - dredging of the stormwater management basin to improve storage capacity; Phase 4 - modify the facility riser structure to improve downstream channel protection; Phase 5 - buffer plantings around the facility	67	FY 2006



Cecil



PROJECT: MD 7B, Philadelphia Road

DESCRIPTION: Replace Bridge 7006 over Mill Creek in Perryville. Shoulders and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: This project will improve hydraulics and reduce flooding in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	2068	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Project delayed from FY06 to FY07 due to rescoping of project based on public comment.

PHASE	POTENTIAL FUNDING SOURCE:										FUNCTION :	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										STATE - Major Collector	
	PROJECT CASH FLOW										FEDERAL - Major Collector	
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	STATE SYSTEM : Secondary		
				.....2008.....	.....2009.....	.....2010.....	.....2011.....			DAILY TRAFFIC : (USAGE IMPACTS)	
Planning	0	0	0	0	0	0	0	0	0	CURRENT (2004) - 4,900		
Engineering	677	528	149	0	0	0	0	0	149	PROJECTED (2030) - 7,100		
Right-of-way	54	26	22	5	1	0	0	0	28	OPERATING COST IMPACT N/A		
Construction	2,833	0	0	2,833	0	0	0	0	2,833			
Total	3,564	554	171	2,838	1	0	0	0	3,010			
Federal-Aid	2,068	0	0	2,068	0	0	0	0	2,068			

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, 2005
		<u>Fiscal Year 2005 Completions</u>		
		<u>Community Safety and Enhancements</u>		
1	MD 272	Mauldin Avenue; Irishtown Road to 300 feet north of Russell Street; streetscape	2,817	Completed
		<u>Fiscal Years 2006 and 2007</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 7D	West Main Street; MD 213 to Landing Lane; resurface	801	FY 2006
3	MD 213	Singerly Road; MD 273 to the Pennsylvania State Line; resurface	862	Under construction
4	MD 222	Susquehanna Road; Rock Run to US 1; resurface	594	FY2006
5	MD 273	Telegraph Road; MD 213 to Big Elk Creek; resurface	563	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
6	MD 286	2nd Street; Ferry Slip Road to Back Creek; slope stabilization	350	FY 2006
		<u>Safety/Spot Improvement</u>		
7	MD 273	Telegraph Road; at MD 213; widen to provide left and right turn lanes, pavement markings and modify signal phasing	798	Under construction
		<u>Community Safety and Enhancements</u>		
8	MD 273	Main Street; within the limits of Rising Sun; 2 lane urban street reconstruct	3,191	Under construction

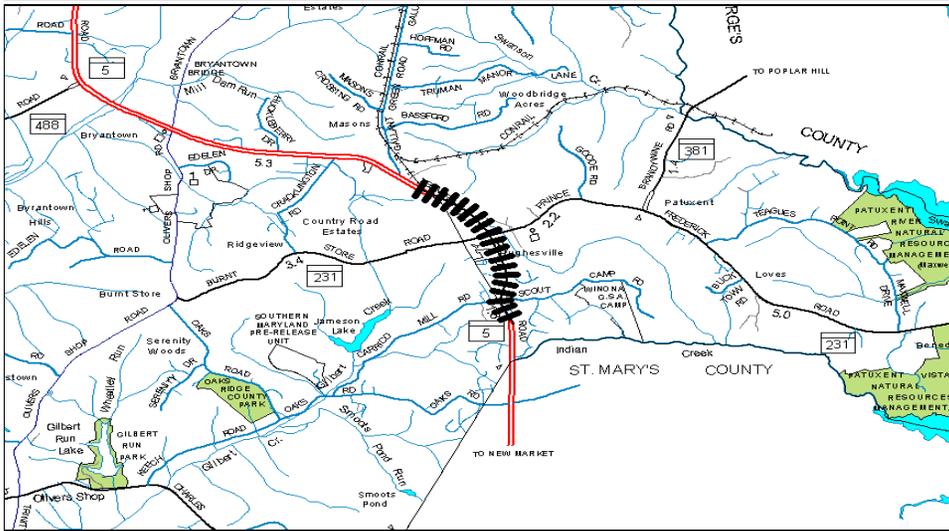
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Commuter Action Improvements</u>				
9	MD 213	Augustine Herman Highway; at Frenchtown Road (Cecil County) and US 301 at MD 302 (Queen Anne's County); construct ridesharing facilities	210	Under construction
<u>Truck Weight</u>				
10	US 301	Blue Star Memorial Highway; at MD 299; construct truck weight and inspection station	2,816	Under construction
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
11		Port Deposit Jetty and Marina Park - reconstruction of an existing jetty to provide multi-modal transportation services for the Lower Susquehanna Greenway, landscaping and improvements to the adjacent Marina Park in the Town of Port Deposit	1,199	FY 2006
12		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	261	FY 2006



Charles



PROJECT: MD 5 Relocated at Hughesville

DESCRIPTION: Construct a new divided highway from end of divided highway south of Hughesville to end of divided highway north of Hughesville (3.20 miles). Shoulders will accommodate bicycles.

JUSTIFICATION: Existing MD 5 is a Primary state highway linking Southern Maryland with the Washington D.C. area. The proposed improvement will relieve traffic congestion and improve safety in Hughesville.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	11000	0	0	0	0	HP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.9 million in Right-of-way is due to additional court exposures. Construction includes Federal High Priority Project Funds.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	1,990	1,990	0	0	0	0	0	0	0	0	0
Engineering	4,237	4,196	41	0	0	0	0	0	0	41	0
Right-of-way	12,947	9,687	1,679	1,427	154	0	0	0	0	3,260	0
Construction	34,775	8,529	9,477	9,857	6,912	0	0	0	0	26,246	0
Total	53,949	24,402	11,197	11,284	7,066	0	0	0	0	29,547	0
Federal-Aid	38,898	16,712	8,086	8,462	5,639	0	0	0	0	22,186	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

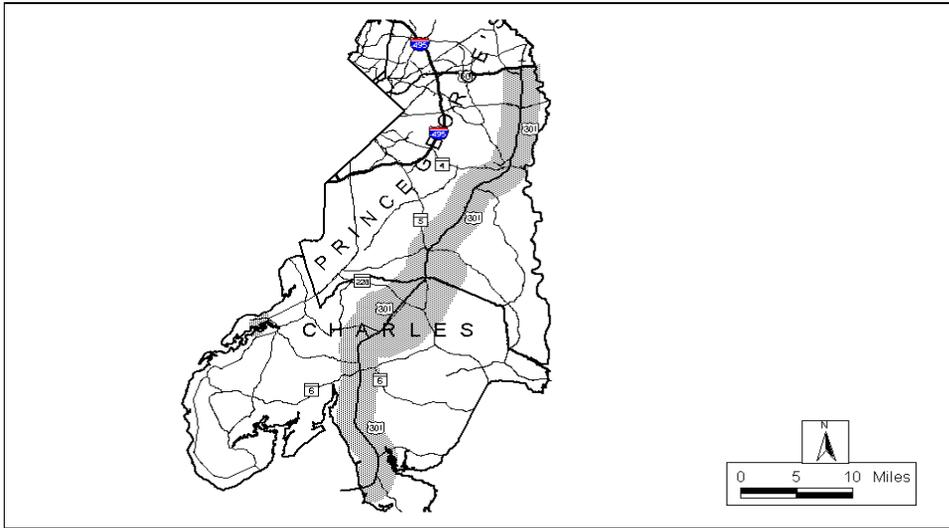
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 38,300

PROJECTED (2030) - 67,800

OPERATING COST IMPACT \$11,400 per year



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 included in the study.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, Waldorf Area Project (Line 3)
Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Moved \$4.8 million of Planning funds to the Waldorf Area Project (Line 3 in Charles County and Line 27 in Prince George's County) and added \$4.2 million to Right-of-way for protective acquisitions resulting in a overall reduction of \$0.6 million to this project.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	10,366	10,091	275	0	0	0	0	0	0	275	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	54,018	27,956	5,600	7,841	5,000	2,500	2,500	2,621	26,062	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	64,384	38,047	5,875	7,841	5,000	2,500	2,500	2,621	26,337	0	0
Federal-Aid	10,615	7,064	943	1,260	928	420	0	0	3,551	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

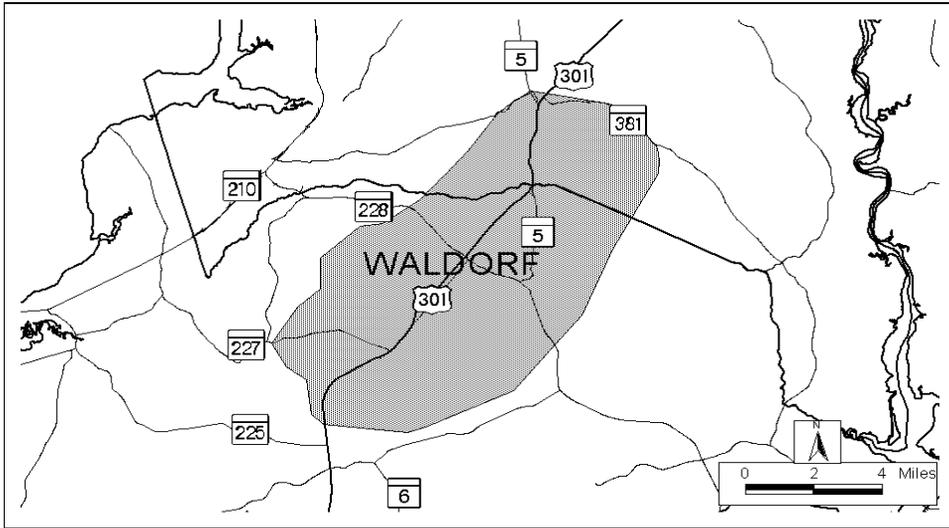
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 82,600

PROJECTED (2030) - 114,300

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

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

JUSTIFICATION: Existing US 301 is a primary highway that experiences heavy traffic congestion due to intense commercial development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 2)
Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Planning funding moved in from US 301 South Corridor Transportation Study.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: This project was added to the program as a breakout project of the US 301 South Corridor Transportation Study (Line 2 in Charles County and Line 25 in Prince George's County).

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2008....	....2009....	....2010....	....2011....		
Planning	4,798	0	1,072	1,800	1,326	600	0	0	4,798	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	4,798	0	1,072	1,800	1,326	600	0	0	4,798	0
Federal-Aid	3,358	0	750	1,260	928	420	0	0	3,358	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 82,600

PROJECTED (2030) - 114,200

OPERATING COST IMPACT N/A

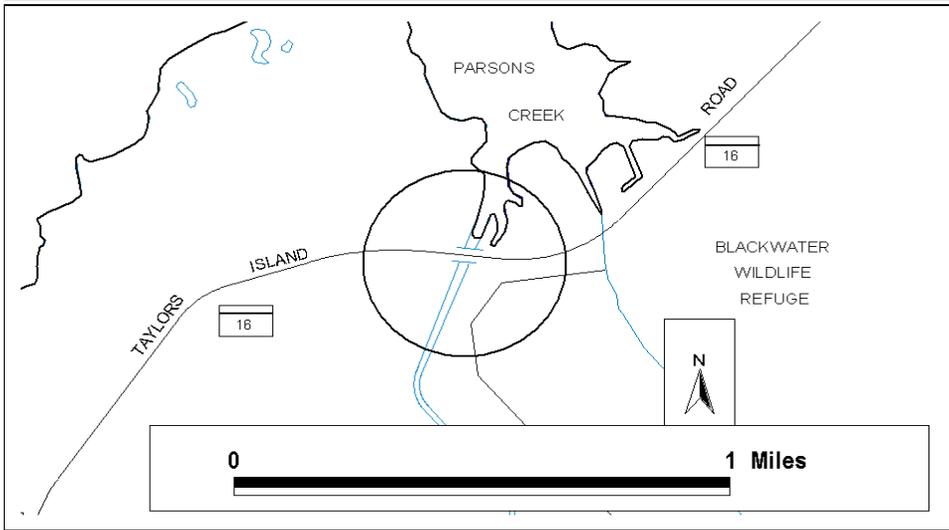
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 5	Leonardtown Road; MD 488 to Star Gazer Place; resurface	1,227	Completed
<u>Commuter Action Improvements</u>				
2	MD 5	Mattawoman Beantown Road Park and Ride; expansion of existing facility	1,302	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 5 BUS	Leonardtown Road; MD 5 to US 301; resurface	2,037	FY 2006
<u>Safety/Spot Improvement</u>				
4	US 301	Crain Highway; at crossover north of MD 257; geometric improvements	286	FY 2006



Dorchester



PROJECT: MD 16, Taylors Island Road

DESCRIPTION: Replaced Bridge 9003 over Parsons Creek. Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: Concrete beams on old bridge had deteriorated. This project replaced the existing structurally deficient bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	215	215	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	2,027	1,541	486	0	0	0	0	0	0	0	0	486	0
Total	2,242	1,756	486	0	0	0	0	0	0	0	0	486	0
Federal-Aid	1,618	1,230	388	0	0	0	0	0	0	0	0	388	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 850

PROJECTED (2030) - 1,400

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

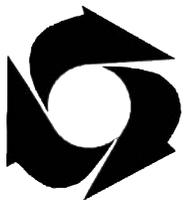
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 14	Secretary Road; MD 16 to Secretary Bridge; resurface	201	Completed
2	MD 16	East New Market/Ellwood Road; Old Stagecoach Road to MD 331; resurface	148	Completed
3	MD 343	Washington Street; Leonard's Lane to Morris Neck Road; resurface	864	Completed
<u>Safety/Spot Improvement</u>				
4	MD 313	Dog Kennel Road; MD 392 to Caroline County Line; improve skid surface	300	Completed
5	MD 335	Hooper Island Road; north of Lakeville Road to Blackwater Road; improve skid surface	315	Completed
<u>Sidewalks</u>				
6	MD 392	Delaware Avenue/Harrison Ferry Road; Pine Street to Miner Road in Hurlock; retrofit sidewalks - 1,450 linear feet	60	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
7	MD 14	Rhodesdale Eldorado Road; Marshy Hope Creek to MD 313; resurface	83	FY 2006
8	MD 16	Mt. Holly Road; US 50 to MD 392, resurface	897	FY 2006
9	MD 307	Broad Street; Academy Street/N. Main Street to Caroline County Line; resurface	940	FY 2006

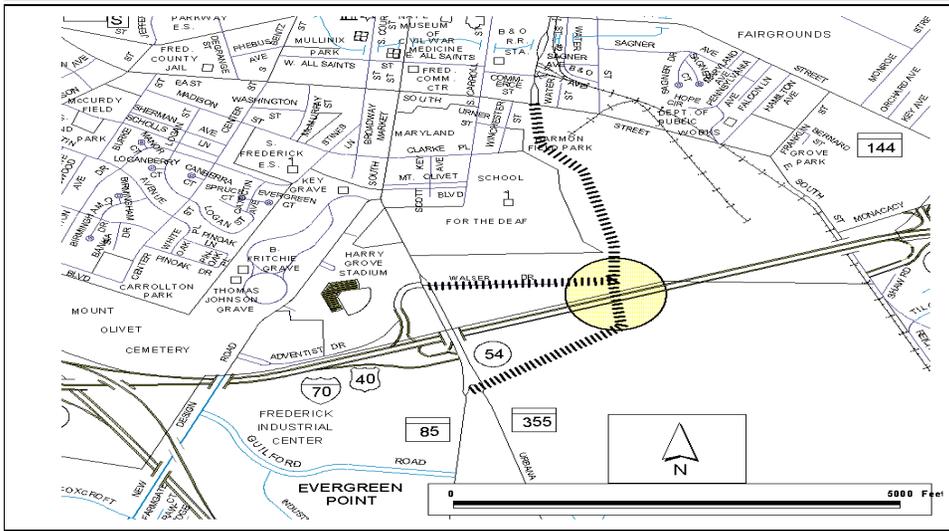
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
10	US 50	Ocean Gateway; various locations throughout Dorchester County; replace turnout end treatments and upgrade traffic barriers	106	Completed
<u>Community Safety and Enhancements</u>				
11	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only)	300	FY 2007
12	MD 16/14	Mt. Holly Road/Academy Road/Railroad Avenue; MD 16 from Creamery Road to north corporate limits of East New Market and MD 14 from Conway Road to the west limits of East New Market; urban street reconstruct	7,908	FY 2007
<u>Access Controls</u>				
13	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	240	FY 2006



Frederick



PROJECT: I-70, Baltimore National Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	15000	0	0	0	0	HP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost decrease of \$10.4 million is due to a favorable bid price. Construction includes Federal High Priority Project Funds.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				
				2008.....2009.....2010.....			.....2011.....
Planning	0	0	0	0	0	0	0	0	0
Engineering	8,040	7,113	350	250	250	77	0	927	0
Right-of-way	17,405	15,183	1,295	927	0	0	0	2,222	0
Construction	67,664	2	5,838	19,348	22,595	19,881	0	67,662	0
Total	93,109	22,298	7,483	20,525	22,845	19,958	0	70,811	0
Federal-Aid	76,382	16,715	6,104	17,252	19,369	16,942	0	59,667	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

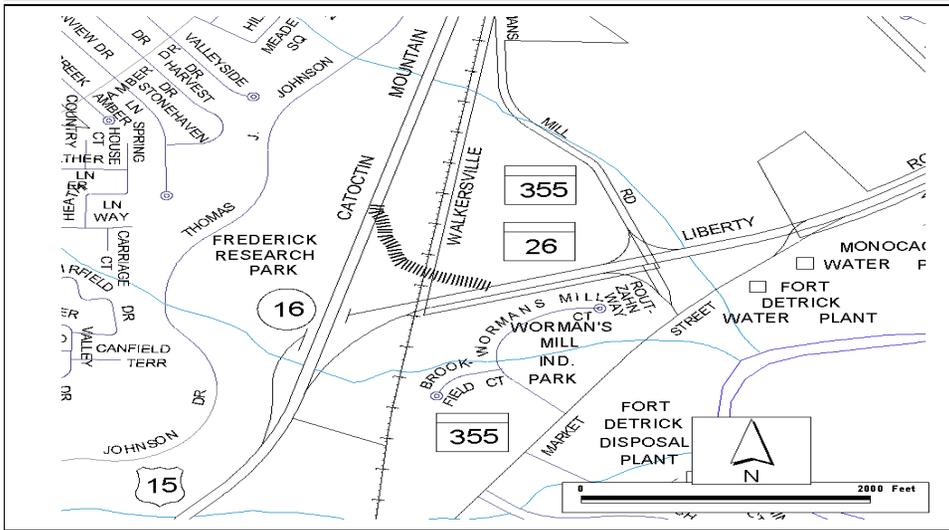
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 0

PROJECTED (2030) - 8,300 to 21,600

OPERATING COST IMPACT \$17,600 per year



PROJECT: US 15, Catoclin Mountain Highway

DESCRIPTION: Provide the missing movement from westbound MD 26 to northbound US 15.

JUSTIFICATION: The missing movements to and from the north on US 15 cause capacity and safety issues along Opposumtown Pike and Wormans Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Mount Phillip Road to MD 144 (Line 6)
- I-270 and US 15 Multi-Modal Corridor Study (Line 7)

STATUS: Construction underway. This project is a breakout from the I-270/US 15 Multi-Modal Corridor Study (Line 7). The City and County will participate in 50% of project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	241	241	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	86	24	0	0	0	0	0	0	24	0
Construction	1,596	0	840	756	0	0	0	0	0	1,596	0
Total	1,947	327	864	756	0	0	0	0	0	1,620	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

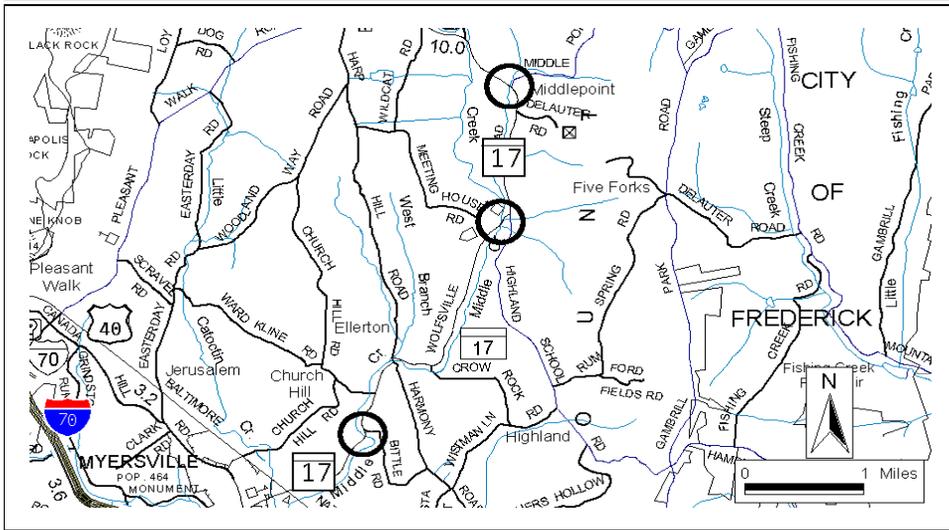
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 39,500 - 73,250 (US 15)
33,100 (MD 26)

PROJECTED (2030) - 66,700 - 143,000 (US 15)
48,000 (MD 26)

OPERATING COST IMPACT N/A



PROJECT: MD 17, Wolfsville Road

DESCRIPTION: Replace Bridges 10068, 10069, and 10071 over Middle Creek and tributary to Middle Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing structures are structurally deficient and require replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2008	2009	2010	2011			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,059	1,059	0	0	0	0	0	0	0	0	0
Right-of-way	206	157	21	28	0	0	0	0	0	49	0
Construction	4,746	2,828	1,918	0	0	0	0	0	0	1,918	0
Total	6,011	4,044	1,939	28	0	0	0	0	0	1,967	0
Federal-Aid	4,553	3,022	1,531	0	0	0	0	0	0	1,531	0

FUNCTION:

STATE - Rural Major Collector
 FEDERAL - Rural Major Collector

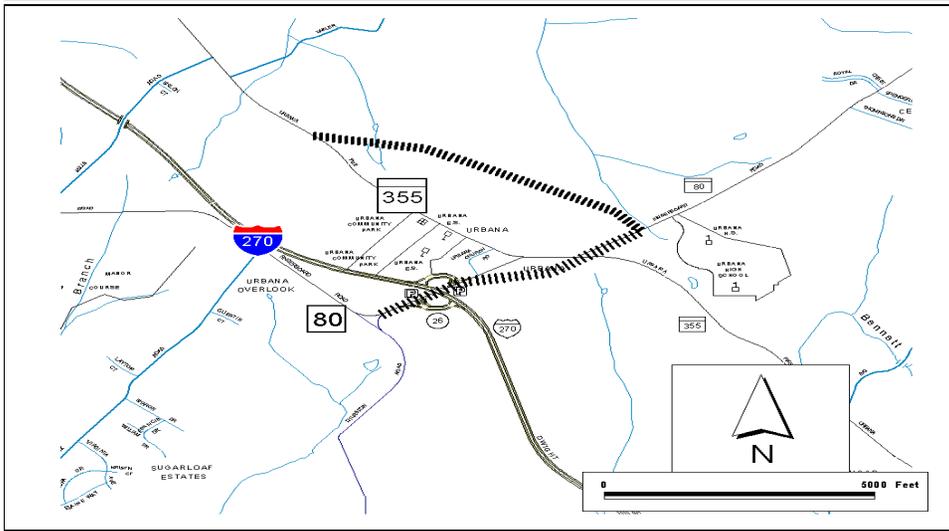
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 2,500

PROJECTED (2030) - 4,000

OPERATING COST IMPACT N/A



PROJECT: MD 80 and MD 355 Relocated

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

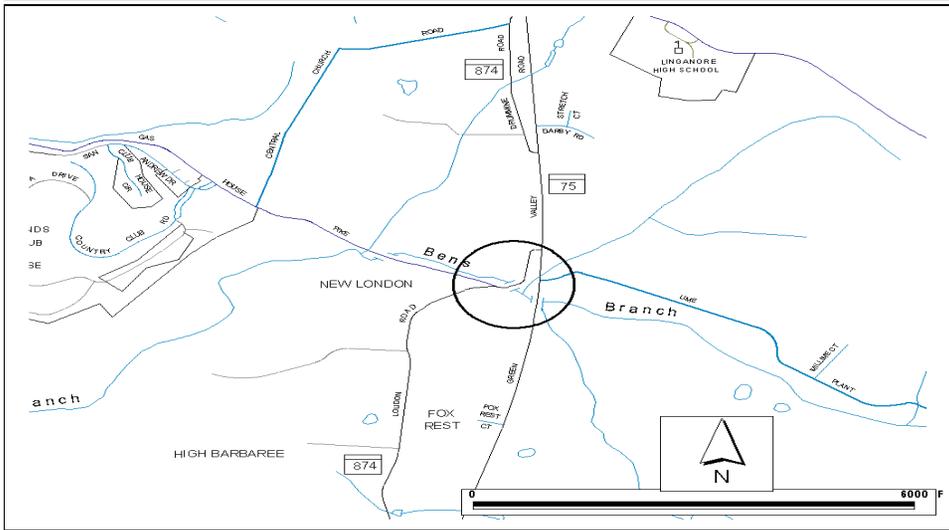
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 9,250 (MD 85)
13,000 (MD 80)

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

OPERATING COST IMPACT \$11,800 per year



PROJECT: MD 874C, Old New London Road

DESCRIPTION: Replaced Bridge 10043 over Ben's Branch.

JUSTIFICATION: The old structure was structurally deficient and required replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
				.....2008.....	.....2009.....	.....2010.....	.....2011.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	258	258	0	0	0	0	0	0	0	0	0	0
Right-of-way	48	47	1	0	0	0	0	0	0	0	1	0
Construction	1,208	584	624	0	0	0	0	0	0	624	0	0
Total	1,514	889	625	0	0	0	0	0	0	625	0	0
Federal-Aid	1,073	580	493	0	0	0	0	0	0	493	0	0

FUNCTION :

STATE - Local

FEDERAL - Local

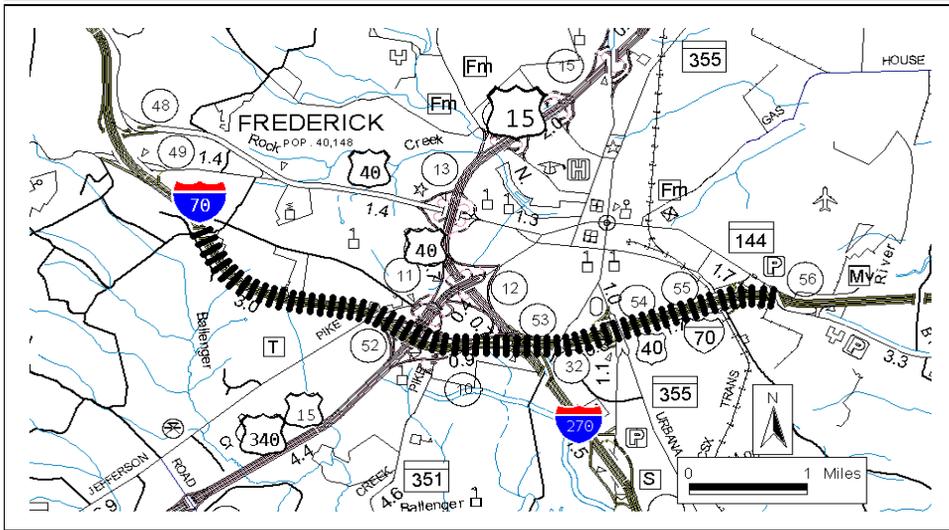
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 400

PROJECTED (2030) - 700

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

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

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. 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.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, Phase 2B, 2C and MD 475 from South St. to Monocacy Blvd. (Line 1)
I-270 and US 15 Multi-Modal Corridor Study (Line 7)

STATUS: Partial Engineering underway. An additional \$6.3 million is needed to complete Engineering and \$1.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE			
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008			YEAR 2009	YEAR 2010	YEAR 2011
					2008	2009	2010	2011						
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0	0	0	
Engineering	6,919	6,604	315	0	0	0	0	0	0	0	0	0	315	
Right-of-way	21,277	20,648	629	0	0	0	0	0	0	0	0	0	629	
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	29,447	28,503	944	0	0	0	0	0	0	0	0	0	944	
Federal-Aid	13,564	12,727	837	0	0	0	0	0	0	0	0	0	837	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

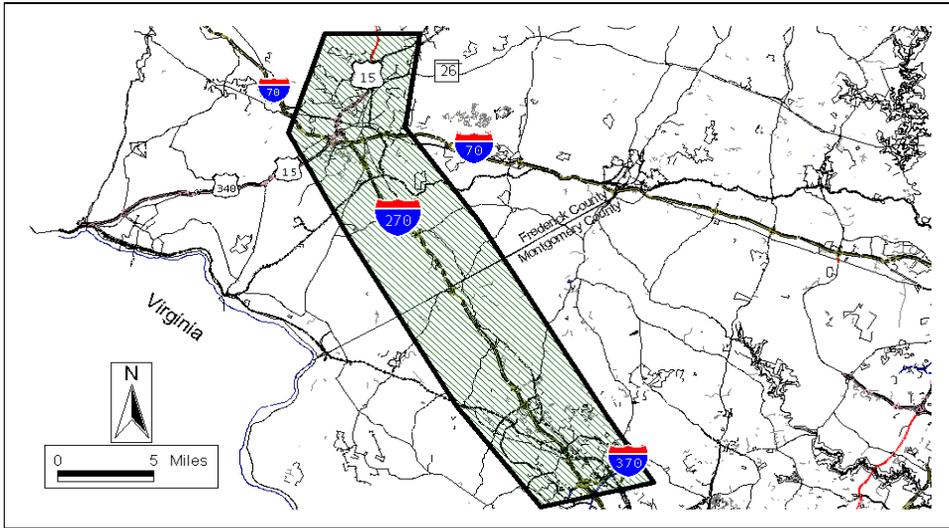
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 77,350

PROJECTED (2030) - 127,500

OPERATING COST IMPACT N/A



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)
- MD 80 and MD 355 Relocated (Line 4)
- I-70, Mt. Phillip Road to MD 144 (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2008	2009	2010	2011			
Planning	17,172	11,913	1,528	2,202	1,529	0	0	0	0	5,259	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,226	12,967	1,528	2,202	1,529	0	0	0	0	5,259	0
Federal-Aid	12,020	8,339	1,070	1,541	1,070	0	0	0	0	3,681	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

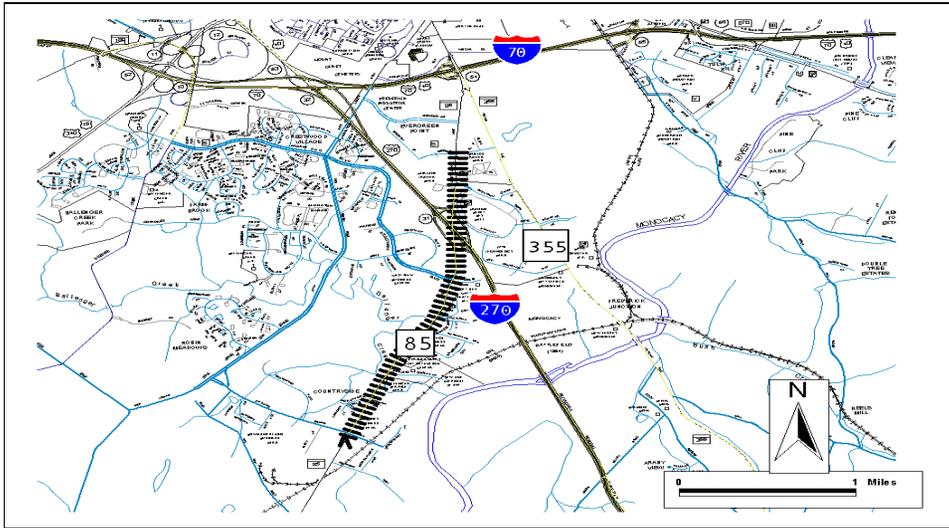
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 42,400 - 99,650 (US 15)
79,800 - 199,700 (I-270)

PROJECTED (2030) - 149,000 (US 15)
284,000 (I-270)

OPERATING COST IMPACT N/A



PROJECT: MD 85, Buckeystown Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$6.3 million is needed to complete Engineering. County funding Project Planning and partial Engineering for \$2.1 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added County and Federal High Priority Project Funds to fully fund Engineering for the segment from Crestwood Boulevard to Spectrum Drive.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	531	531	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,379	209	1,022	2,031	2,117	0	0	0	0	0	0	5,170	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,910	740	1,022	2,031	2,117	0	0	0	0	0	0	5,170	0
Federal-Aid	4,000	0	532	1,968	1,500	0	0	0	0	0	0	4,000	0

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 8,400 - 44,500

PROJECTED (2030) - 11,500 - 64,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 15	Catoctin Mountain Highway; between Mountville Road and Basford Road near ATR Station 68; replace 400 feet of pavement for future weigh-in-motion station along northbound roadway	343	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
2	MD 75	Green Valley Road; Handboard Road to Coppermine Road; resurface	800	FY 2007
3	MD 80	Fingerboard Road; Ed McClain Road to Thompson Road; resurface	1,000	FY 2007
4	MD 85	Buckeystown Road; MD 80 to Oland Road; resurface	890	FY 2007
<u>Safety/Spot Improvement</u>				
5	US 15	Catoctin Mountain Highway; at MD 464; roundabout (Funded for preliminary engineering only)	546	PE Underway
6	US 15	Frederick Freeway; Rosemont Avenue to US 40 westbound; construct continuous auxiliary southbound lane	1,220	Under construction
7	US 15	Catoctin Mountain Highway; at Mountville Road; roundabout (Funded for preliminary engineering only)	263	PE Underway
8	US 40	Baltimore National Pike; at Pacific Drive; intersection improvements - widen and overlay to provide left turn lanes (Funded for preliminary engineering only)	176	PE Underway
9	I 70	Baltimore National Pike; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers	67	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
10	I 70/I 270	Baltimore National Pike; west of Exit 54 to MD 27 and I 270 (Eisenhower Memorial Highway) from milepoint 0.31 to milepoint 3.91; install traffic barriers in the median, rehabilitate existing median barriers and install appropriate end treatments	4,748	Under construction
11	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 (Project is dependent upon County participation)	2,237	FY 2007
12	MD 85	Buckeystown Pike; at Guilford Road; lengthen existing left turn lanes (Funded for preliminary engineering only)	123	PE Underway
13	MD 140	Taneytown Pike; at Toms Creek Church Road; intersection improvements	1,173	FY 2007
14	MD 144	Main Street; Community Park to Eastern Town Limits; drainage	332	FY 2006
15	I 270	Eisenhower Memorial Highway; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers	120	Under construction
16	MD 355	Urbana Pike; Lowes Lane to New Horizon Way; widen to provide double left turn lanes southbound and separate right turn lane and modify signal phasing	2,051	Under construction
17	MD 550	Sabillasville Road; south of Eylers Valley Flint Road; geometric improvement	1,998	FY 2006
<u>Community Safety and Enhancements</u>				
18	MD 144 FB	Main Street; through Town of New Market; streetscape	4,276	FY 2007
19	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only)	500	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Environmental Preservation</u>				
20	US 40	West Patrick Street; Waverly Drive to west of Linden Avenue; landscape	78	FY 2006
<u>Intersection Capacity Improvements</u>				
21	US 15	Catoctin Mountain Highway; at Motter Avenue/Oppossumtown Pike; widening ramp for double right turns (Funded for concept development only)	30	FY 2006
22	I 270	Eisenhower Memorial Highway; I 70 to MD 85; construct southbound auxiliary lane	3,203	FY 2007
23	MD 351	Ballenger Creek Pike; at Crestwood Boulevard; widening for double right turn lanes on Crestwood Boulevard (Funded for concept development only)	30	FY 2007
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
24		Civil War Sites Easements - South Mountain II - acquisition of easements on the 31 acre Robertson and 0.07 acre Ceres-Bethel AME Church properties	393	Underway
<u>Archaeological Planning & Research</u>				
25		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
<u>Landscaping/Scenic Beautification/Mitigation</u>				
26		US 15; 115th Infantry Regiment Memorial Highway sign installation of one sign to dedicate US 15	21	FY 2006
27		East Street Landscaping - landscaping of East Street between East Patrick Street and north of East 5th Street in the City of Frederick	570	Completed

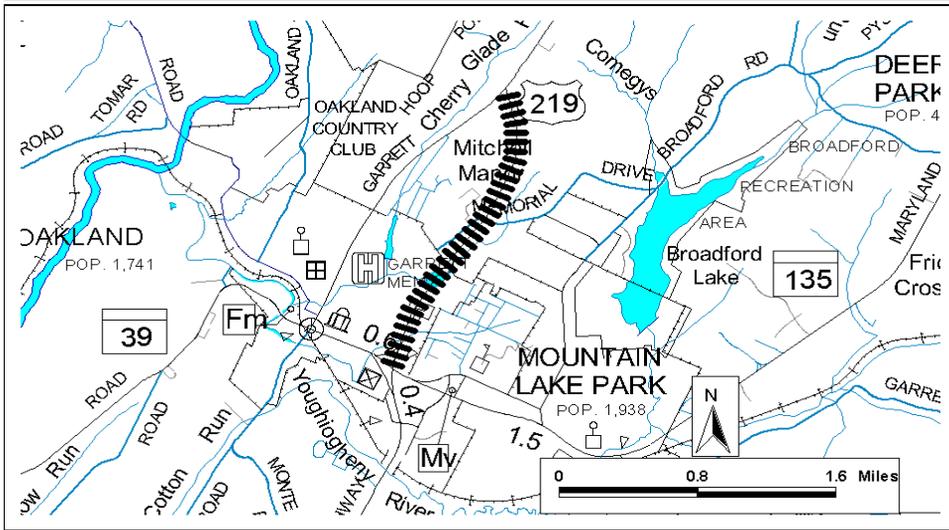
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 9 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<p><u>Fiscal Years 2006 and 2007 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p>		
		<p><u>Environmental Mitigation</u></p>		
28		Tuscarora Creek Stream stabilization between MD 180 and US 340; stabilization of stream banks and stream beds along 1300 linear feet of tributaries to Tuscarora Creek with rock vanes, rip rap walls, rock step pools and realignment of stream	290	FY 2007
		<p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p>		
29		Emmitsburg Welcome Center - reconstruction of the existing welcome center facility on US 15 to provide improved capacity for visitors. Improvements include increased parking, information center facilities, landscaping and safety enhancements at North Seton Avenue (Note: Total cost of project is \$5.1 million, with additional funding from the Environmental Preservation Program)	2,445	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. 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, intersections and restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	800	0	0	0	0	HP
CO	0	0	0	24929	0	NHS

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.7 million is due to unit cost increases, an additional box culvert, and retaining wall items. Right-of-way includes Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	1,255	1,255	0	0	0	0	0	0	0	0
Engineering	3,015	603	1,180	721	511	0	0	0	2,412	0
Right-of-way	5,408	242	500	500	3,000	1,166	0	0	5,166	0
Construction	31,949	0	0	0	0	0	2,369	7,188	9,557	22,392
Total	41,627	2,100	1,680	1,221	3,511	1,166	2,369	7,188	17,135	22,392
Federal-Aid	28,252	425	281	281	1,687	656	1,848	5,607	10,360	17,467

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

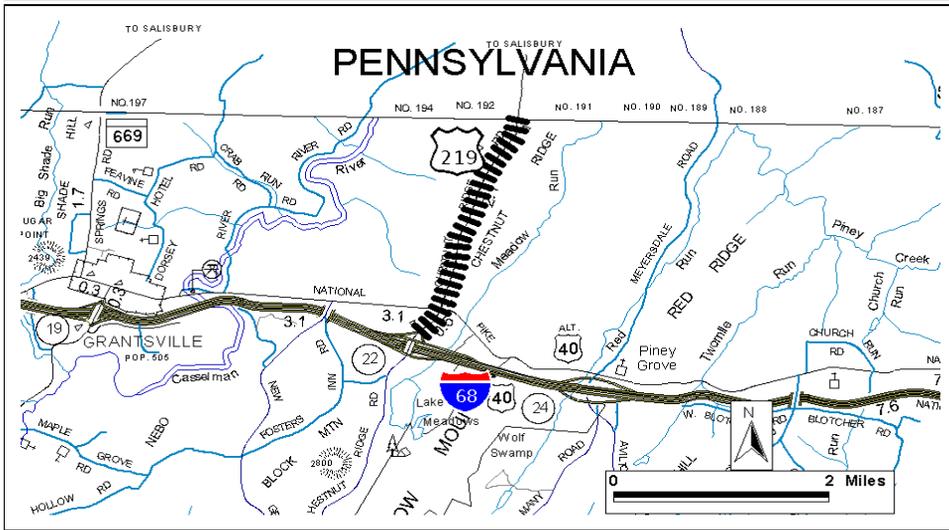
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 5,300 - 15,640

PROJECTED (2030) - 4,300 (Bypass)
 17,200 (US 219)

OPERATING COST IMPACT \$11,900 per year



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 benefit economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	2126	0	0	0	APD
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Right-of-way funding available for protective purchases. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only. \$0.9 million needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	3,088	1,367	669	1,052	0	0	0	0	1,721	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	2,725	0	0	1,362	1,363	0	0	0	2,725	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	5,813	1,367	669	2,414	1,363	0	0	0	4,446	0	
Federal-Aid	4,534	1,066	522	1,883	1,063	0	0	0	3,468	0	

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 4,100

PROJECTED (2030) - 6,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 219	Garrett Highway; Bridge 11037 over Bear Creek to US 40; resurface	2,655	Completed
<u>Sidewalks</u>				
2	MD 495	South Yoder Street; corporate limits of Grantsville to Grant Street in Grantsville; retrofit sidewalks along northbound and southbound roadways - 600 linear feet	29	Completed
3	MD 669	Springs Road; Ravine Street to Miller Lane in Grantsville; sidewalks 950 linear feet	67	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
4	I 68	National Freeway; 0.32 mile east of Pigs Ear Road Bridge to 1.20 miles east of US 219 Bridge; resurface	5,584	Completed
5	US 219	Garrett Highway; Bumble Bee Road to south of corporate limits of Accident; resurface	1,001	FY 2006
<u>Safety/Spot Improvement</u>				
6	US 40 ALT	Main Street; at MD 669 and at MD 495 in Grantsville; intersection improvements	1,110	Completed
7	I 68	National Freeway; various locations throughout Garrett County; replace turndown end treatments and upgrade traffic barriers	154	Completed
8	US 219	Garrett Highway; at Lake Shore Drive, Deep Creek Drive and Fort Drive; intersection improvements	839	Completed

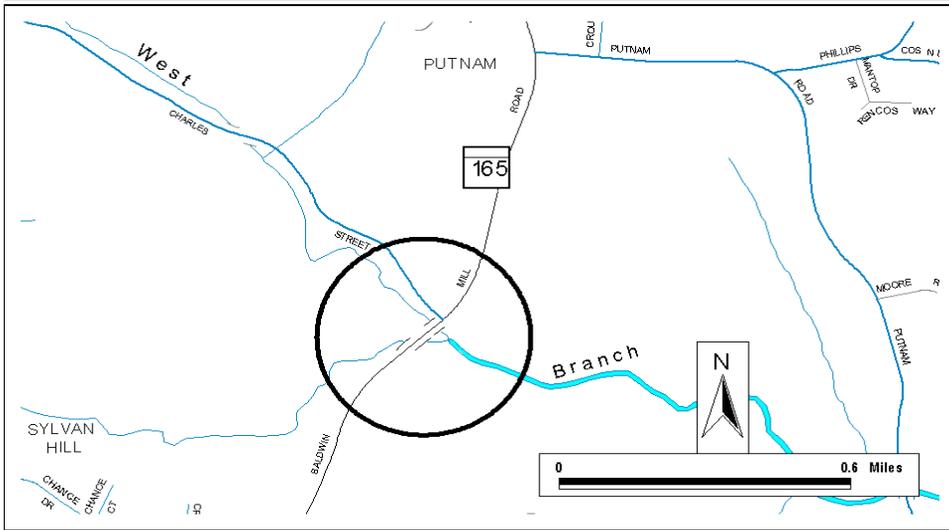
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
9	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for preliminary engineering only)	200	PE Underway
10	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only)	500	FY 2006
<u>Enhancements</u>				
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
11		Kitzmiller Company Store - rehabilitation of interior and exterior of the historic Kitzmiller Company Store into a visitor center along the Coal Heritage Scenic Byway	172	FY 2006



Harford



PROJECT: MD 165, Baldwin Mill Road

DESCRIPTION: Replaced Bridges 12045 and 12046 over West Branch. Shoulders accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the deteriorated bridges and provided increased structural and traffic safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
				.....2008.....	.....2009.....	.....2010.....	.....2011.....					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	428	428	0	0	0	0	0	0	0	0	0	0
Right-of-way	247	243	4	0	0	0	0	0	0	0	4	0
Construction	1,515	1,500	15	0	0	0	0	0	0	0	15	0
Total	2,190	2,171	19	0	0	0	0	0	0	0	19	0
Federal-Aid	1,477	1,465	12	0	0	0	0	0	0	0	12	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

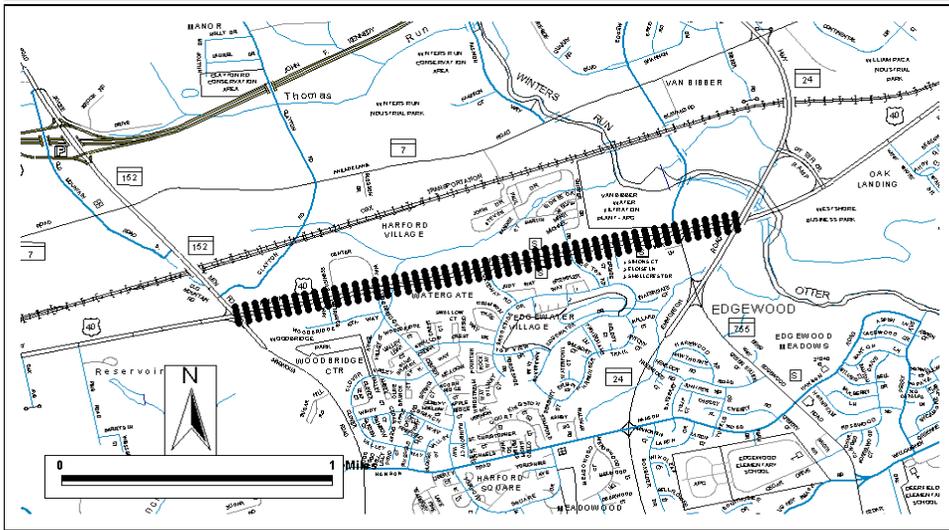
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 9,200

PROJECTED (2030) - 13,700

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Improvements to US 40 from MD 152 to MD 24 overpass (1.90 miles). Project will include roadway resurfacing and replacement of the median jersey barrier with an aesthetically treated divider, landscaping, bicycle and pedestrian improvements.

JUSTIFICATION: This project is part of the overall US 40 streetscape improvements in Harford County. This project will also improve safety and operational issues.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 40, Resurface from Balto. Co. Line to Joppa Road (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7923	0	0	0	0	STP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$2.6 million is due to a more detailed estimate, unit cost increases and additional utility needs.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	889	311	0	0	0	0	0	0	311	0
Right-of-way	383	0	383	0	0	0	0	0	0	383	0
Construction	9,285	1	3,390	3,805	2,089	0	0	0	0	9,284	0
Total	10,868	890	4,084	3,805	2,089	0	0	0	0	9,978	0
Federal-Aid	8,230	0	3,200	3,247	1,783	0	0	0	0	8,230	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

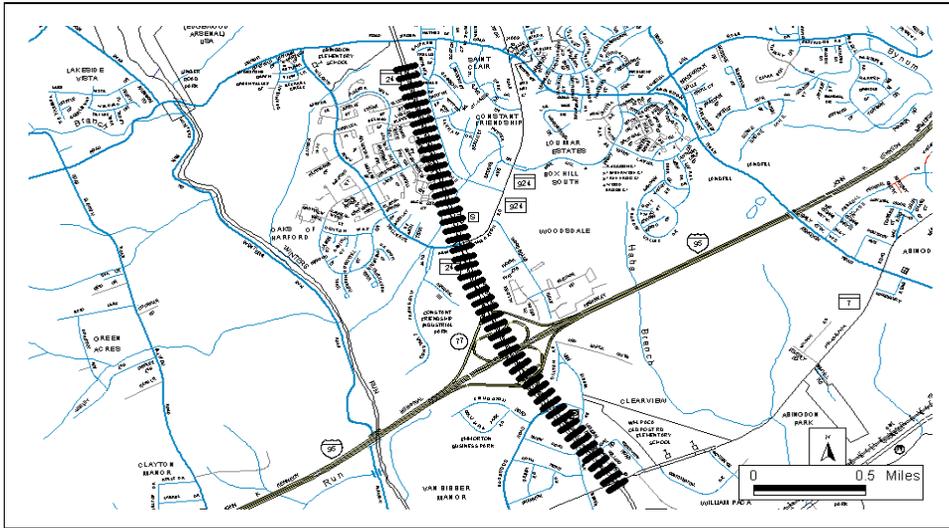
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 28,200

PROJECTED (2030) - 46,200

OPERATING COST IMPACT N/A



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Study to provide capacity improvements on MD 24 from MD 7 to north of MD 924, including associated interchange improvements (2.39 miles). Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would provide improved capacity, operation and safety for this segment of MD 24, including associated improvements to the I-95/MD 24 interchange and MD 24/MD 924/Tollgate Road intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95, Section 200 (MdTA)
- I-95, Interchange at MD 24 (MdTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Jointly funded with MdTA. The cost shown is SHA share only. Interchange improvements at I-95/MD 24 and Tollgate Road are funded for Right-of-way and Construction in the MdTA Program.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	1,546	1,520	26	0	0	0	0	0	26	0	
Engineering	30	0	20	10	0	0	0	0	30	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	1,576	1,520	46	10	0	0	0	0	56	0	
Federal-Aid	1,082	1,064	18	0	0	0	0	0	18	0	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Expressway

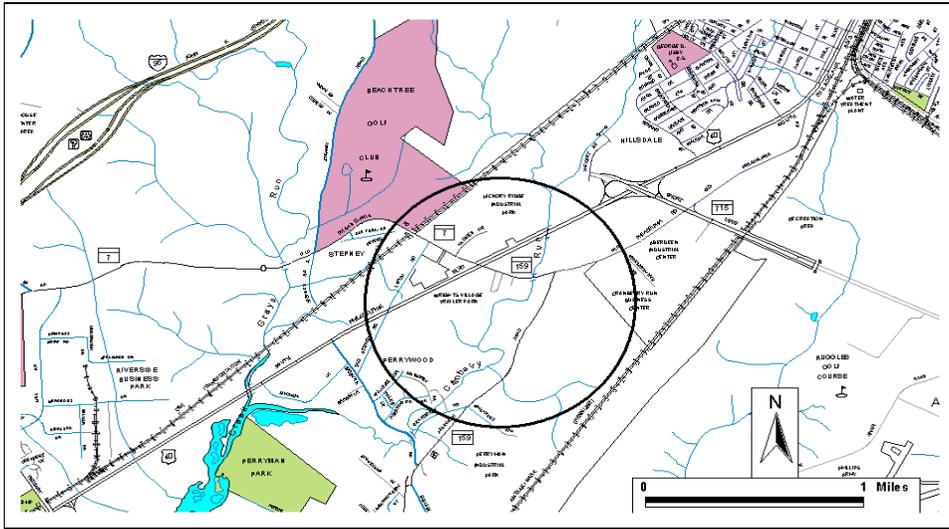
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 70,900

PROJECTED (2030) - 116,900

OPERATING COST IMPACT N/A



PROJECT: Perryman Access Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
US 40, Interchange at MD 715 (Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					....2008....	....2009....	....2010....	....2011....			
Planning	672	210	60	201	201	0	0	0	0	462	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	672	210	60	201	201	0	0	0	0	462	0
Federal-Aid	471	147	42	141	141	0	0	0	0	324	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

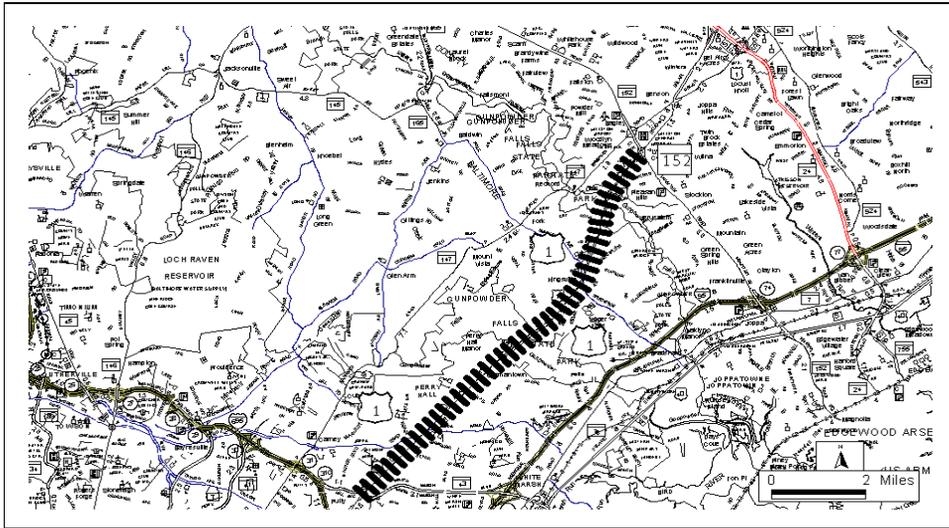
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 6,100

PROJECTED (2030) - 26,900

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

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

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

SMART GROWTH STATUS:

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

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

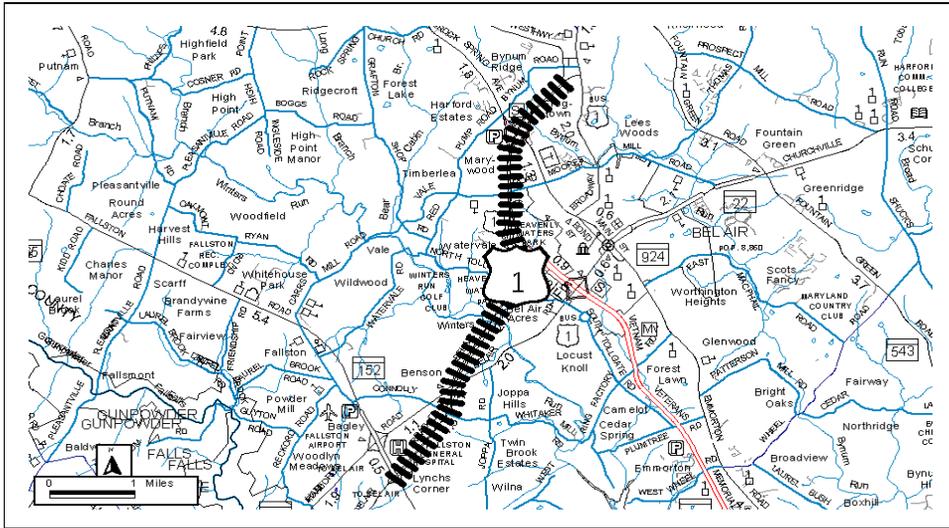
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 34,600

PROJECTED (2030) - 57,100

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

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

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

SMART GROWTH STATUS:

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

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	2,268	2,268	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,554	2,554	0	0	0	0	0	0	0	0	0
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway / Expressway

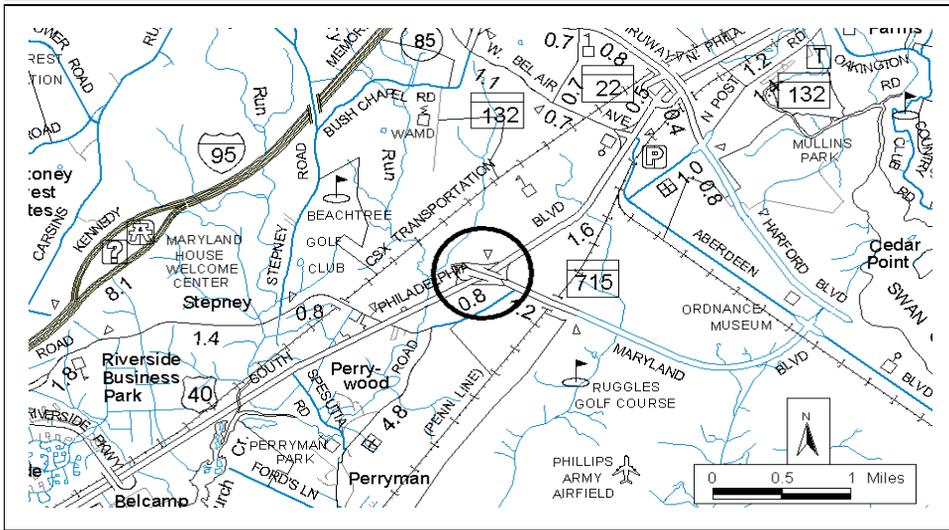
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 28,100

PROJECTED (2030) - 62,200

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Study to construct a missing interchange movement from eastbound US 40 to northbound MD 715, including realignment of the ramps from MD 715 to eastbound US 40.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
Perryman Access Study (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2006	2007	2008	2009	2010			2011
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,026	158	520	348	0	0	0	0	0	868	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,026	158	520	348	0	0	0	0	0	868	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 32,000

PROJECTED (2030) - 74,200

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Belair Road; Smith Road to MD 623; resurface	341	Completed
2	MD 24	Rocks Road; MD 136 to Pennsylvania State Line; resurface	574	Completed
3	MD 24	Rock Spring Avenue/Rocks Road; Spenceola Parkway to south of Jarrettsville Road; resurface	1,497	Completed
4	US 40	Pulaski Highway; Joppa Road to MD 152 eastbound; resurface	213	Completed
5	US 40	Pulaski Highway; ramps from US 40 to MD 22; resurface	123	Completed
6	MD 146	Jarrettsville Pike; Baltimore County Line to MD 23; resurface	53	Completed
7	MD 646	Prospect Road; MD 543 to MD 136; resurface	528	Completed
8	MD 924	Emmorton Road; Broadway to North Avenue; resurface	101	Completed
<u>Safety/Spot Improvement</u>				
9	MD 7	Philadelphia Road; 350 feet downstream of Bridge 12011 over Winters Run to 550 feet upstream of the bridge; slope protection	286	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
10	US 1 BUS	Belair Road; South of Tollgate Road to MD 147 and along MD 147 to MD 152; resurface	1,187	Under construction
11	MD 7A	Revolution Street; Old Bay Lane to Union Avenue; resurface	879	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
12	MD 7A	Revolution Street; US 40 to Union Avenue; resurface	462	Completed
13	MD 24	Vietnam Veterans Memorial Highway; Singer Road to W. Mac Phail Road; safety and resurface	3,091	FY 2006
14	US 40	Pulaski Highway; MD 755 to south of Otter Point Road; resurface (westbound only)	1,139	Under construction
15	US 40	Pulaski Highway; Baltimore County Line to Joppa Road; resurface	3,194	Completed
16	MD 136	Priestford Road; Deer Creek Bridge to US 1; resurface	1,224	Completed
17	MD 155	Level Road; McCommons Road to I 95; resurface	2,845	FY 2006
18	MD 155	Level Road/Superior Street/Ohio Street; Lapidum Road to US 40; resurface	1,385	Under construction
19	MD 161	Main Street; Trappe Church Road to US 1; resurface	879	Under construction
20	MD 924	Emmorton Road; Holly Wreath Drive to Plumtree Road; resurface	916	Completed
<u>Safety/Spot Improvement</u>				
21	US 1	Belair Road; at Connolly Road/Whitaker Mill Road; widen to provide separate left turn lanes (Funded for preliminary engineering only)	495	PE Underway
22	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety (Funded for preliminary engineering only)	294	PE Underway
23	MD 924	Emmorton Road; Ring Factory Road to McPhail Road; provide center turn lane	2,082	Under construction

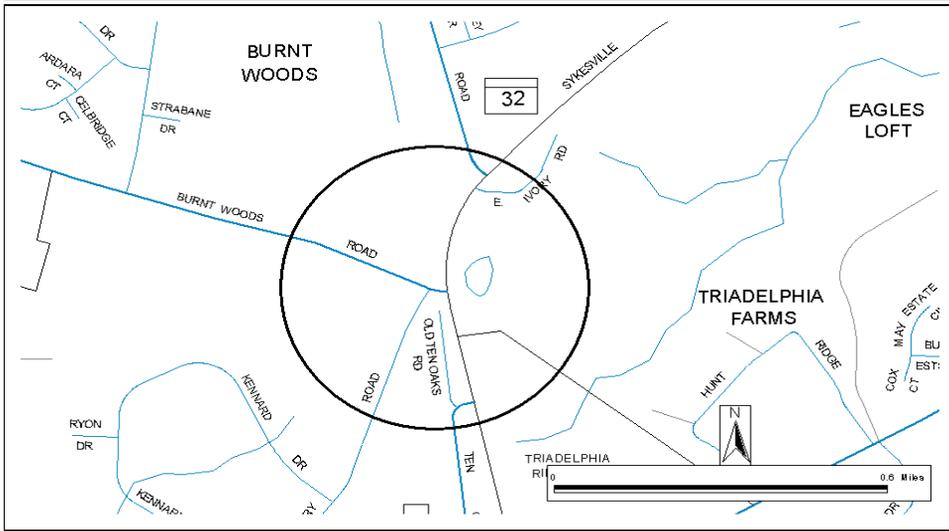
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
24	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,432	FY 2007
25	MD 924	Main Street; Phase II - MD 22 to Maulsby Street in Bel Air; streetscape	4,715	FY 2006
<u>Environmental Preservation</u>				
26	US 40	Pulaski Highway; MD 22 to Robin Hood Road; landscape	79	Under construction
<u>Intersection Capacity Improvements</u>				
27	MD 152	Fallston Road; at Carrs Mill Road/Old Fallston Road; widen MD 152 to add a westbound right turn lane and extend the eastbound left turn lane	752	Completed
<u>Enhancements</u>				
<u>Pedestrian and Bicycle Safety and Educational Activities</u>				
28		Ma and Pa Heritage Trail Extension; Tollgate parking lot of Phase 1 to Edgeley Grove Farm; construction of additional two miles	776	FY 2006



Howard



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Burntwoods Road.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 32, MD 108 to I-70 (Line 4)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	19046	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$4.3 million is due to additional wetlands and stream mitigation work. Construction includes Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,530	371	1,900	1,259	0	0	0	0	0	3,159	0
Right-of-way	3,806	0	1,990	1,806	10	0	0	0	0	3,806	0
Construction	24,420	0	0	1,644	11,542	11,233	0	0	0	24,420	0
Total	31,756	371	3,890	4,709	11,552	11,233	0	0	0	31,385	0
Federal-Aid	22,016	0	1,552	2,691	9,011	8,762	0	0	0	22,016	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

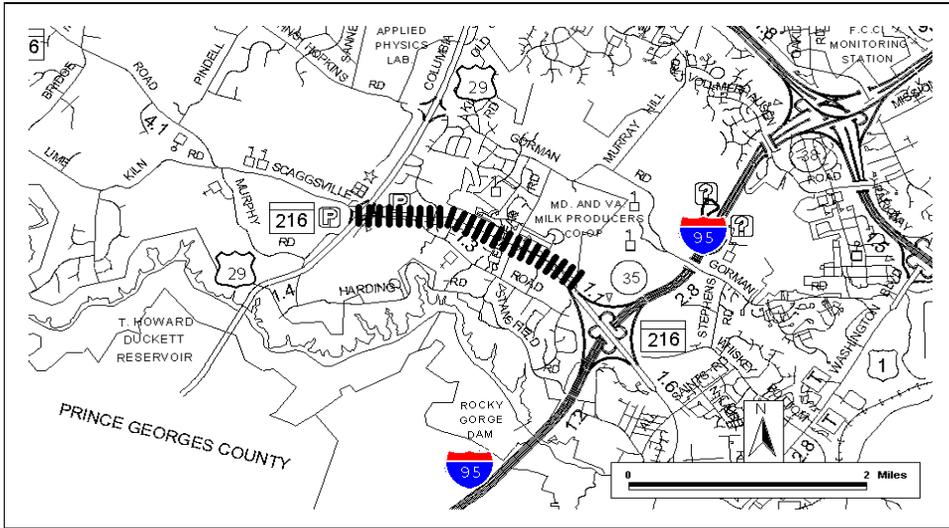
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 27,400

PROJECTED (2030) - 49,650

OPERATING COST IMPACT \$15,000 per year



PROJECT: MD 216 Relocated, Scaggsville Road

DESCRIPTION: Constructed a 6 lane highway on new location to replace existing MD 216 from west of I-95 to US 29 (2.80 miles). Wide curb lanes accommodate bicycles, and the project also included a pedestrian facility.

JUSTIFICATION: MD 216 is a minor arterial serving southern Howard County. The existing roadway was geometrically deficient and discontinuous, utilizing a short section of a county road. The new roadway provides a continuous arterial highway between I-95 and US 29, and accommodates expected growth in this area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service. Howard County contributed funds towards construction of the 5th and 6th lanes.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.0 million is due to final project closeout cost.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,656	4,656	0	0	0	0	0	0	0	0	0
Right-of-way	4,556	4,394	15	147	0	0	0	0	0	162	0
Construction	20,422	20,305	117	0	0	0	0	0	0	117	0
Total	29,634	29,355	132	147	0	0	0	0	0	279	0
Federal-Aid	19,839	19,619	105	115	0	0	0	0	0	220	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

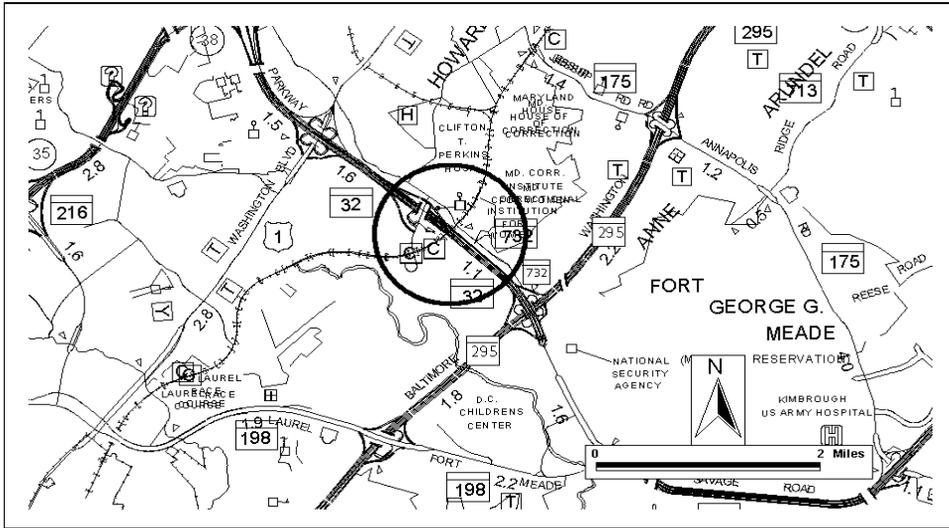
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 16,800 (existing MD 216)

PROJECTED (2030) - 57,200

OPERATING COST IMPACT \$13,000 per year



PROJECT: MD 732, Guilford Road

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

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction to begin during current fiscal year. SHA, Anne Arundel County and Howard County are sharing the cost of construction. Cost shown is SHA share only. Project to be advertised by Howard County.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction delayed from FY05 to FY06 due to a delay in the acquisition of needed Right-of-way.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	930	0	384	546	0	0	0	0	0	930	0
Total	988	58	384	546	0	0	0	0	0	930	0
Federal-Aid	44	44	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Local

FEDERAL - Local

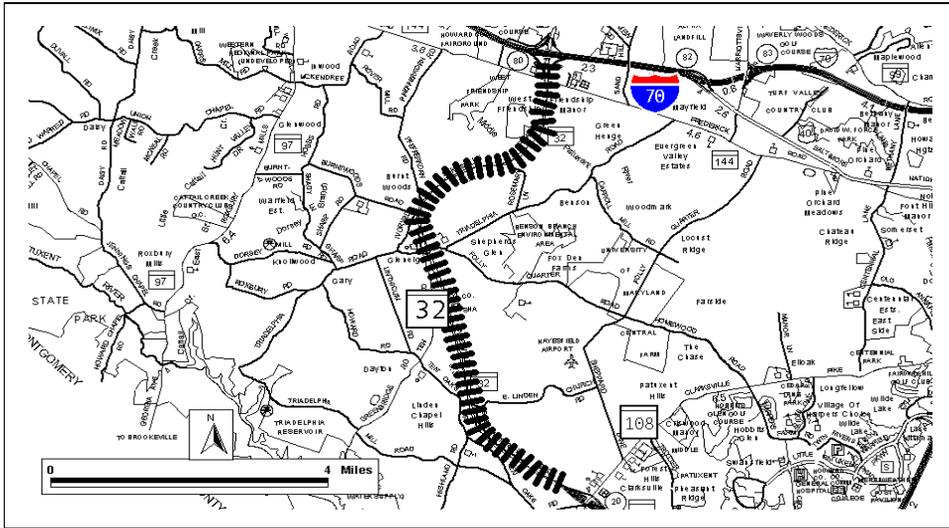
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 11,500

PROJECTED (2030) - 33,250

OPERATING COST IMPACT N/A



PROJECT: MD 32, Patuxent Freeway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 32, Interchange at Burntwoods Road (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete. Protective Right-of-way funding to be used as properties become available. An additional \$8.4 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.8 million is due to additional protective Right-of-way funds and a project reevaluation done in Planning.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2008	2009	2010	2011			
Planning	3,413	3,153	260	0	0	0	0	0	0	260	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,711	1,135	10	1,514	1,513	1,513	1,513	1,513	1,513	7,576	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	12,124	4,288	270	1,514	1,513	1,513	1,513	1,513	1,513	7,836	0
Federal-Aid	2,389	2,207	182	0	0	0	0	0	0	182	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

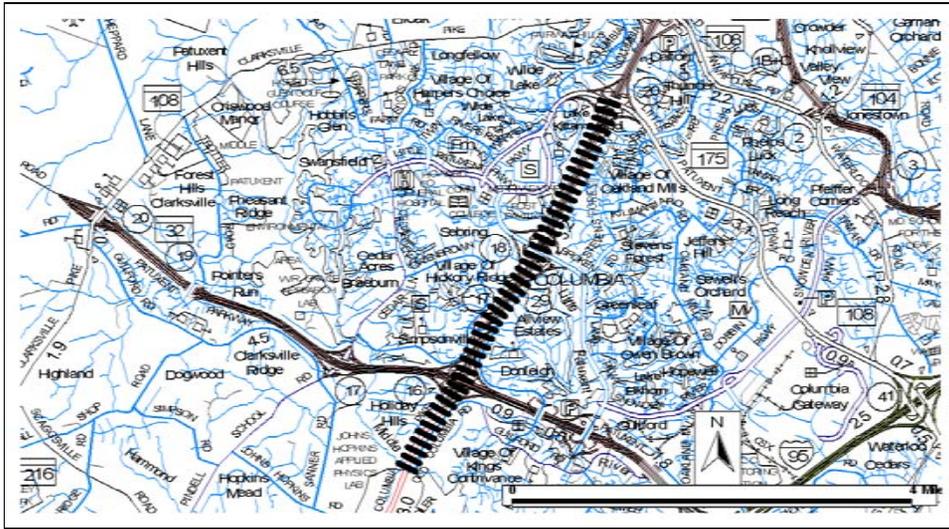
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 26,400

PROJECTED (2030) - 58,700

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to MD 175 from 2 to 3 lanes (2.85 miles).

JUSTIFICATION: This project will improve safety and reduce congestion with the upgrade of US 29 to match the southbound section, which is 3 lanes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Howard County participating in cost of Engineering. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,524	54	1,066	960	444	0	0	0	0	2,470	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,524	54	1,066	960	444	0	0	0	0	2,470	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway/Expressway

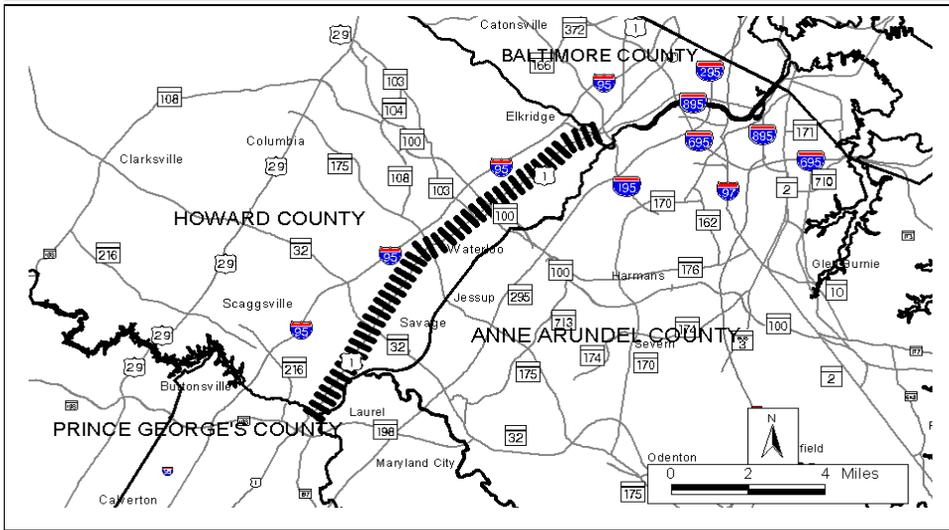
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 63,500

PROJECTED (2030) - 89,400

OPERATING COST IMPACT N/A



PROJECT: US 1, Washington Boulevard

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	1000	0	0	0	0	NHS/HP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning (Corridor Planning) underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Project Planning includes Federal High Priority Project Funding.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	1,250	0	500	750	0	0	0	0	0	0	0	1,250	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,250	0	500	750	0	0	0	0	0	0	0	1,250	0
Federal-Aid	1,000	0	400	600	0	0	0	0	0	0	0	1,000	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 36,200

PROJECTED (2030) - 50,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	MD 100	At northwest quadrant of I 95 interchange and at Meadow Ridge Road; drainage improvement	227	Completed
2	MD 175	Patuxent Parkway; 1,000 feet east and west of Tamar Drive and 1,000 feet east and west of Thunder Hill Road; mill and resurface to improve skid resistance	400	Completed
<u>Noise Barriers</u>				
3	I 70	St. Johns Lane to US 29; noise barrier along westbound roadway (Brinkleigh/Skyview/The Orchards)	3,392	Completed
4	I 95	5,000 feet north of MD 100 to Montgomery Road; noise barrier along northbound roadway (Hunt Club Estates)	1,750	Completed
<u>Environmental Preservation</u>				
5	MD 100	Long Gate Parkway to east of Snowden River Parkway; landscape	393	Completed
6	MD 216	Scaggsville Road; I 95 to US 29; reforestation	213	Completed
<u>Commuter Action Improvements</u>				
7	MD 32	Patuxent Parkway; at Brokenland Parkway Interchange; expand existing ridesharing facility	297	Completed
8	MD 32	Sykesville Road; at I 70; expand existing ridesharing facility	491	Completed
<u>Intersection Capacity Improvements</u>				
9	US 40	Baltimore National Pike; Ridge Road to St. Johns Lane; resurface and re-stripe westbound US 40 to provide 2 lane access to southbound US 29 ramp and modify overhead signing	704	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2005
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
10	US 1	Washington Boulevard; CSX railroad to Gatewood Drive; resurface	635	FY 2007
11	US 1	Washington Boulevard; Prince George's County Line to south of Whiskey Bottom Road; resurface	938	FY 2006
12	US 1	Washington Boulevard; CSX Railroad bridge to the Baltimore County Line; resurface	854	Completed
13	US 1	Washington Boulevard; 200 feet north of Whiskey Bottom Road to bridge 13099 over CSX Railroad; resurface	2,834	Under construction
14	MD 32	Patuxent Parkway; 2500 ft. east of I-95 to west of I-95; resurface	2,709	FY 2006
15	I 70	Baltimore National Pike; West of the Howard County Line to the MD 97 structure; resurface	5,428	Completed
16	MD 175	Waterloo Road; US 1 to I 95; resurface	701	FY 2007
17	MD 216	Scaggsville Road; I 95 to flyover bridge; resurface	500	FY 2007
<u>Safety/Spot Improvement</u>				
18	US 29	Columbia Pike; Brokenland Parkway to MD 175; interchange lighting	200	Under construction
19	US 40	Baltimore National Pike; at Pebble Beach Drive and MD 144; widen to provide double left turn lanes westbound	460	FY 2007
20	I 70	Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers	182	Completed
21	I 95	Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers	34	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
22	MD 99	Old Frederick Road; at Liler Drive and at Tiller Drive; intersection improvements	983	FY 2006
23	MD 100	Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers	29	Completed
24	MD 108	Clarksville Pike; MD 32 to Linden Linthicum Lane; widening and resurfacing (Funded for preliminary engineering only)(Howard County funding preliminary engineering for this project)	75	FY 2006
25	MD 108	Old Annapolis Road; Howard High School entrance to Centre Park Drive/Phelps Luck Drive; widen to provide westbound auxiliary lane	286	FY 2007
<u>Noise Barriers</u>				
26	US 29	Columbia Pike; 1000 feet north of MD 175 to Diamond Back Road; noise barrier along northbound roadway (Guilford Downs)	1,370	Under construction
27	MD 100	Snowden River Parkway to Long Gate Parkway; design and construction of sound barriers	286	FY 2006
<u>Environmental Preservation</u>				
28	MD 100	West of Snowden River Parkway to I 95; landscape	177	Under construction
<u>Intersection Capacity Improvements</u>				
29	MD 32	Sykesville Road; at I 70; widening to extend turn lanes on MD 32 (Funded for preliminary engineering only)	100	FY 2006
30	MD 100 WB	Snowden River Parkway; at MD 108; widen to extend left turn lane and provide double left turn lanes southbound	326	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
31	MD 108	Clarksville Pike; Centennial Lane to Ten Mills Road; widen and realign (Funded for preliminary engineering only)(Howard County funding preliminary engineering for this project)	0	FY 2006
<u>Truck Weight</u>				
32	MD 32	Sykesville Road; south of I 70; construct virtual weigh station	150	FY 2006
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
33		Centennial Access Pathway - construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road	250	Underway
<u>Environmental Mitigation</u>				
34		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	650	FY 2006
35		Stormwater Management Facilities Enhancement - modifications to a retention pond and shallow marsh along MD 100 near I 95 and Meadowridge Road	203	Completed



Kent

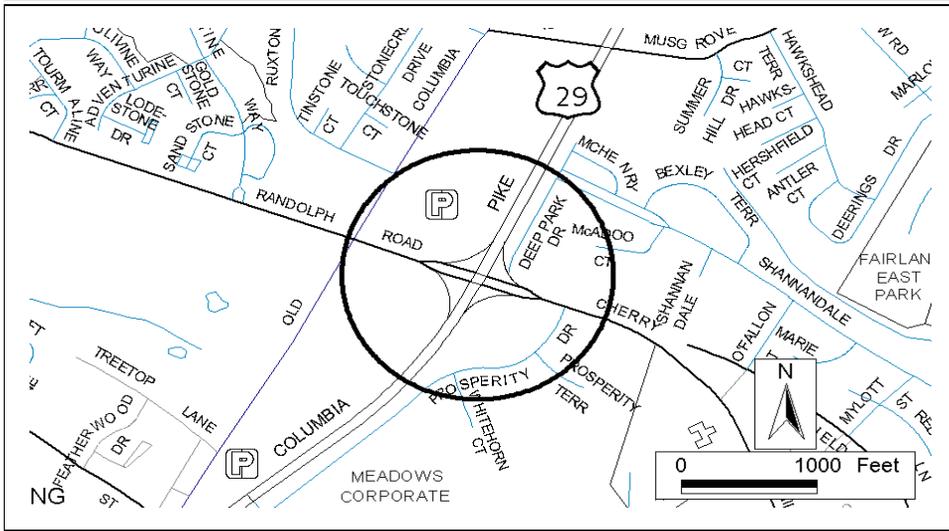
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 213	Augustine Herman Highway; MD 297 to MD 561; resurface	368	Completed
2	MD 213	Augustine Herman Highway; south of Creamery Street to MD 444; resurface	505	Completed
3	MD 291	River Road; MD 290 to beginning of roundabout; resurface	411	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 290	Crompton Road; Queen Anne's County Line to MD 291; resurface	144	FY 2006
5	MD 297	Worton Road; MD 213 to MD 298; resurface	596	FY 2006
6	US 301	Blue Star Memorial Highway; north and south bound lanes from 635 feet south of MD 313 to Cecil County Line; resurface	3,810	FY 2006
<u>Safety/Spot Improvement</u>				
7	MD 20	High Street; at MD 291; geometric improvements	126	FY 2006
8	MD 213	Washington Avenue; at Spring Avenue; geometric improvements, sidewalk and pedestrian improvements (includes resurfacing from the Chester River Bridge to Greenwood Avenue)	1,225	Under construction



Montgomery



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct new interchange at Randolph/Cherry Hill Roads. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. Bicycle trail is included.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29, Interchanges (Lines 2,3,12,13)
- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2008.....	.....2009.....	.....2010.....	.....2011.....	0	0
Engineering	2,934	2,934	0	0	0	0	0	0	0	0
Right-of-way	17,284	13,877	2,129	1,278	0	0	0	0	3,407	0
Construction	26,882	21,456	5,426	0	0	0	0	0	5,426	0
Total	47,100	38,267	7,555	1,278	0	0	0	0	8,833	0
Federal-Aid	36,034	28,907	6,131	996	0	0	0	0	7,127	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

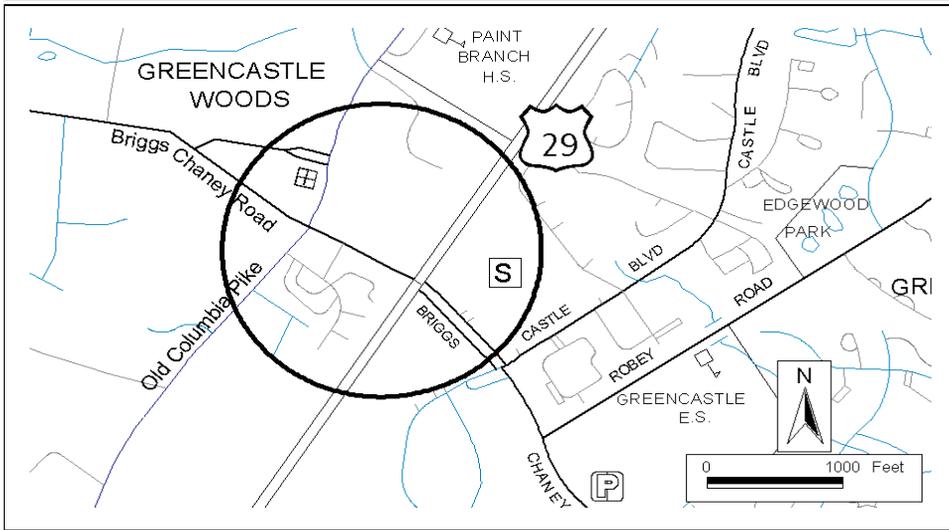
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 57,800

PROJECTED (2030) - 81,100

OPERATING COST IMPACT \$7,000 per year



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Briggs Chaney Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. Bicycle trail is included.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location will address failing levels of service and support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29, Interchanges (Lines 1,3,12,13)
- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,088	4,088	0	0	0	0	0	0	0	0	0
Right-of-way	10,977	10,576	300	101	0	0	0	0	0	401	0
Construction	33,759	14,346	10,919	8,494	0	0	0	0	0	19,413	0
Total	48,824	29,010	11,219	8,595	0	0	0	0	0	19,814	0
Federal-Aid	37,419	21,457	9,007	6,955	0	0	0	0	0	15,962	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

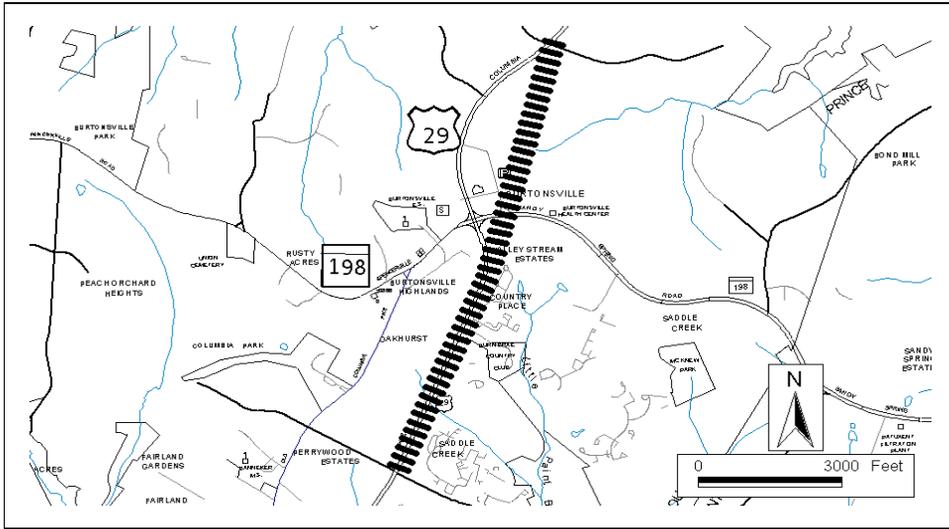
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 57,650

PROJECTED (2030) - 77,300

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Constructed a new interchange at relocated US 29/MD 198. US 29 was relocated to the east from south of MD 198 to north of Dustin Road. Construct a partial interchange at US 29 and Dustin Road. Direct bus service ramps to and from the Burtonsville Park and Ride Lot were included. Sidewalks were included where appropriate. Wide curb lanes on MD 198 will accommodate bicycles. Bicycle trail is included.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location addresses failing levels of service and support planned economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29, Interchanges (Lines 1,2,12,13)
- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,182	2,182	0	0	0	0	0	0	0	0	0
Right-of-way	12,293	10,163	1,925	205	0	0	0	0	0	2,130	0
Construction	32,620	28,316	4,304	0	0	0	0	0	0	4,304	0
Total	47,095	40,661	6,229	205	0	0	0	0	0	6,434	0
Federal-Aid	37,634	31,811	5,660	163	0	0	0	0	0	5,823	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

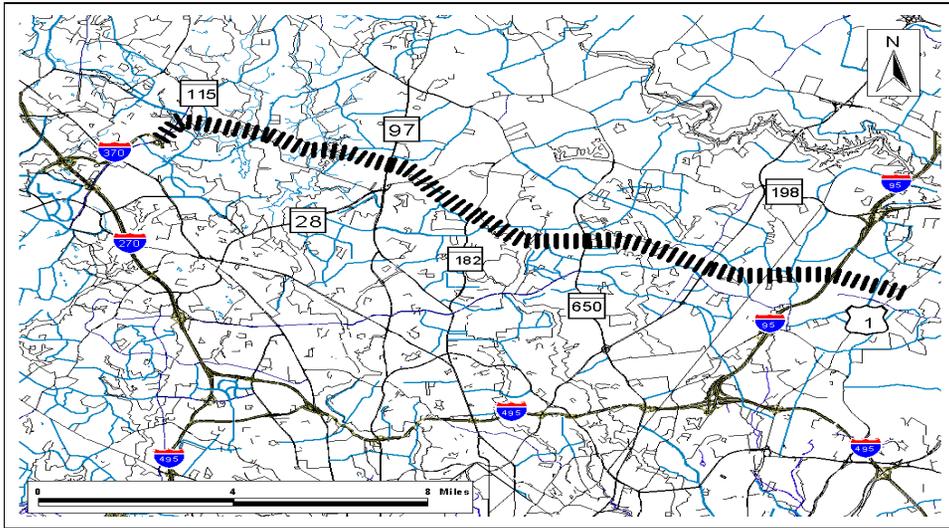
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 56,850

PROJECTED (2030) - 84,900

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,2,3,12,13)
- MD 115, MD 28 to MD 124 (Line 5)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)
- I-95/Contee Road Interchange (Prince George's County - Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 29)

STATUS: Project Planning underway. Construction to begin during the current fiscal year, if a build alternate is approved by FHWA.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 and 2005 and Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	18470	0	0	0	0	NHS/HP
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	18,470	0	10,470	8,000	0	0	0	0	18,470	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,470	0	10,470	8,000	0	0	0	0	18,470	0
Federal-Aid	18,470	0	10,470	8,000	0	0	0	0	18,470	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

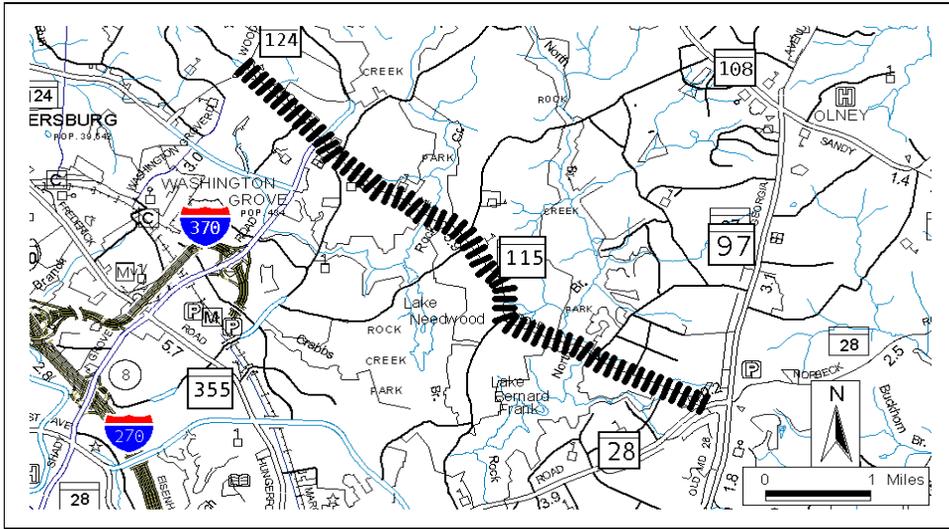
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

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

OPERATING COST IMPACT N/A



PROJECT: MD 115, Muncaster Mill Road

DESCRIPTION: Provide safety improvements along MD 115 from MD 28 to MD 124. Improvements will concentrate on horizontal and vertical deficiencies in the road as well as spot intersection improvements. Project will include sidewalks and wide curb lanes (5.80 miles).

JUSTIFICATION: MD 115 experiences a high number of accidents and several intersections are identified as high accident intersections. MD 115 has poor vertical and horizontal alignments and sight distance problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)
- MD 97/MD 28 Interchange Improvement (Line 16)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,457	1,457	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,359	1,381	686	292	0	0	0	0	0	0	978	0
Construction	6,189	2,744	2,678	767	0	0	0	0	0	0	3,445	0
Total	10,005	5,582	3,364	1,059	0	0	0	0	0	0	4,423	0
Federal-Aid	4,787	2,458	2,195	134	0	0	0	0	0	0	2,329	0

FUNCTION:

- STATE - Urban - Minor Arterial
- FEDERAL - Major Collector

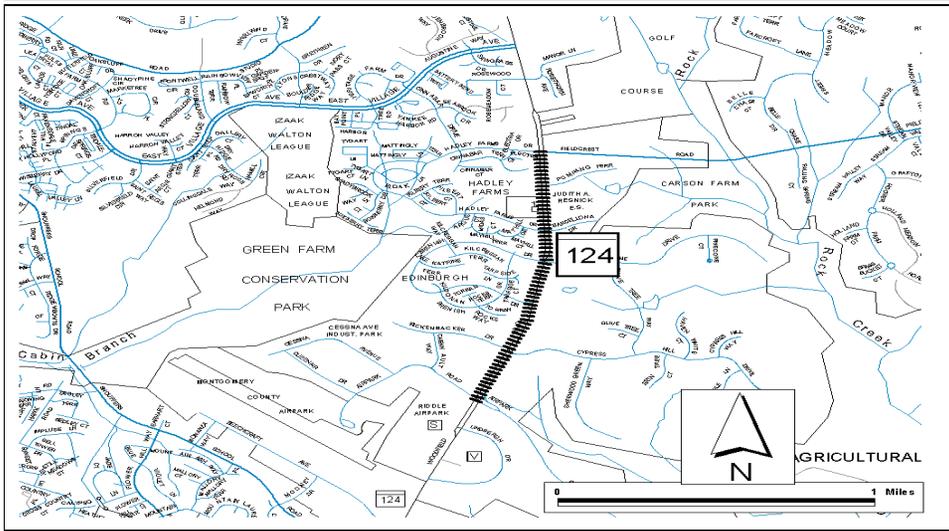
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 15,250

PROJECTED (2030) - 24,400

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Construct a 6 lane divided highway from south of Airpark Road to north of Fieldcrest Road (1.14 miles).

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: InterCounty Connector (Line 4)
 East/West Intersection Improvement Program (Line 8)
 MD 124, Midcounty Highway to Warfield Road (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	23425	0	0	0	STP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$6.5 million is due to additional utility impacts, additional Right-of-way needs, and increased property values.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE		
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
					2008	2009	2010	2011						
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	
Engineering	2,411	944	975	492	0	0	0	0	0	0	0	0	1,467	
Right-of-way	12,135	221	7,058	2,839	2,017	0	0	0	0	0	0	0	11,914	
Construction	30,033	0	0	2,542	10,570	12,013	4,908	0	0	0	0	0	30,033	
Total	44,579	1,165	8,033	5,873	12,587	12,013	4,908	0	0	0	0	0	43,414	
Federal-Aid	33,003	177	5,611	4,200	9,817	9,370	3,828	0	0	0	0	0	32,826	

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

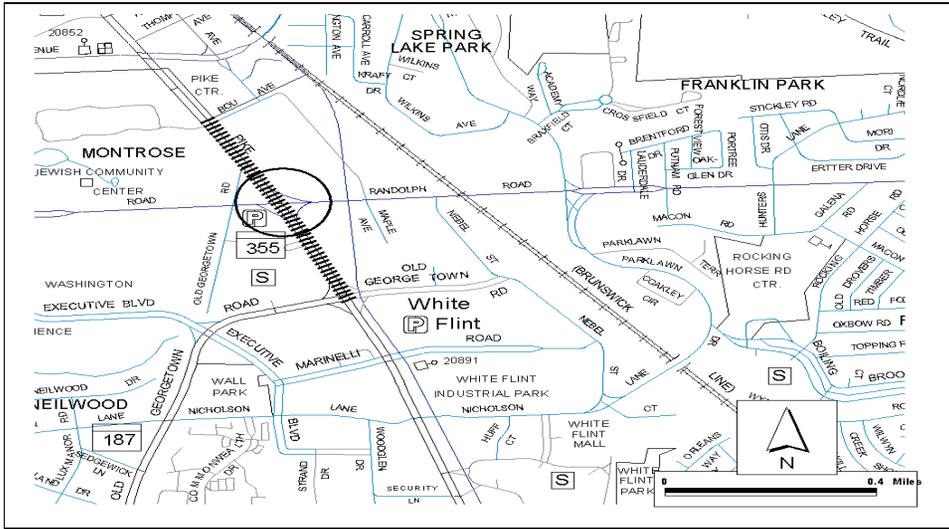
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 30,600

PROJECTED (2030) - 58,800

OPERATING COST IMPACT \$3,500 per year



PROJECT: MD 355, Rockville Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- Montrose Parkway (Montgomery County Project)
- MD 355, CSX Railroad/ Parklawn Drive (Line 21)

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost decrease of \$1.2 million is due to an updated Right-of-way estimate and reduced inflation. Construction includes Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	24690	STP/HP

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,543	837	1,198	1,508	0	0	0	0	0	2,706	0
Right-of-way	12,571	1,278	3,556	4,524	3,213	0	0	0	0	11,293	0
Construction	31,815	0	161	0	0	0	6,281	10,612	17,054	14,761	0
Total	47,929	2,115	4,915	6,032	3,213	0	6,281	10,612	31,053	14,761	0
Federal-Aid	27,170	586	839	1,056	0	0	4,899	8,277	15,071	11,513	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

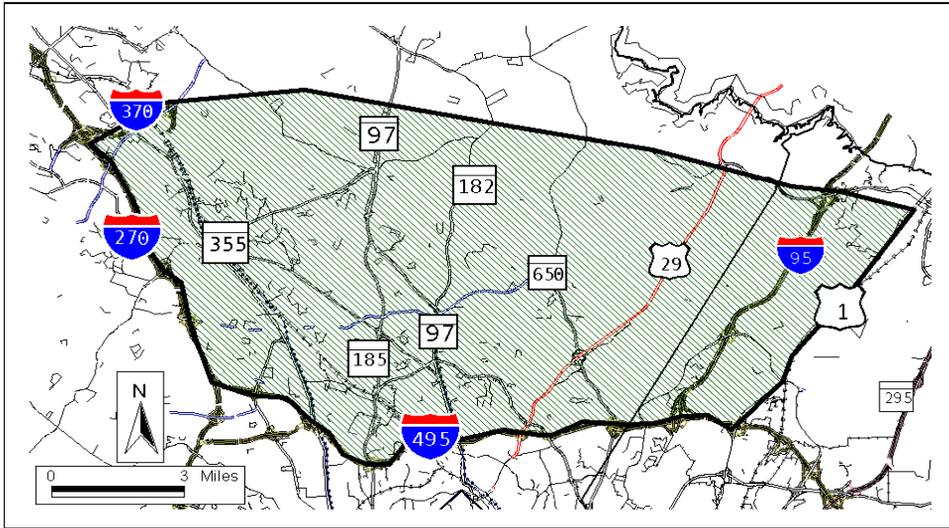
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 71,650

PROJECTED (2030) - 90,300

OPERATING COST IMPACT \$7,500 per year



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access included where appropriate.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29, Interchanges (Lines 1,2,3,12,13)
- InterCounty Connector (Line 4)
- MD 115, MD 28 to MD 124 (Line 5)
- MD 28/MD 198, MD 97 to I-95 (Line 14)
- MD 97/MD 28 and MD 97/Randolph Road Interchanges (Lines 16,18)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.4 million is due to additional utility work, maintenance of traffic, clearing and grubbing and additional Right-of-way needs for the MD 650 project.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	999	999	0	0	0	0	0	0	0	0	0
Engineering	13,272	13,272	0	0	0	0	0	0	0	0	0
Right-of-way	12,160	8,390	2,809	961	0	0	0	0	0	3,770	0
Construction	45,534	42,023	3,459	52	0	0	0	0	0	3,511	0
Total	71,965	64,684	6,268	1,013	0	0	0	0	0	7,281	0
Federal-Aid	46,020	40,916	4,312	792	0	0	0	0	0	5,104	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

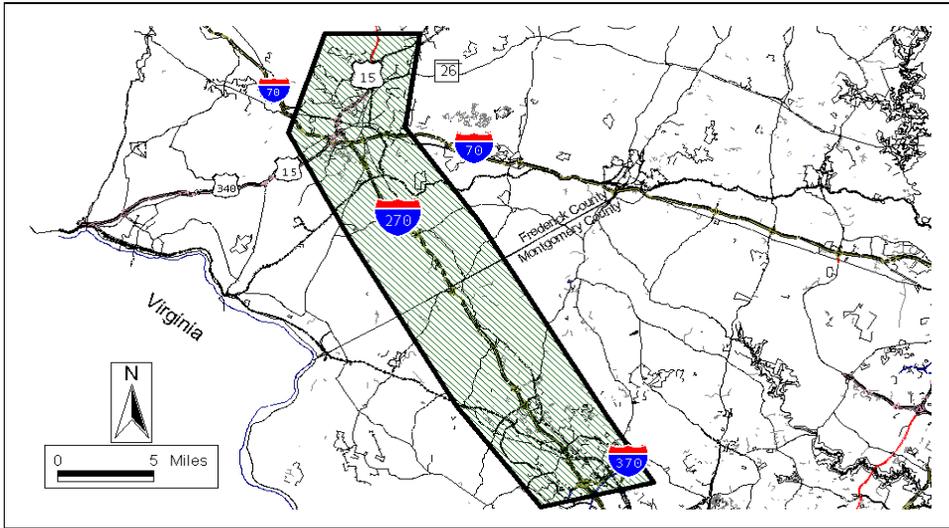
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

PROJECTED (2030) - 38,600 - 84,900

OPERATING COST IMPACT N/A



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					....2008....	....2009....	....2010....	....2011....			
Planning	17,172	11,913	1,528	2,202	1,529	0	0	0	0	5,259	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,226	12,967	1,528	2,202	1,529	0	0	0	0	5,259	0
Federal-Aid	12,020	8,339	1,070	1,541	1,070	0	0	0	0	3,681	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

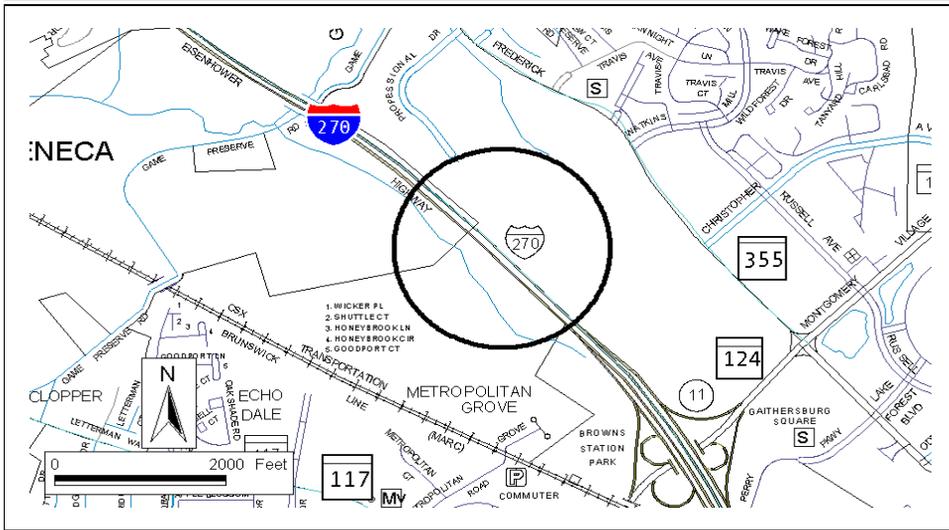
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 42,400 - 99,650 (US 15)
79,800 - 199,700 (I-270)

PROJECTED (2030) - 149,000 (US 15)
284,000 (I-270)

OPERATING COST IMPACT N/A



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new interchange at Watkins Mill Road Extended.

JUSTIFICATION: This project would support economic development and relieve existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide direct access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

STATUS: Partial Engineering underway. An additional \$7.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	1,166	1,166	0	0	0	0	0	0	0	0	
Engineering	1,900	0	700	1,200	0	0	0	0	0	1,900	
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	3,066	1,166	700	1,200	0	0	0	0	0	1,900	
Federal-Aid	816	816	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

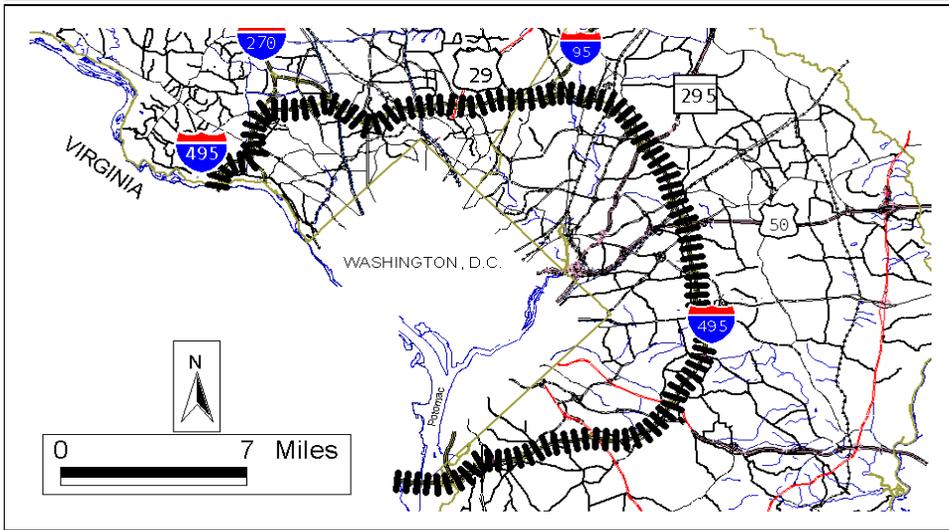
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 125,100

PROJECTED (2030) - 209,100

OPERATING COST IMPACT N/A



PROJECT: I-495/I-95, 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 (42.20 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Prince George's County - Line 1)
- I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
- MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 5,20)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Prince George's County - Line 21)
- Bi-County Transit Way (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	14,980	10,109	2,500	1,871	500	0	0	0	0	4,871	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	14,980	10,109	2,500	1,871	500	0	0	0	0	4,871	0
Federal-Aid	10,486	7,076	1,750	1,310	350	0	0	0	0	3,410	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

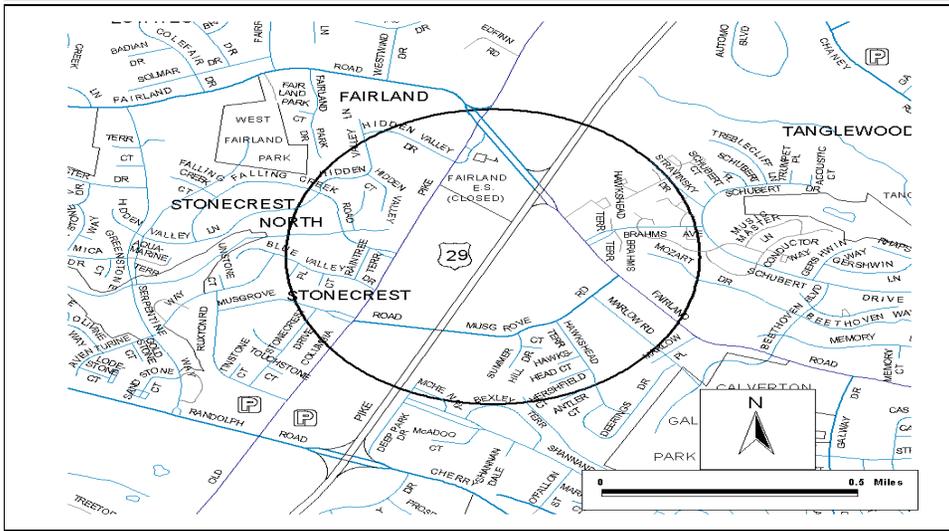
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 131,000 - 255,800

PROJECTED (2030) - 188,300 - 286,800

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,2,3,13)
- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)

STATUS: Engineering and partial Right-of-way underway. An additional \$6.2 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,108	957	1,090	570	491	0	0	0	0	2,151	0
Right-of-way	7,809	6,176	200	1,433	0	0	0	0	0	1,633	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,917	7,133	1,290	2,003	491	0	0	0	0	3,784	0
Federal-Aid	8,266	5,487	919	1,517	344	0	0	0	0	2,779	0

FUNCTION:

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

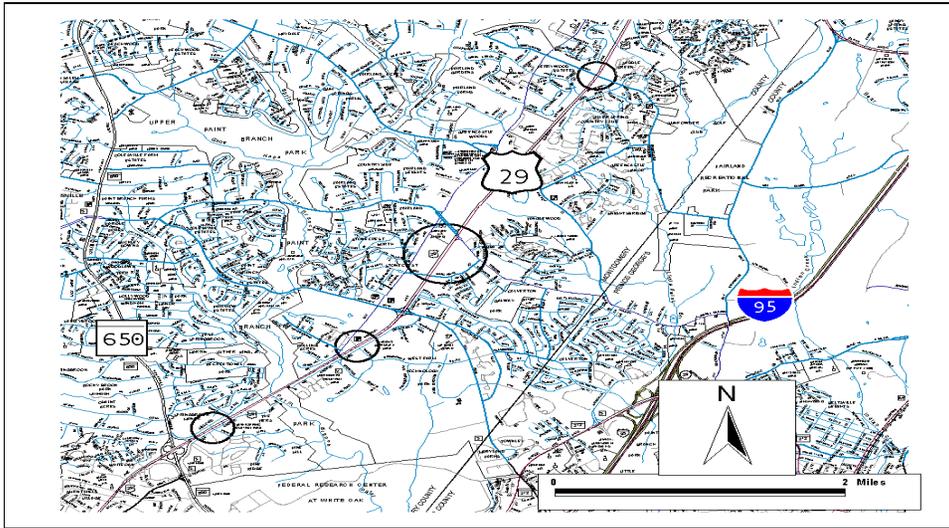
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 57,800

PROJECTED (2030) - 81,800

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29, Interchanges (Lines 1,2,3,12)
- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)

STATUS: Partial Engineering underway. An additional \$22.6 million is needed to complete Engineering and \$14.5 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE		
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER													
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					YEAR 2008			YEAR 2009	YEAR 2010	YEAR 2011
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,366	3,869	1,429	1,068	0	0	0	0	0	0	0	0	0	2,497
Right-of-way	597	597	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	9,451	6,954	1,429	1,068	0	0	0	0	0	0	0	0	0	2,497
Federal-Aid	4,239	2,491	1,000	748	0	0	0	0	0	0	0	0	0	1,748

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

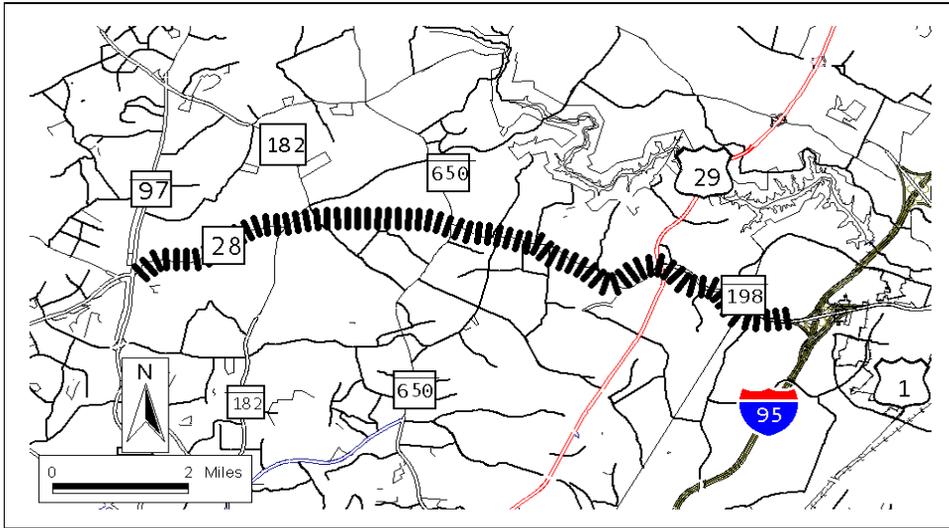
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 59,000

PROJECTED (2030) - 73,800

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,2,3,12,13)
- InterCounty Connector (Line 4)
- East/West Intersection Improvement Program (Line 8)
- MD 97/MD 28 Interchange (Line 16)
- I-95/Contee Road Interchange (Prince George's County - Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	3,318	2,890	140	160	128	0	0	0	0	428	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	3	107	0	0	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,428	2,893	247	160	128	0	0	0	0	535	0
Federal-Aid	2,323	2,023	98	112	90	0	0	0	0	300	0

FUNCTION:

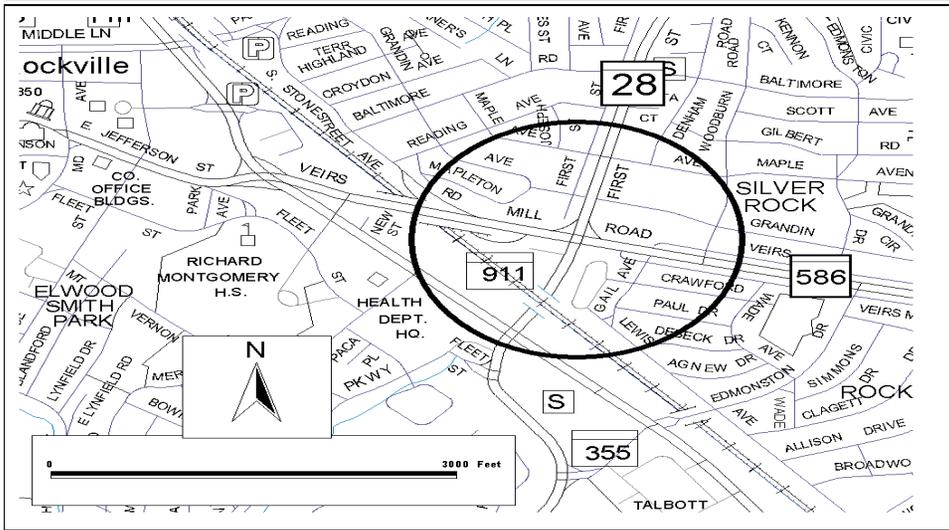
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) -** 17,000 - 33,250 (MD 28)
17,700 - 65,300 (MD 198)
- PROJECTED (2030) -** 29,800 - 42,000 (MD 28)
24,500 - 75,100 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 28, Rockville Town Center

DESCRIPTION: Study to construct interchange/intersection improvements at MD 28/MD 586/MD 911. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would relieve congestion at the existing intersection and facilitate development plans in the Rockville Town Center.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 4)
East/West Intersection Improvement Program (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,003	1,208	595	200	.....2008.....	.....2009.....	.....2010.....	.....2011.....	0	795
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	2,003	1,208	595	200	0	0	0	0	0	795
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

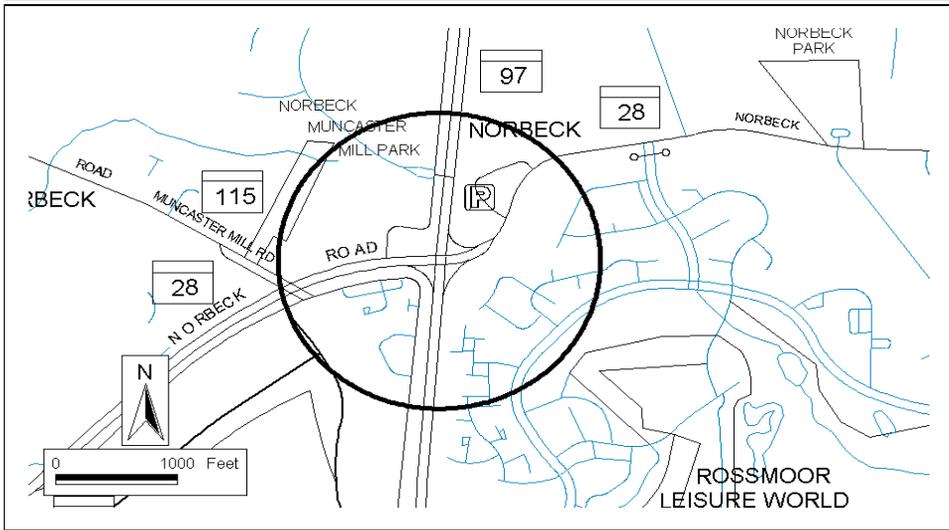
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 37,050

PROJECTED (2030) - 37,800

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (line 4)
- MD 115, MD 28 to MD 124 (Line 5)
- East/West Intersection Improvement Program (Line 8)
- MD 28/MD 198, MD 97 to I-95 (Line 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,967	1,967	0	0	0	0	0	0	0	0
Engineering	2,083	591	1,105	387	0	0	0	0	1,492	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	4,050	2,558	1,105	387	0	0	0	0	1,492	0
Federal-Aid	2,835	1,791	774	271	0	0	0	0	1,044	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

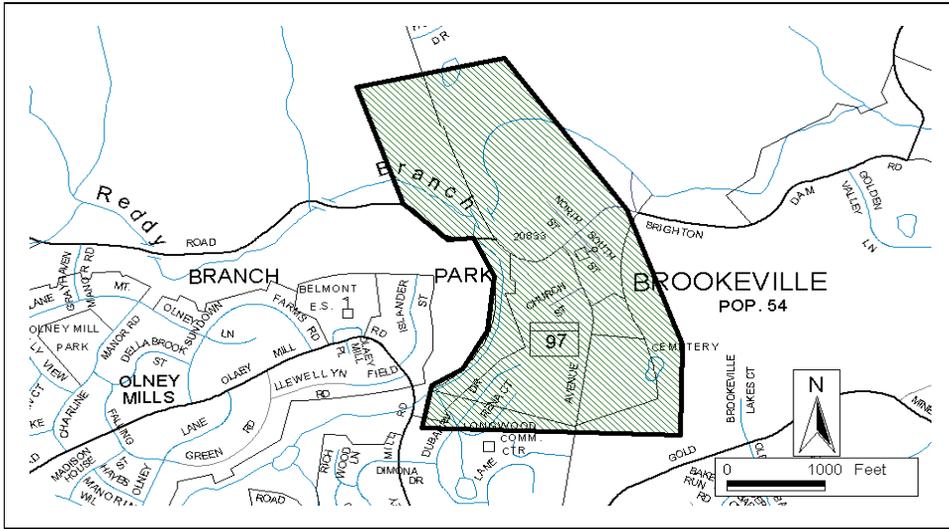
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 41,000

PROJECTED (2030) - 56,700

OPERATING COST IMPACT N/A



PROJECT: MD 97 (Brookeville Bypass)

DESCRIPTION: Study to construct a 2 lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

JUSTIFICATION: This project would relieve traffic congestion in the town of Brookeville and improve traffic operations and safety on existing MD 97. This funding is for completion of the environmental document.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	2,137	2,040	97	0	0	0	0	0	0	97	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,137	2,040	97	0	0	0	0	0	0	97	0
Federal-Aid	1,496	1,428	68	0	0	0	0	0	0	68	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

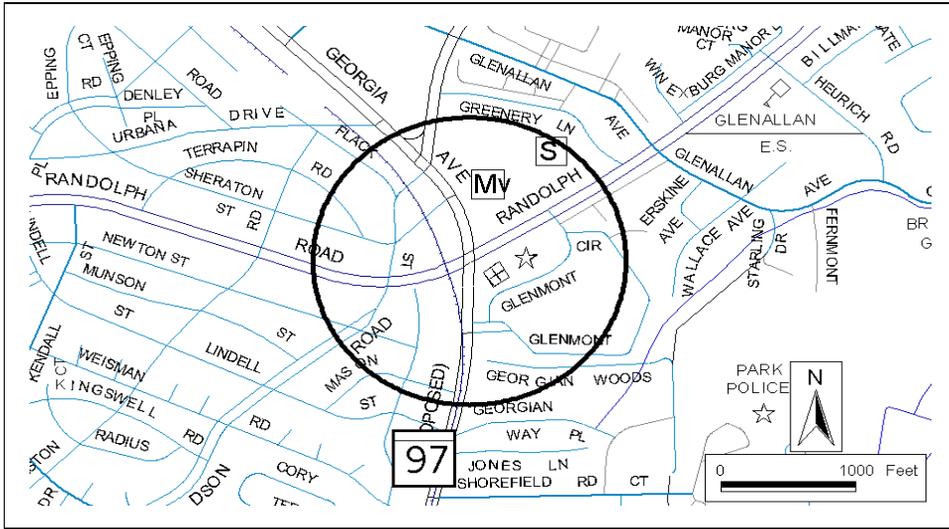
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,700

PROJECTED (2030) - 25,600

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 4)
East/West Intersection Improvement Program (Line 8)

STATUS: Engineering and partial Right-of-way underway. An additional \$8.9 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,081	1,081	0	0	0	0	0	0	0	0
Engineering	2,700	1,697	620	383	0	0	0	0	1,003	0
Right-of-way	3,000	1,471	10	1,519	0	0	0	0	1,529	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,781	4,249	630	1,902	0	0	0	0	2,532	0
Federal-Aid	2,647	1,945	434	268	0	0	0	0	702	0

FUNCTION:

STATE - Other Principal Arterial
FEDERAL - Other Principal Arterial

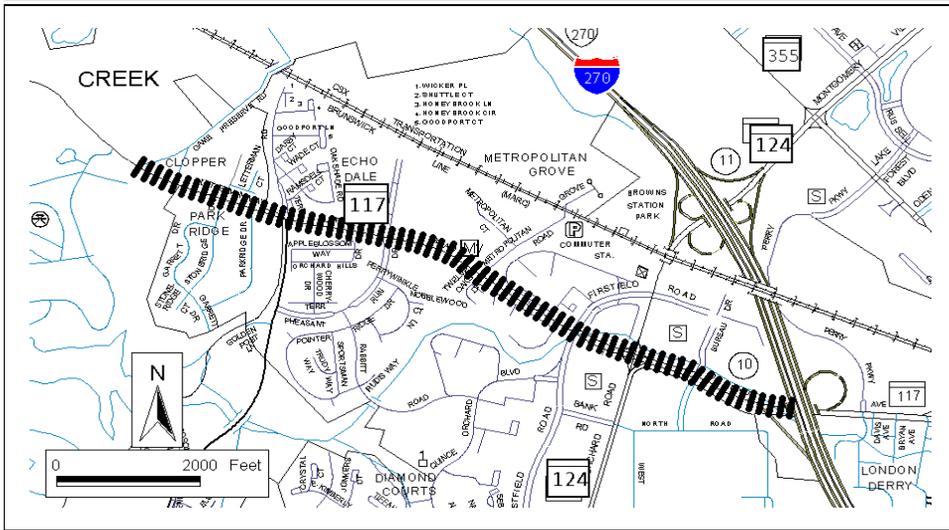
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 49,850

PROJECTED (2030) - 59,100

OPERATING COST IMPACT N/A



PROJECT: MD 117, Clopper Road

DESCRIPTION: Construct intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 8)
I-270/Watkins Mill Road Extended Interchange (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	1,030	1,030	0	0	0	0	0	0	0	0	0
Engineering	4,056	1,467	1,544	1,045	0	0	0	0	0	2,589	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,086	2,497	1,544	1,045	0	0	0	0	0	2,589	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

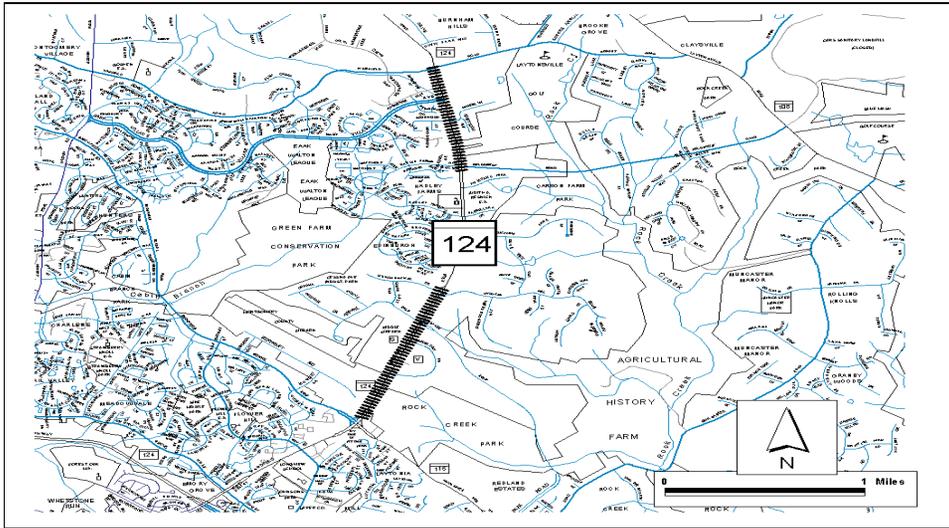
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 44,850

PROJECTED (2030) - 47,200

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 4)
- MD 124, Airpark Road to Fieldcrest Road (Line 6)
- East/West Intersection Improvement Program (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	195	0	0	0	0	HP
RW	1405	0	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Engineering underway. Partial Right-of-way to begin during current fiscal year. An additional \$3.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Federal High Priority Project Funds added to Engineering for storm water management work for the segment from MidCounty Highway to Airpark Road.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,096	2,096	0	0	0	0	0	0	0	0
Engineering	1,839	27	1,023	789	0	0	0	0	1,812	0
Right-of-way	1,801	0	10	1,791	0	0	0	0	1,801	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,736	2,123	1,033	2,580	0	0	0	0	3,613	0
Federal-Aid	1,600	0	203	1,397	0	0	0	0	1,600	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

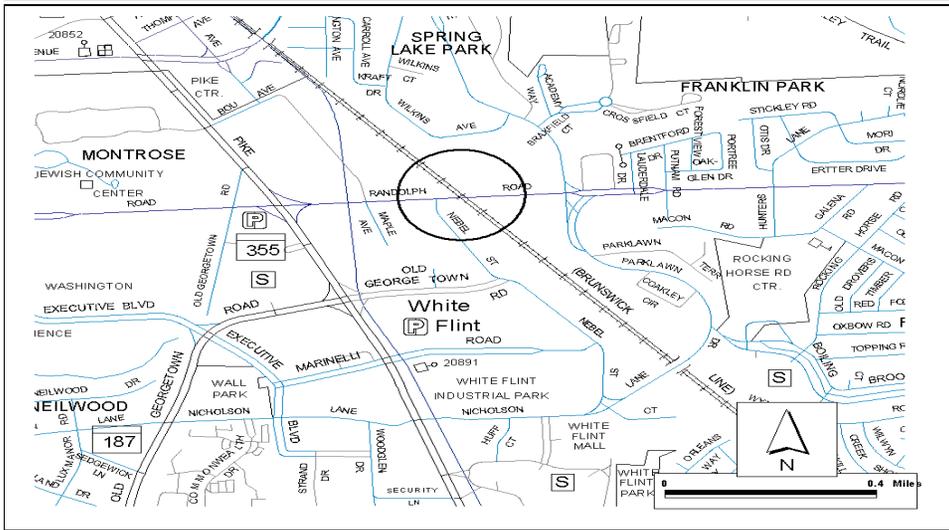
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 30,600

PROJECTED (2030) - 58,800

OPERATING COST IMPACT N/A



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX railroad crossing.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 4)
- MD 355, Interchange at Randolph Road/Montrose Parkway (Line 7)
- East/West Intersection Improvement Program (Line 8)
- Montrose Parkway (Montgomery County Project)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	THRU 2005	2006			2007	2008	2009	2010	2011		
Planning	1,804	1,804	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,804	1,804	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 71,650 (MD 355)

PROJECTED (2030) - 90,300 (MD 355)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 27	Ridge Road; Damascus High School to MD 80; resurface	1,661	Completed
2	MD 190	River Road; MD 112 (Seneca Road) to Piney Meetinghouse Road; resurface	2,599	Completed
3	MD 355	Rockville Pike; 725 feet north of MD 547 to Nicholson Lane; resurface	988	Completed
4	I 495	Capital Beltway; MD 97 (Georgia Avenue) to I 270 West Spur; resurface	9,557	Completed
<u>Safety/Spot Improvement</u>				
5	I 270	Eisenhower Memorial Highway; at MD 124; interchange lighting	30	Completed
6	I 270	Eisenhower Memorial Highway; at Middlebrook Road; widen and resurface southbound ramp	285	Completed
<u>Environmental Preservation</u>				
7	MD 97	Georgia Avenue; I 495 to MD 586; landscape	131	Completed
8	I 270	Eisenhower Memorial Highway; at I 370 Interchange; landscape	454	Completed
9	I 270	Eisenhower Memorial Highway; at MD 121 Interchange; landscape	84	Completed
10	I 495	Capital Beltway; at MD 97 Interchange; landscape	65	Completed
<u>Sidewalks</u>				
11	MD 547	Strathmore Avenue; Stillwater Avenue to MD 355; retrofit sidewalks and ADA ramps	38	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<u>Fiscal Year 2005 Completions (cont'd)</u>		
		<u>Intersection Capacity Improvements</u>		
12	MD 97	Georgia Avenue; at Tilton Drive; construct separate southbound MD 97 left turn lane	141	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
13		Rockville Millennium Trail - Phase II - construction of a trail along MD 28 from Gude Drive to MD 586 (Veirs Mill Road)	736	Completed
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
14		Rock Creek Watershed Restoration - stream restoration along Sycamore Creek in the Rock Creek watershed	356	Completed
15		Rock Creek Watershed Restoration - stream restoration along Joseph's Branch in the Rock Creek watershed	227	Completed
		<u>Fiscal Years 2006 and 2007</u>		
		<u>Resurface/Rehabilitate</u>		
16	MD 28	Dickerson Road/Darnestown Road; Frederick County Line to MD 107; resurface	4,052	Completed
17	US 29	Columbia Pike; MD 193 to Burnt Mills Avenue; resurface	3,526	FY 2007
18	US 29	Colesville Road; MD 97 (Georgia Avenue) to 800 feet south of I 495; resurface	2,394	Completed
19	MD 80	Kempton Road; Frederick County Line to MD 27; resurface	580	FY 2007
20	MD 97	Georgia Avenue; I 495 to MD 586; resurface	3,667	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
21	MD 121	Clarksburg Road; MD 117 to MD 355; resurface	1,000	FY 2007
22	MD 187	Old Georgetown Road; I 495 to Cedar Lane; resurface	1,813	Completed
23	MD 187	Old Georgetown Road; I 495 to Rock Spring Drive and Tuckerman Lane to MD 355; resurface	2,771	Completed
24	MD 193	University Boulevard; MD 320 to north of MD 650; resurface	1,539	FY 2007
25	MD 193	University Boulevard; I 495 to MD 320; safety and resurface	1,347	Completed
26	I 270	Eisenhower Memorial Highway; MD 189 to I 370; resurface	10,000	FY 2007
27	MD 320	Piney Branch Road; MD 193 to MD 650; resurface	1,362	Completed
28	MD 396	Massachusetts Avenue; MD 614 to Onodaga Road; resurface	2,567	Under construction
29	MD 586	Veirs Mill Road; 1250 feet north of Randolph Road to Parkland Cemetery entrance; resurface	989	Completed
<u>Bridge Replacement/Rehabilitation</u>				
30	US 29	Colesville Road; at Bridge 15135 over I 495; bridge rehabilitation	3,998	Completed
31	I 495	Capital Beltway; Ramp K over Cabin John Parkway and bridge 15110 on MD 190 over I 495; bridge rehabilitation	7,611	Under construction
<u>Safety/Spot Improvement</u>				
32	US 29	Various locations throughout Montgomery County; replace turnout end treatments and upgrade traffic barriers	859	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
33	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost)	850	Under construction
34	MD 97	Georgia Avenue; at Arcola Avenue; extend southbound left turn lane	206	Completed
35	MD 108	Sandy Spring Road; at Brooke Road; intersection improvements (Funded for preliminary engineering only)	20	PE Underway
36	MD 115	Muncaster Mill Road; Sweetbirch Drive to MD 28; drainage improvements	1,973	Completed
37	MD 115	Muncaster Mill Road; at Emory Lane; intersection improvements (Funded for preliminary engineering only)	71	PE Underway
38	MD 124	Mid-County Highway; at Goshen Road; widen to provide second eastbound left turn lane	1,144	FY 2007
39	MD 185	Connecticut Avenue; at Armory Avenue; install permanent median	230	Completed
40	MD 198	Spencerville Road; Kruhm Road, Good Hope Road, and MD 650; channelization improvements	900	FY 2007
41	I 270/270Y	Eisenhower Memorial Highway; various locations throughout Montgomery County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
42	MD 410	Montgomery Avenue; Pearl Street to Chelton Avenue; geometric improvements (Funded for preliminary engineering only)	24	PE Underway
43	I 495	Capital Beltway; at MD 650; interchange lighting	1,300	FY 2006
44	I 495	Capital Beltway; along the Inner Loop, adjacent to Thomas Branch; rehabilitate existing retaining wall	2,288	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
45	I 495	Capital Beltway; at MD 190; lighting	1,046	Under construction
46	MD 614	Goldsboro Road; at Radnor Road; intersection improvements (Funded for preliminary engineering only)	20	PE Underway
<u>Community Safety and Enhancements</u>				
47	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	4,048	Under construction
48	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; urban street reconstruct	4,441	Under construction
49	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (also includes resurfacing MD 193 from MD 320 to MD 650) (Note: Project also shown in Prince George's County)	7,000	FY 2007
<u>Noise Barriers</u>				
50	MD 28	Darnestown Road; Muddy Branch Road to 1000 feet east of Muddy Branch Road; noise barrier	609	Under construction
<u>Environmental Preservation</u>				
51	I 270	Eisenhower Memorial Highway; at MD 118 Interchange; landscape	145	Under construction
<u>Intersection Capacity Improvements</u>				
52	MD 28	Norbeck Road; at Wintergate Drive; intersection improvements	583	FY 2006
53	MD 97	Georgia Avenue; at Old Baltimore Road; widening for additional lanes	1,716	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

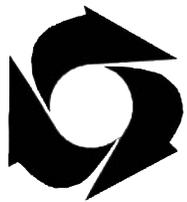
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
54	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct	2,288	FY 2007
55	MD 190	River Road; at MD 614 and MD 188; remove channelization to provide additional lanes (Funded for preliminary engineering only)	588	PE Underway
56	MD 193	University Boulevard; at I 495; geometric improvements	1,030	FY 2006
57	MD 355	Rockville Pike; at Jones Bridge Road; widening to extend right turn lanes (Funded for preliminary engineering only)	100	PE Underway
58	MD 355	Rockville Pike; at I 495; add ramp from I 495 to MD 355	692	FY 2007
59	I 495	Capital Beltway; at MD 97; various geometric improvements	1,487	FY 2007
60	MD 586	Veirs Mill Road; at Twinbrook Parkway; widening for additional lanes (Funded for preliminary engineering only)	235	PE Underway
61	MD 650	New Hampshire Avenue; at Adelphi Road; widening for additional lanes (Funded for preliminary engineering only)	211	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
62		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	2,368	FY 2007
63		Forest Glen Pedestrian Bridge - construction of a pedestrian bridge along the west side of MD 97 (Georgia Avenue) at I 495 (Capital Beltway)	2,878	Underway

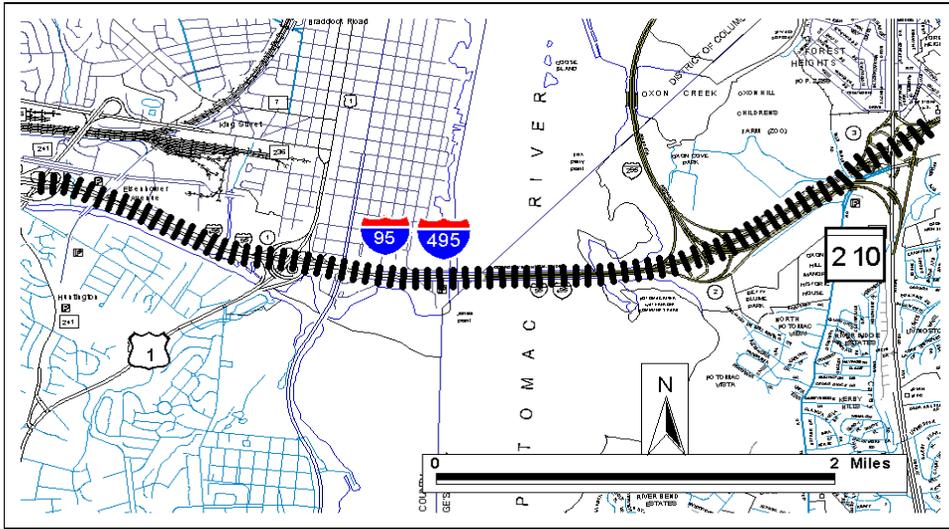
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Pedestrian/Bicycle Facilities (cont'd)</u>				
64		North Bethesda Trail - construction of 3,500 linear feet of 10-foot wide missing trail segments in North Bethesda, between the I 495 and I 270 trail bridges	474	Underway
65		Rockville I 270/MD 28 Bridges and Trail - construction of trail, boardwalk, and four bridges over I 270 and ramps	3,124	FY 2007
66		Rockville Millennium Trail - Phase III - Construction of a 3,600-foot long, 8-foot wide trail along Wootton Parkway, from West Edmonston Drive to Veirs Mill Road	678	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
67		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2007
<u>Landscaping/Scenic Beautification/Mitigation</u>				
68		Rock Creek Watershed Restoration - stream restoration along Turkey Branch in the Rock Creek watershed	1,020	FY 2006
69		Rock Creek Watershed Restoration - stormwater management at National Institutes of Health in the Rock Creek watershed	425	FY 2006
<u>Establishment of Transportation Museums</u>				
70		National Capital Trolley Museum Display Facility - expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park	250	Underway



Prince George's



PROJECT: I-95/I-495 Woodrow Wilson Bridge Improvement

DESCRIPTION: Joint project with VDOT, DCDPW and FHWA to develop a replacement facility to address congestion and operational problems associated with the existing Woodrow Wilson Bridge. The limits of the project are from Telegraph Road in Virginia to MD 210 in Maryland. A pedestrian/bicycle facility will be included in this project.

JUSTIFICATION: The bridge is nearing the end of its structural life and is currently operating with traffic volumes significantly higher than its design capacity.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to I-95/I-495 (Line 23)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	11870	15070	39580	29940	18130	WWB

STATUS: Engineering and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$25.3 million is due to the addition of MD 210 HOV's and Ramp B projects.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	98,471	83,810	6,871	2,501	2,501	2,500	288	0	14,661	0
Right-of-way	3,535	3,476	59	0	0	0	0	0	59	0
Construction	1,214,472	549,724	212,791	174,876	156,608	38,282	22,663	0	605,220	59,528
Total	1,316,478	637,010	219,721	177,377	159,109	40,782	22,951	0	619,940	59,528
Federal-Aid	1,196,020	589,730	198,159	163,393	146,672	32,078	18,365	0	558,667	47,623

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

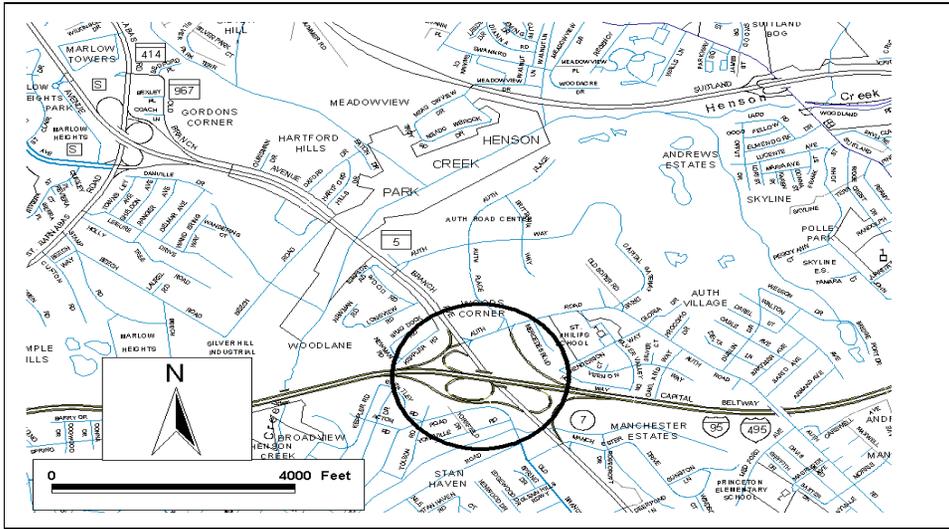
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 213,400

PROJECTED (2030) - 317,000

OPERATING COST IMPACT \$700,000 per year



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

DESCRIPTION: Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. This includes the construction of a flyover ramp from inner loop I-95/I-495 to Southbound MD 5 (Phase 1). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods resulting in severe congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 16)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	32432	0	0	0	0	CMAQ/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction includes Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	2008	2009	2010	2011			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	2,948	652	0	0	0	0	0	0	652	0
Right-of-way	12,210	7,048	934	2,566	1,662	0	0	0	0	5,162	0
Construction	36,485	0	2,793	7,317	9,541	9,541	7,293	0	0	36,485	0
Total	52,295	9,996	4,379	9,883	11,203	9,541	7,293	0	0	42,299	0
Federal-Aid	35,926	2,064	3,513	6,908	8,481	8,481	6,479	0	0	33,862	0

FUNCTION:

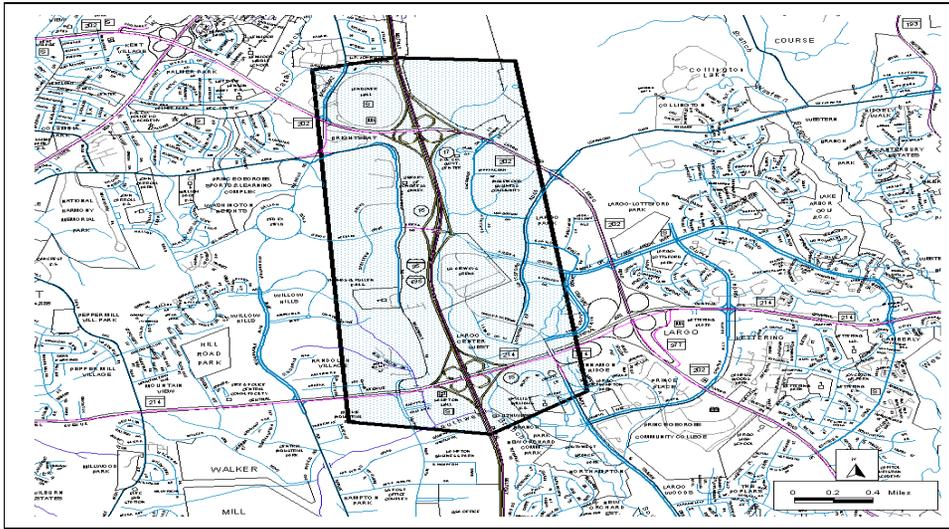
- STATE - Principal Arterial
- FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - 119,800 (MD 5)
- PROJECTED (2030) - 139,600 (MD 5)

OPERATING COST IMPACT \$42,700 per year



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

DESCRIPTION: Convert the I-95/I-495 interchange at Arena Drive from a part time interchange to a full time interchange to handle the existing and proposed growth in the vicinity of FedEx Field and the proposed Largo Town Center Metro Station (2.80 miles).

JUSTIFICATION: This interchange would provide access to existing and proposed development in the area and relieve safety concerns at the I-95/I-495 interchanges at MD 202 and MD 214.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
MD 202, Brightseat Road to Technology Way (Line 31)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	19658	0	0	0	IM

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,648	301	2,000	347	0	0	0	0	0	2,347	0
Right-of-way	2,620	0	20	2,600	0	0	0	0	0	2,620	0
Construction	25,202	0	0	2,016	8,506	9,892	4,788	0	0	25,202	0
Total	30,470	301	2,020	4,963	8,506	9,892	4,788	0	0	30,169	0
Federal-Aid	19,658	0	0	1,573	6,634	7,716	3,735	0	0	19,658	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

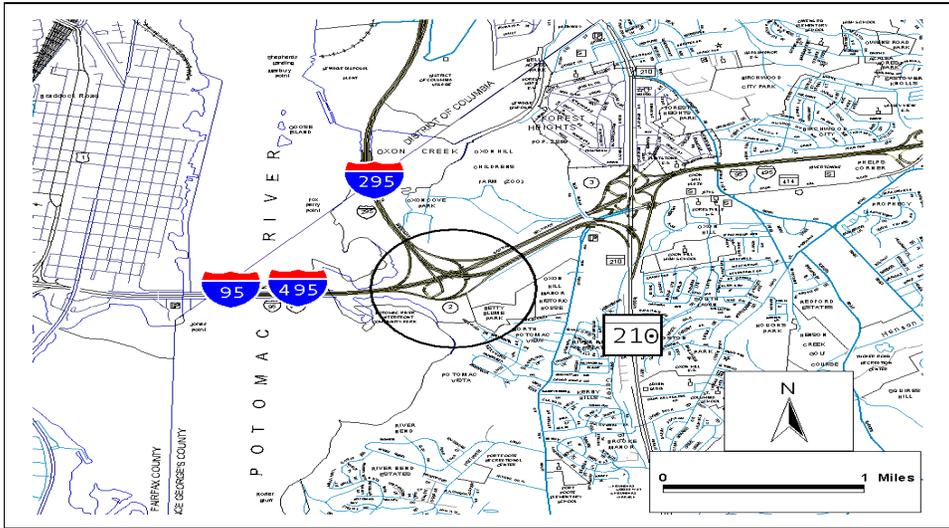
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 193,650

PROJECTED (2030) - 227,300

OPERATING COST IMPACT \$1,500 per year



PROJECT: I-295/I-495, National Harbor

DESCRIPTION: Construct access improvements and MD 414 Extended.

JUSTIFICATION: This project supports the National Harbor project, which is a major economic development opportunity in Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to I-95/I-495 (Line 23)
- MD 210, Interchange at Kirby Hill/Livingston Road (Line 24)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	300	2,900	0	0	0	0	0	0	0	0	2,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	50,150	11,997	12,889	14,664	9,100	1,500	0	0	0	0	0	38,153	0
Total	53,350	12,297	15,789	14,664	9,100	1,500	0	0	0	0	0	41,053	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

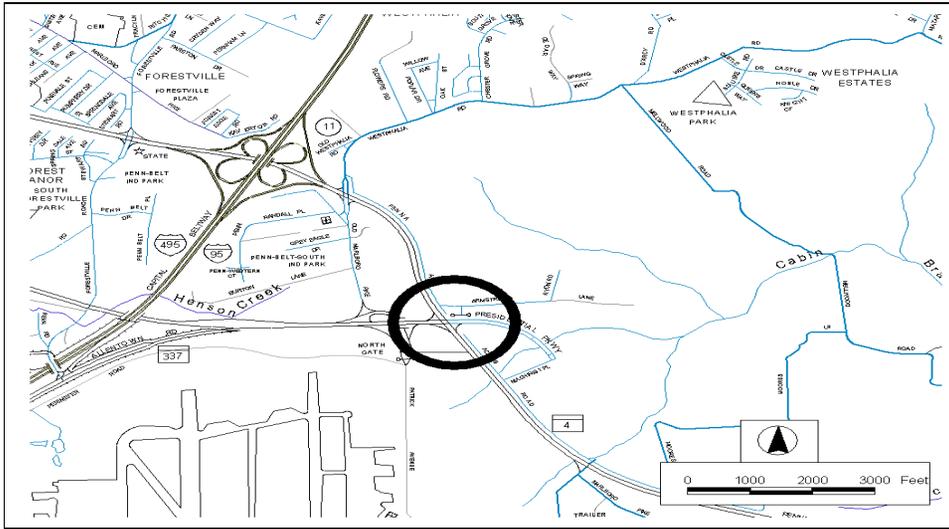
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 211,300

PROJECTED (2030) - 317,000

OPERATING COST IMPACT \$3,900 per year



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area. This project will relieve existing congestion and accommodate planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 4, MD 223 to I-95/I-495 (Line 20)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	12596	0	0	0	0	NHS
CO	0	54441	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$8.6 million is due to a reevaluation of the project design. Construction includes Federal High Priority Project Funds.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				2009	2010			2011
					2008	2009	2010	2011					
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,721	446	3,213	1,862	1,200	0	0	0	0	0	0	6,275	0
Right-of-way	15,745	0	10	4,869	4,869	4,853	1,144	0	0	0	0	15,745	0
Construction	69,797	0	0	0	9,074	34,433	26,290	0	0	0	0	69,797	0
Total	92,263	446	3,223	6,731	15,143	39,286	27,434	0	0	0	0	91,817	0
Federal-Aid	72,280	348	2,514	5,348	11,909	30,740	21,421	0	0	0	0	71,932	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

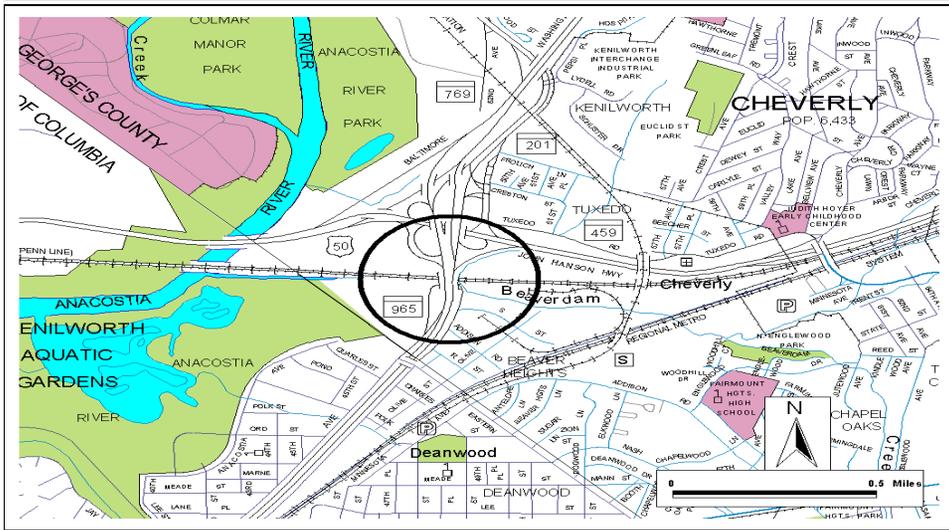
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,700

PROJECTED (2030) - 99,350

OPERATING COST IMPACT \$9,600 per year



PROJECT: MD 201, Kenilworth Avenue

DESCRIPTION: Replace Bridge 16028 over Amtrak, MD 965 and Beaver Dam Branch

JUSTIFICATION: The existing bridge is in a deteriorated condition. No acceleration lane exists on the southbound MD 201 bridge causing a stop condition for traffic from the eastbound US 50 ramp to southbound MD 201. This bridge has been identified as a high accident location.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	17284	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Construction program.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY									
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	2008	2009	2010	2011	2012			
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	777	687	90	0	0	0	0	0	0	0	90	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	22,543	0	1,356	9,651	9,111	2,425	0	0	0	0	22,543	0
Total	23,320	687	1,446	9,651	9,111	2,425	0	0	0	0	22,633	0
Federal-Aid	17,901	547	1,108	7,399	6,978	1,869	0	0	0	0	17,354	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Urban Freeway Expressway

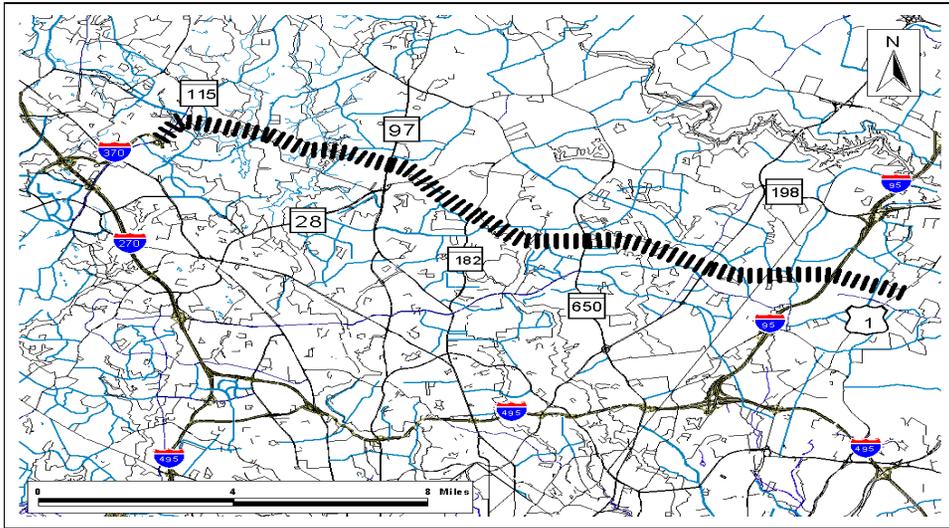
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 104,350

PROJECTED (2030) - 118,000

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- East-West Intersection Improvement Program (Line 13)
- I-95/Contee Road Interchange (Line 14)
- MD 28/MD 198, MD97 to I-95 (Line 28)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 30)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	18470	0	0	0	0	NHS/HP
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Construction to begin during the current fiscal year, if a build alternate is approved by FHWA.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 and 2005 and Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										PROJECT CASH FLOW	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
					.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	18,470	0	10,470	8,000	0	0	0	0	0	0	18,470	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	18,470	0	10,470	8,000	0	0	0	0	0	0	18,470	0
Federal-Aid	18,470	0	10,470	8,000	0	0	0	0	0	0	18,470	0

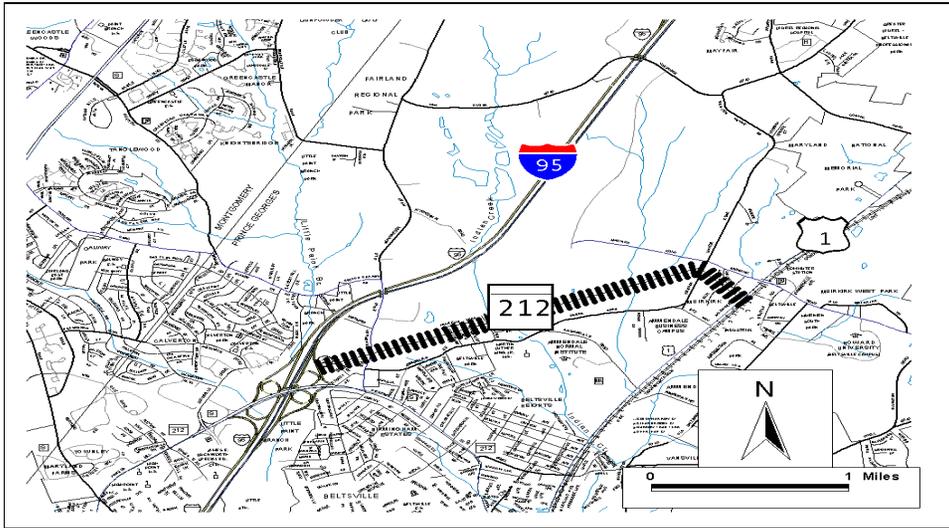
FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway
- STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - N/A
- PROJECTED (2030) - 30,400 - 96,500

OPERATING COST IMPACT N/A



PROJECT: MD 212 Relocated

DESCRIPTION: Prince George's County is constructing a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.00 miles). When completed, this road will become MD 212. Sidewalks are included where appropriate, and wide curb lanes accommodate bicycles.

JUSTIFICATION: This project will relieve the projected traffic congestion generated by proposed development and enhance safety within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 30)
 US 1, College Avenue to Sunnyside Avenue (Line 33)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction by Prince George's County underway. The cost shown is SHA's share only. This project is dependent upon a road transfer of existing MD 212 to the County.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	155	155	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,000	7,000	0	0	0	0	0	0	0	0	0
Total	7,155	7,155	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

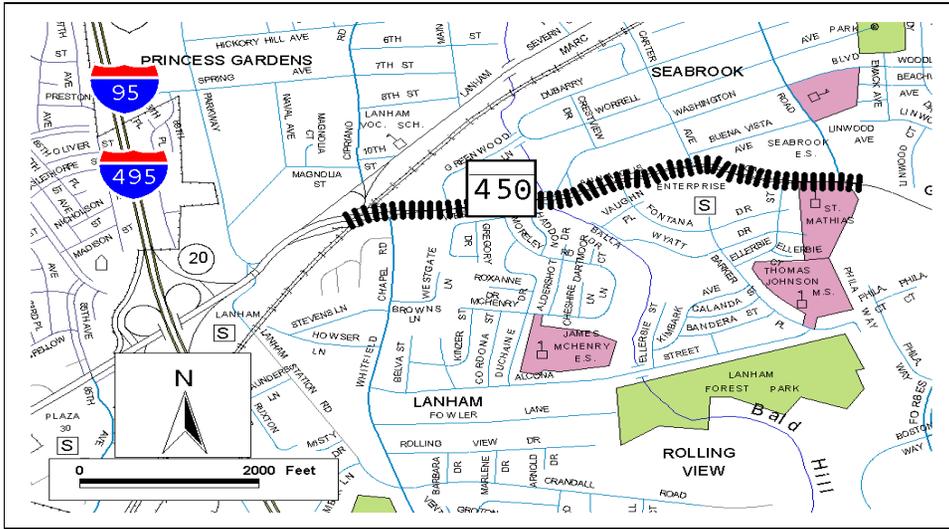
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 33,450

PROJECTED (2030) - 55,350

OPERATING COST IMPACT \$10,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgraded and widened existing MD 450 to a multi-lane divided highway from east of Whitfield Chapel Road to Seabrook Road (0.95 miles). Sidewalks were included where appropriate. Wide outside lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes were needed to accommodate high volumes of traffic. This improvement provided better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 450, MD 193 to Stoneybrook Drive (Line 10)
- MD 450, Stoneybrook Drive to west of MD 3 (Line 32)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.1 is due to final project closeout cost.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	1,084	1,084	0	0	0	0	0	0	0	0	0
Right-of-way	4,884	3,814	877	193	0	0	0	0	0	1,070	0
Construction	9,001	8,020	981	0	0	0	0	0	0	981	0
Total	16,303	14,252	1,858	193	0	0	0	0	0	2,051	0
Federal-Aid	10,488	8,832	1,502	155	0	0	0	0	0	1,656	0

FUNCTION:

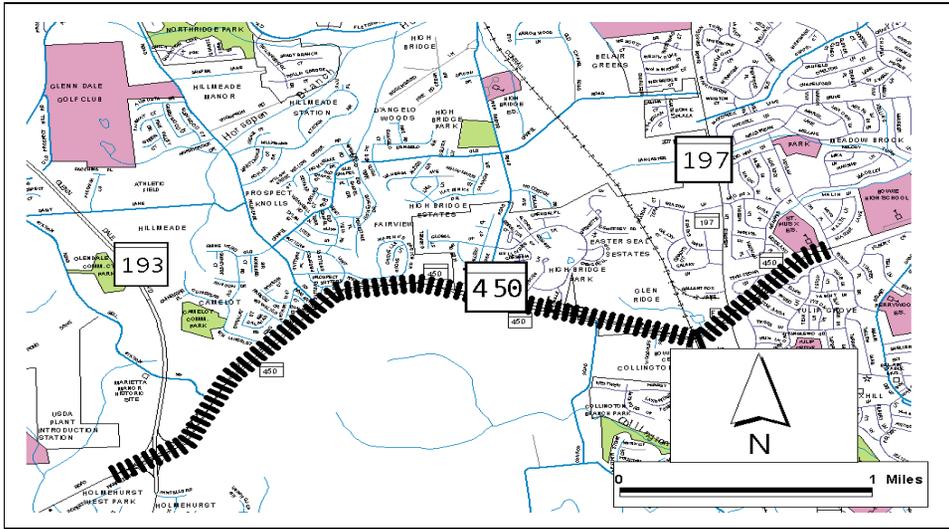
- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - 28,350
- PROJECTED (2030) - 43,800

OPERATING COST IMPACT \$5,000 per year



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgraded and widened MD 450 to a multi-lane divided highway from MD 193 to Stonybrook Drive (5.80 miles). Sidewalks/hiker/biker facility were included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The improvements were needed to accommodate high volumes of traffic and to improve safety. The existing roadway had narrow shoulders and poor sight distance. The area surrounding MD 450 is a high growth area in Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 450, Whitfield Chapel Road to Seabrook Road (Line 9)
- MD 450, Bridge over CSX Railroad (Line 11)
- MD 450, Stonybrook Drive to west of MD 3 (Line 32)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	17	17	0	0	0	0	0	0	0	0	0	0
Right-of-way	8,507	6,803	1,284	420	0	0	0	0	0	0	1,704	0
Construction	28,397	26,496	1,901	0	0	0	0	0	0	0	1,901	0
Total	36,921	33,316	3,185	420	0	0	0	0	0	0	3,605	0
Federal-Aid	26,988	24,121	2,611	256	0	0	0	0	0	0	2,867	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

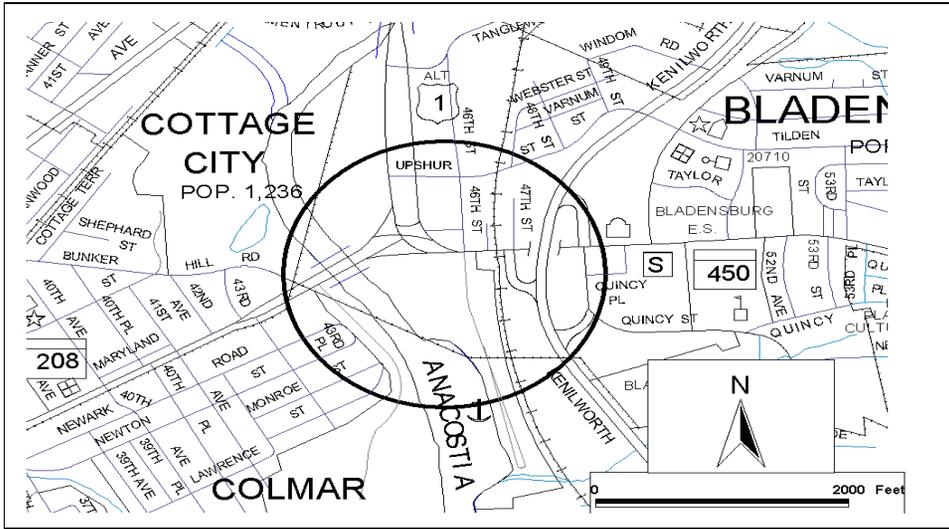
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 25,925

PROJECTED (2030) - 52,600

OPERATING COST IMPACT \$2,000 per year



PROJECT: MD 450, Annapolis Road

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

JUSTIFICATION: This project will improve safety and relieve major traffic backups that occur at this railroad crossing and adjacent intersections.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	571	571	0	0	0	0	0	0	0	0
Engineering	3,082	3,082	0	0	0	0	0	0	0	0
Right-of-way	11,125	4,023	4,144	2,364	594	0	0	0	7,102	0
Construction	53,629	6,630	13,119	15,598	11,744	6,538	0	0	46,999	0
Total	68,407	14,306	17,263	17,962	12,338	6,538	0	0	54,101	0
Federal-Aid	59,106	11,384	15,065	15,686	11,090	5,881	0	0	47,722	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

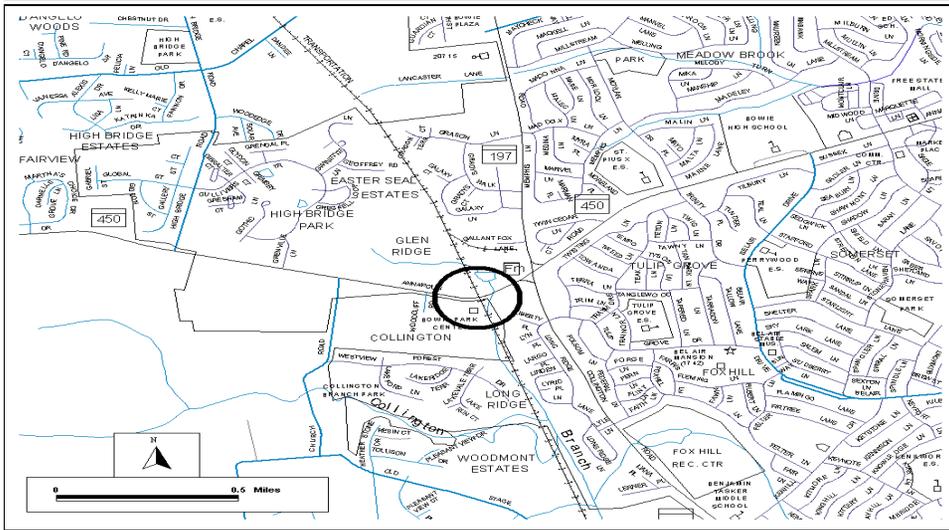
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 37,325

PROJECTED (2030) - 62,475

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Replace old MD 450 Bridge 16017 over CSX Railroad. Wide shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The bridge is deteriorated and has substandard vertical and horizontal clearances.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Stonybrook Drive (Line 10)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.8 million is due to additional utility needs and an unfavorable bid price.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	THRU 2005			2006	2007	2008	2009	2010			2011
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	429	393	36	0	0	0	0	0	0	36	0
Right-of-way	1,868	122	1,137	321	247	41	0	0	0	1,746	0
Construction	4,076	4	3,143	929	0	0	0	0	0	4,072	0
Total	6,373	519	4,316	1,250	247	41	0	0	0	5,854	0
Federal-Aid	5,067	395	3,443	999	197	33	0	0	0	4,672	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

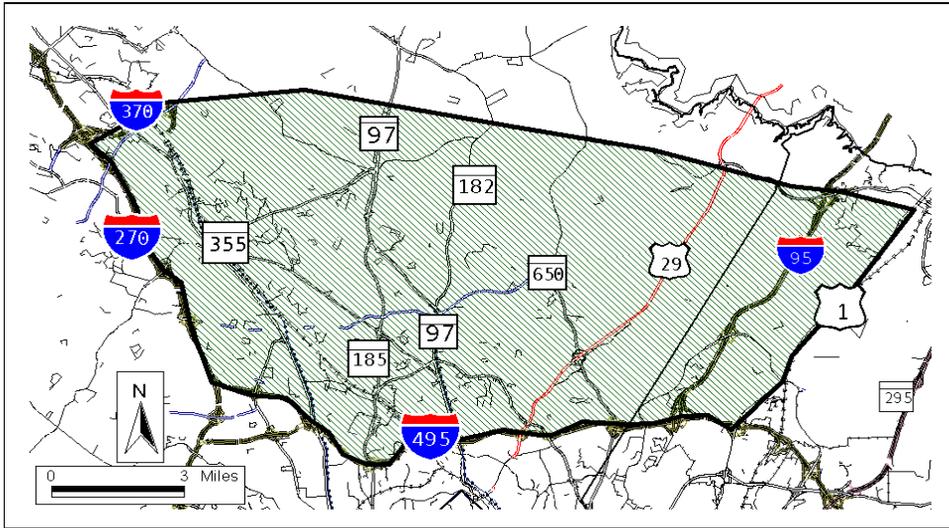
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 25,625

PROJECTED (2030) - 68,750

OPERATING COST IMPACT N/A



PROJECT: East-West Intersection Improvement Program

DESCRIPTION: Improve intersections in northern Montgomery and western Prince George's counties. Bicycle and pedestrian access included where appropriate.

JUSTIFICATION: This series of minor project improvements will provide relief to traffic congestion and improve east/west travel between I-270 and US 1 in Montgomery and Prince George's counties.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connectot (Line 7)
- I-95, Contee Road Interchange (Line 14)
- MD 28/MD 198, MD 97 to I-95 (Line 28)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 30)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.4 million is due to additional utility work, maintenance of traffic, clearing and grubbing and additional Right-of-way needs for the MD 650 project.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	999	999	0	0	0	0	0	0	0	0	0
Engineering	13,272	13,272	0	0	0	0	0	0	0	0	0
Right-of-way	12,160	8,390	2,809	961	0	0	0	0	0	3,770	0
Construction	45,534	42,023	3,459	52	0	0	0	0	0	3,511	0
Total	71,965	64,684	6,268	1,013	0	0	0	0	0	7,281	0
Federal-Aid	46,020	40,916	4,312	792	0	0	0	0	0	5,104	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

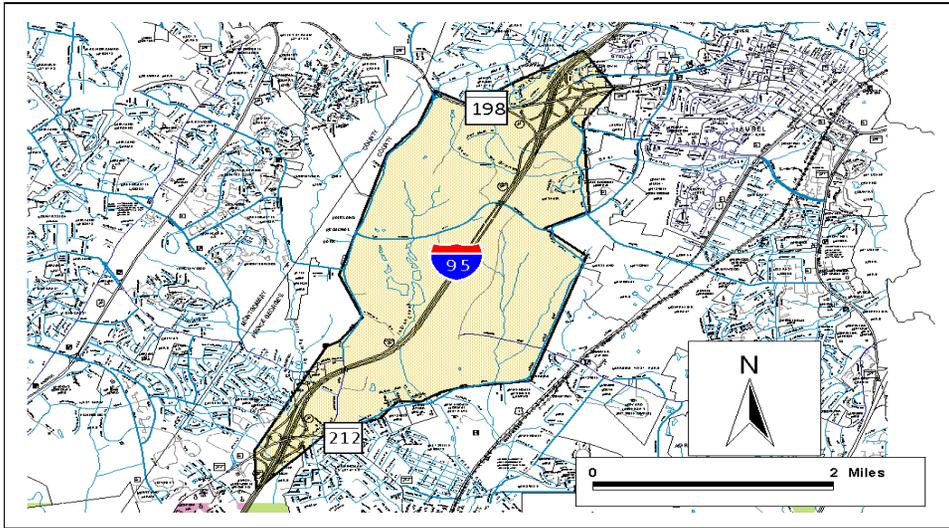
STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

PROJECTED (2030) - 38,600 - 84,900

OPERATING COST IMPACT N/A



PROJECT: I-95

DESCRIPTION: Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated (2.0 miles). Bicycle and pedestrian access will be provided on Contee Road.

JUSTIFICATION: This interchange and collector-distributor road would relieve congestion on the mainline of I-95, improve traffic flow at the I-95/MD 198 interchange and provide access for proposed development east and west of I-95.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 7)
- East/West Intersection Improvement Program (Line 13)
- MD 28/MD 198, MD 97 to I-97 (Line 28)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 30)

STATUS: Project Planning and partial Engineering underway. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$12.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
Planning	2,534	2,317	217	0	0	0	0	0	0	217	0
Engineering	4,060	597	2,125	1,338	0	0	0	0	0	3,463	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,594	2,914	2,342	1,338	0	0	0	0	0	3,680	0
Federal-Aid	4,616	2,040	1,639	937	0	0	0	0	0	2,576	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

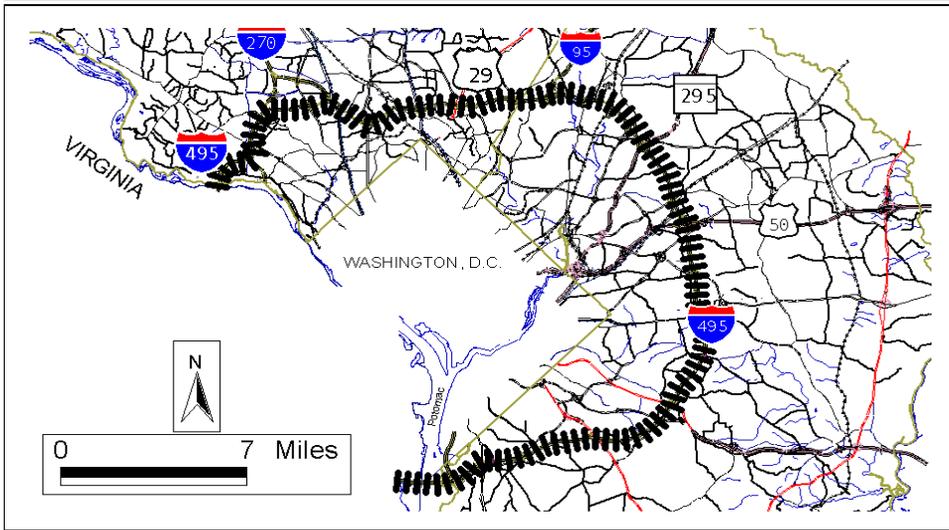
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 178,600

PROJECTED (2030) - 232,400

OPERATING COST IMPACT N/A



PROJECT: I-495/I-95, 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 (42.20 miles).

JUSTIFICATION: Increased development in Prince George's and Montgomery counties along with an increase in traffic has caused the Capital Beltway to experience severe traffic congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- MD 4, Interchange at Suitland Parkway (Line 5)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 16)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	14,980	10,109	2,500	1,871	500	0	0	0	4,871	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	14,980	10,109	2,500	1,871	500	0	0	0	4,871	0
Federal-Aid	10,486	7,076	1,750	1,310	350	0	0	0	3,410	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

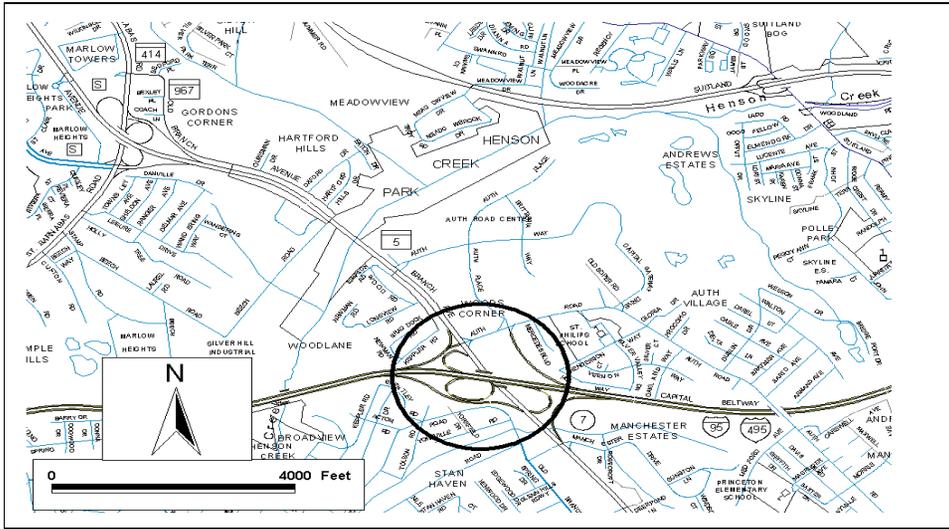
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 131,000 - 255,800

PROJECTED (2030) - 188,300 - 286,800

OPERATING COST IMPACT N/A



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

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3065	0	0	0	0	CMAQ
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	3,832	135	1,230	1,230	1,237	0	0	0	0	3,697	0
Right-of-way	3,831	0	10	100	1,819	1,902	0	0	0	3,831	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,440	912	1,240	1,330	3,056	1,902	0	0	0	7,528	0
Federal-Aid	6,117	95	992	1,064	2,445	1,522	0	0	0	6,022	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

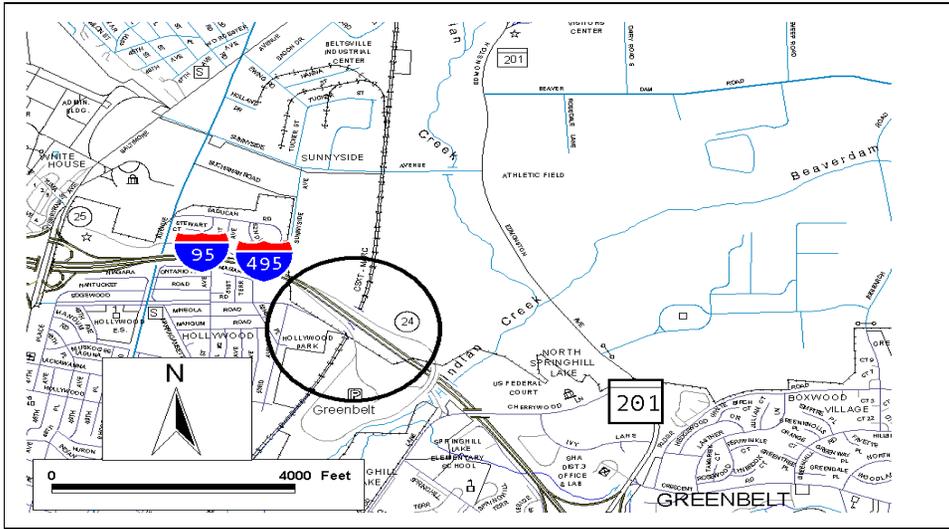
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 166,200 (MD 5)

PROJECTED (2030) - 232,400 (MD 5)

OPERATING COST IMPACT N/A



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1000	0	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Engineering includes Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	1,527	1,505	22	0	0	0	0	0	0	0	0	22	0
Engineering	6,483	12	1,400	3,000	1,500	571	0	0	0	0	0	6,471	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	8,010	1,517	1,422	3,000	1,500	571	0	0	0	0	0	6,493	0
Federal-Aid	6,763	1,064	1,245	2,635	1,317	501	0	0	0	0	0	5,699	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

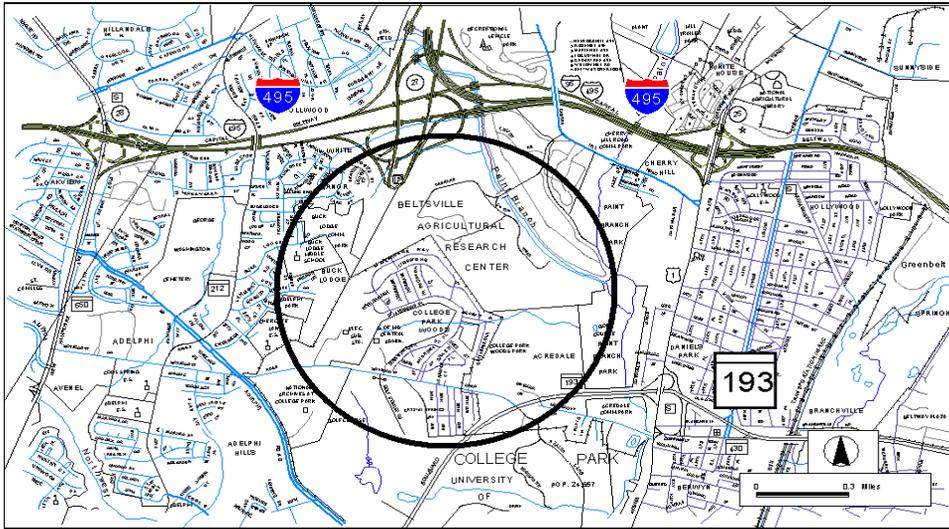
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 236,925

PROJECTED (2030) - 287,025

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, University of Maryland Connector Road

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (Line 33)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. MDOT will be coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					
					.....2008.....	.....2009.....	.....2010.....			.....2011.....
Planning	1,000	49	50	451	450	0	0	0	951	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	1,000	49	50	451	450	0	0	0	951	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

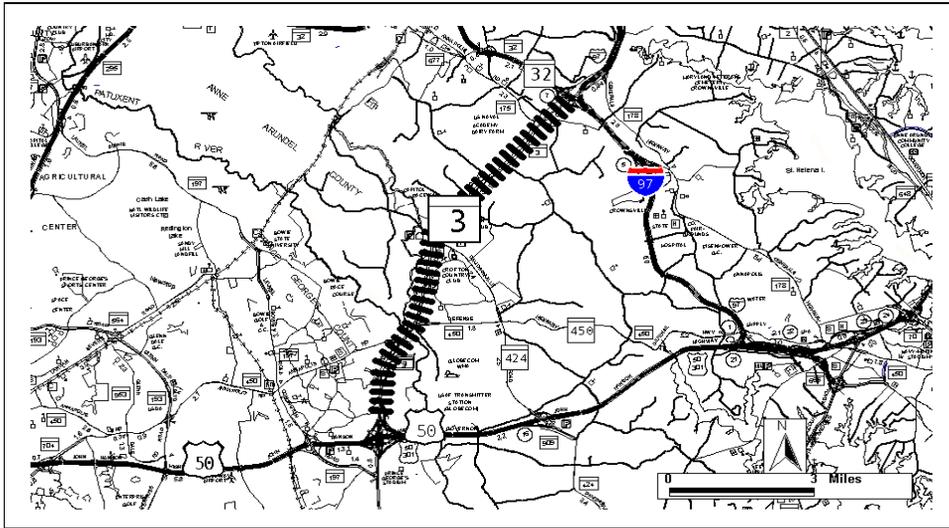
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

PROJECTED (2030) - 38,300

OPERATING COST IMPACT N/A



PROJECT: MD 3, Robert Crain Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 301, South Corridor Transportation Study (Line 25)
- US 301, North of Mount Oak Road to US 50 (Line 26)
- US 301, Waldorf Area Project (Line 27)
- MD 450, Stonybrook Drive to west of MD 3 (Line 32)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$1.7 million is due to an Advanced Protective Right-of-way Acquisition.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	2,832	2,579	253	0	0	0	0	0	0	253	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,500	0	500	500	500	0	0	0	0	1,500	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,332	2,579	753	500	500	0	0	0	0	1,753	0
Federal-Aid	1,982	1,805	177	0	0	0	0	0	0	177	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

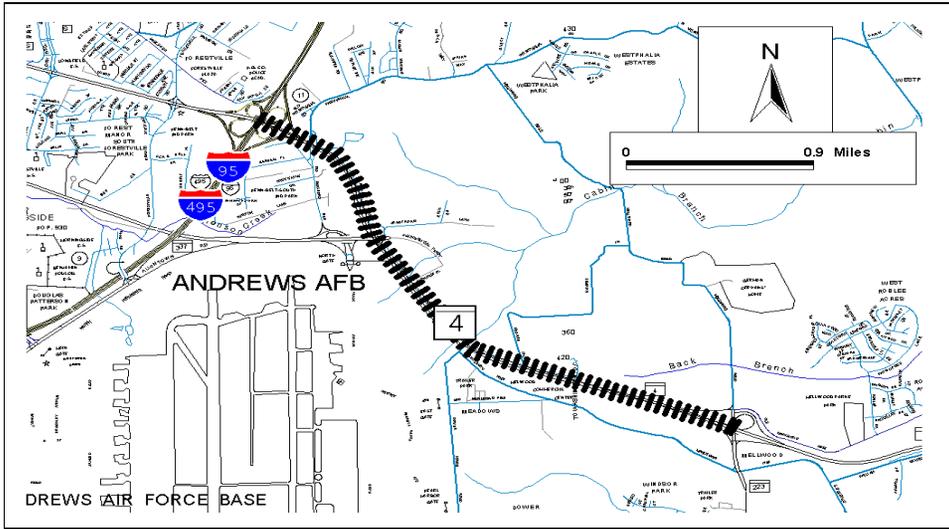
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 70,800

PROJECTED (2030) - 112,800

OPERATING COST IMPACT N/A



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase with planned development in the immediate area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 5)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	1,614	1,614	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	1,614	1,614	0	0	0	0	0	0	0	0
Federal-Aid	1,130	1,130	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway - Expressway

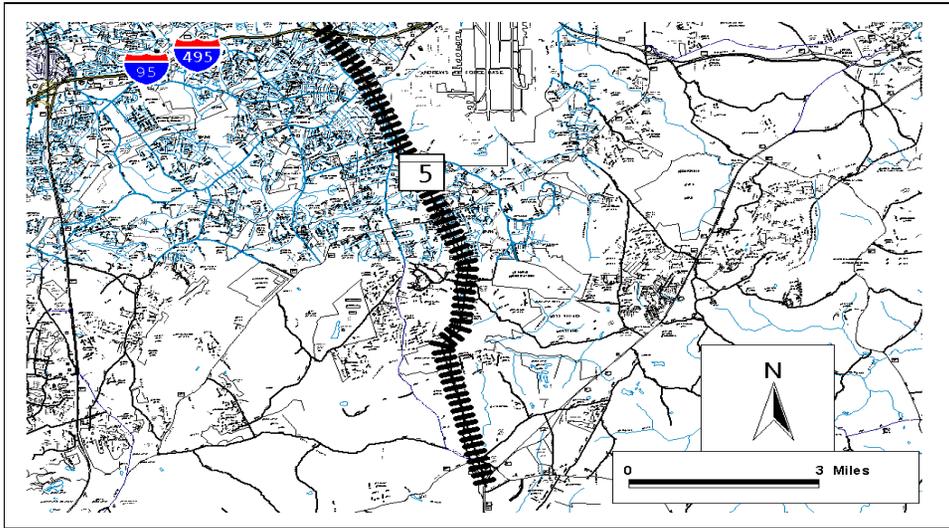
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,700

PROJECTED (2030) - 99,325

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
- I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 16)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 22)
- US 301, South Corridor Transportation Study (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	1,322	323	500	499	0	0	0	0	999	0	
Engineering	1,719	1,719	0	0	0	0	0	0	0	0	
Right-of-way	8,165	8,165	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	11,206	10,207	500	499	0	0	0	0	999	0	
Federal-Aid	6,369	6,369	0	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

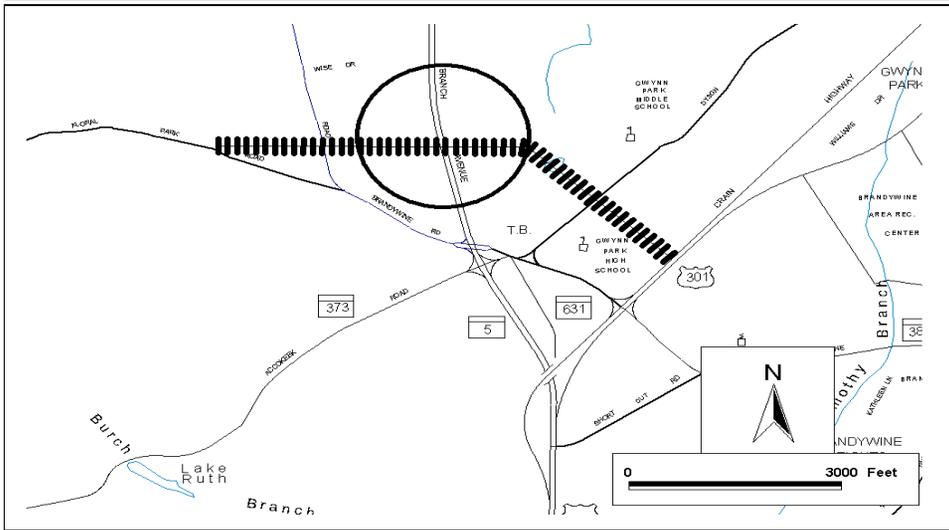
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 93,850

PROJECTED (2030) - 157,500

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21)
 US 301, South Corridor Transportation Study (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	5540	0	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
				.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	7,680	577	1,065	2,132	3,196	710	0	0	7,103	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	7,680	577	1,065	2,132	3,196	710	0	0	7,103	
Federal-Aid	5,944	404	831	1,663	2,493	554	0	0	5,540	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

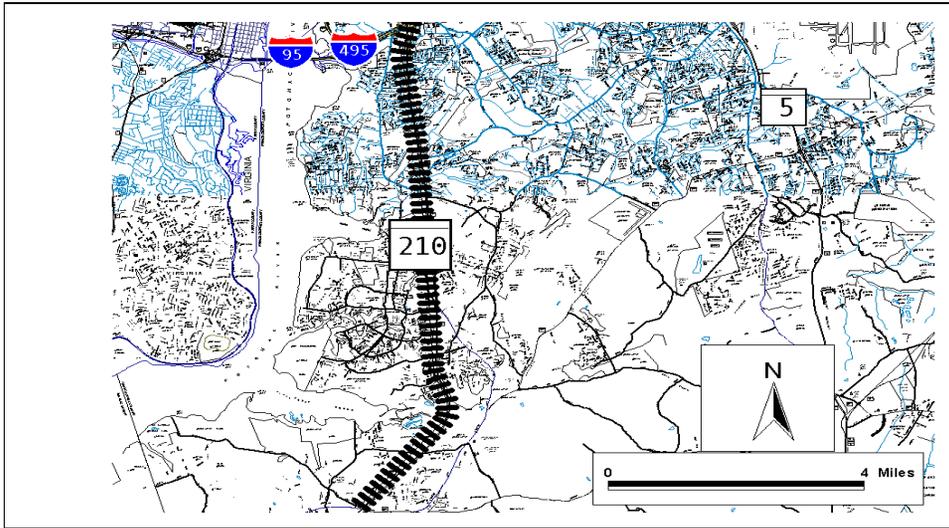
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 57,500

PROJECTED (2030) - 111,200

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added the MD 210 interchange at Kirby Hill/Livingston Roads (Line 24) to the Development and Evaluation Program as a breakout project due to the addition of Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	2,850	2,797	53	0	0	0	0	0	53	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	775	751	24	0	0	0	0	0	24	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,625	3,548	77	0	0	0	0	0	77	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Freeway - Expressway

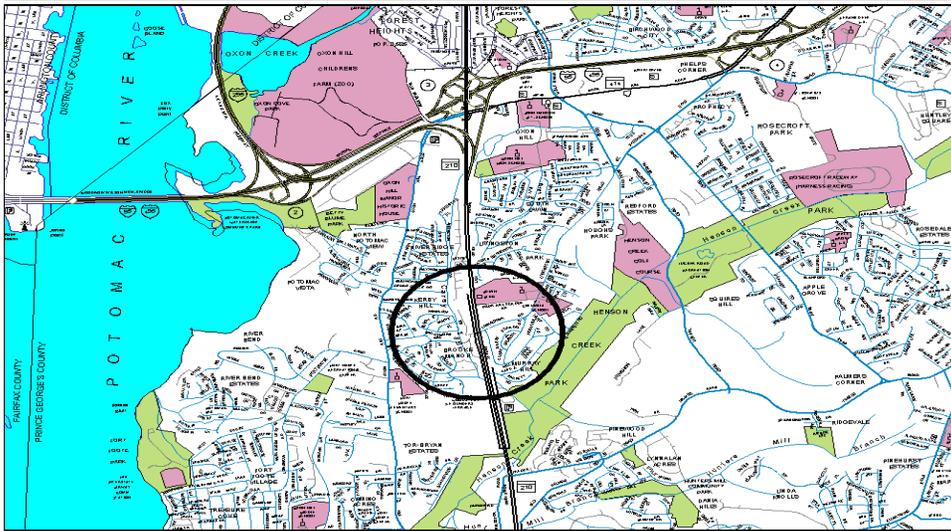
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,200

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Reconstruct the existing MD 210 intersection at Kirby Hill Road / Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to -95/I-495 (Line 23)

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: This project was added to the Development and Evaluation Program as a breakout project of the MD 210 from I-95/I-495 to MD 228 study (Line 23) due to the addition of Federal High Priority Project Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	5000	0	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,410	0	1,069	2,136	2,136	1,069	0	0	0	6,410	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,410	0	1,069	2,136	2,136	1,069	0	0	0	6,410	0
Federal-Aid	5,000	0	834	1,666	1,666	834	0	0	0	5,000	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Freeway - Expressway

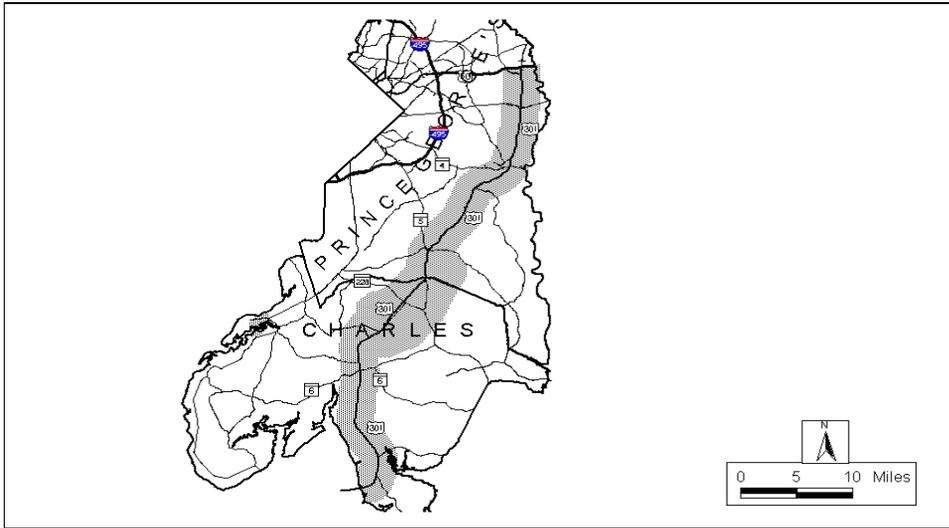
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,200

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: US 301 South Corridor Transportation Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 21)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 22)
- US 301, North of Mount Oak Road to US 50 (Line 26)
- US 301, Waldorf Area Project (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Moved \$4.8 million of Planning funds to the Waldorf Area Project (Line 3 in Charles County and Line 27 in Prince George's County) and added \$4.2 million to Right-of-way for protective acquisitions resulting in a overall reduction of \$0.6 million to this project.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	PROJECT CASH FLOW								
			CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
Planning	10,366	10,091	275	0	0	0	0	0	0	275	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	54,018	27,956	5,600	7,841	5,000	2,500	2,500	2,621	26,062	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	64,384	38,047	5,875	7,841	5,000	2,500	2,500	2,621	26,337	0	0
Federal-Aid	10,615	7,064	943	1,260	928	420	0	0	3,551	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

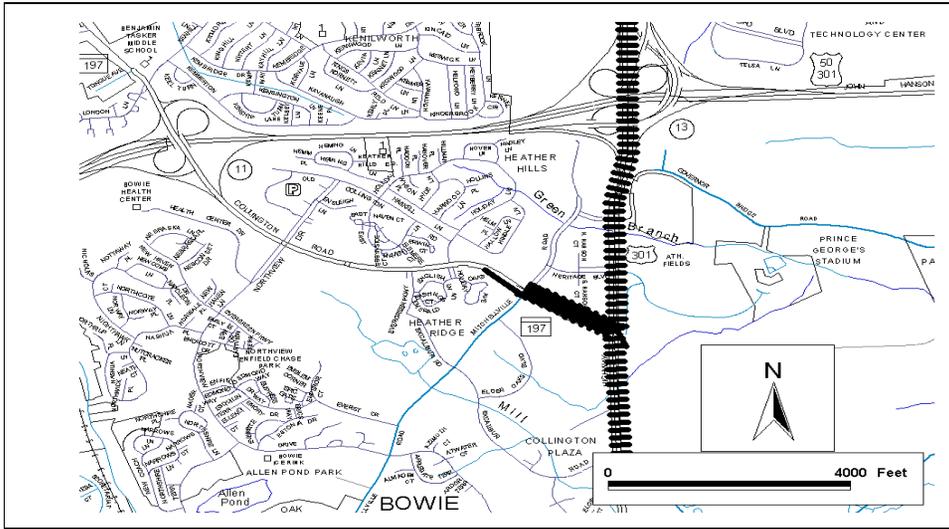
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 82,600

PROJECTED (2030) - 114,300

OPERATING COST IMPACT N/A



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.00 miles), and MD 197 from US 301 to Mitchellville Road (0.30 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 3, US 50 to MD 32 (Line 19)
- US 301, South Corridor Transportation Study (Line 25)
- US 301, Waldorf Area Project (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	1,968	1,668	250	50	0	0	0	0	0	300	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,968	1,668	250	50	0	0	0	0	0	300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

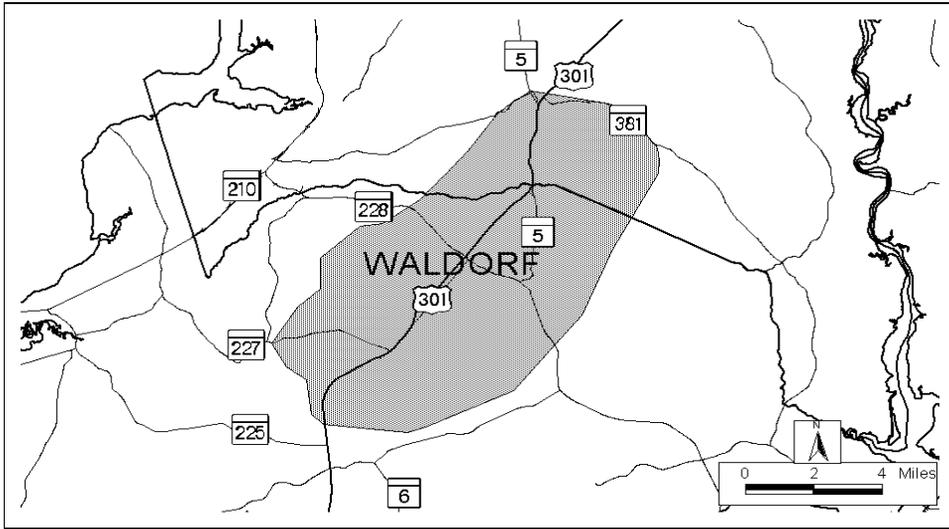
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 70,175

PROJECTED (2030) - 176,000

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

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

JUSTIFICATION: Existing US 301 is a primary highway that experiences heavy traffic congestion due to intense commercial development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 25)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Planning funding moved in from US 301 South Corridor Transportation Study.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: This project was added to the program as a breakout project of the US 301 South Corridor Transportation Study (Line 2 in Charles County and Line 25 in Prince George's County).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	4,798	0	1,072	1,800	1,326	600	0	0	4,798	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	4,798	0	1,072	1,800	1,326	600	0	0	4,798	0
Federal-Aid	3,358	0	750	1,260	928	420	0	0	3,358	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

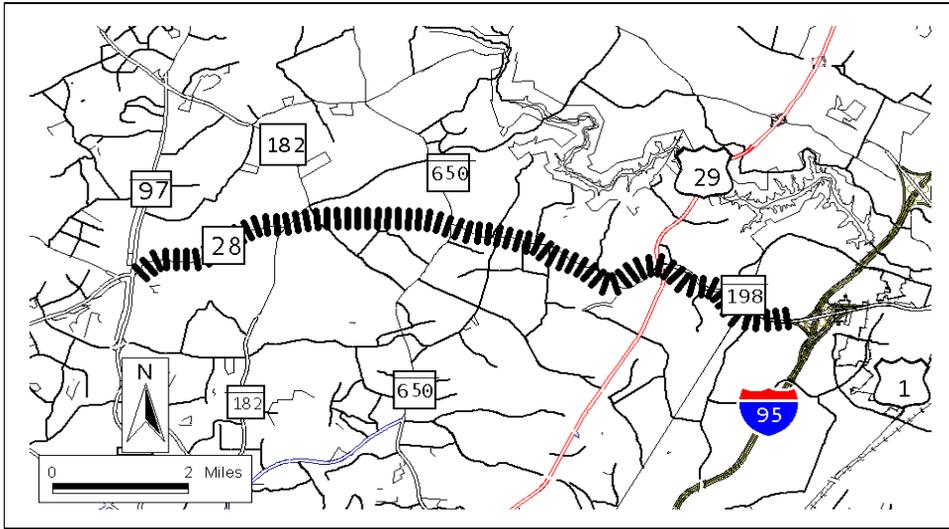
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 82,600

PROJECTED (2030) - 114,200

OPERATING COST IMPACT N/A



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's Counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 7)
- East-West Intersection Improvement Program (Line 13)
- I-95/Contee Road Interchange (Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	3,318	2,890	140	160	128	0	0	0	0	428	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	3	107	0	0	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,428	2,893	247	160	128	0	0	0	0	535	0
Federal-Aid	2,323	2,023	98	112	90	0	0	0	0	300	0

FUNCTION :

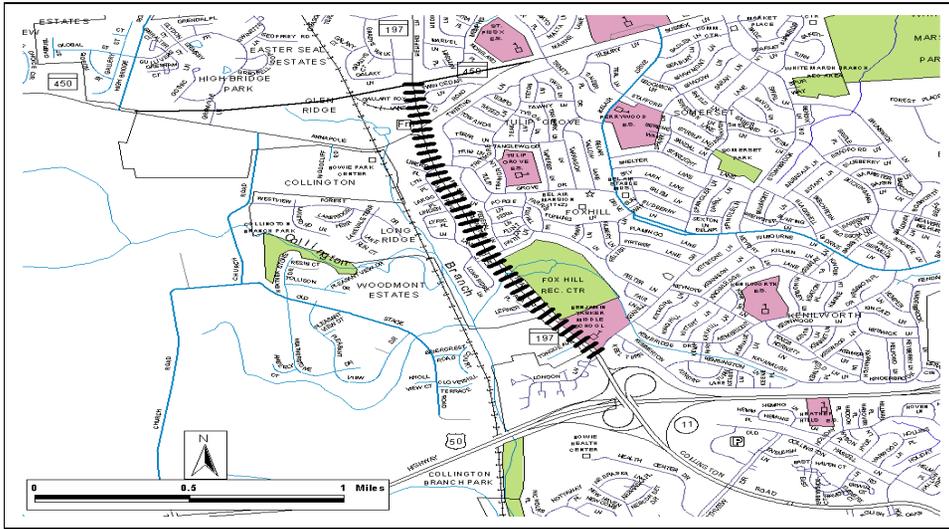
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) -** 17,000 - 33,250 (MD 28)
17,700 - 65,300 (MD 198)
- PROJECTED (2030) -** 29,800 - 42,000 (MD 28)
24,500 - 75,100 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 450, MD 193 to Stonybrook Drive. (Line 10)
- MD 450, Bridge over CSX Railroad (Line 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Development and Evaluation Program.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE	
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2005			2006	2007	2008	2009			2010	2011
Planning	700	0	0	350	350	0	0	0	0	700	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	700	0	0	350	350	0	0	0	0	700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

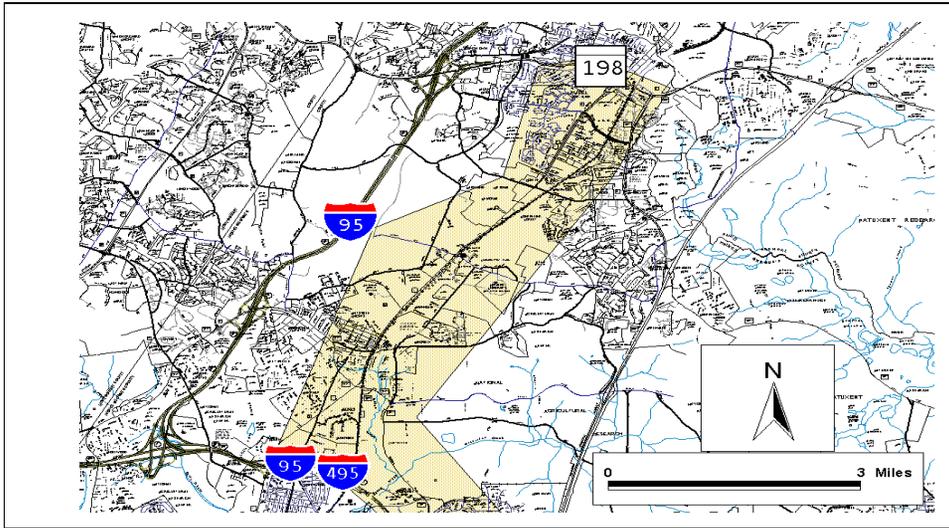
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 38,900

PROJECTED (2030) - 58,150

OPERATING COST IMPACT N/A



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 7)
- MD 212 Relocated, US 1 to I-95 (Line 8)
- East/West Intersection Improvement Program (Line 13)
- MD 28/MD 198, MD 97 to I-95 (Line 28)
- US 1, College Avenue to Sunnyside Avenue (Line 33)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	5,733	4,534	630	569	0	0	0	0	1,199	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,733	4,534	630	569	0	0	0	0	1,199	0
Federal-Aid	4,013	3,174	441	398	0	0	0	0	839	0

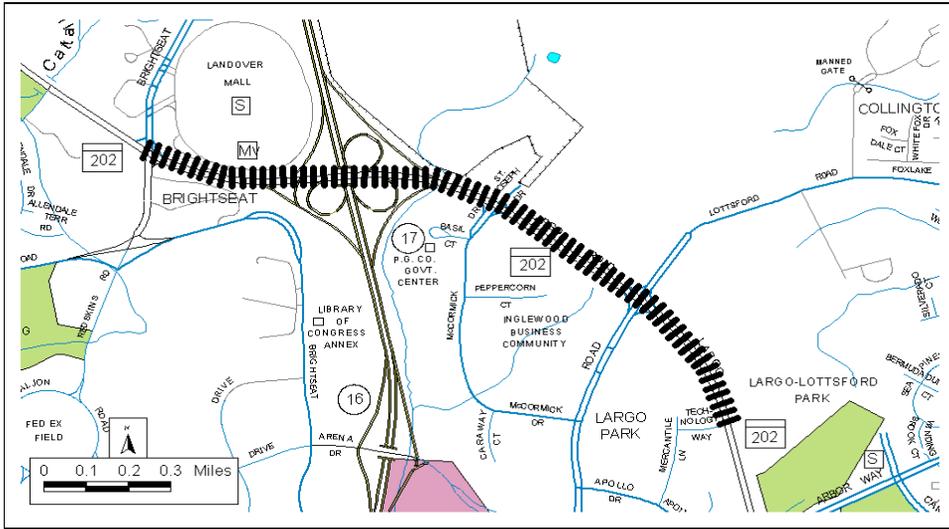
FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - 38,650
- PROJECTED (2030) - 86,550

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way (2.1 miles). These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Largo Town Center Metro Station, which was opened in the Winter of 2005, and will also relieve congestion along MD 202 during peak periods.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	.....2008.....	.....2009.....	.....2010.....	.....2011.....	0	0	0	0
Engineering	2,100	59	1,000	1,041	0	0	0	0	0	0	2,041	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,100	59	1,000	1,041	0	0	0	0	0	0	2,041	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

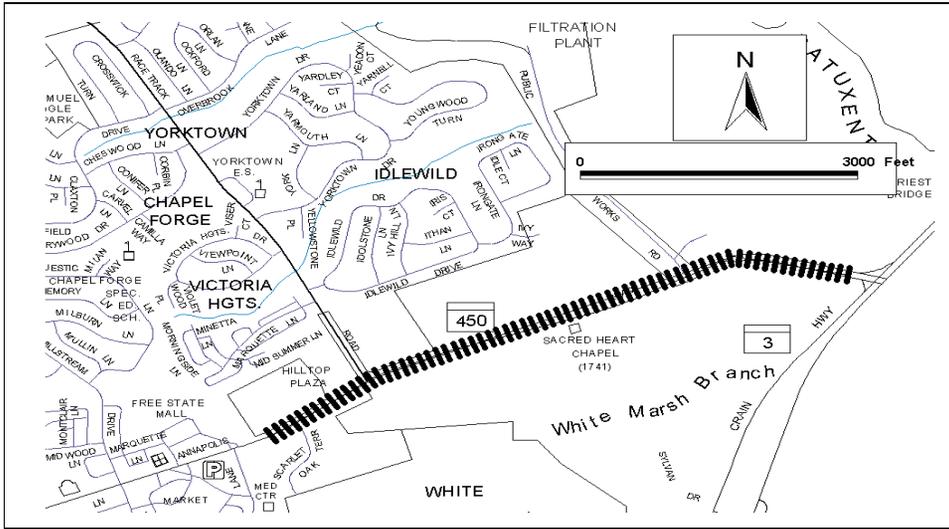
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 68,700

PROJECTED (2030) - 75,000

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 450, East of Whitfield Chapel Road to Seabrook Road (Line 9)
- MD 450, MD 193 to Stonybrook Drive (Line 10)
- MD 3, US 50 to MD 32 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	3,656	227	1,400	1,379	650	0	0	0	0	3,429	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,990	1,561	1,400	1,379	650	0	0	0	0	3,429	0
Federal-Aid	2,925	182	1,120	1,103	520	0	0	0	0	2,743	0

FUNCTION:

- STATE - Minor Arterial
- FEDERAL - Other Principal Arterial

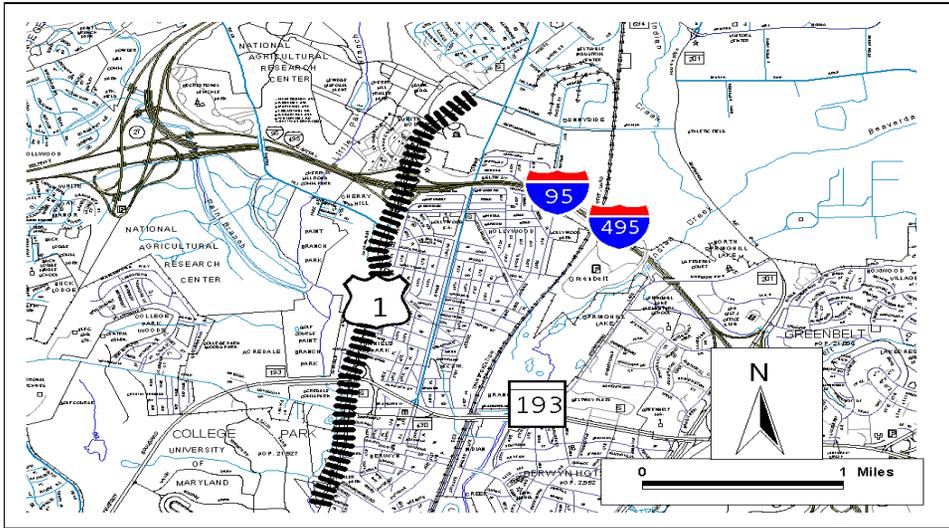
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 25,800

PROJECTED (2030) - 58,850

OPERATING COST IMPACT N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 212 Relocated, US 1 to I-95 (Line 8)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 30)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning completed.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	1,363	1,297	66	0	0	0	0	0	0	66	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,363	1,297	66	0	0	0	0	0	0	66	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 65,575

PROJECTED (2030) - 93,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 193	University Boulevard; 23rd Avenue to Adelphi Road; resurface	1,683	Completed
2	MD 337	Allentown Road; 300 feet north of MD 5 (Branch Avenue) to 300 feet north of Forestville Road; resurface	1,328	Completed
<u>Safety/Spot Improvement</u>				
3	I 95	Capital Beltway; at MD 214; interchange lighting	990	Completed
4	MD 202	Largo Road; at Largo High School; traffic signal modification	75	Completed
5	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	490	Completed
6	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	492	Completed
<u>Environmental Preservation</u>				
7	US 50	John Hanson Highway; MD 197 at Princeton Square, westbound for 0.6 mile; landscape	64	Completed
<u>Sidewalks</u>				
8	MD 193	Greenbelt Road; Frankfort Drive to Mandan Road; retrofit sidewalks and ADA ramps along the eastbound roadway - 1,200 linear feet	45	Completed
9	MD 212	Riggs Road; at Metzert Road; retrofit sidewalks and ADA ramps 1,610 linear feet	85	Completed
10	MD 500	Queens Chapel Road; MD 208 to MD 410; retrofit sidewalks and ADA ramps	80	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
11	MD 501	Chillum Road; Sargent Road to MD 500; retrofit sidewalks and ADA ramps - 1,900 linear feet	70	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
12	I 95	Capital Beltway; Baltimore Washington Parkway to Montgomery County Line; resurface	12,208	FY 2007
13	I 95	Capital Beltway; north of MD 210 to MD 5; resurface, safety and drainage improvements	7,279	Completed
14	I 95	Capital Beltway; US 50 to Greenbelt Road Bridge; resurface	9,050	Completed
15	I 95/495	Capital Beltway; Inner Loop - Greenbelt Road Bridge to the Montgomery County Line; resurface, safety and drainage	10,503	Under construction
16	MD 197	Laurel Bowie Road; Muirkirk Road to MD 198; resurface, safety and pedestrian improvements	3,884	Under construction
17	MD 198	Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface, safety and pedestrian improvements	2,014	Under construction
18	MD 201	Kenilworth Avenue; MD 410 (Veterans Parkway) to Paint Branch/Good Luck Road; resurface	1,732	Under construction
19	MD 210	Indian Head Highway; Livingston Road to D.C. Line; resurface, safety and pedestrian improvements	1,676	Under construction
20	US 301	Blue Star Memorial Highway; Chrysler Drive to 600 feet south of CSX railroad; resurface	907	FY 2007
21	MD 704	Martin Luther King Jr. Highway; Greenleaf Drive to Barlow Road; resurface (Funded for preliminary engineering only)	1,200	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
22	US 1 ALT	Bladensburg Road; Bridge 16008 over the Anacostia River; bridge deck replacement	2,673	Completed
23	US 1 NB	Second Street; Bridge 16001 over the Patuxent River; bridge deck replacement	1,438	Under construction
24	CO 127	Auth Road; Bridge 16163 over I 95; bridge deck replacement	2,970	FY 2006
<u>Safety/Spot Improvement</u>				
25	MD 4	Pennsylvania Drive; at Donnell Drive; left turn lane and pedestrian safety treatments (Funded for concept development only)	30	Concepts Underway
26	MD 4	Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
27	MD 4	Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements	2,272	Under construction
28	MD 5	Branch Avenue; at Beech Road; Intersection lighting	55	Under construction
29	US 50	John Hanson Highway; MD 197 to US 301; interchange lighting	50	Under construction
30	US 50	John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
31	US 50	John Hanson Highway; at MD 197; improve eastbound ramp to MD 197	691	Under construction
32	I 95	Capital Beltway; at US 1; interchange lighting	1,200	Under construction
33	MD 193	University Boulevard; at MD 212; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	158	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
34	MD 197	Laurel Bowie Road; at MD 198; extend right turn lane and various signal changes (Funded for concept development only)	30	Concepts Underway
35	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements (Funded for preliminary engineering only)	159	PE Underway
36	MD 202	Landover Road; at Arena Drive; pedestrian safety treatments (Funded for concept development only)	30	Concepts Underway
37	MD 202	Largo Road; at Brightseat Road; extend left turn lane	520	Completed
38	MD 202	Largo Road; at Campus Way South; provide for double left turns southbound (Funded for preliminary engineering only)	332	PE Underway
39	MD 223	Woodyard Road; at Dowerhouse Road; intersection improvements (Funded for concept development only)	20	Concepts Underway
40	US 301	Crain Highway; at Trade Zone Avenue; addition of a left turn lane along US 301 onto Trade Zone Avenue (Funded for preliminary engineering only)	179	FY 2007
41	MD 410	East West Highway; at Toledo Terrace; various pedestrian safety treatments (Funded for concept development only)	30	Concepts Underway
42	MD 410	Veterans Parkway; at MD 450; intersection lighting	30	Completed
43	MD 410	Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting and modify signal	758	Under construction
44	MD 414	St. Barnabas Road; at Temple Hill Road/Raleigh Road; resurface and re-stripe to eliminate eastbound right turn lane	126	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
45	MD 450	Annapolis Road; at MD 202; intersection improvements (Funded for concept development only)	24	Concepts Underway
46	MD 450	Annapolis Road; stabilization of unnamed tributary adjacent to Marne Lane; drainage improvement	557	Under construction
47	MD 650	New Hampshire Avenue; at MD 320; reconstruct MD 320 median and island to provide third left turn lane, reconstruct southbound MD 650 to provide separate right turn lane and reconstruct northbound MD 650 median to extend left turn lane	680	FY 2007
48	MD 650	New Hampshire Avenue; at Metzert Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and re-stripe Metzert Road to provide triple left turns	297	Under construction
49	MD 704	Martin Luther King Jr. Highway; Addison Road to Hill Road; traffic calming (Funded for concept development only)	30	Concepts Underway
<u>Community Safety and Enhancements</u>				
50	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound)	3,082	FY 2007
51	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,451	Under construction
52	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape	6,903	Completed
53	MD 212	Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements	172	FY 2006
54	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	7,000	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Noise Barriers</u>				
55	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,697	Under construction
56	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	3,558	FY 2006
57	MD 197	Laurel Bowie Road; Contee Road and Montpelier Drive bridge 160360; noise abatement	573	FY 2006
<u>Traffic Management</u>				
58	US 1 ALT	Baltimore Avenue; MD 410 to Charles Amentrout Drive; traffic signal systemization	1,200	FY 2006
59	MD 410	East West Highway; Taylor Road to MD 212; traffic signal systemization	850	FY 2006
60	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization	1,840	FY 2006
<u>Environmental Preservation</u>				
61	US 1	Baltimore Avenue; US 1 at MD 193; landscaping	200	FY 2006
<u>Sidewalks</u>				
62	US 1	Rhode Island Avenue; Charles Armentrout Drive to Crittenden Street; retrofit sidewalks and ADA ramps along the northbound roadway - 1,450 linear feet (Funded for preliminary engineering only)	27	FY 2007
63	MD 193	Greenbelt Road; Cherrywood Lane to Cunningham Drive; retrofit sidewalks	65	FY 2006
64	MD 208	38th Street; 37th Place to 36th Avenue; retrofit sidewalks and ADA ramps along eastbound roadway - 700 linear feet	95	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Intersection Capacity Improvements</u>				
65	US 1	Baltimore Avenue; at Rhode Island Avenue; geometric improvements	572	FY 2007
66	MD 3	Crain Highway; at MD 450; widening for additional northbound through lane (Funded for concept development only)	30	Concepts Underway
67	MD 193	Enterprise Road; at MD 953; roundabout (Funded for concept development only)	30	Concepts Underway
68	MD 197	Laurel Bowie Road; at Powdermill Road; widening for left turn lanes (Funded for preliminary engineering only)	175	PE Underway
69	MD 201	Edmonston Avenue; at Cherrywood Lane; widening for left turn lanes	940	FY 2006
70	MD 210	Indian Head Highway; Livingston and Palmer Road and Livingston and Swan Creek Road; geometric improvements	527	FY 2006
71	US 301	Crain Highway; at Mitchellville Road; extend northbound left turn lane	163	FY 2006
72	MD 410	East West Highway; at MD 500; widening for double left turn/realign lanes (Funded for concept development only)	30	Concepts Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
73		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail (Preliminary engineering to start in FY 2005 with construction starting in FY 2007)	830	FY 2007

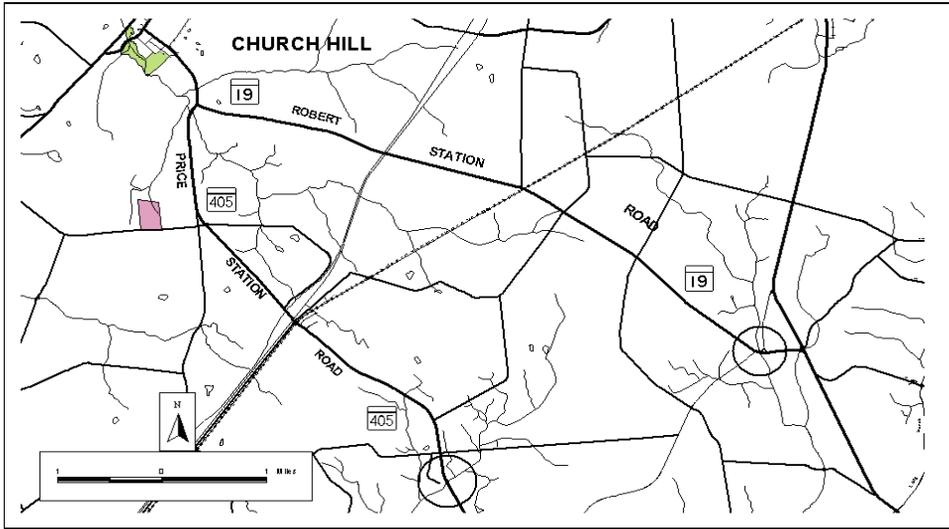
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<p><u>Fiscal Years 2006 and 2007 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p> <p><u>Landscaping/Scenic Beautification/Mitigation</u></p>		
74		Prince George's County Gateway Signs - construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50	307	Underway
		<p><u>Preservation of Abandoned Railway Corridors</u></p>		
75		College Park Trolley Trail - construction of 2,600 feet trail along Rhode Island from Albion Road to Rhode Island Avenue including plaza/gateway at Calvert Road	90	FY 2006
		<p><u>Environmental Mitigation</u></p>		
76		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities	1,318	FY 2006
77		Annapostia East Restoration - restoration of 15 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	FY 2007



Queen Anne's



PROJECT: MD 19, Robert Station Road and MD 405, Price Station Road

DESCRIPTION: Replace Bridge 17003 on MD 19 over Beaverdam Ditch and Bridge 17034 on MD 405 over German Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Both structures are deteriorated and require replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	292	290	2	0	0	0	0	0	0	0	0	2	0
Right-of-way	155	128	27	0	0	0	0	0	0	0	0	27	0
Construction	2,003	8	1,981	14	0	0	0	0	0	0	0	1,995	0
Total	2,450	426	2,010	14	0	0	0	0	0	0	0	2,024	0
Federal-Aid	1,544	6	1,538	0	0	0	0	0	0	0	0	1,538	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

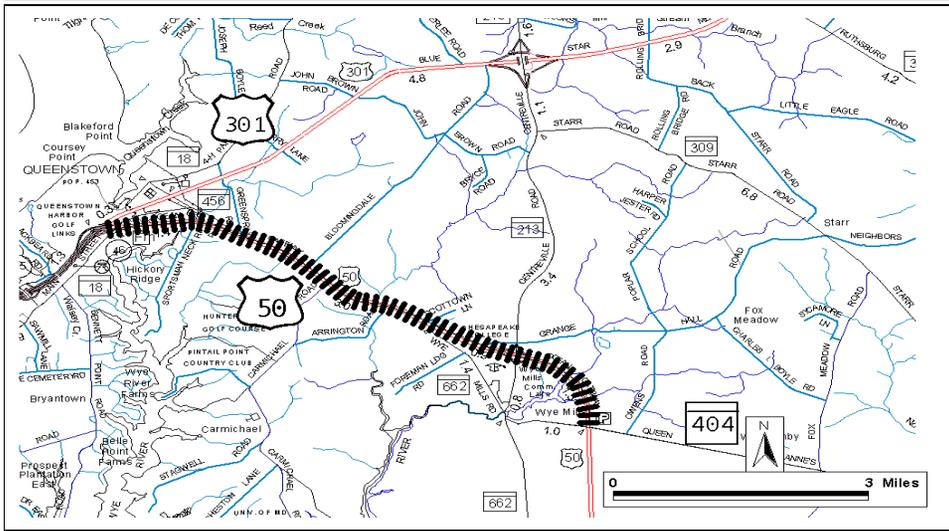
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 750 (MD 405)
1550 (MD 19)

PROJECTED (2030) - 800 (MD405)
1600 (MD 19)

OPERATING COST IMPACT N/A



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to MD 404 Business (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$13.5 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$43.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	7,794	6,383	1,075	336	0	0	0	0	0	1,411	0
Right-of-way	11,326	6,750	64	2,512	2,000	0	0	0	0	4,576	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,677	14,690	1,139	2,848	2,000	0	0	0	0	5,987	0
Federal-Aid	11,000	6,615	630	2,195	1,560	0	0	0	0	4,385	0

FUNCTION:

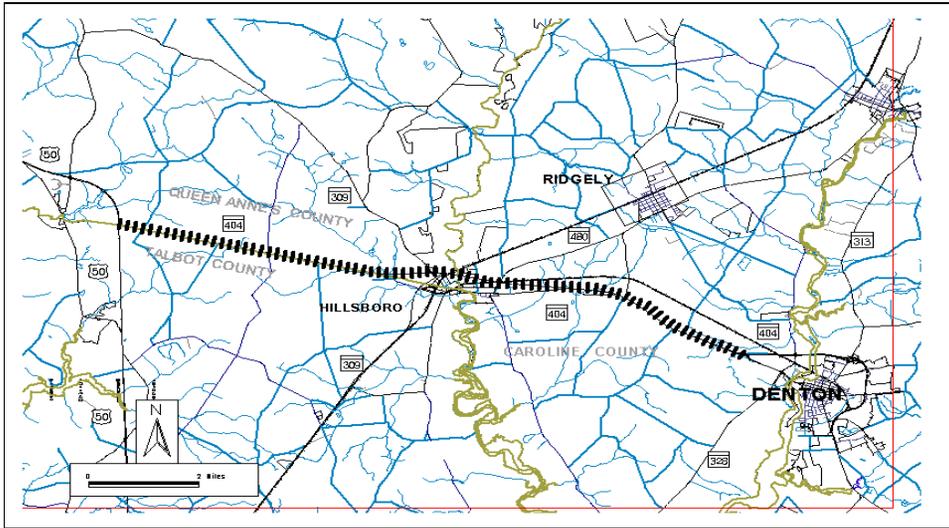
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 43,900
 60,700 (Summer)
PROJECTED (2030) - 68,400
 94,600 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 50, US 301 to MD 404 (Line 2)
- MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
- MD 404, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	7410	0	0	0	0	NHS/HP
RW	0	823	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$17.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering and Right-of-way for Phase 1A, Tuckahoe Road to MD 480. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	.....2008.....	.....2009.....	.....2010.....	.....2011.....				
Planning	487	487	0	0	0	0	0	0	0	0	0
Engineering	9,500	0	3,600	4,800	1,100	0	0	0	0	9,500	0
Right-of-way	1,055	0	0	633	422	0	0	0	0	1,055	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,042	487	3,600	5,433	1,522	0	0	0	0	10,555	0
Federal-Aid	8,233	0	2,808	4,238	1,187	0	0	0	0	8,233	0

FUNCTION:

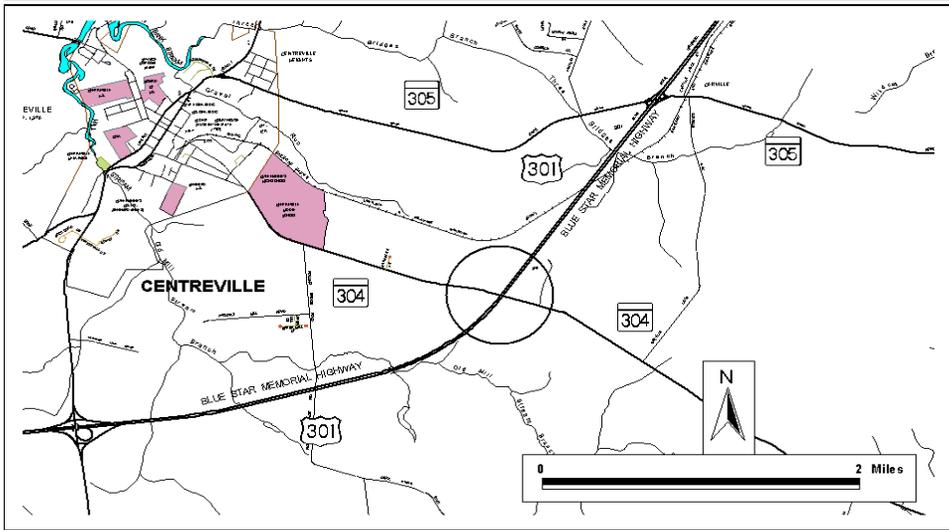
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - 17,500
22,600 (Summer)
- PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on this high speed arterial. This project will improve safety and access control on US 301.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL			
Planning	1,500	45	650	555	250	0	0	0	0	1,455	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	1,500	45	650	555	250	0	0	0	0	1,455	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 16,300 (US 301)
 5,300 (MD 304)
PROJECTED (2030) - 27,300 (US 301)
 9,000 (MD 304)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Blue Star Memorial Highway; begin state maintenance to Kent Narrows; resurface	6,154	FY 2006
2	MD 300	Sudlersville Road; Sudlersville Cemetery Road to the Delaware State Line; resurface	932	FY 2006
3	US 301	Blue Star Memorial Highway; MD 305 to MD 302; resurface	2,620	FY 2007
4	MD 304	Ruthsburg Road; US 301 to Caroline County Line; resurface	1,637	FY 2006
5	MD 404	Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Talbot County)	2,586	Under construction
<u>Safety/Spot Improvement</u>				
6	MD 8	Romancoke Road; at US 50/301; provide double left turn lanes from northbound MD 8 (Funded for concept development only)	75	Concepts Underway
7	US 50	Ocean Gateway; various locations throughout Queen Anne's County; replace turndown end treatments and upgrade traffic barriers	331	Under construction
8	US 301	Blue Star Memorial Highway; at MD 405; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Funded for preliminary engineering only)	422	PE Underway
9	US 301	Blue Star Memorial Highway; at MD 304; construct ramp from westbound MD 304 to northbound US 301	400	FY 2007
10	US 301	Blue Star Memorial Highway; at MD 544 and at MD 300; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns	2,232	Under construction

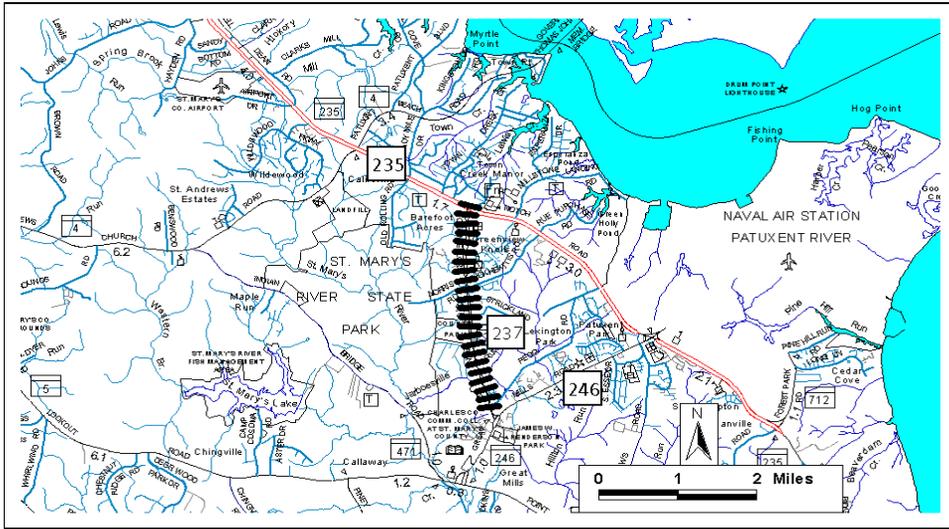
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
11	MD 19/19A	Main Street/Walnut Street; (MD 19 - Main Street) MD 213 to MD 19A, (MD 19A - Main Street) MD 19 to MD 213 and (MD 19 - Walnut Street) MD 19 to eastern limits of Church Hill; urban street reconstruct	2,213	FY 2006
<u>Environmental Preservation</u>				
12	US 301	Blue Star Memorial Highway; at MD 213 Interchange; landscape	189	Under construction
<u>Commuter Action Improvements</u>				
13	US 301	Blue Star Memorial Highway; at MD 302 (Queen Anne's County) and MD 213 at Frenchtown Road (Cecil County); construct ridesharing facilities	210	Under construction
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
14		MD 8 Corridor Hiker/Biker Trail - construction of a six-mile, 10-foot wide, hiking-bicycling trail from the Matapeake Park Complex to Romancoke Pier	477	Underway



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 (2.71 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3510	0	0	0	0	STP
CO	0	23226	0	0	0	STP/HP

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$2.1 million is due to unit cost increases and the need for additional signals. Construction includes Federal High Priority Project Funds.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					2008	2009	2010	2011			
Planning	747	747	0	0	0	0	0	0	0	0	0
Engineering	2,169	1,644	375	150	0	0	0	0	0	525	0
Right-of-way	20,641	212	1,047	12,885	5,088	1,409	0	0	0	20,429	0
Construction	29,778	0	0	0	4,764	11,390	13,623	0	0	29,778	0
Total	53,335	2,603	1,422	13,035	9,852	12,799	13,623	0	0	50,732	0
Federal-Aid	26,737	0	739	2,217	4,270	8,884	10,626	0	0	26,737	0

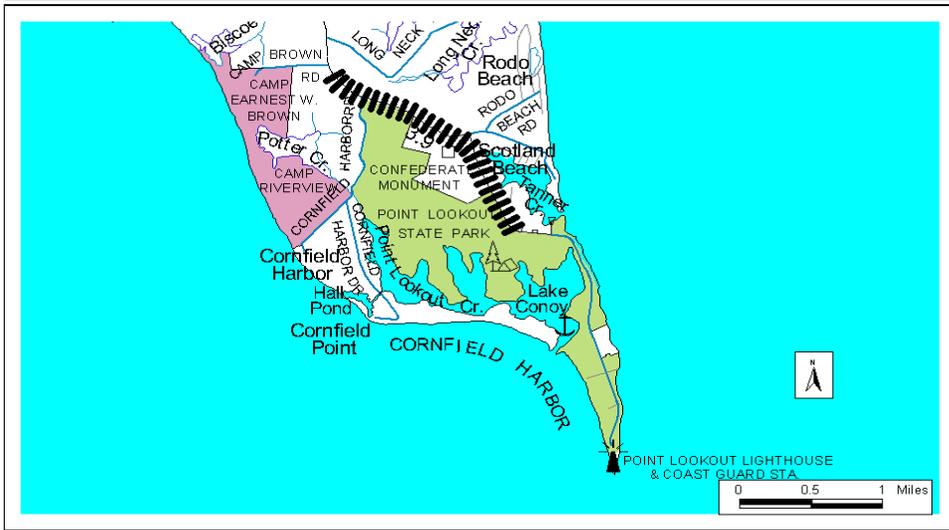
FUNCTION:

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

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) - 16,300
- PROJECTED (2030) - 33,000

OPERATING COST IMPACT \$6,700 per year



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from Point Lookout State Park entrance to south of Camp Brown Road. (3.70 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	453	453	0	0	0	0	0	0	0	0	0	0	0
Engineering	907	705	106	96	0	0	0	0	0	0	0	202	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,360	1,158	106	96	0	0	0	0	0	0	0	202	0
Federal-Aid	635	494	74	67	0	0	0	0	0	0	0	141	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 4,025 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT N/A

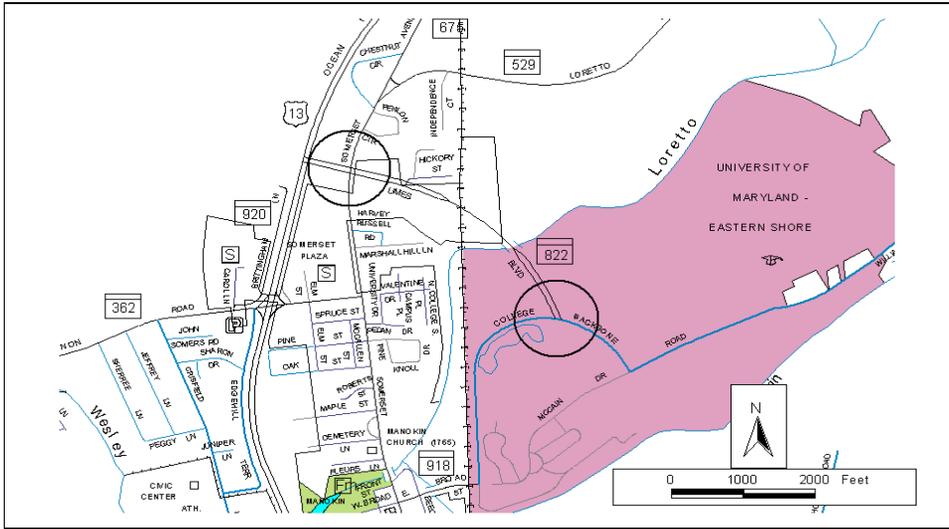
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 246	Great Mills Road; west of Saratoga Drive to South Coral Drive; resurface	677	Completed
<u>Sidewalks</u>				
2	MD 246	Great Mills Road; MD 235 to Coral Drive; retrofit sidewalks - 600 linear feet	38	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 5	Point Lookout Road; MD 235 to Old Village Road; resurface	1,106	FY 2006
<u>Safety/Spot Improvement</u>				
4	MD 4	St. Andrews Church Road; at Fairgrounds Road; geometric improvements	445	Under construction
5	MD 234	Budds Creek Road; at MD 238; construct single lane roundabout	1,400	FY 2006
6	MD 235	Three Notch Road; at MD 6; geometric improvements	723	FY 2006
<u>Community Safety and Enhancements</u>				
7	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	3,771	FY 2007
8	MD 246	Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary engineering only)	300	PE Underway



Somerset



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct roundabouts at the MD 675 and College Backbone Road intersections.

JUSTIFICATION: This project will improve safety and operation of these intersections.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Development and Evaluation Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	266	81	185	0	0	0	0	0	0	185	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	266	81	185	0	0	0	0	0	0	185	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 4,600

PROJECTED (2030) - 9,500

OPERATING COST IMPACT N/A

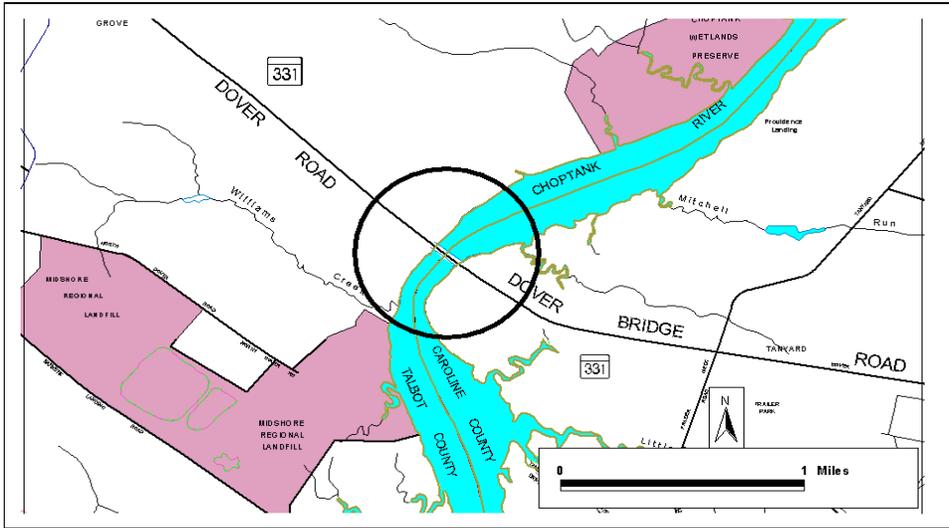
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13 BUS	Market Street; Bridge 23004 at the Pocomoke River to US 13; resurface/rehabilitate	75	Completed
<u>Safety/Spot Improvement</u>				
2	US 13	Ocean Highway; at Linden Avenue; construct median acceleration lane	229	Completed
<u>Sidewalks</u>				
3	MD 675	Somerset Avenue and MD 363 (Manokin Avenue); at various locations in Princess Anne; retrofit sidewalks - 1,200 linear feet	100	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 361	Fairmount Road; James Ring Road to MD 413; resurface	121	Completed
5	MD 363	Deal Island Road; Pine Hole Road to Mansion Avenue; resurface	302	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6	US 13	Ocean Highway; Bridge 19004 over the Norfolk Southern Railroad; bridge deck replacement	2,529	Under construction



Talbot



PROJECT: MD 331, Dover Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	833	0	NHS
CO	0	0	0	33368	0	NHS/HP

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost decrease of \$1.0 million is due to reduced inflation. Construction includes Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	2	825	974	974	825	0	0	3,598	0	0
Right-of-way	1,042	0	0	0	0	116	810	116	1,042	0	0
Construction	42,781	0	0	0	0	0	10,698	21,396	32,094	10,687	0
Total	47,423	2	825	974	974	941	11,508	21,512	36,734	10,687	0
Federal-Aid	37,081	2	660	779	779	753	8,992	16,781	28,744	8,335	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

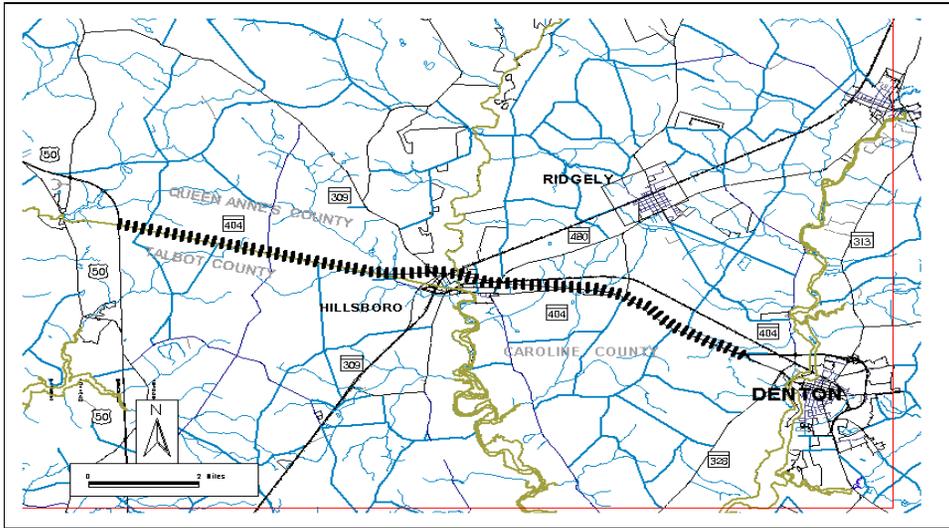
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 13,400

PROJECTED (2030) - 19,000

OPERATING COST IMPACT \$55,400 per year



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)
 US 50, Access Control (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	7410	0	0	0	0	NHS/HP
RW	0	823	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$17.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering and Right-of-way for Phase 1A, Tuckahoe Road to MD 480. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	487	487	0	0	0	0	0	0	0	0	0
Engineering	9,500	0	3,600	4,800	1,100	0	0	0	0	9,500	0
Right-of-way	1,055	0	0	633	422	0	0	0	0	1,055	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,042	487	3,600	5,433	1,522	0	0	0	0	10,555	0
Federal-Aid	8,233	0	2,808	4,238	1,187	0	0	0	0	8,233	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,500
 22,600 (Summer)
 PROJECTED (2030) - 24,700
 29,300 (Summer)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

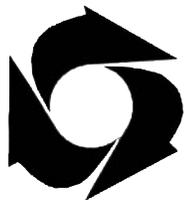
STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 33	St. Michaels Road; Pea Neck Road to Oak Creek; resurface	404	Completed
2	MD 333	Oxford Road; Bonfield Manor Road to Judiths Garden Road; resurface	450	Completed
3	MD 333	Oxford Road; Judiths Garden Road to Trippe Creek Drive; resurface	450	Completed
<u>Traffic Management</u>				
4	US 50	Ocean Gateway; MD 309 to MD 565/Landing Neck Lane; traffic signal systemization	700	Completed
<u>Sidewalks</u>				
5	MD 333	Peach Blossom Road; (South side) Trippe Avenue to South Pennsfield Lane, (South side) MD 322 to Hayward Avenue, (North side) MD 322 to Londonderry Avenue and (Both sides) upgrade ADA ramps from Hayward Avenue to Washignton Street in Easton; retrofit sidewalk - 1,390 linear feet	65	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
6	MD 33	St. Michaels Road; Oak Creek Bridge to MD 329; resurface	227	FY 2006
7	MD 33	St. Michaels Road; MD 579 to Dodson Avenue; resurface	391	FY 2006
8	MD 404	Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Queen Anne's County)	2,586	Under construction

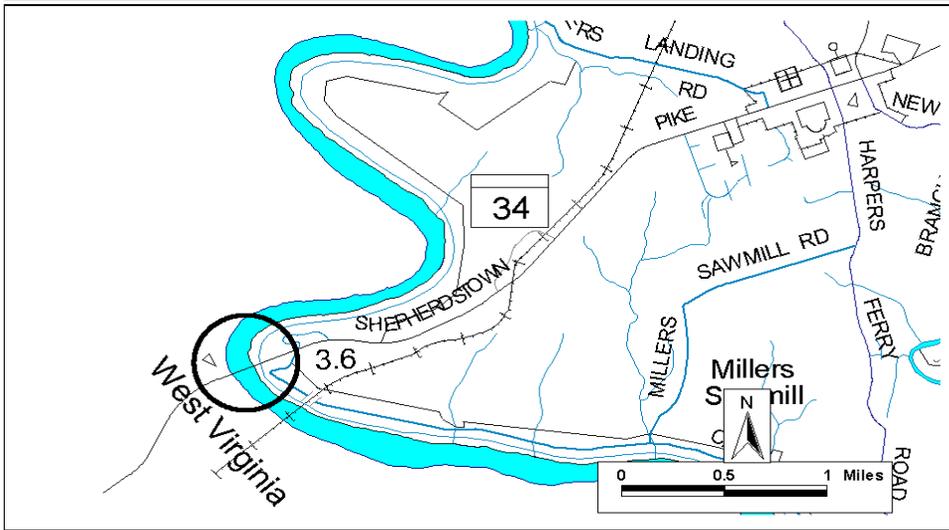
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT 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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
9	US 50	Ocean Gateway; various locations throughout Talbot County; replace turndown end treatments and upgrade traffic barriers	115	Under construction
<u>Community Safety and Enhancements</u>				
10	MD 333	Morris Street; The Strand Street to Caroline Street in Oxford; urban street reconstruct	3,987	FY 2007
<u>Access Controls</u>				
11	US 50	Ocean Gateway; MD 404 to MD 322 north of Easton and MD 322 south of Easton to the Choptank River; purchase right-of-way for access controls	240	FY 2006
<u>Intersection Capacity Improvements</u>				
12	US 50	Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and re-stripe US 50 to replace existing right turn lanes with shared through/right turn lanes	3,318	FY 2006



Washington



PROJECT: MD 34, Shepherdstown Pike

DESCRIPTION: Replaced Bridge 21002 over the Potomac River. Shoulders and a sidewalk provide bicycle and pedestrian access.

JUSTIFICATION: The old steel truss bridge with concrete deck, built in 1937, was experiencing severe deterioration and had a 32 ton weight restriction.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,643	2,643	0	0	0	0	0	0	0	0	0
Right-of-way	27	27	0	0	0	0	0	0	0	0	0
Construction	4,110	3,727	383	0	0	0	0	0	0	383	0
Total	6,780	6,397	383	0	0	0	0	0	0	383	0
Federal-Aid	4,887	4,582	305	0	0	0	0	0	0	305	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

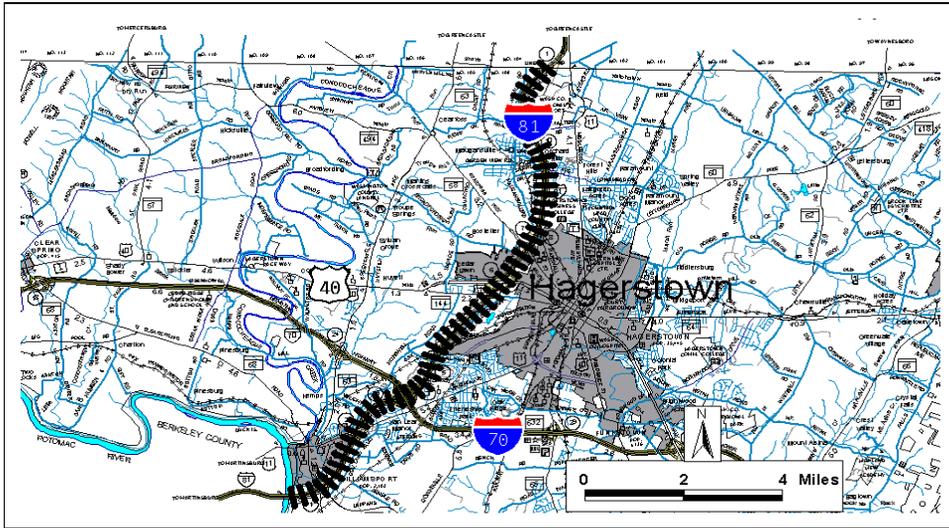
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 5,950

PROJECTED (2030) - 9,900

OPERATING COST IMPACT N/A



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- Hagerstown Regional Airport expansion
- I-81, Feasibility Study (Pennsylvania)
- I-81, Martinsburg to Falling Waters Interchange (West Virginia)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY							
Planning	3,350	2,448	835	67	.....2008.....	.....2009.....	.....2010.....	.....2011.....	0	0	902	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,350	2,448	835	67	0	0	0	0	0	0	902	0
Federal-Aid	2,345	1,714	585	47	0	0	0	0	0	0	631	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 52,300 - 72,750

PROJECTED (2030) - 74,000 - 118,000

OPERATING COST IMPACT N/A

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, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 11	Middleburg Pike; Maugans Avenue to Showalter Road; resurface	1,293	Completed
<u>Safety/Spot Improvement</u>				
2	MD 63	Greencastle Pike; at I 70 ramps; interchange lighting	35	Completed
3	I 70	Eisenhower Memorial Highway; at I 81; interchange lighting	150	Completed
4	I 70	Eisenhower Memorial Highway; eastbound at ramp to I 81 North; geometric improvements	478	Completed
<u>Sidewalks</u>				
5	US 11	Virginia Avenue; south limits of Hagerstown to Burhans Boulevard; retrofit sidewalks - 1,200 linear feet	47	Completed
6	US 40	West Washington Street; University of Maryland Education Center - Baldwin Building in Hagerstown; retrofit sidewalks along eastbound roadway - 125 linear feet	11	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
7	US 40 Alt	Frederick Streets; east corporate limits of Hagerstown to West Baltimore Street; resurface	515	FY 2007
8	US 40	National Pike; 0.40 mile east of Spickler Road to 0.19 mile west of MD 63; resurface	1,116	Completed
9	MD 65	Sharpsburg Pike; MD 68 to I 70; resurface	1,796	FY 2007
10	MD 67	Rohrersville Road; US 340 to Gapland Road; resurface	2,009	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to 0.31 miles east of MD 144 bridge 21063; resurface	5,474	FY 2006
12	US 340	Jefferson Pike; Bridge 21041 over the Potomac River to the Frederick County Line; resurface	1,744	Completed
<u>Bridge Replacement/Rehabilitation</u>				
13	US 11	Potomac Street; Bridge 21001 over the Potomac River and CSX Railroad; bridge rehabilitation	1,246	Completed
14	US 40	National Pike; Bridge 21010 over Licking Creek; bridge rehabilitation	1,877	Under construction
15	I 70	Baltimore National Pike; Bridge 21092 over Tonoloway Creek; stormwater management remediation	286	FY 2006
<u>Safety/Spot Improvement</u>				
16	US 40	Dual Highway; at Edgewood Drive; widen US 40 to provide three through lanes and double left turn lanes, widen both legs of Edgewood Drive, drainage improvements and construct new traffic signal (Funded for concept development only) (Cost shown represents SHA's share)	200	Concepts Underway
17	I 70	Eisenhower Memorial Highway; various locations throughout Washington County; replace turnout end treatments and upgrade traffic barriers	14	Under construction
18	MD 77	Foxville Road; MD 64 to Hopkins Lane; super elevation curve correction, drainage and resurfacing	2,268	Under construction
19	I 81	Maryland Veterans Memorial Highway; various locations throughout Washington County; replace turnout end treatments and upgrade traffic barriers	82	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
20	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only)	550	PE Underway
<u>Sidewalks</u>				
21	US 40	Dual Highway; Manor Drive to Eastern Boulevard in city of Hagerstown; retrofit sidewalks along westbound roadway - 600 linear feet	35	Under construction
22	MD 144WB	Western Pike; Methodist Street to Virginia Avenue in town of Hancock; retrofit sidewalks along eastbound roadway - 295 linear feet	15	FY 2006
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
23		Antietam Battlefield; acquire 8 properties totaling 828.17 acres; acquisition of scenic easements	1,656	FY 2007
<u>Historic Preservation</u>				
24		US 40; Bridge 0021010 over Licking Creek; cleaning and painting of a severely rusted historic bridge	200	FY 2007
<u>Environmental Mitigation</u>				
25		I-70 Thermal Impact reduction; replacement of 1.9 miles of concrete lining of highway ditches along I-70 with vegetated lining systems to reduce the thermal impact from I-70 in the Beaver Creek Watershed	437	FY 2007



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, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 12	Snow Hill Road; Shiloh Street to Regency Drive; resurface	78	Completed
2	US 13 BUS	North Salisbury Boulevard; Bridge 22026 over US 50 Business to Zion Road; resurface	1,071	Completed
3	MD 346	Old Ocean City Road; from milepoint 0.7 to Benita Avenue; resurface	262	Completed
4	MD 349	Nanticoke Road; Cedar Hill Parkway to MD 347; resurface	1,460	Completed
5	MD 354	Powellville Road; Adkins Mill Pond to Friendship Road; resurface	328	Completed
<u>Sidewalks</u>				
6	US 13 BUS	North Salisbury Boulevard; at various locations from US 50 to Zion Road; retrofit sidewalks - 400 linear feet	125	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
7	US 13	Salisbury Bypass; US 13 Business to Mile Marker 31.0; resurface northbound roadway	1,331	FY 2006
8	US 13 BUS	Salisbury Boulevard; Main Street to College Avenue; resurface	382	Under construction
9	US 50	Salisbury Parkway/Ocean Gateway; East Main Street to Walston Switch Road; resurface (also includes geometric improvements to US 50/MD 350 at Beaglin Park Drive)	2,267	Completed
10	US 50 BUS	Salisbury Parkway; Boundary Street to East Main Street; resurface	1,120	FY 2007
11	US 50 BUS	West Salisbury Boulevard; US 50 Bypass to Boundary Street; resurface eastbound roadway	329	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
12	MD 374	Burbage Crossing Road; MD 354 to Worcester County Line; resurface	163	Under construction
13	MD 675B	BI State Boulevard; US 13 to MD 54; resurface	382	FY 2006
<u>Bridge Replacement/Rehabilitation</u>				
14	US 50 BUS	Salisbury Parkway; at Norfolk Southern Railroad bridge 22027; bridge rehabilitation	377	Under construction
15	MD 991	Main Street; Bridge 22009 over the Wicomico River; upgrade electrical systems and perform structural and mechanical repairs	2,401	FY 2006
<u>Safety/Spot Improvement</u>				
16	US 13	Various locations throughout Wicomico County; replace turnout end treatments and upgrade traffic barriers	29	Completed
17	US 13 BUS	Salisbury Boulevard; US 50 to London Avenue, William Street, Park Avenue and Isabella Street; drainage improvement	1,265	FY 2007
18	US 50	Ocean Gateway; Various locations throughout Wicomico County; replace turnout end treatments and upgrade traffic barriers	67	Completed
19	MD 346	Old Ocean City Road; Benita Avenue to Birt Avenue; safety resurface treatment	200	Completed
20	MD 513	East Cedar Lane; at Division Street; construct roundabout (Funded for preliminary engineering only)	141	PE Underway
<u>Sidewalks</u>				
21	US 13 BUS	South Salisbury Boulevard; Bateman Street to Milford Street; retrofit sidewalks - 1,500 linear feet	200	FY 2006

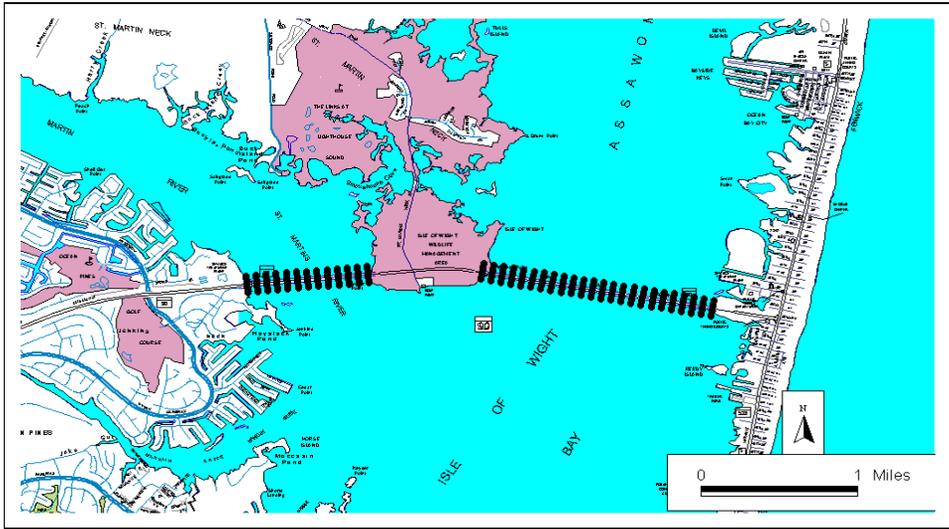
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Access Controls</u>				
22	US 50	Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls	240	FY 2006
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
23		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 2006



Worcester



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Rehabilitate Bridge 23020 over St. Martin River and Bridge 23021 over Assawoman Bay. This remedial action will prevent further deterioration and strengthen the piers.

JUSTIFICATION: Underwater inspection has revealed these 35 year old structures to have progressive pier deterioration.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, Bridge over Sinepuxent Bay (Line 3)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,065	1,524	5,541	0	0	0	0	0	5,541	0	0
Total	7,065	1,524	5,541	0	0	0	0	0	5,541	0	0
Federal-Aid	5,651	1,218	4,433	0	0	0	0	0	4,433	0	0

FUNCTION:

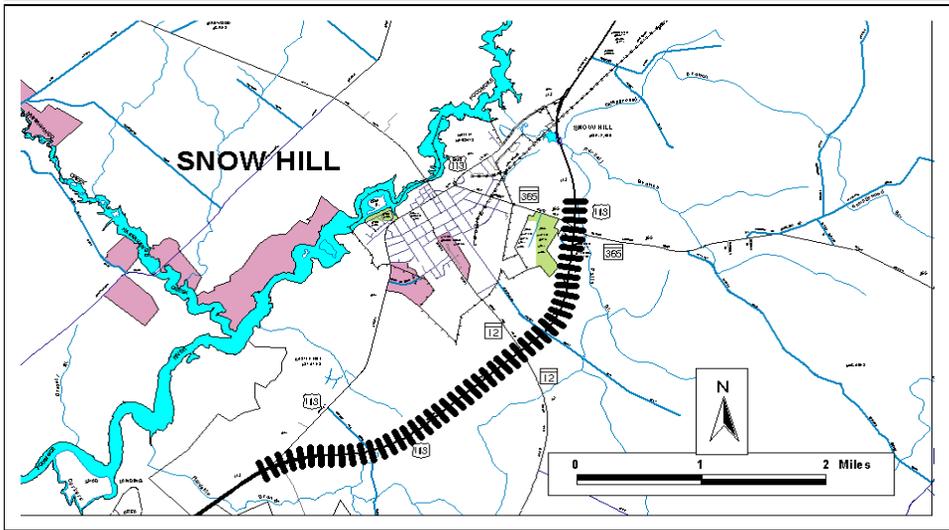
STATE - Intermediate Arterial
 FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,200
 28,200 (Summer)
PROJECTED (2030) - 24,500
 35,000 (Summer)

OPERATING COST IMPACT N/A



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 to a 4 lane divided highway with access controls from US 113 Business (Market Street) to north of MD 365 (Public Landing Road) (4.0 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 113, North of MD 365 (Public Landing Road) to Hayes Landing Road (Line 4)
 US 113, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	10463	0	0	0	0	HP

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction includes Federal High Priority Project Funds.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	2006	2005	2006	2007	.....2008.....	.....2009.....	.....2010.....	.....2011.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,514	1,506	8	0	0	0	0	0	0	8	0
Right-of-way	100	12	79	9	0	0	0	0	0	88	0
Construction	17,888	607	6,894	8,445	1,942	0	0	0	0	17,281	0
Total	19,502	2,125	6,981	8,454	1,942	0	0	0	0	17,377	0
Federal-Aid	15,370	1,540	5,520	6,756	1,553	0	0	0	0	13,830	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

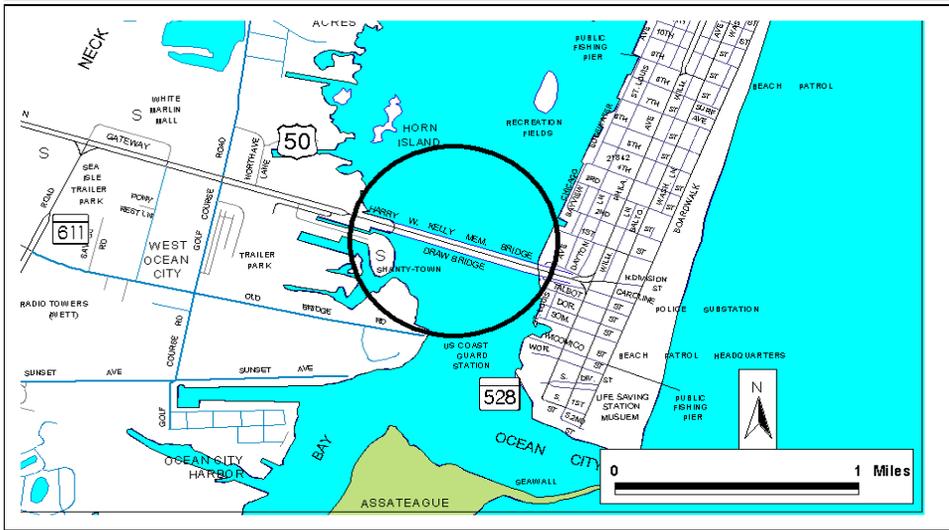
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 9,400 - 17,000

PROJECTED (2030) - 11,000 - 22,000
 14,500 - 31,000 (Summer)

OPERATING COST IMPACT \$9,900 per year



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, wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 62 year old draw span is estimated to have 15 to 20 years of serviceability left. This high traffic volume arterial has experienced mechanical problems with the draw span during peak seasonal traffic. This project would improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 90, Bridges over St. Martin River and Assawoman Bay (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY						
					.....2008.....	.....2009.....	.....2010.....	.....2011.....		
Planning	2,500	222	1,278	1,000	0	0	0	0	2,278	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,500	222	1,278	1,000	0	0	0	0	2,278	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

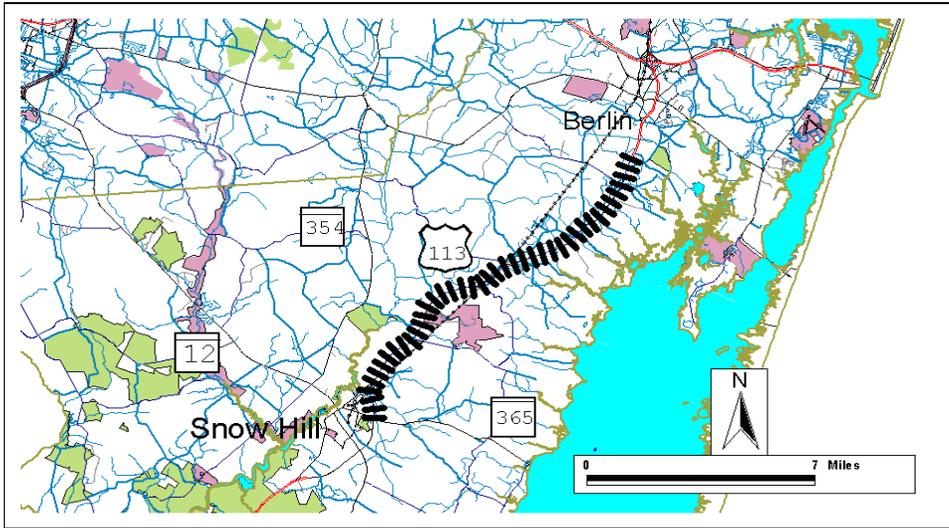
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 24,350

PROJECTED (2030) - 35,000

OPERATING COST IMPACT N/A



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Hayes Landing Road south of Berlin (9.12 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- US 113, Market Street to Public Landing Road (Line 2)
- US 113, Access Control (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2006	FFY 2007	FFY 2008	FFY 2009	FFY 2010 - 2011	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1077	0	0	0	0	HP
RW	0	3475	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way to begin during the current fiscal year for the segment from Hayes Landing to Massey Branch. Right-of-way to begin during the budget fiscal year for the segment from Massey Branch to Public Landing Road.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Engineering and Right-of-way fully funded due to the addition of Federal High Priority Funds.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2005	CURRENT YEAR 2006	BUDGET YEAR 2007	FOR PLANNING PURPOSES ONLY				YEAR 2008	YEAR 2009			YEAR 2010	YEAR 2011
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	8,431	3,584	1,212	1,900	1,444	291	0	0	0	0	0	4,847	0
Right-of-way	6,133	1	65	2,686	2,441	706	234	0	0	0	0	6,132	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	14,564	3,585	1,277	4,586	3,885	997	234	0	0	0	0	10,979	0
Federal-Aid	11,029	2,559	939	3,540	3,030	778	183	0	0	0	0	8,470	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2004) -** 6,150 - 11,600
- PROJECTED (2030) -** 9,000 - 17,000
11,300 - 23,700 (Summer)

OPERATING COST IMPACT N/A

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, 2005
<u>Fiscal Year 2005 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 12	Snow Hill Road; US 113 to US 113 Business; resurface	204	Completed
2	US 13	Ocean Highway; Virginia State Line to Sheephouse Road; resurface southbound roadway	841	Completed
3	US 113	Worcester Highway; MD 818 to MD 365; resurface	881	Completed
4	US 113 BUS	Market Street; US 113 to Burrough Street; resurface	131	Completed
5	MD 376	Assateague Road; MD 611 to Kitts Branch Road; resurface	426	Completed
<u>Safety/Spot Improvement</u>				
6	MD 589	Racetrack Road; at Gum Point Road; widen to provide left turn lane	24	Completed
<u>Fiscal Years 2006 and 2007</u>				
<u>Resurface/Rehabilitate</u>				
7	MD 12	Snow Hill Road; Reddens Curve to Stockton; resurface	485	FY 2006
8	US 113	Worcester Highway; US 50 to Hayes Landing Road; resurface	942	FY 2006
9	MD 374	Libertytown Road; Wicomico County Line to 1.2 miles west of Ironshire Station Road; resurface	942	FY 2006
10	MD 528	Coastal Highway; 64th Street to the Delaware State Line; resurface northbound roadway	3,282	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2005
<u>Fiscal Years 2006 and 2007 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11	US 50	Ocean Gateway; various locations throughout Worcester County; replace turndown end treatments and upgrade traffic barriers	82	Completed
12	MD 346	Old Ocean City Road; at Healthway Drive/Atlantic General Hospital; widen to provide left turn lane	512	Under construction
13	MD 589	Racetrack Road; at Showell Elementary School; widen to provide left turn lane	864	Under construction
<u>Community Safety and Enhancements</u>				
14	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only)	200	FY 2006
<u>Access Controls</u>				
15	US 113	Worcester Highway; south of Snow Hill to Pocomoke City and MD 818 in Berlin to end of dual highway; purchase right-of-way for access controls	683	FY 2006



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	Chesapeake Highway Advisories Routing Traffic – 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.