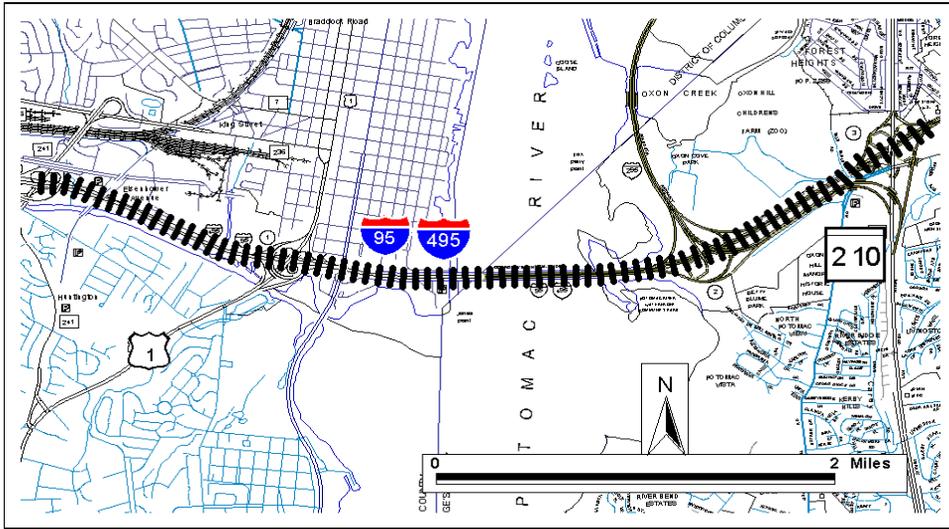


Prince George's



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-295/I-495, National Harbor Access (Line 6)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to I-95/I-495 (Line 21)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 22)

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	16264	42968	26435	17052	0	WWB/HP

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	99,192	91,180	4,511	3,342	159	0	0	0	0	8,012	0
Right-of-way	3,519	3,514	5	0	0	0	0	0	0	5	0
Construction	1,215,581	986,799	133,570	25,847	18,369	0	0	0	0	177,786	50,996
Total	1,318,292	1,081,493	138,086	29,189	18,528	0	0	0	0	185,803	50,996
Federal-Aid	1,150,155	989,666	123,881	21,734	14,874	0	0	0	0	160,489	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

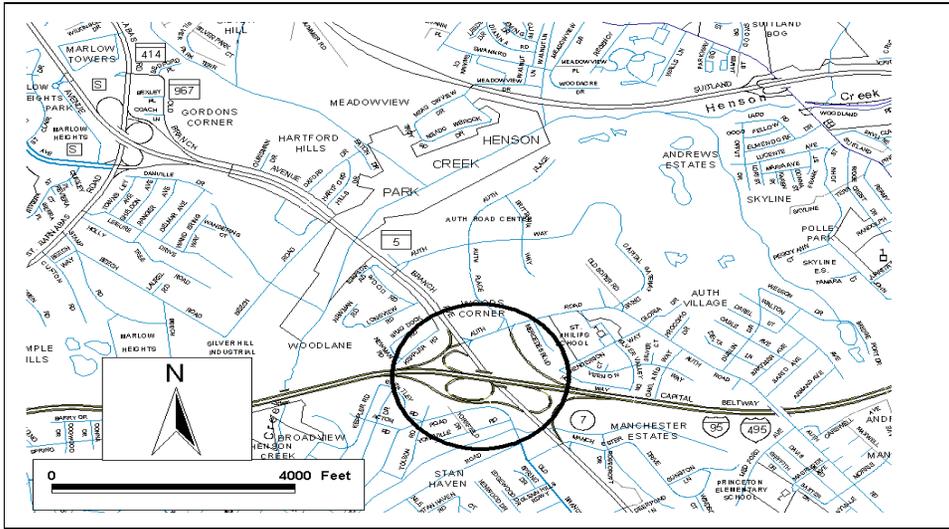
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 216,000

PROJECTED (2030) - 278,100

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, Branch Ave. Metro Access - Phase 2 (Line 4)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 5, US 301 to I-95/I-495 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 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 2007			2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,426	3,411	15	0	0	0	0	0	0	15	0
Right-of-way	10,841	10,771	2	68	0	0	0	0	0	70	0
Construction	36,492	14,921	8,516	6,618	6,437	0	0	0	0	21,571	0
Total	50,759	29,103	8,533	6,686	6,437	0	0	0	0	21,656	0
Federal-Aid	35,266	15,648	7,734	6,040	5,844	0	0	0	0	19,618	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

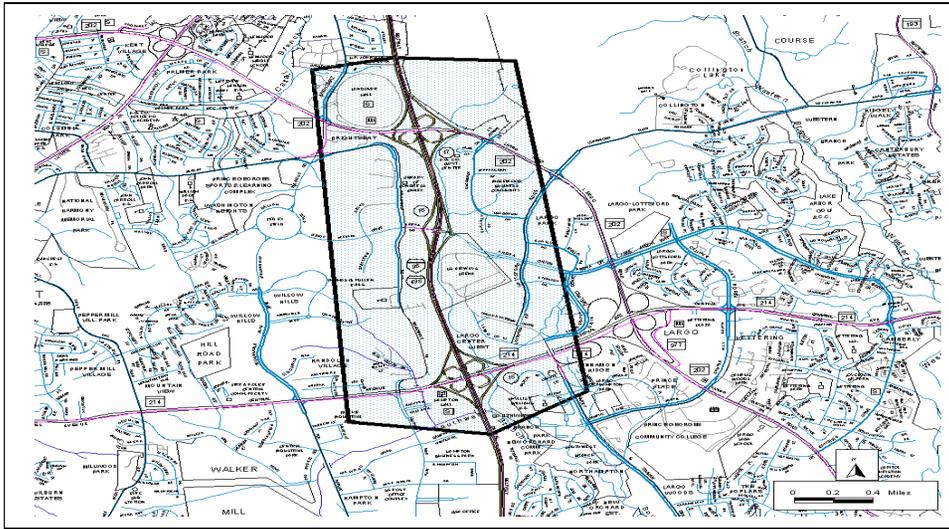
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 122,000 (MD 5)
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

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 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 29)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: The cost increase of \$4.3 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,394	1,322	72	0	0	0	0	0	72	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	30,801	196	13,235	13,943	3,427	0	0	0	30,605	0
Total	32,196	1,519	13,307	13,943	3,427	0	0	0	30,677	0
Federal-Aid	27,715	175	11,906	12,549	3,085	0	0	0	27,540	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

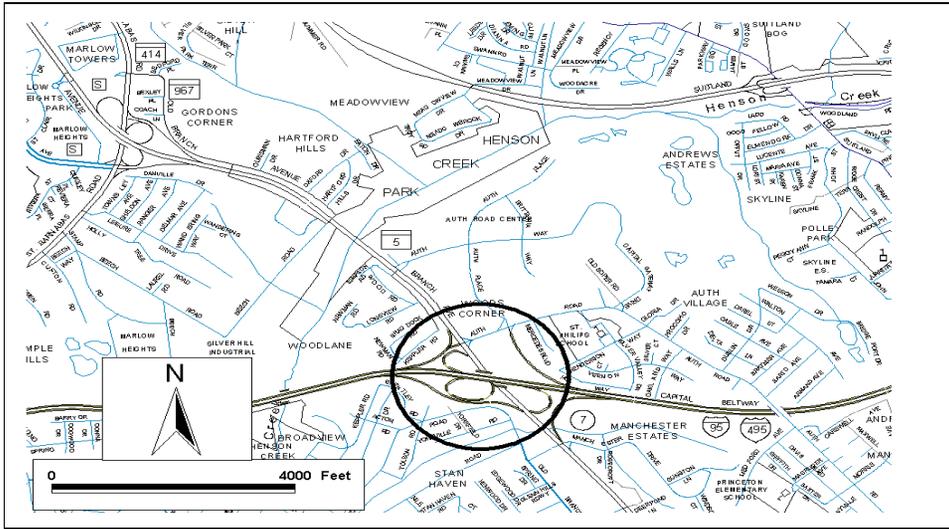
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 196,000

PROJECTED (2030) - 222,600

OPERATING COST IMPACT \$1,500 per year



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 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3257	0	0	0	0	NHS
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$1.3 million to Right-of-way and \$64.3 million to Construction due to the Revenue Increase.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY							
Planning	777	777	0	0	0	0	0	0	0	0	0	0
Engineering	3,832	416	800	1,000	1,616	0	0	0	0	0	3,416	0
Right-of-way	5,366	0	500	3,697	1,169	0	0	0	0	0	5,366	0
Construction	64,271	0	0	0	6,538	17,880	20,262	19,591	64,271	0	0	0
Total	74,246	1,193	1,300	4,697	9,323	17,880	20,262	19,591	73,053	0	0	0
Federal-Aid	6,310	320	1,040	2,722	2,228	0	0	0	5,990	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

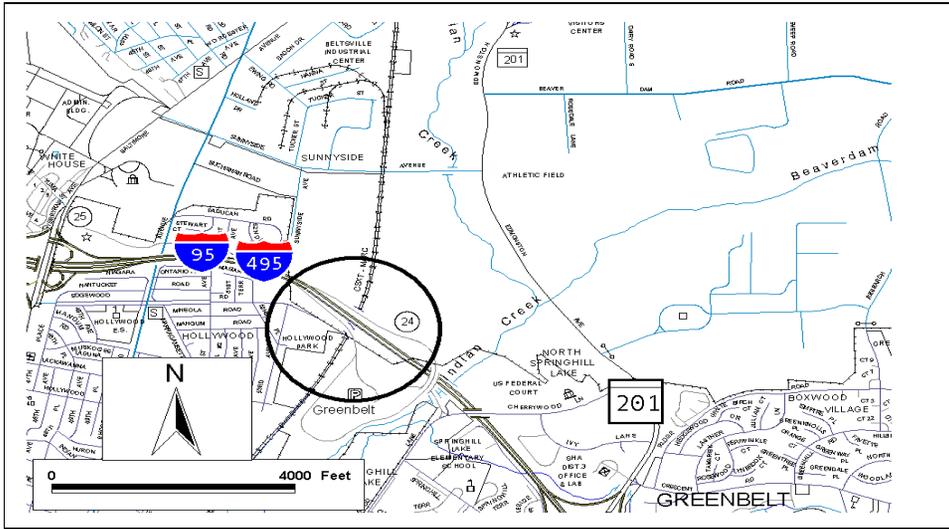
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 122,000 (MD 5)
187,000 (I-95/495)

PROJECTED (2030) - 141,000 (MD 5)
204,400 (I-95/495)

OPERATING COST IMPACT \$10,000 per year



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 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold. Contributions to Developer for Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$8.0 million to Construction as contributions to Developer due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	TOTAL PROJECT CASH FLOW					FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,561	1,561	0	0	0	0	0	0	0	0
Engineering	1,334	204	300	415	415	0	0	0	1,130	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,000	0	0	4,000	4,000	0	0	0	8,000	0
Total	10,895	1,765	300	4,415	4,415	0	0	0	9,130	0
Federal-Aid	7,042	1,259	234	585	890	4,074	0	0	5,783	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

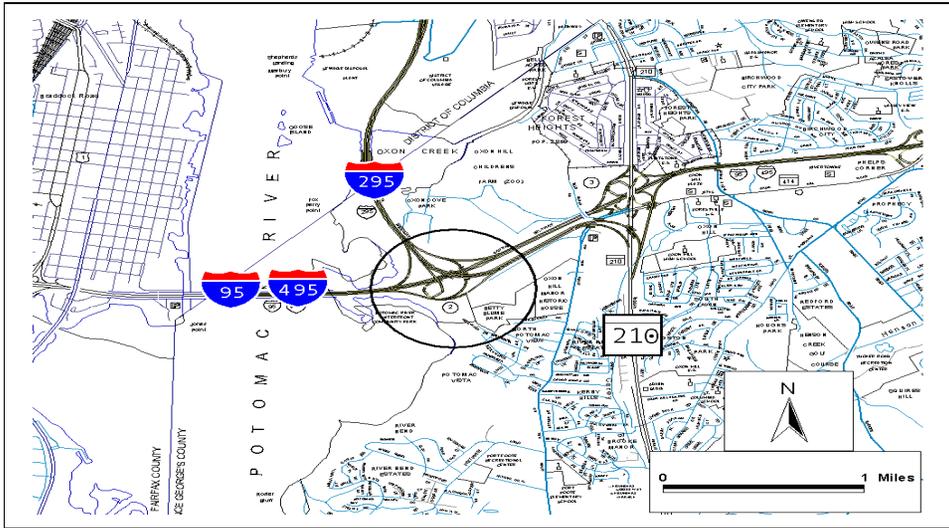
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 238,000

PROJECTED (2030) - 282,800

OPERATING COST IMPACT N/A



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 21)
- MD 210, Interchange at Kerby Hill/Livingston Road (Line 22)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
				.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	300	300	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	53,050	22,131	15,619	5,100	5,100	5,100	0	30,919	0	
Total	53,350	22,431	15,619	5,100	5,100	5,100	0	30,919	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

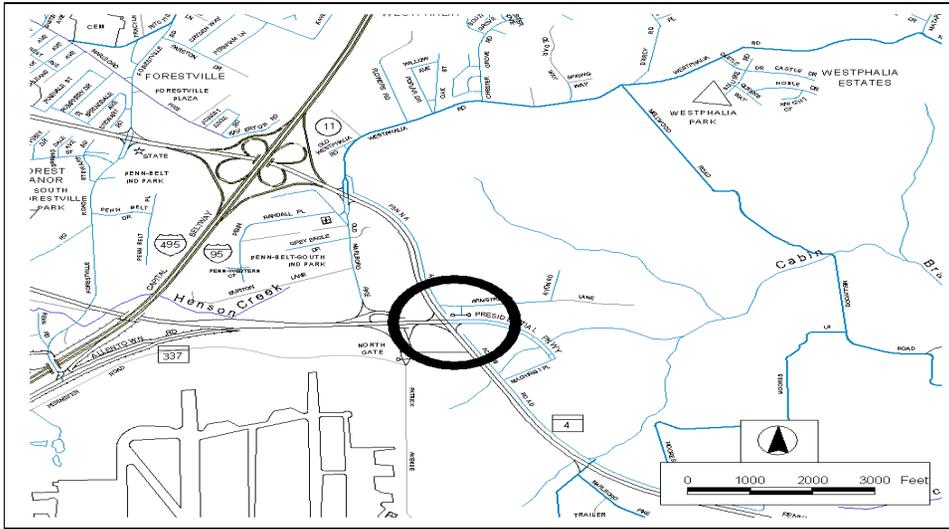
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 194,000

PROJECTED (2030) - 278,100

OPERATING COST IMPACT \$3,900 per year



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. Bicycles and pedestrians will be accommodated where appropriate.(BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
MD 4, MD 223 to I-95/I-495 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	71191	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost increase of \$21.2 million is due to a scope change due to a reevaluation of the project. Scope change is dependent on Right-of-way donation by Developer.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,272	1,272	1,000	500	1,500	0	0	0	0	3,000	0
Right-of-way	18,302	786	802	9,853	6,861	0	0	0	0	17,516	0
Construction	91,271	0	0	11,865	45,027	34,379	0	0	0	91,271	0
Total	113,845	2,058	1,802	22,218	53,388	34,379	0	0	0	111,787	0
Federal-Aid	88,670	1,273	1,416	17,386	41,780	26,815	0	0	0	87,397	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

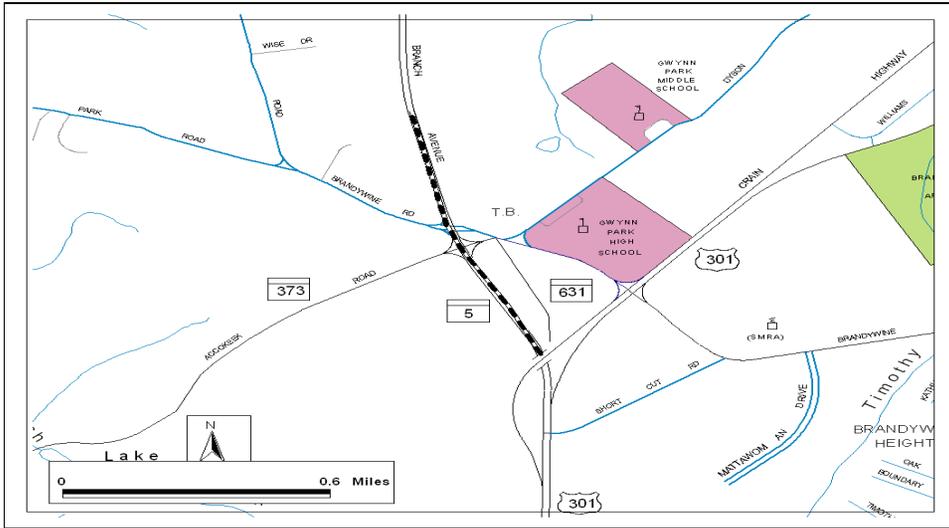
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,000

PROJECTED (2030) - 99,350

OPERATING COST IMPACT \$9,600 per year



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Widen existing MD 5 from 4 to 6 lanes from north of MD 373 to US 301 (1.07 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues in southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program as a breakout project of MD 5 at MD 373 and Brandywine Road Relocated (Line 20). Project includes Federal High Priority Project Funds and Federal Appropriation Funds.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3096	0	0	0	0	HP
CO	0	0	7436	0	0	STP/HP

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,969	0	200	3,269	500	0	0	0	3,969	0
Construction	9,534	0	0	0	7,415	2,119	0	0	9,534	0
Total	13,503	0	200	3,269	7,915	2,119	0	0	13,503	0
Federal-Aid	10,532	0	156	2,550	6,174	1,652	0	0	10,532	0

FUNCTION:

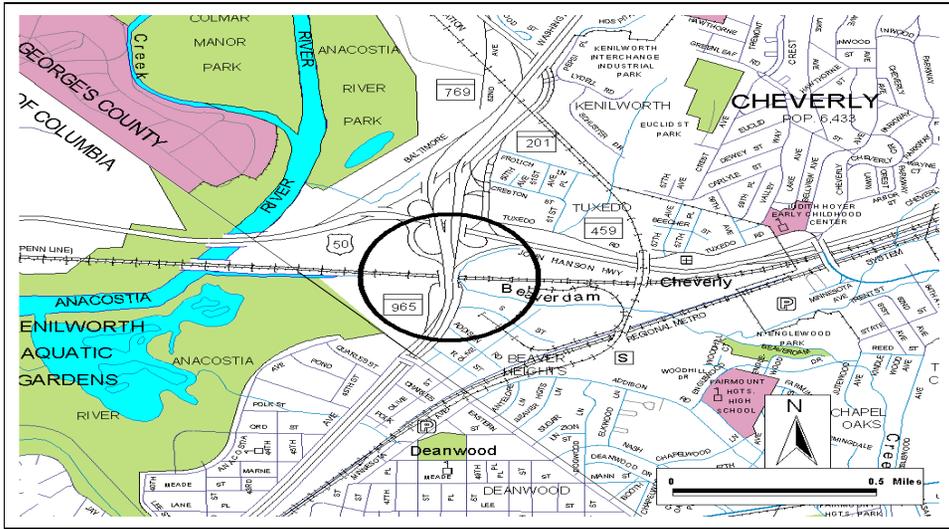
- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 62,000

PROJECTED (2030) - 97,700



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 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 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 2007			2008	2009	2010	2011	2012			2013
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	872	872	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	23,652	7,651	11,764	4,237	0	0	0	0	0	16,001	0
Total	24,524	8,523	11,764	4,237	0	0	0	0	0	16,001	0
Federal-Aid	19,676	6,811	9,445	3,420	0	0	0	0	0	12,865	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Urban Freeway Expressway

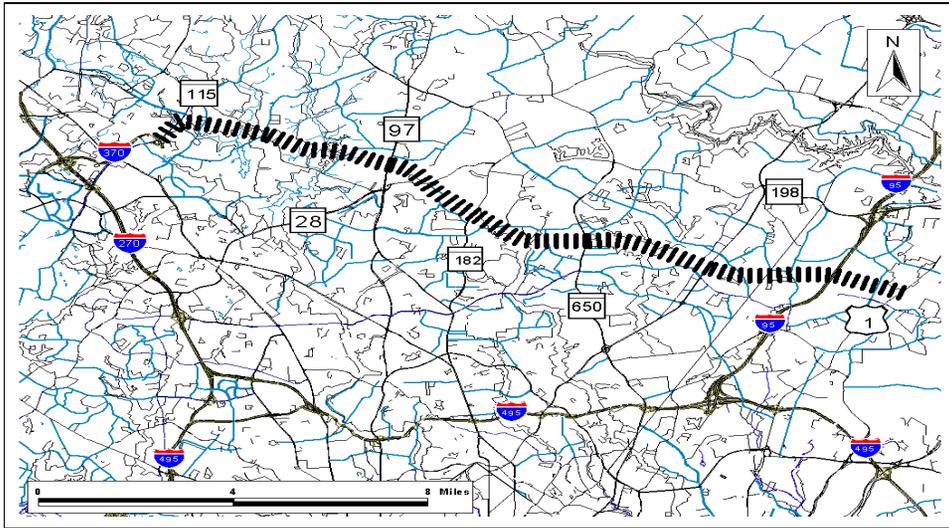
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 106,000

PROJECTED (2030) - 118,000

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/Contee Road Interchange (Line 14)
- MD 28/MD 198, MD 97 to I-95 (Line 26)
- MD 201 Ext/US 1, I-95 to Contee Road (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	18692	0	0	0	0	STP/HP
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	19,292	600	18,692	0	0	0	0	0	18,692	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,292	600	18,692	0	0	0	0	0	18,692	0
Federal-Aid	19,292	600	18,692	0	0	0	0	0	18,692	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Freeway - Expressway

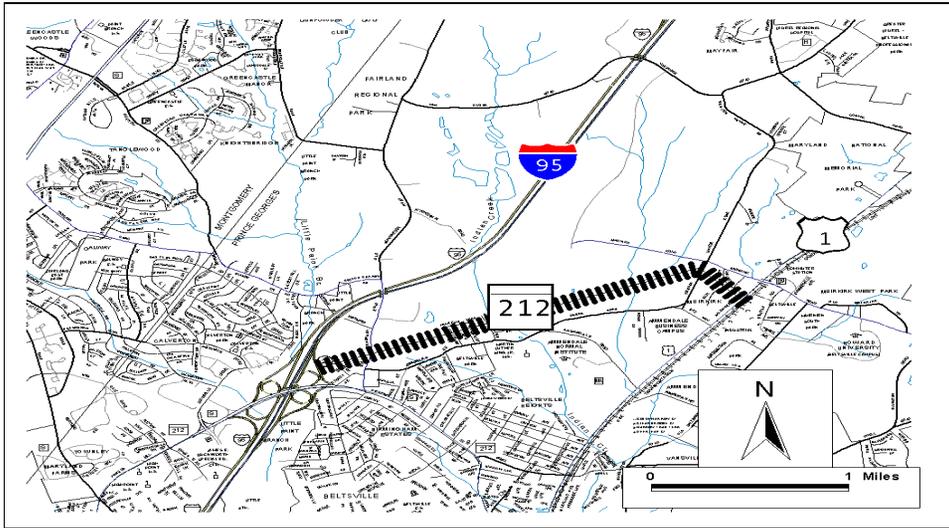
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 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 28)
 US 1, College Avenue to Sunnyside Avenue (Line 32)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
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

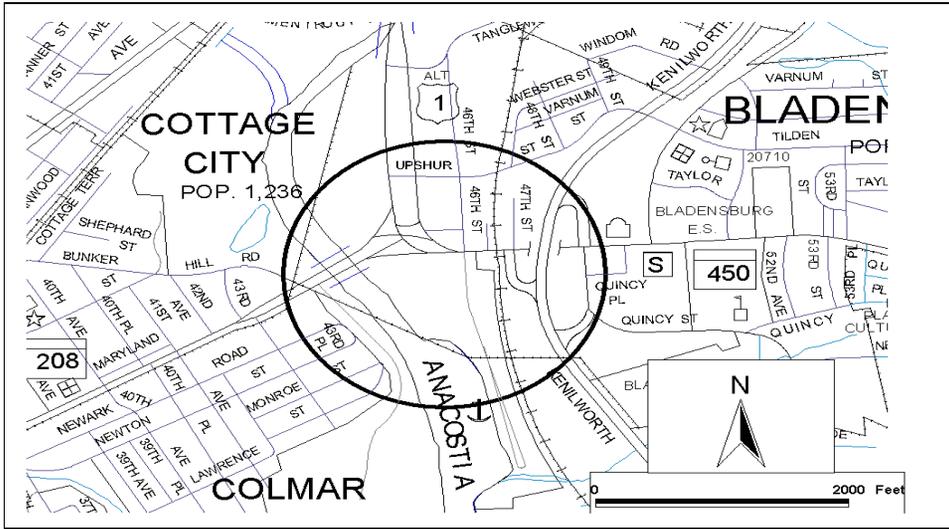
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 34,750

PROJECTED (2030) - 55,350

OPERATING COST IMPACT \$10,000 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 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: The cost increase of \$6.0 million is due to contaminated soil and additional sheet piles.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	PROJECT CASH FLOW									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	577	576	1	0	0	0	0	0	0	1	0
Engineering	3,325	3,325	0	0	0	0	0	0	0	0	0
Right-of-way	10,101	8,179	664	993	265	0	0	0	0	1,922	0
Construction	60,746	38,265	15,793	6,688	0	0	0	0	0	22,481	0
Total	74,749	50,345	16,458	7,681	265	0	0	0	0	24,404	0
Federal-Aid	64,792	43,250	14,714	6,591	237	0	0	0	0	21,542	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

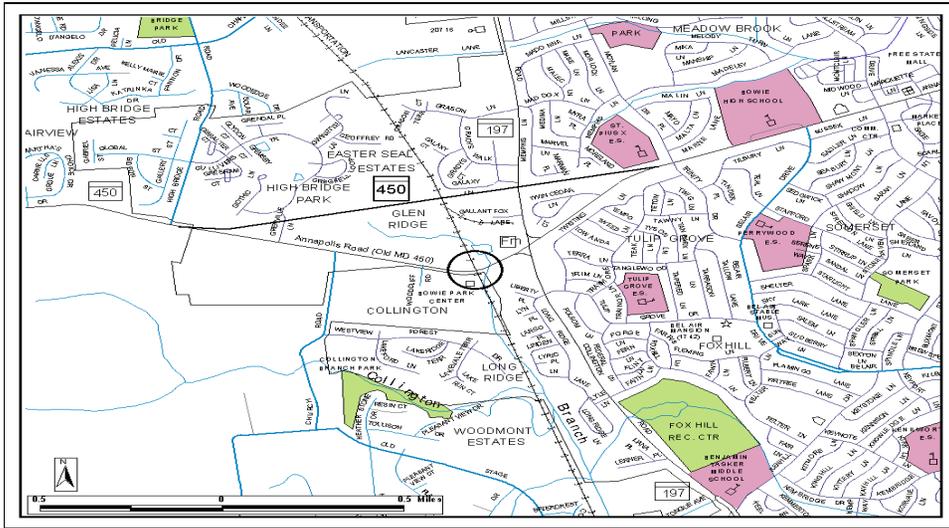
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 38,750

PROJECTED (2030) - 62,475

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

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

JUSTIFICATION: The bridge was deteriorated and had 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	443	443	0	0	0	0	0	0	0	0	0
Right-of-way	853	302	429	122	0	0	0	0	0	551	0
Construction	5,537	5,309	228	0	0	0	0	0	0	228	0
Total	6,833	6,054	657	122	0	0	0	0	0	779	0
Federal-Aid	5,440	4,822	520	98	0	0	0	0	0	618	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

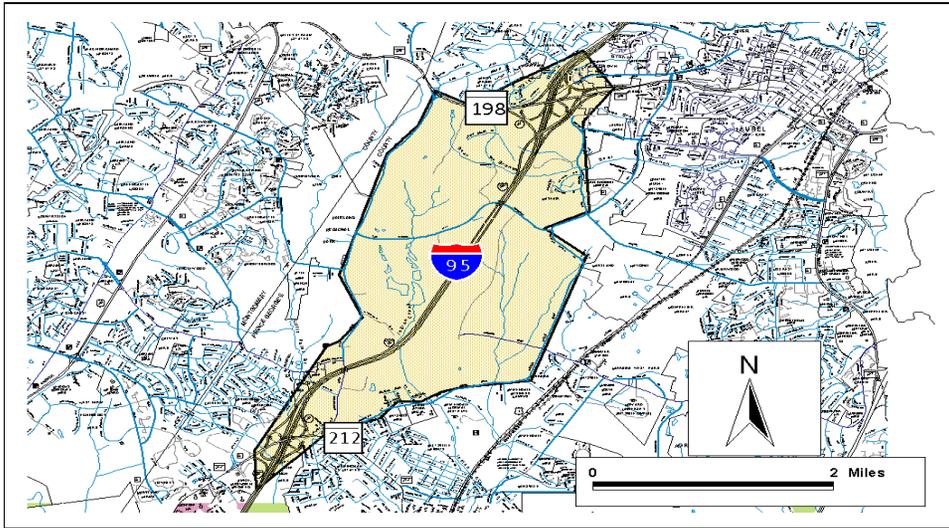
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 7,500

PROJECTED (2030) - 8,000

OPERATING COST IMPACT N/A



PROJECT: I-95

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 10)
- MD 28/MD 198, MD 97 to I-97 (Line 26)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$1.1 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	2007	THRU 2007			2010	2011	2012	2013		
Planning	1,300	1,300	0	0	0	0	0	0	0	
Engineering	4,060	828	50	250	2,932	0	0	0	3,232	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	5,360	2,128	50	250	2,932	0	0	0	3,232	
Federal-Aid	4,242	1,980	35	175	2,052	0	0	0	2,262	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

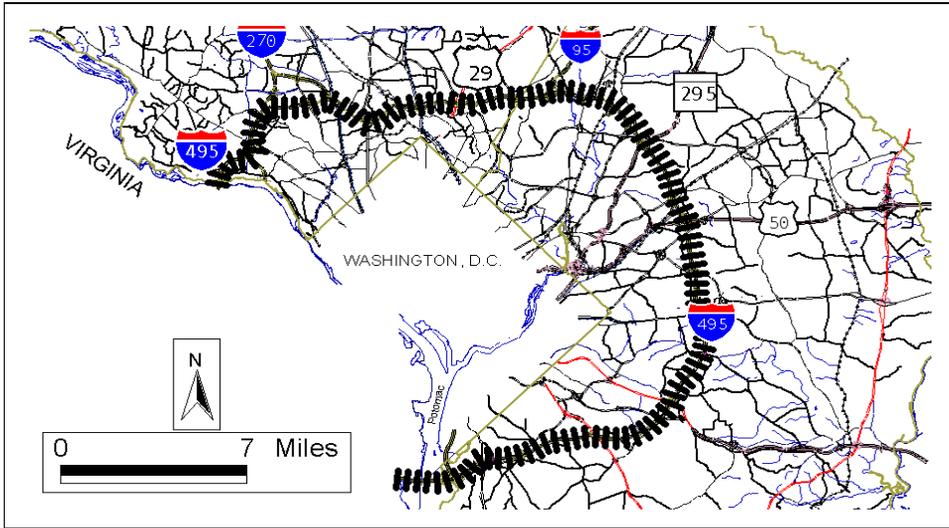
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 182,000

PROJECTED (2030) - 245,300

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 (42.2 miles).

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- I-95/I-495, Branch Ave. Metro Access Phase II (Line 4)
- I-95/I-495, Greenbelt Metro Station (Line 5)
- MD 4, Interchange at Suitland Parkway (Line 7)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	14,980	10,976	150	1,121	1,013	1,020	700	0	4,004	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	9	0	0	0	0	0	0	0	-9
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,980	10,985	150	1,121	1,013	1,020	700	0	4,004	-9
Federal-Aid	10,486	7,683	105	785	709	714	490	0	2,803	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

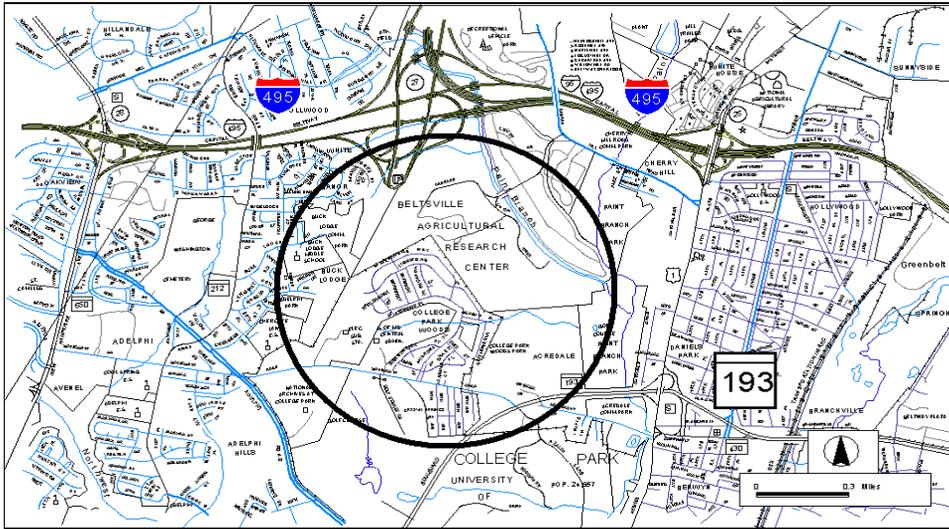
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 139,000 - 258,000

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

OPERATING COST IMPACT N/A



PROJECT: I-95/I-495, University of Maryland Connector

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 32)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning underway. An additional \$1.5 million is needed to complete Planning. MDOT will coordinate the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2007 - 12 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									SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
Planning	1,000	232	268	400	100	0	0	0	0	768	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	232	268	400	100	0	0	0	0	768	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

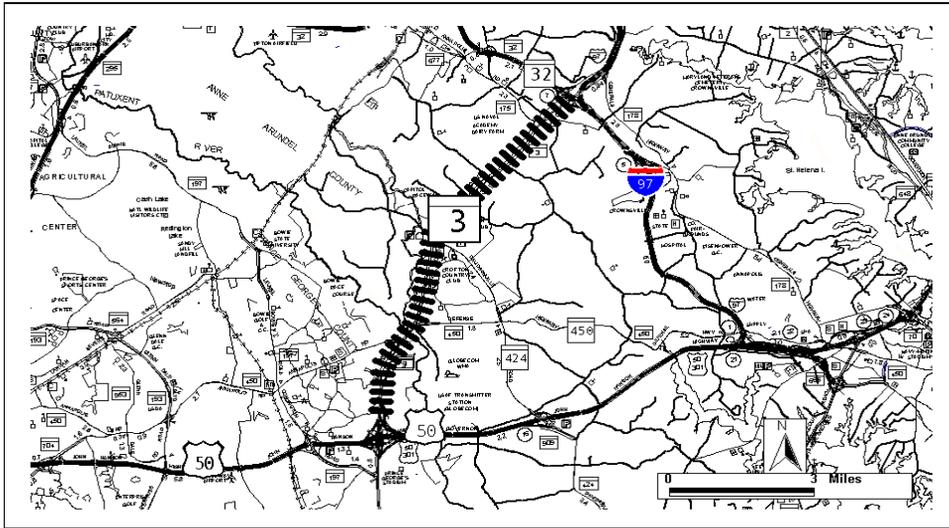
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 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 23)
- US 301, North of Mount Oak Road to US 50 (Line 24)
- MD 450, Stonybrook Drive to west of MD 3 (Line 31)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	3,397	3,147	200	50	0	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,646	4,646	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,043	7,793	200	50	0	0	0	0	0	250	0
Federal-Aid	2,378	2,203	140	35	0	0	0	0	0	175	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

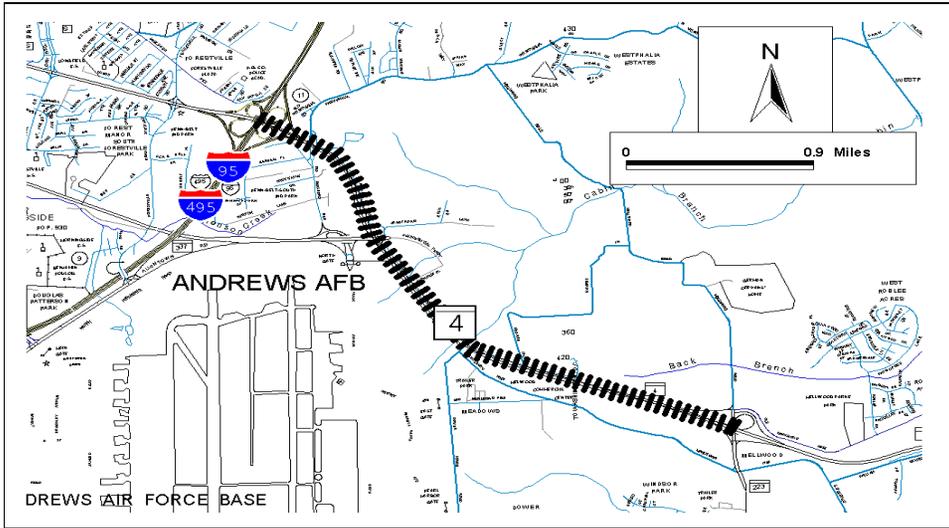
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 76,000

PROJECTED (2030) - 124,800

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. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 7)
I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway - Expressway

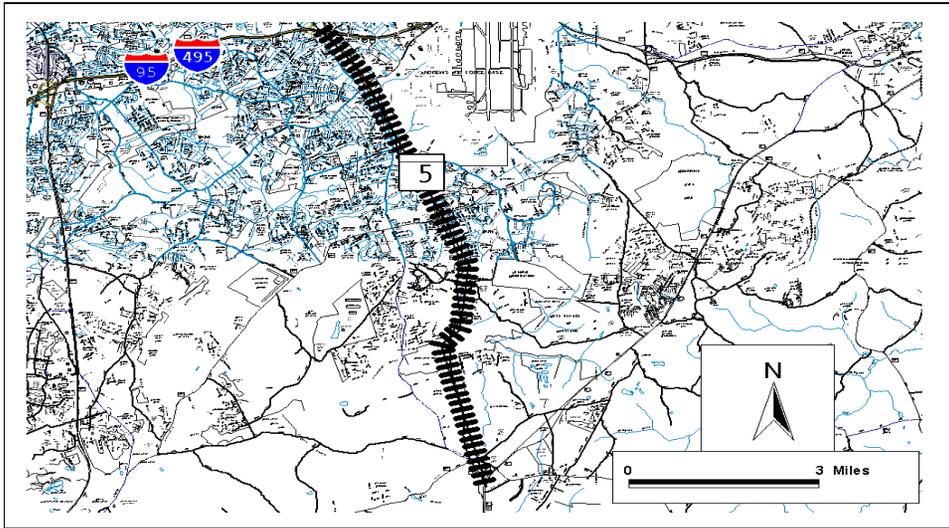
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,500

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 II (Line 4)
- MD 5, MD 373 to US 301 (Line 8)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	2,322	738	350	828	406	0	0	0	1,584	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0
Right-of-way	8,167	8,167	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,208	10,624	350	828	406	0	0	0	1,584	0
Federal-Aid	6,370	6,370	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway

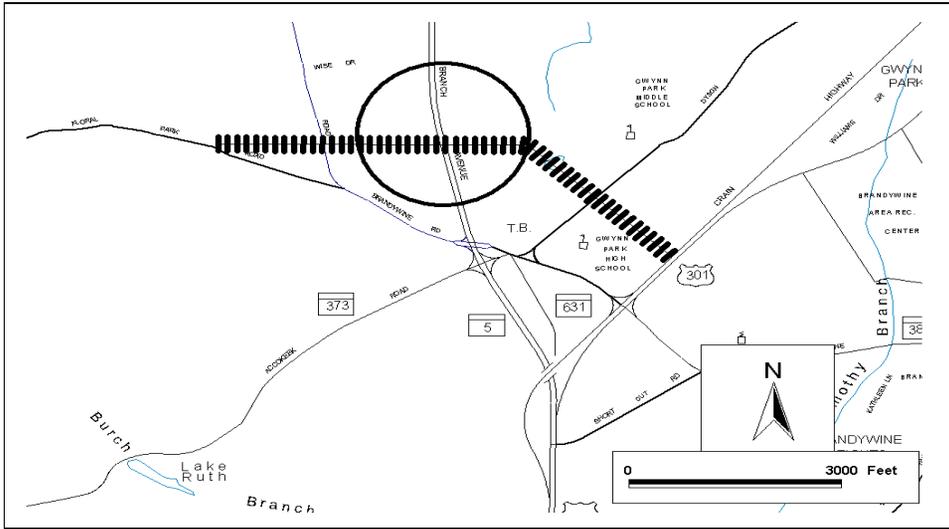
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 122,000

PROJECTED (2030) - 141,000

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Construct a new interchange at MD 5, MD 373 and Brandywine Road Relocated. Bicycle and pedestrian access will be included as part of this project where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours and will increase as growth continues to occur in Southern Prince George's County and Southern Maryland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 8)
- MD 5, US 301 at T.B. to north of I-95/I-495 (Line 19)
- US 301, South Corridor Transportation Study (Line 23)
- US 301, Waldorf Area Project (Line 25)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The improvement from north of MD 373 to US 301 was moved to the Construction Program (Line 8) as a breakout project. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,681	955	900	700	2,126	2,000	1,000	0	6,726	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,681	955	900	700	2,126	2,000	1,000	0	6,726	0
Federal-Aid	8,373	699	702	546	2,873	2,774	779	0	7,674	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

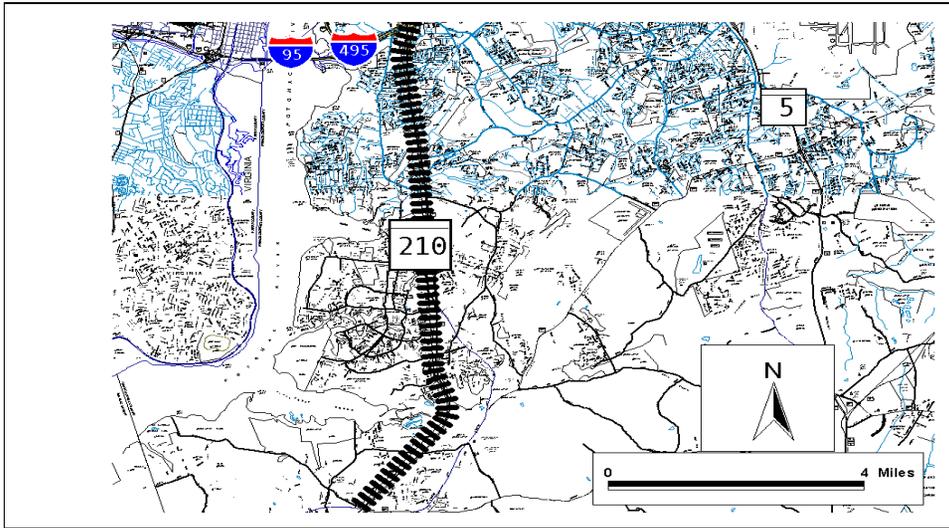
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 62,000

PROJECTED (2030) - 97,700

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Multi-modal transportation study to relieve traffic congestion along MD 210 and improve intersections from I-95/I-495 to MD 228 (10.0 miles). Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 6)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, Interchange at Kerby Hill/Livingston Roads (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	<u>PROJECT CASH FLOW</u>										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	2,944	2,873	71	0	0	0	0	0	0	71	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	979	979	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,923	3,852	71	0	0	0	0	0	0	71	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial
 FEDERAL - Freeway - Expressway

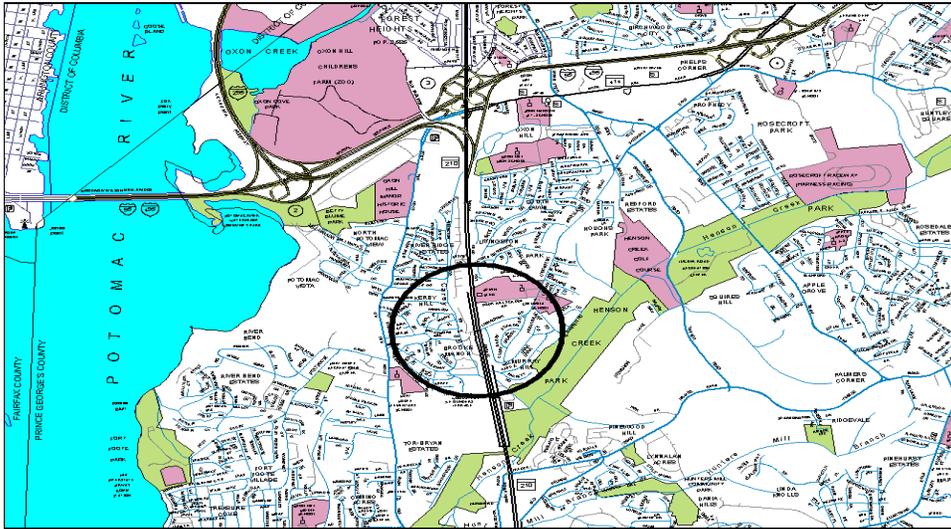
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,000

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

DESCRIPTION: Reconstruct the existing MD 210 intersection at Kerby Hill Road/Livingston Road to a grade separated interchange. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Increased development along this corridor has caused MD 210 to have severe congestion during peak periods. Intersection improvements would relieve traffic congestion on local roadways within the limits of the project.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Woodrow Wilson Bridge (Line 1)
- I-295/I-495, National Harbor Access (Line 6)
- I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
- MD 210, MD 228 to 95/I-495 (Line 21)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,410	167	600	600	5,043	0	0	0	0	6,243	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	167	600	600	5,043	0	0	0	0	6,243	0
Federal-Aid	5,000	130	468	468	3,934	0	0	0	0	4,870	0

FUNCTION:

- STATE - Intermediate Arterial
- FEDERAL - Freeway - Expressway

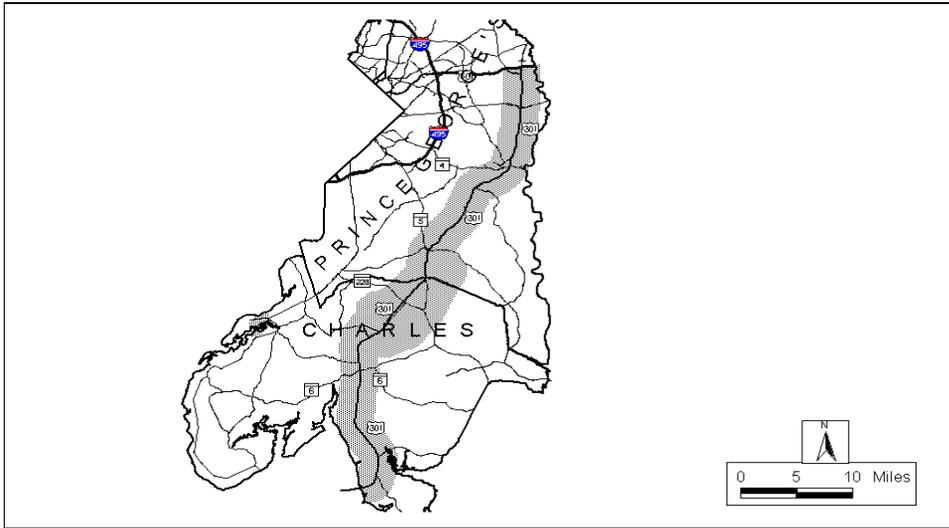
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,000

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: US 301 South Corridor Transportation Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 8)
- MD 5, US 301 at T.B. to North of I-95/I-495 (Line 19)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, North of Mount Oak Road to US 50 (Line 24)
- US 301, Waldorf Area Project (Line 25)

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 2007 - 12 CTP: Added \$15.0 million to Right-of-way due to the Revenue Increase and \$4.3 million to FY13.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
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	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	10,747	10,497	200	50	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	78,021	36,721	2,500	15,760	5,760	5,760	5,760	5,760	41,300	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	88,768	47,218	2,700	15,810	5,760	5,760	5,760	5,760	41,550	0
Federal-Aid	7,523	7,348	140	35	0	0	0	0	175	0

FUNCTION :

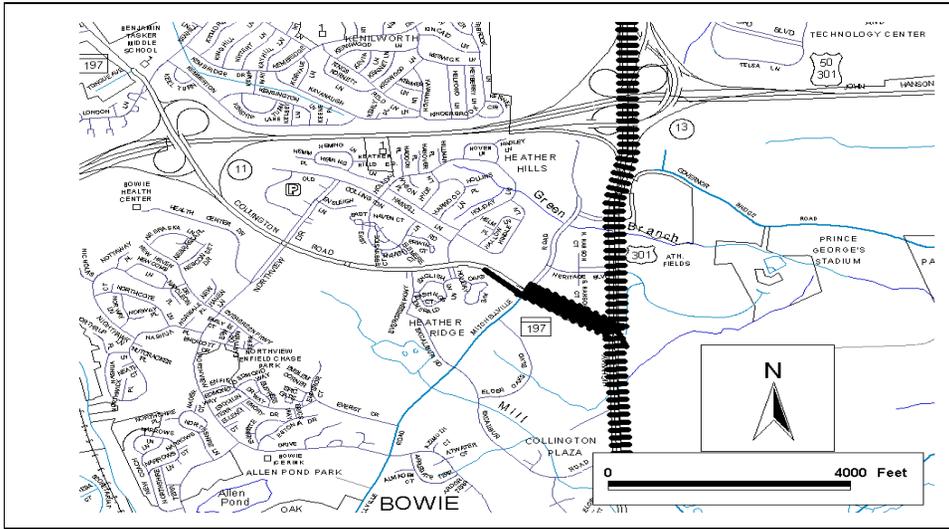
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 17,920 (Charles) - 86,000 (Prince George's)
PROJECTED (2030) - 27,300 (Charles) - 114,300 (Prince George's)

OPERATING COST IMPACT N/A



PROJECT: US 301, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.0 miles), and MD 197 from US 301 to Mitchellville Road (0.3 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: Improvements are needed to accommodate the existing and projected high volumes of traffic generated by continuing growth along the US 301 corridor and to address existing safety problems.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 3, US 50 to MD 32 (Line 17)
- US 301, South Corridor Transportation Study (Line 23)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 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 2007			2010	2011	2012	2013			
Planning	2,518	2,302	216	0	0	0	0	0	216	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,518	2,302	216	0	0	0	0	0	216	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

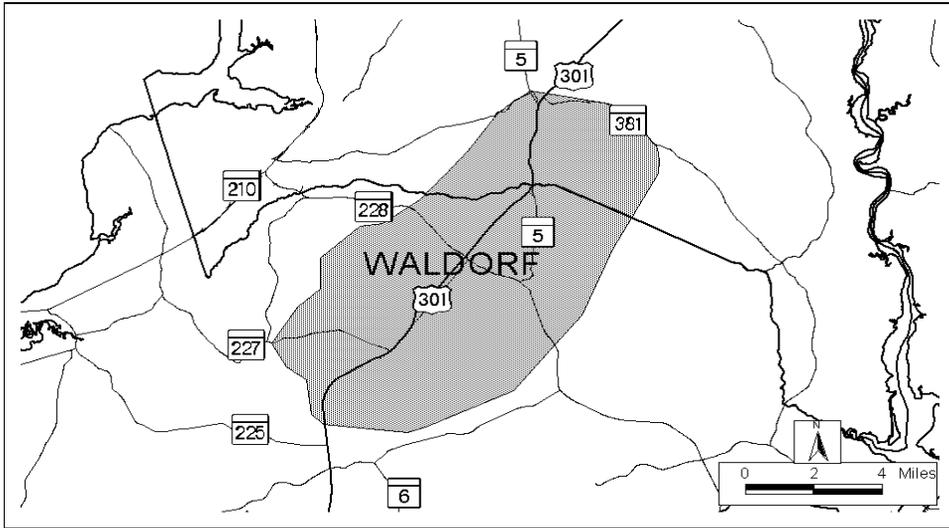
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 66,500

PROJECTED (2030) - 116,500

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 5, MD 373 to US 301 (Line 8)
- MD 5, US 301 to I-95/I-495 (Line 19)
- MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 20)
- US 301, South Corridor Transportation Study (Line 23)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: The cost increase of \$3.3 million is due to additional planning funds needed for storm water management, environmental stewardship and watershed studies.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	8,011	3,011	2,000	2,000	1,000	0	0	0	0	5,000	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	8,011	3,011	2,000	2,000	1,000	0	0	0	0	5,000	0
Federal-Aid	5,608	2,108	1,400	1,400	700	0	0	0	0	3,500	0

FUNCTION:

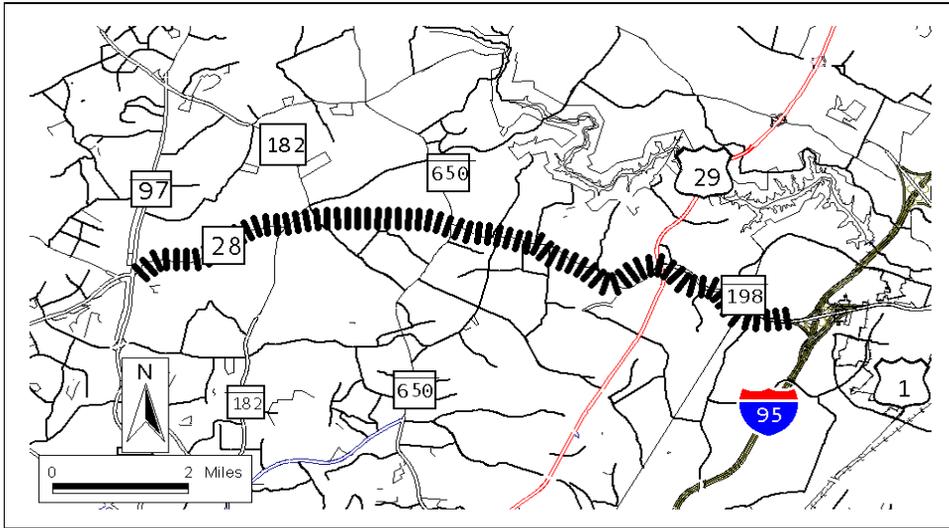
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) -** 59,300 (Charles) - 86,000 (Prince George's)
- PROJECTED (2030) -** 71,000 (Charles) - 114,200 (Prince George's)

OPERATING COST IMPACT N/A



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- InterCounty Connector (Line 10)
- I-95/Contee Road Interchange (Line 14)
- MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2007			.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,580	3,100	250	180	50	0	0	0	480	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	109	2	0	107	0	0	0	0	107	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,689	3,102	250	287	50	0	0	0	587	0	
Federal-Aid	2,506	2,170	175	126	35	0	0	0	336	0	

FUNCTION:

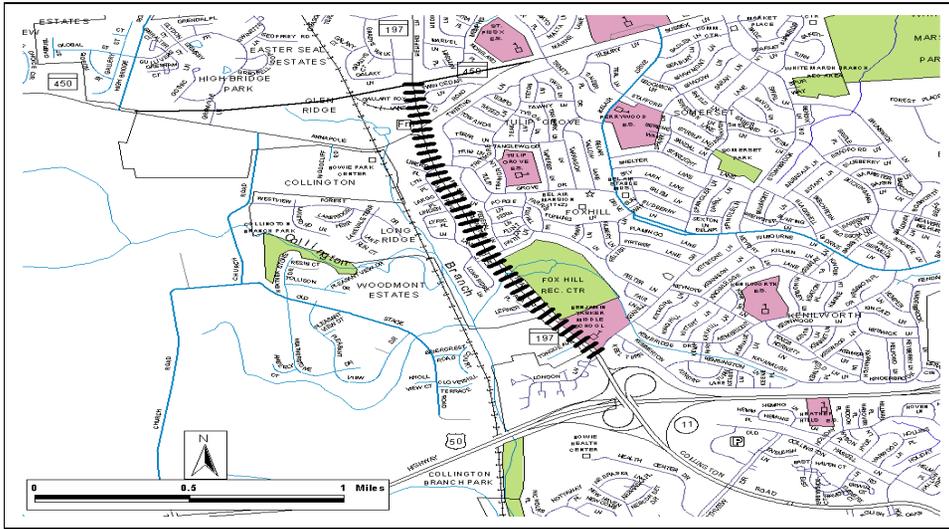
- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) -** 18,000 - 34,000 (MD 28)
18,500 - 66,500 (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, Bridge over CSX Railroad (Line 13)

STATUS: Project Planning underway. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	700	4	0	98	598	0	0	0	696	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	700	4	0	98	598	0	0	0	696	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

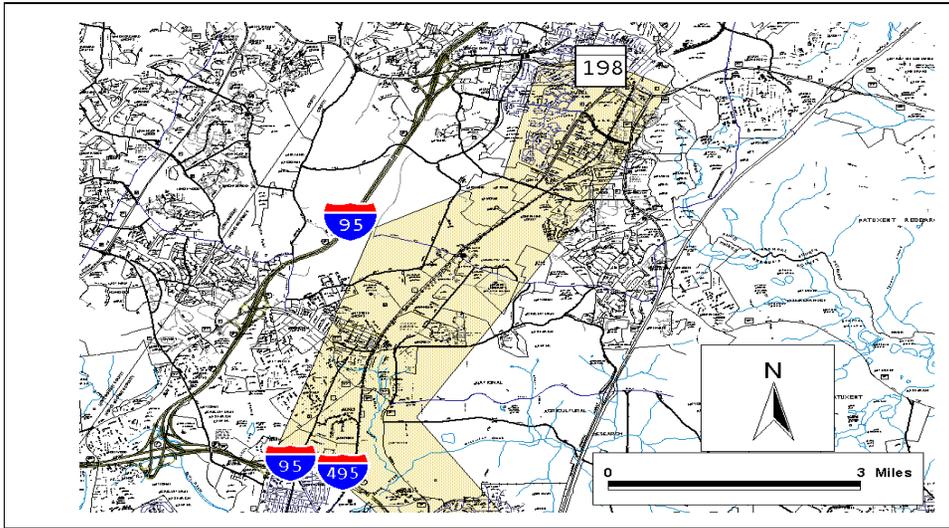
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 43,500

PROJECTED (2030) - 57,925

OPERATING COST IMPACT N/A



PROJECT: MD 201 Extended (Kenilworth Avenue)/US 1

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to 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 10)
- MD 212 Relocated, US 1 to I-95 (Line 11)
- MD 28/MD 198, MD 97 to I-95 (Line 26)
- US 1, College Avenue to Sunnyside Avenue (Line 32)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	7,220	5,064	678	868	610	0	0	0	2,156	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	7,220	5,064	678	868	610	0	0	0	2,156	0
Federal-Aid	5,054	3,545	475	608	426	0	0	0	1,509	0

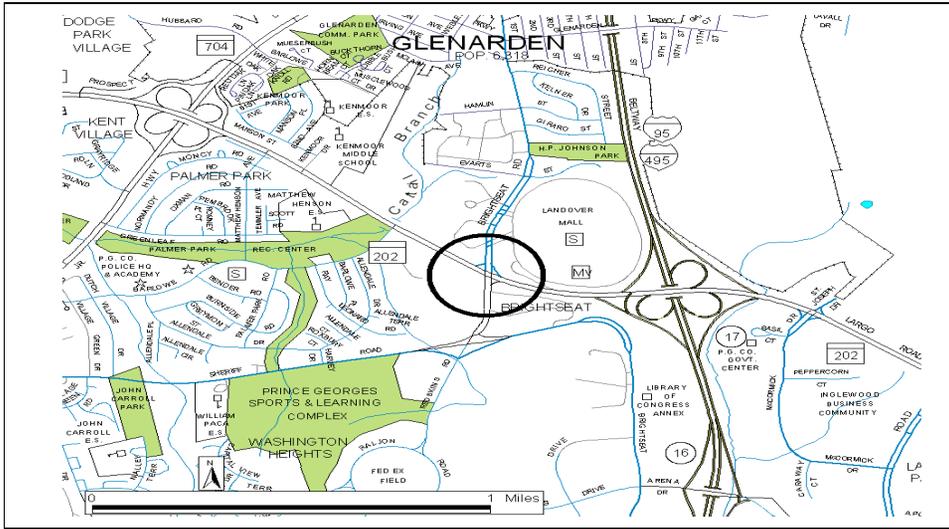
FUNCTION :

- STATE - Intermediate Arterial
- FEDERAL - Other Principal Arterial
- STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2007) - 54,750
- PROJECTED (2030) - 62,300

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve the MD 202 intersection at Brightseat Road. This improvement will enhance capacity, operations, and safety of the intersection. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Landover Mall which is being planned for revitalization by the County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
 I-95/495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: Reduction in project scope.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	337	500	500	763	0	0	0	0	1,763	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	2,100	337	500	500	763	0	0	0	0	1,763	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

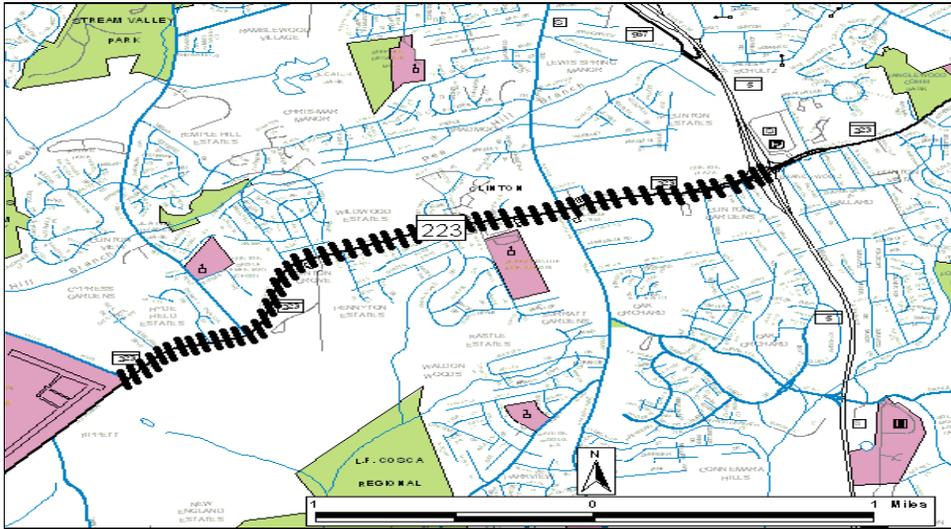
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 55,975

PROJECTED (2030) - 68,575

OPERATING COST IMPACT N/A



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Steed Road to MD 5.

JUSTIFICATION: Increased development along the MD 223 corridor has caused traffic congestion during peak hours. Additional roadway capacity is needed to address this congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 5, US 301 @ TB to I-95/495 (Line 19)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,100	136	250	1,300	964	450	0	0	2,964	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,100	136	250	1,300	964	450	0	0	2,964	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - N/A

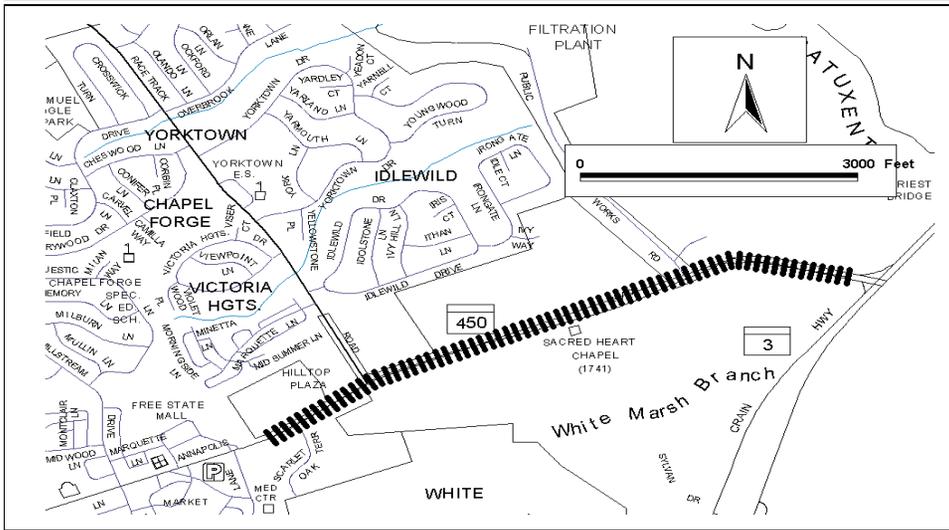
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 39,400

PROJECTED (2030) - 50,900

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

DESCRIPTION: Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3 (1.37 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to developing areas of central Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 17)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	1,334	1,334	0	0	0	0	0	0	0	0	
Engineering	3,656	1,225	300	300	1,831	0	0	0	0	2,431	
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	4,990	2,559	300	300	1,831	0	0	0	0	2,431	
Federal-Aid	2,925	980	240	240	1,465	0	0	0	0	1,945	

FUNCTION:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

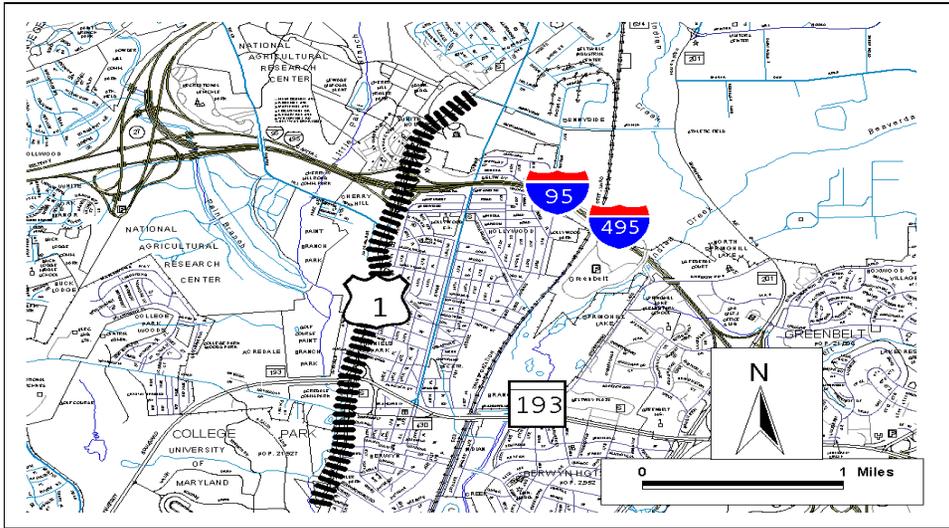
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 29,500

PROJECTED (2030) - 58,850

OPERATING COST IMPACT N/A



PROJECT: US 1, Baltimore Avenue

DESCRIPTION: Study to reconstruct US 1 from College Avenue to Sunnyside Avenue (3.25 miles). Sidewalks and wide curb lanes will be included where appropriate.

JUSTIFICATION: Major traffic congestion is experienced along this segment of US 1. This project would improve traffic operations, pedestrian circulation and safety. This project would also accommodate planned revitalization within College Park.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 212 Relocated, US 1 to I-95 (Line 11)
- I-95/I-495, University of Maryland Connector (line 16)
- MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 28)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	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 to begin for the segment from MD 193 to College Ave. during the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$7.3 million to Engineering for the segment from MD 193 to College Ave. due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	1,335	1,332	3	0	0	0	0	0	0	3	0
Engineering	7,349	0	0	1,035	1,035	1,035	4,244	0	7,349	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	8,684	1,332	3	1,035	1,035	1,035	4,244	0	7,352	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 (2007) - 59,000

PROJECTED (2030) - 71,800

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 197	Laurel Bowie Road; Muirkirk Road to MD 198; resurface, safety and pedestrian improvements	3,892	Completed
<u>Safety/Spot Improvement</u>				
2	MD 4	Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements	2,228	Completed
3	MD 4	Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Completed
4	US 50	John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Completed
5	MD 202	Largo Road; at Campus Way South; provide for double left turns southbound	1,608	Completed
<u>Noise Barriers</u>				
6	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	3,558	Completed
<u>Traffic Management</u>				
7	US 1 ALT	Baltimore Avenue; MD 410 to Charles Amentrout Drive; traffic signal systemization	741	Completed
8	MD 223	Woodyard Road; at Dower House Road; install traffic signal	90	Completed
<u>Intersection Capacity Improvements</u>				
9	US 1	Baltimore Avenue; at Rhode Island Avenue; geometric improvements	686	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
		<u>Fiscal Year 2007 Completions (cont'd)</u>		
		<u>Intersection Capacity Improvements (cont'd)</u>		
10	MD 210	Indian Head Highway; Livingston and Palmer Road and Livingston and Swan Creek Road; geometric improvements	477	Completed
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
11		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	87	Completed
		<u>Fiscal Years 2008 and 2009</u>		
		<u>Resurface/Rehabilitate</u>		
12	I 95/495	Capital Beltway; Outer Loop - MD 193 to Montgomery County Line; resurface	12,121	Completed
13	MD 198	Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface, safety and pedestrian improvements	2,014	Completed
14	MD 214	East Capital Street; DC line to Cindy Lane; resurface	3,328	FY 2009
15	MD 704	Martin Luther King Jr. Highway; Greenleaf Road to Barlow Road; resurface	2,172	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
16	MD 214	Central Avenue; over Patuxent River; bridge rehabilitation (Also shown in Anne Arundel County)	3,024	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
17		Areawide friction improvements - Phase II (Note: Cost for entire project shown in Montgomery and Prince George's County.)	2,450	FY 2009
18	MD 5	Branch Avenue; at Beech Road; intersection beacon upgrade	54	Under construction
19	MD 5	Branch Avenue; at 32nd Avenue/Bonita Street; addition of an island	387	Completed
20	I 95	Capital Beltway; at US 1; interchange lighting	1,200	Under construction
21	MD 193	Greenbelt Road; at Hanover Parkway; construct a second left turn lane	1,827	FY 2008
22	MD 193	University Boulevard; at MD 212/Riggs Road; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	158	PE Underway
23	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements	1,253	Under construction
24	MD 212	Riggs Road; interchange at Sargent Road; widen median and restripe southbound MD 212	781	Under construction
25	US 301	Crain Highway; Curtis Road to Leeland Road; guardrail	797	FY 2008
26	MD 704	Martin Luther King Jr. Highway; DC Line to Hill Road; traffic calming (Funded for preliminary engineering only)	283	PE Underway
<u>Community Safety and Enhancements</u>				
27	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound)	2,244	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
28	MD 212	Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements	150	FY 2008
29	MD 500	Queens Chapel Road; East West Highway to Hamilton Street; streetscape (Note: Construction to begin after FY 2009) (Preliminary Engineering, Right-of-Way and Construction added due to the Revenue Increase)	10,000	FY 2009
30	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	6,000	Under construction
<u>Noise Barriers</u>				
31	MD 197	Laurel Bowie Road; Contee Road and Montpelier Drive bridge 160360; noise abatement	1,332	Completed
32	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; (Note: Construction to begin in Fiscal Year 2009); noise abatement	620	FY 2009
33	I 495	Capital Beltway; at White Oak; noise barrier (Preliminary Engineering and Construction added due to the Revenue Increase)	2,048	FY 2009
34	I 495	Capital Beltway; Temple Hill Road to MD 5; noise abatement	574	FY 2009
<u>Traffic Management</u>				
35	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization	1,840	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Environmental Preservation</u>				
36	I 95	I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Enhancement Program - Fund 25; This project also shows in Howard County)	297	FY 2009
37	I 495	Capital Beltway; at Auth Road overpass; landscape	111	Completed
<u>Sidewalks</u>				
38	MD 193	Greenbelt Road; Cherrywood Lane to Cunningham Drive; retrofit sidewalks	85	Completed
39	MD 201	Kenilworth Avenue; north of Sarvis Avenue to Good Luck Road; retrofit sidewalks - 1,100 linear feet	60	FY 2008
40	MD 564	Chestnut Avenue; south of Amtrak bridge to north of the Amtrak bridge; retrofit sidewalk - 80 linear feet	6	FY 2008
41	MD 564	9th Street; Maple Avenue to west of Chapel Avenue; retrofit sidewalk - 300 linear feet	25	FY 2008
<u>Intersection Capacity Improvements</u>				
42	US 1	Baltimore Avenue; at MD 410; provide second left turn lane on northbound US 1 (Funded for preliminary engineering only)	120	FY 2009
43	MD 193	Enterprise Road; at Woodmore/Lottsford Road; extend existing northbound left turn lane (Note: The cost shown represents SHA share of project cost)	2,300	FY 2008
44	MD 197	Laurel Bowie Road; at Powdermill Road; widening for left turn lanes (Funded for preliminary engineering only)	312	PE Underway
45	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements	5,148	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
46	US 301	Crain Highway; Mill Branch Road/Excalibur Road; widening (Note: The cost shown represents SHA share of project cost)	400	FY 2008
47	MD 381	Brandywine Road; at Cedarville Road; improve sight distance (Note: The cost shown represents SHA share of project cost)	600	FY 2008
48	MD 410	East West Highway; at MD 500; widening for double left turn/realign lanes (Funded for preliminary engineering only)	300	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
49		Melrose Park Access Trail; construction of a 300 foot neighborhood access trail from Crittenden Street to 41st Street, Melrose Park and the Northwest Branch Trail	53	FY 2009
50		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2008
<u>Preservation of Abandoned Railway Corridors</u>				
51		College Park Trolley Trail - Calvert Road to Paint Branch Parkway; construct of final segment of the College Park Trail	200	FY 2009
<u>Environmental Mitigation</u>				
52		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities	1,318	Underway
53		Anacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 33 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
54	I 95	<p><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation (cont'd)</u></p>	297	FY 2009
		<p>I 495 to MD 100; invasive tree and brush removal (This project is a split funded project with the Environmental Preservation Program - Fund 24; This project also shows in Howard County)</p>		