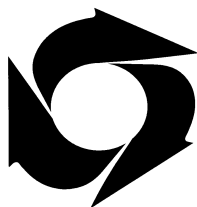




# MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

A multi-modal capital budget for building a safe, efficient transportation system.



**Maryland Department of Transportation**

Parris N. Glendening, *Governor* • Kathleen Kennedy Townsend, *Lt. Governor* • John D. Porcari, *Secretary*

[www.smarttransportation.com](http://www.smarttransportation.com)

**FY 2002-2007**

# Maryland's CONSOLIDATED TRANSPORTATION PROGRAM

**T**his document is Maryland's Consolidated Transportation Program, the State's six-year capital budget for transportation projects. It includes projects for the Maryland Department of Transportation and the modal agencies within the department, including the Aviation Administration, the Motor Vehicle Administration, the Transit Administration, the State Highway Administration and the Port Administration. It also includes projects undertaken by the Maryland Transportation Authority and the Washington Metropolitan Area Transit Authority.

In order to help Maryland's citizens review this document, an introduction explains the priorities of the Department, its financing and budgeting processes and how to read Project Information Forms, which list the individual projects around the State.

For further information or for additional copies, please contact Cindy Johnson at the Maryland Department of Transportation. Toll free: 1-888-713-1414. Locally: 410-865-1288. TTY for the Deaf: 410-865-1342. For more information on Maryland transportation, visit us on the web: [www.smarttransportation.com](http://www.smarttransportation.com).

*Dan Breitenbach took several photos in this document. He died this year in an accident. A friend to many in the Department, he will be missed.*

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# Maryland's CONSOLIDATED TRANSPORTATION PROGRAM

**F**lying out of Baltimore-Washington International Airport. Crossing the Chesapeake Bay on the William Preston Lane, Jr. Bridge. Riding light rail in Baltimore. Driving an interstate highway to Western Maryland. Receiving cargo through the Port of Baltimore. Renewing your drivers license.

Maryland's transportation system touches our lives everyday. It influences Maryland's economy, environment, communities, and its overall quality of life. Efforts to maintain the safety, efficiency and condition of this transportation system demand constant attention. This includes thousands of miles of highways and transit routes, a major international airport, a thriving port and the servicing of millions of customers. The Maryland Department of Transportation (MDOT) is the state's largest agency, with nearly 10,000 employees and an annual capital and operating budget of approximately \$2.5 billion.

Every year, the Maryland Department of Transportation releases the State Report on Transportation (SRT) - a vision of what the transportation system should be and a plan of how that vision will be achieved. The first part of this report, the Maryland Transportation Plan (MTP), sets a vision with goals and policies to guide transportation decision making over the next 20 years. The MTP is updated every three years to reflect changes in transportation policy priorities. MDOT has updated this plan for 2002. The 2002 MTP is similar in content and structure to its immediate predecessor, the 1999 MTP, and re-affirms the direction set in the prior plan. This year marks the first time the Annual Attainment Report on Transportation System Performance will accompany the SRT. The report documents how the MDOT is achieving its goals and objectives based on a series of performance indicators.



*Improving Maryland's Transportation System.*

This document, the Consolidated Transportation Program (CTP), is the second section of the report. It describes how MDOT will achieve its goals, listing projects to be funded over a six-year period. Every year, a draft CTP is presented to local elected officials and citizens throughout Maryland for comment. Then,

it is revised and submitted with the Governor's budget to the General Assembly in January, for approval.

This year's economic situation presents funding challenges. In recent years, Maryland's CTP has grown significantly, with billions of dollars in projects added. This year, despite a national recession, the size of the CTP has remained relatively steady, with many projects progressing into construction and implementation. However, Maryland's General Fund (GF), which funds most State functions, faces significant revenue pressures. GF support of the CTP has been reduced this year to address other needs. Several projects in the CTP must be cut or deferred, until additional funding becomes available. Major projects such as the Woodrow Wilson Bridge, doubling tracking light rail in Baltimore and extending the Metro system in Largo will not be impacted.

Maryland's Consolidated Transportation Program remains a unique, flexible funding tool. By having all transportation systems funded under one budget, MDOT can direct resources to specific needs and promote multi-modal solutions. Maryland also has a unique process to gather public input from every jurisdiction — the Secretary's Annual Capital Program Tour.

The following pages provide some background on how to read this document, how the public can get involved, how funding decisions are made and some of the highlights of this year's budget.

MVA • MAA • MPA • MTA • SHA • MdTA • WMATA

# MDOT PRIORITIES

## HOW THIS BUDGET AFFECTS YOUR COMMUNITY



### Maintaining the System

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. Much of this year's transportation funding is directed at maintenance of existing facilities. While there are needs for expanding capacity, systems preservation is an ongoing necessity; roads must be re-paved, safety improvements made, aging bridges rehabilitated and buses and trains repaired or replaced.

### Mobility

The core of MDOT's mission is mobility. This means getting people and goods to destinations and markets. The CTP includes capital projects that preserve and enhance a transportation system to accommodate intrastate, interstate and international travel and to facilitate commerce. These projects are Maryland's investment in our highway, transit, port and aviation facilities that assure a safe and efficient transportation system.



### Smart Growth

This initiative protects Maryland's farmland, open space and existing communities from sprawl. MDOT uses the CTP as a Smart Growth tool to revitalize communities and slow sprawl.

Smart Growth means focusing our resources in existing communities and where growth can best be accommodated. It means we pay special attention to congestion management, commercial area revitalization, pedestrian and bicycle facilities, noise mitigation and landscaping and aesthetic designs.



## Doubling Transit Ridership

Governor Glendening aims to double transit ridership in Maryland by the year 2020, beginning with an initiative creating the next generation of transit in Maryland. This initiative will implement Smart Card and other cutting edge technology, simplify the base transit fare structure around the state, purchase new buses and rail cars to provide customers with a better ride, expand existing services to better connect people and opportunities, and develop new transit options including neighborhood shuttles.



## Economic Development

Maryland's transportation system plays a crucial role in the State's ability to attract investment and business. Ports, airports, highways and transit systems are all vital in moving people and goods. MDOT uses its resources to develop and maintain a transportation network that moves goods, retains and expands employment and promotes business and leisure travel and tourism. MDOT recognizes the importance of moving freight safely, reliably and efficiently within and through the State.

## Environment

The Maryland Department of Transportation is committed to protecting the environment. The Department ensures that State transportation activities are consistent with goals for restoring the Chesapeake Bay and achieving health-based air quality standards. MDOT also is proactive and innovative in how it addresses environmental concerns on program and project levels, in daily operations and through public outreach.



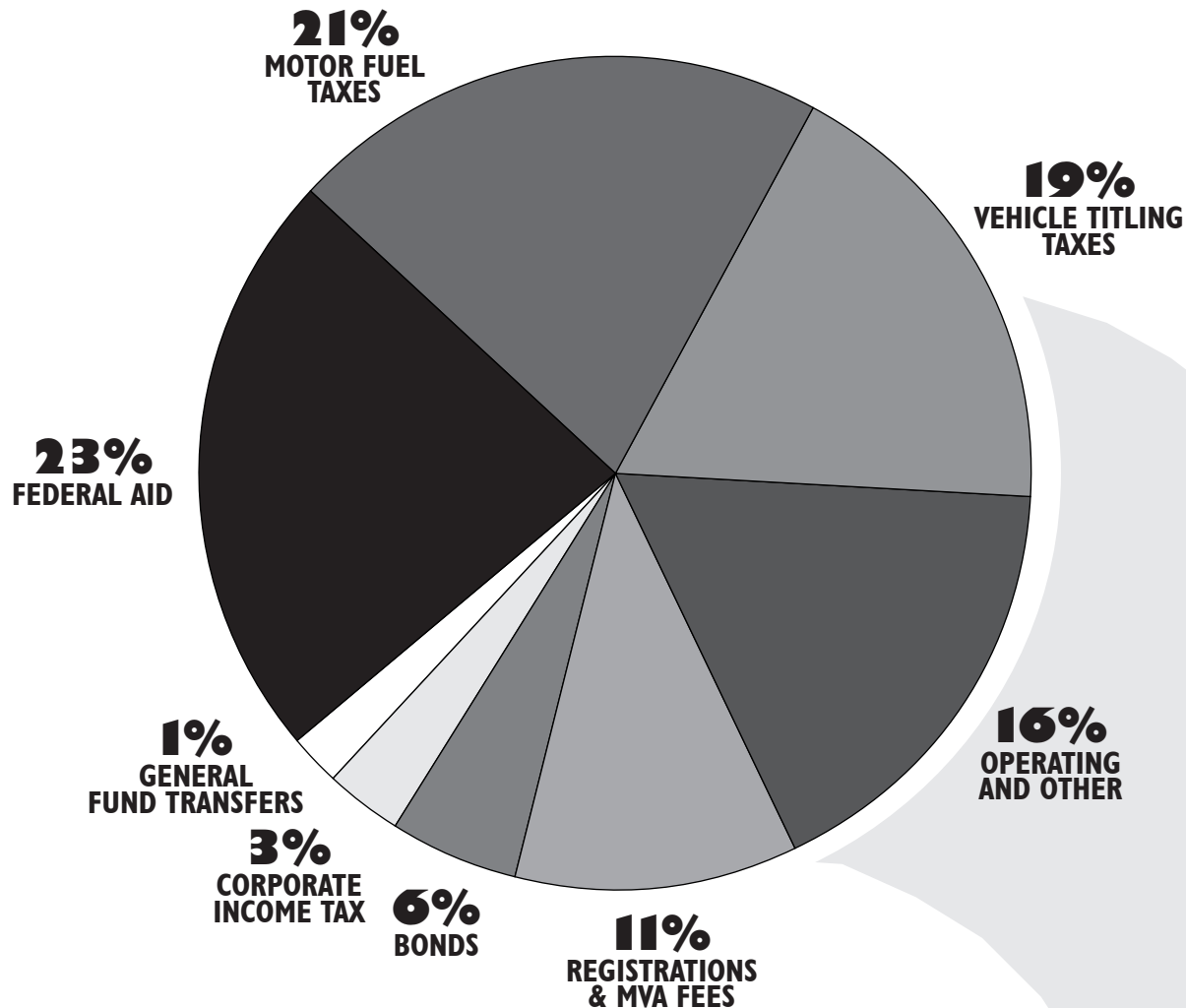
## Transportation Choices

Besides improving transit, MDOT upgrades pedestrian and bicycle facilities to increase the public's transportation choices. Whenever possible, the Maryland State Highway Administration constructs sidewalks along new or expanded facilities. There is also a program to add sidewalks to existing State facilities. MDOT is currently developing the State's first Bicycle and Pedestrian Access Master Plan. MTA allows bicycles on the Baltimore metro and lightrail, except on crowded trains. Bicycle lockers are available for rent at selected stations. In Maryland's most congested areas, MDOT also promotes ridesharing and teleworking.



# WHERE THE MONEY COMES FROM...

## TRANSPORTATION REVENUES



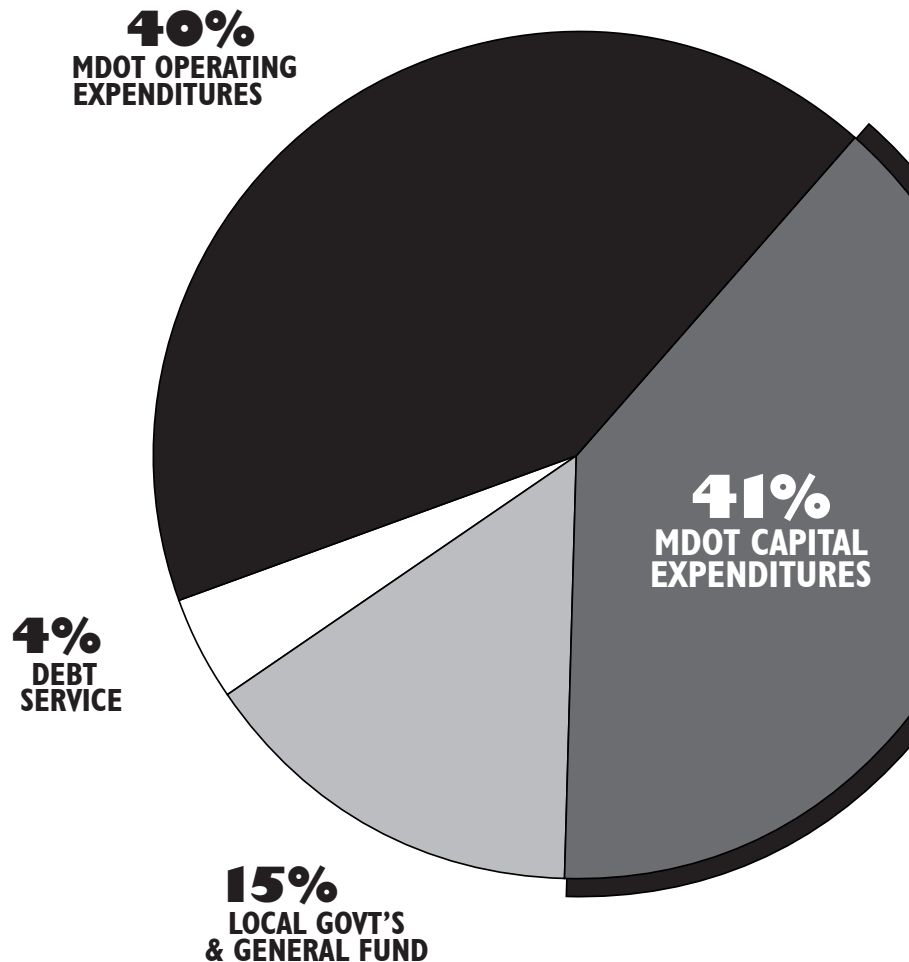
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues and bond sales, which are all earmarked the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs.

Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues and corporate income taxes. Federal-aid and the motor fuel tax are the two largest sources of revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Airport. Maryland Transportation Authority funds and General fund revenues also can be transferred to the Trust Fund under special circumstances.

Total projected Trust Fund revenues amount to \$16.0 billion for the six-year period covered by this CTP. These are based on assumptions that the economy will continue on average along a moderate growth scenario for the next six years. (For more on revenue projections and economic assumptions, see pages A-8 through A-10)

# WHERE THE MONEY GOES...

## TRANSPORTATION TRUST FUND



The TTF supports operation and maintenance of State transportation systems, MDOT administration, debt service and capital projects. A share of these funds is dispersed among Maryland's counties and Baltimore City for local transportation needs.

After operating costs, debt service, and local distributions, the remaining money goes towards capital projects. This document, Maryland's CTP, is the six-year capital budget for all State transportation projects.

This FY 2002-2007 CTP totals about \$9.1 billion: \$8.0 billion of which comes through the Trust Fund and \$1.1 billion from "Other" fund sources.

## CAPITAL EXPENDITURES

### FY 2002-2007 CTP SUMMARY (\$ MILLIONS)

	State Funds*	Federal Aid	Other**	Total	Percent of Total
TSO	89.2	5.5		94.7	1.0
MVA	107.9			107.9	1.2
MAA	359.6	108.9	714.3	1,182.8	13.0
MPA	448.1			448.1	4.9
MTA	463.0	833.0	24.3	1,320.3	14.5
WMATA	508.0	329.2	386.7	1,223.9	13.5
SHA	1,949.7	2,769.1		4,718.8	51.9
<b>TOTAL</b>	<b>3,925.5</b>	<b>4,045.7</b>	<b>1,125.3</b>	<b>9,096.5</b>	<b>100.0</b>

\* Special Funds through the Transportation Trust Fund, includes General Fund appropriations.

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

TSO - The Secretary's Office

MVA - Motor Vehicle Administration

MAA - Maryland Aviation Administration

MPA - Maryland Port Administration

MTA - Maryland Transit Administration

SHA - State Highway Administration

WMATA - Washington Metropolitan Area Transit Authority

# SHAPING MARYLAND'S TRANSPORTATION SYSTEM



*Working with the public*

**THE PUBLIC'S ROLE** - In developing Maryland's transportation system, MDOT seeks public input while assembling the Maryland Transportation Plan, preparing the CTP, studying possible projects and designing facilities.

The Maryland Transportation Plan, the Department's guiding document, is created in consultation with focus groups of transportation stakeholders and experts. The public then comments on it before the Governor adopts the final version.

The public and local governments also have an important role in shaping the CTP. Every fall, the Secretary tours each County and Baltimore City to receive input on local priorities. Jurisdictions submit priority lists. Regional bodies also provide input. Projects are more likely to be funded if there is a local consensus behind it. Local input is considered when revising the program before it is submitted to the Governor. The Governor then includes the CTP with his budget submission to the General Assembly in January.

Throughout the year, the public has many other opportunities to review and comment on specific projects, such as public meetings during planning and environmental review phases. State planners and engineers also work with the public to design projects that reflect sensitivity to the context of the surrounding community and environment.

For information on projects, call the MDOT's Office of Planning and Capital Programming, which assembles the CTP, at 410-865-1275; TTY for the Deaf 410-865-1342. For more information on MDOT and links to each of the modal administrations, visit <http://www.smarttransportation.com>.

**EVALUATIONS** - Every year, the Secretary of Transportation works with the Department's modal administrators to determine which projects to add to the CTP or to advance. MDOT looks at the need for the project based on the level of service, safety and maintenance issues. Then, the project is evaluated for consistency with MDOT goals and objectives. The availability of funding, including federal funds, is evaluated. Also, input by local officials is a major consideration.

**PLANNING** - Transportation planning and programming in Maryland also is influenced by a number of federal and State legislative initiatives including TEA-21, Clean Air Act Amendments, the Maryland Economic Growth, Resource Protection and Planning Act and the Maryland Smart Growth Act.

Smart Growth calls for State infrastructure spending to be directed into designated growth areas - existing communities and areas planned locally for new growth. In the CTP, major capital project descriptions list whether it is within a Smart Growth Area or if the project appears subject to an exception provision of the law. Also, as new projects are planned, each modal administration conducts an analysis to determine the consistency of the project with local plans and State development policies. This is subject to independent review by the Maryland Transportation Commission. Inconsistent projects are modified to be consistent or are terminated. All new projects added to the FY 2002-2007 CTP are subject to this review.



# HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation is divided into agencies responsible for different modes of travel. Projects in the CTP are listed under the agency responsible for them. Within the State Highway Administration section of this document, projects are listed by jurisdiction.

For each major project, there is a Project Information Form (PIF). Each contains a description of the project, its status, its justification, and its compliance status with Smart Growth. A chart shows funds budgeted over the six-year cycle. This is general information and is not intended to provide specifics such as alignments, status of environmental permitting or alternatives under study.

## FUNDING PHASES

### PLANNING

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

### ENGINEERING

The next phase for funding is the engineering phase. These projects undergo planning and environmental studies and preliminary design. These projects, having been more thoroughly evaluated than those in Project Planning, are candidates for future addition to the Construction Program and are more likely to be built.

### RIGHT-OF-WAY

This funding is approved at different points during the project, to provide the necessary land for the project or to protect corridors for future projects.

### CONSTRUCTION

This last stage includes the costs of actually building the designed facility. Construction does not begin until a project receives necessary environmental permits, the State meets air quality requirements (if the project is in a non-attainment area), and contracts are bid.

A project listed in a PIF may not be a specific facility. It also could include corridor studies, which look at multi-modal solutions to transportation needs. One example is the Capital Beltway Corridor Transportation study, which is evaluating High Occupancy Vehicle lanes and transit improvements.

The CTP also contains lists of minor projects which are smaller in scope and less costly such as resurfacing roads, safety improvements, sidewalks and bicycle trails.

Following this introduction are other lists, which can help the reader understand changes in the CTP. One shows significant changes from last year's CTP. It lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP. Also, there is information regarding the economic trends and assumptions the CTP is based upon and more information about revenue projections.

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 7**

**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct a new interchange at Briggs Chaney Road. Sidewalks will be included as appropriate.

**JUSTIFICATION:** Rapid development along the US 29 corridor has resulted in traffic growth 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:**  
East/West Intersection Improvement Program (Construction Program)  
East/West Link Improvements (D&E Program)  
US 29, Interchanges (Construction and D&E Programs)  
MD 28/ MD 198, MD 97 to I-95 (D&E Program)

**STATUS:** Final Engineering underway. Right-of-way to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP:** None.

**FUNCTION:**  
STATE - Principal Arterial  
FEDERAL - Other Principal Arterial  
STATE SYSTEM - Primary  
DAILY TRAFFIC : (USAGE IMPACTS)  
CURRENT (1999) - 57,300  
PROJECTED (2020) - 92,900  
OPERATING COST IMPACT: N/A

**SCALE IN FEET**  
0 2000

PHASE	Federal Funding By Year of Obligation						FEDERAL CATEGORY
	FFY 2001	FFY 2002	FFY 2003	FFY 2004	FFY 2005 - 2006		
PP	0	0	0	0	0	NHS	
PE	490	700	622	2886	981	NHS	
RW	0	78	2496	4098	14281	NHS	
CO	0	0	0	0	0	NHS	

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

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	FOR PLANNING PURPOSES ONLY						SIX YEAR TOTAL	BALANCE TO COMPLETE
					2003	2004	2005	2006	2007			
Planning	0	0	0	1,000	889	100	0	0	0	2,689	0	
Engineering	2,709	20	700	100	3,200	3,700	1,258	0	0	8,258	0	
Right-of-way	8,258	0	0	0	0	5,254	9,015	9,294	23,563	4,318	0	
Construction	27,881	0	0	0	0	9,054	10,273	9,294	34,510	4,318	0	
Total	38,848	20	700	1,100	4,089	10,273	10,273	7,249	26,702	3,368	0	
Federal-Aid	30,084	14	490	778	3,118	7,054	8,013	7,249	26,702	3,368	0	

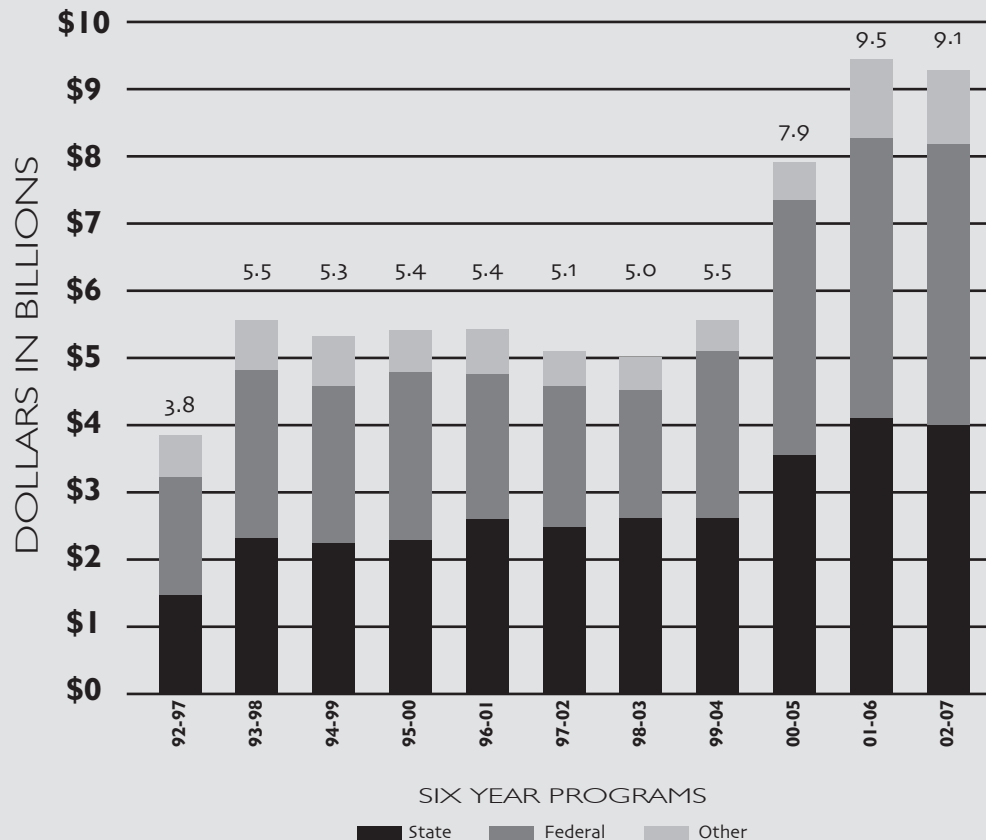
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## A PROJECT INFORMATION FORM

# PROGRAM HIGHLIGHTS

The FY 2002-2007 CTP totals about \$9.1 billion. About 50 percent of the capital program will be supported by federal funds, predominately for highway and transit projects.

## Maryland Department of Transportation TOTAL PROGRAM LEVELS



## ECONOMIC TRENDS AND ASSUMPTIONS

The Department's revenue and operating cost projections are based on a long-term "moderate growth" scenario for the nation's economy. The major trends and assumptions are as follows:

The long-term (6-year) trend in bond interest rates is projected to fluctuate within a range from 4.8 percent to 5.1 percent during the program period with inflation between 2.0 to 3.0 percent annually.

The nation's economy has experienced a period of sustained growth and is currently going through a mild recessionary period. It is projected to continue to have "business cycles" with:

- No more major external events,
- No major changes in the law or operating responsibilities of the Department, and
- The historical relationship between national economic activity and the level of Department tax revenues continuing through the forecast period.
- There are plentiful supplies of gasoline in the marketplace. Gasoline consumption is projected to remain flat in FY 2002, increase 1.3 percent in FY 2003 and increase about 1 percent thereafter.



- Auto sales had been increasing consistently due to the combination of good economic conditions and increased consumer confidence. Now, with the economy moderating, auto sales have weakened in FY 2002. They are expected to recover in FY 2003, and then follow their normal cyclical pattern throughout the forecast period.

## **REVENUE PROJECTIONS**

Total projected revenues amount to \$16.0 billion for the six-year period. This estimate is based on existing revenue sources used by MDOT and includes bond proceeds and federal funds. The projection does not assume any future State tax increases. Pertinent details are as follows:

- **Opening Balance:** It is the goal of the Department to maintain a \$100 million fund balance over the program period to accommodate the Department's working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This is projected to be \$2.9 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This is projected to yield \$2.9 billion. The titling tax of 5 percent of the fair market value of motor vehicles is applied to new and used car sales and vehicles of new residents. This revenue source has cycles with periods of decline and growth. It is projected that the six-year planning period will experience a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration, Miscellaneous, and Other Fees:** These fees are projected to generate \$1.8 billion. This forecast assumes the combination of reduced growth in registered vehicles and change to a heavier vehicle mix will increase the revenues an average of 2.5 percent every two year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$455 million. The Department receives a portion (approximately 25 percent) of the 7 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$4.3 billion for operating and capital programs. This amount does not include \$387 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital, only \$202 million is for operating assistance. Since federal aid supports approximately half of the capital program, a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.0 billion, with \$662 million from MTA; \$524 million from MPA; and \$825 million from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. These MPA revenues are projected to increase an average of 2.0 percent annually. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These revenues are forecast to include additional revenues from the garage and terminal expansion.
- **Bond Proceeds:** It is projected that \$1.1 billion of bonds will be sold in the six-year period. The level of bonds which can be issued is dependent on the net revenues of the Department. This level of bonds is affordable within the financial parameters used by the Department.
- **Other Sources:** The remaining sources are projected to provide \$439 million. Transfers from the State's General Fund for two large capital projects account for \$205 million. The remaining \$234 million includes investment income from trust funds, reimbursements, and miscellaneous revenues.

## **FEDERAL AID ASSUMPTIONS**

The Transportation Equity Act for the 21st Century (TEA-21) authorized funding levels for transit and highways for federal fiscal years (FFY) 1998 through 2003, and represented a significant change in the way the funds are distributed and used. TEA-21 authorized a minimum level of guaranteed highway and transit funding which has resulted in significantly higher funding than previous acts.

The ability to complete the program as scheduled, will, of course, depend upon actual federal appropriations. Transit funding is of particular concern. An estimated 50 percent of the transit funds are discretionary and are dependent on annual appropriation earmarks.

Specific federal aid assumptions and issues relating to the Department's program are detailed as follows:



**Transit:** The FFY 2002 FTA Urbanized Area capital assistance for Baltimore, Washington and Small Urban Systems for Bus, Metro, Light Rail, and MARC is \$48.6 million. An annual estimated amount of \$48 million is assumed for the FFY 2003.

The MTA has assumed an average annual amount of \$27 million from FFY 2002 to FFY 2003 for rail modernization funds.

The TEA-21 authorizes a maximum of \$185 million in New Starts funds for MARC improvements for FY 1998 to FY 2003. The actual appropriation for MARC was \$31 million in FFY 1998, \$17 million in FFY 1999, \$2.2 million in FFY 2000, \$10 million in FFY 2001 and \$12 million in FFY 2002.

TEA-21 authorizes \$120 million for Baltimore Central Light Rail Double-tracking. There was an appropriation of \$1.0 million in FFY 1999, \$4.7 million in FFY 2000, \$3 million in FFY 2001 and \$13.0 million in FFY 2002. A Full Funding Grant Agreement was approved in July, 2001. The Department has estimated future federal appropriations of \$98.3 million over the program period.

**Highways:** Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in a given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under ISTEA, which authorized funds from federal fiscal year 1992 through federal fiscal year 1997, OA ranged from 80.5 percent to 105.3 percent. This CTP assumes the level of OA from TEA-21 at 87 percent of apportioned funds for FFY 2002 and thereafter.

The Department has taken advantage of a TEA-21 provision to proceed with some federal aid projects now even though federal aid will not be available until later. This "advanced construction" provision allows the use of State funds now, which will later be reimbursed with federal aid as it becomes available. This is done for selected projects in an effort to start construction as early as possible to help meet specific highway needs.

Transfers between federal funding categories allowed under TEA-21 is assumed in order to match available federal aid to the schedule of qualifying projects.

**Washington Metropolitan Area Transit Authority:** For WMATA Metrorail construction, the post Stark-Harris authorization provides a federal participation rate of 62.5 percent. This program assumes an annual federal apportionment of \$200 million through FFY 1998 and \$50 million in FFY 1999.

There are no additional federal funds provided after FFY 1999, based upon the "Fast Track" Metrorail Construction Program schedule. Local expenditures that match prior federal funding contributions will continue beyond FY 1999.

WMATA also receives federal formula funds (80 percent federal share) for bus and rail preservation activities. The annual amount of these funds is based on actual and projected federal funding levels provided under TEA-21.

TEA-21 authorizes construction of the Addison Road to Largo Extension of the Washington Metro. There was an appropriation of \$1 million for the extension in FFY 1999, \$4.7 million in FFY 2000, \$7.5 million in FFY 2001 and \$55 million in FFY 2002. A Full Funding Grant Agreement was approved in December of 2000. As a result, the Department will receive an additional \$192.9 million of federal funds for the project.

In addition to federal funds received directly by WMATA, MDOT has budgeted additional Congestion Mitigation and Air Quality federal funds to be used by WMATA for critical preservation activities.

**Aviation:** Federal entitlement and discretionary funding for airport projects are currently provided by the Federal Aviation Administration through the Airport Improvement Program (AIP). It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for BWI will total \$18 million for the six-year program period.

The MAA anticipates an additional \$95 million in new discretionary AIP funding for BWI and Martin State Airports during the six-year program period. If discretionary funds are not forthcoming as assumed, the schedule of impacted projects will be adjusted accordingly.

**PROJECTS, PHASES OR COSTS REMOVED FROM THE CAPITAL PROGRAM**

**(State \$ Only in Millions)**

The following projects had phases or amounts removed, totalling \$111.0 million due to the National Economic Slowdown:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASES REMOVED OR REDUCED</u></b>	<b><u>AMOUNT REMOVED</u></b>
<b>The Secretary's Office</b>		
Transit Station Smart Growth Initiative	CO	1.5
Program Management	CO	0.4
Pathways to School	CO	0.5
<b>Motor Vehicle Administration</b>		
Baltimore City Mondawmin Office	RW	2.0
Electronic Lien and Title	CO	2.0
<b>Maryland Aviation Administration</b>		
Truck Parking	CO	4.6
Operating to Capital	CO	1.2
<b>Maryland Port Administration</b>		
Harbor Development and Maintenance	CO	11.0
Miscellaneous Dredging	CO	3.9
Cox Creek Excavation	CO	4.1
Cox Creek Construction	CO	1.1
Land Acquisition	RW	3.3

**PROJECTS, PHASES OR COSTS REMOVED FROM THE CAPITAL PROGRAM**

**(Continued)**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASES REMOVED OR REDUCED</u></b>	<b><u>AMOUNT REMOVED</u></b>
<b>Maryland Transit Administration</b>		
Transit Police Headquarters	CO	0.6
Over the Road Coaches	CO	2.6
Light Rail Station at Texas	CO	0.4
Maryland Ridesharing	CO	3.9
Bus Contract Renewal Year 4	RW	1.6
Rural Small Urban System Vehicles	CO	1.9
Various Facility System Preservation	CO	7.1
Metro Rail Car Overhaul	CO	3.9
MARC Penn Camden Connection	CO	9.7
MARC Maintenance Facility	CO	6.0
EPA Engine Upgrades	CO	1.9
BUS AVL Phase V	CO	1.4
<b>State Highway Administration</b>		
Areawide Access Controls	RW	1.1
Areawide Location Studies	All	0.1
Baltimore; I-695 (I-83 to I-95)	RW	2.1
Calvert; MD 2/4 (MD 765 to Stoakley Road)	PE	0.7
Carroll; MD 30 (Hampstead Bypass)	RW	0.4
Charles/Prince George's; US 301 South Corridor Transportation Study	PP	0.5
Charles/Prince George's; US 301 South Corridor Transportation Study	RW	9.7
Frederick; MD 475 (East St - Walser Drive to South Street)	RW	2.1
Garrett; US 219 Relocated (Oakland)	RW	0.4
Howard; MD 32 (MD 108 to I-70)	RW	1.0
Queen Anne's; US 50 (US 301 to MD 404)	RW	4.3
<b>Maryland Transportation Authority</b>		
Various Adjustments	CO	12.0



### **MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2001-2006 CTP**

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

In total, \$119.4 million worth of projects have been added to the CTP. Of that amount thirteen projects at a cost of \$101.3 million were added to the Construction Program. Two projects at a cost of \$11.7 million were added to the Development and Evaluation Program (D&E). In addition, two projects were moved from the D&E Program to the Construction Program at a cost of \$6.4 million. These projects are listed below by category.

### **PROJECTS ADDED TO THE CONSTRUCTION PROGRAM**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Full Buildout of Parking Guidance System in Existing Parking Garage at BWI	3.2
Comprehensive Roadway Sign System at BWI	4.5
<b>Maryland Port Administration</b>	
Fruit Pier Fill - South Locust Point Marine Terminal	9.6
<b>Maryland Transit Administration</b>	
Maryland-Delaware Railroad Rehabilitation & Improvements	7.2
Light Rail Safety Upgrades	5.6
Metro Facilities Maintenance Building	13.0
Procure Lift-Equipped Over-the-Road Coaches	13.0
Largo Garage	4.0
<b>State Highway Administration</b>	
MD 509, Governor Run Road; Replace Bridge #4020 over Governor Run. (Calvert)	0.6

**PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
<b>State Highway Administration</b>	
MD 32, Sykesville Road; MD 32 Bridge over River Road, Patapsco River and CSX Railroad. (Carroll)	4.6
MD 17, Wolfsville Road; Replace Bridges 10068, 10069 and 10071 over Middle Creek. (Frederick)	3.7
MD 304, Ruthsburg Road & MD 481, Damsontown Road; MD 304 & MD 481 over Blackston Branch and German Branch. (Queen Anne's)	1.6
<b>Maryland Transportation Authority</b>	
Francis Scott Key Bridge	30.7
	<hr/>
<b>Total</b>	<b>101.3</b>

### **PROJECTS ADDED TO THE D&E PROGRAM**

<b>Maryland Transit Administration</b>		
Purple Line Study	PP	10.7
Parole Town Center	PP	1.0
	<b>Total</b>	<b>11.7</b>

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

**PROJECT DESCRIPTION**

**ADDITIONAL COST**  
**(\$ MILLIONS)**

**Maryland Aviation Administration**

New Air Traffic Control Tower For Martin State Airport

2.2

**State Highway Administration**

Smart Growth Initiative; Reconstruct MD 30 from Beaver Street to MD 27 (State Wide)

4.2

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**Total**                      **6.4**



**PROJECTS REMOVED FROM THE D&E PROGRAM**

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

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>Maryland Transit Administration</b> <a href="#">New Light Rail Station at Texas</a>	PE	Funding removed as part of the national economic slowdown.

**PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM**

The following projects have been removed from the Construction Program:

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>PHASE</u></b>	<b><u>JUSTIFICATION</u></b>
<b>Maryland Aviation Administration</b>		
Purchase of New Bus Fleet For Shuttle Services at BWI Airport	CO	Unfavorable legislative review of shuttle bus report.
Purchase of Hangar at Martin State Airport	CO	Moved to system preservation minor project program due to scope change.
<b>Maryland Transit Administration</b>		
Smart Bus Retrofit	PE, CO	Moved to system preservation minor project program due to scope change.

### **CONSTRUCTION SCHEDULE DELAYS**

The start of construction has been postponed from the schedule shown in the FY 2001-2006 CTP, for the following sixteen major projects.

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>Motor Vehicle Administration</b>		
Montgomery County Branch Office	Deferred to find appropriate size parcel of land.	FY 2002 to FY 2003
<b>Maryland Aviation Administration</b>		
Midfield Cargo Complex at BWI Airport, Phase II - Cargo Support Area & Airfield Improvements	Phase II Development completion delayed until new Tenant Parking Facility opens.	FY 2003 to FY 2004
Consolidated Rental Car Facility at BWI Airport	Start of construction delayed due to readvertisement of project	FY 2001 to FY 2002
Runway 15/33 Reconstruction at Martin State Airport	Construction start deferred due to resolution of design components with FAA.	FY 2002 to FY 2003
<b>Maryland Port Administration</b>		
Rehabilitation of Berths 1-6 at Dundalk Marine Terminal	Construction delay due to the national economic slowdown.	FY 2001 to FY 2002
Niche Cargo Warehouse , Shed 6B	Delayed due to design changes from a refrigerated warehouse to a multi-purpose warehouse.	FY 2002 to FY 2004
Intermodal Container Transfer Facility Improvements	Construction delayed due to the national economic slowdown.	FY 2002 to FY 2004
North American Paper Hub	Construction delayed due to the national economic slowdown.	FY 2002 to FY 2003
<b>Maryland Transit Administration</b>		
MARC Maintenance, Layover & Storage Facilities	Construction of Washington Mid-Day Storage delayed to allow time to finalize agreements with Amtrak.	FY 2002 to FY 2003
Silver Spring Transit Center and MARC Station Relocation	Phase II delayed due to evaluation of alternative development plans.	FY 2002 to FY 2004
Metro Owings Mills Joint Development	Project delayed while negotiations with developer continue.	FY 2002 to FY 2003

**CONSTRUCTION SCHEDULE DELAYS(Cont'd)**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>Maryland Transit Administration</b>	
Agencywide Elevator Rehabilitation	Contract scheduling changes forced delay in original construction start date.
Transit Vehicle Automated Stop Announcement	Construction delayed from FY 2002 to FY 2003 as design details are finalized.
<b>State Highway Administration</b>	
US 29, Columbia Pike;US 29 interchange at MD 198 (Montgomery)	Additional time required for project to be advertised as a Detail Build.
I-295 / I-495, National Harbor;Interchange access ramps. (Prince George's)	Construction delayed due to the national economic slowdown.
MD 450, Annapolis Road;Construct a CSX Railroad grade-separated crossing and intersection improvements near the Peace Cross. (Prince George's)	Right-of-way and Construction delayed due to a scope change which required additional design time.



### **CONSTRUCTION SCHEDULE ADVANCEMENTS**

The start of construction has been advanced from the schedule shown in the FY 2001-2006 CTP, for the following major project.

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>JUSTIFICATION</u></b>	<b><u>FISCAL YEAR</u></b>
<b>State Highway Administration</b> MD 450, Annapolis Road; Upgrade and widen MD 450 from east of Whitfield Chapel Road to Seabrook Road. (Prince George's)	Project design completed ahead of schedule	FY 2004 to FY 2003

### **COST & SCOPE CHANGES**

In total, eighty-two major construction projects experienced significant changes in project cost or scope, for a net increase of \$38.1000000000001 million. Thirty-nine projects increased in cost by a total of \$293.2 million, while twenty-eight projects experienced a decrease in cost of \$235.6 million. The scope of fifteen projects changed, which caused a net increase totaling \$40.4 million, while five projects experienced a reduction in scope of \$59.9 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms(PIF).

**FY 2001 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS**

The Department completed twenty-nine major projects in FY 2001, at a total cost of \$659.6 million. These projects are listed below.

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>Maryland Aviation Administration</b>	
Concourse D Rehabilitation at BWI Airport	18.6
Midfield Cargo Complex at BWI Airport - Phase I: Infrastructure Improvements	20.2
Runway 15/33 Obstruction Removal at Martin State Airport	2.8
<b>Maryland Port Administration</b>	
Masonville Auto Facility, Phase I	22.4
Dundalk Marine Terminal Lot 400 Warehouse	6.7
Autoprocessor Expansion at Dundalk Marine Terminal	3.6
Doublestack and Other Rail Improvements	0.1
<b>Maryland Transit Administration</b>	
BWI MARC Station Garage Phase II	34.1
MARC Edgewood Station Improvements	0.5
Maryland-Delaware Railroad Rehabilitation and Improvements	2.2
Metro Subway -- Section 'C' (Northeast Extension)	331.2
Upgrade Transit Information Center	3.7
Redevelopment of 901 N. Howard Street	8.4
Greenbelt Transit Oriented Development	10.0

**FY 2001 ACCOMPLISHMENTS**  
**MAJOR PROJECT COMPLETIONS (Cont'd.)**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
<b>State Highway Administration</b>	
US 220 Relocated; Construct a new 2 lane highway from I-68 east of Cumberland to the Pennsylvania State line. (Allegany)	39.5
MD 475, East Street Extended; Construct a 4 lane undivided roadway from East Patrick St. to South St. (Frederick)	4.3
US 219, Garrett Highway; Replace Bridge 11037 over Bear Creek and Fish Hatchery Road. (Garrett)	4.3
US 1 Relocated, Hickory Bypass; Relocate US 1 from US 1 Business to US 1 north of Hickory and MD 23 Extended. (Harford)	24.2
US 29, Columbia Pike; New Interchange at MD 216. (Howard)	13.1
MD 97, Roxbury Mills Road; Replace Bridge 13038 over the Patuxent River. (Howard, Montgomery)	3.5
MD 175, Little Patuxent Parkway; New Interchange at Snowden River Parkway. (Howard)	0
I-270, Eisenhower Highway; Interchange improvements at MD 124. (Montgomery)	4.5
MD 355, Frederick Avenue; Reconstructed MD 355 to a 6 lane divided highway from MD 124/ Montgomery Village Avenue to Middlebrook Road . (Montgomery)	34.1
MD 28, Darnestown Road; Replaced Bridge 15002 and approach roads over Seneca Creek. (Montgomery)	5.0
Green Line Metro Extension Access Improvements; Improved intersections along MD 5, Auth Road and MD 458 corridors. (Prince George's)	16.2
MD 228, Berry Road; Upgraded MD 228 to a 4 lane divided highway from MD 210 to west of Mattawoman Creek (3.10 miles). (Prince George's)	4.3
MD 450, Annapolis Road; Reconstruct to a 4-6 lane arterial from Seabrook Road to MD 193 (2.56 miles). (Prince George's)	39.3
MD 242, Colton Point Road; Replace Bridge 18020 over St. Clement Creek. (St. Mary's)	0.9



## PROJECT DESCRIPTION

## State Highway Administration

1.9

**659.6**

**SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
Rehabilitation and resurfacing on 77 segment of highway	61.3
Rehabilitation of 7 bridges	11.0
Safety and geometric improvements at 28 locations	16.3
107 projects including neighborhood conservation, streetscape and minor reconstruction, noise barriers, C.H.A.R.T., environmental preservation, commuter action improvements, sidewalks, enhancement and traffic management.	45.1
118 rehabilitation projects for aviation, railroad, port, transit, motor vehicle facilities and the Secretary's Office	87.8
<b>Total</b>	<hr/> <b>221.5</b>

## **AWARDS**

<u><b>PROJECT DESCRIPTION</b></u>	<u><b>TOTAL COST (\$ MILLIONS)</b></u>
MAA BWI - Design & Construction of High Capacity Main Elec. Feed Line	1.6
MAA BWI - Electrical Panel Board Replacement	.5
MAA BWI - Rehabilitation of Fire Sprinklers & Heating Sys., LL Hangars 1-3	1.1
MAA BWI - Elm Road Parking Garage Construction	140.0
MAA BWI - Drainage and Environmental Modifications at BWI Fuel Farm	1.5
MAA BWI - Concourse "C" Renovations	.8
MAA BWI - Commuter Terminal Vestibule Rehabilitation	.4
MAA BWI - Main Terminal HVAC System Upgrade	1.1
MAA BWI - Concourse A Curbside Extension	38.7
MAA BWI - Upgrade Airfield Lighting Vault & Replace Control System	1.1
MAA BWI - Electrical Panelboard Replacement & Cable Tray Installation	1.1
MAA BWI - Substation Quick Connects	1.0
MAA BWI - Rental Car Return Area Canopy	.5
MAA BWI - Airfield Pavement Rehabilitation	8.2
MAA BWI - Exterior Water Valve Replacement	.4
MAA Terminals - Rail Improvements at Masonville	3.1
MAA WTC - Basement Drainage, Expansion Joint & Crack Repairs	.4
MAA WTC - Elevator Modernization	2.9

**AWARDS ( Cont'd )**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
MPA Terminals - Maintenance Dredging & Channel Widening/Deepening at Fairfield, Clinton and Dundalk Marine Terminal	6.9
MPA Terminals - Grading, Paving, Utilities & Storm Drains at Dundalk Marine Terminal & Seagirt	12.6
MPA Terminals - Maintenance and Repair Facility Upgrades at Dundalk Marine Terminal	.4
MPA Terminals - UST Testing, Removal & Abandonment at Dundalk Marine Terminal and North Locust Point	.2
MTA ADA Ancillary, Minor Construction, Repairs & Maintenance	.4
MTA Freight - Western Maryland Scenic Railroad Brush Tunnel Repairs	.3
MTA System-Wide - Elevator Renovations - Agencywide	8.1
MTA System-Wide - Ancillary, Minor Construction, Repairs and Maintenance	1.5
MTA Light Rail - Ancillary, Maintenance & Minor Construction	1.9
MTA MARC - Ancillary, Minor Construction, Repairs and Maintenance	1.6
MTA MARC - Halthorpe MARC Station Expansion & Demolition of Existing Buildings	.2
MTA MARC - Rockville MARC Station Improvements	1.1
MTA Metro & Light Rail - Systems Engineering , Ancillary, Minor Construction, Repairs & Maintenance	1.9
MTA Metro - Ancillary Repairs, Maintenance & Minor Construction	1.6
MTA Metro - Repairs to Underground Structures	2.2
MTA Bus & Freight - Ancillary, Minor Construction, Repairs and Maintenance	.9
MTA Bus - Boiler Replacement at Kirk & Eastern Divisions	.5
MTA Bus - Ancillary, Minor Construction, Repairs and Maintenance	2.0



**AWARDS ( Cont'd )**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST</u></b> <b><u>(\$ MILLIONS)</u></b>
MTA Bus - Dust Collection & HVAC Modifications at Washington Blvd.	.7
MTA System-Wide - On-Call Roof Repairs	.3
MTA MARC - Silver Spring Station Relocation	4.1
SHA MD 2 MD 214 to South of Virginia Avenue (Anne Arundel)	14.1
SHA MD 32 Interchange at Samford Road (Anne Arundel)	7.5
SHA MD 695 I-97 to MD 10 (Anne Arundel)	10.9
SHA I-695 Interchange at MD 140 (Baltimore)	16.6
SHA I-695 I-95 to Md 144 (Baltimore)	56.6
SHA MD 7 Campbell Road to MD 43 (Baltimore)	8.6
SHA MD 439 Bridges over I-83 (Baltimore)	9.2
SHA MD 4 Interchange at MD 260 (Calvert)	15.8
SHA MD 272 Bridge over Northeast Creek (Cecil)	1.6
SHA US 50 Woods Road to Bucktown Road (Dorchester)	3.4
SHA MD 76 Bridge over Maryland/Midland Railroad (Frederick)	.7
SHA MD 32 US 29 to Broken Land Parkway (Howard)	.2
SHA US 29 Interchange at John Hopkins/Gorman Roads (Howard)	15.3
SHA I-270 Interchange at Rockledge Drive & MD 187 (Montgomery)	22.8
SHA I-270 At Democracy Boulevard & Westlake Terrace (Montgomery)	18.1
SHA MD 28 Riffle Ford Road to Great Seneca Highway (Montgomery)	24.4

**AWARDS ( Cont'd )**

<b><u>PROJECT DESCRIPTION</u></b>	<b><u>TOTAL COST (\$ MILLIONS)</u></b>
SHA I-95 Interchange at Ritchie/Marlboro Road (Prince George's)	14.2
SHA I-95 Woodrow Wilson Bridge Dredging (Prince George's)	12.9
SHA I-95 Woodrow Wilson Bridge Foundations (Prince George's)	151.5
SHA US 50 Interchange at Columbia Park Road (Prince George's)	6.1
SHA US 50 West of MD 410 to east of US 301 (Prince George's)	26.3
SHA University of Maryland Arena Improvements (Prince Georges)	19.6
SHA MD 822 UMES Access Road (Somerset)	4.1
SHA MD 235 Pegg Road to MD 246 (St. Mary's)	9.6
SHA US 50 Rel. US 50/US 13 Interchange (Wicomico)	6.0
SHA MD 374 Bridge over Pocomoke River (Worcester)	1.1
SHA US 113 MD 589 to Jarvis Road (Worcester)	22.3

**DEPARTMENT OF TRANSPORTATION  
FY 2003 CAPITAL PROGRAM AND BUDGET  
(\$MILLIONS)**

**THE SECRETARY'S OFFICE**

Construction Program		Facilities and Capital Equipment	J01A0103	19.5
Major Projects	227.2	WMATA Capital Grants	J01A0105	221.2
System Preservation Minor Projects	10.2			
Development and Evaluation Program	2.0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>1.3</u>			
<b>TSO TOTAL</b>	<b>240.7</b>			<b>240.7</b>

**STATE HIGHWAY ADMINISTRATION**

Construction Program		State System Construction and Equipment	J02B0101	930.2
Major Projects	558.0	County and Municipality Capital Program	J02B0103	4.5
System Preservation Minor Projects	346.0			
<u>Development and Evaluation Program</u>	<u>30.7</u>			
<b>SHA TOTAL</b>	<b>934.7</b>			<b>934.7</b>

**MOTOR VEHICLE ADMINISTRATION**

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	23.4
Major Projects	9.1			
System Preservation Minor Projects	10.0			
Development and Evaluation Program	3.5			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>0.8</u>			
<b>MVA TOTAL</b>	<b>23.4</b>			<b>23.4</b>

**MARYLAND TRANSIT ADMINISTRATION**

Construction Program	Transit Facilities and Capital Equipment	J05H0105	195.3
Major Projects	137.8		
System Preservation Minor Projects	41.2		
Development and Evaluation Program	11.0		
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.3</u>		
<b>MTA TOTAL</b>	195.3		<u>195.3</u>

**MARYLAND PORT ADMINISTRATION**

Construction Program	Port Facilities and Capital Equipment	J03D0002	92.4
Major Projects	52.9		
System Preservation Minor Projects	29.1		
Development and Evaluation Program	6.4		
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>4.0</u>		
<b>MPA TOTAL</b>	92.4		<u>92.4</u>

**MARYLAND AVIATION ADMINISTRATION**

Construction Program	Airport Facilities and Capital Equipment	J06I0003	129.6
Major Projects	50.0		
System Preservation Minor Projects	64.1		
Development and Evaluation Program	9.9		
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.6</u>		
<b>MAA TOTAL</b>	129.6		<u>129.6</u>

**DEPARTMENT TOTAL**

Construction Program			
Major Projects	1,035.0		
System Preservation Minor Projects	500.6		
Development and Evaluation Program	63.5		
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>17.0</u>		
<b>GRAND TOTAL</b>	1,616.1		<u>1,616.1</u>

**DEPARTMENT OF TRANSPORTATION**  
**SUMMARY OF FY 2003 REQUEST BY BUDGET PROGRAM**  
**OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE**  
**(\$MILLIONS)**

<b><u>ADMINISTRATION AND PROGRAM</u></b>	<b><u>OPERATIONS</u></b>	<b><u>CAPITAL</u></b>	<b><u>REVENUES</u></b>	<b><u>DEBT SERVICE</u></b>	<b><u>MDTA TRANSFERS</u></b>	<b><u>TOTAL</u></b>
<b><u>The Secretary's Office (J01A01)</u></b>						
The Secretary's Office	20.2	-	-	-	-	20.2
Operating Grants-in-Aid	10.8	-	-	-	-	10.8
Facilities and Capital Equipment	-	19.5	-	-	-	19.5
WMATA Operating Grants	132.7	-	-	-	-	132.7
WMATA Capital Grants	-	221.2	-	-	-	221.2
Information Technology Services	35.0	-	-	-	-	35.0
<u>MdTA Transfers</u>	-	-	-	-	-	-
<b>Subtotal</b>	<b>198.7</b>	<b>240.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>439.4</b>
<b><u>Debt Service Requirements (J01A04)</u></b>						
Debt Service Requirements	-	-	-	138.9	-	138.9
<b><u>State Highway Administration (J02B01)</u></b>						
State System Construction and Equipment	-	930.2	-	-	-	930.2
State System Maintenance	178.5	-	-	-	-	178.5
County and Municipality Capital Program	-	4.5	23.4	-	-	27.9
Highway Safety Operating Program	10.2	-	-	-	-	10.2
<u>County and Municipality Program</u>	-	-	432.0	-	-	432.0
<b>Subtotal</b>	<b>188.7</b>	<b>934.7</b>	<b>455.4</b>	<b>-</b>	<b>-</b>	<b>1,578.8</b>



**Maryland Port Administration (J03D00)**

Port Operations	91.8	-	-	-	-	91.8
<u>Port Facilities and Capital Equipment</u>	-	92.4	-	-	-	92.4
<b>Subtotal</b>	91.8	92.4	-	-	-	184.2

**Motor Vehicle Administration (J04E00)**

Motor Vehicle Operations	128.1	-	-	-	-	128.1
<u>Facilities and Capital Equipment</u>	-	23.4	-	-	-	23.4
<b>Subtotal</b>	128.1	23.4	-	-	-	151.5

**Maryland Transit Administration (J05H00)**

Transit Administration	35.3	-	-	-	-	35.3
Bus Operations	159.1	-	-	-	-	159.1
Rail Operations (Includes MARC)	121.3	-	-	-	-	121.3
Capital Equipment (Includes MARC)	-	195.3	-	-	-	195.3
<u>Statewide Programs Operations</u>	68.4	-	-	-	-	68.4
<b>Subtotal</b>	384.1	195.3	-	-	-	579.4

**Maryland Aviation Administration (J06I00)**

Airport Operations	98.4	-	-	-	-	98.4
<u>Airport Facilities and Capital Equipment</u>	-	129.6	-	-	-	129.6
<b>Subtotal</b>	98.4	129.6	-	-	-	228.0

<b>DEPARTMENT TOTAL</b>	1,089.8	1,616.1	455.4	138.9	-	3,300.2
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**DEPARTMENT OF TRANSPORTATION  
OPERATING AND CAPITAL PROGRAM SUMMARY  
BY FISCAL YEAR  
(\$ MILLIONS)**

	CURRENT YEAR <u>2002</u>	BUDGET YEAR <u>2003</u>	<u>Planning Years</u>				SIX - YEAR <u>TOTAL</u>
			<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	
<b><u>OPERATING PROGRAM</u></b>							
The Secretary's Office <sup>A</sup>	60.7	66.0	68.0	70.0	71.0	72.0	407.7
WMATA Grants (WMAT) <sup>A</sup>	124.5	132.7	145.0	153.0	161.0	167.0	883.2
Motor Vehicle Administration	122.8	128.1	137.0	144.0	149.0	154.0	834.9
Maryland Aviation Administration	87.7	98.4	101.0	104.0	110.0	115.0	616.1
Maryland Port Administration	89.4	91.8	94.0	96.0	98.0	101.0	570.2
Maryland Transit Administration	364.2	384.1	404.0	420.0	434.0	451.0	2,457.3
State Highway Administration <sup>B</sup>	181.3	188.7	199.0	206.0	213.0	220.0	1,208.0
<b>TOTAL OPERATING</b>	1,030.6	1,089.8	1,148.0	1,193.0	1,236.0	1,280.0	6,977.4
Special Funds	983.7	1,026.2	1,123.0	1,168.0	1,212.0	1,256.0	6,768.9
Federal Funds	45.4	61.4	25.0	25.0	24.0	24.0	204.8
Reimbursable Funds	1.5	2.2	-	-	-	-	3.7
<b><u>CAPITAL PROGRAM</u></b>							
The Secretary's Office <sup>A</sup>	36.9	19.4	12.6	9.8	7.7	8.3	94.7
WMATA Grants (WMAT) <sup>A, C</sup>	166.5	221.2	156.3	104.8	89.2	99.2	837.2
Motor Vehicle Administration	24.4	23.4	14.7	14.9	14.1	16.4	107.9
Maryland Aviation Administration <sup>E</sup>	94.4	129.6	73.5	67.1	49.8	54.1	468.5
Maryland Port Administration	81.5	92.4	96.1	70.6	54.4	53.1	448.1
Maryland Transit Administration <sup>E</sup>	160.6	195.3	240.9	249.3	233.7	216.2	1,296.0
State Highway Administration <sup>C, D</sup>	872.9	930.2	935.2	833.4	588.8	531.3	4,691.8
<b>TOTAL CAPITAL</b>	1,437.2	1,611.5	1,529.3	1,349.9	1,037.7	978.6	7,944.2
Special Funds	698.6	821.0	764.6	625.3	495.4	493.6	3,898.5
Federal Funds	738.6	790.5	764.7	724.6	542.3	485.0	4,045.7

	CURRENT YEAR <u>2002</u>	BUDGET YEAR <u>2003</u>	Planning Years				SIX - YEAR TOTAL
			<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	
<b><u>DISTRIBUTION OF SHARED REVENUES</u></b>							
County and Municipality Program <sup>B</sup>	418.0	432.0	445.0	452.0	459.0	466.0	2,672.0
County and Municipality Capital <sup>D</sup>	37.4	27.9	-	-	-	-	65.3
<b>TOTAL DISTRIBUTION OF SHARED REVENUES</b>	455.4	459.9	445.0	452.0	459.0	466.0	2,737.3
Special Funds	422.5	436.5	445.0	452.0	459.0	466.0	2,681.0
Federal Funds <sup>D</sup>	32.9	23.4	-	-	-	-	56.3
<b><u>DEBT SERVICE REQUIREMENTS</u></b>							
Debt Service Requirements <sup>F</sup>	113.2	138.6	157.0	176.0	152.0	130.0	866.8
Special Funds	113.2	138.6	157.0	176.0	152.0	130.0	866.8
<b><u>DEPARTMENT TOTAL</u></b>	<u>3,036.4</u>	<u>3,299.8</u>	<u>3,279.3</u>	<u>3,170.9</u>	<u>2,884.7</u>	<u>2,854.6</u>	<u>18,525.7</u>
Special Funds	2,218.0	2,422.3	2,489.6	2,421.3	2,318.4	2,345.6	14,215.2
Federal Funds	816.9	875.3	789.7	749.6	566.3	509.0	4,306.8
Reimbursable Funds	1.5	2.2	-	-	-	-	3.7

<sup>A</sup> - WMATA operating and capital grants in the Secretary's Office budget are shown separately for information purposes. Capital Program WMATA Grants line does not include \$386.7 million in federal funds received directly by WMATA and not included in the MDOT budget.

<sup>B</sup> - The County and Municipality Funds (Highway User Revenues) in the State Highway Administration budget are shown separately for information purposes.

<sup>C</sup> - Proposed transfer of General Funds in FY 2004 through FY 2007 totaling \$205 million for Metro Rail Extension to Largo and Woodrow Wilson Bridge.

<sup>D</sup> - County and Municipality capital funds pass through from Federal government are not included in FY 2004-2007.

<sup>E</sup> - "Other" funds are not included in the totals (MTA, MAA).

<sup>F</sup> - Debt Service for County Bonds not included in FY 2004-2007.

***SUMMARY OF FEDERAL AID OBLIGATIONS***  
***(\$ MILLIONS)***

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2002-FY 2007 CTP/STP.

	Federal Fiscal Year					<b><u>TOTAL</u></b>
	<b><u>2002</u></b>	<b><u>2003</u></b>	<b><u>2004</u></b>	<b><u>2005</u></b>	<b><u>2006 - 07</u></b>	
Surface Transportation Program (STP)	89.0	102.0	128.0	153.0	181.0	653.0
National Highway System (NHS)	104.0	130.0	106.0	84.0	140.0	564.0
Interstate Maintenance (IM)	47.0	46.0	45.0	40.0	66.0	244.0
Bridge (BR)	22.0	32.0	32.0	35.0	80.0	201.0
Congestion Mitigation / Air Quality (CMAQ)	72.0	57.0	43.0	46.0	104.0	322.0
Minimum Guarantee	-	-	5.0	2.0	4.0	11.0
High Priority Projects - TEA 21	28.0	21.0	-	-	-	49.0
Enhancements	10.0	10.0	10.0	15.0	34.0	79.0
Appalachia Development (ADP)	1.0	-	-	-	-	1.0
Statewide Planning & Research (SPR)	13.0	13.0	13.0	13.0	26.0	78.0
National Recreational Trails	1.0	1.0	1.0	1.0	2.0	6.0
Minimum Allocation	29.0	29.0	30.0	30.0	28.0	146.0
National Highway Traffic Safety Administration	8.0	8.0	-	-	-	16.0
Urbanized Area Formula, SEC9	-	-	-	-	-	-
New Starts, Fixed Guideway, Modernization and Bus	-	-	-	-	-	-
Elderly and Persons with Disabilities	-	-	-	-	-	-
Rural Area Formula	-	-	-	-	-	-
Intelligent Transportation Deployment	3.0	3.0	-	-	-	6.0
Woodrow Wilson Bridge	<u>90.4</u>	<u>-</u>	<u>77.1</u>	<u>2.8</u>	<u>2.2</u>	<u>172.5</u>
<b>TOTALS</b>	517.4	452.0	490.1	421.8	667.2	2,548.5

**MARYLAND TRANSIT ADMINISTRATION**  
**BALTIMORE METROPOLITAN AREA AND COMMUTER RAIL & FREIGHT**  
**FEDERAL FUNDING BY YEAR OF OBLIGATION FOR SYSTEM PRESERVATION MINOR PROJECTS\***  
**BY FEDERAL FISCAL YEAR**  
**(\$ MILLIONS)**

<b><u>System Preservation Categories</u></b>	<b><u>2002</u></b>	<b><u>2003</u></b>	<b><u>2004</u></b>	<b><u>2005</u></b>	<b><u>2006-07</u></b>	<b><u>Total</u></b>
<b><u>Bus System Improvements</u></b>						
Bus & Bus Facilities	-	-	-	-	-	-
Urbanized Area Formula	0.3	-	0.3	0.9	8.1	9.6
<b><u>Metrorail Improvements</u></b>						
Fixed Guideway	-	-	1.3	-	3.1	4.4
Urbanized Area Formula	0.7	2.0	3.0	2.0	22.6	30.3
<b><u>Central Corridor Light Rail Improvements</u></b>						
Fixed Guideway	1.5	1.2	1.3	4.0	9.0	17.0
Urbanized Area Formula	1.2	2.0	2.9	4.5	6.1	16.7
<b><u>MARC System Improvements</u></b>						
Fixed Guideway	10.0	8.9	9.5	14.9	3.4	46.7
Urbanized Area Formula	0.4	0.3	0.2	-	0.5	1.4
<b>TOTAL</b>	<b>14.1</b>	<b>14.4</b>	<b>18.5</b>	<b>26.3</b>	<b>52.8</b>	<b>126.1</b>

\*Corresponding information for major projects is shown on the individual project information forms.

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

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support system preservation in the FY 2002 - FY 2007 CTP/STIP.

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2002	2003	2004	2005	2006 - 07	
<b><u>Environmental Projects</u></b>						
National Highway System	2.0	15.0	8.0	10.0	19.0	54.0
Surface Transportation Program	1.0	1.0	1.0	1.0	2.0	6.0
Enhancement	10.0	10.0	10.0	15.0	34.0	79.0
National Recreational Trails	1.0	1.0	1.0	1.0	2.0	6.0
<b><u>Safety and Spot Improvements</u></b>						
National Highway System	10.0	8.0	4.0	5.0	20.0	47.0
Surface Transportation Program	3.0	4.0	8.0	10.0	25.0	50.0
Interstate Maintenance	2.0	2.0	2.0	2.0	6.0	14.0
National Highway Traffic Safety Administration	8.0	8.0	-	-	-	16.0
<b><u>Resurfacing and Rehabilitation</u></b>						
National Highway System	15.0	15.0	-	15.0	70.0	115.0
Surface Transportation Program	24.0	15.0	15.0	50.0	74.0	178.0
Interstate Maintenance	17.0	20.0	20.0	25.0	50.0	132.0
Minimum Guarantee	-	-	-	2.0	4.0	6.0
High Priority	3.0	3.0	-	-	-	6.0
Minimum Allocation	29.0	29.0	30.0	30.0	28.0	146.0
<b><u>Bridge Replacement and Rehabilitation</u></b>						
Bridge Replacement and Rehabilitation	22.0	32.0	32.0	35.0	80.0	201.0
Surface Transportation Program	5.0	5.0	5.0	5.0	10.0	30.0
Interstate Maintenance	2.0	2.0	2.0	2.0	4.0	12.0
<b><u>Urban Reconstruction/Revitalization</u></b>						
National Highway System	2.0	2.0	2.0	2.0	10.0	18.0
Surface Transportation Program	5.0	5.0	5.0	5.0	20.0	40.0
<b><u>Congestion Management</u></b>						
Surface Transportation Program	15.0	15.0	15.0	15.0	40.0	100.0
Congestion Mitigation/Air Quality	15.0	15.0	15.0	15.0	40.0	100.0
High Priority	3.0	3.0	-	-	-	6.0
Intelligent Transportation Deployment	3.0	3.0	-	-	-	6.0
<b>TOTALS</b>	197.0	213.0	175.0	245.0	538.0	1,368.0



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

The following listing estimates system preservation program levels for FY 2002 through FY 2007. Anticipated projects for FY 2002 and FY 2007 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				<u>SIX-YEAR</u>
	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>TOTAL</u>
<b><u>The Secretary's Office</u></b>							
Minor Projects	27.3	10.2	5.3	4.8	3.6	3.7	54.9
<b><u>Motor Vehicle Administration</u></b>							
Building Improvements	7.0	10.0	3.6	8.0	8.3	9.8	46.7
<b><u>Maryland Aviation Administration</u></b>							
Rehabilitation at BWI	33.3	50.5	28.5	31.0	22.9	29.7	195.9
Rehabilitation at Martin State Airport	2.8	4.6	7.9	7.2	7.4	7.5	37.4
Aviation Grants	5.0	2.0	1.7	1.7	1.7	1.7	13.8
Equipment Acquisition and Repair	<u>3.8</u>	<u>7.0</u>	<u>4.4</u>	<u>3.4</u>	<u>3.5</u>	<u>3.7</u>	<u>25.8</u>
TOTAL	44.9	64.1	42.5	43.3	35.5	42.6	272.9
<b><u>Maryland Port Administration</u></b>							
Rehabilitation of Various Terminals	25.6	29.1	23.3	28.9	23.1	21.0	151.0
<b><u>Maryland Transit Administration</u></b>							
Commuter Rail and Station Improvements	14.5	10.6	8.9	16.4	19.7	25.9	96.0
Bus System Improvements	13.7	6.1	2.8	1.4	9.0	9.8	42.8
Central Corridor Light Rail Line Improvements	10.1	6.4	6.0	8.7	14.0	10.7	55.9
Freight Track Restoration and Construction	1.1	0.8	0.9	3.2	2.0	6.9	14.9
Metro Rail System Improvements	8.6	12.0	10.4	10.9	24.4	25.3	91.6
Agencywide Improvements	<u>8.2</u>	<u>6.6</u>	<u>3.8</u>	<u>3.2</u>	<u>3.5</u>	<u>2.8</u>	<u>28.1</u>
TOTAL	56.2	42.5	32.8	43.8	72.6	81.4	329.3

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	
<b><u>State Highway Administration</u></b>							
Minor Projects	287.3	243.0	243.5	253.1	272.8	287.7	1,587.4
Capital Facilities	15.6	8.2	6.5	2.2	2.0	2.2	36.7
Reimbursable	11.0	11.0	11.0	11.0	11.0	11.0	66.0
Highway Planning and Research	16.6	17.3	11.8	13.2	14.3	15.2	88.4
State Aid in Lieu of Federal*	4.5	4.5	4.5	4.5	4.5	4.5	27.0
Neighborhood Conservation	30.3	32.6	30.4	25.4	28.6	30.2	177.5
Noise Barriers	17.4	13.3	17.6	20.7	10.4	13.4	92.8
Sidewalks	3.2	3.9	2.8	2.3	2.6	2.8	17.6
Enhancement Program	9.9	10.2	9.9	10.0	10.1	10.3	60.4
Access Controls	0.5	-	1.6	1.6	1.6	1.6	6.9
Truck Weigh	<u>1.0</u>	<u>2.0</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.3</u>	<u>7.7</u>
TOTAL	397.3	346.0	340.7	345.1	359.1	380.2	2,168.4
<b>CTP SYSTEM</b>							
<b>PRESERVATION PROJECTS</b>	<b>558.3</b>	<b>501.9</b>	<b>448.2</b>	<b>473.9</b>	<b>502.2</b>	<b>538.7</b>	<b>3,023.2</b>

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)**

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	
<b><u>Maryland Transportation Authority</u></b>							
Baltimore Harbor Tunnel	5.1	8.9	10.9	8.7	0.4	0.4	34.4
Francis Scott Key Bridge	4.7	8.5	8.5	2.1	0.6	9.6	34.0
William Preston Lane Jr. Memorial Bridge	7.4	4.6	4.5	13.3	8.6	1.1	39.5
Thomas J. Hatem Memorial Bridge	1.8	0.9	0.6	9.2	9.2	9.2	30.9
Harry W. Nice Memorial Bridge	2.2	6.6	2.9	0.9	1.1	1.1	14.8
John F. Kennedy Memorial Bridge	20.6	21.1	10.4	8.2	1.3	0.7	62.3
Fort McHenry Tunnel	8.2	24.4	42.0	23.0	23.9	20.8	142.3
Multiple Area Projects	<u>33.6</u>	<u>49.8</u>	<u>56.2</u>	<u>47.1</u>	<u>43.8</u>	<u>40.7</u>	<u>271.2</u>
<b>TOTAL MARYLAND TRANSPORTATION AUTHORITY</b>	83.6	124.8	136.0	112.5	88.9	83.6	629.4

## **MAJOR BRIDGE PROJECTS**

The following lists major bridge reconstruction, rehabilitation and replacement. New highway bridges that are part of a highway project are not included. Detailed information for each can be found on the Major Project Information Forms as referenced.

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>(PIF) DESCRIPTION</u></b>
<b><u>Anne Arundel County</u></b>		
	<b><u>Construction Program</u></b>	
6.	MD 174, Quarterfield Road -- Secondary	Replace existing 2 lane bridge over I-97.
7.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.
<b><u>Baltimore County</u></b>		
	<b><u>Construction Program</u></b>	
1.	I-695, Baltimore Beltway -- Interstate	Replace Dulaney Valley Road (MD 146) Bridge 3162 and Providence Road Bridge 3163 over I-695.
4.	I-695, Baltimore Beltway -- Interstate	Reconstruction of the existing MD 140 interchange.
5.	I-695, Baltimore Beltway -- Interstate	Widen and reconstruct the I-695 bridges over MD 25A, including Joppa Road.
8.	MD 439, Old York Road and MD 45, York Road -- Secondary	Replace Bridge 3208 and Bridge 3210 over I-83.
	<b><u>Development and Evaluation Program</u></b>	
13.	I-695, Baltimore Beltway -- Interstate	Study to reconstruct the existing MD 26 interchange.
<b><u>Calvert County</u></b>		
	<b><u>Construction Program</u></b>	
2.	MD 509, Governor Run Road -- Secondary	Replace Bridge #4020 over Governor Run.
<b><u>Carroll County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 140, Baltimore Boulevard -- Primary	Widening and reconstruction of the bridges over MD 97 North and MD 27.

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>(PIF) DESCRIPTION</u></b>
<b><u>Carroll County</u></b>		
	<b><u>Construction Program</u></b>	
2.	MD 32, Sykesville Road -- Secondary	MD 32 Bridge over River Road, Patapsco River and CSX Railroad.
	<b><u>Development and Evaluation Program</u></b>	
5.	MD 140, Baltimore Boulevard -- Primary	Study to provide grade separated interchanges at MD 97 South, Center Street and Englar Road in Westminster.
<b><u>Cecil County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 272, North East Road -- Secondary	Replace Bridge 7034 over Northeast Creek.
2.	MD 286, Bethel Road -- Secondary	Replace Bridge 7053 over Back Creek.
<b><u>Frederick County</u></b>		
	<b><u>Construction Program</u></b>	
3.	MD 17, Wolfsville Road -- Secondary	Replace Bridges 10068, 10069 and 10071 over Middle Creek.
4.	MD 76, Motters Station Road -- Secondary	Replace Bridge 10048 over Maryland-Midland RR.
<b><u>Howard County</u></b>		
	<b><u>Construction Program</u></b>	
5.	MD 32, Sykesville Road -- Secondary	MD 32 Bridge over River Road, Patapsco River and CSX Railroad.
8.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.
<b><u>Montgomery County</u></b>		
	<b><u>Construction Program</u></b>	
5.	I-495, Capital Beltway -- Interstate	Replace Bridge 15115 over MD 187.

**MAJOR BRIDGE PROJECTS (Cont'd.)**

<b><u>PIF LINE#</u></b>	<b><u>PROGRAM/PROJECT</u></b>	<b><u>(PIF) DESCRIPTION</u></b>
<b><u>Prince George's County</u></b>		
	<b><u>Construction Program</u></b>	
2.	I-95 / I-495 Woodrow Wilson Bridge Improvement -- Interstate	Joint project with VDOT, DCDPW and FHWA to develop a replacement facility.
<b><u>Queen Anne's County</u></b>		
	<b><u>Construction Program</u></b>	
1.	MD 304, Ruthsburg Road & MD 481, Damsontown Road -- Secondary	MD 304 & MD 481 over Blackston Branch and German Branch.
<b><u>Washington County</u></b>		
	<b><u>Construction Program</u></b>	
2.	MD 34, Shepherdstown Pike -- Secondary	Replace Bridge 21002 over the Potomac River.
<b><u>Wicomico County</u></b>		
	<b><u>Construction Program</u></b>	
2.	MD 354, Powellville Road -- Secondary	Replace Bridges 22019 and 22020 at Adkins Pond.
3.	MD 374, Burbage Crossing Road -- Secondary	Replace Bridge 23017 over Pocomoke River.
<b><u>Worcester County</u></b>		
	<b><u>Construction Program</u></b>	
2.	MD 374, Burbage Crossing Road -- Secondary	Replace Bridge 23017 over Pocomoke River.



## **NEIGHBORHOOD CONSERVATION PROGRAM**

The following cash flow shows the Neighborhood Conservation funds included in the Final FY 2002-2007 CTP. For analysis purposes, fiscal years 02 and 03 are segregated because projects are specifically identified for those years. Fiscal years 04-07 are grouped together because they are planning years. Projects have not been programmed in a specific fiscal year because of project scheduling and development uncertainties.

### **NEIGHBORHOOD CONSERVATION PROGRAM CASH FLOW** **FINAL FY 2002-2007 CTP**

<b><u>MODE</u></b>	<b><u>FY 01 &amp; PRIOR</u></b>	<b><u>FY 02</u></b>	<b><u>FY 03</u></b>	<b><u>FY 04- FY 07</u></b>	<b><u>TOTAL</u></b>
MTA	\$ 2,977,000	\$ 1,000,000	\$ 1,275,000	\$ 11,421,000	\$ 16,673,000
SHA	<u>\$79,474,000</u>	<u>\$30,300,000</u>	<u>\$32,600,000</u>	<u>\$114,600,000</u>	<u>\$256,974,000</u>
TOTAL	\$82,451,000	\$31,300,000	\$33,875,000	\$126,021,000	\$273,647,000

## ***NEIGHBORHOOD CONSERVATION PROGRAM***

The following lists the Neighborhood Conservation Program projects included in the CTP. Additional information on the Program can be found under the respective State Highway Administration or Maryland Transit Administration section.

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<b><i>A. COMPLETED PROJECTS</i></b>			
<u>Allegany County</u>			
US 40 Alt.	Through Frostburg	Major Drainage Improvement	Fall 2001
<u>Baltimore City</u>			
Charles Street	Wayfinding Signage for Downtown/Mt. Vernon	Pedestrian Environment	Fall 2001
<u>Carroll County</u>			
MD 32	MD 526 to MD 31 in Westminster	Master Plan Development	Spring 2001
<u>Charles County</u>			
MD 210	East of Dogwood Street to Naval Surface Warfare Center in Indian Head	Traffic Calming	Summer 2001
<u>Frederick County</u>			
Brunswick MARC	Pedestrian Improvements	Improve Pedestrian Link	Fall 2000
<u>Harford County</u>			
Aberdeen MARC	Parking Lot Enhancements	Safety	Fall 2000

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Montgomery County</u>			
MD 320 WMATA Bus	Ritchie Avenue to MD 787 Transit Center Improvements	Pedestrian Safety Economic Revitalization	Fall 2001 Fall 2000
<u>Prince George's County</u>			
Laurel MARC	Streetscape improvements	Pedestrian Environment	Fall 2000
<u>Worcester County</u>			
MD 528	9th Street to 26th Street in Ocean City	Pedestrian Safety	Spring 2001
<b>B. CONCEPTUAL PROJECTS</b>			
<u>Allegany County</u>			
MD 36	Jealous Row to Jennings Run Bridge	Pedestrian Safety	NA*
<u>Anne Arundel County</u>			
MD 170	MD 2 to I-895	Pedestrian Access	NA*
MD 170	I-895 to MD 648	Pedestrian Access	NA*
MD 256	MD 258 to Rockhold Creek	Economic Revitalization, Pedestrian Access	NA*
MD 648	MD 176 to MD 10	Access to Light Rail, Economic Revitalization	NA*
<u>Baltimore County</u>			
MD 7	US 40 to I-695	Master Plan Development	NA*
MD 25	Baltimore City Line to Old Pimlico Road	Pedestrian Access to Light Rail	NA*
MD 139	Baltimore City Line to Bellona Avenue	Pedestrian Safety	NA*
MD 144	Bishops Lane to Baltimore City Line	Local Revitalization	NA*
MD 147	Taylor Avenue to Joppa Road	Master Plan Development	NA*

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Baltimore County (Con't)</u>			
MD 150	MD 700 to MD 587	Access to Transit, Traffic Calming	NA*
MD 157	Peninsula Boulevard to Wise Ave	Pedestrian Access, Traffic Calming	NA*
<u>Calvert County</u>			
MD 261	First Street to Old Bayside Road	Local Revitalization and Drainage Improvement	NA*
<u>Caroline County</u>			
MD 313	Maple Avenue to MD 287	Pedestrian Access	NA*
MD 404 Alt.	Talbot County Line to eastern limits of Hillsboro	Local Revitalization	NA*
MD 404 Bus.	First Street to Sixth Street	Local Revitalization	NA*
MD 480	Cedar Lane to MD 313	Pedestrian Access	NA*
<u>Carroll County</u>			
MD 30	Through Hampstead	Traffic Safety	NA*
MD 140	Through Taneytown	Drainage Improvement	NA*
MD 851	Howard County Line to Cooper Drive	Drainage Improvement	NA*
<u>Cecil County</u>			
MD 267	Through Charlestown	Pedestrian Access	NA*
MD 268	Main Street to Railroad Avenue	Master Plan Development	NA*
MD 282	MD 213 to eastern limits of Cecilton	Pedestrian Access	NA*

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Frederick County</u>			
MD 144 FB	Royal Oak Drive to east limits of New Market	Historic Preservation	NA*
MD 180	US 340 to Holder Road	Pedestrian Access	NA*
<u>Harford County</u>			
MD 755	Willoughby Beach Road to MARC Station	Pedestrian Access to MARC	NA*
MD 924	MD 22 to Maulsby Street	Local Revitalization	NA*
<u>Kent County</u>			
MD 213	East Cross Street and South Main Street in Galena	Traffic Calming	NA*
MD 292	Through Still Pond	Traffic Calming, Pedestrian Access	NA*
<u>Montgomery County</u>			
MD 193	MD 320 to Adelphi Road	Access to Transit, Safety, Economic Revitalization	NA*
MD 195	D.C. Line to Garland Avenue	Traffic Calming, Pedestrian Safety	NA*
MD 547	MD 355 to Kenilworth Avenue	Pedestrian Access	NA*
<u>Prince George's County</u>			
US 1	D.C. Line to 34th Street	Economic Revitalization	NA*
US 1	Hamilton Avenue to MD 410	Pedestrian Safety, Economic Revitalization	NA*
MD 193	US 1 to Mandan Road	Bike Access	NA*
MD 193	MD 195 to Adelphi Road	Master Plan Development	NA*
MD 197	MD 450 to Rustic Hill Drive	Pedestrian Safety	NA*
MD 202	US 50 to MD 450	Master Plan Development	Fall 2003
MD 210	D.C. Line to MD 414	Pedestrian Safety	NA*
MD 450	Anacostia River to MD 202	Pedestrian Safety	NA*

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Prince George's County (Con't)</u>			
MD 459	MD 201 to US 50	Economic Revitalization	NA*
MD 500	D.C. Line to MD 410	Pedestrian Safety, Traffic Calming	NA*
MD 650	D.C. Line to MD 410	Pedestrian Safety	NA*
MD 704	D.C. Line to Hill Road	Intersection Improvement	NA*
<u>Queen Anne's County</u>			
MD 213	Liberty Street and Commerce Street through Centreville	Local Revitalization	NA*
<u>St. Mary's County</u>			
MD 5 Bus	MD 5 to MD 5 in Leonardtown	Local Revitalization	NA*
MD 246	Saratoga Drive to MD 235	Master Plan Development	NA*
<u>Talbot County</u>			
MD 33	Within limits of St. Michaels	Local Revitalization	NA*
MD 333	Strand Seth Street to South Morris Street	Local Revitalization	NA*
<u>Washington County</u>			
MD 845A	Within corporate limits of Keedysville	Drainage Improvement	NA*
<u>Wicomico County</u>			
US 13 Bus.	Bateman Street to Zion Road	Traffic and Pedestrian Safety	NA*

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<b><i>C. PROJECTS UNDER DESIGN</i></b>			
<u>Allegany County</u>			
US 40 Alt. MD 135 US 220 Cumberland Transit	MD 658 to Long Drive MD 36 to eastern limits of Westernport South of MD 53 to north of MD 636 Custom kiosks and bicycle racks	Local Revitalization Traffic Calming Local Revitalization and Intersection Improvements Transit guides and trail connection	NA* Spring 2003 NA* Winter 2003
<u>Anne Arundel County</u>			
MD 175 MD 677	At MD 677 MD 175 to Piney Orchard Parkway	Intersection Improvements Bicycle and Pedestrian Access	NA* NA*
<u>Baltimore County</u>			
MD 45 MD 151 Arbutus Transit Arbutus Transit	Northern Parkway to Stevenson Lane Morse Lane to Wise Avenue Bridge Improvement, bus shelters, lighting Bridge Improvements (Art Project)	Master Plan Development Traffic Safety Addresses Structural Decay Enhances Transit District	Fall 2003 Spring 2003 Spring 2002 Summer 2002
<u>Baltimore City</u>			
Belair Road  Washington Boulevard Johns Hopkins Metro  Morgan State University University Medical Center Baltimore/Howard Streets	Bridge Improvement and Bus Shelter at Sinclair Lane Fence installation Pedestrian streetscape improvements  Streetscape Improvement along Argonne Drive Sidewalk Construction along Eutaw Street Pedestrian Improvements in West Side Revitalization Area	Addresses Structural Deficiencies  Safety Pedestrian Environment  Pedestrian Improvement Pedestrian Environment Pedestrian Environment	Fall 2002  Spring 2002 Spring 2002  Summer 2003 Spring 2002 Fall 2002



<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Baltimore City (Con't)</u>			
Reisterstown Metro Shot Tower Metro	Metro Station Day Care Center Enhancement Inner Harbor East Museum Walk kiosks and decorative banners	Transit Enhancement Pedestrian Environment	Summer 2002 Spring 2003
<u>Calvert County</u>			
MD 765	Through Town of St. Leonard	Traffic Calming	Fall 2003
<u>Carroll County</u>			
MD 31 MD 75	Coe Drive to Church Street South limits of Union Bridge to Bridge 6013	Traffic Safety Master Plan Development	NA* Spring 2004
<u>Cecil County</u>			
MD 272 MD 273 Perryville MARC	South of Irishtown Road to US 40 Within limits of Rising Sun Pedestrian improvements	Traffic Calming Commercial Redevelopment Improve Pedestrian Flow	Spring 2004 Fall 2003 Spring 2002
<u>Dorchester County</u>			
MD 16/14	MD 16 and MD 14 in East New Market	Historic Enhancement	NA*
<u>Frederick County</u>			
US 40 Alt. Brunswick MARC Frederick MARC	Through Middletown Sidewalk improvements to station Inter-Modal Transit Center Parking	Historic Preservation Pedestrian Access and Safety Station Improvements	NA* Fall 2002 Winter 2003

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Harford County</u>			
MD 755 Edgewood MARC Aberdeen MARC	MD 24 to Willoughby Beach Road Station renovations Parking Enhancements	Pedestrian Safety Enhances Transit Station Station Improvements	NA* Spring 2003 Fall 2002
<u>Kent County</u>			
MD 291 MD 292 MD 445	Through Town of Millington Within limits of Betterton Green Lane to Rock Hall Ballpark	Drainage Improvement Drainage Improvement Pedestrian and Bike Access	NA* Spring 2003 Fall 2003
<u>Montgomery County</u>			
MD 192 MD 195 MD 547 Garrett Park MARC	Plyers Mill Road to Kensington Parkway Garland Avenue to MD 193 Kenilworth Avenue to Weymouth Street Street lighting, bicycle racks	Traffic Calming Traffic Calming Traffic Calming Station Enhancements	Spring 2003 Fall 2003 Fall 2004 Spring 2003
<u>Prince George's County</u>			
US 1 US 1 US 1 US 1 MD 450	Farragut Avenue to Hamilton Avenue Contee Road to Oak Street Talbot Avenue to Howard County Line Gorman Avenue to Howard County Line St. Christopher's Church to Ramada Conference Center	Pedestrian Safety Master Plan Development Master Plan Development Master Plan Development Transit Access	Fall 2002 NA* NA* Fall 2003 Summer 2003
Cheverly Metro	Varied curb patterns along Cheverly Avenue	Pedestrian Safety	Fall 2002
Landover Metro	Streetscape improvements along Pennsy Drive	Pedestrian Improvements	Winter 2003

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Queen Anne's County</u>			
MD 19/19A	MD 213 to MD 19A	Traffic Calming	Summer 2004
<u>Talbot County</u>			
MD 331	US 50 to end SHA maintenance	Local Revitalization	Winter 2003
<u>Washington County</u>			
US 40	Walnut Street to Potomac Street	Master Plan Development	Fall 2002
<b><i>D. PROJECTS UNDER CONSTRUCTION</i></b>			
<u>Allegany County</u>			
Westernport Transit	Bus shelters	Transportation Enhancement	Spring 2002
<u>Anne Arundel County</u>			
MD 171	MD 2 to Baltimore City Line	Traffic Calming	Winter 2002
<u>Baltimore County</u>			
MD 26	Rolling Road to west of Washington Avenue	Commercial Redevelopment	Winter 2002
MD 45	Investment Place to Fairmount Avenue	Traffic Safety	Winter 2002
MD 140	Glengyle Avenue to south of I-695	Commercial Redevelopment	Winter 2002
MD 150	Selig Avenue to MD 700	Local Revitalization	Fall 2002
MD 542	North of Joppa Road to Taylor Avenue	Pedestrian Safety, Access to Transit	Fall 2002

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Baltimore City</u>			
Charles/Fayette Streets	Pedestrian improvements for MTA Bus	Pedestrian Improvement	Summer 2002
Centre Street	Sidewalk improvements for light rail station	Pedestrian Improvement	Spring 2002
Cultural Center Light Rail	Plaza improvements related to North Howard Street joint development project	Pedestrian Improvement	Fall 2002
Walters Art Gallery	Streetscape improvements at Centre Street/Charles Street	Pedestrian Improvement	Summer 2002
<u>Cecil County</u>			
MD 222/MD 7B Perryville MARC	MD 222 from MD 7B to US 40 New MARC parking facility	Drainage Improvement Meet Ridership Demand	Fall 2002 Winter 2002
<u>Harford County</u>			
MD 7A MD 132	Congress Avenue to Otsego Street MD 462 to US 40	Master Plan Development Pedestrian Access	Summer 2002 Fall 2002
<u>Montgomery County</u>			
Silver Spring	Rehabilitation of bus station	Transit Enhancement	Spring 2002
<u>Prince George's County</u>			
US 1	Oak Street to MD 198	Master Plan Development	Spring 2003
US 1	At 34th Street and Perry Street	Traffic Calming, Transit Access	Winter 2002
Laurel MARC	Pedestrian improvements	Improve Pedestrian Environment	Spring 2002
Riverdale MARC	Sidewalk improvements to station	Improve Pedestrian Environment	Spring 2002
Mt. Rainier	Bus shelter, lighting and public art	Transportation Enhancement	Summer 2002

<u>ROUTE/PROJECT</u>	<u>LIMITS/DESCRIPTION</u>	<u>BENEFITS</u>	<u>ESTIMATED COMPLETION</u>
<u>Queen Anne's County</u>			
MD 18B	Chester River Beach Road to Grasonville Elementary School	Pedestrian Safety, Drainage Improvement	Fall 2002
<u>Washington County</u>			
US 40 Alt.	MD 68 to west of MD 67	Master Plan Development	Fall 2002
MD 144 WB	Church Street to Tollgate Road	Local Revitalization	Fall 2002

## ***BICYCLE AND PEDESTRIAN RELATED PROJECTS***

The following lists the Bicycle and Pedestrian Related Projects in the Consolidated Transportation Program. Additional information can be found under the respective Secretary's Office, Maryland Transit Administration or State Highway Administration section.

<u>DESCRIPTION</u>	<u>COST/DISTANCE</u>
<b>THE SECRETARY'S OFFICE</b>	
<u>Silver Spring Transit Station &amp; MARC Station Relocation includes hiker/biker trail</u>	
<b>MARYLAND TRANSIT ADMINISTRATION</b>	
<u>MARC Edgewood Station Improvements includes SHA pedestrian improvements to MD 755</u>	
<u>Systems Preservation - Minor Projects Program</u>	
<p>pedestrian shelters</p> <p>MARC ADA equipment</p> <p>sidewalk at Warren Road Station - Light Rail</p> <p>Hunt Valley sidewalk access</p>	
<b>STATE HIGHWAY ADMINISTRATION</b>	
The State Highway Administration has various funding programs for pedestrian and bicycle programs.	
<u>Retrofit Sidewalk Program</u>	
Funding for this program requires 50% match from local and municipal sponsors except in urban revitalization areas where projects are eligible for 100% state funding	
<u>Allegany County</u>	
(Completed) MD 51 - Vancouver Street to Springdale Street	2,024 Linear Feet

**Retrofit Sidewalk Program (Con't)**Anne Arundel County

MD 677 - Higgins Road to MARC Station 500 Linear Feet

Baltimore County

US 40 - Nuwood Road to Double T Diner 2,000 Linear Feet  
(Completed) MD 122 - Woodlawn Drive to I-695 1,000 Linear Feet  
(Completed) MD 140 - Owings Mill Blvd. to Enchanted Hills Road 1,000 Linear Feet  
MD 140 - High Falcon Road to Franklin Blvd. 5,500 Linear Feet  
MD 159 - North Point Road to Eastpoint Mall 2,500 Linear Feet

Calvert County

(Completed) MD 2 in Solomon's Island 500 Linear Feet

Caroline County

MD 311 - Bee Tree Road to Bell Street 200 Linear Feet  
(Completed) MD 331 - Maple Avenue to Ledrum Avenue 500 Linear Feet  
(Completed) MD 404 Bus - 1st Street to 7th Street 500 Linear Feet  
MD 404 Alt. - Cemetery Road to Academy Ave. 500 Linear Feet

Carroll County

MD 75 - Green Valley Road to Union Bridge 320 Linear Feet  
MD 97 - Westminster 500 Linear Feet

Cecil County

MD 7 - Main Street to Mauldin Avenue 360 Linear Feet  
(Completed) MD 213 - Elementary School Annex to Medical Center 440 Linear Feet  
(Completed) MD 213 - MD 7 to US 40 1,750 Linear Feet  
MD 273 - in Rising Sun 340 Linear Feet

**Retrofit Sidewalk Program (Con't)**Dorchester County

(Completed)	MD 343 - St Claire to Maces Lane	1,000 Linear Feet
	MD 392 - Pine Street to Miner Road	1,450 Linear Feet

Garrett County

(Completed)	US 219 - at Alder Street in Oakland	271 Linear Feet
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Harford County

	MD 22 - Barnes Street to Maitland Street	270 Linear Feet
	MD 24 - Rock Spring Church Road to Dellcrest Road	3,600 Linear Feet
	MD 462 - Hillcrest Drive to Windemere Road	1,920 Linear Feet
	MD 924 - Homestead Street to Heighe Street	500 Linear Feet

Kent County

(Completed)	MD 313 - MD 291 to Millington Firehouse	500 Linear Feet
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Montgomery County

	MD 97 - Glenallan Avenue to Metro	1,000 Linear Feet
	MD 97 - Brookville Road to Longwood Park	1,200 Linear Feet
	MD 109 - Barnesville	800 Linear Feet
	MD 117 - Firsfield Road to Longdraft Road	1,500 Linear Feet
	MD 185 - Kensington	500 Linear Feet
	MD 187 - Huntington Parkway	400 Linear Feet
	MD 189 - Wooton Parkway to Dunster Lane	2,500 Linear Feet
	MD 191 - West Avenue to MD 185	500 Linear Feet
	MD 193 - Carroll Ave. to Takoma Park	100 Linear Feet
	MD 547 - at Stillwater Avenue	100 Linear Feet
	MD 650 - Powder Mill Road to Lockwood Drive	500 Linear Feet



**Retrofit Sidewalk Program (Con't)**Prince George's County

	US 1 - at Edgewood Road	200 Linear Feet
	MD 197 - BWI Expressway to Muirkirk Road	920 Linear Feet
	MD 202 - Bladensburg Elementary School to 55th Avenue	500 Linear Feet
	MD 208 - CSX bridge to US 1	700 Linear Feet
(Completed)	MD 332 - Ventura Avenue to Addison Road	500 Linear Feet
	MD 410 - at MD 500	500 Linear Feet
	MD 410 - MD 500 to US 1	1,610 Linear Feet
	MD 450 - 545h Street to BWI Parkway	11,500 Linear Feet
	MD 458 - MD 4 to Marlboro Pike	2,200 Linear Feet
	MD 500 - at Mt. Rainier	112 Linear Feet
	MD 501 - MD 500 to MD 211	2,365 Linear Feet
	MD 650 - Dilston Road to North Hampton Drive	1,800 Linear Feet
	MD 650 - Metzert Road to Northampton Drive	1,490 Linear Feet
	MD 650 - MD 320 to Langley Park	630 Linear Feet
(Completed)	MD 650 - at MD 193	500 Linear Feet

Queen Anne's County

	MD 300 - MD 837 to MD 313	500 Linear Feet
	MD 302 - Dixon Road to Busic Church Road	370 Linear Feet
	MD 313 - Post Office to MD 302	1,600 Linear Feet

St. Mary's County

(Completed)	MD 5 - MD 246 to Bay Ridge Road	500 Linear Feet
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Talbot County

	MD 303 - Park Avenue to RR tracks	500 Linear Feet
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Washington County

	US 11 - Fountaindale Elementary School	685 Linear Feet
	US 40 - Cleveland Avenue to Eastern Avenue	2,000 Linear Feet

**Retrofit Sidewalk Program (Con't)**Washington County (Con't)

US 40 in Hagerstown	2,100 Linear Feet
(Completed) MD 65 - West Oakridge Drive to Downsville Road	4,224 Linear Feet

Wicomico County

MD 347 - Culver Street to Bebron	1,800 Linear Feet
MD 675B - MD 54 to Pine Street	500 Linear Feet

Worcester County

MD 394 - Snow Hill to Dighton Road	5,130 Linear Feet
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**Retrofit Sidewalk Program Totals**

85,457 Linear Feet - \$2,221,882

\$850, 668 Programmed - \$374 686 Spent

**Neighborhood Conservation Program**

These projects include sidewalks, however we are unable to determine the portion of the total project cost directly attributable to the sidewalks

Allegany County

US 40 Alt. - Bowery Street to MD 36

Anne Arundel County

MD 170 - MD 2 to I-895  
MD 170 - I-895 to MD 648  
MD 171 - MD 2 to Baltimore City line  
MD 175 - MD 677 in Odenton  
MD 648 - MD 176 to MD 10

**Neighborhood Conservation Program (Con't)**

Calvert County

MD 765 - Through Town of St. Leonard

Carroll County

(Completed) MD 32 - MD 526 to MD 31  
MD 30 in Manchester

Cecil County

MD 7D in Elkton  
MD 222/7B - MD 7B to US 40

Charles County

(Completed) MD 210 in Indianhead

Frederick County

MD 17 in Brunswick

Harford County

MD 7A - Congress Avenue to Otsego Street  
MD 132 - MD 462 to US 40

Montgomery County

MD 117 - MD 355 to Summitt Avenue  
MD 186 - MD 410 to Woodbine Street  
MD 192 - Plyers Mill Road to Kensington Pkwy.  
MD 195 - Garland Avenue to MD 193  
MD 547 - Kennilworth Avenue to MD 355

**Neighborhood Conservation Program (Con't)**

Prince George's County

US 1 - Farragut Avenue to Hamilton Avenue  
US 1 - Oak Street to MD 198  
US 1 - 34th Street to Perry Street  
MD 202 - US 50 to MD 450  
MD 704 - DC Line to Hill Road

Queen Anne's County

MD 18B - Chester River Beach Road to Grasonville Elem. School  
MD 18C - Charity Lane to Wall Street

Washington County

US 40 - in Hagerstown - Phase I  
US 40 Alt - MD 68 to MD 67 in Boonsboro  
US 40 - in Hagerstown - Phase II  
MD 65 - West Oak Drive to Downsville Road  
MD 144 in Hancock

Wicomico County

MD 347 - Quantico Creek to Athol Road

Worcester County

(Completed) MD 528 - 9th Street to 26th Street

**Total Neighborhood Conservation Program**

**\$89,542,000**

**Streetscapes and Minor Reconstruction**

Allegany County

MD 936 - Burns Alley to Church Street

Frederick County

MD 17 - in Burkitsville

Montgomery County

MD 189 - Monument St. to MD 28

Prince George's County

MD 201 - Edmonston Road to MD 410

(Completed) MD 332 - Washington DC line to Ventura Avenue

Washington County

US 40 - in Clear Spring

**Total Streetscape Program**

**\$7,738,000**

**Transportation Enhancements Program**

These projects are funded 50% federal transport enhancement funds and 50% by the local sponsor.

Allegany County

Allegheny Highlands Trail from Woodcock Road to New Hope Road - 6.1 miles

Allegheny Highlands Trail - Eastern and Northern Section - 14.9 miles

Canal Place - Canal Street Pedestrian Promenade

**Transportation Enhancements Program (Con't)**

Anne Arundel County

Jonas Green Park - trail head and visitor's center  
Odenton Road Trail - pedestrian access to Odenton MARC Station  
WB&A Trail - 3.6 miles

Baltimore City

Frederick Douglass Park - pedestrian promenade  
(Completed) Gwynns Falls Trail - Phase III - 5 miles

Calvert County

(Completed) Chesapeake Beach Boardwalk

Caroline County

Marshyhope Waterfront pedestrian bridge

Carroll County

Wakefield Valley Community Trail - .8 miles

Harford County

Ma & Pa Trail - Phase II - 2.7 miles

Howard County

Centennial Access Pathway - 0.5 miles  
Howard County Spinal Pathway - Phase 3B - 2.0 miles

Montgomery County

Rockville Millennium Trail - 2.5 miles  
Rockville Millennium Trail - Phase II - 1 mile

**Transportation Enhancements Program (Con't)**

Montgomery County (Con't)

Forest Glen Pedestrian Bridge - .27 miles  
Bethesda Trolley Trail Bridge over I-270  
Bethesda Trolley Trail Bridge over I-495

Prince George's County

Bowie Town Center Pedestrian Bridge over MD 197  
District Heights Trail - 1.2 miles  
(Completed) WB&A Trail - 6.1 miles  
Rhode Island Avenue Rail to Trail - .6 miles

Queen Anne's County

Cross Island Trail - 2.5 miles

Somerset County

(Completed) Princess Anne Streetscape

Talbot County

Easton Rail Trail - 1.4 miles

Washington County

Western Maryland Rail Trail - 9.53 miles

Wicomico County

Northeast Collector Road Bicycle Trail - 0.5 miles

Worcester County

(Completed) Ocean City Boardwalk - Phase II

**Total Bike/Ped Related Enhancement Project expenditures that will  
accommodate bicycles and pedestrians**

**\$34,021,783**

**Primary/Secondary Program**

These projects are listed on Project Information Forms in the Consolidated Transportation Program and are included as part of the highway construction project.

Allegany County

US 220 Relocated shoulders	9.12 miles
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Anne Arundel County

MD 2 - MD 214 to Virginia Avenue	
wide curb lanes	2.7 Miles
sidewalk	2.7 Miles
MD 32/MD 198 interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile
US 50/MD 2/MD 450 interchange	
parallel trail	0.5 Miles
MD 174/I-97 interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile

Baltimore County

I-695/MD 146/Providence Rd Interchange	
wide curb lanes	2.32 Miles
sidewalk	2.32 Miles
I-695/MD 140 Interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile
I-695/MD 45 interchange	
wide curb lanes	1 Mile
sidewalk	1 Mile



**Primary/Secondary Program (Con't)**

Baltimore County (Con't)

MD 7 - MD 43 to Campbell Blvd.	
wide curb lanes	1 Mile
sidewalk	1 Mile
US 1 - Cliffvale Road to Miller Road	
wide curb lanes	1.4 Miles
shoulders	1.4 Miles
MD 43 Extended	
wide curb lanes	6 Miles
parallel trail	5 Miles

Calvert County

MD 4/MD 260 Interchange	
shoulders	1 Mile
MD 765 in Solomon's	
wide curb lanes	1 Mile
sidewalk	1 Mile

Carroll County

MD 140 - MD 97 N. to MD 27	
wide curb lanes	1 Mile
sidewalks	1 Mile

Dorchester County

US 50 - Woods Rd, to Bucktown Road	
wide curb lanes	2 Miles

Frederick County

I-70/MD 85/MD 355 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile

**Primary/Secondary Program (Con't)**

Frederick County (Con't)

MD 475 - East Street Extended sidewalks	0.8 Miles
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Harford County

US 1 - Hickory Bypass/MD 23 shoulders	1.4 Miles
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Howard County

US 29/MD 216 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
US 29/Johns Hopkins/Gorman Roads	
wide curb lanes	1 Mile
sidewalks	1 Mile
MD 175/Little Patuxent Parkway	
wide curb lanes	1 Mile
MD 216 - I-95 to US 29	
wide curb lanes	5.2 Miles
sidewalks	5.2 Miles

Montgomery County

I-270/MD 187 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
I-270/Democracy Blvd. Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
I-270/MD 124 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile

**Primary/Secondary Program (Con't)**

Montgomery County (Con't)

I-270/MD 117 Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
US 29/Randolph Road Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
US 29/Briggs Chaney Road Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
US 29/MD 198/Blackburn Road Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
MD 28 - Riffle Road to MD 219	
wide curb lanes	6.72 Miles
sidewalks	3.36 Miles
trail	3.36 Miles
MD 355 - MD 24 to Middlebook Road	
wide curb lanes	5.12 Miles
sidewalks	2.56 Miles
trail	2.56 Miles

Prince George's County

I-95/I-495 Woodrow Wilson Bridge	
parallel pedestrian bridge and trail	
MD 228 - MD 210 to Mattawoman Creek	
shoulders	6.2 Miles
US 50/Columbia Pike Interchange	
wide curb lanes	1 Mile
sidewalks	1 Mile
MD 212 - US 1 to I-95	
wide curb lanes	4 Miles
sidewalks	4 Miles

**Primary/Secondary Program (Con't)**

Prince George's County (Con't)

MD 450 - Whitfield Chapel Rd. to Seabrook Rd.	
wide curb lanes	1.9 Miles
sidewalks	1.9 Miles
MD 450 - Seabrook Rd. to MD 193 + MD 704	
wide curb lanes	6.02 Miles
sidewalks	4.46 Miles
trail	2.56 Miles
MD 450 - MD 193 to Bell Station Road	
wide curb lanes	0.8 Miles
sidewalks	0.4 Miles
trail	0.4 Miles
MD 450 - Bell Station Road to Seabrook Road	
wide curb lanes	10.8 Miles
sidewalks	5.4 Miles
trail	5.4 Miles

St. Mary's County

MD 235 - Lexington Park	
wide curb lanes	9.4 Miles
sidewalk	9.4 Miles

Somerset County

MD 882, UMES access road	
wide curb lanes	1.4 Miles
sidewalk	0.7 Miles
parallel trail	0.7 Miles

Washington County

I-81/Halfway Blvd	
sidewalk	1 Mile

**Primary/Secondary Program (Con't)**

Worcester County

US 113  
shoulders

16.86 Miles

**Primary/Secondary projects that will include expenditures for improvements that will accommodate bicycles and pedestrians.**

**wide curb lanes  
shoulders  
sidewalks  
trails**

**84.48 Miles = \$21,120,000  
35.98 Miles = \$8,995,000  
58.84 Miles = \$8,077,555  
21.5 Miles = \$4,162,000**

**Bicycle Retrofit Program**

Allegany County

MD 36 - Patch and overlay existing shoulders

Anne Arundel County

MD 178 - Resurface shoulder

Carroll County

(Completed) MD 144 - Carroll County Line to MD 94

Frederick County

(Completed) US 15 BUS - Construct shoulders  
(Completed) MD 144 - MD 94 to MD 97  
(Completed) MD 144 - MD 97 to MD 32  
MD 144 - MD 32 to Marriotsville Road  
MD 144 - Frederick County Line to Howard County Line

**Bicycle Retrofit Program (Con't)**

Queen Anne's County

MD 18A, B & C - Construct shoulders

Wicomico County

US 13 - construct bicycle trail ner MD 675

Worcester County

(Completed) US 113 - Patch and overlay existing shoulders

Areawide

(Completed) District 1 - Erect share the road with bicycles signs

(Completed) District 5 - Trim trees and shrubs along roadway shoulders

**Total Bicycle Retrofit Program**

**\$2,200,000**

**Resurface/Rehabilitate**

The SHA maintains a regularly scheduled maintenance program to repair and resurface its roadways throughout the State. These projects serve to benefit motorists, cyclists and pedestrians.

**Maryland Capital Transportation Program  
General Aviation Grants-In-Aid  
Fiscal Year 2002**

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

<u>COUNTY</u>	<u>AIRPORT</u>	<u>GRANT AMOUNT (000's)</u>	
Allegany	Greater Cumberland Regional Airport	Federal	426
		State	21
		Local	<u>21</u>
		Total	468
Anne Arundel	Tipton Airport	Federal	284
		State	44
		Local	<u>43</u>
		Total	371
Baltimore County	Essex Skypark	Federal	0
		State	0
		Local	<u>0</u>
		Total	0
Caroline	Ridgely Airport (Privately Owned)	Federal	315
		State	35
		Local	<u>0</u>
		Total	350
Carroll	Carroll County Regional/Jack B. Poage Field	Federal	299
		State	17
		Local	<u>17</u>
		Total	333

**Maryland Capital Transportation Program  
General Aviation Grants-In-Aid  
Fiscal Year 2002 (Cont'd)**

<u>COUNTY</u>	<u>AIRPORT</u>	<u>GRANT AMOUNT (000's)</u>	
Cecil	Cecil County Airport (Privately Owned)	Federal	0
		State	269
		Airport Owner	<u>269</u>
		Total	538
Charles	Maryland Airport (Privately Owned)	Federal	0
		State	20
		Airport Owner	<u>0</u>
		Total	20
Dorchester	Cambridge/Dorchester County Airport	Federal	1,932
		State	1,084
		Airport Owner	<u>901</u>
		Total	3,917
Frederick	Frederick Municipal Airport	Federal	6,108
		State	340
		Airport Owner	<u>340</u>
		Total	6,788
Garrett	Garrett County Airport	Federal	258
		State	13
		Airport Owner	<u>13</u>
		Total	284
Montgomery	Montgomery County Airpark	Federal	0
		State	1,760
		Airport Owner	<u>0</u>
		Total	1,760



**Maryland Capital Transportation Program  
General Aviation Grants-In-Aid  
Fiscal Year 2002 (Cont'd)**

<u>COUNTY</u>	<u>AIRPORT</u>	<u>GRANT AMOUNT (000's)</u>	
Prince George's	Freeway Airport (Privately Owned)	Federal	0
	Potomac Airfield (Privately Owned)	State	102
	Washington Executive/Hyde Field (Privately Owned)	Airport Owner	<u>102</u>
		Total	204
St. Mary's	Captain Walter Francis Duke Regional Airport	Federal	383
		State	21
		Airport Owner	<u>21</u>
		Total	425
Somerset	Crisfield-Somerset County Airport	Federal	0
		State	20
		Airport Owner	<u>20</u>
		Total	40
Talbot	Easton Airport/Newnam Field	Federal	346
		State	19
		Airport Owner	<u>19</u>
		Total	384
Washington	Hagerstown Regional Airport-Richard A. Henson Field	Federal	2,982
		State	166
		Airport Owner	<u>166</u>
		Total	3,314

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

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	5.4	5.9	3.6	3.2	2.2	2.7	23.0
System Preservation Minor Projects	27.3	10.2	5.3	4.8	3.6	3.7	54.9
<b><u>Development &amp; Evaluation Program</u></b>	<u>3.2</u>	<u>2.0</u>	<u>2.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>7.2</u>
SUBTOTAL	35.9	18.1	10.9	8.0	5.8	6.4	85.1
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>1.0</u>	<u>1.3</u>	<u>1.7</u>	<u>1.8</u>	<u>1.9</u>	<u>1.9</u>	<u>9.6</u>
TOTAL	36.9	19.4	12.6	9.8	7.7	8.3	94.7
Special Funds	33.9	17.7	11.8	9.8	7.7	8.3	89.2
Federal Funds	3.0	1.8	0.8	-	-	-	5.5

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**STATUS:** Projects approved for funding appear in the State Highway System Preservation Program.

**PROJECT:** Transportation Enhancement Program

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

**JUSTIFICATION:** Transportation enhancements are projects that will add community and environmental value to the transportation system. The Transportation Equity Act for the 21st (TEA-21) century provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Enhancement activities must be directly related to transportation.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The \$16.1 million increase is due to the identification of additional projects.

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	150,486	67,970	9,900	10,200	9,900	10,000	10,100	10,300	60,400	22,116
Total	150,486	67,970	9,900	10,200	9,900	10,000	10,100	10,300	60,400	22,116
Federal-Aid	111,165	48,773	7,500	7,500	7,500	7,500	7,500	7,500	45,000	17,392

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	STP	10,547
CO	2003	STP	10,797
CO	2004	STP	10,797
CO	2005	STP	10,797
CO	2006	STP	10,797
CO	2007	STP	10,797

\*The Construction line includes studies, planning, and design funds and are shown on the construction line for purposes of simplicity.

\*\*These funds are budgeted in the Highway Program, and are shown here for informational purposes.



**STATUS:** This program incorporates TERP, TERM and MMI funds as one project. The program is underway, using previously programmed TERP, TERM and MMI funds.

**PROJECT:** Commute Smart Program

**DESCRIPTION:** The objective of this program is the reduction of traffic congestion and mobile source emissions. The program will incorporate and expand proven strategies to reduce emissions in Maryland's air quality non-attainment areas, including telework, regional commuter assistance, and clean vehicle technologies. New approaches will also be developed to reduce traffic congestion in Maryland through strategies such as regional partnerships to support sustainable transportation and quality-of-life initiatives, congestion mitigation projects targeting major construction activities, and development and deployment of advanced transportation technologies.

**JUSTIFICATION:** The Clean Air Act and TEA-21 require transportation programs to remain in step with State air quality plans. Thirteen Maryland counties are in air quality non-attainment status. In addition, worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts the quality of life of Maryland citizens through lost time and increased costs. The Commute Smart Program will address these issues by implementing projects that will achieve measurable reductions in mobile source emissions. These reductions are important to the annual air quality conformity analysis of the Department's transportation plans and programs.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$2.2 million due to the addition of FY 2007.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	32,884	12,323	5,289	5,171	2,865	2,423	2,154	2,659	20,561	0
Total	32,884	12,323	5,289	5,171	2,865	2,423	2,154	2,659	20,561	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Identification of development proposals began in FY 2002.

**PROJECT:** Transit Station Smart Growth Initiative

**DESCRIPTION:** This program will provide funds for the construction of transportation related improvements in support of development in the vicinity of rail transit stations. Projects will be proposed by private sector developers and reviewed/selected in consultation with local governments, private development interests, Department of Housing and Community Development, Department of Business and Economic Development, and the Maryland Department of Planning.

**JUSTIFICATION:** Transit station oriented development is a desirable component of Smart Growth in that it takes advantage of previous investment in transit infrastructure to foster areas of intense development, thereby increasing transit ridership. Funding will be used to leverage greater private sector investments in transit oriented development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Funds deleted due to the national economic slowdown. (See Page A-11)

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS 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	0	0	0	0	0	0	0	0	0	0
Construction	2,400	0	150	750	750	750	0	0	2,400	0
Total	2,400	0	150	750	750	750	0	0	2,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### THE SECRETARY'S OFFICE - LINE 4

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior</u></b>		
	<b><u>The Secretary's Office</u></b>		
1	Susquehanna Greenways Grant (0037)	13	Complete
2	Transportation Infrastructure Display - Legislative Office (0041)	70	Complete
3	Minority Business Enterprise - Legal Defense & Education Fund (0040)	43	Complete
4	Minority Business Procurement Contract (0036)	1,000	Complete
5	Southern MD Pedestrian/Bicycle Trail System (0038)	50	Complete
6	MDOT Headquarters ADA Rehabilitation (0023)	13	Complete
7	MDOT Headquarters Energy Study (0027)	174	Underway
8	Port Land Use (HUD GRANT) (0017)	2,000	Underway
9	CVISN (0034)	4,000	Underway
10	Freight Rail Oversight (0032)	468	Underway
11	Air Quality Analysis (Edwards and Kelcey) (0004)	1,200	Underway
12	Federal Intelligent Transportation Systems (ITS) (0033)	1,300	Underway
13	MAA WCOG Air Passenger Study (0044)	129	Underway
14	Asbestos Removal Departmentwide (0022)	35	Underway
15	Bike and Pedestrian Trail Southern Maryland (0050)	50	Underway
16	Capital Program Management System (CPMS) (0015)	2,630	Underway
17	Community Development Corporation (CDC) (0047)	50	Underway
18	Downtown Partnership (0048)	2,300	Underway
19	Key Highway Road Extension (0030)	5,000	Underway
20	Mainframe Purchase (0042)	2,700	Underway
21	Sheperds Mill Road - Grant to Carroll County (0039)	3,500	Underway
22	MDOT Headquarters General Building Improvements (0028)	5	Underway
23	MEDCO - New MDOT Building (0070)	6,000	Underway
24	Network Hardware/Software Replacement Costs (0020)	3,419	Underway
25	Program Management (0019)	62	Underway
26	Real Estate Advisory Program (0005)	135	Underway
27	Rocky Gap Amphitheater Access Road - Grant to Allegany County (0043)	1,100	Underway
28	Smart Growth Initiative (0045)	163	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u><b>FY 2002 and Prior (cont'd)</b></u>		
	<u><b>The Secretary's Office (cont'd)</b></u>		
29	Susquehanna Bridge Pier Inspection (0049)	18	Underway
30	Ripken Stadium (0046)	400	Spring, 2002
	<u><b>FY 2003</b></u>		
	<u><b>The Secretary's Office</b></u>		
31	Asbestos Removal Departmentwide (0022)	35	Summer, 2002
32	Network Hardware/Software Replacement Costs (0020)	2,461	Summer, 2002
33	Program Management (0019)	220	Summer, 2002
34	Real Estate Advisory Program (0005)	120	Summer, 2002
35	Grant to Prince George's County for Metro Center Garage (0071)	3,500	Summer, 2002
36	Pathways to School (0051)	0	Spring, 2003
37	Prince Frederick Loop Road Feasibility Study (0072)	400	Spring, 2003





**STATUS:** Various studies and technical assistance underway..

**PROJECT:** Statewide Transportation Planning Studies

**DESCRIPTION:** To assist statewide planning efforts addressing TEA-21 requirements for a statewide plan and transportation management system. Includes assessment of the capital program for Maryland Transportation Plan (MTP) supportiveness and Managing for Results (MFR) consistency; analysis of potential passenger and freight multi-modal transportation solutions at the state and corridor level; development, implementation, management, and support for programs ensuring air and water quality regulatory compliance; identification of opportunities to intensify land uses in transit corridors; and other planning efforts consistent with TSO's multi-modal planning.

**JUSTIFICATION:** This study effort provides technical support for the Maryland Transportation Plan (MTP), including corridor analysis and congestion forecasting.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$1.0 million due to refinement of scope.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	9,464	2,289	3,175	2,000	2,000	0	0	0	7,175	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,464	2,289	3,175	2,000	2,000	0	0	0	7,175	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0002, 0007



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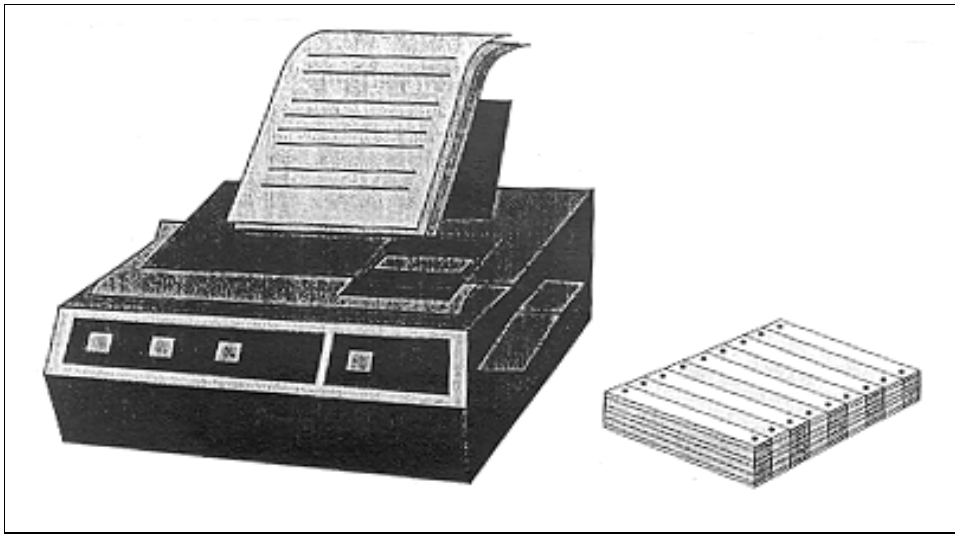
**THE MOTOR VEHICLE ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	16.6	9.1	9.9	6.0	4.9	5.7	52.2
System Preservation Minor Projects	7.0	10.0	3.6	8.0	8.3	9.8	46.7
<b><u>Development &amp; Evaluation Program</u></b>	<u>-</u>	<u>3.5</u>	<u>0.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.9</u>
SUBTOTAL	23.6	22.6	13.9	14.0	13.2	15.5	102.8
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>0.8</u>	<u>0.8</u>	<u>0.8</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>5.1</u>
TOTAL	24.4	23.4	14.7	14.9	14.1	16.4	107.9
Special Funds	24.4	23.4	14.7	14.9	14.1	16.4	107.9
Federal Funds	-	-	-	-	-	-	-

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**Motor Vehicle Administration -- Line 1**

**CONSTRUCTION PROGRAM**



**STATUS:** Underway.

**PROJECT:** Document Imaging and Workflow System (DIWS)

**DESCRIPTION:** This project is the next phase of the document imaging program and includes workflow processing to allow re-engineering of MVA business processes to improve customer service, efficiency and productivity. Expansion of this system includes upgraded hardware and software capabilities in the Driver Control, Administrative Adjudication and other business processes.

**JUSTIFICATION:** Digital imaging will provide the capability for interactive records availability, transmission of information to distant sites, multi-user accessible for same record, possible staffing reallocations, reduced reliance on paper, reduced floor space for paper storage and improved efficiency and productivity. This project will increase optical storage capacity and provide the network and image management foundation for future office automation.

**SMART GROWTH STATUS**

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

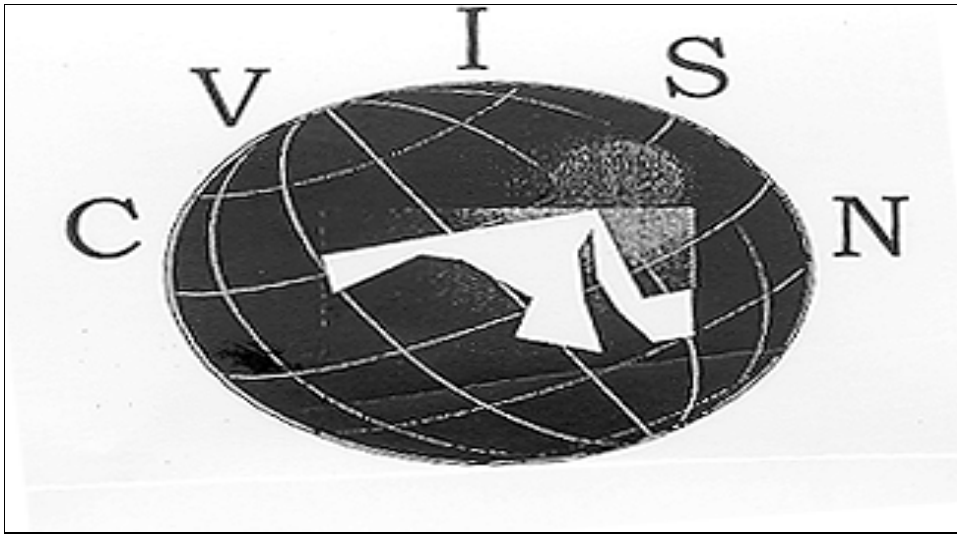
**ASSOCIATED IMPROVEMENTS:**

[Document Imaging and Workflow Systems - Phase 2 \(D&E Program\) -- Line 8](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	494	494	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	12,000	5,018	2,586	3,498	898	0	0	0	6,982	0
Total	12,494	5,512	2,586	3,498	898	0	0	0	6,982	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0303



**STATUS:** Underway.

**PROJECT:** Commercial Vehicle Information System Network (CVISN)

**DESCRIPTION:** This is a national program designed to integrate information systems, networks and technology to improve highway safety. This project includes systems to support electronic application for and issuance of motor carrier credentials; use of laptop computers and mobile communications technology to enable the law enforcement community to send and receive safety information; and feasibility testing of electronic screening for motor carriers to use technology to identify non-compliant carriers.

**JUSTIFICATION:** This project provides numerous efficiencies for Maryland's agencies as it brings together common objectives concerning highway safety and congestion, and also aids in economic development. Provides electronic access to national and state databases on motor carrier's safety and performance records, allows for a single location (one-stop shopping) for motor carrier credentials, sharing data with other states, streamlines the administrative process for businesses and government, and provides more timely and accurate electronic data transmission to promote highway safety.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	152	152	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,235	576	659	0	0	0	0	0	659	0
Total	1,387	728	659	0	0	0	0	0	659	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Motor Vehicle Administration -- Line 3

CONSTRUCTION PROGRAM



**STATUS:** Underway.

**PROJECT:** Electronic Lien, Title and Registration System (TARIS 2)

**DESCRIPTION:** This project includes re-engineering the business processes used for all vehicle related services; titling, registration, commercial vehicles, permits, tag return, and flagging.

**JUSTIFICATION:** Many existing business systems were developed over the years as independent applications in response to separate business unit needs. These systems have been in operation for a number of years, are outdated, need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to provide service using electronic commerce.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Funds deleted due to the national economic slowdown (See Page A-11); remaining decrease reflects showing only funding in the current program period.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,700	166	2,484	2,050	4,500	4,900	4,900	5,700	24,534	0
Total	24,700	166	2,484	2,050	4,500	4,900	4,900	5,700	24,534	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Underway.

**PROJECT:** Drivers Licensing - Point-Of-Sale System

**DESCRIPTION:** This project includes the replacement of the existing photo licensing system with a new state-of-the-art system and point-of-sale system capable of storing driver license data, motor voter data, organ donor data, related financial data and creation of a paperless license application process to improve workflow efficiency and customer service.

**JUSTIFICATION:** The existing using digital photo and signature was implemented in 1992. New information systems technology will enable MVA to improve customer service and financial systems.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,400	4,400	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	29,400	20,447	7,950	1,003	0	0	0	0	8,953	0
Total	33,800	24,847	7,950	1,003	0	0	0	0	8,953	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Underway.

**PROJECT:** e-MVA Service Delivery Systems

**DESCRIPTION:** This project includes the design and implementation of electronic delivery of MVA services through the Internet, kiosks and telephone Interactive Voice Response (IVR) systems.

**JUSTIFICATION:** The implementation and availability of MVA services electronically will improve customer service, reduce trips to MVA offices and improve effectiveness and productivity.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL 
 ☐ FEDERAL 
 ☐ GENERAL 
 ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,400	120	566	300	414	0	0	0	1,280	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,037	1,264	2,391	2,230	4,102	1,050	0	0	9,773	0
Total	12,437	1,384	2,957	2,530	4,516	1,050	0	0	11,053	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MOTOR VEHICLE ADMINISTRATION - LINE 6

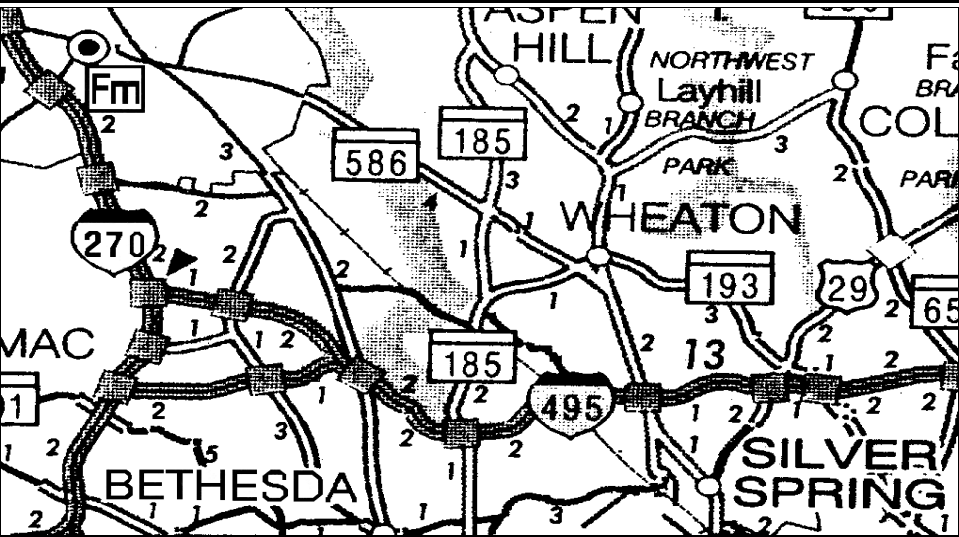
	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior</u></b>		
	<b><u>Building Improvements</u></b>		
1	VEIP Station Improvements and Equipment Replacement (0614)	9,068	Complete
2	Glen Burnie Office Escalator Rehabilitation (0604)	124	Complete
3	Titling and Registration Equipment Replacement (0609)	1,788	Complete
4	Automated Compulsory Insurance System [ACIS] (0600)	3,426	Underway
5	Glen Burnie Office Interior Improvements (0512)	4,303	Underway
6	Telecom Upgrade - Various Projects (0545)	4,172	Underway
7	Disability Permitting System (0621)	1,382	Underway
8	Gaithersburg Office Interior Modifications (0618)	288	Underway
9	Outstanding Arrest Warrant System (0622)	534	Underway
10	Building and Interior Modification - RESERVE (0598)	100	Underway
11	Comprehensive Planning, A&E Services (0536)	1,000	Underway
12	Glen Burnie and OIR Office Roof Replacements (0617)	987	Underway
13	Loveville Office Construction (0603)	2,323	Underway
14	Network Equipment Replacement (0615)	303	Underway
15	Branch Office Roof Rehabilitation (0631)	283	Spring, 2002
16	Glen Burnie Office Fire Protection Sys Rehabilitation (0629)	230	Spring, 2002
17	Mobile Customer Service Center - 2 (0549)	500	Spring, 2002
18	Motor Voter System (0628)	600	Spring, 2002
19	OIR Office Chiller Replacement-Rehabilitation (0630)	560	Spring, 2002
20	OIR Office Renovation Design (0535)	566	Spring, 2002
21	Security Improvements [Various Offices] (0518)	1,202	Spring, 2002
22	Waldorf Office Interior Modifications and Site Work (0619)	848	Spring, 2002
	<b><u>FY 2003</u></b>		
	<b><u>Building Improvements</u></b>		
23	Annapolis Office Interior Modifications and Site Work (0620)	850	Summer, 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MOTOR VEHICLE ADMINISTRATION - LINE 6 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u><b>FY 2003 (cont'd)</b></u>		
	<u><b>Building Improvements (cont'd)</b></u>		
24	Baltimore City Office Renovation (0602)	2,735	Summer, 2002
25	Cumberland Service Center - Cust Mgt Sys Planning (0626)	150	Summer, 2002
26	Glen Burnie Office - Site Improvements (0540)	3,545	Summer, 2002
27	Info MVA System (0627)	300	Summer, 2002
28	Building and Interior Modification - (RESERVE) (0598)	100	Summer, 2002





**STATUS:** Office location to be determined.

**PROJECT:** Montgomery County Branch Office

**DESCRIPTION:** Design and real estate acquisition for a new full-service office in Montgomery County.

**JUSTIFICATION:** This office will significantly improve customer service in Montgomery County and provide relief to the overcrowded conditions at the Gaithersburg branch office.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

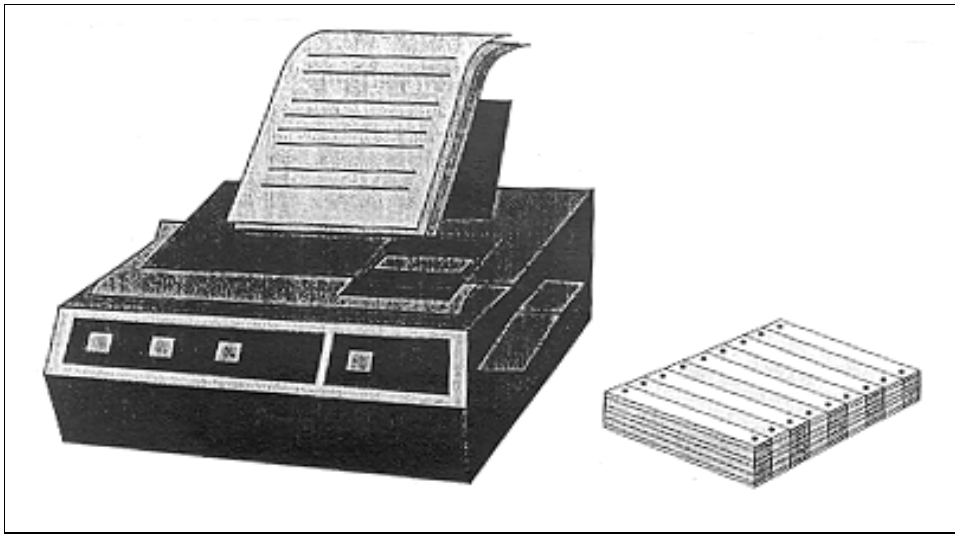
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Right-of-way deferred from FY 2002 to FY 2003 to allow more time to obtain the proper parcel.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	200	0	0	200	0	0	0	0	200	0
Right-of-way	2,950	0	0	2,950	0	0	0	0	2,950	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,150	0	0	3,150	0	0	0	0	3,150	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Transactions projected at 160,000 annually.

**OPERATING COST IMPACT:** Additional full-service office.



**STATUS:** Requirements analysis to begin in FY 2003.

**PROJECT:** Document Imaging and Workflow System - Phase 2

**DESCRIPTION:** This project includes the requirements analysis and development of the Request for Proposal for the second phase of the document imaging and workflow system project. This phase includes expansion of the system to re-engineer MVA business processes and upgrade hardware and software capabilities to improve customer service in the Business Licensing and Consumer Services, Financial, Accounting, Investigative and Administrative Services functions.

**JUSTIFICATION:** This project continues the document imaging and workflow systems program and includes additional MVA functions that will improve efficiency, productivity and customer service.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Document Imaging and Workflow Systems \(CO Program\) -- Line 1](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	750	0	0	350	400	0	0	0	750	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	750	0	0	350	400	0	0	0	750	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

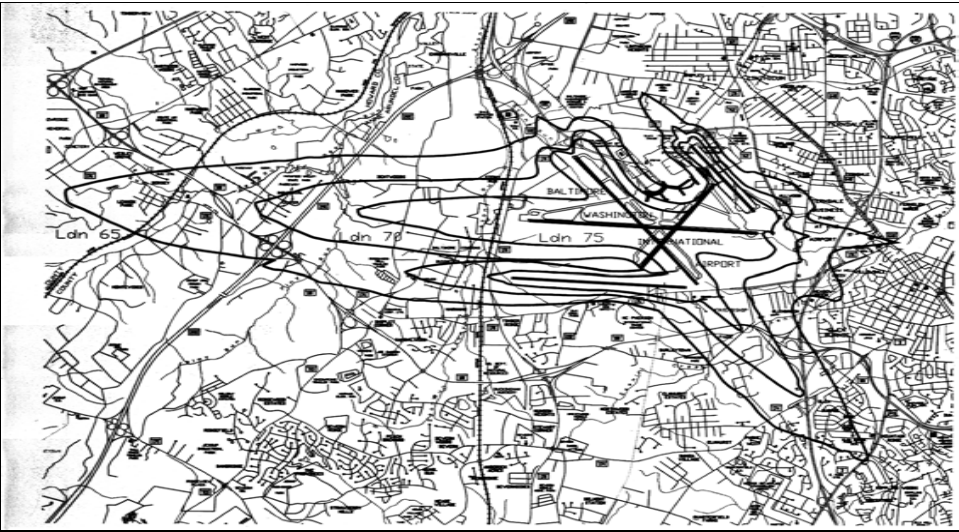
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**MARYLAND AVIATION ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	143.4	292.5	272.9	64.1	65.5	15.4	853.8
System Preservation Minor Projects	44.9	64.1	42.6	43.3	35.5	42.6	273.0
<b><u>Development &amp; Evaluation Program</u></b>	<u>4.1</u>	<u>9.9</u>	<u>4.2</u>	<u>1.9</u>	<u>1.0</u>	<u>-</u>	<u>21.1</u>
SUBTOTAL	192.4	366.5	319.7	109.3	102.0	58.0	1,147.9
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>4.8</u>	<u>5.6</u>	<u>5.9</u>	<u>6.0</u>	<u>6.2</u>	<u>6.4</u>	<u>34.9</u>
TOTAL	197.2	372.1	325.6	115.3	108.2	64.4	1,182.8
Special Funds	77.0	104.3	50.2	46.1	39.0	43.0	359.6
Federal Funds	17.4	25.3	23.3	21.0	10.8	11.1	108.9
Other Funding*	102.8	242.5	252.1	48.2	58.4	10.3	714.3

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\* Other funding includes Maryland Transportation Authority (MdTA) bond financing; Passenger Facility Charges (PFC's); Customer Facility Charges (CFC's); and Maryland Economic Development Corporation (MEDCO) funds. These funds are included in the total.



**STATUS:** MAA has acquired 229 properties through FY 2001, and land acquisition is continuing.

**PROJECT:** Noise Zone Land Acquisition Program

**DESCRIPTION:** This program promotes compatible land use around BWI, the State's only domestic and international air carrier facility, through purchase of residential properties offered voluntarily for sale by owners within designated high noise areas.

**JUSTIFICATION:** The Maryland Environmental Noise Act requires the MAA to minimize the impact of aircraft related noise on people living near BWI. The purpose of this program is to purchase, at fair market value, the most severely impacted residential properties within the BWI Airport Noise Zone, consistent with local zoning.

**SMART GROWTH STATUS**

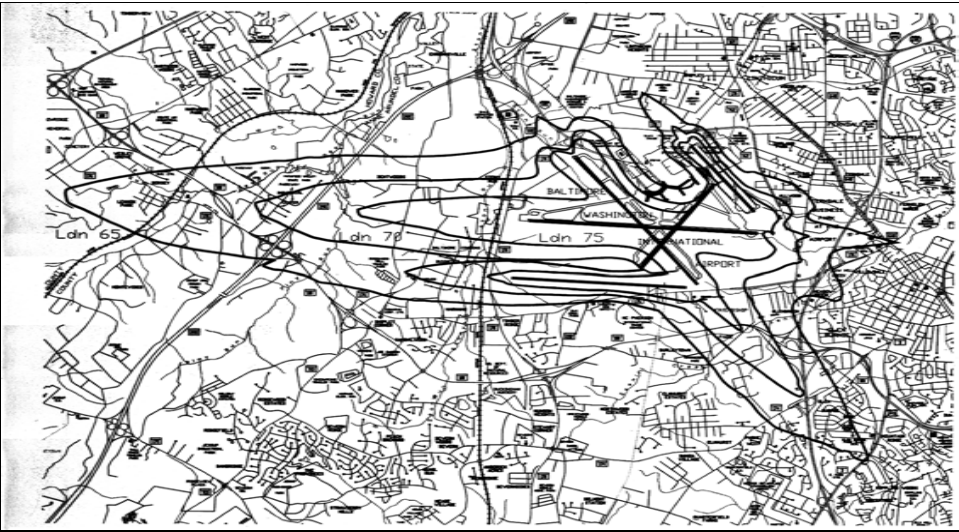
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- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
[Homeowner Assistance Program -- Line 2](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
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	32,203	31,078	375	375	375	0	0	0	1,125	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	32,203	31,078	375	375	375	0	0	0	1,125	0
Federal-Aid	24,235	23,335	300	300	300	0	0	0	900	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2002	AIP	300
RW	2003	AIP	300



**STATUS:** Full scale program began in FY 1991. MAA has participated in the soundproofing of 432 properties and sales assistance for 112 homes.

**PROJECT:** Homeowner Assistance Program

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

**JUSTIFICATION:** This program enhances the environment of neighboring communities by providing noise mitigation for homeowners residing within the BWI Airport Noise Zone starting with the most severely impacted communities.

**SMART GROWTH STATUS**

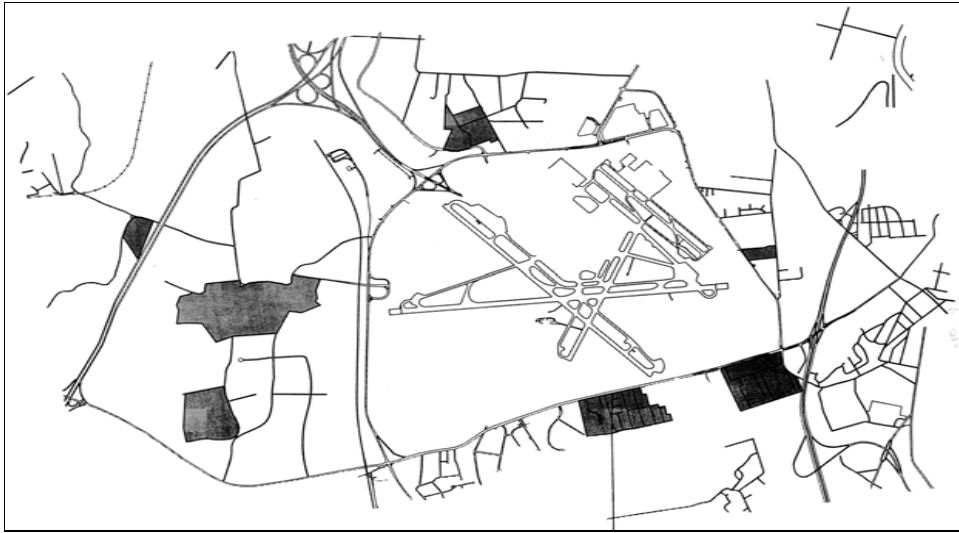
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- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
[Noise Zone Land Acquisition Program -- Line 1](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	251	231	0	0	10	10	0	0	20	0
Right-of-way	26,627	15,341	1,920	1,920	1,920	1,920	1,803	1,803	11,286	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	26,878	15,572	1,920	1,920	1,930	1,930	1,803	1,803	11,306	0
Federal-Aid	17,936	9,800	1,376	1,376	1,376	1,376	1,316	1,316	8,136	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2002	AIP	1,376
RW	2003	AIP	1,376
RW	2004	AIP	1,376
RW	2005	AIP	1,376
RW	2006	AIP	2,632



**STATUS:** Acquisition underway.

**PROJECT:** Protective Land Acquisition Program

**DESCRIPTION:** This program provides for the purchase of property in the immediate vicinity of the Baltimore / Washington International (BWI) and/or Martin State (MTN) airports to ensure its availability in future years for potential aviation purposes.

**JUSTIFICATION:** This multi-year program would provide the opportunity to protect property under the threat of development for future airport-related facilities, environmental requirements, and to ensure compatible land-use around the airports.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Total cost reduced \$12.5 million to show only expenditures for program period.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
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	28,957	6,336	2,228	3,349	4,000	4,500	5,272	3,272	22,621	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	28,957	6,336	2,228	3,349	4,000	4,500	5,272	3,272	22,621	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**STATUS:** Construction substantially complete. Current activity involves commuter vestibule rehabilitation.

**PROJECT:** Concourse D Rehabilitation at BWI Airport

**DESCRIPTION:** This project provides for renovations to Concourse D. Improvements will include fire protection upgrades, new carpeting and wall treatments, lighting upgrades, new HVAC chiller plant and air handling units, roof replacement, skylights, and other electrical and mechanical upgrades.

**JUSTIFICATION:** Renovations are necessary to meet current fire code requirements and to replace building systems/components that have reached their useful life. Portions of this pier have not been upgraded since having been reconstructed eighteen years ago. Architectural improvements will be concentrated in the oldest part of Concourse D.

**SMART GROWTH STATUS**

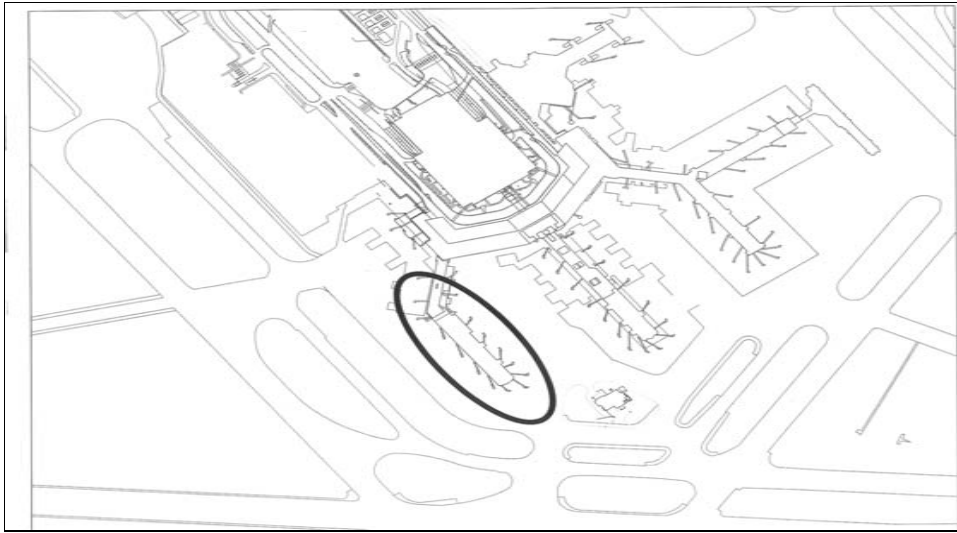
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[Concourse B Terminal Extension at BWI Airport -- Line 5](#)  
[New Concourse A Terminal Expansion at BWI Airport -- Line 6](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	1,300	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,249	16,811	438	0	0	0	0	0	438	0
Total	18,549	18,111	438	0	0	0	0	0	438	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** New 10-gate pier extension opened June 2000. Current activity involves the relocation of displaced airlines.

**PROJECT:** Concourse B Terminal Extension at BWI Airport

**DESCRIPTION:** This project provides for a 10-gate expansion of Concourse B, including new aircraft ramps, taxiway modifications, passenger holdrooms and services, and airline operations space.

**JUSTIFICATION:** Expansion of Concourse B is necessary to accommodate expansion of domestic flight operations and the resultant facility demands.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Rehabilitation of Concourse D at BWI Airport -- Line 4  
 New Concourse A Terminal Expansion at BWI Airport -- Line 6

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,214	5,214	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	43,361	39,473	2,519	1,369	0	0	0	0	3,888	0
Total	48,575	44,687	2,519	1,369	0	0	0	0	3,888	0
Federal-Aid	2,602	2,314	288	0	0	0	0	0	288	0

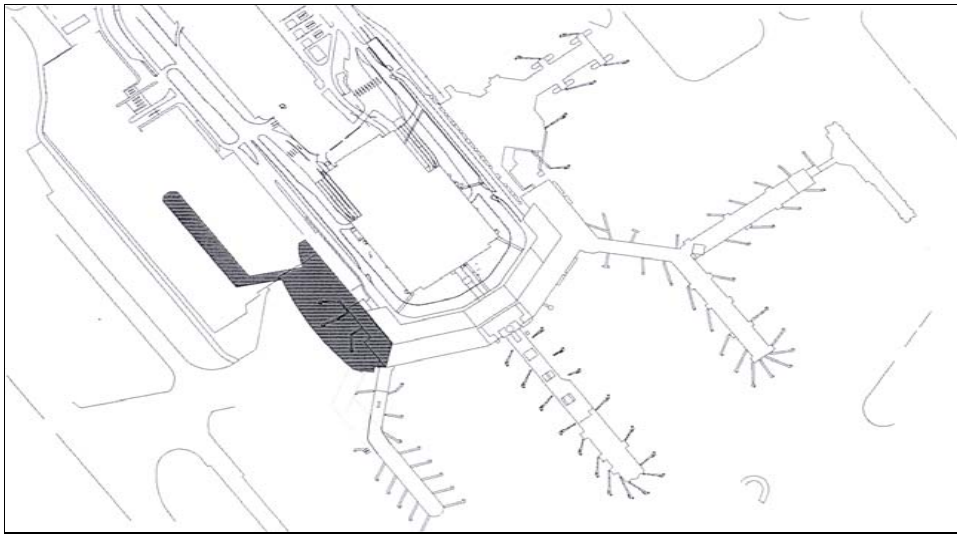
\* Project partially funded from Certificates of Participation bonds.  
 1008

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	AIP	1,165

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

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





**STATUS:** Construction to start in FY 2002. Concourse B renovations to be underway in FY 2003.

**PROJECT:** New Concourse A Terminal Expansion at BWI Airport

**DESCRIPTION:** This project provides for the construction of a new 11-gate Concourse A that will ultimately be expanded to 16 gates. Project includes demolition of the existing 3-gates on Concourse A, construction of a new ticketing concourse, security, and concession area, 11 initial passenger gates and holdrooms, moving walkways, baggage claim areas on the lower level, and airline operations and support areas. The existing six-gate Concourse B will also be reconstructed to include, fire protection upgrades, expanded concessions, moving sidewalks, and other passenger amenities.

**JUSTIFICATION:** Expansion of Concourse A is necessary to accommodate the continued expansion of domestic air 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:**

15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport -- Line 7

Concourse B Terminal Extension at BWI Airport -- Line 5

Central Utility Plant Expansion and Upgrade of Electrical Substations at BWI Airport -- Line 15

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Project delayed due to further coordination with airline.

**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL 
 ☐ FEDERAL 
 ☐ GENERAL 
 ☒ OTHER

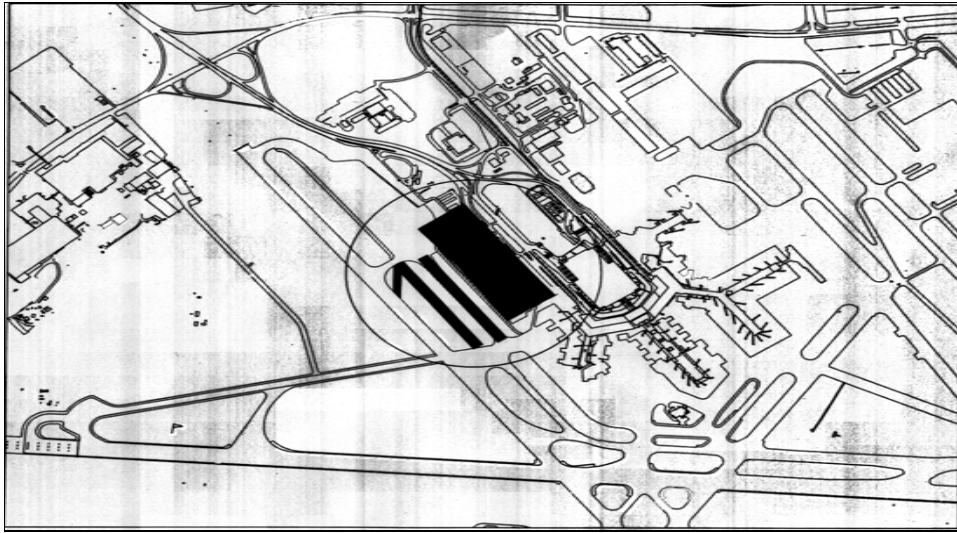
PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	175,464	0	17,365	45,621	112,478	0	0	0	175,464	0
Total	175,464	0	17,365	45,621	112,478	0	0	0	175,464	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Accommodate projected 160 daily flights.

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

Other funding is Maryland Economic Development Corporation (MEDCO).

1120



**STATUS:** Construction underway.

**PROJECT:** 15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport

**DESCRIPTION:** This project provides for the design of approximately 1,500 feet of taxiway parallel to Runway 15R. The project also provides for the new aircraft parking and deicing ramp adjacent to the new taxiway and immediately north of Pier A. The new ramp will be able to accommodate the ultimate 16-gate Concourse A and will be fitted with a gate deicing collection system.

**JUSTIFICATION:** Passenger levels are projected to increase 37% by 2010 with aircraft flights and movements to increase proportionately. This project is the final segment to complete a two-way taxiway to the Runway 15R holdblock and threshold. This will improve airport capacity by providing dual aircraft flow to the runway threshold, thereby allowing alternative routing and sorting of departing aircraft. The new ramp will provide sufficient aircraft ramp and parking positions to facilitate the Concourse A terminal expansion.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[New Concourse A Terminal Expansion at BWI Airport -- Line 6](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Project phasing changed to accommodate terminal expansion construction. Cost increase of \$7.9 million reflects final scope adjustments and actual contract bid amount.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,145	1,508	468	169	0	0	0	0	637	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,108	1,206	6,294	17,041	20,544	14,023	0	0	57,902	0
Total	61,253	2,714	6,762	17,210	20,544	14,023	0	0	58,539	0
Federal-Aid	38,112	2,035	9,137	11,446	7,747	7,747	0	0	36,077	0

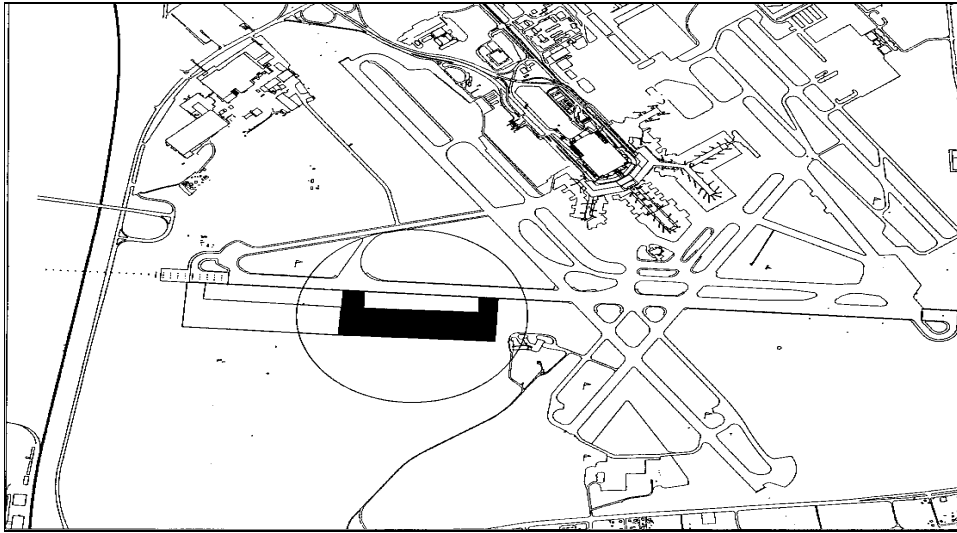
Other Funding is Revenue Bonds supported by a Passenger Facility Charge (PFC).

1117

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	AIP	6,781
CO	2003	AIP	4,748
CO	2004	AIP	7,748
CO	2005	AIP	7,748

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

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



**STATUS:** Infrastructure construction complete. First hangar completed.

**PROJECT:** Midfield Cargo Complex at BWI Airport - Phase I: Infrastructure Improvements

**DESCRIPTION:** This project provides for the design and construction of infrastructure for a new air cargo complex south of Runway 10-28. The project includes: site preparation for up to four cargo buildings, access roadway, utilities, and taxiway construction for access to two of the four potential buildings. Buildings will be developed by private developers.

**JUSTIFICATION:** The Airport Master Plan identifies the need for additional air cargo capacity. These buildings will allow for the continual expansion of BWI's domestic and international air cargo services. The existing air cargo space is not sufficient to meet current and projected demand. This facility would contribute to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Midfield Cargo Complex at BWI Airport, Phase II - Cargo Support Area & Airfield Improvements -- Line 9

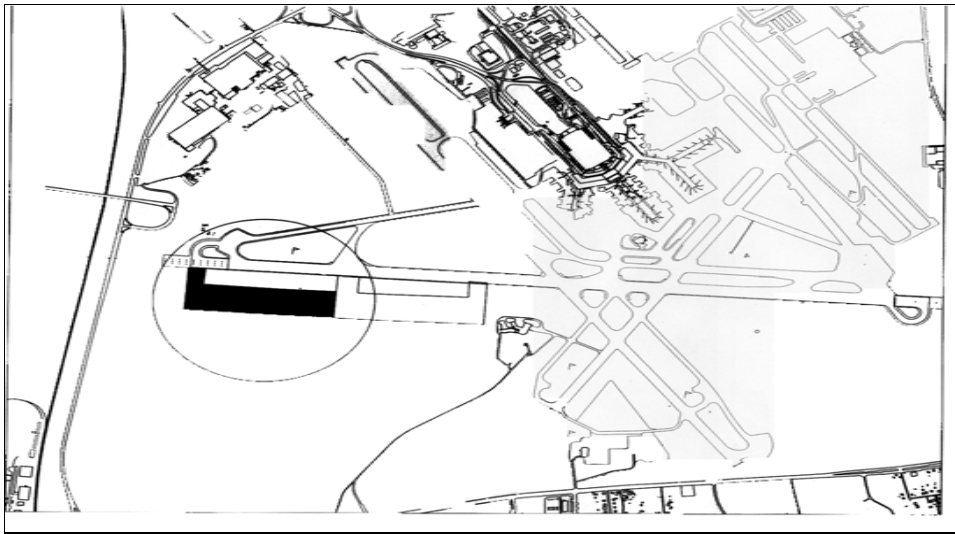
**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	402	402	0	0	0	0	0	0	0	0
Engineering	2,546	2,546	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,259	17,068	191	0	0	0	0	0	191	0
Total	20,207	20,016	191	0	0	0	0	0	191	0
Federal-Aid	3,772	3,772	0	0	0	0	0	0	0	0

**USAGE:** Up to 358,000 square feet of additional cargo and office/support space to be provided.

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

\* \$11.5 million developer contribution for use of State-owned Buildings B, C and F included in FY 2000 capital program revenue.



**STATUS:** Cargo support areas opened for temporary vehicle parking.

**PROJECT:** Midfield Cargo Complex at BWI Airport, Phase II - Cargo Support Area & Airfield Improvements

**DESCRIPTION:** This project provides for the design and construction for the airfield improvements and cargo support areas to support the Phase II development of the air cargo complex south of Runway 10/28. The project includes the paving, and installation of airfield lighting, markings, and signing for the taxiways to access the final two building sites in the complex. The building will be developed by a private developer. The project also includes the construction of designated cargo support areas in the midfield complex. These areas will be temporarily used for tenant vehicle parking until a new Tenant Parking Facility is completed.

**JUSTIFICATION:** Consistent with the need identified in the Airport Master Plan for additional air cargo capacity, this project will allow for the phased development of the Midfield Cargo Complex. This project will provide for the continued expansion of BWI's domestic and international air cargo services, and contribute to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Midfield Cargo Complex at BWI Airport - Phase I: Infrastructure Improvements -- Line 8  
 New Tenant Parking Facility -- Line 14

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Phase II development completion delayed until new Tenant Parking Facility opens.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	40	504	256	0	0	0	0	760	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,700	8,650	178	605	267	0	0	0	1,050	0
Total	10,500	8,690	682	861	267	0	0	0	1,810	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Cargo support airfield access for up to 358,000 square feet of hangar/office space.

**OPERATING COST IMPACT:** Operating costs will be recovered thru airport user fees.



**STATUS:** Construction underway.

**PROJECT:** Terminal Entrance Roadway Improvements - Phase I: Upper Level Roadway Extension and Terminal Access/Return Roadway at BWI Airport

**DESCRIPTION:** This project provides for the construction of a 700 foot extension of the upper level curbside and roadway at Concourse A. The project involves demolition of the existing roadway ramp, extension of the upper level curbside and roadway, construction of a new terminal access/return roadway and reconfiguration of the access roadway traffic markings/signalling.

**JUSTIFICATION:** To address projected upper level roadway capacity and curbside space requirements at the terminal. The project will also help relieve traffic congestion and contribute to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Terminal Entrance Roadway Improvements - Phase II: Upper Level Commercial Roadway Widening and Pedestrian Overpasses at BWI Airport -- Line 11](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$5.5 million due to final scope adjustments and actual bids.

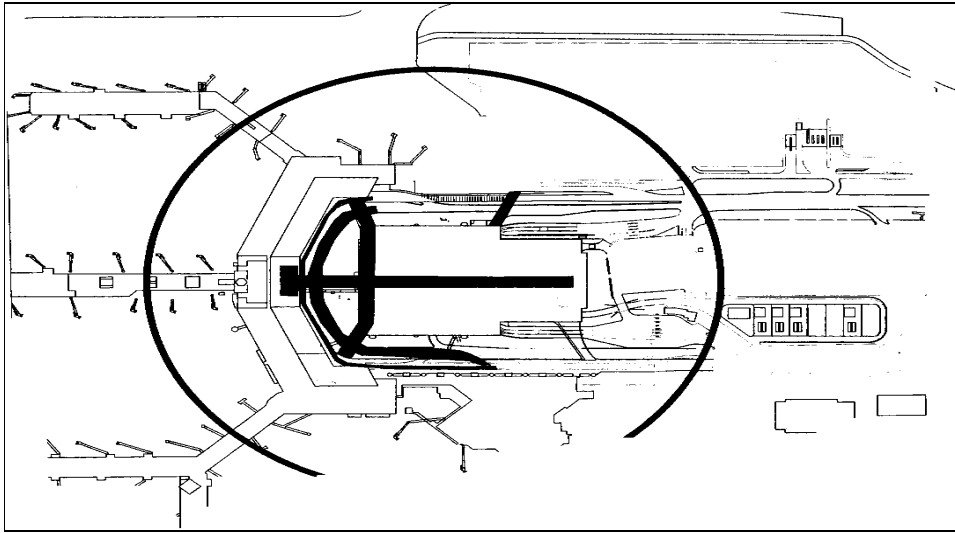
POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,249	4,341	908	0	0	0	0	0	908	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,051	6,441	19,561	24,049	0	0	0	0	43,610	0
Total	55,300	10,782	20,469	24,049	0	0	0	0	44,518	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

**OPERATING COST IMPACT:** None.

\* Other funding sources are Maryland Transportation Authority Bond Financing and Revenue bonds supported by a Passenger Facility Charge (PFC).





**STATUS:** Construction to start in FY 2002.

**PROJECT:** Terminal Entrance Roadway Improvements - Phase II: Upper Level Commercial Roadway Widening and Pedestrian Overpasses at BWI Airport

**DESCRIPTION:** The project includes new enclosed, elevated pedestrian bridge skywalks with moving walkways from the existing garage to the terminal building at Concourse A, B, and D over the upper level roadway, and moving walkways in the existing parking garage to enhance circulation. The project also widens the upper level roadway to add two new lanes for use by commercial and airport shuttle vehicles.

**JUSTIFICATION:** This project is necessary to address projected upper level roadway capacity requirements. The project will also help relieve traffic congestion and contributes to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Terminal Entrance Roadway Improvements - Phase I: Upper Level Roadway Extension and Terminal Access/Return Roadway at BWI Airport -- Line 10  
 Central Utility Plant Expansion and Upgrade of Electrical Substation at BWI Airport -- Line 15  
 Installation of Moving Walkways and Escalators at BWI Airport -- Line 17

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

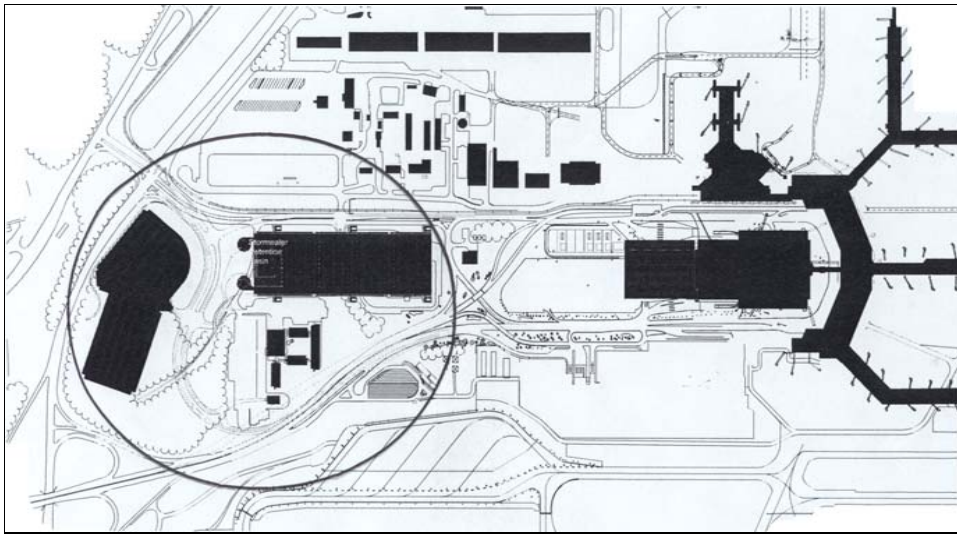
☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,716	5,905	1,829	3,982	0	0	0	0	5,811	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	160,305	5	12,009	13,117	25,872	40,523	58,455	10,324	160,300	0
Total	172,021	5,910	13,838	17,099	25,872	40,523	58,455	10,324	166,111	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

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

\* Other funding sources are Maryland Transportation Authority Bond Financing and Revenue bonds supported by a Passenger Facility Charge (PFC).



**STATUS:** Garage construction underway. Surface lot complete.

**PROJECT:** New Elm Road Public Parking Structure and Surface Lot at BWI Airport

**DESCRIPTION:** This project provides for construction of an 8,400 space multi-level parking structure off Elm Road including entrance and exit ramps, revenue control plazas, elevators, and parking way finding technology. The location of the new parking structure will require the relocation of the MDOT Headquarters Building. The project also includes construction of a 1,400 space surface lot at Elm Road and Aviation Boulevard, including a revenue control plaza, access/egress provisions, and shelters.

**JUSTIFICATION:** Public parking demand at BWI is projected to increase 50% by the year 2010. Provision of adequate parking near the terminal is critical for meeting business and other travelers' needs. This project will also provide needed capacity to replace parking capacity impacted by terminal expansion and airfield improvements. This project contributes to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Terminal Parking Garage Expansion, Phase II, at BWI Airport -- Line 25

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decreased \$14.7 million due a transfer to the Secretary's Office for a grant payment to MEDCO and transfer of lease payments for the new MDOT Headquarters building to the operating program.

**POTENTIAL FUNDING SOURCE:**

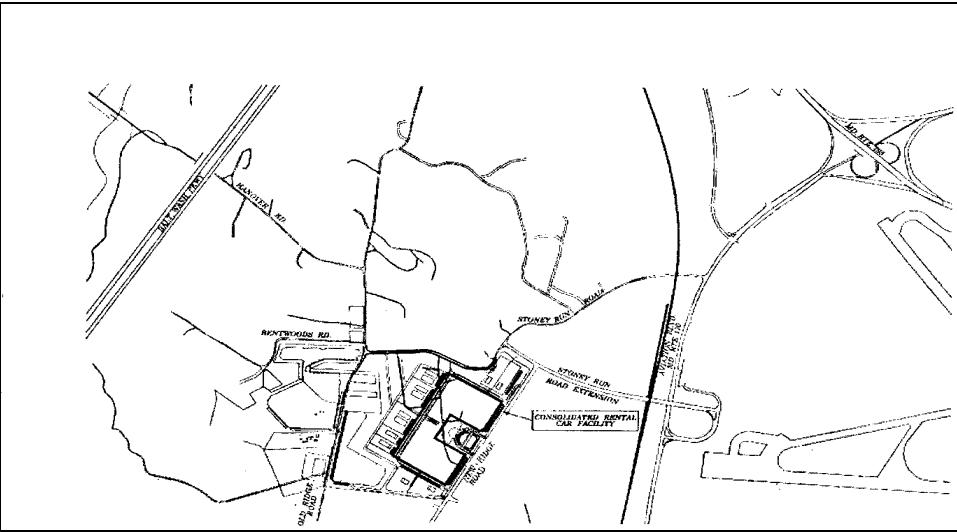
☒ SPECIAL 
 ☐ FEDERAL 
 ☐ GENERAL 
 ☒ OTHER

PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,216	3,867	635	714	0	0	0	0	1,349	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	170,265	0	26,724	76,895	66,646	0	0	0	170,265	0
Total	175,481	3,867	27,359	77,609	66,646	0	0	0	171,614	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

**OPERATING COST IMPACT:** Operating cost will be recovered thru airport parking fees.

Other funding sources are Maryland Transportation Authority Bond Financing and Revenue bonds supported by a Passenger Facility Charge (PFC)..



**STATUS:** Land acquisition completed. Construction underway.

**PROJECT:** Consolidated Rental Car Facility at BWI Airport

**DESCRIPTION:** This project provides for a new rental car facility located immediately west of the airport off Stoney Run Road. The site will consolidate rental car activities providing customer service facilities, an expanded area for vehicle ready/return, vehicle service and maintenance facilities, and vehicle storage areas. MAA will furnish shuttle buses for the facility to provide service to the terminal.

**JUSTIFICATION:** Rental car facilities at BWI are reaching capacity and cannot accommodate projected passenger demand. The limited existing ready/return, maintenance and storage facilities are causing a high level of inefficient operations and customer delay. New consolidated facilities at a remote site will provide adequate space for immediate and future growth, and contribute to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[New Tenant Parking Facility -- Line 14](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction delayed from FY 2001 to FY 2002 due to readvertisement of project.

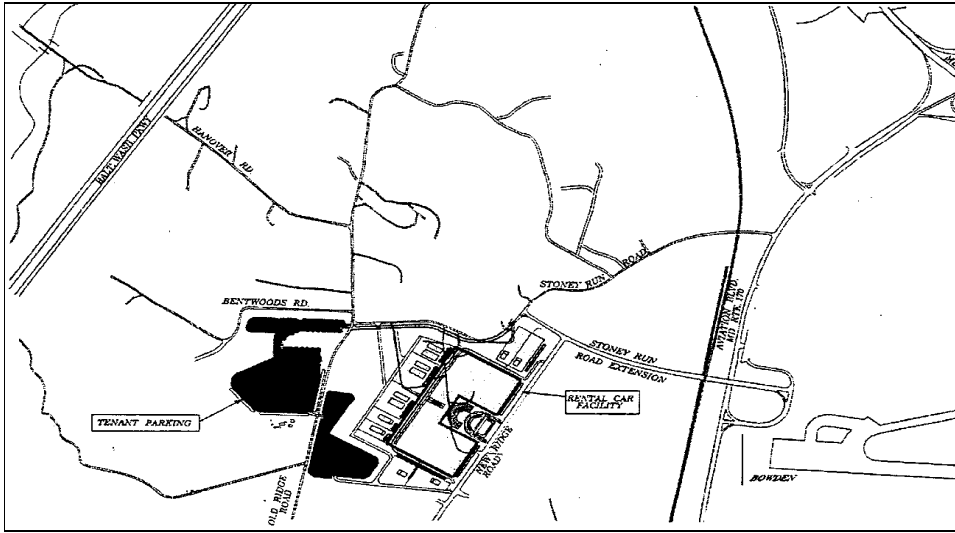
POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2004....	....2005....	....2006....	....2007....	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0
Engineering	5,853	3,666	2,187	0	0	0	0	0	2,187
Right-of-way	7,339	7,339	0	0	0	0	0	0	0
Construction	118,865	0	20,679	67,664	30,522	0	0	0	118,865
Total	132,057	11,005	22,866	67,664	30,522	0	0	0	121,052
Federal-Aid	563	0	0	563	0	0	0	0	563

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

**OPERATING COST IMPACT:** Operating cost will be recovered thru rental car user fee.

\* Project primarily funded by Revenue bonds supported by a Customer Facility Charge (CFC).  
1015





**STATUS:** Construction underway.

**PROJECT:** New Tenant Parking Facility

**DESCRIPTION:** This project provides for a 3,000 space tenant employee parking facility located off Stoney Run Road and Old Ridge Road immediately west of BWI, and adjacent to the new Consolidated Rental Car Facility. This site allows for future expansion of tenant parking as needed. Shuttle bus service will provide access to the terminal.

**JUSTIFICATION:** The project is required to accommodate the increase in parking for airline and tenant employees as a result of the introduction of new and expanded airline service at BWI. The existing tenant parking facility at Elkrige Landing Road has been converted to public parking with tenant parking relocated on an interim basis to the Midfield Cargo Complex cargo support areas. This project contributes to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Consolidated Rental Car Facility at BWI Airport -- Line 13

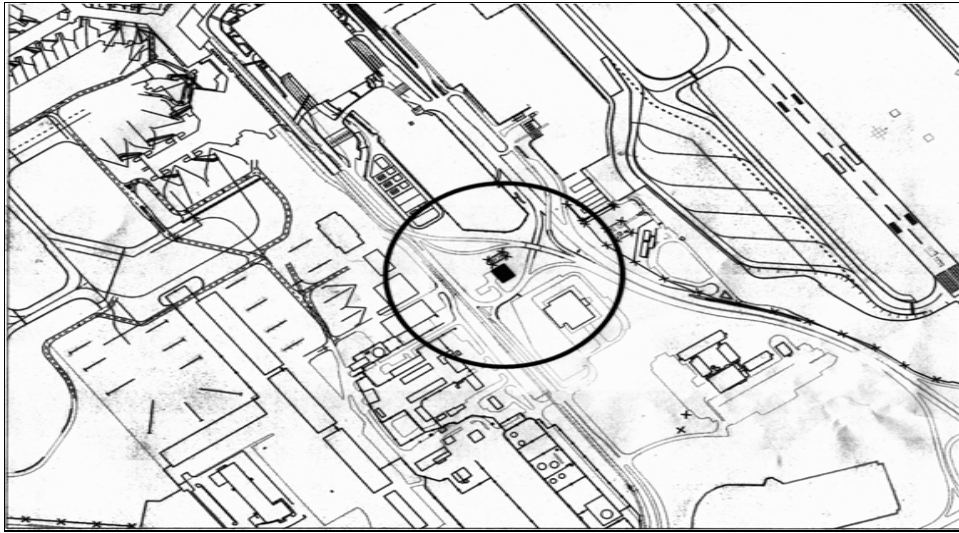
Midfield Cargo Complex at BWI Airport - Phase II: Cargo Support Area & Airfield Improvements -- Line 9

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$1.3 million reflects final scope adjustments and actual bid amount.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	1,200	0	0	0	0	0	0	0	0
Right-of-way	953	953	0	0	0	0	0	0	0	0
Construction	11,644	23	11,621	0	0	0	0	0	11,621	0
Total	13,797	2,176	11,621	0	0	0	0	0	11,621	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

**OPERATING COST IMPACT:** Operating costs will be recovered thru airport tenant fees.



**STATUS:** Construction to start in FY 2002.

**PROJECT:** Central Utility Plant Expansion and Upgrade of Electrical Substation at BWI Airport

**DESCRIPTION:** This project provides the further expansion of the Central Utility Plant cooling and heating capacity, and the upgrade of the north and south electrical substation, which are the two main electrical feeders for the airport.

**JUSTIFICATION:** Airport facility expansion requires additional heating/cooling and electrical capacity. Additional capacity will be required for the new conditioned pedestrian overpasses and walkways, terminal building expansion, and increased loads due to increasing facility demand resulting from growth.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Terminal Roadway Improvements - Phase II: Upper Level Commercial Roadway Widening and Pedestrian Overpasses at BWI Airport -- Line 11  
 New Concourse A Terminal Expansion at BWI Airport -- Line 6

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,552	522	1,030	0	0	0	0	0	1,030	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,535	1	6,598	19,936	0	0	0	0	26,534	0
Total	28,087	523	7,628	19,936	0	0	0	0	27,564	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Other funding is Maryland Transportation Authority Bond Financing.  
 1128

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

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



**STATUS:** Design completed with construction underway in FY 2002.

**PROJECT:** Remote Aircraft Parking at BWI Airport

**DESCRIPTION:** This project provides for the construction of a new remote aircraft parking ramp to accommodate up to four aircraft. The new ramp, easily accessible for the air cargo complex and the north terminal, will be located east of the International Terminal and west of Runway 15L.

**JUSTIFICATION:** Demand for overnight parking of aircraft has surpassed availability. All gates at the terminal are currently occupied overnight with increasing numbers of aircraft parking in more distant and inconvenient runway holdblocks which disrupts airfield operations. Overnight aircraft parking is critical for airline scheduling and securing new flights and contributes to the State's business and 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:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	234	147	87	0	0	0	0	0	87	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,840	0	2,797	43	0	0	0	0	2,840	0
Total	3,074	147	2,884	43	0	0	0	0	2,927	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Accommodate projected increase of over 50% in passenger levels by 2010.

**OPERATING COST IMPACT:** Operating costs will be recovered thru airport user fees.

Other Funding is Revenue Bonds supported by a Passenger Facility Charge (PFC).

1129



**STATUS:** Fabrication of walkway underway at factory.

**PROJECT:** Installation of Moving Walkways and Escalators at BWI Airport

**DESCRIPTION:** This project involves the installation of 27 bi-directional moving walkways for Concourses A and B, the existing parking garage, and four skywalks. Work involves reconstruction of the floor to accommodate a trench for the moving walkway mechanisms as well as installation of the walkways.

**JUSTIFICATION:** Provision of moving walkways improves access for airport passengers and visitors especially for those carrying luggage.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[New Concourse A Terminal Expansion at BWI Airport -- Line 6](#)  
[Terminal Entrance Roadway Improvements - Phase II: Upper Level Commercial Roadway Widening and Pedestrian Overpasses at BWI Airport -- Line 11](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decrease of \$1.8 million due to actual contract bid amount.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	50	5	24	21	0	0	0	0	45	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,587	0	2,117	5,454	3,652	1,364	0	0	12,587	0
Total	12,637	5	2,141	5,475	3,652	1,364	0	0	12,632	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Accommodate projected 100% increase in passenger levels by 2010.

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

Other funding sources are Maryland Economic Development Corporation (MEDCO) and Revenue Bonds supported by a Passenger Facility Charge (PFC).  
1252





**STATUS:** System to be installed in FY 2003.

**PROJECT:** Full Buildout of Parking Guidance System in Existing Parking Garage at BWI

**DESCRIPTION:** This project will provide for the completion of the installation of the parking guidance system in the existing parking garage. The electronic system consist of sensors above each parking space relaying real-time information concerning space availability upon approaching the garage, as well as, the number of available spaces on each level and in individual rows.

**JUSTIFICATION:** Parking capacity is severely limited due to the increasing passenger levels and resultant demand for parking. Demand for close-in parking in the existing garage is at a premium. The new system will allow for greater efficiency and higher capacity in the garage. Typically, parking facilities are closed when they reach 85% capacity to ensure availability in a reasonable search time. The precision and efficiency of the new system allows for 100% capacity before the facility is closed.

**SMART GROWTH STATUS**

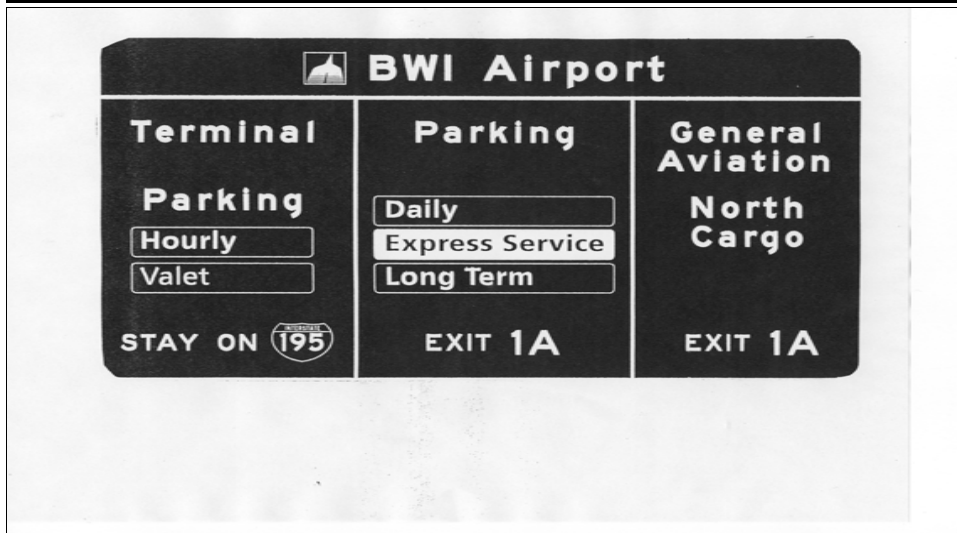
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** New Project.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,219	0	193	3,026	0	0	0	0	3,219	0
Total	3,219	0	193	3,026	0	0	0	0	3,219	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Fabrication of signs to start in FY 2002. Installation to begin in FY 2003.

**PROJECT:** Comprehensive Roadway Sign System at BWI

**DESCRIPTION:** Installation of new standardized roadway guidance and parking signage system for BWI and airport related facilities on major entrance roadways.

**JUSTIFICATION:** The project will provide roadway guide signage incorporating integrated Variable Message Signs (VMS) technologies. This project will also provide a method of informing patrons on parking lot availability in advance of key decision points and guiding them with VMS signs to alternate open parking facilities. This project will introduce a new graphic design for airport signage that will be unique and easily identified for airport wayfinding.

**SMART GROWTH STATUS**

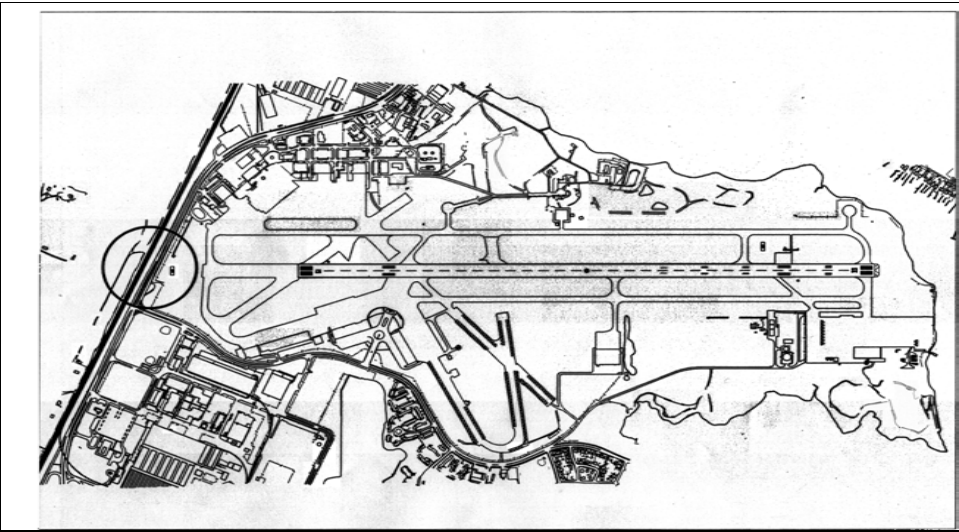
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** New Project.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	388	0	193	195	0	0	0	0	388	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,112	0	0	4,095	17	0	0	0	4,112	0
Total	4,500	0	193	4,290	17	0	0	0	4,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** This portion of project complete.

**PROJECT:** Runway 15/33 Obstruction Removal at Martin State Airport

**DESCRIPTION:** This project provides for the removal of runway obstructions and regains approximately 600 feet of existing paved Runway 15/33. The existing 6,996 foot runway length would be increased to 7,600 feet for civilian aircraft and 8,100 feet for military aircraft take-offs.

**JUSTIFICATION:** This project improves runway approaches and, in turn, usable runway length to meet requirements of the airport users.

**SMART GROWTH STATUS**

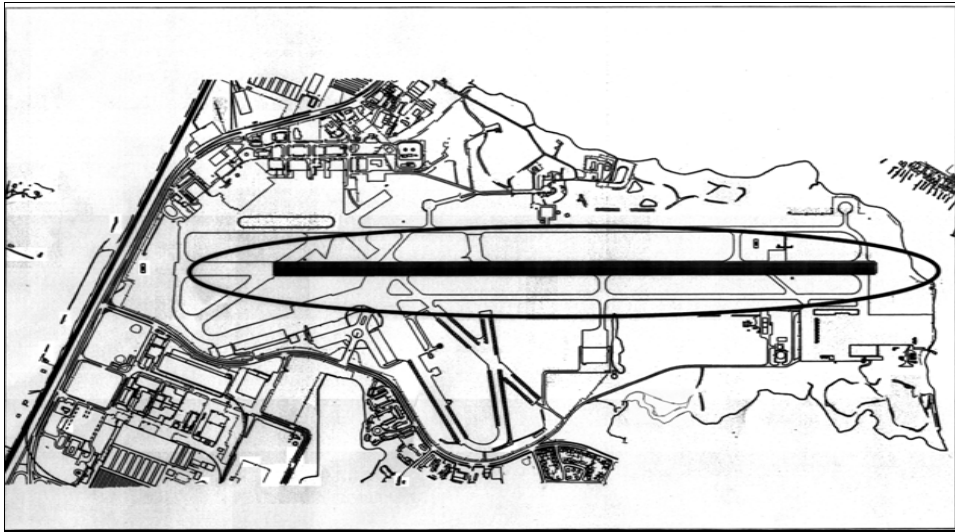
- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decreased \$4.3 million. Lowering of AMTRAK electrical transmission lines deleted pending Maryland Army National Guard/Department of Defense (MANG/DOD) resolution of funding.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	110	110	0	0	0	0	0	0	0	0
Engineering	778	720	58	0	0	0	0	0	58	0
Right-of-way	1,103	1,103	0	0	0	0	0	0	0	0
Construction	752	752	0	0	0	0	0	0	0	0
Total	2,743	2,685	58	0	0	0	0	0	58	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The other funding source is Maryland Air National Guard/Department of Defense (MANG/DOD funds).  
1011



**STATUS:** Final design to start in FY 2003.

**PROJECT:** Runway 15/33 Reconstruction at Martin State Airport

**DESCRIPTION:** This project provides for the reconstruction of the runway at Martin State Airport. It includes the construction of a bypass taxiway parallel to Taxiway "F" and exit taxiways.

**JUSTIFICATION:** Reconstruction of the 50 year-old runway is needed due to continued deterioration beyond normal repairs and maintenance. The parallel taxiway will provide safe and efficient flow of aircraft between the runway and terminal areas. The additional exit taxiways will allow aircraft to exit from the runway safely and efficiently, thus reducing delays. This project is part of the Airport Master Plan improvements that contribute to the State's economic and business development.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

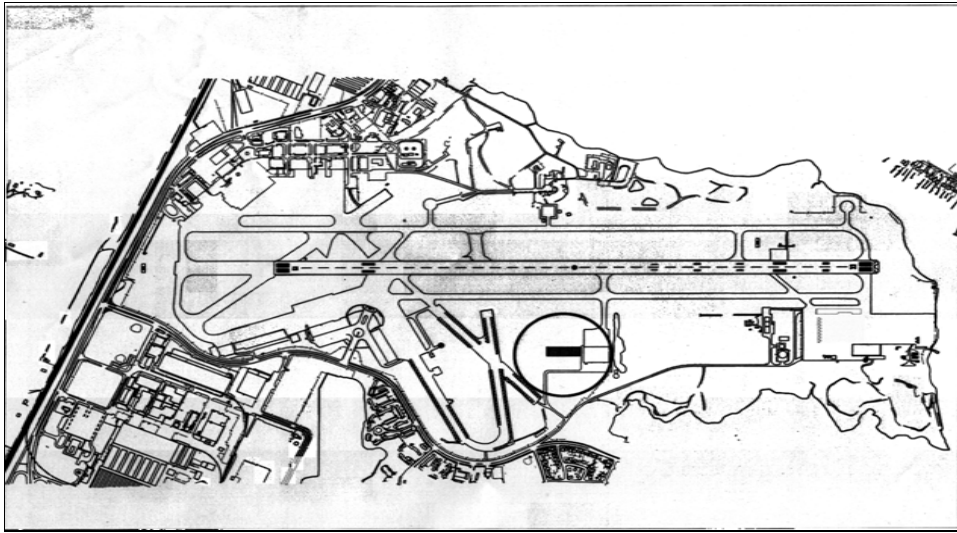
**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction start deferred to FY 2003 due to resolution of design components with Federal Aviation Administration.

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	660	160	0	261	239	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,114	0	0	1,626	5,706	1,782	0	0	9,114	0
Total	9,774	160	0	1,887	5,945	1,782	0	0	9,614	0
Federal-Aid	8,203	0	0	1,464	5,135	1,604	0	0	8,203	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	AIP	675

\* Project schedule is contingent upon the availability of Federal Funds.





**STATUS:** Design to begin in FY 2002.

**PROJECT:** New Air Traffic Control Tower For Martin State Airport

**DESCRIPTION:** This project provides for the construction of a new Air Traffic Control Tower to be located in the midfield complex at Martin State Airport.

**JUSTIFICATION:** A new control tower would provide for greater visibility and more efficient aircraft control in and around Martin State Airport. The existing control tower is over 50 years old, and has exceeded its useful life.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Moved from the D&E Program to the Construction Program. Design delayed from FY 2001 to FY 2002 due to further coordination with Federal Aviation Administration concerning site selection.

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	350	0	350	0	0	0	0	0	350	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,800	0	406	697	697	0	0	0	1,800	0
Total	2,150	0	756	697	697	0	0	0	2,150	0
Federal-Aid	950	0	215	368	367	0	0	0	950	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	AIP	950

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 23

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior</u></b>		
	<b><u>Baltimore/Washington</u></b>		
1	Landside Communication and Security Upgrade Phase I (1081)	826	Complete
2	Terminal Electrical Upgrades/Modifications (1061)	647	Complete
3	Airfield Electrical Vault - Equipment Replacement (1078)	1,537	Complete
4	Airfield Pavement Rehab.- FY2000 (1070)	2,326	Complete
5	Domestic Water Valve Replacement (1029)	668	Complete
6	New Tenant Modifications (1072)	767	Complete
7	Rail Lift System for Existing Sewage Ejector Pumps (1027)	238	Complete
8	Rehab. Domestic Space Frame (1068)	247	Complete
9	Replacement/Upgrade of Term. Bldg. Electric Rms., Phase II (1141)	1,381	Complete
10	Stainless Steel Column Covers (1080)	254	Complete
11	Substation Quick Connects (11) (1074)	1,222	Complete
12	Comprehensive A/E Design - AE95-001 (1041)	844	Complete
13	Comprehensive A/E Design - AE96-005 (1044)	879	Complete
14	Comprehensive Planning - AE98-004 (1052)	1,156	Complete
15	Comprehensive Planning Services - AE98-003 (1051)	1,107	Complete
16	BWI Terminal Wall Covering Replacement (1026)	623	Complete
17	Terminal Building Drawings on AUTOCADD (1032)	208	Complete
18	MAA Office Relocation/Fitout (1233)	625	Complete
19	R/W 15L - 33R RPZ Obstruction Removal at BWI (1018)	907	Underway
20	Bridge Inspection (SHA Consultant) (1023)	176	Underway
21	Comprehensive A/E Design - AE 95-004 (1042)	705	Underway
22	Comprehensive Construction Mgmt & Inspection -AE98-007 (1048)	1,864	Underway
23	Comprehensive Design - AE 99-007 (1056)	115	Underway
24	Comprehensive Design - AE 99-008 (1057)	232	Underway
25	Comprehensive Design - AE99-006 (1055)	1,000	Underway
26	Comprehensive Design Services- AE99-005 (1054)	2,475	Underway
27	Comprehensive Paving Improvements (1112)	4,402	Underway
28	Comprehensive Planning - FY2000 (1067)	1,896	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 23 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Baltimore/Washington (cont'd)</u></b>		
29	800 mHz Radio System, Phase I (1154)	275	Underway
30	Comprehensive Commercial Facilities Planning (1085)	1,000	Underway
31	Environmental Upgrade-BWI Tenant Vehicle Maint. (1144)	1,760	Underway
32	MAC Building Renovations (1161)	2,275	Underway
33	MdTA Police OT-Movement of Traffic (1378)	500	Underway
34	New Tenant Modifications (1157)	490	Underway
35	Public Awareness Program (1254)	700	Underway
36	Sawmill Creek Watershed Enhancements (1087)	100	Underway
37	Comprehensive Acoustical Services- AE01-011 (1184)	200	Underway
38	Comprehensive Acoustical Services (1038)	70	Underway
39	Comprehensive Construction Mangement & Inspection Services (1188)	2,940	Underway
40	Electrical Feeder Cable Replacement (1379)	367	Underway
41	Landside Structures Program Management (1115)	1,371	Underway
42	Loading Bridge Replacement (1175)	1,121	Underway
43	Main Terminal HVAC Systems Upgrade (1076)	1,389	Underway
44	Maintenance Complex Relocation, Ph.I (1086)	362	Underway
45	Overhead Door Replacement - 10 Doors (1151)	418	Underway
46	Reforestation/Vegetation Mitigation (1063)	300	Underway
47	Satellite Parking Lot Expansion (1114)	85	Underway
48	Terminal Bag Claim & Concourse Flooring/Ltg Upgrade (1140)	5,536	Underway
49	Wildlife Management Plan & Mitigation (1181)	650	Underway
50	Access Control Security Devices (1298)	600	Spring, 2002
51	Airfield Lighting Imp. to R/W 10-28 (1177)	5,539	Spring, 2002
52	BWI Landscaping (1377)	989	Spring, 2002
53	BWI Sewage System Upgrade (1025)	2,414	Spring, 2002
54	Wetland Reserve and Mitigation (1024)	700	Underway
55	Comprehensive Design Services - AE01-007-010 (1185)	1,750	Spring, 2002
56	Comprehensive Environmental Consultant Services (1071)	56	Spring, 2002

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 23 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Baltimore/Washington (cont'd)</u></b>		
57	Comprehensive Paving, 2002 (1257)	2,300	Spring, 2002
58	Comprehensive Planning- AE-01-005/006 (1186)	3,000	Spring, 2002
59	Domestic Baggage Belt - Fire Code Compliance (1073)	1,878	Spring, 2002
60	Elevator Rehab. Program (1152)	906	Spring, 2002
61	Emergency Sewer Line Repair (1383)	150	Spring, 2002
62	Environmental Consultant (1156)	2,000	Spring, 2002
63	Exit Sign Replacement (1150)	245	Spring, 2002
64	Fire Protection Engineer Services (1173)	200	Spring, 2002
65	FY2002 Tenant Modifications (1179)	500	Spring, 2002
66	Landside Communication & Security Upgrade, PH II (1380)	390	Spring, 2002
67	Mod./Rehab of existing N.I.P. Fire Dampers, Control Work Duct Defector (1305)	403	Spring, 2002
68	Pay-on-Foot Expansion (1299)	701	Spring, 2002
69	Surface Movement Guidance and Control Sys. (SMGCS) (1148)	3,778	Spring, 2002
70	Terminal Glazing Gasket Replacement (1036)	1,483	Spring, 2002
71	Ticketing Concourse Roof Replacement (1079)	2,355	Spring, 2002
	<b><u>Equipment</u></b>		
72	Snow Vehicle Replacement - Carrier w/Snowblower (2) (1170)	803	Complete
73	Snow Vehicle Replacement - Dump Truck (1169)	223	Complete
74	Emergency Radio Equipment for Fire/Rescue (1096)	210	Complete
75	New Ambulance (1165)	141	Complete
76	New Fire Engine Pumper (1166)	347	Complete
77	New Scrubber/Sweeper Vehicle (1171)	100	Complete
78	Pilot for Parking Guidance System -(Installed) (1253)	788	Complete
79	Additional Airfield Paint Truck (1206)	150	Underway
80	Domestic Terminal Public Address System Upgrade (1256)	1,000	Underway
81	Emergency Phone Upgrade in Satellite Parking Lot (1167)	125	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 23 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Equipment (cont'd)</u></b>		
82	New 10cy Capacity Front-end Loader w/ 32' Plow (1202)	309	Underway
83	New 4,000 Gallon De-icer Truck w/ Broom (1201)	213	Underway
84	New 4x4 Dump Truck w/ 22' Plow (1) (1203)	214	Underway
85	One Additional Snowblower (1204)	313	Underway
86	Snow Equipment Replacement - R/W Broom (1199)	276	Underway
87	Snow Equipment Replacement- Snowblower (1200)	313	Underway
88	800 Mhz Emergency Digital Trunked Radio System (1334)	3,800	Spring, 2002
89	BWI Communication Closet Security Modification (1103)	1,320	Spring, 2002
	<b><u>Martin State</u></b>		
90	Replacement T-Hangars for MTN (20) (1093)	463	Complete
91	Rehab. of Fire Sprinkler & Heating System - LL #1-3 (1091)	1,377	Complete
92	Aircraft Deicing Equipment for MTN (1163)	127	Complete
93	Part 150 Study for MTN Airport (1094)	100	Complete
94	MTN - Environmental Protection Improvements (1088)	595	Underway
95	Electr. Renovation to Hangar Doors 1-6 @ MTN (1195)	272	Underway
96	Purchase of 30 Replacement T-Hangar, Phase II (1164)	625	Underway
97	Purchase of MTN Hangar (1136)	475	Underway
98	MTN Ramp Extension (1194)	395	Spring, 2002
	<b><u>Regional Aviation</u></b>		
99	Cumberland Municipal Airport Loan (1110)	1,874	Complete
100	Pavement Management Analysis for Regional Airports (1236)	331	Complete
101	Aid to Public/Private Airports (MAPA-50%) (1106)	700	Underway
102	Cambridge/Dorchester County Airport Grant (1234)	997	Underway
103	Kent County Assistance (1229)	1,464	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 23 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Regional Aviation (cont'd)</u></b>		
104	Regional Aviation Program (1107)	330	Underway
105	State Public/Private Heliport-Vertiport System Plan Study (1235)	500	Underway
106	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway
	<b><u>FY 2003</u></b>		
	<b><u>Baltimore/Washington</u></b>		
107	Commercial Management CADD (1043)	200	Summer, 2002
108	Landside Structures Program Management (1115)	2,351	Summer, 2002
109	Loading Bridge Replacement (1175)	3,293	Summer, 2002
110	Maintenance Complex Relocation, Ph.I (1086)	4,540	Summer, 2002
111	Runway Safety Areas Study (1123)	2,000	Summer, 2002
112	Taxiway D Rehab & Overlay (1296)	2,688	Summer, 2002
113	Tenant Mods (1277)	620	Summer, 2002
114	Additional Airport Triturator Building (1317)	441	Fall, 2002
115	AVI System at BWI (1275)	1,185	Fall, 2002
116	Garage Entrance Canopy (1192)	450	Fall, 2002
117	Install Domestic Water Strainers on Incoming Water Supp (1190)	390	Fall, 2002
118	Installation of Cable/Conduit for Airfield Lighting (1180)	305	Fall, 2002
119	Lighting Cable Replacement in Satellite Blue Lot (1189)	260	Fall, 2002
120	New Tenant Office Space-N. Terminal UL (1159)	1,118	Fall, 2002
121	Renovate Friendship Centre (1193)	800	Fall, 2002
122	CUTE for International Terminal Buildout (1244)	2,500	Fall, 2002
123	Replace/Upgrade Existing Electrical Substation A & B (1174)	1,750	Fall, 2002
124	Second Joint Use Club (1249)	1,188	Fall, 2002
125	Terminal Bldg Interior Mods/Improvements (1255)	2,850	Fall, 2002
126	Environment Consultant -FY02-03 (1183)	2,000	Spring, 2003

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND AVIATION ADMINISTRATION - LINE 23 (cont'd)

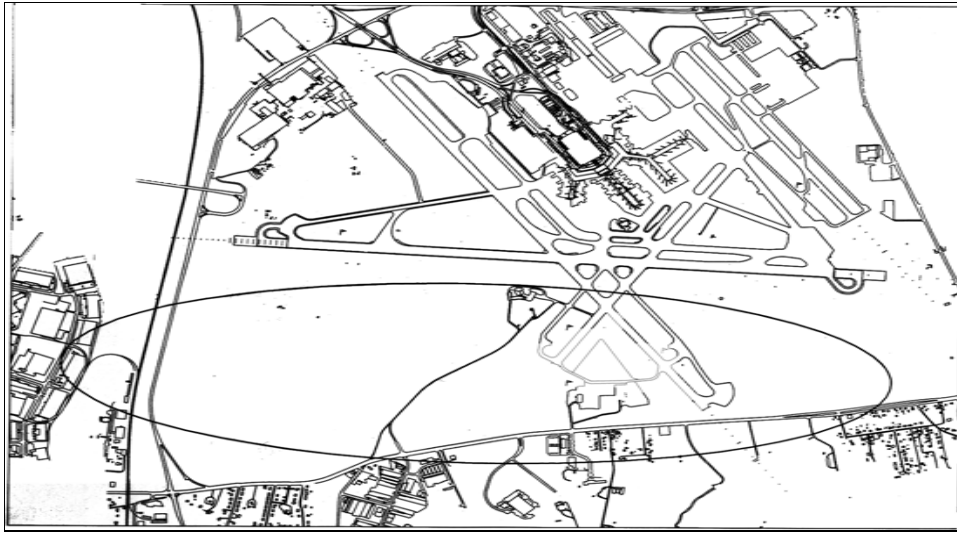
	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2003 (cont'd)</u></b>		
	<b><u>Baltimore/Washington (cont'd)</u></b>		
127	MIS Office Relocation (1155)	636	Spring, 2003
	<b><u>Equipment</u></b>		
128	1985 Mack De-Icing Truck with Broom #9343 Snow Vehicle Replmt. (1345)	180	Summer, 2002
129	1989 Idaho Norland #8904 Snow Vehicle Replacement (1341)	405	Summer, 2002
130	1989 Snow Blast #8906 Snow Vehicle Replacement (1343)	405	Summer, 2002
131	MAA Airport Technology Master Plan & Strategic Plan (1330)	750	Summer, 2002
132	New Aerial Platform Ladder Truck (1207)	580	Summer, 2002
133	New Ambulance Vehicle (1205)	138	Summer, 2002
134	FIDS/BIDS Upgrade (1335)	1,308	Fall, 2002
	<b><u>Martin State</u></b>		
135	Comprehensive Paving Phase II @ MTN (1092)	458	Summer, 2002
136	Fiber Optic/CCTV Installation (1357)	383	Summer, 2002
137	Ramp Extension (1358)	1,054	Summer, 2002
138	Rehab of Plumbing Sys. (1365)	620	Summer, 2002
139	Replacement of Main High Voltage Switch Gear (1360)	259	Summer, 2002
140	Strawberry Point Lighting (1362)	415	Summer, 2002
141	Direct Digital HVAC Control at MTN (1197)	520	Fall, 2002
142	New T-Hangar Ramp Extension at MTN (1196)	1,180	Spring, 2003
143	Purchase New T-Hangars (20) (1198)	500	Spring, 2003
	<b><u>Regional Aviation</u></b>		
144	Aid to Public/Private Airports (MAPA-50%) (1106)	700	Summer, 2002
145	Regional Aviation Program (1107)	225	Summer, 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND AVIATION ADMINISTRATION - LINE 23 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
146	<u>FY 2003 (cont'd)</u>  <u>Regional Aviation (cont'd)</u>  Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2002





**STATUS:** Environmental inventories completed in FY 1996. MAA and FAA conducted a study of the airport capacity and future traffic requirements for the new parallel runway to establish the time frame for environmental studies and development. Preliminary alignment report due in FY 2002.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$.7 million to accommodate more extensive environmental studies.

**PROJECT:** BWI Environmental Analysis- South Airport Land Use Plan

**DESCRIPTION:** Study of environmental impacts for the development of projects that include a parallel air carrier runway, air cargo development, aircraft maintenance hangar, and associated infrastructure, south of existing Runway 10/28.

**JUSTIFICATION:** These projects were recommended as part of the BWI Airport Master Plan in order to accommodate increased demand for air services. This project will contribute to the State's economic and business development as well as identify areas to enhance the environment of neighboring communities.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

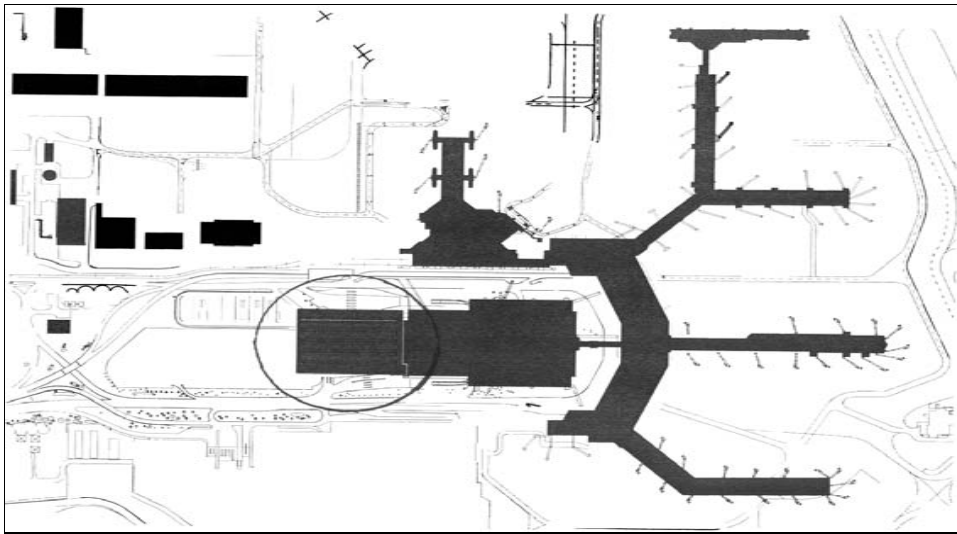
**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL 
 ☒ FEDERAL 
 ☐ GENERAL 
 ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			....2004....	....2005....	....2006....	....2007....		
Planning	2,431	398	329	1,000	704	0	0	0	2,033	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	2,431	398	329	1,000	704	0	0	0	2,033	0
Federal-Aid	1,500	0	222	750	528	0	0	0	1,500	0

**FEDERAL FUNDING OBLIGATIONS BY YEAR**

PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2002	AIP	1,500



**STATUS:** Design to start in FY 2003.

**PROJECT:** Terminal Parking Garage Expansion, Phase II, at BWI Airport

**DESCRIPTION:** This project provides for the design of a 3,000 space extension to the existing 5,600 space parking garage located in front of the main terminal building.

**JUSTIFICATION:** Public parking demand is projected to increase 50% by 2010. Provision of adequate close-in parking adjacent to the terminal is critical for meeting business and other traveler's needs. This project contributes to the State's economic and business development.

**SMART GROWTH STATUS**

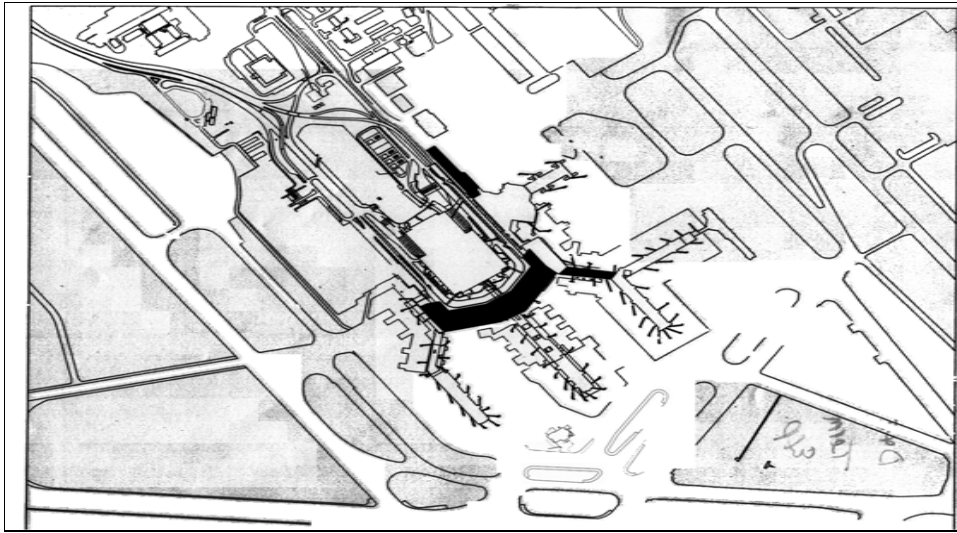
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[New Elm Road Public Parking Structure and Surface Lot at BWI Airport -- Line 12](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Design delayed from FY 2002 to FY 2003 to further evaluate the scope.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,300	0	0	1,964	1,318	18	0	0	3,300	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	3,300	0	0	1,964	1,318	18	0	0	3,300	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Project planning underway.

**PROJECT:** Terminal Building Expansion at BWI Airport

**DESCRIPTION:** This analysis will identify various expansion alternatives for the existing terminal building and address the feasibility and/or cost of each alternative, including potential impacts on public parking or other airport facilities and/or services. Areas to be evaluated include construction of a new Concourse F, widening of Concourse D, and expansion at the rear of the central terminal.

**JUSTIFICATION:** BWI has experienced significant growth over the past few years with passenger levels projected to increase by 37% by 2010. Undertaking planning and preliminary design at this time will provide MAA with the necessary expansion options to be responsive to passenger, airline and air service needs.

**SMART GROWTH STATUS**

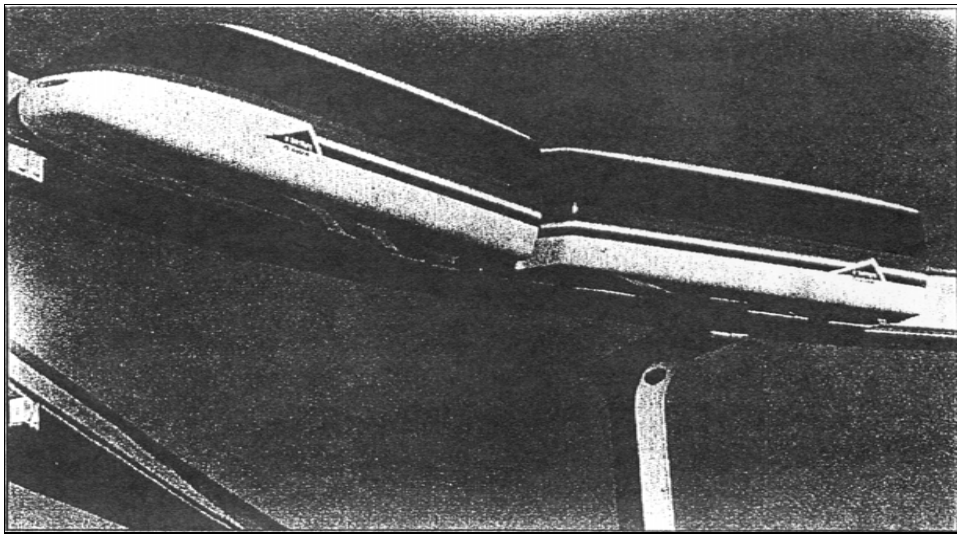
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	14,200	760	3,751	4,908	1,879	1,879	1,023	0	13,440	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	14,200	760	3,751	4,908	1,879	1,879	1,023	0	13,440	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Planning and environmental analysis to begin in FY 2003.

**PROJECT:** People Mover System, Phase I, at BWI Airport

**DESCRIPTION:** The project involves environmental studies and conceptual design for a people mover system at BWI. The proposed Phase I system includes an alignment from the terminal building to the BWI Rail Station and Consolidated Rental Car Facility, including intermediate connections to the parking facilities along Elm Road. The analysis will include station sites, pedestrian and shuttle bus access, and a system maintenance facility.

**JUSTIFICATION:** The proposed people mover system will provide the necessary additional capacity to address the projected increase in passenger levels and resultant traffic congestion on the terminal roadway system at BWI. A people mover system will allow for better access and traffic management of the multiple modes of transportation serving the airport; private vehicles, shuttle buses, and commercial vehicles. The system will also improve air quality and contribute to the State's economic and business development.

**SMART GROWTH STATUS**

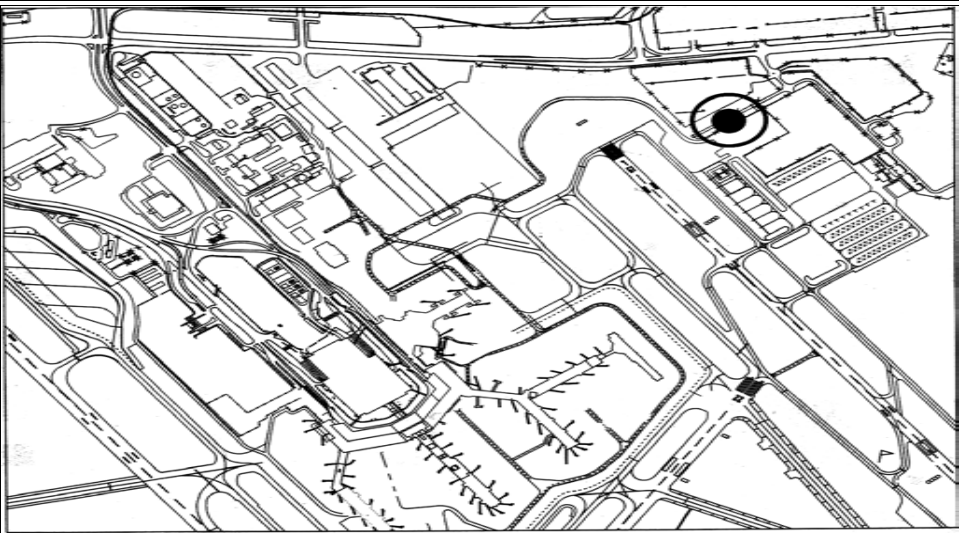
- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Planning delayed from FY 2002 to FY 2003 to better coordinate with the airport expansion.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	2,000	0	0	2,000	0	0	0	0	2,000	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	2,000	0	0	2,000	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Design to start in FY 2004.

**PROJECT:** New Terminal Area Fire Station at BWI Airport

**DESCRIPTION:** This project involves the construction of a second, limited function, fire station to be located in the terminal area. Work will include final site selection and design of the station facility with four vehicle bays and crew quarters.

**JUSTIFICATION:** The continuing increase in terminal related responses by the BWI Fire Rescue Department (FRD) necessitates the location of a station in the immediate vicinity of the terminal to improve response times. This facility would have a limited number of equipment and personnel and would compliment the existing, main FRD facility located adjacent to the main jet runways.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Design delayed from FY 2002 to FY 2004 due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	279	0	0	0	279	0	0	0	279	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	279	0	0	0	279	0	0	0	279	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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**MARYLAND PORT ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	47.6	52.9	64.6	36.3	25.9	26.5	253.8
System Preservation Minor Projects	25.6	29.1	23.3	28.9	23.1	21.0	151.0
<b><u>Development &amp; Evaluation Program</u></b>	<u>4.8</u>	<u>6.4</u>	<u>4.1</u>	<u>1.1</u>	<u>1.0</u>	<u>1.1</u>	<u>18.5</u>
SUBTOTAL	78.0	88.4	92.0	66.3	50.0	48.6	423.3
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>3.5</u>	<u>4.0</u>	<u>4.1</u>	<u>4.3</u>	<u>4.4</u>	<u>4.5</u>	<u>24.8</u>
TOTAL	81.5	92.4	96.1	70.6	54.4	53.1	448.1
Special Funds	81.5	92.4	96.1	70.6	54.4	53.1	448.1
Federal Funds	-	-	-	-	-	-	-

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**STATUS:** Placement operations and monitoring are underway and will continue for the life of the project.

**PROJECT:** Hart-Miller Island Related Projects

**DESCRIPTION:** Hart-Miller Island is an 1,140 acre, two cell containment island, off shore from Baltimore County. The island has been in continuous operation as a dredge disposal site since 1984. The southern part of the island is being prepared for recreational use. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site an additional 12 years of operational life. In addition, this project provides for operation of Hart-Miller Island, and monitoring the quality of water released from the site.

**JUSTIFICATION:** The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. The capacity is also needed for selected harbor and channel improvement projects planned for the Port. Continued use of Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensure the safe and efficient operation of approximately 2,000 ships calling the Port each year.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Dredge Placement and Monitoring -- Line 2

Dredge Material Disposal and Placement Options Program -- Line 16

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$4.0 million due to the addition of FY 2007.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	5	5	0	0	0	0	0	0	0	0
Engineering	4,667	2,284	369	293	645	348	358	370	2,383	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	59,693	36,650	4,890	3,774	3,349	3,661	3,600	3,769	23,043	0
Total	64,365	38,939	5,259	4,067	3,994	4,009	3,958	4,139	25,426	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5004, 5005, 5007, 5010, 5013



**STATUS:** Funds will be allocated as specific placement sites for dredged material are identified. The construction contract for Poplar Island Restoration, Phase I, is complete; Phase II started in the Spring of 2001. The Cox Creek Dike construction project should start in FY 2002.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** \$22.4 million was added to FY 2007 for continuation of dredging program. However, the overall six-year program period was reduced due to the national economic slowdown, resulting in only a \$3.0 million increase over the FY 2001-FY 2006 CTP. (See Page A-11)

**PROJECT:** Dredge Placement and Monitoring

**DESCRIPTION:** This project involves the placement and monitoring of dredge material for enhancement and maintenance dredging of Baltimore Port channels and beneficial use projects commencing within the six-year program schedule. Costs associated are for construction of containment sites, monitoring during placement, and dredging for channel preservation and enhancement.

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

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Hart-Miller Island Related Projects -- Line 1](#)

[Dredge Material Disposal and Placement Options Program -- Line 16](#)

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	391	391	0	0	0	0	0	0	0	0
Engineering	3,088	2,794	294	0	0	0	0	0	294	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	203,053	54,792	25,373	23,215	28,056	27,313	21,894	22,410	148,261	0
Total	206,532	57,977	25,667	23,215	28,056	27,313	21,894	22,410	148,555	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5104, 5206, 5207, 5208, 5209, 5210, 5211,  
 5213, 5214, 5215, 5218, 5221, 5300, 5301, 5302, 5304,  
 5305, 5306





**STATUS:** This project is being designed with customer input; construction began in FY 2001.

**PROJECT:** Roll-On/Roll-Off (RoRo) Hub Facility, Phase I

**DESCRIPTION:** Two large Ro-Ro lines have recently merged and plan to consolidate their North Atlantic cargo at Port of Baltimore. This requires a 50 acre facility with the potential to expand to 150 acres in the future. Phase I establishes a large Hub Facility for Ro-Ro cargo with proper pavement, fencing/security, gates, lighting, and rail access. Phase II will expand the facility to 100 acres and provide additional covered storage and processing facilities. The current project entails only Phase I.

**JUSTIFICATION:** Ro-Ro is a niche cargo identified in MPA's Strategic Plan. The Port of Baltimore's inland location (near many manufacturers in the mid-west) makes continued growth for this commodity likely. The Port of Baltimore currently has more Ro-Ro market share than any other East Coast port. Both of the lines are familiar and pleased with Baltimore's transportation infrastructure. This project has a very positive economic impact.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$3.7 million due to potential additional facilities.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,700	4,126	8,874	700	0	0	0	0	9,574	0
Total	13,700	4,126	8,874	700	0	0	0	0	9,574	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Completed.

**PROJECT:** Masonville Auto Facility, Phase I

**DESCRIPTION:** The MPA is developing a new marine terminal at a site in the Fairfield area of Baltimore City called Masonville. The Masonville Marine Terminal will involve 121 acres. The development is to be undertaken in phases; Phase I involves development of approximately 50 acres at the rear of the site; Phase II involves development of the remaining acres at the front of the site. The intent is to develop Masonville as a port facility for the handling of automobiles and roll-on/roll-off cargoes. The current project entails only Phase I of the terminal.

**JUSTIFICATION:** The Port of Baltimore is presently a major port for the importation and exportation of automobiles and roll-on/roll-off cargoes. Baltimore is among the top three largest ports in the U.S. in the handling of automobile trade, and has targeted this business as a major growth area for the Port. The MPA has received several inquiries and requests regarding additional automobile storage area in the Port.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	100	100	0	0	0	0	0	0	0	0
Engineering	1,329	1,329	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	20,970	20,770	200	0	0	0	0	0	200	0
Total	22,399	22,199	200	0	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** 43 acres

**OPERATING COST IMPACT:** Operating cost recovered through tenant lease agreement

Construction dollars are being funded through the Maryland Transportation Authority with repayment from the Department.  
1400



**STATUS:** Completed.

**PROJECT:** Dundalk Marine Terminal Lot 400 Warehouse

**DESCRIPTION:** An additional warehouse is necessary to meet customer demands at the Port. This warehouse will be 108,000 square feet, with 30-foot eaves, 1,200 pounds per square foot load, and truck and railroad access. Its location, close to the berth, is necessary to keep labor and operational costs low.

**JUSTIFICATION:** Forest Products are identified as one of the niche cargoes in the MPA Strategic Plan, and it continues to be a success for the Port. In 2000, this commodity grew 28% at Baltimore, while the North Atlantic Port average was only 22%. The existing warehouses are at capacity and more cargo can be obtained if additional warehouse space is available. Increased cargo will have a positive economic impact to the region. The MPA Facilities Plan identified this Forest Products warehouse as a high priority need for forecasted cargo.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,674	5,559	1,115	0	0	0	0	0	1,115	0
Total	6,674	5,559	1,115	0	0	0	0	0	1,115	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Requesting permits; construction should start in FY 2002.

**PROJECT:** Fruit Pier Fill - South Locust Point Marine Terminal

**DESCRIPTION:** Prevent further deterioration of the bulkhead. Fill in the unused Fruit Pier Slip at South Locust Point and pave for container storage.

**JUSTIFICATION:** The Fruit Slip is no longer used as a vessel berth. Its bulkheads are badly deteriorated, showing early signs of collapse and in need of complete reconstruction. However, reconstruction of existing bulkheads would be unwise since the Slip is obsolete and an obstacle to circulation and efficiency at the terminal. It should be filled and paved to improve circulation and make additional area for cargo storage.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** New project.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,600	0	1,150	7,170	1,280	0	0	0	9,600	0
Total	9,600	0	1,150	7,170	1,280	0	0	0	9,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** This project started in early 2001, and will be completed in FY 2002.

**PROJECT:** Seagirt Marine Terminal Berth IV Container Storage

**DESCRIPTION:** This project prepares the final 14 acres at Berth IV Seagirt Marine Terminal for container storage. It includes utilities, paving, lighting and striping. (Does not include wharf or cranes). Containers account for 70% of the MPA's tonnage, and as other commodities grow at the Dundalk Marine Terminal, Seagirt is the logical terminal for container growth. The surcharge removal from Seagirt will be used to raise and level an area at the Dundalk Marine Terminal for cargo storage.

**JUSTIFICATION:** Seagirt handles only containers and although it's 10 years old, it is still considered one of the best facilities on the East Coast with some of the most efficient cranes and operations. This site is immediately adjacent to the berths at Seagirt Marine Terminal; the site's proximity to vessels enables lower operating cost. DMT Lots 1501 and 1602 are currently unusable for cargo storage due to unstable soils. This project will provide an additional 18 acres for automobile storage.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Seagirt Marine Terminal Berth IV Expansion -- Maryland Transportation Authority](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** This project has been moved to the Maryland Transportation Authority program and is being shown here for informational purposes only.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,600	4,397	8,203	0	0	0	0	0	8,203	0
Total	12,600	4,397	8,203	0	0	0	0	0	8,203	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**STATUS:** Design is underway. Construction of Berths 5 and 6 to start in FY 2002.

**PROJECT:** Rehabilitation of Berths 1-6 at Dundalk Marine Terminal

**DESCRIPTION:** The western bulkhead at Dundalk Marine Terminal was part of the original Harbor Municipal Airport dating back to the 1920's. It was last rehabilitated during the 1960's. This project will plan and design the work needed (in a phased approach) to renew and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet; at this time the berths will be drafted to 42 feet. The first phase funds reconstruction of Berths 5 and 6. Berths 3 and 4 are next.

**JUSTIFICATION:** Berth 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off, other breakbulk (van packs) and passengers from cruise vessels. Age and harsh marine environment demands require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for other cargo (containers) and are too distant from the warehouses and automobile lots. Identified as the highest priority infrastructure needed by the MPA Facilities Plan.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction delayed from FY 2001 to FY 2002 due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	809	509	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,205	5	2,020	6,100	9,080	0	0	0	17,200	0
Total	18,014	514	2,320	6,100	9,080	0	0	0	17,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Increase in vessel calls.



**STATUS:** Several business opportunities face the Port of Baltimore in the near future. This warehouse will accommodate those needs.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost reduced \$4.5 million and construction delayed from FY 2002 to FY 2004 due to design changes from a refrigerated warehouse to multi-purpose niche cargo warehouse.

**PROJECT:** Niche Cargo Warehouse , Shed 6B

**DESCRIPTION:** To provide covered storage of niche cargoes at MPA terminals. This versatile facility is to be approximately 108,000 square feet, with 30-foot eaves, 1,200 pounds per square foot floor load, and truck and rail access. Location near the berths is necessary to keep labor and operational costs low due to the very competitive nature of the East Coast markets. The warehouse will be located at Lot 600 at Dundalk Marine Terminal.

**JUSTIFICATION:** Only 18% of MPA warehouse area is considered "state of the art", and only 12% are less than 20 years old. Many of the cargo commodities in the MPA's Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, and some steel and RoRo products. During the first half of 2000, MPA terminal's forest products increased 28%, steel gained 14%, and RoRo market share increased 2.1% to be more than 50% of the East Coast market. Additional covered storage space is necessary for continued growth.

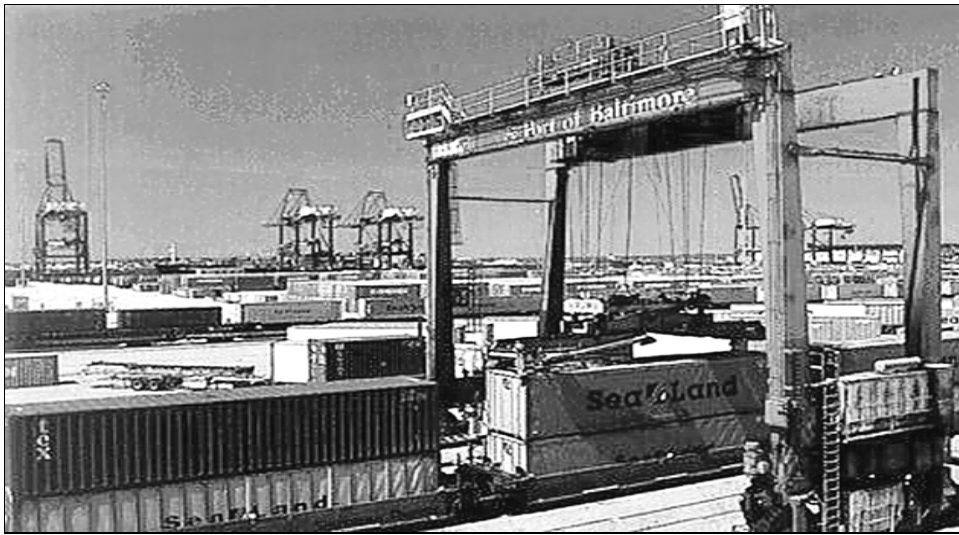
**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,600	0	0	0	5,000	2,600	0	0	7,600	0
Total	7,600	0	0	0	5,000	2,600	0	0	7,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Project is dependent upon Maryland Transportation Authority's decision concerning use of the Canton warehouse site.

**PROJECT:** Intermodal Container Transfer Facility Improvements

**DESCRIPTION:** Make improvements at Seagirt Marine Terminal's Intermodal Container Transfer Facility (ICTF) to increase rail service to the Port. This includes: connecting track to join Canton Railroad and Norfolk Southern Railroad track, obtaining the Canton warehouse site and constructing container storage, construct additional rail tracks, and gate improvements.

**JUSTIFICATION:** This will allow port customers to take advantage of greatly improved rail service to the mid-west, and it will allow for dual-rail access to the ICTF. Norfolk Southern RR is new to the Port and is very aggressive in trying to attract cargo. They have ambitious plans to make improvements to Conrail's old lines and to haul more freight and they were a very willing partner in our Maersk/SeaLand bid. Expanding the ICTF will improve services to the port's customers. Increasing freight movement via rail will reduce highway traffic, congestion and air pollution.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Doublestack and Other Rail Improvement Study -- Line 18](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost reduced \$2.5 million due to scope changes and refined design estimates. Construction delayed to FY 2004 due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,500	0	0	0	8,500	0	0	0	8,500	0
Total	8,500	0	0	0	8,500	0	0	0	8,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**STATUS:** Program to begin in FY 2002.

**PROJECT:** Protective Land Acquisition Program , Phase I

**DESCRIPTION:** This multi-year program provides for the purchase of property in the immediate vicinity of the port to ensure their availability in future years; it also protects property that might be in threat of development to ensure compatible land-use around the port. The first purchase is to be 25 acres adjacent to MPA terminals.

**JUSTIFICATION:** Additional terminal space drives the need for these property acquisitions. Obtaining property adjacent to existing terminals is the most efficient way to expand, because existing berths, cranes, access channels, and other existing infrastructure can be used. The ability to buy land that is an income generating and adjacent to MPA-owned land is rare. The Facilities Plan identifies the need for additional cargo storage space.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Funds deleted due to the national economic slowdown (See Page A-11).

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,972	1,872	100	0	0	0	0	0	100	0
Total	1,972	1,872	100	0	0	0	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1805, 1810, 3115



**STATUS:** Under design.

**PROJECT:** North American Paper Hub

**DESCRIPTION:** At South Locust Point Marine Terminal, construct warehouse facilities near the berth with rail and truck loading access. Warehouse is to have 30-foot eave height and 1,500 pounds per square foot floor load. Improve rail on the terminal with additional storage tracks.

**JUSTIFICATION:** A partnership of world-class northern European paper producers and shippers will consolidate their North American paper imports to one terminal complex. Paper volumes of 550,000 tons are forecast to arrive by both container and breakbulk vessels. (During FY 2000, MPA imported 308K tons of paper; this is a 53% increase over FY 1999.)

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction delayed to FY 2003 due to the national economic slowdown.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,724	9	0	4,600	8,715	2,400	0	0	15,715	0
Total	15,724	9	0	4,600	8,715	2,400	0	0	15,715	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** The site has been surcharged and stabilized. Construction to begin in FY 2002.

**PROJECT:** Forest Products Warehouse Lot 5B

**DESCRIPTION:** Construct a 108,000 square foot warehouse with truck and rail loading docks, near berth 5 at Dundalk Marine Terminal for Forest Products. This project follows a minor project, which includes utility relocation and surcharge to stabilize the site. The surcharge stays in place for a period of time to compress the subsoil.

**JUSTIFICATION:** Forest Products have continued to be a success story at the Port of Baltimore. Our customer is eager to get additional covered storage for wood pulp, because its tonnage grew 4.2% in 2000. Site stabilization is necessary for the warehouse to support heavy rail cars and large warehouses with floor load ratings of 1,200 pounds per square foot.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,500	0	2,450	7,050	0	0	0	0	9,500	0
Total	9,500	0	2,450	7,050	0	0	0	0	9,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**OPERATING COST IMPACT:** Operating cost recovered through tenant lease agreement.



**STATUS:** Project to be completed in FY 2002.

**PROJECT:** Autoprocessor Expansion at Dundalk Marine Terminal

**DESCRIPTION:** Make improvements to about 74 acres at Dundalk Marine Terminal (DMT). Improvements include paving, construction of high mast lighting matrix, installation of a drainage system, and erection of perimeter fencing.

**JUSTIFICATION:** The relocation of an auto account from the New York/New Jersey area requires improvements to 74 acres of DMT. The MPA signed an agreement with an auto processor, which guarantees their processing a minimum of 510,000 vehicles over a five-year period starting on January 1, 2001. This agreement can be renewed for an additional five-year term. Also, the auto processor is required to make numerous additional improvements to their processing facility at DMT.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL
 ☐ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2001			....2004....	....2005....	....2006....	....2007....			
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	3,575	3,105	470	0	0	0	0	0	470	0	0
Total	3,575	3,105	470	0	0	0	0	0	470	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**USAGE:** 74 acres.

**OPERATING COST IMPACT:** Operating cost are recovered through tenant lease agreement.

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND PORT ADMINISTRATION - LINE 15

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior</u></b>		
	<b><u>All Terminals</u></b>		
1	Deck Repairs, DMT and SLP (1709)	101	Complete
2	Replacement Electrical/Communication Sys. Manhole (1700)	1,925	Complete
3	Damage and Claims Reimbursements (1723)	79	Complete
4	Overheight Detector - SHA (1726)	271	Complete
5	Underground Storage - Additional (1714)	240	Complete
6	Berth Substructure Repairs (1710)	986	Complete
7	Pavement Marking (1705)	17	Underway
8	Portwide Paving (1704)	165	Underway
9	Berth Substructure Repairs All Terminal (1716)	388	Underway
10	Agency Wide Tenant Alteration II (1728)	107	Underway
11	Agency Wide Tenant Alteration - III (1731)	300	Underway
12	Cargo Handling Equipment - RTG (3003)	8,382	Underway
13	Paving Repairs (1703)	2,388	Underway
14	Underwater Structure Inspection (1722)	100	Underway
15	Crane Painting and Repair (1732)	60	Spring, 2002
16	Marylynn Electrical (1727)	60	Spring, 2002
17	Terminal Security (1733)	785	Spring, 2002
	<b><u>Dredging - General</u></b>		
18	DNPOP Facilitator (5223)	50	Underway
	<b><u>Dundalk Marine Terminal</u></b>		
19	1st Street Lot 1702 Paving (1007)	1,403	Complete
20	Lot 500 Stabilization - DMT (1015)	1,058	Complete
21	Structural Crane Inspection (1019)	473	Complete
22	Boom Strengthening Hitachi Crane (1018)	1,700	Complete

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Dundalk Marine Terminal (cont'd)</u></b>		
23	Fenders at DMT (1037)	198	Complete
24	Shed Stairway Replacement (1045)	99	Complete
25	Perimeter Security System (1031)	644	Underway
26	Retrofit M&R Building (1038)	356	Underway
27	Shed 11 and 12 Roofs (1012)	1,295	Underway
28	Shed 6 Lighting (1021)	119	Underway
29	Communication Replacement - DMT (1034)	1,750	Underway
30	Dundalk Marine Terminal O&M (1011)	470	Underway
31	Emergency Crane Repair - #9 (1060)	30	Underway
32	Slope Protection Colgate Creek (1023)	350	Underway
	<b><u>Environmental</u></b>		
33	Soil Treatment (1106)	207	Complete
34	Ground Water Treatment (1104)	750	Underway
35	Leachate Management - Hawkins Point (1105)	150	Underway
36	15th St Storm Drain Cleaning (1103)	2,640	Underway
37	Chrome Ore Removal (1102)	200	Underway
38	Hawkins Point O&M (1707)	270	Underway
	<b><u>Facilities and Equipment</u></b>		
39	Crane Festoon System, Cables and A/C (3008)	205	Complete
40	Gantry Crane (3005)	82	Complete
41	Yard Hustler (3006)	117	Complete
42	Snow Removal Equipment (3010)	500	Complete
43	Boom Truck (3009)	200	Complete
44	Crane Maintenance Building Refurbishing (3011)	86	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>Facilities and Equipment (cont'd)</u></b>		
45	Railroad Crane Inspection and Construction (3106)	270	Underway
46	Crane Electrical Rehabilitation - Cranes 5 & 11 (3013)	600	Spring, 2002
47	Vacuum Sweeper Truck (3200)	115	Spring, 2002
	<b><u>Masonville Auto Terminal</u></b>		
48	Kurt Iron Environmental Phase I (Formerly Fairfield Auto Term. Rem.) (1210)	1,216	Underway
49	Fairfield Mooring Dolphin (1720)	580	Spring, 2002
50	Fairfield Pier Extension (1718)	2,000	Spring, 2002
	<b><u>North Locust Point</u></b>		
51	Pier 3 Shed Lighting Upgrade (1804)	121	Underway
	<b><u>Open-Ended Consulting</u></b>		
52	Open Ended Contract - Hydrographic Survey STV (1201)	112	Complete
53	Open Ended Contract - Hydrographic Survey - JMT (1202)	100	Complete
54	Open Ending Consulting - Open Ended (1207)	1,243	Complete
55	Open Ended Consulting - Facility Survey (1212)	100	Complete
56	RTG Design (1121)	25	Complete
57	Open Ended Engineering Contract (1204)	1,830	Complete
58	Open Ended Engineering Services (1205)	2,036	Complete
59	Open Ended Engineering Services (1206)	996	Complete
60	Open Ended Consultant - Facility Survey (1214)	36	Complete
61	Claims Analysis (1213)	63	Underway
62	Open Ended Consulting - Facilities (1219)	1,327	Underway
63	Open Ended Misc Engineering Services (1218)	1,000	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u><b>FY 2002 and Prior (cont'd)</b></u>		
	<u><b>Open-Ended Consulting (cont'd)</b></u>		
64	STV, Moffatt and Nichol Design - Open Ended (1217)	2,435	Underway
	<u><b>Port - Wide</b></u>		
65	Document Management System - Procurement (3109)	108	Complete
66	Back-up Generator - Telephone System (3111)	23	Complete
67	Port Cost Study Update (3113)	24	Complete
68	Terminal Operating System (3108)	4,396	Complete
69	Open Ended Studies - Planning (3112)	75	Underway
70	Cruise Analysis (3118)	100	Spring, 2002
71	Environmental Web Page (3117)	15	Spring, 2002
	<u><b>Seagirt Marine Terminal</b></u>		
72	Crane Maintenance Building - SMT (1302) Transferred to MdTA	503	Complete
73	Seagirt Paving (1300) Transferred to MdTA	3,708	Complete
74	Back-up Generator - SMT Telephone System (1314)	8	Complete
75	SMT/ICTF Sign Bidge (1313)	4	Complete
76	SMT Canopy (1312)	83	Underway
77	Crane 3 Trolley Rails - SMT (1317)	200	Spring, 2002
78	Reefer Outlets (1309) Transferred to MdTA	345	Spring, 2002
	<u><b>South Locust Point</b></u>		
79	Deck Repair Overlay Pier 4/5 (1800)	1,891	Complete
80	Signage - SLP (1606)	197	Complete
81	Cargo Shed Expansion (1600)	71	Complete
82	SLP Berth 9, 10 and 11 (1803)	20	Complete



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>South Locust Point (cont'd)</u></b>		
83	SLP Shed - New Ventilation and Lighting (1604)	750	Underway
	<b><u>World Trade Center</u></b>		
84	Restroom Modifications - WTC (1506)	967	Complete
85	WTC Capital Improvements (1520)	40	Complete
86	WTC- Test of Riser Cables (1515)	13	Complete
87	WTC - Agency Wide Tenant Alternations (1517)	293	Underway
88	WTC - Expansion Joints (1519)	375	Underway
89	Emergency Power and Fire Alarm (1505)	1,736	Underway
90	Fire/Life Safety Code - Elevator Enhancements (1514)	912	Underway
91	Tenant Renovation - Meridian WTC (3107)	310	Underway
92	WTC - HVAC (1511)	3,000	Underway
93	ADA Improvements - WTC (1510)	1	Spring, 2002
94	Building Security (1524)	1,500	Spring, 2002
	<b><u>FY 2003</u></b>		
	<b><u>All Terminals</u></b>		
95	Paving Repairs (1703)	2,134	Summer, 2002
96	Agency Wide Tenant Alteration III (1731)	1,480	Summer, 2002
97	Crane Painting and Repair (1732)	390	Summer, 2002
98	Underwater Structure Inspection	100	Fall, 2002
	<b><u>Dundalk Marine Terminal</u></b>		
99	Dundalk Marine Terminal O&M (1011)	500	Summer, 2002
100	High Mast Lighting - Phase II DMT (1051)	1,200	Summer, 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

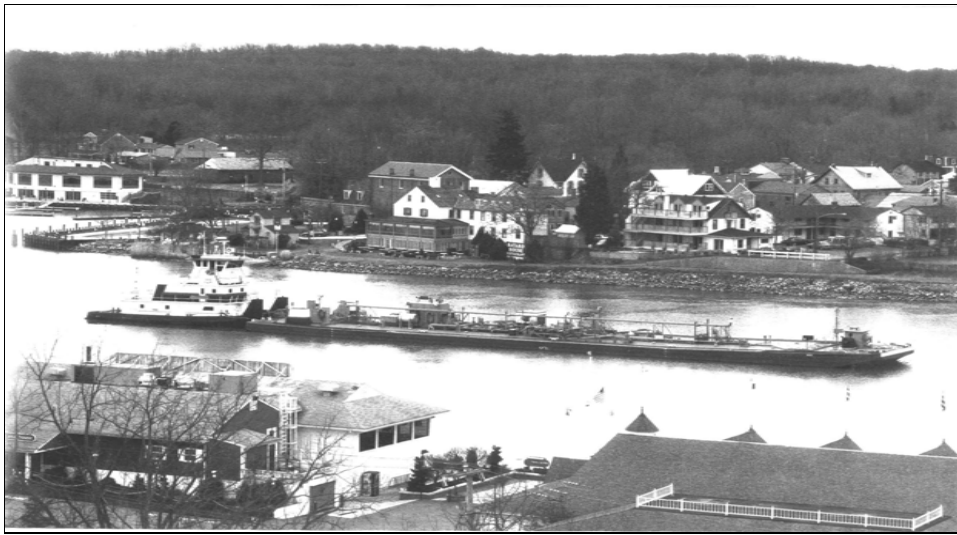
## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2003 (cont'd)</u></b>		
	<b><u>Dundalk Marine Terminal (cont'd)</u></b>		
101	Demolition - Sheds 3A and 3B (1032)	3,700	Summer, 2002
102	Communication Replacement DMT (1034)	940	Summer, 2002
103	Shed 201 Conversion - DMT (1042)	3,400	Summer, 2002
104	Demolition of Airport Tower and B1 (1035)	700	Fall, 2002
	<b><u>Environmental</u></b>		
105	Chrome Ore Removal (1102)	200	Summer, 2002
106	Hawkins Point O&M (1707)	250	Summer, 2002
107	15th St Storm Drain Cleaning (1103)	150	Summer, 2002
108	Ground Water Treatment (1104)	730	Summer, 2002
109	Leachate Management - Hawkins Point (1105)	150	Summer, 2002
	<b><u>Facilities and Equipment</u></b>		
110	Railroad Crane Inspection and Construction (3106)	121	Summer, 2002
	<b><u>Masonville Auto Terminal</u></b>		
111	Kurt Iron Clean-up and Capping (1719)	2,440	Summer, 2002
112	Fairfield Pier Extension (1718)	1,421	Summer, 2002
	<b><u>Open-Ended Consulting</u></b>		
113	Job Order Contracting (1215)	250	Summer, 2002
114	Claims Analysis (1213)	25	Summer, 2002
115	Portwide Engineering I (1220)	1,000	Fall, 2002
116	Portwide Engineering II (1221)	1,000	Fall, 2002
117	Portwide Engineering III (1222)	500	Fall, 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND PORT ADMINISTRATION - LINE 15 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u><b>FY 2003 (cont'd)</b></u>		
	<u><b>Open-Ended Consulting (cont'd)</b></u>		
118	Portwide Engineering IV (1223)	500	Fall, 2002
	<u><b>Port - Wide</b></u>		
119	Temporary Cruise Terminal (3119)	750	Fall, 2002
120	Open Ended Studies - Planning (3112)	200	Fall, 2002
	<u><b>World Trade Center</b></u>		
121	Fire/Life Safety Code - Elevator Enhancements (1514)	1,564	Summer, 2002
122	Tenant Renovation - Meridian WTC (3107)	310	Summer, 2002
123	WTC - Plaza Security (1521)	65	Summer, 2002
124	Fire Pumps and Domestic Water Systems (1509)	1,717	Summer, 2002
125	WTC - HVAC (1511)	2,726	Summer, 2002
126	WTC - Lobby Improvement (1513)	900	Fall, 2002



**STATUS:** The Army Corp of Engineers deferred making a decision until FY 2004.

**PROJECT:** C&D Canal Deepening

**DESCRIPTION:** Detailed planning by the USACE has been deferred until at least FY 2004. The MPA and Corp of Engineers will continually monitor vessel traffic and Canal usage patterns. Existing funding is for ongoing analysis and studies.

**JUSTIFICATION:** Modifications to the C&D Canal are necessary to allow passage of larger vessels requiring deeper drafts. The C&D Canal is the shortest route with fastest transit times to Baltimore for vessels coming from or going north.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** \$600,000 was removed from the 6-year program, pending Army Corp of Engineer's decision.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,248	1,602	174	57	177	75	80	83	646	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	2,248	1,602	174	57	177	75	80	83	646	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5500, 5510



**STATUS:** Feasibility studies are underway.

**PROJECT:** Dredge Material and Placement Options Program

**DESCRIPTION:** Conduct detailed studies with the US Army Corp of Engineers to identify and assess additional dredged material placement sites emphasizing beneficial uses of dredged material for projects such as island and shoreline reclamation. Establish baseline environmental conditions at Pooles Island and other open water placement sites as a yard stick for change due to disposal operations.

**JUSTIFICATION:** Containment capacity in Baltimore is completely committed. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to implement the Governor's Strategic Plan for Dredge Material Management.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[Hart-Milller Island Related Projects - Line 1](#)  
[Dredge Placement and Monitoring - Line 2](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** With open water disposal restricted as an option for the placement of dredge materials, program cost increased \$4.3 million due to the addition of dredge material placement feasibility studies.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	16,414	6,597	2,802	2,968	2,798	406	413	430	9,817	0
Engineering	13,886	5,922	1,824	3,335	1,085	585	565	570	7,964	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	30,300	12,519	4,626	6,303	3,883	991	978	1,000	17,781	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5100, 5200, 5204, 5216, 5217, 5219, 5220, 5400, 5401, 5402



**STATUS:** Complete.

**PROJECT:** Doublestack and Other Rail Improvements

**DESCRIPTION:** The project includes planning and engineering studies to improve rail services at the Port, including providing infrastructure for doublestacking service. The infrastructure improvement required for doublestack transportation include increasing tunnel clearance and removal of overhead obstacles. The Port of Baltimore is one of the few East Coast ports that cannot be served by doublestack trains handling high cube containers. This is an increasingly economical way for the railroads to handle intermodal freight.

**JUSTIFICATION:** Upgraded rail service will increase the Port of Baltimore's competitiveness. With more efficient inland transportation, trade through the Port could increase. Enhanced rail service may reduce traffic, congestion and maintenance on Maryland's highway system.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Intermodal Container Transfer Facility Improvements -- Line 10](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	100	100	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	100	100	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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**MARYLAND TRANSIT ADMINISTRATION  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	113.1	137.8	190.3	192.0	152.7	127.9	913.8
System Preservation Minor Projects	56.2	42.5	32.8	43.8	72.6	81.4	329.3
<b><u>Development &amp; Evaluation Program</u></b>	<u>7.1</u>	<u>11.0</u>	<u>11.7</u>	<u>7.3</u>	<u>2.6</u>	<u>0.9</u>	<u>40.6</u>
<b>SUBTOTAL</b>	176.4	191.3	234.8	243.1	227.9	210.2	1,283.7
<b><u>Capital Salaries, Wages &amp; Other Costs</u></b>	<u>5.3</u>	<u>5.3</u>	<u>6.2</u>	<u>6.4</u>	<u>6.6</u>	<u>6.8</u>	<u>36.6</u>
<b>TOTAL</b>	181.7	196.6	241.0	249.5	234.5	217.0	1,320.3
<b>Special Funds*</b>	68.0	69.4	83.5	93.1	71.7	77.3	463.0
<b>Federal Funds</b>	92.6	125.9	157.4	156.2	162.0	138.9	833.0
<b>Other Funding**</b>	21.1	1.3	0.1	0.2	0.8	0.8	24.3

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\* Includes local share reimbursement to the State by non-profit organization grant recipients, and local jurisdiction contributions to the Central Line Light Rail System.

\*\* Other funding includes Maryland Transportation Authority (MdTA) bond financing and local share of Maglev Rail System Study. These funds are included in the total.



**STATUS:** Open to revenue service.

**PROJECT:** MARC Frederick Extension

**DESCRIPTION:** Construct a new 13.5 mile line from Point of Rocks to City of Frederick, including a downtown Frederick and a suburban station. This service extension will connect to the Brunswick Line providing access to Washington, D.C.

**JUSTIFICATION:** This extension will help meet travel demands in the I-270 corridor by increasing ridership and overall efficiency of the Brunswick Line. The Frederick downtown station will support the revitalization of the downtown area in conjunction with the Carroll Creek Project and office development. The suburban station, with an 850 space surface parking lot will provide parking for daily commuters from Frederick to Washington, D.C.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Point of Rocks MARC Station Parking Expansion -- Line 12](#)  
[MARC Bi-Level Coach Purchase -- Line 2](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2004....	....2005....	....2006....	....2007....	BALANCE TO COMPLETE
Planning	676	676	0	0	0	0	0	0	0
Engineering	4,050	2,881	892	277	0	0	0	0	1,169
Right-of-way	5,997	5,996	1	0	0	0	0	0	1
Construction	45,359	24,402	8,030	6,271	3,656	3,000	0	0	20,957
Total	56,082	33,955	8,923	6,548	3,656	3,000	0	0	22,127
Federal-Aid	44,815	26,980	7,178	5,270	2,959	2,428	0	0	17,835

**USAGE:** In FY 2001, MARC experienced 22,000 daily boardings. A 2.5% average annual growth is estimated.

**OPERATING COST IMPACT:** Approximately \$2.3 million per year.





**STATUS:** All 50 bi-level coaches have been delivered and are in revenue service.

**PROJECT:** MARC Bi-Level Coach Purchase

**DESCRIPTION:** Purchase 50 bi-level coaches to replace existing vehicles and to expand service.

**JUSTIFICATION:** Additional coaches are necessary to meet ridership growth and service expansion as well as to increase reliability and safety.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[MARC Electric Locomotive Purchase -- Line 3](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2004....	....2005....	....2006....	....2007....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	855	855	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	91,567	85,680	2,337	2,000	755	795	0	0	5,887
Total	92,422	86,535	2,337	2,000	755	795	0	0	5,887
Federal-Aid	71,854	66,963	1,942	1,662	627	660	0	0	4,891

**USAGE:** In FY 2001, MARC experienced 22,000 daily boardings. A 2.5% average annual growth is estimated.

**OPERATING COST IMPACT:** Approximately \$1.0 million per year.



**STATUS:** Delivery anticipated to begin during current fiscal year.

**PROJECT:** MARC Electric Locomotive Purchase

**DESCRIPTION:** Purchase six new electric locomotives for service expansion.

**JUSTIFICATION:** Electric locomotives will provide faster, more efficient commuter service which will result in increased ridership.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[MARC Bi-Level Coach Purchase -- Line 2](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	109	109	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	44,867	34,149	2,062	2,000	3,349	3,307	0	0	10,718	0
Total	44,976	34,258	2,062	2,000	3,349	3,307	0	0	10,718	0
Federal-Aid	35,777	27,308	1,629	1,580	2,646	2,614	0	0	8,469	0

**USAGE:** In FY 2001, MARC experienced 22,000 daily boardings. A 2.5% average annual growth is estimated.

**OPERATING COST IMPACT:** Approximately \$2.0 million per year.



**STATUS:** Environmental documentation and right-of-way acquisition underway for MARC Maintenance Facility. Engineering underway for Washington Mid-Day Storage and Penn-Camden Connection.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction of Washington Mid-Day Storage delayed one year to FY 2003 to allow time to finalize agreements with Amtrak. Cost decreased \$48.4 million for MARC Maintenance Facility and Penn-Camden Connection due to reevaluation of project scope and national economic slowdown. (See Page A-11)

**PROJECT:** MARC Maintenance, Layover & Storage Facilities

**DESCRIPTION:** Planning, environmental documentation, design, property acquisition and construction of major maintenance, layover, and storage facilities. Current funding supports constructing Phase I of a consolidated maintenance and storage facility, the Penn-Camden Connection and a mid-day storage near Washington Union Station.

**JUSTIFICATION:** This project will provide critically needed storage and maintenance facilities for the expanding MARC fleet. The Penn-Camden Connection will provide access to the new maintenance and storage facility. The Washington mid-day storage facility will reduce interference with Amtrak operations in Washington.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	4,059	3,744	315	0	0	0	0	0	315	0	
Engineering	7,856	1,622	648	1,551	1,551	1,552	932	0	6,234	0	
Right-of-way	15,450	3	6,870	231	0	2,666	2,665	3,015	15,447	0	
Construction	25,058	34	0	709	1,500	6,000	7,000	9,815	25,024	0	
Total	52,423	5,403	7,833	2,491	3,051	10,218	10,597	12,830	47,020	0	
Federal-Aid	37,908	4,142	2,445	1,992	2,439	8,167	8,469	10,254	33,766	0	



**STATUS:** Retrofit and testing of vehicles underway.

**PROJECT:** MARC Coach Modifications

**DESCRIPTION:** Retrofit the vestibule area of MARC II cars by adding a door release handle, converting all accessible windows into emergency exits, and improving signage for emergency exits and procedures.

**JUSTIFICATION:** MTA is implementing several initiatives to modify MARC coaches to improve the ability of passengers and crew to exit coaches in the event of an accident.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	201	0	201	0	0	0	0	0	201	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,348	5,485	308	555	0	0	0	0	863	0
Total	6,549	5,485	509	555	0	0	0	0	1,064	0
Federal-Aid	5,210	4,904	148	158	0	0	0	0	306	0



**STATUS:** Phase I Construction for station relocation is underway. Preliminary Engineering and environmental work for the Transit Center (Phase II) is underway. Phase II is being managed by Montgomery County, with final design and construction to be completed by a joint developer through WMATA.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Phase II delayed due to evaluation of alternative development plans.

**PROJECT:** Silver Spring Transit Center and MARC Station Relocation

**DESCRIPTION:** Design and construct a new transit center in Silver Spring that includes two phases. The first phase will begin with relocation of the Silver Spring MARC Station adjacent to the existing Metrorail Station. This includes two platforms, a pedestrian bridge, and ADA improvements. The second phase will be the construction of an integrated MARC, WMATA and a proposed Georgetown Branch Transitway at the current Silver Spring Station. This will include increased bus capacity for Ride On buses, intercity bus accommodations, a taxi queue, kiss-n-ride, hiker-biker trail, and a MARC/Intercity bus station building. This phase involves participation by Montgomery County.

**JUSTIFICATION:** Consolidating transit services at a single location in Silver Spring will increase their efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

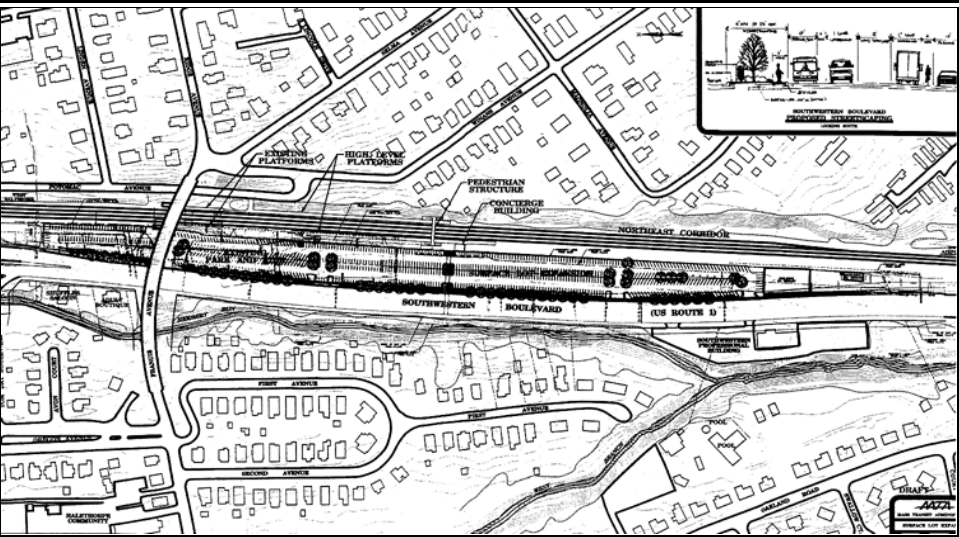
**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[Purple Line Study -- Line 63](#)

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	996	996	0	0	0	0	0	0	0	0
Engineering	4,621	1,183	507	500	1,000	1,431	0	0	3,438	0
Right-of-way	2,087	224	363	1,500	0	0	0	0	1,863	0
Construction	34,089	288	2,130	2,000	2,365	2,069	10,000	15,237	33,801	0
Total	41,793	2,691	3,000	4,000	3,365	3,500	10,000	15,237	39,102	0
Federal-Aid	27,834	2,015	2,413	3,192	2,684	2,387	6,000	9,143	25,819	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-NS	10,659
CO	2006	S9-MRC	2,254
CO	2007	S9-MRC	2,092



**STATUS:** Right-of-way acquisition complete. Construction of surface parking to begin during current fiscal year.

**PROJECT:** Halethorpe MARC Station Parking Improvements

**DESCRIPTION:** Expand surface parking and enhance the Halethorpe MARC Station. Work includes high level platforms, pedestrian bridge, new shelters, improved handicapped accessibility, lighting and streetscaping.

**JUSTIFICATION:** Insufficient parking at this station results in commuters parking along US 1 and within adjacent residential communities. Platform and access improvements will improve service for riders and reduce boarding times.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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			
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	322	322	0	0	0	0	0	0	0	0
Engineering	458	64	200	194	0	0	0	0	394	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	5,700	0	100	1,307	1,500	1,500	1,293	0	5,700	0
Total	7,798	1,704	300	1,501	1,500	1,500	1,293	0	6,094	0
Federal-Aid	5,185	272	275	1,203	1,200	1,200	1,035	0	4,913	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	MRC-FG	3,504



**STATUS:** Garage open for use. Completing minor tasks.

**PROJECT:** BWI MARC Station Garage Phase II

**DESCRIPTION:** Expand public parking at the Amtrak/MARC BWI Airport rail station. The project will expand the existing facility from 1,360 to 3,114 spaces.

**JUSTIFICATION:** The parking expansion will support the anticipated growth in Amtrak and MARC ridership, and will enhance the ability of the station to service the continued growth of BWI 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:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	72	72	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	34,000	15,991	18,009	0	0	0	0	0	18,009	0
Total	34,072	16,063	18,009	0	0	0	0	0	18,009	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

\*Project partially funded from Certificates of Participation bonds.

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**STATUS:** Property acquisition complete. Construction to begin during current fiscal year.

**PROJECT:** Laurel MARC Station Improvements

**DESCRIPTION:** Construct an additional 200 parking spaces at the Laurel MARC Station.

**JUSTIFICATION:** Additional parking spaces are needed to accommodate increasing ridership. This project supports community revitalization due to the station's proximity to the downtown area.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

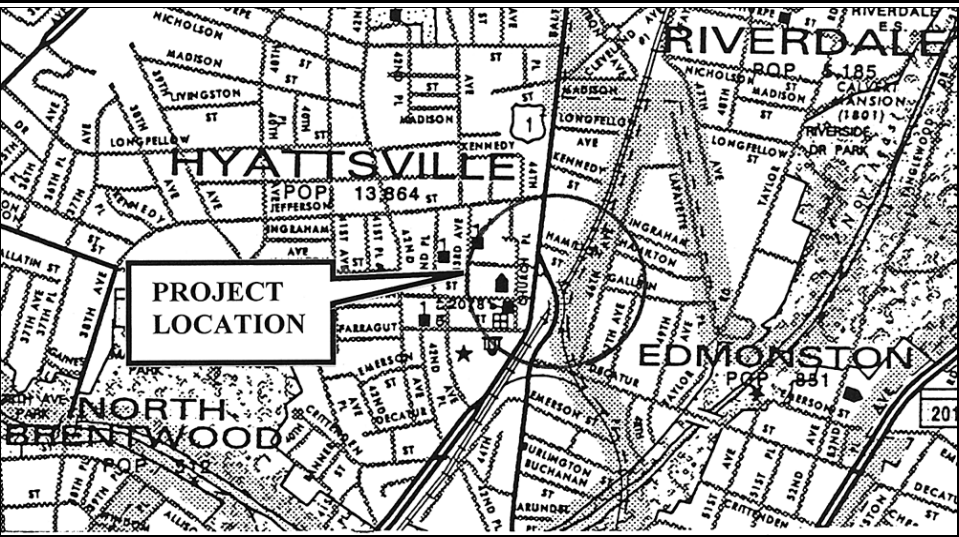
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST	THRU	YEAR	YEAR						
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....		
Planning	195	195	0	0	0	0	0	0	0	0
Engineering	471	471	0	0	0	0	0	0	0	0
Right-of-way	2,506	2,157	349	0	0	0	0	0	349	0
Construction	3,223	1,006	268	949	1,000	0	0	0	2,217	0
Total	6,395	3,829	617	949	1,000	0	0	0	2,566	0
Federal-Aid	4,830	2,773	508	754	795	0	0	0	2,057	0

**USAGE:** In FY 2001, MARC experienced 22,000 daily boardings. A 2.5% average annual growth is estimated.

**OPERATING COST IMPACT:** No additional cost to the MTA's operating budget.





**STATUS:** Design on hold due to CSX concerns about impacts on freight railroad operations.

**PROJECT:** Hyattsville MARC Station - New Station Site

**DESCRIPTION:** Design and construct new MARC station in Hyattsville on the Camden Line.

**JUSTIFICATION:** New Station will improve access to the MARC Camden Line service from Hyattsville and Edmonston.

**SMART GROWTH STATUS**

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

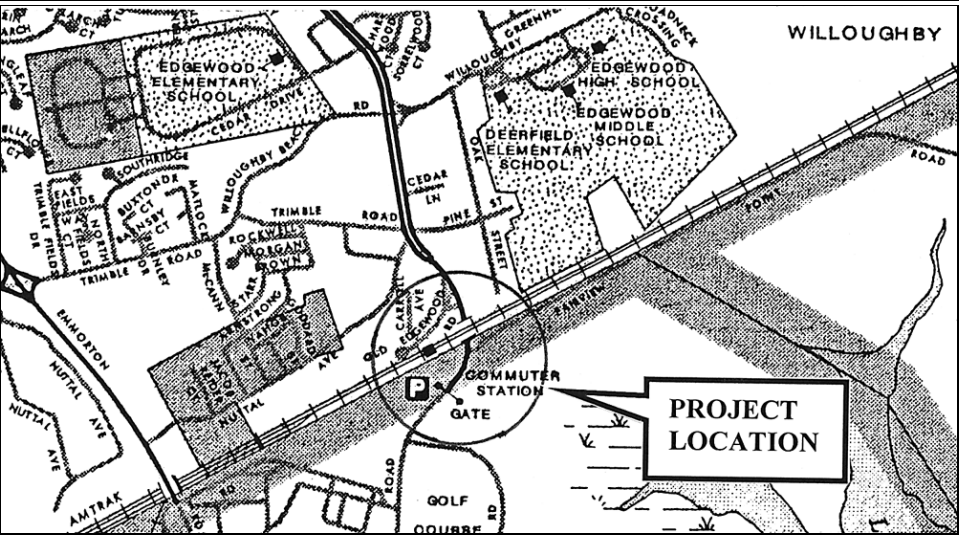
**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	128	128	0	0	0	0	0	0	0	0
Engineering	165	6	0	52	107	0	0	0	159	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,792	0	0	0	526	633	633	0	1,792	0
Total	2,085	134	0	52	633	633	633	0	1,951	0
Federal-Aid	1,662	97	0	43	510	506	506	0	1,565	0

**USAGE:** In FY 2001, MARC experienced 22,000 daily boardings. A 2.5% average annual growth is estimated.



**STATUS:** Complete.

**PROJECT:** MARC Edgewood Station Improvements

**DESCRIPTION:** Implement landscaping and pedestrian access improvements at the Edgewood MARC Station in conjunction with SHA pedestrian improvements to MD 755.

**JUSTIFICATION:** As part of the ongoing improvements to the MARC Edgewood Station, the MTA has been working with a variety of elected officials, agencies and local business interests. The community groups, Edgewood Rt. 40 Task Force and Edgewood Community Planning Council are particularly interested in enhancements that will aid in revitalizing the Edgewood area and attracting visitors and business development to the Edgewood/Aberdeen 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:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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				
TOTAL											
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE	
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO	
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE	
Planning	87	87	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	448	448	0	0	0	0	0	0	0	0	
Construction	43	43	0	0	0	0	0	0	0	0	
Total	578	578	0	0	0	0	0	0	0	0	
Federal-Aid	398	399	0	0	0	0	0	0	0	-1	



**STATUS:** Project Planning underway. Final Engineering to begin during current fiscal year. Construction to begin during budget fiscal year.

**PROJECT:** Point of Rocks MARC Station Parking Expansion

**DESCRIPTION:** Construct expanded parking facilities at the Point of Rocks MARC Station in Frederick County. Project will include pedestrian access improvements along MD 28.

**JUSTIFICATION:** Parking demand regularly exceeds the existing 276 space lot. Currently, patrons are parking in the adjacent community.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[MARC Frederick Extension -- Line 1](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	198	197	1	0	0	0	0	0	1	0
Engineering	240	0	240	0	0	0	0	0	240	0
Right-of-way	200	0	0	200	0	0	0	0	200	0
Construction	2,380	0	0	660	860	860	0	0	2,380	0
Total	3,018	197	241	860	860	860	0	0	2,821	0
Federal-Aid	2,413	157	192	688	688	688	0	0	2,256	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	MRC-FG	1,000



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

**PROJECT:** Maryland-Delaware Railroad Rehabilitation & Improvements

**DESCRIPTION:** Improve drainage, install ties, replace and tamp ballast subgrade on the 9.3 mile segment between Massey and Townsend and the 16 mile segment between Hurlock and Seaford to enable the rail infrastructure to support new 315,000 lb freight cars.

**JUSTIFICATION:** Will restore the integrity of the track bed and ensure safe passage of trains with anticipated heavier freight cars.

**SMART GROWTH STATUS**

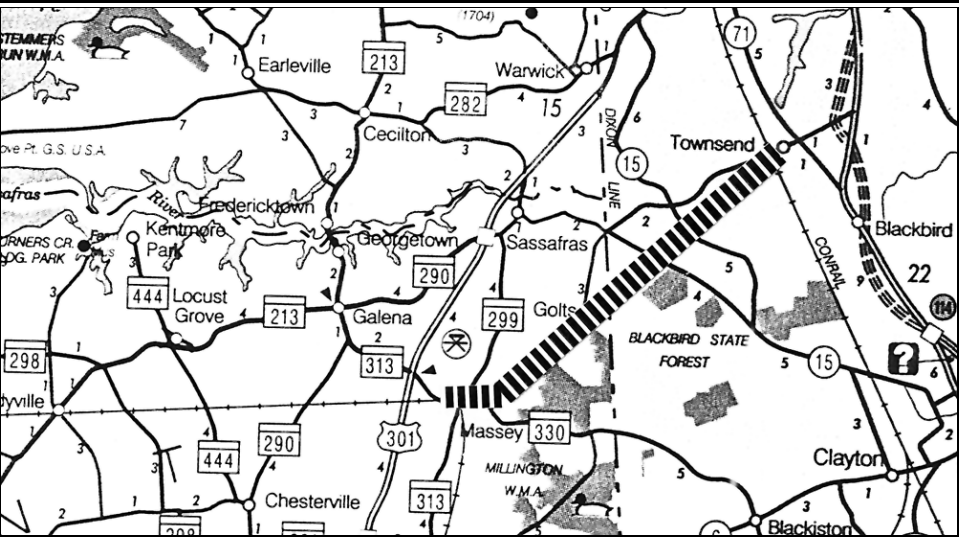
- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	24	22	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,196	1,078	1,816	1,992	2,310	0	0	0	6,118	0
Total	7,220	1,100	1,818	1,992	2,310	0	0	0	6,120	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Complete.

**PROJECT:** Maryland-Delaware Railroad Rehabilitation and Improvements

**DESCRIPTION:** Rerail the Maryland-Delaware railroad line from the Massey Yard in Kent County, Maryland to the Townsend Yard in Delaware.

**JUSTIFICATION:** This system preservation project assures that the line meets Federal Railroad Administration standards for safe operations. It is also an economic development project due to its importance to the economy of the upper Eastern Shore.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	38	38	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	2,184	2,176	8	0	0	0	0	0	8	0	0
Total	2,222	2,214	8	0	0	0	0	0	8	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0



**STATUS:** Ongoing evaluation of bridges in conformance with State of Maryland Rail Policy. Construction on 21 bridges to begin during current fiscal year.

**PROJECT:** Freight Bridge Rehabilitation

**DESCRIPTION:** Funding source for the rehabilitation of freight bridges throughout the State for FY 2002 through FY 2007. The bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle load requirements and economic need and necessity.

**JUSTIFICATION:** A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

**SMART GROWTH STATUS**

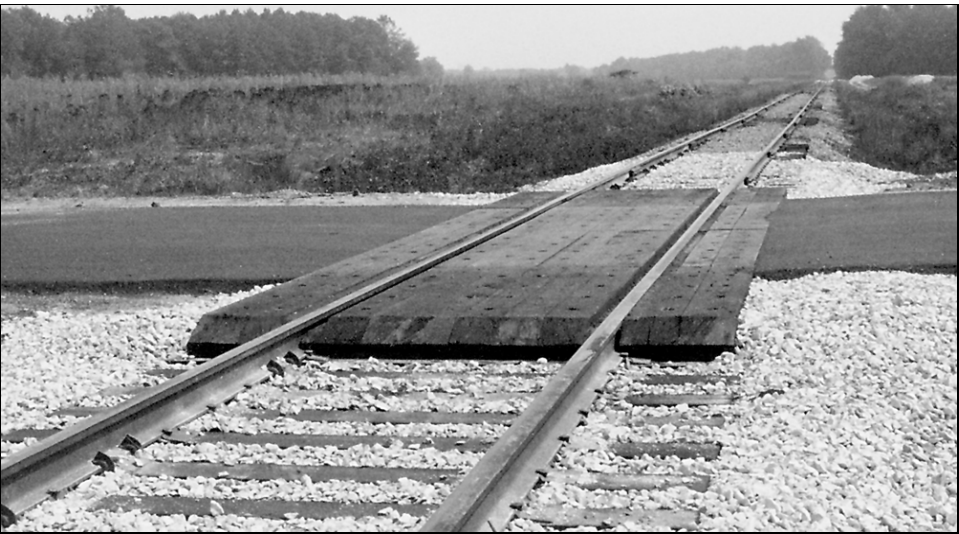
- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$1.2 million based on most recent recommendations from ongoing inspections.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	293	221	0	0	39	33	0	0	72	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,804	629	500	500	461	460	1,123	1,131	4,175	0
Total	5,097	850	500	500	500	493	1,123	1,131	4,247	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Seven crossings, two on the Maryland Midland Railroad and five on the Maryland - Delaware Railroad, have been completed by the operating railroads under the direction of SHA.

**PROJECT:** Freight Line Grade Crossing Rehabilitation

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

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

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,178	443	0	450	450	450	450	935	2,735	0
Total	3,178	443	0	450	450	450	450	935	2,735	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Completing tasks associated with the close-out of the project.

**PROJECT:** Baltimore Central Light Rail Line

**DESCRIPTION:** Construct a 29.5 mile light rail line in the central corridor of the Baltimore Metropolitan area. The system operates between Hunt Valley and Dorsey Road through downtown Baltimore, with service to BWI Airport and Penn Station.

**JUSTIFICATION:** This project is part of a balanced transportation program for the Baltimore Region. It provides access to established and expanding employment, residential and commercial areas. In addition, it offers reverse commute benefits.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Light Rail Double Track -- Line 19](#)  
[Light Rail Cab Code Signaling for Phase II Extensions -- Line 20](#)  
[Light Rail Cromwell Maintenance and Layover Facility, Phase II -- Line 21](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	3,352	3,352	0	0	0	0	0	0	0	0
Engineering	61,003	61,003	0	0	0	0	0	0	0	0
Right-of-way	42,295	42,295	0	0	0	0	0	0	0	0
Construction	362,839	361,722	100	753	264	0	0	0	1,117	0
Total	469,489	468,372	100	753	264	0	0	0	1,117	0
Federal-Aid	85,153	85,153	0	0	0	0	0	0	0	0

**USAGE:** Light Rail experienced approximately 977,000 monthly boardings in FY 2001.

Baltimore City, Anne Arundel and Baltimore Counties contributions (\$15.0 million each) are included in MDOT totals and budget.  
0004, 0097





**STATUS:** Preliminary Engineering and Environmental Documentation is complete. Final design underway.

**PROJECT:** Cold Spring Light Rail Station Park and Ride

**DESCRIPTION:** Construct a new 300-space park and ride facility at the existing Cold Spring Light Rail Station. The station currently has no parking.

**JUSTIFICATION:** New parking will increase ridership by providing convenient access to the system.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decreased \$1.5 million due to change in project scope.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2004....	....2005....	....2006....	....2007....	
Planning	600	394	206	0	0	0	0	0	206
Engineering	550	78	50	218	204	0	0	0	472
Right-of-way	1,000	19	0	981	0	0	0	0	981
Construction	5,000	0	0	0	996	1,500	1,500	1,004	5,000
Total	7,150	491	256	1,199	1,200	1,500	1,500	1,004	6,659
Federal-Aid	3,850	211	204	638	640	808	808	541	3,639

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	2,589



**STATUS:** Grant Agreement approved by Federal Transit Administration. Right-of-way acquisition and construction to begin in current fiscal year.

**PROJECT:** Light Rail Double Track

**DESCRIPTION:** Project will add a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles will be upgraded to two tracks. Add new boarding platforms for the second track at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

**JUSTIFICATION:** Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating delays and times trains meet at single track sections. The double track will also assist in reducing headways and allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

- Baltimore Central Light Rail Line -- Line 17
- Light Rail Cab Code Signaling for Phase II Extensions -- Line 20

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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			
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	7,620	7,342	277	1	0	0	0	0	278	0
Engineering	10,475	6,032	2,225	2,218	0	0	0	0	4,443	0
Right-of-way	1,370	0	125	1,000	245	0	0	0	1,370	0
Construction	134,225	21	2,560	29,011	37,578	35,196	24,586	5,273	134,204	0
Total	153,690	13,395	5,187	32,230	37,823	35,196	24,586	5,273	140,295	0
Federal-Aid	122,952	9,282	2,301	29,064	30,261	28,157	19,668	4,219	113,670	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-NS-LR	18,110
CO	2003	S3-NS-LR	24,250
CO	2004	S3-NS-LR	40,000
CO	2005	S3-NS-LR	29,009



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

**PROJECT:** Light Rail Cab Code Signaling for Phase II Extensions

**DESCRIPTION:** Install a cab code signal system in the Light Rail Line's Phase II Extensions.

**JUSTIFICATION:** The Light Rail Double Track project includes replacement of the signal system from a two block system to a cab code operation. This project extends the cab code system to Hunt Valley, Penn Station and BWI Airport. Overall system safety is dependent on the signal system. Having a single system for the entire line will provide consistency and increase safety.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Light Rail Double Track -- Line 19  
 Light Rail Cromwell Maintenance and Layover Facility, Phase II -- Line 21  
 Light Rail Control -- Line 23

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	64	161	0	0	0	0	0	161	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,875	0	200	500	1,000	2,000	3,000	3,175	9,875	0
Total	10,100	64	361	500	1,000	2,000	3,000	3,175	10,036	0
Federal-Aid	6,580	0	133	333	666	1,333	1,999	2,116	6,580	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	2,000
CO	2005	S9-MTA	2,800
CO	2007	S9-MTA	1,213



**STATUS:** Construction underway.

**PROJECT:** Light Rail Cromwell Maintenance and Layover Facility, Phase II

**DESCRIPTION:** Construct a Light Rail storage, maintenance, repair and vehicle washing facility adjacent to the Cromwell Light Rail Station.

**JUSTIFICATION:** With the completion of the Light Rail Double Track Project, the number of miles traveled by Light Rail Vehicles is projected to increase from an average of 40,000 miles per year to 60,000 miles per year. This increase in use, coupled with scheduled five and ten-year major vehicle overhauls, exceeds the capacity of the North Avenue Light Rail Facility. An additional facility is needed to ensure adequate maintenance for safe and reliable service.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Baltimore Central Light Rail Line -- Line 17](#)

[Light Rail Double Track -- Line 19](#)

[Light Rail Cab Code Signaling for Phase II Extensions -- Line 20](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,396	1,246	128	22	0	0	0	0	150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,442	8,012	4,319	5,978	10,133	0	0	0	20,430	0
Total	29,838	9,258	4,447	6,000	10,133	0	0	0	20,580	0
Federal-Aid	23,871	1,854	4,758	6,421	10,838	0	0	0	22,017	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	3,854
CO	2003	S9-MTA	5,466
CO	2004	S9-MTA	5,169



**STATUS:** Project engineering underway.

**PROJECT:** Light Rail Safety Upgrades

**DESCRIPTION:** Various upgrades for safety, communications and track operations including safety walks, railings, and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network; fiber optic drops at stations and minor flash modifications.

**JUSTIFICATION:** Improve safety, communications, operations and system reliability of the Light Rail line.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[Light Rail Double Track -- Line 19](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	0	300	300	0	0	0	0	600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	150	150	750	1,000	1,250	1,700	5,000	0
Total	5,600	0	450	450	750	1,000	1,250	1,700	5,600	0
Federal-Aid	3,794	0	306	305	508	677	847	1,151	3,794	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	314
CO	2003	S9-MTA	1,000
CO	2005	S9-MTA	1,480
CO	2007	S9-MTA	1,000





**STATUS:** Final system checking underway.

**PROJECT:** Light Rail Control

**DESCRIPTION:** Purchase and install computerized communications, train control and locator systems at North Avenue Light Rail Facility.

**JUSTIFICATION:** This facility will improve overall vehicle control and provide optimum safe operation of trains. In addition, the computerized system will provide the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system will also monitor grade crossings.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Light Rail Double Track -- Line 19](#)

[Light Rail Cab Control Signaling for Phase II Extensions -- Line 20](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	850	850	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,107	6,797	500	500	310	0	0	0	1,310	0
Total	8,957	7,647	500	500	310	0	0	0	1,310	0
Federal-Aid	6,000	5,467	203	203	127	0	0	0	533	0



**STATUS:** Revenue service began May 1995. Completing tasks associated with the close-out of the project include crossover track at Johns Hopkins Hospital. Due in part to receipt of insurance credit, this project will be completed under budget.

**PROJECT:** Metro Subway -- Section 'C' (Northeast Extension)

**DESCRIPTION:** Construct a 1.5 mile extension of Metro from Charles Center to Johns Hopkins Hospital with one intermediate station at the Shot Tower.

**JUSTIFICATION:** This project enhances access to Northeast Baltimore and increases the effectiveness of Metro by connecting to a major employment center at Johns Hopkins Hospital. Air quality and transit system management goals are supported by this project.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

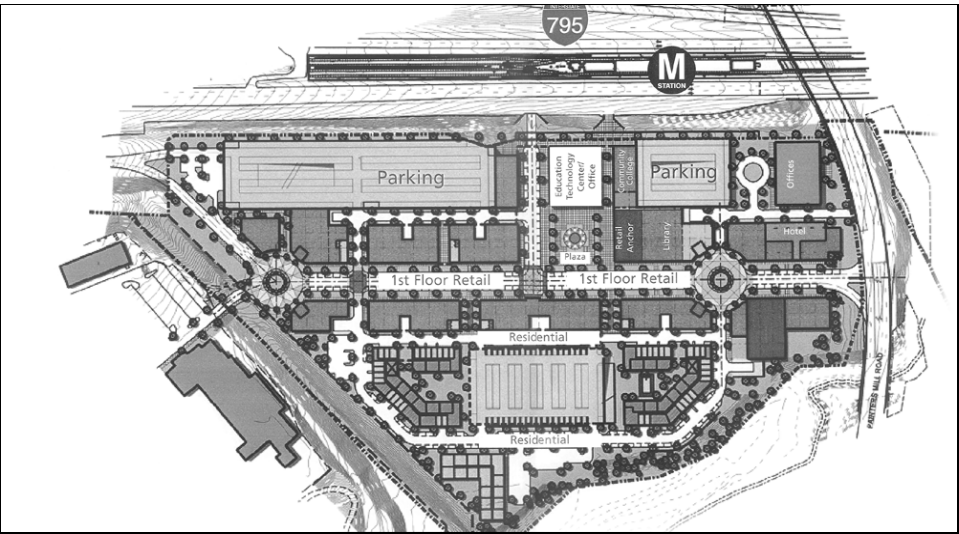
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	36,714	36,714	0	0	0	0	0	0	0	0
Right-of-way	1,331	1,331	0	0	0	0	0	0	0	0
Construction	293,185	292,935	250	0	0	0	0	0	250	0
Total	331,230	330,980	250	0	0	0	0	0	250	0
Federal-Aid	281,013	279,608	212	1,193	0	0	0	0	1,405	0

**USAGE:** In FY 2001, Metro experienced 1.1 million monthly boardings.

**OPERATING COST IMPACT:** Approximately \$2.2 million per year.



**STATUS:** The Master Development Agreement has been drafted, and conceptual designs for the garage and infrastructure are underway.

**PROJECT:** Metro Owings Mills Joint Development

**DESCRIPTION:** Master plan and site infrastructure for joint development of a 33 acre south parcel parking lot at Owings Mills Metro station. Site infrastructure includes a replacement parking structure, "Main Street" utilities and the town square.

**JUSTIFICATION:** This project will provide local economic development benefits while supporting the State's goal to develop areas adjacent to transit stations. This project will also increase ridership through mixed-use development and will generate additional non-fare revenue.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction delayed from FY 2002 to FY 2003 while negotiations with developer continue; Cost increased \$1.9 million due to refinement of scope.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	1,050	226	250	574	0	0	0	0	824	0
Engineering	1,200	0	0	1,200	0	0	0	0	1,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,176	0	0	5,726	4,500	2,950	0	0	13,176	0
Total	15,426	226	250	7,500	4,500	2,950	0	0	15,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

In addition to the above MTA funding, Baltimore County is contributing \$13.1 million for the parking structure and infrastructure capital costs.

0057





**STATUS:** New canopies installed at Upton, Penn North and Charles Center. Escalator work is proceeding.

**PROJECT:** Metro Escalator Rehabilitation

**DESCRIPTION:** The escalators (81) in the Metro system will be rehabilitated and upgraded. Station entrance canopies will be modified or new canopies will be installed. Additional enhancements will include snowmelt equipment and a remote monitoring system.

**JUSTIFICATION:** Escalator components have deteriorated due to age and weather requiring rehabilitation for continued reliable and safe service.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Agencywide Elevator Rehabilitation -- Line 27](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,519	1,362	157	0	0	0	0	0	157	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,662	6,128	6,343	6,499	8,243	8,240	8,495	9,714	47,534	0
Total	55,181	7,490	6,500	6,499	8,243	8,240	8,495	9,714	47,691	0
Federal-Aid	41,660	3,198	5,364	5,226	6,611	6,608	6,820	7,833	38,462	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-FG	2,726
CO	2003	S3-FG	5,484
CO	2004	S3-FG	2,100
CO	2005	S9-MTA	7,915
CO	2006	S9-MTA	5,300
CO	2007	S9-MTA	3,700
CO	2007	S3-FG	4,000



**STATUS:** Notice to Proceed has been issued, construction to start upon finalization of station access plan.

**PROJECT:** Agencywide Elevator Rehabilitation

**DESCRIPTION:** Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

**JUSTIFICATION:** Deterioration of these elevators has impacted reliability and patron service. The elevators are experiencing declining reliability and exhibit signs of wear and tear, corrosion, and water damage. In addition, certain items must be brought up to ADA compliance.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[Metro Escalator Rehabilitation -- Line 26](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction start delayed from FY 2001 to FY 2002 due to contract scheduling changes.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
TOTAL											
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE	
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO	
	(\$000)	2001	2002	2003	.....2004.....	.....2005.....	.....2006.....	.....2007.....	TOTAL	COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	340	340	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	7,910	8	450	750	1,500	2,000	2,500	702	7,902	0	
Total	8,250	348	450	750	1,500	2,000	2,500	702	7,902	0	
Federal-Aid	6,600	223	409	601	1,201	1,602	2,002	562	6,377	0	

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S3-FG	1,200
CO	2005	S3-FG	3,362
CO	2006	S3-FG	800



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

**PROJECT:** Metro Facilities Maintenance Building

**DESCRIPTION:** Construct new Facilities Maintenance/Maintenance-of-Way buildings near the Old Court Metro Station. The first will house specialized equipment shops, a loading/storage area, and a track spur for rail vehicle maintenance. The second structure is defined for storage of large and seasonal equipment and heavy materials.

**JUSTIFICATION:** The Metro Facilities Maintenance Department is currently operating from a number of open air sites and substandard facilities along the Metro line. Greater efficiency, productivity and safety will result from having a centralized location.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
			SPECIAL	FEDERAL	GENERAL	OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	98	98	0	0	0	0	0	0	0	0
Engineering	920	290	630	0	0	0	0	0	630	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,000	0	0	1,500	2,000	5,000	1,976	1,524	12,000	0
Total	13,018	388	630	1,500	2,000	5,000	1,976	1,524	12,630	0
Federal-Aid	814	276	-16	554	0	0	0	0	538	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	408

The majority of funds for this project have been provided by the Governor's Transit Initiative to address critical system preservation needs.

0459



**STATUS:** Overhaul underway.

**PROJECT:** Metro Railcar Mid-Life Overhaul

**DESCRIPTION:** Structural and systems overhaul of 100 Metro railcars. Scope of work includes floors, trucks, wheels and axles, brakes, couplers, HVAC, communications and interiors.

**JUSTIFICATION:** The Metro railcars are over 18 years old. Rehabilitation of major railcar systems and components is required to enable the railcars to reach their useful life of 30 years. Numerous components are seriously deteriorated and some of the technology is outdated.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Revised production and delivery schedule has resulted in an adjustment to the cash flow.

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	104	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	95,814	9,776	5,100	10,000	10,000	13,000	13,318	15,000	66,418	19,620
Total	95,918	9,880	5,100	10,000	10,000	13,000	13,318	15,000	66,418	19,620
Federal-Aid	76,734	7,707	4,092	8,023	8,023	10,430	10,685	12,034	53,287	15,740

0491

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MTA	1,602
CO	2002	S3-FG	3,550
CO	2003	S9-MTA	11,281
CO	2003	S3-FG	1,604
CO	2004	S9-MTA	4,469
CO	2004	S3-FG	2,707
CO	2005	S9-MTA	573
CO	2005	S3-FG	1,652
CO	2006	S9-MTA	3,900
CO	2006	S3-FG	2,151
CO	2007	S9-MTA	9,644
CO	2007	S3-FG	592
CO	2008	S9-MTA	7,353
CO	2008	S3-FG	7,371



**STATUS:** This is an ongoing program for bus procurement.

**PROJECT:** Bus Procurement

**DESCRIPTION:** Purchase standard 40-foot buses to be used in an annual replacement program of buses in service 12 or more years. Purchase additional buses for new routes and existing service extensions.

**JUSTIFICATION:** Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and excessive major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to reduce the average age of the bus fleet to six and one-half years by 2006.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Transit Vehicle Automated Stop Announcement -- Line 31](#)  
[Bus Fare Collection Equipment -- Line 34](#)  
[Statewide Smart Card Implementation -- Line 36](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decreased \$75.3 million due to the national economic slowdown (See Page A-11) and FY 1998 and FY 1999 bus purchases have been complete and removed from the program.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	162	161	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	196,507	23,244	4,636	5,594	39,843	45,452	33,791	18,206	147,522	25,741
Total	196,669	23,405	4,637	5,594	39,843	45,452	33,791	18,206	147,523	25,741
Federal-Aid	155,712	16,913	4,473	4,288	31,694	36,153	27,033	14,565	118,206	20,593

0299, 0464, 0465, 0508, 0509, 0518, 0714, 0825

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S3-BUS	3,000
CO	2002	CMAQ	14,479
CO	2003	S3-BUS	3,175
CO	2003	CMAQ	12,520
CO	2004	S9-MTA, S3-BUS	6,309
CO	2004	CMAQ	5,689
CO	2005	S3-BUS, S9-MTA	11,940
CO	2005	CMAQ	3,933
CO	2006	S3-BUS, S9-MTA	13,283
CO	2006	CMAQ	2,000
CO	2007	S3-BUS, S9-MTA	12,527





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

**PROJECT:** Transit Vehicle Automated Stop Announcement

**DESCRIPTION:** Retrofit 268 buses with equipment to automatically announce stops using global positioning technology. In addition, an interior LED sign is provided to aid the hearing impaired.

**JUSTIFICATION:** Automated stop announcements will improve information available to bus riders who may be unfamiliar with the route or are sight impaired. New buses are purchased with this technology already installed.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Bus Procurement -- Line 30](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	100	400	0	0	0	0	500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,900	0	0	1,600	1,600	700	0	0	3,900	0
Total	4,400	0	100	2,000	1,600	700	0	0	4,400	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is part of the Governor's Transit Initiative.  
0886



**STATUS:** Vehicle acquisition underway for the current and budget fiscal years.

**PROJECT:** Bus Procurement for Neighborhood Shuttle Services

**DESCRIPTION:** Procure 30-foot lowfloor buses for operation of neighborhood shuttle services.

**JUSTIFICATION:** Small buses enhance neighborhood-oriented services by offering a distinct appearance from standard MTA buses.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decreased \$3.0 million based on revised estimate and reallocation of Governor's Transit Initiative funds.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,000	0	3,300	850	850	0	0	0	5,000	0
Total	5,000	0	3,300	850	850	0	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is part of the Governor's Transit Initiative.  
0883



**STATUS:** Bus acquisition underway.

**PROJECT:** Mobility Bus Procurement

**DESCRIPTION:** Annual replacement program to maintain Mobility vehicle fleet.

**JUSTIFICATION:** Mobility buses are required to operate MTA's paratransit service. An increase to the normal acquisition of six vehicles per year will provide more capacity and flexibility in meeting peak demand, thereby improving reliability and on time performance.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	4,071	928	355	300	1,070	1,070	300	48	3,143	0
Total	4,071	928	355	300	1,070	1,070	300	48	3,143	0
Federal-Aid	1,332	732	212	179	90	72	47	0	600	0

\$2.1 million in state funds is part of the Governor's Transit Initiative.

0541





**STATUS:** Bus farebox replacement to begin during current fiscal year.

**PROJECT:** Implementation of Smart Card and Bus Farebox Equipment

**DESCRIPTION:** Implementation of Smart Card technology and fare collection equipment for Baltimore Metro, Bus, Light Rail, MARC, Commuter Bus, and Locally Operated Transit Systems. Includes establishment of a financial clearinghouse to process transactions.

**JUSTIFICATION:** New fare collection equipment with Smart Card technology will provide seamless transportation among the transit providers in the Baltimore and Washington regions. The new bus fareboxes will be a recent design with locally available parts as well as being stronger and better able to withstand damage from normal operation. The Smarts Cards and fareboxes will improve revenue collection and the audit trail from point of deposit on the bus to the revenue collection room. Service integration is a goal of "Getting There: The Maryland Comprehensive Transit Plan."

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Bus Procurement -- Line 30](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$4.8 million to include joint procurement with WMATA of fare boxes with Smart Card validating capabilities.

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	2	2	0	0	0	0	0	0	0	0
Engineering	585	579	6	0	0	0	0	0	6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	71,789	2,584	5,177	10,516	17,500	16,887	9,352	9,773	69,205	0
Total	72,376	3,165	5,183	10,516	17,500	16,887	9,352	9,773	69,211	0
Federal-Aid	13,501	2,359	819	3,962	2,236	2,236	1,889	0	11,142	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MTA	1,700
CO	2004	S9-MTA	3,173
CO	2005	S9-MTA	3,184

Project partially funded by the Governor's Transit Initiative.  
0287, 0288, 0884



**STATUS:** Installation underway; Smart Card usage to begin during the current fiscal year.

**PROJECT:** Mobility Smart Card Implementation

**DESCRIPTION:** Implement Smart Card usage for Mobility paratransit services. The Smart Card will be used to monitor the performance of service provided by the MTA and the contractor.

**JUSTIFICATION:** In order to enhance the service provided to Mobility customers, Automatic Vehicle Location and Global Positioning System will be utilized with Smart Card technology to improve customer service.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	99	105	-6	0	0	0	0	0	-6	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,488	390	1,038	1,060	0	0	0	0	2,098	0
Total	2,587	495	1,032	1,060	0	0	0	0	2,092	0
Federal-Aid	1,720	291	704	725	0	0	0	0	1,429	0



**STATUS:** Project will be completed during the current fiscal year.

**PROJECT:** Upgrade Transit Information Center

**DESCRIPTION:** Completely automate the access to transit information for customer service requests for all MTA services in two phases: (1) upgrading incoming telephone capabilities; doubling the current Interactive Voice System capacity; incorporating MARC and Mobility information; installing diagnostic and customer information management capabilities; improving and enhancing the Automatic Call Distribution System including remote access; (2) computerizing the Information Center; integrating AVL into the information center with external systems for real-time travel information; providing kiosks with scheduling information at selected locations.

**JUSTIFICATION:** These improvements will increase the ability of Customer Information staff to receive more phone calls and to improve the speed and efficiency of providing transit schedule and route information.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	167	167	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,534	3,442	92	0	0	0	0	0	92	0
Total	3,701	3,609	92	0	0	0	0	0	92	0
Federal-Aid	2,691	2,662	29	0	0	0	0	0	29	0



**STATUS:** Enhancements to the trunked radio communications system have been purchased and installed. Engineering underway for Metro tunnel communication system replacement.

**PROJECT:** Radio Communication Trunking

**DESCRIPTION:** Replace and upgrade mobile and portable radio equipment; complete the conversion of the communication system from a conventional to a trunked system; and add three frequencies to the radio system.

**JUSTIFICATION:** Radio communication is critical for safe and reliable operations. A trunked system enables many more voice and data transmissions than a conventional system over the same number of channels.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cash flow adjusted as alternative approaches are evaluated.

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	508	270	138	100	0	0	0	0	238	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,060	3,126	89	775	1,500	1,750	1,750	2,070	7,934	0
Total	11,568	3,396	227	875	1,500	1,750	1,750	2,070	8,172	0
Federal-Aid	7,254	2,899	-217	244	854	1,092	1,092	1,290	4,355	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	2,450



**STATUS:** Funding for project provided as a grant. Project on hold pending re-evaluation of site.

**PROJECT:** Greyhound Terminal at Penn Station

**DESCRIPTION:** Construct new intercity bus terminal adjacent to Penn Station. Project to include parking structure to be financed by Baltimore City.

**JUSTIFICATION:** Existing bus terminal in downtown Baltimore is being displaced due to redevelopment of surrounding area. New terminal will provide convenient access to Amtrak, MARC and Light Rail at Penn Station.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE	
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO	
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,200	1,200	0	0	0	0	0	0	0	0	
Total	1,200	1,200	0	0	0	0	0	0	0	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

Federal share of funding is shown in SHA's program.  
0505



**STATUS:** Commercial buildings and parking garage are complete.

**PROJECT:** Redevelopment of 901 N. Howard Street

**DESCRIPTION:** Provide development site for mixed use transit oriented development. The project will result in new retail, office, residential and parking adjacent to the Light Rail line. Funding is provided for the demolition of the Baltimore Life Building as well as a parking garage.

**JUSTIFICATION:** As a Smart Growth project, this development will enhance the northern end of the Howard Street corridor. Baltimore City will experience positive gains as the development generates jobs and retail sales. In addition, the MTA will realize increased ridership on the Light Rail, Metro subway and bus routes serving the area.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	222	220	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,178	4,822	3,356	0	0	0	0	0	3,356	0
Total	8,400	5,042	3,358	0	0	0	0	0	3,358	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding depicted above includes \$1.2 million provided by the Secretary's Transit Station Smart Growth program, \$6.0 million provided by the Neighborhood Conservation Program and \$1.2 million contribution from Baltimore City for utility relocation.

0503





**STATUS:** FY 2001 awarded. FY 2002 grant funds to be awarded include: Morgan State University; City of Aberdeen; Cumberland, Baltimore (Shot Tower) and the Downtown Partnership; Cheverly; University of Maryland Medical Center; Garrett Park; Brunswick; Frederick; and Prince George's County.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** New funds for fiscal year 2007 added.

**PROJECT:** Neighborhood Conservation

**DESCRIPTION:** This is the MTA element of the Statewide Neighborhood Conservation Program. Funds will be made available for transportation projects in designated revitalization areas, where enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and where these improvements will contribute to on-going revitalization activities. Project types can include pedestrian connections, landscaping, lighting, bike racks and shelters.

**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 to 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 ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

[SHA Statewide.](#)

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	137	12	125	0	0	0	0	0	125	0
Right-of-way	41	0	41	0	0	0	0	0	41	0
Construction	21,915	2,965	834	1,275	1,050	3,715	2,783	3,873	13,530	5,420
Total	22,093	2,977	1,000	1,275	1,050	3,715	2,783	3,873	13,696	5,420
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funds added in FY 2007 are part of the Governor's Transit Initiative.  
0709



**STATUS:** This is a yearly funding program. Funding for FY 2003 through FY 2007 is shown as a statewide total.

**PROJECT:** Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

**DESCRIPTION:** The MTA provides funding to local jurisdictions in rural and small urban areas for transit vehicles, equipment and facilities. In addition, the MTA provides funding to Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery, and Prince George's Counties, and the Tri-County Council for Southern Maryland to promote the use of carpools, vanpools and transit.

**JUSTIFICATION:** Intense use of equipment and increased demand for service requires regular vehicle replacement and expansion as well as adequate support facilities to provide reliable service and keep operating costs to a minimum. The ridesharing program provides citizens with information on expanded commute options and companies with technical expertise needed to meet Federal clean air requirements.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems FY 2002 and Prior -- Line 52

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Projects in this program are part of the implementation of the Maryland Comprehensive Transit Plan. Overall cost decreased \$30.1 million due to project completions which are no longer shown in the total and funds deleted due to the national economic slowdown. (See Page A-11)

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	11,619	4,612	1,436	1,071	1,000	1,000	1,000	1,300	6,807	200
Right-of-way	702	0	0	702	0	0	0	0	702	0
Construction	108,259	17,847	10,726	11,672	12,478	15,729	16,832	18,139	85,576	4,836
Total	120,580	22,459	12,162	13,445	13,478	16,729	17,832	19,439	93,085	5,036
Federal-Aid	82,058	15,935	5,360	8,952	8,907	10,364	13,317	14,727	61,627	4,496

The Governor's Transit Initiative provides funds million for Smart Cards statewide and to expand transit services throughout Maryland.

0024, 0025, 0027, 0028, 0031, 0039, 0041, 0044, 0045, 0053, 0144, 0145, 0148, 0211, 0214, 0215, 0217, 0218, 0818, 0826, 0827, 0828, 0869, 0877, 0878, 0885, 1025

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	L-S3, L-S9, L-S18	3,662
CO	2002	CMAQ, L-S3MPG	3,776
CO	2003	L-S3, L-S9, L-S18	4,145
CO	2003	CMAQ, L-S3MPG	3,875
CO	2004	L-S3, L-S9, L-S18	5,203
CO	2004	CMAQ, L-S3MPG	3,975
CO	2005	L-S3MPG	3,272
CO	2005	L-S3, L-S9, L-S18	5,331





**STATUS:** This is a yearly funding program. A more detailed list of FY 2002 Non-Profit Agencies receiving vehicles is provided on Line 54. Funding for FY 2003 through FY 2007 is shown as a statewide total on this page only.

**PROJECT:** Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

**DESCRIPTION:** The MTA administers a grant program that provides funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

**JUSTIFICATION:** Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Locally Operated Transit Systems FY 2002 and Prior -- Line 52

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
			<input checked="" type="checkbox"/>	SPECIAL	<input checked="" type="checkbox"/>	FEDERAL	<input type="checkbox"/>	GENERAL	<input type="checkbox"/>	OTHER
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,950	3,574	1,598	800	800	800	3,843	3,842	11,683	693
Total	15,950	3,574	1,598	800	800	800	3,843	3,842	11,683	693
Federal-Aid	12,804	2,870	1,279	643	642	641	3,087	3,086	9,378	556

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	L-S16	1,339
CO	2003	L-S16	1,382
CO	2005	L-S16	1,472
CO	2006	L-S16	3,411
CO	2007	L-S16	1,472



**STATUS:** The current year transit initiatives phase includes six buses for Montgomery County Neighborhood Shuttles, one trolley for the Bethesda 8 Service, four buses for Metrorail Parking Lot Shuttles, and automated routes and scheduling software.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Costs for bus replacement were previously included under the WMATA capital program summary.

**PROJECT:** Montgomery County Local Bus Program

**DESCRIPTION:** The Montgomery County FY 2003 Local Bus Capital Program includes funding for annual bus replacement and integrated farebox readers that support the regional Smart Card program. The current program includes 11 buses for neighborhood and station shuttles and routes and scheduling software in support of the Governor's Transit Initiative. Sound System Annunciators that communicate next stop information and interactive kiosks are programmed for FY 2004.

**JUSTIFICATION:** The "Ride On" bus system is a complement to the Metro system that serves the Washington region. These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metro system that is being challenged by a lack of available parking. Through these investments, transit will become a more attractive alternative to single-vehicle transportation.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	30,706	4,195	4,175	5,280	5,450	5,780	2,869	2,957	26,511	0
Total	30,706	4,195	4,175	5,280	5,450	5,780	2,869	2,957	26,511	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Project partially funded by the Governor's Transit Initiative.  
 0892, 0894, 0898, 0899, 1001, 1002, 1005



**STATUS:** The current year transit initiatives phase includes 28 buses for new routes.

**PROJECT:** Prince George's County Local Bus Program

**DESCRIPTION:** The County's FY 2003 Local Bus Capital Program includes funding for annual bus replacement and integrated farebox readers that support the regional Smart Card program. The current program includes a mix of 28 buses for new service routes and Metrorail Parking Lot Shuttles in support of the Governor's Transit Initiative. The new routes are scheduled to begin in April of 2002.

**JUSTIFICATION:** "The Bus" system is a complement to the Metro system that serves the Washington Region. Buses will support new routes and will provide much needed service in growing and underserved communities throughout Prince George's County.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

[Largo Garage -- Line 46](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Costs for bus replacement were previously included under the WMATA capital program summary. \$4.0 million transferred to the Largo Garage project.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,701	528	4,800	1,506	977	610	630	650	9,173	0
Total	9,701	528	4,800	1,506	977	610	630	650	9,173	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Project partially funded by the Governor's Transit Initiative.  
0893, 0895, 1003



**STATUS:** Procurement to start during budget fiscal year.

**PROJECT:** Procure Lift-Equipped Over-the-Road Coaches

**DESCRIPTION:** Initiate acquisition of 33 over-the-road lift-equipped coaches. These coaches will be utilized to provide commuter bus service in the Baltimore and Washington regions.

**JUSTIFICATION:** Project is being conducted in compliance with federally mandated ADA requirements.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

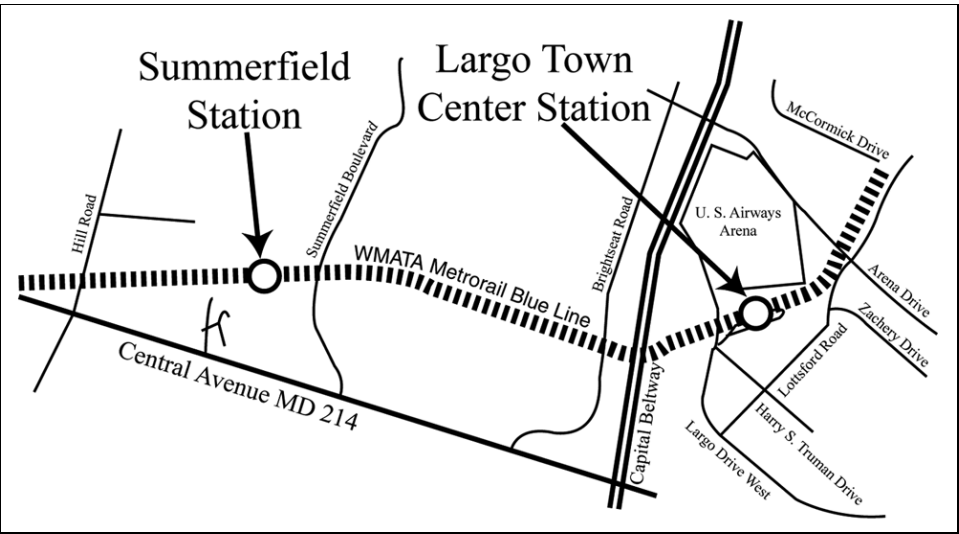
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,000	0	0	948	8,000	4,052	0	0	13,000	0
Total	13,000	0	0	948	8,000	4,052	0	0	13,000	0
Federal-Aid	8,800	0	0	0	6,600	2,200	0	0	8,800	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2004	S9-MTA	8,800

This project is part of the Governor's Transit Initiative.  
1030



**STATUS:** Construction to begin during the current fiscal year. Funding provided is MDOT share. Balance to be funded by Prince George's County.

**PROJECT:** Largo Garage

**DESCRIPTION:** Construct a 1,200 space parking structure at the Largo Metrorail Station. Project will include bus bays and a "kiss and ride" passenger drop-off area.

**JUSTIFICATION:** Project is part of transit-oriented development that will promote economic growth and ridership at the new Metrorail station.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

Prince George's County Local Bus Program -- Line 44

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2004....	....2005....	....2006....	....2007....			
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	4,000	0	1,000	3,000	0	0	0	0	4,000	0	0
Total	4,000	0	1,000	3,000	0	0	0	0	4,000	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

This project is part of the Governor's Transit Initiative.  
1004

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>MARC AND FREIGHT IMPROVEMENTS -- FY 2002 AND PRIOR</u></b>		
1	BWI Garage Exit Road Temporary Repairs (0488 )	86	Complete
2	Rockville Pedestrian Promenade (0286 )	700	Complete
3	Martin Coach Repair (0304 )	195	Complete
4	MARC Coach Bicycle Retrofit (1007 )	1,448	Underway
5	MARC Parking Lot Improvements (1006 )	80	Underway
6	Shelters (0583, 0584 )	212	Underway
7	East Baltimore Station Facility Planning (0155 )	750	Underway
8	ADA Equipment (0684 )	301	Underway
9	Crosswalk Improvements (0102 )	660	Underway
10	College Park Station Improvements (0182 )	174	Underway
11	MARC II Overhaul (0181, 0271 )	9,018	Underway
12	Connection Track at Brunswick (0419 )	215	Underway
13	Rockville Station Improvements (0006, 0835 )	2,010	Underway
14	MARC Master Plan and Needs Study (0136, 0585 )	2,361	Underway
15	Design Passenger Warning System at 9 CSX Stations (0420 )	1,262	Underway
16	Design West Baltimore Station Improvement (0421 )	78	Underway
17	Miscellaneous Station Improvements and Rehab (0199, 0396, 0423, 1008 )	2,147	Underway
18	Operating Agreement with Amtrak (0183 )	9,000	Underway
19	Ticketing System - CSX Agencies (0638 )	800	Underway
20	Odenton Station Parking Expansion D&E (0836 )	950	Underway
21	MARC Preservation Fund (0634 )	104	Underway
22	Operating Agreement with CSX (0687 )	2,000	Underway
23	PA System Replacement (0430 )	1,025	Underway
24	Union Station High Level Platform D&E (0834 )	250	Underway
25	Western Maryland Scenic Railroad Brush Tunnel Rehabilitation (0823 )	577	Underway
26	Freight Relocation S. Terminus of Massey--Centreville Line (0873 )	1,011	Underway
27	Freight Transloading Facility in Hurlock (0875 )	530	Underway
28	Freight Line Stabilization and Improvement Program (0876 )	874	Underway
29	Freight Capital Improvements Program (0590)	80	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 47 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>MARC AND FREIGHT IMPROVEMENTS -- FY 2003</u></b>		
30	Operating Agreement with CSX (0687 )	2,500	Fall, 2002
31	Miscellaneous Station Improvements and Rehab (0199 )	200	Fall, 2002
32	Operating Agreement with Amtrak (0183 )	2,000	Fall, 2002
33	MARC Preservation Fund (0634 )	500	Fall, 2002
34	MARC Parking Lot Improvements (1006 )	125	Fall, 2002
35	Freight Line Stabilization and Improvement Program (0876 )	256	Fall, 2002

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2002 AND PRIOR</u></b>		
1	TVM Network Demonstration (0452 )	113	Complete
2	Vehicle Fault Reporting (0582 )	75	Complete
3	Catenary and Track Geometry Vehicle (0809 )	1,409	Complete
4	Catenary Sectionalizing Switches (0792 )	48	Complete
5	Light Rail/Metro Connection (0648 )	220	Complete
6	Westport Access Feasibility (0153 )	83	Complete
7	Upgrade Frequency Converters (0244 )	257	Complete
8	Rehab of Embedded Track (0250 )	5,076	Complete
9	Falls Road Retaining Wall Investigation (0265 )	113	Complete
10	Access Roads (0448 )	329	Complete
11	Hunt Valley Signage (0517 )	61	Complete
12	Howard Street Safety Improvements (0489 )	371	Underway
13	Facilities and Station Rehab/Improvements (0005, 1012 )	582	Underway
14	Howard St. Embedded Track Rehabilitation Phase II (0857, 1028 )	5,225	Underway
15	Bridge Rehabilitation and Preservation (0248 )	182	Underway
16	Electrical and Electronic System Rehab/Improvement (0790 )	1,669	Underway
17	Power and Signal Improvements (0058, 1024 )	3,103	Underway
18	System Preservation Studies (0219, 0858 )	925	Underway
19	Rail Purchase and Installation (0660, 0797 )	230	Underway
20	5 Year Vehicle Overhaul (0116 )	500	Underway
21	Fiber Backbone Backup (0581 )	2,000	Underway
22	Substation Installation (0341 )	1,585	Underway
23	Catenary Improvements (0247 )	275	Underway
24	Upgrade and Replace Electrical Connectors (0249 )	500	Underway
25	Ice Scraper Pantographs (0245 )	690	Underway
26	Conversion of Yard Switches (0451 )	548	Underway
27	Vehicle Roof Repair (0570 )	1,049	Underway
28	Safety Upgrades at Terminal Stations (0870 )	1,500	Underway
29	Falls Road Parking Reconfiguration (0871 )	119	Underway
30	Hunt Valley Station Park and Ride Expansion (0872 )	470	Underway



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 48 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2002 AND PRIOR (cont'd)</u></b>		
31	Drainage Improvements (0449, 0856 )	1,406	Underway
32	Vehicles and Equipment (0855, 0861 )	405	Underway
33	Localized Event Recording (0854 )	800	Underway
34	Safety Improvements (0860, 1011 )	420	Winter, 2002
	<b><u>LIGHT RAIL IMPROVEMENTS -- FY 2003</u></b>		
35	Rail Purchase and Installation (0660, 0797 )	234	Summer, 2002
36	5 Year Vehicle Overhaul (0116 )	500	Summer, 2002
37	Facilities and Station Rehab/Improvements (0005 )	532	Summer, 2002
38	Bridge Rehabilitation and Preservation (0248 )	283	Fall, 2002

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## MARYLAND TRANSIT ADMINISTRATION - LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>METRO IMPROVEMENTS -- FY 2002 AND PRIOR</u></b>		
1	Railcar End Cap Overhaul (0092 )	458	Complete
2	Railcar Traction Motor Covers (0077 )	355	Complete
3	Capital Needs Study (0369 )	894	Complete
4	TC & C Room HVAC Replacement (0453 )	1,241	Complete
5	L.E.D. Signs Installation (0480 )	339	Complete
6	Platform Replacement & Canopy Extensions (0237 )	4,641	Complete
7	Direct Fixation Rail Fastener Replacement (0455 )	2,037	Complete
8	VHF Channel #1 (0577 )	142	Complete
9	Rail Shop Improvements (0606 )	1,113	Complete
10	Upton Station Platform Level Walls (0731 )	18	Complete
11	OCC Chiller Replacement (0865 )	62	Complete
12	Tunnel Doors Replacement (0227 )	473	Complete
13	Priority System Preservation Project Design Fund (0537 )	300	Complete
14	Replace Fire Suppressant Equipment in TC&C Rooms (0238 )	221	Underway
15	UPS Battery Replacement (0310 )	1,608	Underway
16	Electrical and Electronic System Rehab/Improvements (0312, 0474, 0839, 1032 )	1,187	Underway
17	Mainline & Yard Rehab/Improvements (0368, 0370 )	1,469	Underway
18	TPSS Switchgear Overhaul (0753 )	1,978	Underway
19	Railcar Brake Upgrade (0730 )	1,101	Underway
20	Rail Inspection and Installation Program (0194, 0868, 1033 )	498	Underway
21	Miscellaneous System Preservation Improvements (0179 )	1,000	Underway
22	Railcar Lift (0281 )	2,787	Underway
23	Railcar Ongoing Overhaul Program (0091 )	278	Underway
24	Station Rehab/Improvements (0328, 0841 )	2,299	Underway
25	Tunnel Structural Repairs (0529 )	3,434	Underway
26	Rail Shop Equipment Overhaul/Replacement (0838 )	1,980	Underway
27	Vehicles and Equipment (0747, 0821 )	375	Underway
28	Bridge & Elevated Structures Rehab. Fund (0239 )	60	Winter, 2002
29	Station Direction/Wayfinding Signage (0843 )	1,894	Winter, 2002
30	Tunnel Lights Replacement-Phase I (0454 )	6,930	Winter, 2002

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSIT ADMINISTRATION - LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<b><u>METRO IMPROVEMENTS -- FY 2002 AND PRIOR (cont'd)</u></b>			
31	Yard Renovation (0520 )	5,384	Winter, 2002
32	Train Control Elements (0840 )	1,568	Spring, 2002
33	Wabash Space Allocation (1034 )	300	Spring, 2002
34	Supervisory Control and Data Acquisition (SCADA) (0457 )	6,584	Spring, 2002
35	Storm Drain Pump Rehabilitation - Phase II (0501 )	3,655	Spring, 2002
<b><u>METRO IMPROVEMENTS -- FY 2003</u></b>			
36	Old Court Station Parking Expansion (1009 )	2,000	Summer, 2002
37	Bridge & Elevated Structures Rehab. Fund (0239 )	300	Summer, 2002
38	Sprinkler Valves Phase II (0521 )	2,000	Fall, 2002
39	Miscellaneous System Preservation Improvements (0179 )	1,000	Fall, 2002
40	Railcar Ongoing Overhaul Program (0091 )	300	Fall, 2002
41	Rail Installation Program (0868 )	150	Fall, 2002
42	Locomotive Replacement (1031 )	1,420	Spring, 2003

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSIT ADMINISTRATION - LINE 50

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2002 AND PRIOR</u></b>		
1	Washington Boulevard Master Plan (0373 )	146	Complete
2	Bush Division Cyclone (0441 )	954	Complete
3	NW Division Storage Bay Floor Coating (0444 )	183	Complete
4	Shifter Pit Rehabilitation (0563 )	707	Complete
5	Block Heater Replacement (0445 )	468	Complete
6	9200 Series Engine Performance Enhancement (0568 )	383	Complete
7	Fluids Management System (0108 )	371	Complete
8	Bus Service Trucks (0546 )	420	Complete
9	Mobile Sweeper (0565 )	120	Complete
10	Bus Engine Upgrade - EPA (0716 )	4,500	Underway
11	Bus Stop Shelters (0071 )	101	Underway
12	Systemwide Improvements and Rehabilitation (0193 )	400	Underway
13	Fork Lift Replacement (0575 )	440	Underway
14	Acquisition and Rehab of 1300 Bush Street (0845 )	3,750	Underway
15	Refrigerant Reclaim Unit (0547 )	47	Underway
16	Rehab. Bus Washers NW Division (0768 )	1,187	Underway
17	Main Shop Modernization (0562 )	350	Underway
18	Kirk/Eastern HVAC Improvements (0567 )	2,075	Underway
19	Steam Cleaner Replacement (0781 )	190	Underway
20	Powertrain Protection Package (0624 )	1,400	Underway
21	Renovation at 1331 S. Monroe Street (0589 )	3,000	Underway
22	Bus Needs Study (0853 )	800	Underway
23	Bus Northeast Division D&E (0705 )	1,200	Underway
24	AC Compressor Replacement Program (0849 )	160	Underway
25	Transmission Dyno Upgrade (0564 )	245	Underway
26	LED Rear Light Retrofit (0846 )	329	Underway
27	Wireless Troubleshooting Module (0848 )	300	Underway
28	Hoists Replacement (0774 )	200	Underway
29	Scissor Lift Replacement (0783 )	473	Underway
30	Fast Roll Doors - Bush Bldgs. 2 & 7 and NW Parking Building (0851 )	363	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 50 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2002 AND PRIOR (cont'd)</u></b>		
31	Bush Division Building #2 Floor Coating (0852 )	470	Underway
32	Maintenance Support Improvement Fund (0554 )	751	Underway
33	Hybrid Electric Neighborhood Shuttle D & E (1026 )	50	Underway
34	New Park and Ride Facilities (0715 )	185	Underway
35	Automatic Vehicle Locator Phase V (0813)	228	Underway
	<b><u>BUS SYSTEM IMPROVEMENTS -- FY 2003</u></b>		
36	Bus Engine Upgrade - EPA (0716 )	1,066	Fall, 2002
37	Systemwide Improvements and Rehabilitation (0193 )	400	Fall, 2002
38	Hoists Replacement (0774 )	200	Fall, 2002
39	AC Compressor Replacement Program (0849 )	176	Fall, 2002
40	Refrigerant Reclaim Unit (0547 )	47	Fall, 2002
41	Maintenance Support Improvement Fund (0554 )	306	Fall, 2002

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## MARYLAND TRANSIT ADMINISTRATION - LINE 51

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2002 AND PRIOR</u></b>		
1	Document Control Imaging System (0184 )	73	Complete
2	CPMS Improvements (0588 )	200	Complete
3	Rail Station and Rail Station Access Improvements (0391, 0461, 0555, 0560 )	1,537	Underway
4	Telephone Communications System (0493 )	2,174	Underway
5	Transit Station Development Incentive Program (0439, 0559 )	400	Underway
6	VPS Surveys & Smart Growth Conference (0175 )	1,006	Underway
7	ADA Compliance - Cited Items (0266 )	1,723	Underway
8	Corrosion Control Services (0752 )	140	Underway
9	Real Estate Development Services Contract (0323 )	70	Underway
10	Systemwide Inspection Services (0470, 0608 )	375	Underway
11	Repave Parking Lots, Bus Loops and Park and Ride Lots (0177 )	350	Underway
12	Standard Specifications and Details (0221 )	750	Underway
13	Owner-Controlled Insurance Program (0832 )	980	Underway
14	Transit Police Office Space D&E (0222 )	460	Underway
15	Miscellaneous Planning Studies (0510 )	357	Underway
16	Trapeze Equipment & Software Upgrade (0513 )	635	Underway
17	Third Trunked Radio Site (0812 )	1,614	Underway
18	Roof Rehabilitation (0300, 1021 )	2,372	Underway
19	Wash. Blvd. NPDES Compliance (0830 )	900	Underway
20	Bush Division Sprinkler System Replacement (0844 )	1,083	Underway
21	MDOT Youth Corp Program (0824 )	150	Underway
22	Parking Lot Lighting Study (0519 )	225	Underway
23	MCTP Implementation Fund (1023 )	300	Underway
24	Transit Operations Training Program/Facility (1020 )	300	Underway
25	Print Shop Equipment Replacement (0831 )	365	Underway
26	Revenue Room Security Rehab. D&E (1022 )	50	Winter, 2002
	<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2003</u></b>		
27	Systemwide Inspection Services (0608 )	300	Summer, 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSIT ADMINISTRATION - LINE 51 (cont'd)**

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>AGENCYWIDE IMPROVEMENTS -- FY 2003 (cont'd)</u></b>		
28	Rail Station and Rail Station Access Improvements (0391, 0461, 0555, 0560 )	1,007	Summer, 2002
29	Repave Parking Lots; Bus Loops; and Park 'n Ride Lots (0177 )	200	Summer, 2002
30	Miscellaneous Planning Studies (0510 )	108	Summer, 2002
31	Real Estate Development Services Contract (0323 )	70	Summer, 2002
32	Transit Station Development Incentive Program (0559 )	300	Summer, 2002
33	Owner Controlled Insurance Program (0832 )	800	Fall, 2002
34	MCTP Implementation Fund (1023 )	300	Fall, 2002
35	Corrosion Control Services (0752 )	150	Fall, 2002
36	Bus/Rail Simulators (1027 )	900	Fall, 2002

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 52

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2002 AND PRIOR</u></b>		
	<b><u>ALLEGANY COUNTY</u></b>		
1	Equipment	30	Underway
2	Facility Renovations	45	Underway
3	Preventive Maintenance	25	Underway
4	Vehicles - Small Buses/Support Vehicles	40	Underway
5	Vehicles to Non-Profit Organizations - Allegany Co Human Resource Dev. Comm., Hagerstown Goodwill	125	Underway
	<b><u>ANNE ARUNDEL COUNTY</u></b>		
6	Ridesharing	157	Underway
	<b><u>CITY OF ANNAPOLIS</u></b>		
7	Equipment	289	Underway
8	Smart Card Upgrade	227	Underway
9	Vehicles - Buses and Vehicle Rehabilitation	400	Underway
10	Facility - Transit Center D&E	89	FY 2002
11	Preventive Maintenance	45	FY 2002
	<b><u>BALTIMORE COUNTY</u></b>		
12	Ridesharing (Program operated by BMC - for Baltimore & Carroll Counties))	145	Underway
13	Vehicles to Non-Profit Organizations - Dulaney Station	90	Underway
	<b><u>CALVERT COUNTY</u></b>		
14	Ridesharing	8	Underway
15	Governor's Transit Initiative - Small Buses	275	FY 2002
16	Vehicles - Small Buses	40	FY 2002
17	Vehicles to Non-Profit Organizations - UCP of Southern MD	45	FY 2002
	<b><u>CAROLINE COUNTY</u></b>		
18	See Kent County		



## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2002 AND PRIOR (cont'd)</u></b>		
	<b><u>CARROLL COUNTY</u></b>		
19	Ridesharing (Program Operated by BMC - See Baltimore County)		Underway
20	Vehicles - Small Buses	130	Underway
21	Vehicles to Non-Profit Organizations - ARC of Carroll County, Senior Overland Services Inc.	130	Underway
	<b><u>CECIL COUNTY</u></b>		
22	Equipment	22	Underway
23	Vehicles to Non-Profit Organizations - Bayside Community Network, Chesapeake Care Resources, Upper Bay Counseling Service	120	Underway
24	Vehicles - Small Bus	115	Underway
25	Preventive Maintenance	25	FY 2002
	<b><u>CHARLES COUNTY</u></b>		
26	Ridesharing (See St. Mary's County)		Underway
27	Vehicles - Small Bus	189	Underway
28	Vehicles to Non-Profit Organizations - Spring Dell Center, Charles County Adult Day Care, Melwood Hort. Training Ctr.	175	Underway
29	Equipment	5	FY 2002
30	Governor's Transit Initiative - Small Buses	91	FY 2002
	<b><u>DORCHESTER COUNTY</u></b>		
31	Facility	10	Underway
32	Vehicles - Buses and Supervisor Vehicle	200	Underway
33	Vehicles to Non-Profit Organizations - Dorchester Co Commission on Aging	50	Underway
34	Governor's Transit Initiative - Route Signs	25	FY 2002

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2002 AND PRIOR (cont'd)</u></b>		
	<b><u>FREDERICK COUNTY</u></b>		
35	Equipment	100	Underway
36	Facility	85	Underway
37	Preventive Maintenance	100	Underway
38	Ridesharing	100	Underway
39	Vehicles - Small Buses	149	Underway
40	Governor's Transit Initiative - Small Bus	75	FY 2002
41	Vehicles to Non-Profit Organizations - Daybreak Adult Day Services	50	FY 2002
	<b><u>GARRET COUNTY</u></b>		
42	Vehicles - Small Bus	90	Underway
43	Facility - Administration/Maintenance Facility D&E	67	FY 2002
	<b><u>HARFORD COUNTY</u></b>		
44	Equipment	108	Underway
45	Facility	230	Underway
46	Ridesharing	80	Underway
47	Vehicles - Small Buses	396	Underway
48	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake, Alliance	90	Underway
49	Preventive Maintenance	72	FY 2002
50	Governor's Transit Initiative - Small Buses	200	FY 2002
	<b><u>HOWARD COUNTY</u></b>		
51	Equipment	70	Underway
52	Ridesharing	115	Underway
53	Vehicles - 35 ft & Small Buses	343	Underway
54	Vehicles to Non-Profit Organizations - Developmental Services Group, URTA	160	Underway
55	Preventive Maintenance	117	FY 2002
56	Governor's Transit Initiative - Small Buses and Shelters	250	FY 2002
57	Automatic Vehicle Locator (AVL)	214	FY 2002

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2002 AND PRIOR (cont'd)</u></b>		
	<b><u>KENT COUNTY</u></b>		
58	Equipment	55	Underway
59	Facility - Operation and Maintenance	225	Underway
60	Vehicles - Small Buses	205	Underway
61	Vehicles to Non Profit Organizations - Upper Shore Aging	55	Underway
62	Governor's Transit Initiative - Communication System	100	FY 2002
	<b><u>MONTGOMERY COUNTY</u></b>		
63	Ridesharing	353	Underway
64	Vehicles to Non-Profit Organizations - ARC of Montgomery County, Jewish Council for the Aging, Ardmore, CHI Center	190	Underway
	<b><u>PRINCE GEORGE'S COUNTY</u></b>		
65	Ridesharing	269	Underway
66	Vehicles to Non-Profit Organizations - ARC of Prince George's County, Baptist Sr. Adult Ministries, Easter Seals Society, Rehabilitation Opportunities	200	Underway
	<b><u>QUEEN ANNE'S COUNTY</u></b>		
67	Equipment	5	Underway
68	Facility - Maintenance Bay Addition D&E	45	FY 2002
69	Governor's Transit Initiative - Chesapeake College -Upper Shore Coordination -	200	FY 2002
70	Vehicles - Small Buses and Van	165	FY 2002
	<b><u>ST. MARY'S COUNTY</u></b>		
71	Equipment	70	Underway
72	Facility	45	Underway
73	Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties)	88	Underway
74	Vehicles - Small Bus	40	Underway
75	Governor's Transit Initiative - Coordination Study by Tri County Council	200	FY 2002
76	Governor's Transit Initiative - Small Bus	90	FY 2002
77	Vehicles to Non-Profit Organizations - Pathways, Inc.	30	FY 2002

## LOCALLY OPERATED TRANSIT SYSTEMS

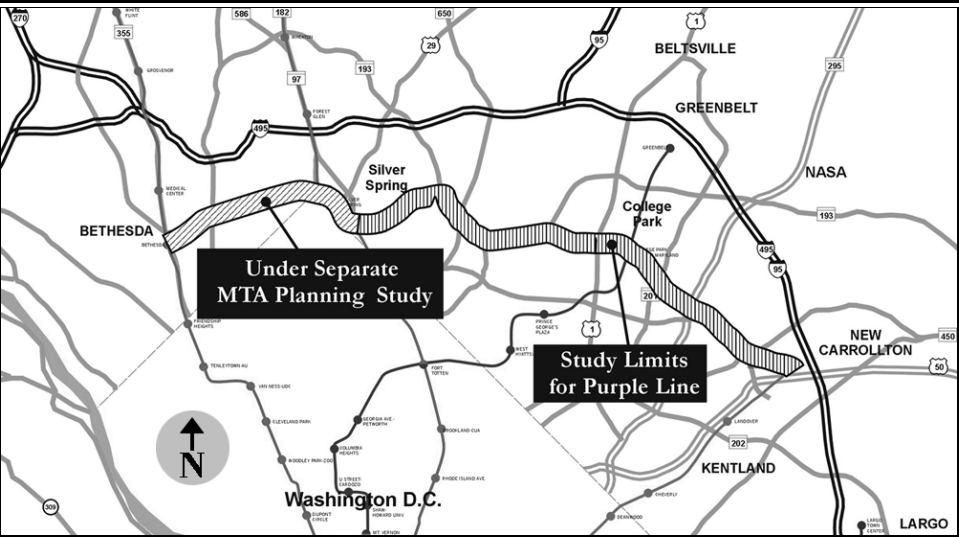
### MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2002 AND PRIOR (cont'd)</u></b>		
	<b><u>SOMERSET COUNTY</u></b>		
78	Vehicles - Small Buses	65	Underway
79	Vehicles to Non-Profit Organizations - Somerset County Development Center, Somerset Co. Commission on Aging	80	Underway
80	Equipment	35	FY 2002
81	Governor's Transit Initiative - Small Buses	300	FY 2002
	<b><u>TALBOT COUNTY</u></b>		
82	See Kent County		
	<b><u>WASHINGTON COUNTY</u></b>		
83	Equipment	25	Underway
84	Vehicles to Non-Profit Organizations - ARC of Washington County, Washington County Commission on Aging, Turning Point	150	Underway
85	Vehicles - Small Bus	50	FY 2002
	<b><u>WICOMICO COUNTY</u></b>		
86	Equipment	68	Underway
87	Vehicles - Small Buses	190	Underway
88	Vehicles to Non-Profit Organizations - Dove Point, Go-Getters, Shore Up, Inc.	158	Underway
89	Governor's Transit Initiative - Small Buses	175	FY 2002
	<b><u>WORCESTER COUNTY</u></b>		
90	Equipment	30	Underway
91	Governor's Transit Initiative - Small Buses	275	FY 2002
92	Governor's Transit Initiative - Lower Shore PIC - Equipment for Shore Transit	144	FY 2002
93	Vehicles - Small Buses	155	FY 2002
94	Vehicles to Non-Profit Organizations - Worcester County Developmental Center	100	FY 2002

## LOCALLY OPERATED TRANSIT SYSTEMS

### MARYLAND TRANSIT ADMINISTRATION -- LINE 52 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2002 AND PRIOR (cont'd)</u></b>		
	<b><u>TOWN OF OCEAN CITY</u></b>		
95	Equipment	220	Underway
96	Facility Rehabilitation	56	Underway
97	Vehicles - 40ft Transit Buses	1,054	Underway
98	Governor's Transit Initiative - Increase to West Ocean City Park & Ride	2,500	FY 2002
99	Governor's Transit Initiative - North Ocean City Transit Facility	210	FY 2002
	<b><u>BALTIMORE CITY</u></b>		
100	Vehicles to Non-Profit Organizations - Bayview Medical, UCP of Central MD	100	Underway
101	Vehicles to AdVANTage II	508	Underway
102	Ridesharing	75	FY 2002



**STATUS:** Preparation of Draft Environmental Impact Statement to begin Spring, 2002 for the Silver Spring to New Carrollton segment. Planning is underway for the Silver Spring to Bethesda segment.

**PROJECT:** Purple Line Study

**DESCRIPTION:** Study of a 14 mile light rail transit line between New Carrollton and Bethesda Metrorail Stations. The Purple Line includes the Georgetown Branch Transitway, a 4.4 mile light rail line between the Bethesda and Silver Spring Metrorail Stations. The former Georgetown Branch Transitway Study has been incorporated into the Purple Line.

**JUSTIFICATION:** This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties, connecting Metrorail stations to significant employment, residential and institutional destinations.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
[Silver Spring Transit Center -- Line 6](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Silver Spring to New Carrollton segment added to Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO
	(\$000)	2001	2002	2003	....2004....	....2005....	....2006....	....2007....	TOTAL	COMPLETE
Planning	18,915	2,332	850	4,200	6,500	4,166	867	0	16,583	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	18,915	2,332	850	4,200	6,500	4,166	867	0	16,583	0
Federal-Aid	13,486	21	703	3,383	5,233	3,422	724	0	13,465	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	S9-MRC	2,648
CO	2003	S9-MRC	2,363
CO	2004	S9-MRC	2,100
CO	2005	S9-MRC	3,004



**STATUS:** Project Planning underway.

**PROJECT:** Baltimore Region New Transit Corridor Study

**DESCRIPTION:** This study will identify and analyze one or more potential corridors that would extend the Baltimore transit system. It includes conducting corridor feasibility analyses, environmental screenings of potential alignments, and identification of right-of-way issues.

**JUSTIFICATION:** Additional transit service to growing employment, institutional and residential communities in the Baltimore Region will increase mobility choices, foster Smart Growth and improve air quality. Project is being coordinated with Vision 2030 process underway in the region.

**SMART GROWTH STATUS**

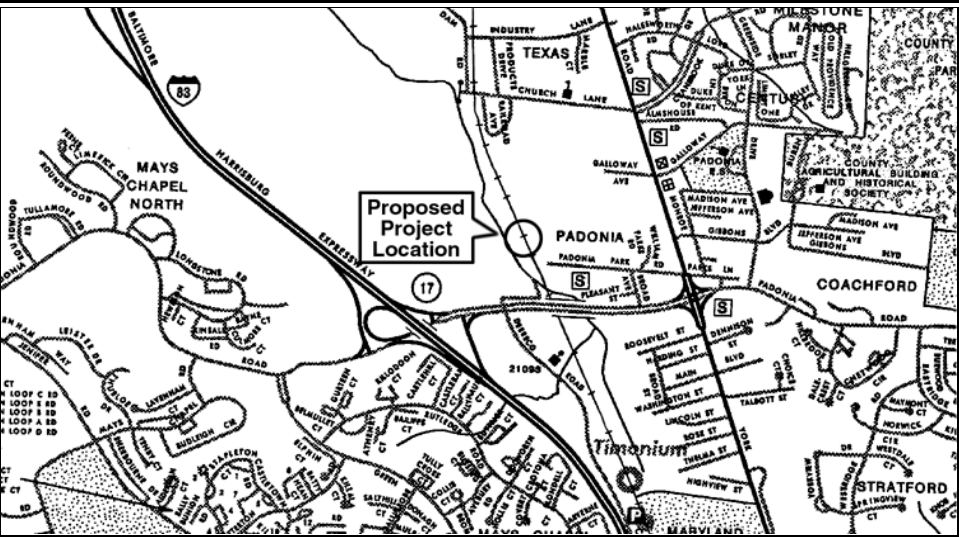
- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,700	33	254	600	1,500	635	678	0	3,667	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	3,700	33	254	600	1,500	635	678	0	3,667	0
Federal-Aid	1,742	0	119	285	713	302	323	0	1,742	0



**STATUS:** Project on hold.

**PROJECT:** New Light Rail Station at Texas

**DESCRIPTION:** Study to construct a new Light Rail Station at Texas to take advantage of the increased ridership base with commercial development in the area.

**JUSTIFICATION:** Texas is the site of a former quarry that is gradually being shut down and redeveloped. A new station at this location will take advantage of the increased ridership base that will emerge as the development of the area continues.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Project removed from the Development and Evaluation Program due to the national economic slowdown (See Page A-11).

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
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





**STATUS:** Federal Railroad Administration has selected the project for the next phase which will include preparation of a Draft Environmental Impact Statement (DEIS), Project Engineering (PE), private-public partnership plan and determination of approach to system ownership.

**PROJECT:** Maglev System Study

**DESCRIPTION:** Study the feasibility of operating magnetic levitation trains between Baltimore and Washington.

**JUSTIFICATION:** MTA has received special Federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore and Washington.

**SMART GROWTH STATUS**

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

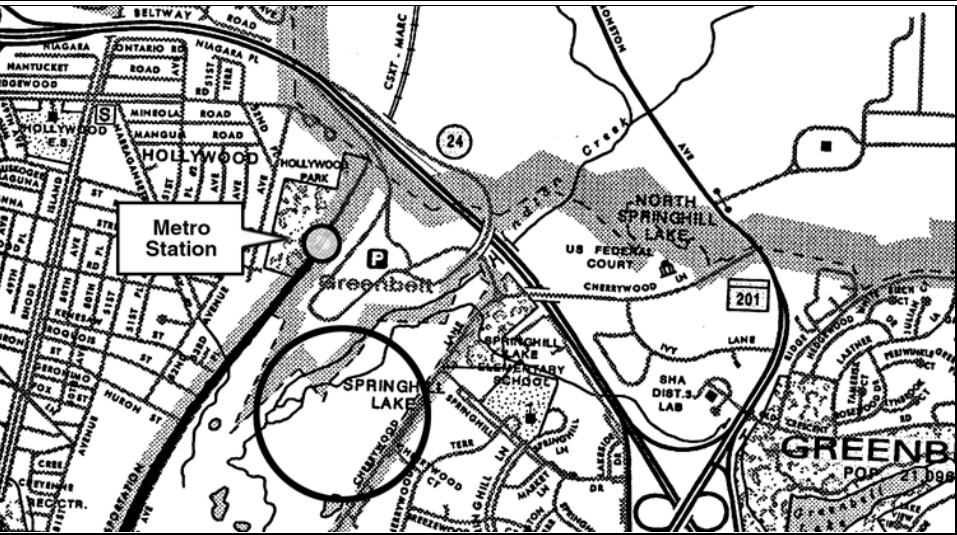
**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	14,333	4,925	4,387	2,833	1,698	490	0	0	9,408	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	14,333	4,925	4,387	2,833	1,698	490	0	0	9,408	0
Federal-Aid	10,100	3,285	2,814	2,586	1,098	317	0	0	6,815	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2002	FRA	2,941
CO	2003	FRA	900

The affected local jurisdictions will contribute a portion of the federal-aid matching share.  
0483, 0484



**STATUS:** Right-of-way acquisition complete.

**PROJECT:** Greenbelt Transit Oriented Development

**DESCRIPTION:** As part of the proposed large mixed-use transit oriented development at the Greenbelt Metrorail Station, the State will purchase 75 acres to be used as part of an environmental mitigation and protection strategy.

**JUSTIFICATION:** This property purchase is an environmental protection strategy representing a State funding contribution for this transit oriented development.

**SMART GROWTH STATUS**

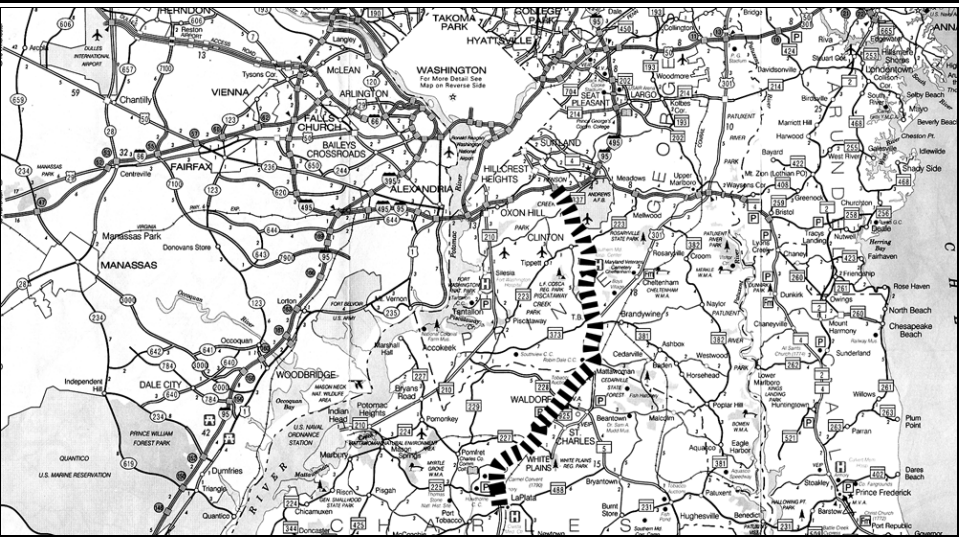
- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**  
[I-95/I-495 Interchange Study, Prince George's County -- SHA Program.](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
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	10,027	10,027	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	10,027	10,027	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

Funds were reimbursed through the General Fund.  
0887



**STATUS:** Studies underway.

**PROJECT:** Southern Maryland Mass Transportation Analysis

**DESCRIPTION:** Planning mass transit improvements in Southern Maryland including preparation of a Corridor Transit Service Staging Plan, environmental documentation for commuter bus park and ride facilities and possible advanced land acquisition to preserve a transitway in the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements results of the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report.

**JUSTIFICATION:** Planned service expansion to address increasing development in this area.

**SMART GROWTH STATUS**

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

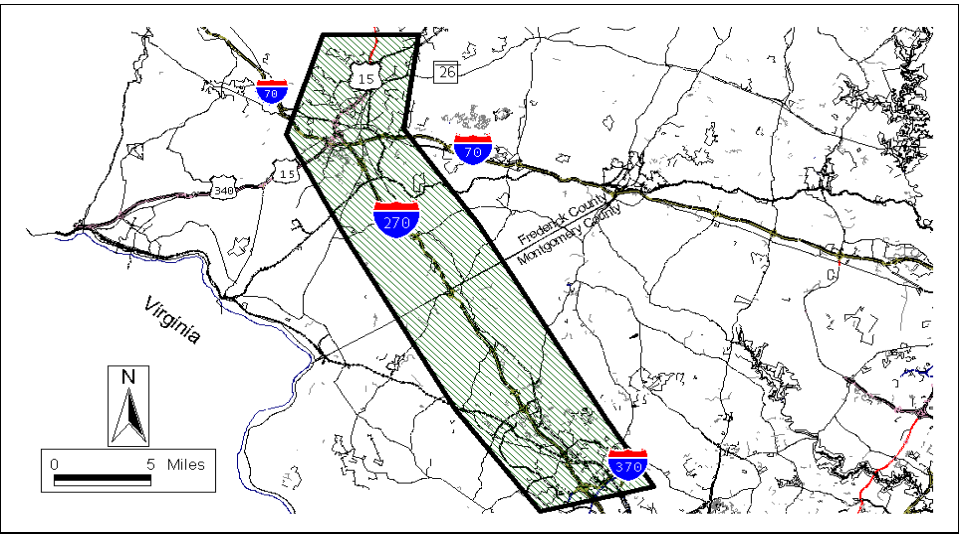
**ASSOCIATED IMPROVEMENTS:**  
[SHA - US 301 South Corridor Transportation Study.](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	2,671	9	543	638	640	640	201	0	2,662	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	2,671	9	543	638	640	640	201	0	2,662	0
Federal-Aid	2,138	1	434	510	512	518	163	0	2,137	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2003	S9-MRC	112

0201, 1035, 1036, 1037, 1038, 1039, 1040, 1041



**STATUS:** Project Planning underway.

**PROJECT:** I-270, Eisenhower Memorial 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 Metrorail to north of Biggs Ford Road (27.90 miles).

**JUSTIFICATION:** Poor levels of 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 ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

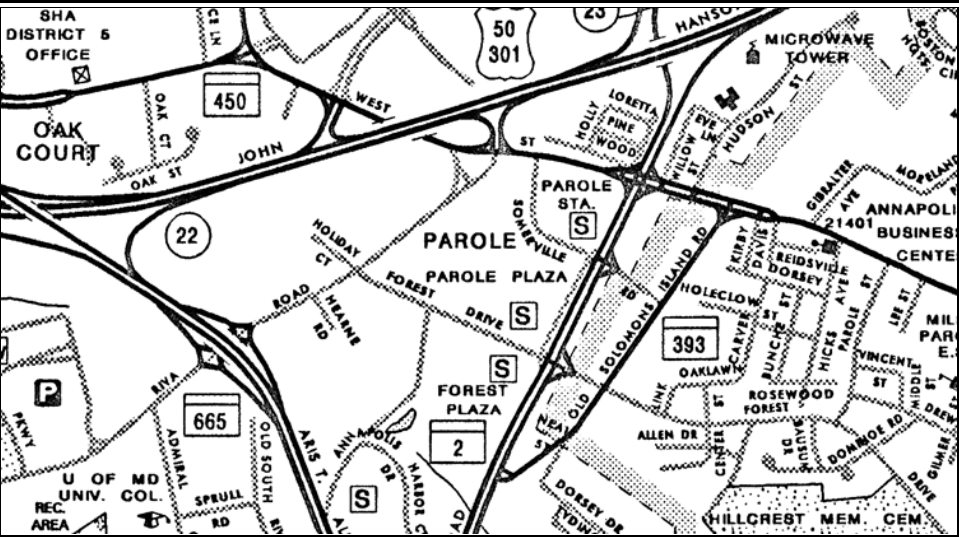
SHA - I-70, Mt. Phillip Road to MD 144 (D&E Program, Frederick).

SHA - I-270, US 15 Corridor Study.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The Right-of-way cost increased \$1.1 million due to a right-of-way hardship acquisition.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	9,247	5,950	1,400	1,400	497	0	0	0	3,297	0
Engineering	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
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,301	7,004	1,400	1,400	497	0	0	0	3,297	0
Federal-Aid	6,473	4,165	980	980	348	0	0	0	2,308	0

The estimated cost is for the entire project in Frederick and Montgomery counties.



**STATUS:** Not started.

**PROJECT:** Parole Town Center

**DESCRIPTION:** Study and conceptual engineering of Parole Town Center transportation facility.

**JUSTIFICATION:** Major redevelopment of Parole Town Center underway. Project will include significant transit components. Funding dependent upon completion of feasibility study with MDOT and the County.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	1,000	0	0	0	500	500	0	0	1,000	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	0	0	0	500	500	0	0	1,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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**WASHINGTON METROPOLITAN AREA TRANSIT  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
<b>Major Projects</b>	244.0	283.9	226.7	163.5	147.9	157.9	1,223.9
<b>Special Funds</b>	104.3	142.5	81.5	25.3	72.5	81.9	508.0
<b>Federal Funds</b>	62.2	78.7	74.8	79.5	16.7	17.3	329.2
<b>Federal Funds - WMATA*</b>	77.5	62.7	70.4	58.7	58.7	58.7	386.7

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\* These federal funds are received by WMATA directly and are not included in the MDOT budget.



**STATUS:** The six miles Branch Avenue route extension opened January 13, 2001, and includes five stations (four located in Maryland). This completes the original 103-mile Adopted Regional System. The resulting ridership has far surpassed original projections and has created maximum loads on existing car capacities.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Total cost shown includes federal funds received by WMATA directly. Normal reprogramming of capital cashflow based on WMATA construction schedules and anticipated close-out expenditures. Cost decreased \$39.9 million as close-out of the project nears and expenditures are finalized.

**PROJECT:** Metrorail Construction

**DESCRIPTION:** This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six year period. Funds are programmed for the remaining expenditures on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations. Cashflow occurs through FY 2004 to cover all 103-mile system close-out expenditures.

**JUSTIFICATION:** To provide financial assistance for the construction of a 103-mile heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved annual budgets.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

- Metrorail Debt Service Payments - Line 2
- Metrorail Equipment Rehabilitation and Replacement - Line 4

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
TOTAL											
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX	BALANCE	
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR	TO	
	(\$000)	2001	2002	2003	.....2004.....	.....2005.....	.....2006.....	.....2007.....	TOTAL	COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	2,460,178	2,382,312	45,866	13,333	18,667	0	0	0	77,866	0	
Total	2,460,178	2,382,312	45,866	13,333	18,667	0	0	0	77,866	0	
Federal-Aid	1,822,798	1,774,132	28,666	8,333	11,667	0	0	0	48,666	0	

**USAGE:** Completion of these lines by 2001 will increase annual ridership in excess of 6 million passengers

**OPERATING COST IMPACT:** Green Line extension is approximately \$3 million annually.

Federal funds shown are received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.  
1001





**STATUS:** The local funding grant agreement was executed in May, 2000. The federal funding grant agreement (FFGA) was approved in December, 2000. With funding in place, the right-of-way activity has already begun with major construction to follow in late FY 2002.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The project is based on the FFGA anticipated federal aid schedule and Maryland General Fund availability. The Major construction of rail line work and station platform will start in late FY 2002 and will be extensive in FY 2003 and FY 2004.

**PROJECT:** Addison Road to Largo Town Center Metrorail Extension

**DESCRIPTION:** Construct a 3.0 mile Metrorail extension from the Addison Road Station to the Largo Town Center in Prince George's County. The project includes two new Metrorail stations- one at Morgan/Summerfield Street and the second at Largo Town Center. The project has been amended to include a parking garage at Largo.

**JUSTIFICATION:** The Addison Road extension will increase transit ridership in the corridor and assist in economic development in the Summerfield and Largo Town Center areas. WMATA projects an additional 20,000 riders daily after six months of operation. This construction program is the first rail extension beyond the original 103-mile system, and reflects the Governor's ambitious efforts to double transit ridership.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	433,870	31,439	115,000	162,100	87,310	38,021	0	0	402,431	0
Total	433,870	31,439	115,000	162,100	87,310	38,021	0	0	402,431	0
Federal-Aid	260,300	7,500	55,000	70,000	65,000	62,800	0	0	252,800	0

Construction contingent upon the availability of federal and general funds.  
 8001



## Washington Metropolitan Area Transit -- Line 3

## CONSTRUCTION PROGRAM



**STATUS:** Annual payments are made for debt service by MDOT in accordance with legislation enacted by the 1980 General Assembly and amended by the 1992 General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**PROJECT:** Metrorail Debt Service

**DESCRIPTION:** Maryland Department of Transportation's share of Metrorail debt service payments, which supplemented the 103-mile rail construction.

**JUSTIFICATION:** Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December, 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program, while retaining the original net cost and maturity date of 2014.

### SMART GROWTH STATUS

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

### ASSOCIATED IMPROVEMENTS:

[Metrorail Construction -- Line 1](#)

[Metrorail Equipment Rehabilitation and Replacement -- Line 4](#)

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	641,887	521,617	9,741	9,741	9,741	9,741	9,741	9,741	58,446	61,824
Total	641,887	521,617	9,741	9,741	9,741	9,741	9,741	9,741	58,446	61,824
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal Funds are received directly by WMATA.  
8002

## Washington Metropolitan Area Transit -- Line 4

## CONSTRUCTION PROGRAM



**STATUS:** Rehabilitation of 298 Rohr rail cars is now complete with the conclusion of HVAC rehabilitation. WMATA has begun the major overhaul of the 364 Breda rail cars over a six year rehabilitation schedule. WMATA has also incorporated other rehabilitation projects in their Capital Renewal Program.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**PROJECT:** Metrorail Equipment Rehabilitation and Replacement

**DESCRIPTION:** Projects included as part of this program are: overhaul and replacement of rail car subsystems, renovation of station structures and equipment, purchase of rail support equipment, and right-of-way maintenance.

**JUSTIFICATION:** Sections of the metrorail system are now over 25 years old. Various rail car components and station equipment are wearing out and are in need of renovation and replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement criteria are based on industry replacement cycles.

### SMART GROWTH STATUS

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

### ASSOCIATED IMPROVEMENTS:

[Metrorail Construction - Line 1](#)  
[Metrorail Debt Service Payments - Line 3](#)

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	691,150	247,880	44,700	55,790	62,640	72,365	92,980	114,795	443,270	0
Total	691,150	247,880	44,700	55,790	62,640	72,365	92,980	114,795	443,270	0
Federal-Aid	500,379	198,304	35,760	44,632	50,112	57,000	57,000	57,571	302,075	0

A total of \$242.0 million in Federal funds are received directly by WMATA. There are \$60.1 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

8003, 8004



**STATUS:** WMATA has recently received a major 262 bus purchase and other small bus purchases. Fiscal Year 2003 funds the replacement of approximately one hundred forty-foot heavy-duty clean diesel buses.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The total cost shown includes federal funds received directly by WMATA. FY 2007 includes the same estimated annual requirement for bus capital for WMATA's IRP Program.

**PROJECT:** Metrobus Capital

**DESCRIPTION:** This program provides funds for the purchase and/or mid-life overhaul of Metrobuses, the procurement of support equipment for bus operations, farebox equipment, and the rehabilitation of bus facilities.

**JUSTIFICATION:** The average age of the WMATA bus fleet is 7.4 years. The FTA guidelines suggest a six year average based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some of the Metrobuses to 15 years. Purchase and overhaul of the equipment will provide a fleet that supports safe, efficient, and reliable bus service.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

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)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	272,205	132,225	24,830	23,030	23,030	23,030	23,030	23,030	139,980	0
Total	272,205	132,225	24,830	23,030	23,030	23,030	23,030	23,030	139,980	0
Federal-Aid	218,124	105,780	20,224	18,424	18,424	18,424	18,424	18,424	112,344	0

A total of \$96.0 million in federal funds are receive directly by WMATA. There are \$16.3 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.

8005, 8006



**STATUS:** Ongoing Program.

**PROJECT:** Metro Bus/Rail Repairable Parts

**DESCRIPTION:** This project funds the replacement or rebuild of parts for railcars, facilities, system equipment, buses, and major components which have reached the end of their useful life. It also increases parts inventories to support system expansion, fleet mileage, improved scheduling for the overhaul program, and greater reliability throughout the system.

**JUSTIFICATION:** The project funds the procurement of parts which are vital components of WMATA's bus and rail system. Adequate quantities of parts are required to perform corrective and preventative maintenance and overhauls.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The same annual cost of \$1.8 million has been added for FY 2007.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS 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	0	0	0	0	0	0	0	0	0	0
Construction	12,312	1,692	1,770	1,770	1,770	1,770	1,770	1,770	10,620	0
Total	12,312	1,692	1,770	1,770	1,770	1,770	1,770	1,770	10,620	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** WMATA has approved a new System Access Program (SAP) budget in FY 2002 that includes all projects as described. The FY 2003 budget will be released soon.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Projected expenditures have been reprogrammed to reflect adjusted WMATA program schedules. The General Assembly has approved the Governor's proposed transit initiatives to assist WMATA and other transit agencies in doubling ridership by 2025. The WMATA Board is expected to approve the initiative in FY 2003. Cost increased \$21.8 million based on the revised Governor's Transit Initiative.

**PROJECT:** WMATA System Access Plan

**DESCRIPTION:** This initiative will fund the purchase of 300 new Metrobuses and 50 new rail cars to accommodate projected ridership growth in the Metro system. Investments also include a 200-bay bus garage to house the new buses, a ramp-up of the WMATA Capital Improvement Program to address concerns over Metrorail structural decline, and funding for major repairs of the Metrorail Red Line, which is experiencing the effects of water intrusion. A \$3 million investment to expand the use of Smart Card Technology throughout the Washington region is included in Maryland Transit Administration project summaries.

**JUSTIFICATION:** The Metropolitan Washington Council of Governments (MWGOC) forecasts that ridership demand on the Metro System will increase by 49 percent over the next 25 years. To accommodate this growth, improvements must be made to a system that has been challenged by parking shortages, operational failures and structural decline of an aging rail system, and unprecedented residential and employment growth throughout the Washington region. Failure to make these investments will increase traffic gridlock in one of the nation's most congested regions.

**SMART GROWTH STATUS**

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

**ASSOCIATED IMPROVEMENTS:**

None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,298	0	1,000	17,166	23,583	18,583	20,383	8,583	89,298	0
Total	89,298	0	1,000	17,166	23,583	18,583	20,383	8,583	89,298	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

This project is part of the Governor's Transit Initiative.  
8008

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

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>SIX-YEAR TOTAL</u>
<b><u>Construction Program</u></b>							
Major Projects	431.9	558.0	556.2	462.2	222.8	146.5	2,377.6
System Preservation Minor Projects	397.3	346.0	340.7	345.1	359.1	380.2	2,168.4
<b><u>Development &amp; Evaluation Program</u></b>	<u>48.2</u>	<u>30.7</u>	<u>42.8</u>	<u>30.6</u>	<u>11.4</u>	<u>9.1</u>	<u>172.8</u>
<b>TOTAL</b>	877.4	934.7	939.7	837.9	593.3	535.8	4,718.8
<b>Special Funds*</b>	314.0	375.9	431.2	370.0	240.5	218.1	1,949.7
<b>Federal Funds</b>	563.4	558.8	508.5	467.9	352.8	317.7	2,769.1

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\* Includes General Funds for the Woodrow Wilson Bridge





**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:**

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA  | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered   |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	1500	1500	1500	1500	3000	CMAQ
RW	0	0	0	0	0	----
CO	11000	8000	8000	9000	18000	CMAQ

**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 System Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added \$12.2 million for further traffic management system projects. The additional funds are from adding fiscal year 2007.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	27,662	13,063	2,234	2,315	2,391	2,470	2,550	2,639	14,599	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	156,369	106,068	8,866	7,285	7,809	8,030	8,850	9,461	50,301	0
Total	184,031	119,131	11,100	9,600	10,200	10,500	11,400	12,100	64,900	0
Federal-Aid	155,105	99,291	9,546	8,256	8,772	9,030	9,804	10,406	55,814	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:** Neighborhood Conservation 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:**

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	9200	4100	3000	5100	20300	STP

**STATUS:** Engineering and Construction underway. Work is continuing with other State agencies to define additional program elements. This sheet represents a summary of the Neighborhood Conservation Program. Individual projects are shown in the SHA's System Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added \$23.0 million for further construction of Neighborhood Conservation projects. The additional funds are from adding fiscal year 2007.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	38,696	15,241	5,082	2,373	4,000	4,000	4,000	4,000	23,455	0
Right-of-way	4,162	2,149	539	274	300	300	300	300	2,013	0
Construction	214,116	62,084	24,679	29,953	26,100	21,100	24,300	25,900	152,032	0
Total	256,974	79,474	30,300	32,600	30,400	25,400	28,600	30,200	177,500	0
Federal-Aid	66,910	20,210	11,600	6,500	3,200	5,100	9,900	10,400	46,700	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:** Sidewalk Program

**DESCRIPTION:** 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.

**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						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Engineering and Construction underway. Continuing to work with local jurisdictions to identify projects. This sheet represents a summary of the Sidewalk Program. Individual projects are shown in the SHA's System Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added \$3.7 million for further construction of sidewalks.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,646	2,170	534	551	570	588	607	626	3,476	0
Right-of-way	4	4	0	0	0	0	0	0	0	0
Construction	24,950	10,826	2,666	3,349	2,230	1,712	1,993	2,174	14,124	0
Total	30,600	13,000	3,200	3,900	2,800	2,300	2,600	2,800	17,600	0
Federal-Aid	100	0	100	0	0	0	0	0	100	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:** 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	4500	8000	8000	6000	NHS

**STATUS:** Engineering and Construction underway. This current program consolidates the total dollars available for sound barriers that meet eligibility criteria. Individual projects are shown in the State Highway Administration's System Preservation Program.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added \$9.1 million for further implementation of retrofit sound barrier projects. The additional funds are from adding fiscal year 2007.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	29,649	17,774	1,000	2,125	2,800	1,950	2,000	2,000	11,875	0
Right-of-way	280	220	10	10	10	10	10	10	60	0
Construction	283,367	202,502	16,390	11,165	14,790	18,740	8,390	11,390	80,865	0
Total	313,296	220,496	17,400	13,300	17,600	20,700	10,400	13,400	92,800	0
Federal-Aid	197,778	160,678	5,800	1,900	7,100	10,700	4,300	7,300	37,100	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

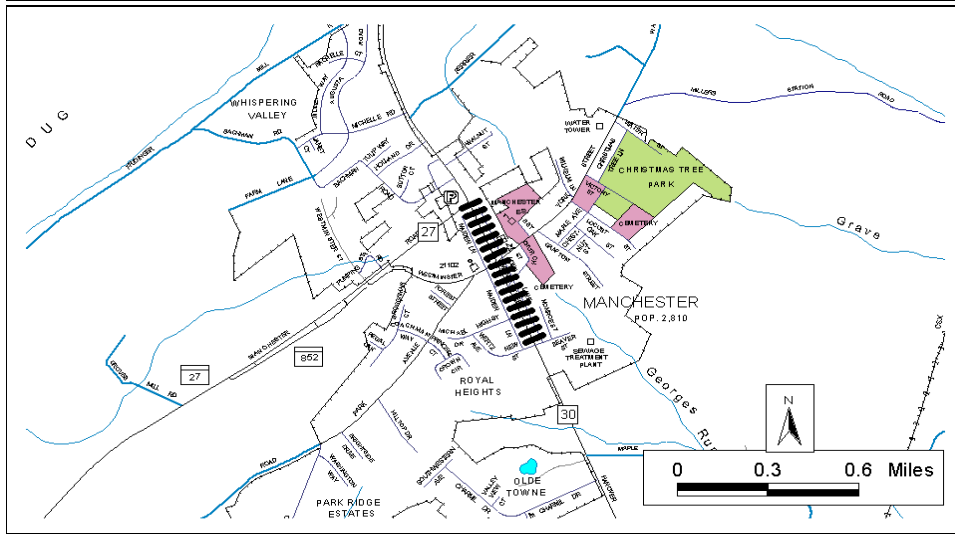
STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT: N/A



**PROJECT:** Smart Growth Initiative

**DESCRIPTION:** Reconstruct MD 30 from Beaver Street to MD 27 as alternative to Manchester Bypass.

**JUSTIFICATION:** Funding shown is for project removed from the Development and Evaluation Program due to inconsistency with Smart Growth principles. This alternative solution to transportation problems is consistent with Smart Growth principles.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$4.2 million due to adding MD 30 improvement to the construction program.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	623	168	300	155	0	0	0	0	455	0
Right-of-way	764	0	373	391	0	0	0	0	764	0
Construction	4,300	0	0	1,729	2,571	0	0	0	4,300	0
Total	5,687	168	673	2,275	2,571	0	0	0	5,519	0
Federal-Aid	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

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u>Fiscal Year 2001 Completions</u>		
		<u>Enhancements</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
1		Bay Game I/II - Publication of the Maryland Bay Game educational pamphlets to educate the traveling public on their relationship to the Chesapeake Bay.	110	Underway
		<u>Fiscal Years 2002 and 2003</u>		
		<u>C.H.A.R.T. Projects</u>		
2		C.H.A.R.T. Statewide Communications Network	20,762	Underway
3		C.H.A.R.T. Statewide System Integration	8,897	Underway
4		C.H.A.R.T. - I 83, I 795 and I 70 (Phase 2); advanced traffic management system additions	1,086	FY 2002
5		C.H.A.R.T. - I 97 and US 50 (Phase 2); advanced traffic management system additions	1,254	Underway
6		C.H.A.R.T. - I 695 and I 97 (Phase 2); advanced traffic management system additions	1,151	Underway
		<u>Enhancements</u>		
		<u>Archaeological Planning &amp; Research</u>		
7		Archeological and Historic sites data - Maryland Historic Trust - Develop historic resources and archeological sites information for use in transportation planning Geographic Information System.	524	Underway
8		Assessment of Cultural Resources - Development of an historical and archeological survey of cultural resources in transportation corridors in Kent and Queen Anne's Counties.	48	Underway

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

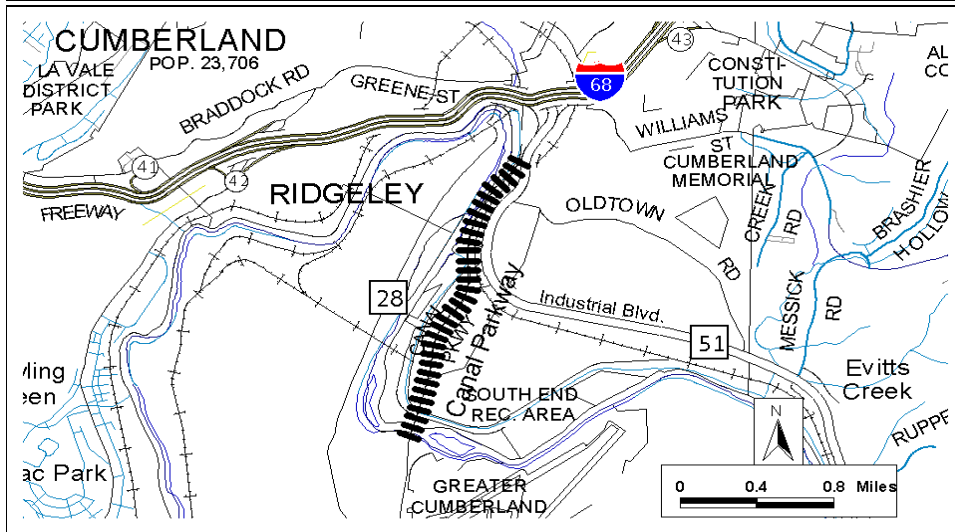
### STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Enhancements (cont'd)</u></b>		
		<b><u>Archaeological Planning &amp; Research (cont'd)</u></b>		
9		Maryland's Historic Highway Bridges - Publication of a book, CD, and Web information on Maryland's historic bridges.	48	Underway
10		National Road National Register Nomination - Documentation of National Road properties and sites.	56	FY 2002
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
11		Aesthetic Retrofits - Landscaping of SHA stormwater management facilities in highly visible areas and to increase diversity while minimizing thermal impacts.	400	FY 2002
12		Partnership Planting Program (Keep Maryland Beautiful) - Landscaping, community gateways, reforestation plantings, streetscapes and landscaping highways at the request of local governments, civic organizations, and garden clubs.	125	FY 2003
		<b><u>Pedestrian and Bicycle Safety and Educational Activities</u></b>		
13		Pedestrian Safety Campaign - Production and distribution of pedestrian safety flyers to educate pedestrians and drivers on pedestrian safety.	20	Completed
		<b><u>Environmental Mitigation</u></b>		
14		Urban Storm Water Retrofit Pilot Program - Retrofit, monitoring and sampling of Low Impact Development (LID) practices within different urban arenas.	200	FY 2003
15		Watershed Revitalization Partnership - Establish a program 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.	6,000	FY 2003
16		Wetlands Restoration Program - Replacement of tidal and non-tidal wetlands throughout Maryland	500	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 6 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Enhancements (cont'd)</u></b>		
		<b><u>Scenic/Historic Highway Programs/Visitor Centers</u></b>		
17		Civil War Driving Tour - Antietam - Develop a driving tour of Battle of Antietam, including trail blazer signing, mapping, waysides and interpretive signing.	690	FY 2002
18		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 planned US 15 Visitor Center.	1,069	FY 2003
19		Keep Maryland Beautiful - Conduction of a campaign to raise the level of awareness statewide of the negative impact of littering on Maryland's highways, the environment, and the economy.	560	Completed



**PROJECT:** Canal Parkway

**DESCRIPTION:** Construct new 2 lane roadway to improve access between the West Virginia State line and MD 51 (1.78 miles). An associated hiker/biker trail is to be built by the National Park Service along the C&O Canal.

**JUSTIFICATION:** Access to South Cumberland is constrained on Virginia Avenue at the existing railroad underpass. Police, fire, and ambulance access are also limited. This project alleviates these conditions and provides improved access to the Cumberland Airport. The project is also a key element of the plan to redevelop the area surrounding the terminus of the C&O Canal.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Canal Place Authority (Enhancement Improvements)  
C&O Canal (National Park Service)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	3,169	3,169	0	0	0	0	0	0	0	0	0
Engineering	4,855	4,855	0	0	0	0	0	0	0	0	0
Right-of-way	7,543	6,923	12	608	0	0	0	0	0	620	0
Construction	32,905	28,684	4,221	0	0	0	0	0	0	4,221	0
Total	48,472	43,631	4,233	608	0	0	0	0	0	4,841	0
Federal-Aid	33,159	29,288	3,396	475	0	0	0	0	0	3,871	0

**FUNCTION :**

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 7,600 - 14,100 (Virginia Avenue)

PROJECTED (2025) - 10,000 (Canal Parkway)

OPERATING COST IMPACT: \$4,500 per year

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 36	Georges Creek Road; North Corporate Limits to spur of MD 55; pave shoulders	274	Completed
2	US 40 ALT	National Pike; MD 36 (Frostburg) to 0.47 mile east of Red Hill Road; resurface	3,386	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
3	I 68	National Freeway; Bridge 1096 over Wills Creek, CSX Transportation and municipal streets; bridge deck rehabilitation	1,844	Completed
<b><u>Safety/Spot Improvement</u></b>				
4	US 220	McMullen Highway; Bunting Street to 700 feet south of Industrial Park entrance; drainage improvements	124	Completed
<b><u>Sidewalks</u></b>				
5	MD 51	Industrial Boulevard; Vancouver Street to Springdale Street in Cumberland; retrofit sidewalks northbound - 1,390 linear feet	79	Completed
6	MD 51	Industrial Boulevard; Springdale Street to Vancouver Street in Cumberland; retrofit sidewalks southbound - 635 linear feet	54	Completed
7	MD 51	Industrial Boulevard; (7 Locations) at Seymour Street, Race Street, Pennsylvania Avenue, Homer Street, South Street, Vancouver Street and Wempe Drive in Cumberland; retrofit sidewalks - 1,078 linear feet	106	Completed



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2001
		<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
8		Center/Bowery Streets - Landscaping of 600 feet of College Avenue and 1,800 feet of Bowery Street in the City of Frostburg.	163	Completed
		<b><u>Fiscal Years 2002 and 2003</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
9	I 68	National Freeway; Kelly Boulevard Bridge to Evitts Creek Bridge; resurface	2,600	FY 2003
10	I 68	National Freeway; Rocky Gap Road Bridge to Street Road Bridge; resurface	3,400	FY 2003
11	I 68	National Freeway; 0.37 mile east of M.V. Smith Road Bridge to 0.37 mile east of Orleans Road Bridge; resurface	3,572	FY 2002
12	MD 135	Pratt Street; Garrett County Line to the west corporate limits of Westernport; resurface	1,193	FY 2003
		<b><u>Bridge Replacement/Rehabilitation</u></b>		
13	I 68	National Freeway; Bridge 1105 over US 220; bridge deck replacement and substructure repairs	3,031	Completed
		<b><u>Safety/Spot Improvement</u></b>		
14	MD 36	George Creek Road; at entrance to Westmar High School and at George's Creek Elementary School in Lonaconing; add left turn lane northbound at Westmar High School entrance, realign south driveway entrance and provide barrier/wall between MD 36 and playground at George's Creek Elementary School	961	Under construction

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
15	I 68	National Freeway; 0.49 mile west of Midlothian Road Bridge 0111403; drainage improvement along eastbound roadway	252	FY 2003
16	MD 658	Vocke Road; West Braddock Road to US 40 Alternate; widen east side of MD 658 at US 40 Alternate to provide double left turn lanes northbound, widen MD 49 to provide left and right turn lanes, re-align I 68 ramp and widen MD 658 to provide merge lane from I 68 off ramp to West Braddock Road	1,209	FY 2002
<b><u>Neighborhood Conservation</u></b>				
17	MD 36	Mt. Savage Road; Jealous Row to Jennings Run Bridge in Mt. Savage; urban street reconstruct (Funded for preliminary concept studies only)	152	Concepts Underway
18	US 40 ALT	National Pike; MD 658 to Long Drive in LaVale; urban street reconstruct (Funded for preliminary engineering only)	250	PE Underway
19	US 40 ALT	Main Street; Phase II - Western limits of Frostburg to Eastern limits of Frostburg; urban street reconstruct	2,940	Completed
20	MD 135	Church Street; MD 36 to eastern limits of Westernport; urban street reconstruct	2,701	FY 2002
21	US 220	McMullen Highway; 0.11 mile south of MD 53 to 0.11 mile north of MD 636, MD 53 (Winchester Road) - 0.11 mile north of MD 636 to US 220 and MD 636 (Warrior Drive) - MD 53 to US 220 (Cresaptown); urban street reconstruct (Funded for preliminary engineering only)	250	PE Underway
<b><u>Traffic Management</u></b>				
22		Various locations in Allegany County; signing	41	Completed
23	I 68	National Freeway; at various locations; modify signing	14	Under construction

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2001
		<u><b>Fiscal Years 2002 and 2003 (cont'd)</b></u>		
		<u><b>Traffic Management (cont'd)</b></u>		
24	I 68	National Freeway; at Orleans Road; modify existing lighting	263	Completed
		<u><b>Commuter Action Improvements</b></u>		
25	MD 144	At Christie Road; expand ridesharing facility	215	Completed
		<u><b>Sidewalks</b></u>		
26	MD 36	Georges Creek Road; Washington Street to upper end of American Legion Parking Lot (east side) in Westernport; retrofit sidewalks - 400 linear feet	18	FY 2002
27	US 40 ALT	Main Street; 200 feet east of Uhl Street in Frostburg; retrofit sidewalks - 80 linear feet and MD 936 (Grant Street) - 40 linear feet	20	Completed
28	MD 51	Industrial Boulevard; Vancouver Street to White Oak Avenue in Cumberland; retrofit sidewalks along northbound roadway - 3,650 linear feet	288	FY 2002
		<u><b>Enhancements</b></u>		
		<u><b>Pedestrian/Bicycle Facilities</b></u>		
29		Canal Place - Trestle Walk - Extension of Canal Street Promenade, Trestle Walk, and other improvements in the Station Square Area in the City of Cumberland.	1,000	Underway
30		Frostburg Trail - Phase I - Construction of a .38 mile connection from the Frostburg Depot to the Allegany Highlands Trail at New Hope.	184	FY 2002

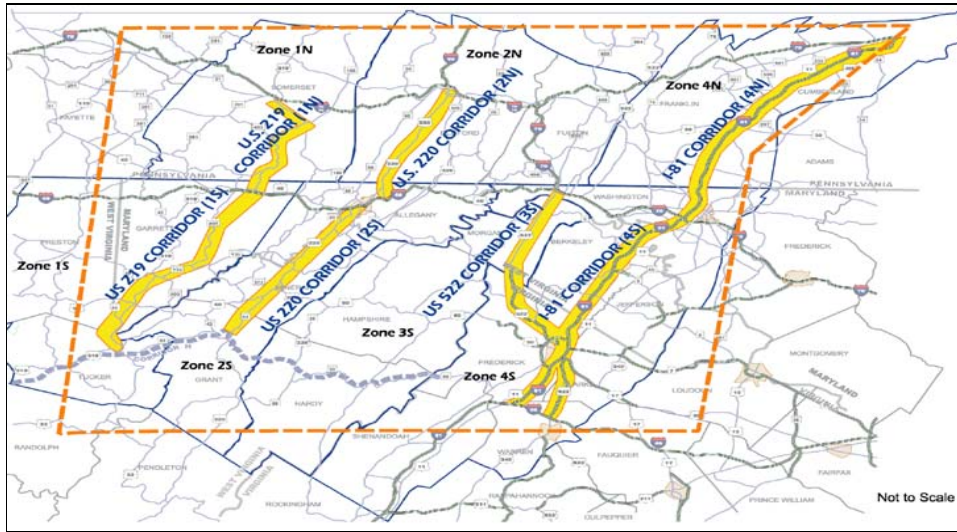
# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ALLEGANY 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, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Enhancements (cont'd)</u></b>		
		<b><u>Historic Preservation</u></b>		
31		Wills Creek/City Junction - Rehabilitation of the historic railroad bridge structure over Wills Creek, as part of the C&O rewatering project; existing removal of rail line and connection to rail-yard will also be part of this project. (Pending funding commitment from the National Park Service.)	1,000	FY 2003
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
32		Center/Bowery Streets - Phase II - Landscaping along Center/Bowery Streets in Frostburg.	88	Underway
		<b><u>Preservation of Abandoned Railway Corridors</u></b>		
33		Allegheny Highlands Trail - Central Section - Construction of the 6.1 mile central section of the Allegheny Highlands Trail from Woodcock Hollow Road to New Hope Road, south of the City of Frostburg.	500	FY 2003
34		Allegheny Highlands Trail - Eastern and Northern Segments - Construction of remaining 14.9 miles from Cumberland to the Pennsylvania Line.	2,200	FY 2003

# STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 3

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** Western Maryland North-South Corridor Study

**DESCRIPTION:** Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

**JUSTIFICATION:** The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

## SMART GROWTH STATUS:

- ☒ Project 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 North, I-68 to Pennsylvania State line (D&E Program - Garrett County)  
 I-81, West Virginia State line to Pennsylvania State line (D&E Program - Washington County)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** A Pre-Project Planning study is complete.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	766	587	179	0	0	0	0	0	0	179	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	766	587	179	0	0	0	0	0	0	179	0
Federal-Aid	536	411	70	55	0	0	0	0	0	125	0

## FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

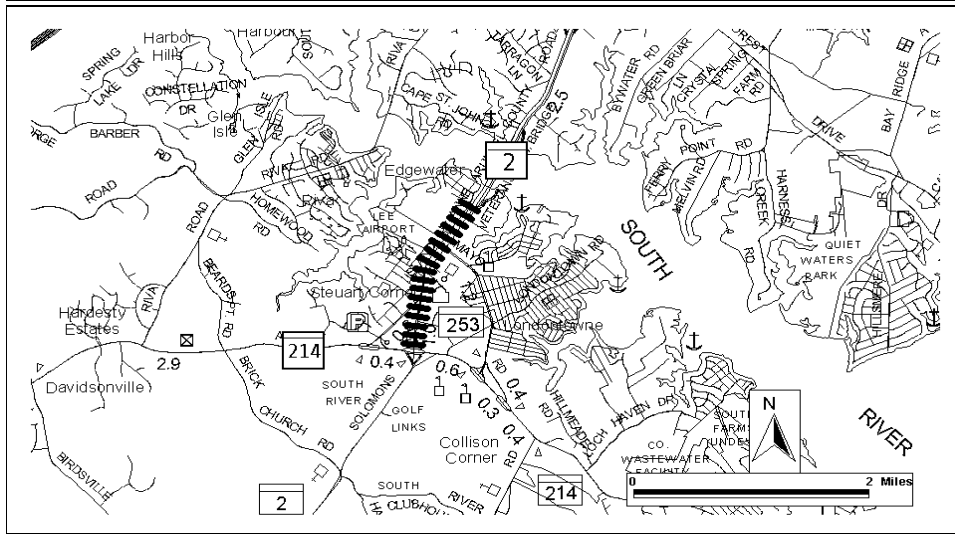
CURRENT (2000) - 1,275 - 62,100

PROJECTED (2025) - 2,500 - 102,000

OPERATING COST IMPACT: N/A

**STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 1**

**PRIMARY CONSTRUCTION PROGRAM**



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

**DESCRIPTION:** Upgrade existing MD 2 to a 4 - 6 lane highway from MD 214 to south of Virginia Avenue (1.35 miles). Includes sidewalks where appropriate. Wide outside curb lanes will accommodate bicycles.

**JUSTIFICATION:** This improvement will complete the widening of MD 2 from MD 214 to the South River Bridge, serving existing and future traffic needs.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	859	1519	0	0	0	NHS/STP
CO	4047	3172	0	0	0	NHS/STP

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	1,409	1,409	0	0	0	0	0	0	0	0	
Engineering	994	994	0	0	0	0	0	0	0	0	
Right-of-way	8,872	5,842	1,083	1,947	0	0	0	0	3,030	0	
Construction	14,101	3,979	5,500	4,622	0	0	0	0	10,122	0	
Total	25,376	12,224	6,583	6,569	0	0	0	0	13,152	0	
Federal-Aid	18,294	8,697	4,907	4,690	0	0	0	0	9,597	0	

**FUNCTION :**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

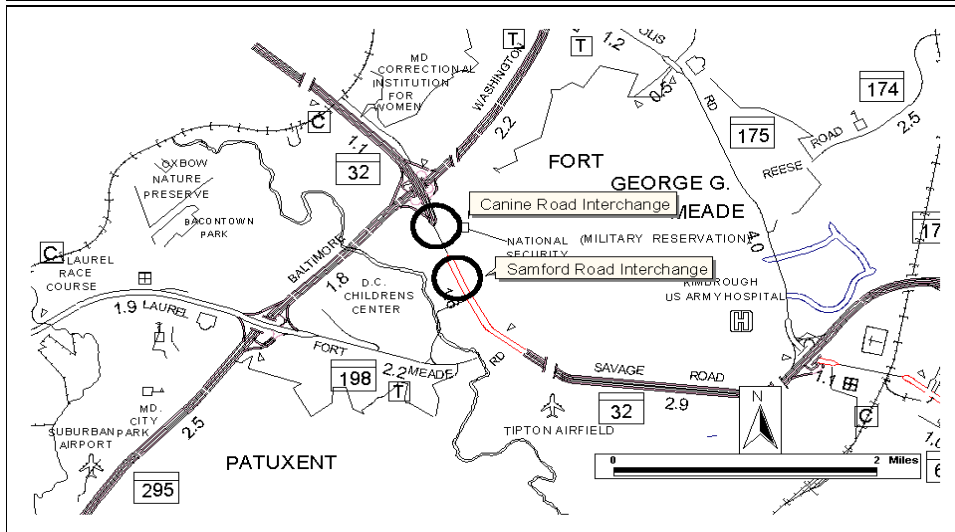
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 49,200

**PROJECTED (2025) -** 82,900

**OPERATING COST IMPACT:** \$3,000 per year



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct interchanges at Canine and Samford Roads.

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

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

MD 32, Interchange at MD 198 (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2883	5675	5877	0	0	NHS/HPP

**STATUS:** Final Engineering underway. Interchange at Samford Road is open to service. Construction to begin for interchange at Canine Road during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2004.....	.....2005.....	.....2006.....	.....2007.....	.....2008.....	0	0
Engineering	1,961	850	1,111	0	0	0	0	0	0	1,111	0
Right-of-way	260	260	0	0	0	0	0	0	0	0	0
Construction	23,726	5,491	3,425	7,276	7,534	0	0	0	0	18,235	0
Total	25,947	6,601	4,536	7,276	7,534	0	0	0	0	19,346	0
Federal-Aid	20,405	5,192	3,661	5,675	5,877	0	0	0	0	15,213	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

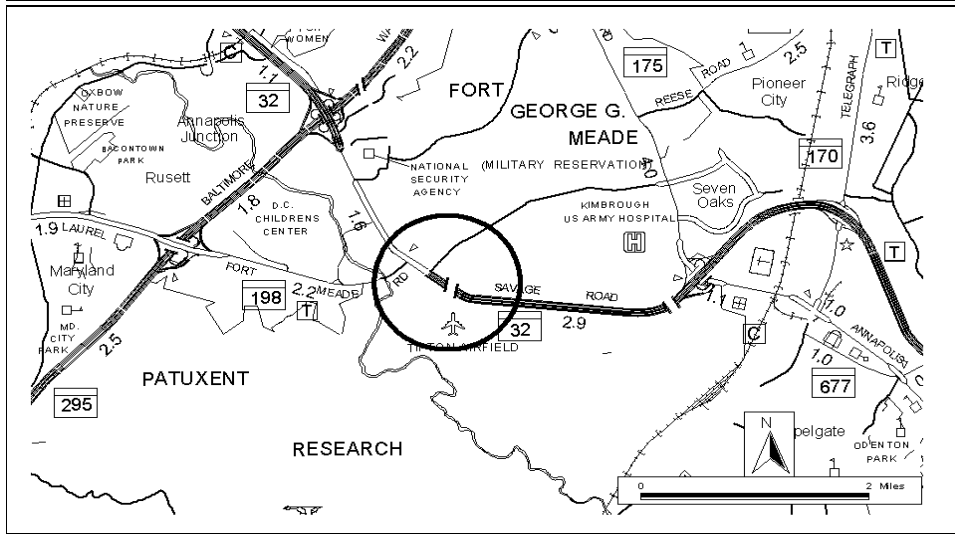
CURRENT (2000) - 44,000

PROJECTED (2025) - 75,000

**OPERATING COST IMPACT:** \$7,000 per year

**STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 3**

**PRIMARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Construct an interchange at MD 198. Includes sidewalks on MD 198 where appropriate. MD 198 will include wide outside curb lanes that will accommodate bicycles.

**JUSTIFICATION:** This project will consolidate access from MD 198, Airfield Road and Mapes Road, and eliminate the existing traffic signals, thereby reducing congestion and improving safety. This project will provide improved access to Fort Meade, the National Security Agency and Tipton Airfield, and will complete the Patuxent Freeway from Columbia to Annapolis.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

MD 32, Interchanges at Canine and Samford Roads (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	677	0	0	0	0	HPP

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction increase of \$1.7 million due to a higher bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	
Planning	236	236	0	0	0	0	0	0	0
Engineering	7,404	7,404	0	0	0	0	0	0	0
Right-of-way	234	0	234	0	0	0	0	0	234
Construction	11,528	3	5,411	6,114	0	0	0	0	11,525
Total	19,402	7,643	5,645	6,114	0	0	0	0	11,759
Federal-Aid	14,799	5,185	4,605	5,009	0	0	0	0	9,614

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

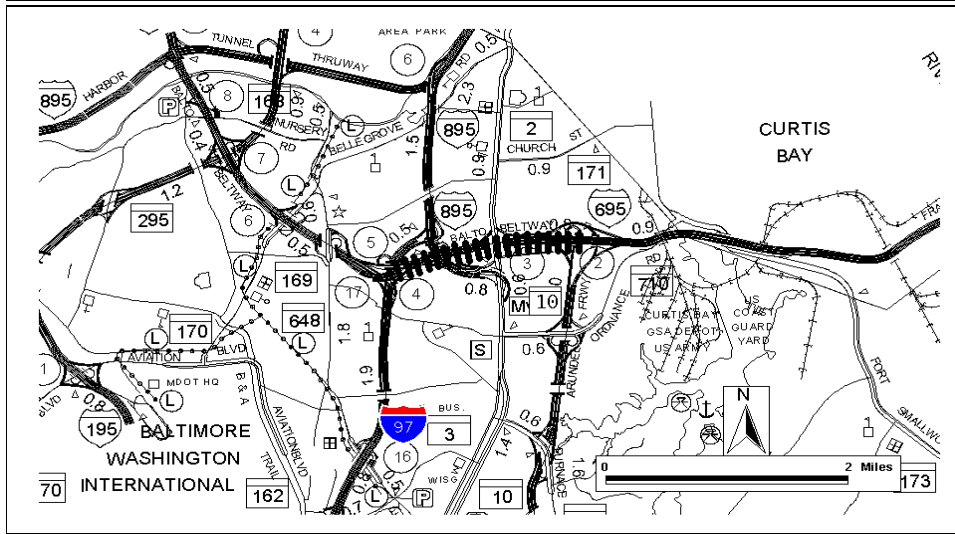
**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 57,000

PROJECTED (2025) - 87,000

**OPERATING COST IMPACT:** \$6,000 per year





**PROJECT:** MD 695, Baltimore Beltway

**DESCRIPTION:** Add an additional lane in each direction from I-97 to MD 10 (1.25 miles).

**JUSTIFICATION:** This project will improve the existing weave condition, resulting in safer operations along this section.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5120	0	0	0	0	NHS

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction increase of \$1.8 million due to a higher bid price.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2004	2005	2006	2007	2008	0	0
Engineering	716	716	0	0	0	0	0	0	0	0	0
Right-of-way	48	48	0	0	0	0	0	0	0	0	0
Construction	10,857	3,601	7,256	0	0	0	0	0	0	7,256	0
Total	11,621	4,365	7,256	0	0	0	0	0	0	7,256	0
Federal-Aid	8,087	2,967	5,120	0	0	0	0	0	0	5,120	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Freeway - Expressway

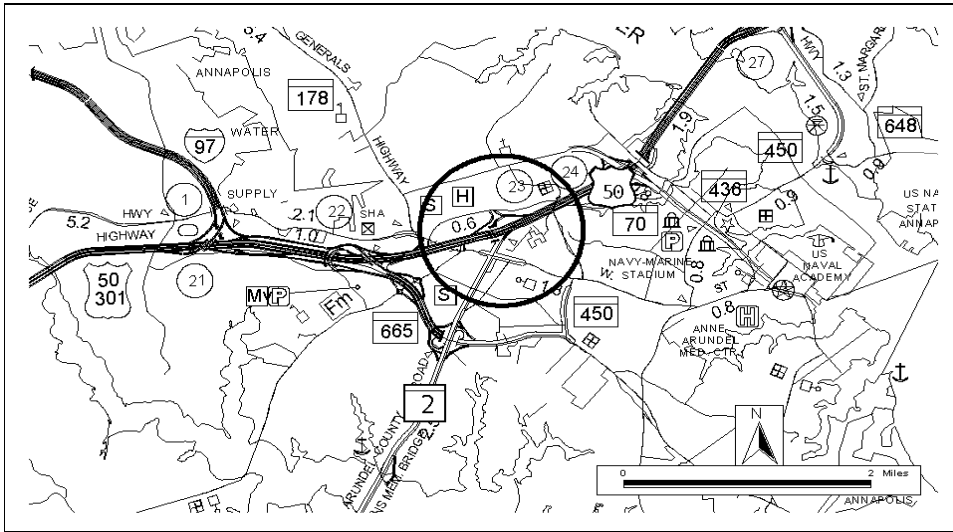
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 95,000

**PROJECTED (2025) -** 144,000

**OPERATING COST IMPACT:** \$3,000 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:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	2709	4066	1357	0	NHS/STP

**STATUS:** Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year. Anne Arundel County is contributing \$10 million toward the total project cost. Right-of-way will be funded by Anne Arundel County as part of the \$10 million. Funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$1.3 million due to the need for three additional property purchases, and additional work required for drainage, brick pavers and maintenance of traffic.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,698	1,320	1,378	0	0	0	0	0	1,378	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	10,426	0	0	3,473	5,213	1,740	0	0	10,426	0	
Total	13,124	1,320	1,378	3,473	5,213	1,740	0	0	11,804	0	
Federal-Aid	8,132	0	0	2,709	4,066	1,357	0	0	8,132	0	

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

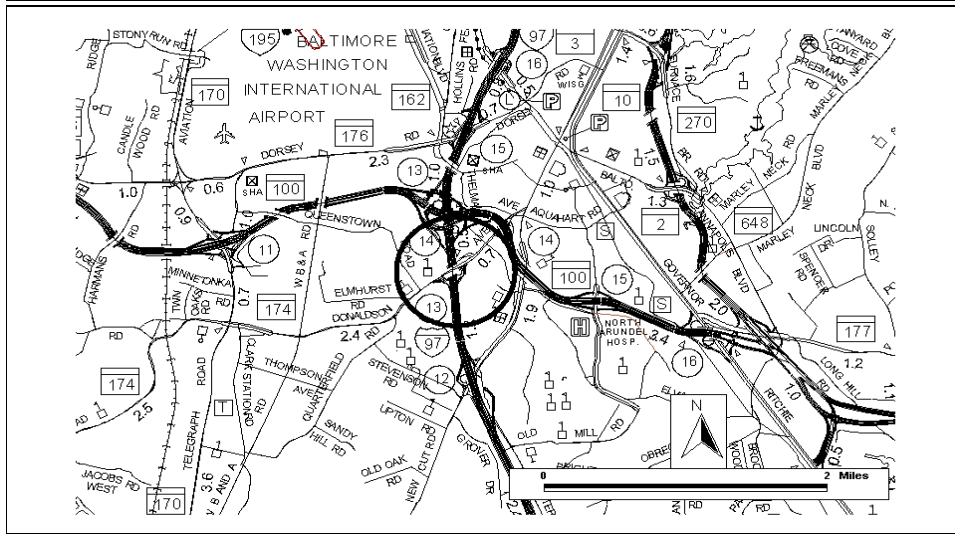
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 129,500

**PROJECTED (2025) -** 206,400

**OPERATING COST IMPACT:** \$8,000 per year



**PROJECT:** MD 174, Quarterfield Road

**DESCRIPTION:** Replace existing 2 lane bridge over I-97 with a 6 lane structure compatible with the adjacent roadway sections. Interchange ramp improvements and sidewalks will be included where appropriate. MD 174 will include wide outside curb lanes that will accommodate bicycles.

**JUSTIFICATION:** This project will replace the existing deteriorating bridge and improve traffic operations.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2243	0	0	0	0	STP
CO	0	0	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$1.6 million is due to the additional right-of-way impacts due to realignment of interchange ramps.

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 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,134	541	493	100	0	0	0	0	593	0
Right-of-way	2,879	3	800	2,076	0	0	0	0	2,876	0
Construction	9,749	0	0	1,999	4,606	3,144	0	0	9,749	0
Total	13,762	544	1,293	4,175	4,606	3,144	0	0	13,218	0
Federal-Aid	3,039	381	969	1,689	0	0	0	0	2,658	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Minor Arterial

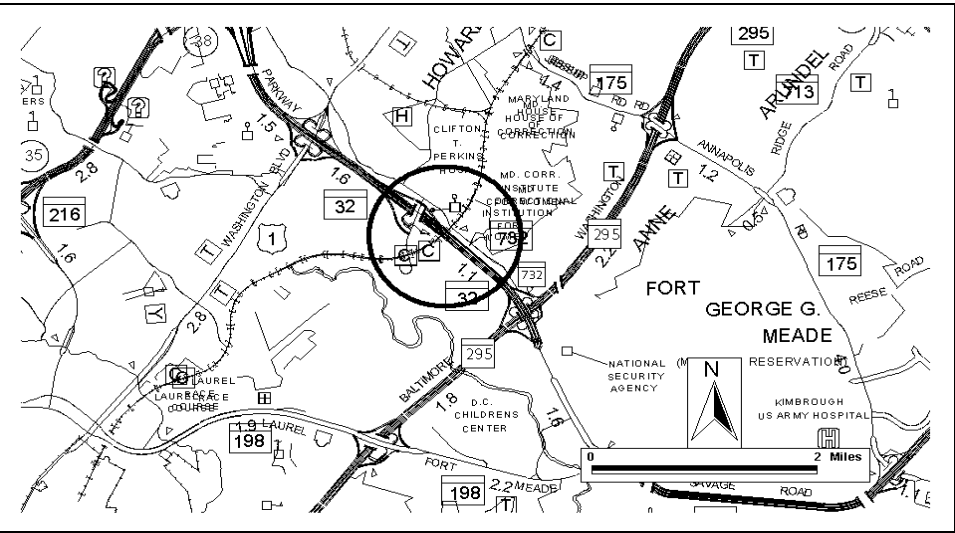
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 24,000

PROJECTED (2025) - 45,000

**OPERATING COST IMPACT:** \$10,000 per year



**PROJECT:** MD 732, Guilford Road

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

**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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	188	111	77	0	0	0	0	0	77	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,106	0	553	553	0	0	0	0	1,106	0
Total	1,294	111	630	553	0	0	0	0	1,183	0
Federal-Aid	147	87	60	0	0	0	0	0	60	0

**FUNCTION :**

**STATE -** Local

**FEDERAL -** Local

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 13,900

**PROJECTED (2025) -** 32,000

**OPERATING COST IMPACT:** N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 2	Governor Ritchie Highway; at 5th Avenue; resurface 1000 feet in each direction	97	Completed
2	MD 648D	Baltimore Annapolis Boulevard; Jones Station Road to MD 2; mill, patch and resurface	502	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
3	I 695	Baltimore Beltway; Bridge 2001 over Patapsco River and Hammonds Ferry Road; bridge rehabilitation	1,990	Completed
<b><u>Safety/Spot Improvement</u></b>				
4	MD 2	Solomons Island Road; at Tarragon Lane; geometric improvements	270	Completed
5	MD 177	Mountain Road; West of Edwin Raynor Boulevard; replace culvert	32	Completed
<b><u>Traffic Management</u></b>				
6	MD 2	Governor Ritchie Highway; at Hammond Lane; signal modification	27	Completed
7	MD 100	At MD 607; install cameras for traffic monitoring	79	Completed
8	MD 170	Telegraph Road; at Evergreen Road; install hazard identification beacon	30	Completed
9	MD 170	Telegraph Road; at Benton Avenue; signalization	20	Completed
10	MD 175	Jessup Road; at Brock Bridge Road; signalization	61	Completed
11	MD 177	Mountain Road; at MD 648/Solley Road; signalization	22	Completed

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2001
<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>				
<b><u>Traffic Management (cont'd)</u></b>				
12	MD 710	East Ordnance Road; at Governor's Plaza entrance; install cameras for traffic monitoring	57	Completed
13	MD 710	Ordnance Road; at entrance to George Bachman Park/Home Depot; signalization	82	Completed
<b><u>C.H.A.R.T. Projects</u></b>				
14	US 50	John Hanson Highway; MD 197 to Bay Bridge and I 97 from US 50 to MD 648; install closed circuit television, variable message signs and traffic detectors for advanced traffic management system	1,634	Completed
15	MD 295	Baltimore Washington Parkway; South of MD 202 to MD 175; install loop detectors for advanced traffic management system (Note: Cost for entire project shown in Anne Arundel and Prince George's Counties.)	554	Completed
16	I 695	Baltimore Beltway; I 95 to I 97 and I 97 - I 695 to MD 648; install traffic detectors and roadway weather information systems for advanced traffic management (Note: Cost for entire project shown in Anne Arundel and Baltimore Counties.)	220	Completed
<b><u>Environmental Preservation</u></b>				
17	I 195	Metropolitan Boulevard; I 95 to MD 170; landscape	328	Completed
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements &amp; Scenic/Historic Sites</u></b>				
18		Holly Beach Farm - Acquire the property (300 +/- acres) to preserve the scenic viewshed of the Chesapeake Bay from US 50.	2,875	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2001
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
19	MD 2	Governor Ritchie Highway; 5th Avenue to MD 270; resurface	1,716	FY 2003
20	MD 2	Solomons Island Road; MD 214 to Mill Swamp Road; resurface	1,495	Under construction
21	MD 3	Robert Crain Highway; Carver Road to MD 175; resurface northbound roadway	1,630	Completed
22	US 50	Blue Star Memorial Highway; MD 2 to MD 179; resurface	2,107	FY 2003
23	MD 175	Jessup Road; MD 295 to the Howard County Line; resurface	559	Completed
24	MD 256	Deale Road; MD 2 to MD 258; resurface	1,365	Completed
25	MD 424	Davidsonville Road; MD 214 to MD 450 and MD 253 from MD 214 to MD 2; resurface	1,587	FY 2003
26	MD 468	Muddy Creek Road; Snug Harbor Road to MD 255 (Phase 1); resurface	1,098	FY 2002
<b><u>Safety/Spot Improvement</u></b>				
27	MD 32	At MD 3 and MD 3 at Crawford Boulevard; mill and resurface	20	Completed
28	MD 32	At MD 175; interchange modifications (Note: The cost shown represents SHA share of project cost.)	300	FY 2002
29	US 50	John Hanson Highway; MD 2 at ramp; drainage improvement	100	FY 2002
30	MD 70	Rowe Boulevard; MD 70 at College Creek; drainage improvements	258	Under construction
31	MD 450	Defense Highway; Huntwood Drive to west of Rutland Road; 2 lane reconstruct	1,241	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
32	MD 450	Defense Highway; at Rutland Road; slope protection	118	FY 2003
33	MD 450	Defense Highway; MD 424 to Broad Creek; drainage improvement	686	FY 2003
34	MD 468	Shadyside Road; West of Deep Cove Road to east of Dent Road; safety and drainage improvements (Note: Construction to begin in Fiscal Year 2005.)	1,500	PE Underway
<b><u>Neighborhood Conservation</u></b>				
35	MD 170	Belle Grove Road; I 895 to MD 648 in Brooklyn Park; urban street reconstruct (Funded for preliminary concept studies only)	250	Concepts Underway
36	MD 170	Belle Grove Road; MD 2 to I 895 in Brooklyn Park; urban street reconstruct (Funded for preliminary concept studies only)	50	FY 2002
37	MD 171	Church Street; MD 2 to Baltimore City Line in Brooklyn Park; urban street reconstruct	1,476	Under construction
38	MD 175	Annapolis Road; at MD 677 in Odenton; intersection improvements (Note: Project schedule is dependent upon right-of-way acquisition by the County.)	1,487	FY 2003
39	MD 256	Deale Churchton Road; MD 258 to Rockhold Creek in Deale; streetscape (Funded for preliminary concept studies only)	125	FY 2003
40	MD 648	Baltimore Annapolis Boulevard; MD 176 (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)	650	FY 2003
41	MD 677	Odenton Road; MD 175 to Piney Orchard Parkway; streetscape (Project is dependent upon road transfer agreement.)	572	FY 2003



# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Noise Barriers</u></b>				
42	US 50/301	John Hanson Highway; Ridgely Avenue to west of the Severn River Bridge; noise barrier (Lindamoore/Riverview Avenue)	3,019	FY 2002
<b><u>Traffic Management</u></b>				
43		Install opticom at various locations in Anne Arundel County; signalization	63	Under construction
44	MD 2	Governor Ritchie Highway; at MD 177; signal interconnect	84	Under construction
<b><u>Environmental Preservation</u></b>				
45	MD 2	Governor Ritchie Highway; Earleigh Heights Road to MD 100; landscape	176	FY 2003
46	MD 10	Arundel Expressway; I 695 to MD 648; landscape	295	FY 2002
47	MD 198	Laurel - Fort Meade Road; Prince George's County Line to MD 295; landscape	181	FY 2002
<b><u>Sidewalks</u></b>				
48	MD 677	Odenton Road; Higgins Drive to MARC Station in Odenton; retrofit sidewalks	129	FY 2002
<b><u>Intersection Capacity Improvements</u></b>				
49	MD 177	Mountain Road; at Edwin Raynor Boulevard; construct additional left turn lane eastbound, mill and resurface intersection	343	FY 2002
50	MD 214	Central Avenue; at MD 424; widen southbound MD 424 to provide separate turn lanes (Funded for preliminary engineering only)	15	FY 2003

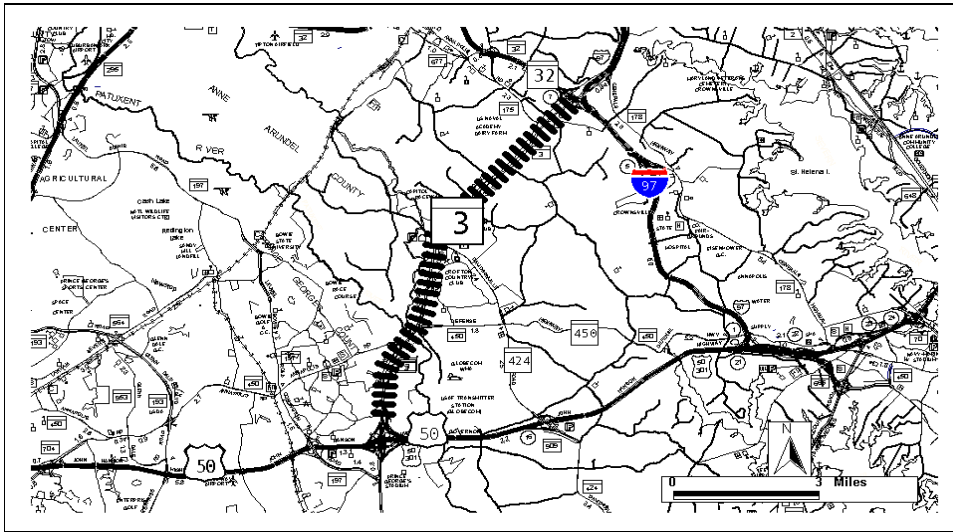
# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Enhancements</u></b>		
		<b><u>Acquisition of Scenic Easements &amp; Scenic/Historic Sites</u></b>		
51		Beverly Looper Property - Acquire the property (410+/- acres) to preserve an environmentally sensitive area and the Chesapeake Bay.	2,500	Underway
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
52		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction.	500	FY 2003
53		Odenton Road Trail (Phase I) - Construction of bikeway/pedestrian trail improvements to provide a safer and more convenient pedestrian access to the Odenton MARC Station, and a connection with two national trail systems.	500	FY 2002
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
54		Tarnans Branch - Restore a portion of Tarnans Branch to correct and minimize stream bank erosion associated with runoff from US 50/301 and MD 424.	126	FY 2003
		<b><u>Preservation of Abandoned Railway Corridors</u></b>		
55		WB&A Trail - (West County Trail) - Construction of a 2.7 mile trail from the Odenton MARC Station to Strawberry Lake Way.	843	FY 2002
		<b><u>Scenic/Historic Highway Programs/Visitor Centers</u></b>		
56		London Town Visitor's Center & Museum - Construct a Visitors Center and Museum at Historic London Town and Gardens in Edgewater.	2,647	FY 2002

**STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 9**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**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 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 50, East of US 301 to east of I-95/I-495 (Construction Program - Prince George's County)  
 US 301, South Corridor Transportation Study (D&E Program - Prince George's County)  
 US 301, North of Mount Oak Road to US 50 (D&E Program - Prince George's County)  
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program - Prince George's County)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	886	0	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,266	0	233	400	333	300	0	0	0	1,266	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	1,266	0	233	400	333	300	0	0	0	1,266	0
Federal-Aid	886	0	163	280	233	210	0	0	0	886	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 56,000

PROJECTED (2025) - 129,000

OPERATING COST IMPACT: N/A

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

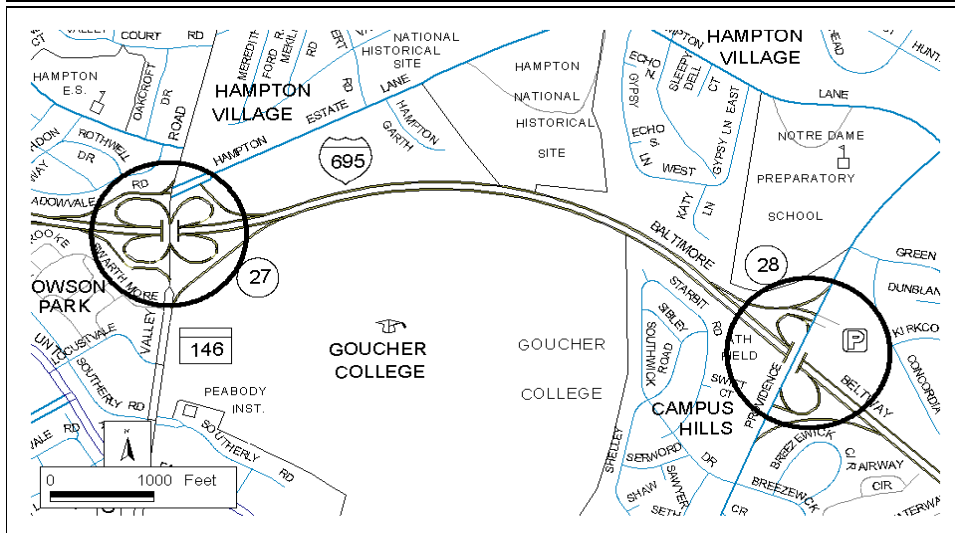
## **STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
1		<u><b>Fiscal Year 2001 Completions</b></u>	201	Completed
		<u><b>Enhancements</b></u>		
		<u><b>Landscaping/Scenic Beautification/Mitigation</b></u>		
		Roland Avenue - Landscaping enhancements to create a Town Square along Roland Avenue between Colorado Avenue and Deepdene Road.		
		<u><b>Fiscal Years 2002 and 2003</b></u>		
		<u><b>Enhancements</b></u>		
		<u><b>Pedestrian/Bicycle Facilities</b></u>		
2		Baltimore Promenade - Frederick Douglass/Isaac Myers Park - Construction of a segment of the Baltimore Waterfront Promenade.	386	FY 2003
3		Gwynns Falls Trail Phase II - Construction of four mile Phase II of the Gwynns Falls Trail from Leon Day Park to Carroll Park in West Baltimore.	3,440	FY 2002
4		Baltimore Promenade - Swan's Wharf (formerly Belts) - Construction of 700 foot segment of the Baltimore Waterfront Promenade and bulkhead at 951 Fells Street.	1,250	FY 2003
5		Baltimore Promenade - Fells Landing (RTKL) - Construction of 1400 foot segment of the Baltimore Waterfront Promenade and bulkhead at 1625 Thames Street.	3,250	FY 2003
6		Gwynns Falls Trail Phase III - Construction of the five mile Phase III section of the Gwynns Falls Trail from Carroll Park to the Baltimore Inner Harbor.	500	FY 2003
7		<u><b>Rehabilitation/Operation of Historic Transportation Structures</b></u>	1,000	FY 2002
		B&O Railroad Museum - Car Shop II - Restoration and renovation of the Baltimore and Ohio Railroad Passenger Car Works building walls and windows.		

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
8		<p align="center"><u>Fiscal Years 2002 and 2003 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Landscaping/Scenic Beautification/Mitigation</u></p> <p>US 40 West Landscaping - Landscaping and pedestrian pathway along US 40 from Monroe Street to Poppleton Street.</p>	165	FY 2002



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

**DESCRIPTION:** Replace Dulany Valley Road (MD 146) Bridge 3162 (including interchange modifications) and Providence Road Bridge 3163 over I-695 (1.16 miles). Includes sidewalks where appropriate. Wide outside curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project improves the capacity, operation and safety of this segment of I-695 and the two 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-695, at MD 45 (Construction Program)  
 I-695, at MD 25A (Construction Program)  
 I-695, at MD 140 (Construction Program)  
 I-695, Noise Barriers (System Preservation Program)  
 I-695, I-83 (JFX) to I-95 (D&E Program)

**STATUS:** Open to service

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$1.1 million due to additional pavement, drainage and maintenance of traffic needs.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
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	246	245	1	0	0	0	0	0	1	0
Construction	14,176	13,092	1,084	0	0	0	0	0	1,084	0
Total	14,422	13,337	1,085	0	0	0	0	0	1,085	0
Federal-Aid	13,029	12,018	1,011	0	0	0	0	0	1,011	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

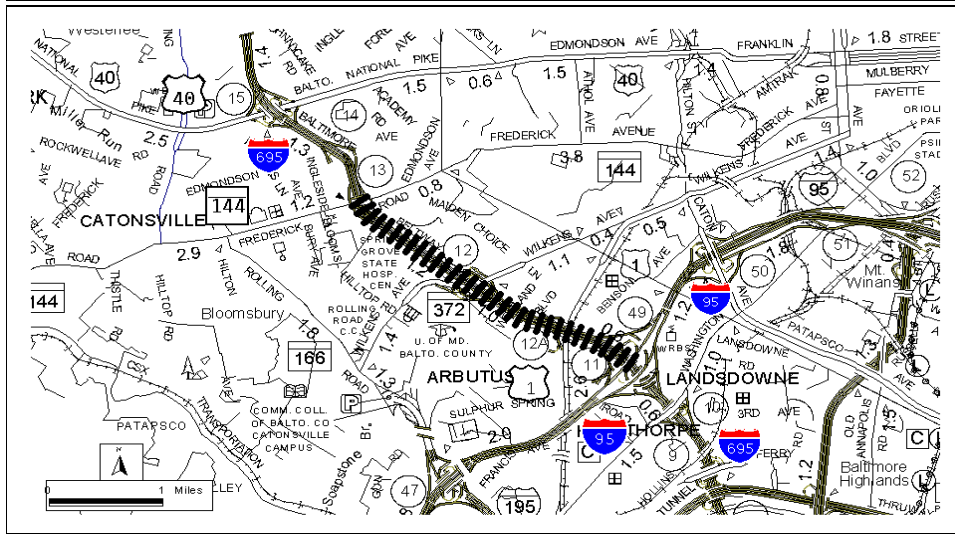
**CURRENT (2000) -** 28,400 (MD 146) 21,400  
(Providence Road)

**PROJECTED (2025) -** 33,000 (MD 146)  
26,000 (Providence Road)

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 2

# INTERSTATE CONSTRUCTION PROGRAM



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

**DESCRIPTION:** Add an additional lane southbound from south of MD 144 to I-95. Also includes the reconstruction of the US 1 bridge (2.9 miles).

**JUSTIFICATION:** This project will provide improved capacity, safety and operations for this segment of I-695.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

- I-695, at MD 26 Outer Loop Ramp widening (Construction Program)
- I-695, at MD 140 (Construction Program)
- I-695, Noise Barriers (System Preservation Program)
- I-695, I-95 to I-70 (D&E Program)
- I-695, at MD 26 (D&E Program)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost decrease of \$4.4 million is due to a lower bid price.

## Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	11028	13814	14308	9585	0	NHS/HPP

## POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

## PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)		EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,835	2,835	0	0	0	0	0	0	0	0	0
Right-of-way	7,459	1,299	1,412	1,661	1,611	1,476	0	0	0	6,160	0
Construction	56,576	129	12,630	16,061	16,633	11,123	0	0	0	56,447	0
Total	66,870	4,263	14,042	17,722	18,244	12,599	0	0	0	62,607	0
Federal-Aid	56,640	3,100	12,129	15,110	15,565	10,736	0	0	0	53,540	0

## FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

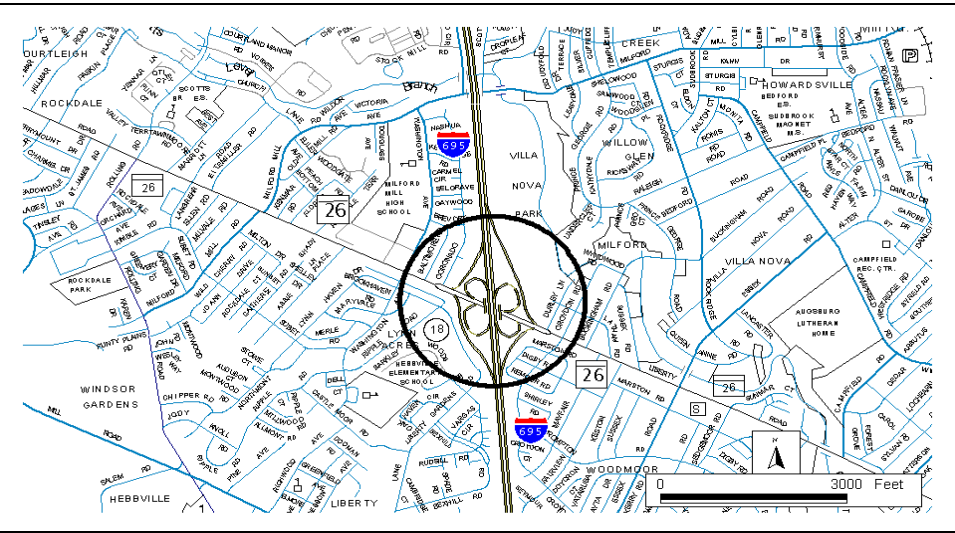
STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 177,500

PROJECTED (2025) - 250,000

OPERATING COST IMPACT: \$20,000 per year



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

**DESCRIPTION:** Construct improvements at the MD 26/Washington Avenue intersection and the I-695 Outer Loop ramp to westbound MD 26. Includes removal of the southwest loop.

**JUSTIFICATION:** This project will provide safety and operational improvements for the I-695 interchange and MD 26. It will also enhance the ongoing revitalization efforts in the MD 26 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-695, at MD 140 (Construction Program)
- I-695, I-95 to MD 144 (Construction Program)
- I-695, I-95 to I-70 (D&E Program)
- I-695, at MD 26 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	32	0	0	0	0	IM
CO	0	2510	3579	0	0	IM

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$1.1 million is due to the scope of the project being more clearly defined, detailed quantities developed, and revised pavement section.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	505	125	380	0	0	0	0	0	0
Right-of-way	42	1	41	0	0	0	0	0	0
Construction	7,806	0	0	3,218	4,588	0	0	0	0
Total	8,353	126	421	3,218	4,588	0	0	0	0
Federal-Aid	6,475	88	298	2,510	3,579	0	0	0	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

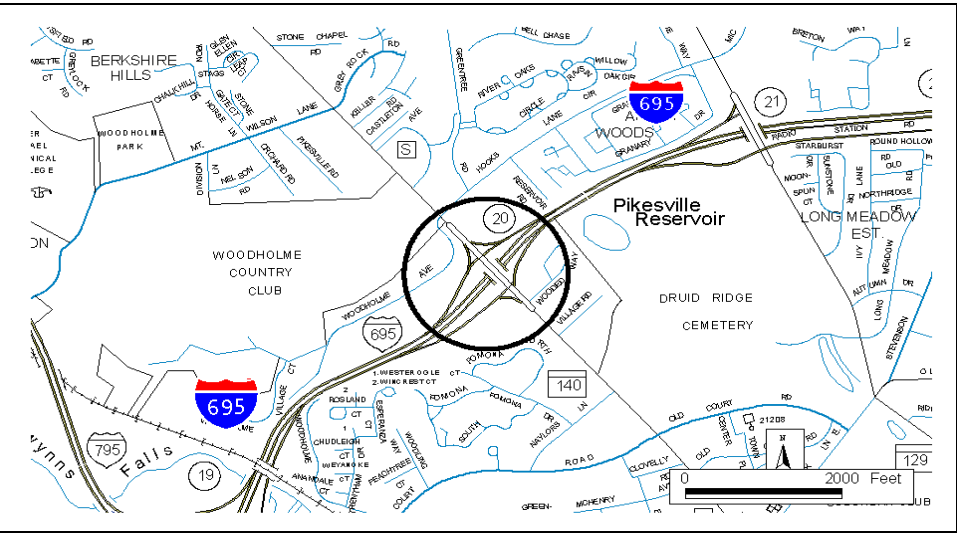
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 185,000 (I-695)  
51,100 (MD 26)

**PROJECTED (2025) -** 258,300 (I-695)  
77,100 (MD 26)

**OPERATING COST IMPACT:** \$1,000 per year





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

**DESCRIPTION:** Reconstruction of the existing MD 140 interchange to an urban diamond configuration, including bridge replacement and widening. Includes sidewalks where appropriate. Wide outside lanes will accommodate bicycles.

**JUSTIFICATION:** This project will improve the operation and safety of this segment of I-695 and the associated interchange. This project will also replace the existing deteriorated MD 140 bridge over 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 (Construction Program)
- I-695, at MD 25A (Construction Program)
- I-695, at MD 26 Outer Loop Ramp (Construction Program)
- I-695, I-95 to I-70 (D&E Program)
- I-695, I-83 JFX to I-95 (D&E Program)
- I-695, at MD 26 (D&E Program)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5959	2419	0	0	0	IM

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 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,663	1,663	0	0	0	0	0	0	0	0	
Right-of-way	977	793	54	130	0	0	0	0	184	0	
Construction	16,367	6,427	7,090	2,850	0	0	0	0	9,940	0	
Total	19,007	8,883	7,144	2,980	0	0	0	0	10,124	0	
Federal-Aid	15,874	7,398	5,979	2,497	0	0	0	0	8,476	0	

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

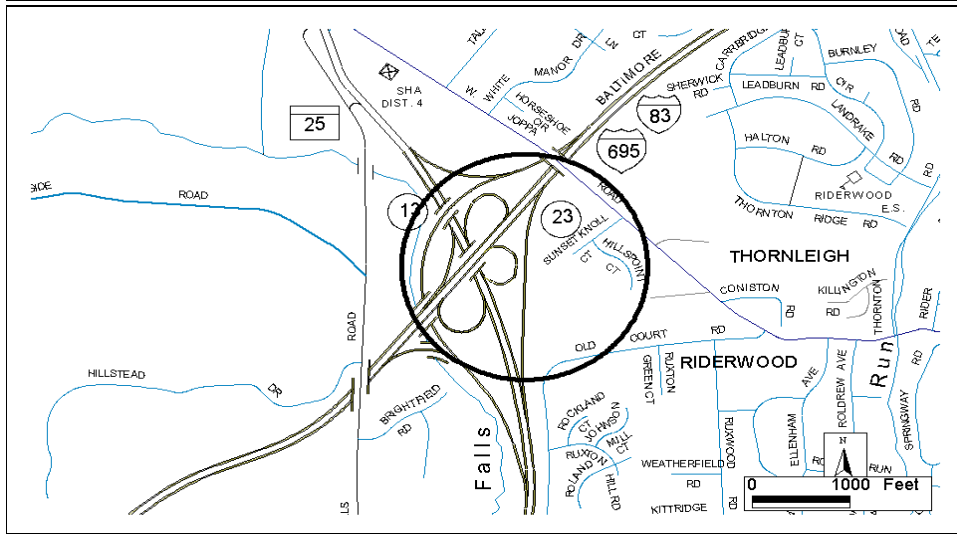
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 185,000  
46,200 (MD 140)

**PROJECTED (2025) -** 258,300  
64,200 (MD 140)

**OPERATING COST IMPACT:** \$1,000 per year



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

**DESCRIPTION:** Widen and reconstruct the I-695 bridges over MD 25A, including Joppa Road.

**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, at MD 45 (Construction Program)  
 I-695, at MD 140 (Construction Program)  
 I-695, Bridge Replacements Providence & Dulaney Valley Roads (Construction Program)  
 I-695, Noise Barriers (Systems Preservation Program)  
 I-695, I-83 (JFX) to I-95 (D&E Program)

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$4.2 million is due to increased unit costs, thicker pavement section and increased barrier length.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,117	795	225	97	0	0	0	0	322	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	18,459	0	0	0	6,424	9,376	2,659	0	18,459	0
Total	19,576	795	225	97	6,424	9,376	2,659	0	18,781	0
Federal-Aid	782	557	158	67	0	0	0	0	225	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

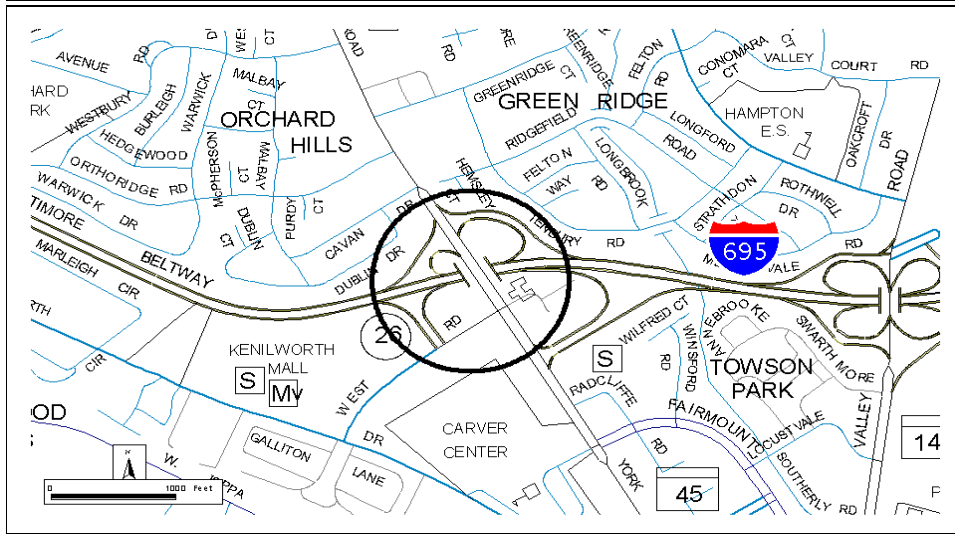
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 179,600

**PROJECTED (2025) -** 238,600

**OPERATING COST IMPACT:** N/A



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

**DESCRIPTION:** Reconstruction of the existing MD 45 (York Road) interchange. Includes sidewalks where appropriate and wide outside lanes on the MD 45 bridge to accommodate bicycles.

**JUSTIFICATION:** This project will improve capacity, safety and operation for this segment of I-695 and the associated 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, at MD 25A (Construction Program)  
 I-695, Bridge Replacements Providence & Dulaney Valley Roads (Construction Program)  
 I-695, Noise Barriers (Stem Preservation Program)  
 I-695, I-83 (JFX) to I-95 (D&E Program)

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	224	47	0	0	0	IM
CO	0	0	4070	6406	2337	IM

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	500	457	22	21	0	0	0	0	43	0
Right-of-way	368	21	287	60	0	0	0	0	347	0
Construction	16,427	0	0	0	5,218	8,213	2,996	0	16,427	0
Total	17,295	478	309	81	5,218	8,213	2,996	0	16,817	0
Federal-Aid	13,450	336	239	62	4,070	6,406	2,337	0	13,114	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

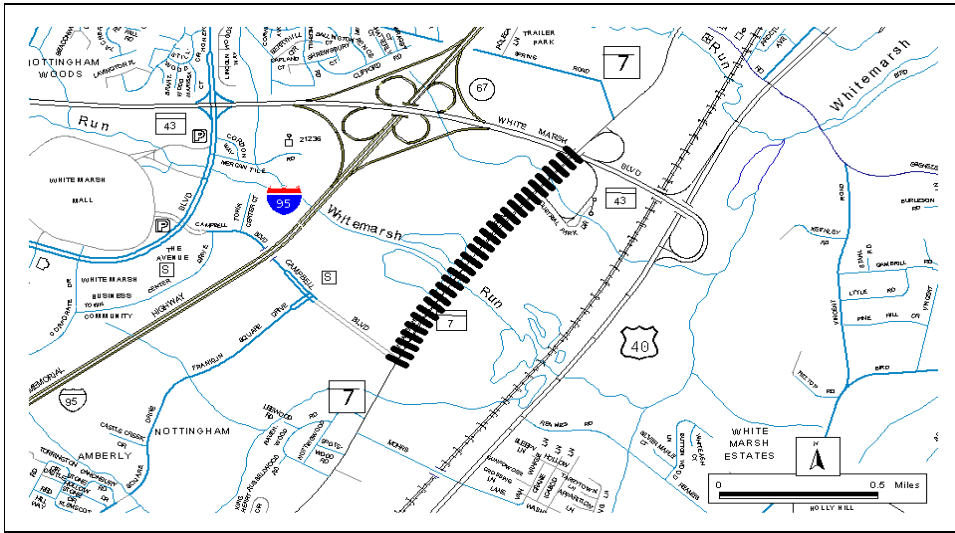
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 179,200 (I-695)  
42,800 (MD 45)

**PROJECTED (2025) -** 238,600 (I-695)  
57,800 (MD 45)

**OPERATING COST IMPACT:** N/A

## SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 7, Philadelphia Road

**DESCRIPTION:** Widen MD 7 from MD 43 to Campbell Boulevard. Includes sidewalks where appropriate. Wide outside lanes and/or shoulders will be provided to accommodate bicycles.

**JUSTIFICATION:** This project will provide the additional capacity needed to service planned business and industrial development in the White Marsh area.

**SMART GROWTH STATUS:**

- |                                     |  |                          |   |
|-------------------------------------|--|--------------------------|---|
| <input type="checkbox"/>            | Project Not Location Specific or Location Not Determined | <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> | Project Within PFA                                       | <input type="checkbox"/> | Exception Approved by BPW/MDOT            |
| <input type="checkbox"/>            | Grandfathered  |                          |   |

**ASSOCIATED IMPROVEMENTS:**

MD 43 Extended, US 40 to MD 150 (Construction Program)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3747	3006	0	0	0	STP

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,166	1,166	0	0	0	0	0	0	0	0	
Right-of-way	1,485	179	1,256	50	0	0	0	0	1,306	0	
Construction	8,566	28	4,775	3,763	0	0	0	0	8,538	0	
Total	11,217	1,373	6,031	3,813	0	0	0	0	9,844	0	
Federal-Aid	8,687	964	4,717	3,006	0	0	0	0	7,723	0	

**FUNCTION :**

STATE - Major Collector

**FEDERAL - Urban Minor Arterial**

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

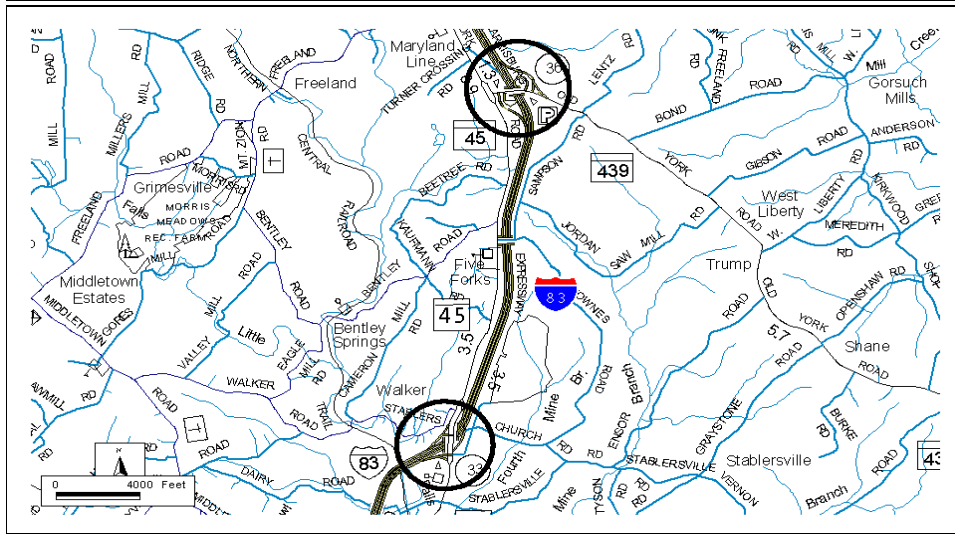
**CURRENT (2000) - 13,400**

**PROJECTED (2025) - 25,000**

**OPERATING COST IMPACT:** \$4,840 per year

# STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 8

# SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 439, Old York Road and MD 45, York Road

**DESCRIPTION:** Replace Bridge 3208 and Bridge 3210 over I-83.

**JUSTIFICATION:** This project will alleviate deteriorated bridge conditions and provide increased structural and traffic safety.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2004.....	.....2005.....	.....2006.....	.....2007.....		0	0
Engineering	348	348	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	9,246	2,319	5,351	1,576	0	0	0	0	6,927	0	0
Total	9,594	2,667	5,351	1,576	0	0	0	0	6,927	0	0
Federal-Aid	7,840	2,184	4,369	1,287	0	0	0	0	5,656	0	0

## FUNCTION :

**STATE -** Major Collector

**FEDERAL -** Rural Major Collector

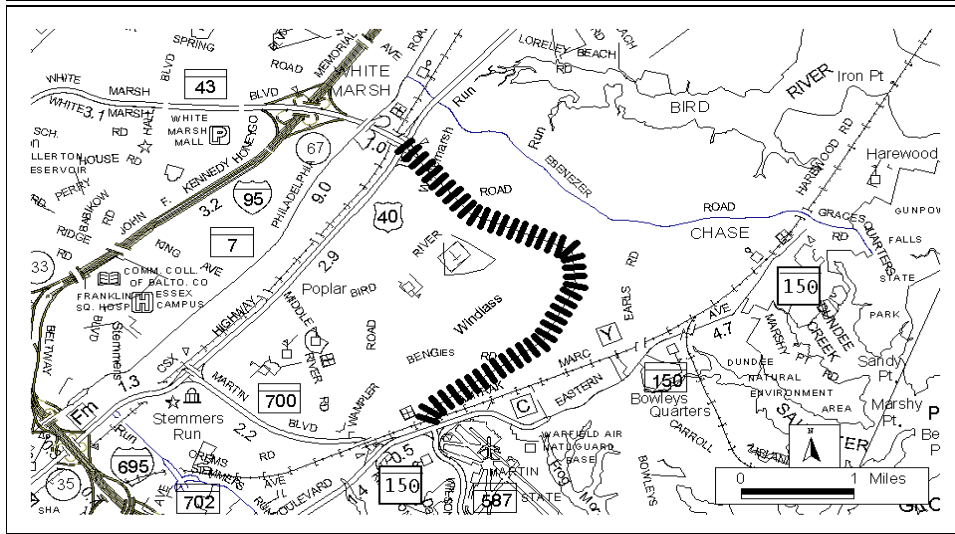
**STATE SYSTEM :** Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 6,200 (MD 439)  
4,500 (MD 45)

**PROJECTED (2025) -** 9,900 (MD 439)  
7,850 (MD 45)

**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 be provided to accommodate bicycles.

**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:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

MD 7, MD 43 to Campbell Blvd. (Construction Program)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	5453	15257	20308	0	STP

**STATUS:** Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year. County and State split PP and PE costs and County contributed \$12.0 million towards R/W and Construction. R/W funded by County as part of the \$12.0 million. Cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$3.7 million is due to revised pavement section and the addition of retaining and noise walls.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,386	1,386	0	0	0	0	0	0	0	0	0
Engineering	1,500	0	1,000	500	0	0	0	0	0	1,500	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	52,587	0	0	6,991	19,560	26,036	0	0	0	52,587	0
Total	55,473	1,386	1,000	7,491	19,560	26,036	0	0	0	54,087	0
Federal-Aid	41,018	0	0	5,453	15,257	20,308	0	0	0	41,018	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Urban Principal Arterial

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 12,700 (Ebenezer Road)

PROJECTED (2025) - 52,000

OPERATING COST IMPACT: \$18,000 per year

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 1	Belair Road; Miller Road to Mt. Vista Road; mill and resurface	398	Completed
2	US 40	Pulaski Highway; MD 43 to Ebenezer Road; mill and resurface westbound roadway	89	Completed
3	MD 137	Mt. Carmel Road; I 83 to MD 45; resurface	34	Completed
4	MD 146	Dulaney Valley Road; Seminary Avenue to beginning of 2 lane section; resurface	353	Completed
5	MD 147	Harford Road; Edwards Avenue to Northwind Road; resurface	98	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
6	I 95	Bridges 0325301 and 0325302 over I 195; bridge rehabilitation	681	Completed
<b><u>Safety/Spot Improvement</u></b>				
7	MD 25	Falls Road; at Somerset Place; improve shoulder	70	Completed
8	US 40	Baltimore National Pike; 970 feet west of Geipe Road to 525 feet east of Rolling Road; beautification and pedestrian safety improvements	1,113	Completed
9	I 83	Harrisburg Expressway; 0.6 mile north of Cold Bottom Road crossing Piney Creek; slope protection	414	Completed
10	CO 722	Greenspring Avenue; at I 695 ramp and MD 133 to Valley Park Drive; add thru lane southbound (Note: The cost shown represents SHA share of project cost.)	889	Completed
<b><u>Noise Barriers</u></b>				
11	I 95	North of Metropolitan Boulevard to north of Southwestern Boulevard; noise barrier	6,657	Completed

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>				
<b><u>C.H.A.R.T. Projects</u></b>				
12	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	964	Completed
13	I 695	Baltimore Beltway; I 95 to I 97 and I 97 - I 695 to MD 648; install traffic detectors and roadway weather information systems for advanced traffic management (Note: Cost for entire project is shown in Baltimore and Anne Arundel Counties.)	220	Completed
14	I 695	Baltimore Beltway; I 95 (South) to MD 702; install closed circuit television cameras, variable message signs, traveler advisory radio, dynamic traveler alert signs and traffic detectors for advanced traffic management	2,000	Completed
15	I 795	Northwest Expressway; I 695 to MD 30; I 83 - I 695 to MD 137 and I 70 - I 695 to US 40; install closed circuit television, traffic detectors, variable message signs and dynamic traveler alert signs for advanced traffic management	1,105	Completed
<b><u>Environmental Preservation</u></b>				
16	US 1	Belair Road; Rossville Boulevard to Forge Road; landscaping (Note: The cost shown represents SHA share of project cost.)	100	Completed
<b><u>Sidewalks</u></b>				
17	US 1	Belair Road; Still Meadow Road to Dunfield Road; retrofit sidewalks - 530 linear feet	26	Completed
18	MD 45	York Road; at Warren Road; retrofit sidewalks - 820 linear feet	30	Completed
19	MD 122	Security Boulevard; Woodlawn Drive to ramps to I 695 in Woodlawn; retrofit sidewalks - 1,000 linear feet	67	Completed



# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>				
<b><u>Sidewalks (cont'd)</u></b>				
20	MD 140	Reisterstown Road; Owings Mills Boulevard to Enchanted Hills Road; retrofit sidewalks on west side - 900 linear feet	60	Completed
21	MD 140	Reisterstown Road; Cherry Valley Road to Chestnut Hill Lane; retrofit sidewalks - 2,000 linear feet	40	Completed
22	MD 140	Reisterstown Road; Greenspring Valley Road to Owings Mills Boulevard; retrofit sidewalks - 5,000 linear feet	168	Completed
23	MD 140	Reisterstown Road; Owings Mills Boulevard to Enchanted Hills Road; retrofit sidewalks on east side - 1,500 linear feet	89	Completed
24	MD 150	Eastern Boulevard; Back River Bridge to Mace Avenue; retrofit sidewalks - 3,800 linear feet	205	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
25	MD 45	York Road; Stevenson Lane to Burke Avenue (includes MD 146 from Hecht Company garage entrance to Fairmount Avenue); resurface	1,625	Completed
26	MD 45	York Road; Monkton Road to Gifford Lane; resurface	337	Under construction
27	MD 45	York Road; Corbett Road to MD 138 and Gifford Lane to Hereford High School; resurface	656	Completed
28	I 70	Howard County Line to 0.5 mile east of I 695; resurface and widening of I 695 Outer Loop Ramp 'E' to I 70 westbound	8,148	Completed
29	I 83	Harrisburg Expressway; Timonium Road to Shawan Road; resurface	6,144	Completed
30	I 95	Howard County Line to the Baltimore City Line; resurface	6,282	Completed

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
31	MD 128	Butler Road; MD 30 (Old Hanover Road) to Worthington Avenue; resurface	1,864	FY 2003
32	MD 133	Old Court Road; MD 25 to Jones Falls Creek; resurface	500	FY 2003
33	MD 140	Reisterstown Road; Mt. Wilson Lane to Owings Mill Boulevard; resurface	2,236	Completed
34	MD 140	Reisterstown Road; Chartley Drive to Franklin Boulevard; resurface	1,794	Completed
35	MD 150	Eastern Boulevard; Margaret Avenue to Selig Avenue; resurface and drainage improvement	2,896	Completed
36	MD 439	Old York Road; West Liberty Road to the Harford County Line; resurface	767	Completed
37	I 695	Baltimore Beltway; Inner Loop - Perring Parkway to I 95; resurface	3,100	FY 2003
38	I 695	Baltimore Beltway; Outer Loop - I 95 to Perring Parkway; resurface	2,673	Under construction
39	MD 695	Baltimore Beltway; Outer Loop - MD 150 (Eastern Avenue) to MD 702; resurface	1,605	FY 2003
40	MD 695	Baltimore Beltway; Inner Loop - MD 150 to end SHA maintenance; resurface	2,589	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
41	I 83	Harrisburg Expressway; Bridge 3064 over Timonium Road; bridge deck replacement/widening	3,029	FY 2003
42	I 95	Bridges 0324301 and 0324302 over CSX Transportation, Patapsco River and River Road; bridge rehabilitation	654	FY 2002

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation (cont'd)</u></b>				
43	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	7,744	Under construction
44	MD 147	Harford Road; North of Sunshine Avenue to south of MD 152; box culverts	658	FY 2002
<b><u>Safety/Spot Improvement</u></b>				
45	MD 7	Philadelphia Road; at Cowenton Avenue/Ebenezer Road; provide left turn lanes and signalization (Note: The cost shown represents SHA share of project cost.)	549	Under construction
46	MD 26	Liberty Road; Schnaper Drive to Offutt Road; provide center turn lane (Funded for preliminary engineering only)	115	PE Underway
47	MD 26	Liberty Road; Washington Avenue to Outer Loop ramp from I 695; intersection improvements (Funded for preliminary engineering only)	118	PE Underway
48	US 40	Pulaski Highway; at Golden Ring Road; geometric improvements	360	FY 2002
49	MD 43	White Marsh Boulevard; Walther Boulevard to Perry Hall Boulevard; improve taper into left turn bays (Funded for preliminary engineering only)	53	PE Underway
50	MD 43	White Marsh Boulevard; at Honeygo Boulevard; intersection improvements and landscape	901	Completed
51	MD 45	York Road; Seminary Avenue to Ridgely Road; widen to provide center turn lane (Funded for preliminary engineering only)	119	PE Underway
52	MD 45	York Road; at Broadmead Community entrance; add southbound left turn lane	410	Under construction
53	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	7,436	FY 2003

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
54	I 83	Harrisburg Expressway; at MD 137 (Mt. Carmel Road); drainage improvement	130	FY 2002
55	MD 122	Security Boulevard; Lord Baltimore Drive to Rolling Road; provide additional through lane westbound	246	FY 2003
56	MD 128	Butler Road; at Piney Grove Road; realign intersection to improve sight distance	259	FY 2003
57	MD 133	Old Court Road; MD 129 to Stevenson Road; provide right turn lane	550	Under construction
58	MD 139	Charles Street; at Towsontown Boulevard; intersection improvements	2,200	FY 2003
59	MD 139	Charles Street; at Kenilworth Drive/Bellona Avenue; add third thru/right turn lane southbound, extend right turn lane northbound and extend left turn lane southbound	392	FY 2002
60	MD 140	Reisterstown Road; at Franklin Boulevard; widen to provide double left turn northbound and right turn lane southbound	397	FY 2002
61	MD 140	Westminster Pike; at Mitchell Drive; provide access to regional park	444	FY 2002
62	MD 695	Baltimore Beltway; Near Chesaco Avenue; provide superelevation around curve	1,900	FY 2002
<b><u>Neighborhood Conservation</u></b>				
63	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape (Funded for preliminary concept studies only)	112	Concepts Underway
64	MD 25	Falls Road; Baltimore City Line to Old Pimlico Road in Mt. Washington; streetscape (Funded for preliminary concept studies only)	75	FY 2003

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Neighborhood Conservation (cont'd)</u></b>				
65	MD 26	Liberty Road; Rolling Road to west of Washington Avenue; streetscape (Note: The cost shown represents estimated SHA share of project cost.)	1,753	Under construction
66	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.)	2,400	FY 2003
67	MD 45	York Road; Investment Place to Fairmount Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	2,326	Under construction
68	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering only)	400	FY 2003
69	MD 140	Reisterstown Road; Glengyle Avenue to south of I 695; streetscape, resurface and reconstruct 4 signals (Note: The cost shown represents estimated SHA share of project cost.)	2,960	Under construction
70	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary concept studies only)	75	Concepts Underway
71	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape (Funded for preliminary concept studies only)	100	Concepts Underway
72	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)	300	FY 2003
73	MD 150	Eastern Boulevard; Selig Avenue to MD 700; urban street reconstruct (Note: The cost shown represents SHA share of project cost.)	4,033	Under construction
74	MD 151	North Point Boulevard; Morse Lane to Wise Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	2,700	FY 2003

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Neighborhood Conservation (cont'd)</u></b>				
75	MD 157	Merrit Boulevard; Peninsula Boulevard to Wise Avenue; streetscape (Funded for preliminary engineering only)	150	FY 2003
76	MD 542	Loch Raven Boulevard; Taylor Avenue to north of Joppa Road; streetscape	4,405	Under construction
<b><u>Noise Barriers</u></b>				
77	I 83	Harrisburg Expressway; (Southbound) 3100 feet north of Seminary Avenue to Seminary Avenue Bridge; noise barrier	2,457	FY 2002
78	I 83	Harrisburg Expressway; 350 feet south of Belfast Road to 2,650 feet south of Belfast Road; noise barrier along southbound roadway (Priceville) (Note: Preliminary engineering to begin in Fiscal Year 2004, construction in Fiscal Year 2005)	1,071	
79	I 195	Metropolitan Boulevard; 600 feet south of Francis Avenue Bridge to 400 feet northwest of US 1; noise barriers (Cedar Heights, Richardson Mews and Francis Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005)	3,517	
80	I 695	Baltimore Beltway; Joppa Road to Thornton Road and outer loop at Greenspring Avenue; noise barriers	13,611	Under construction
81	I 695	Baltimore Beltway; MD 140 (Reisterstown Road) to 3,950 feet northwest of MD 140; noise barrier along outer loop (Woodholme Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2004)	1,215	
82	I 695	Baltimore Beltway; (Inner Loop) 400 feet east of MD 147 to 300 feet east of Putty Hill Avenue and (Outer Loop) 400 feet east of Avondale Road to 250 feet east of MD 147; noise barriers (Ridge Grove/Woodland Heights) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2004)	4,284	

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Noise Barriers (cont'd)</u></b>				
83	MD 695	Baltimore Beltway; North of MD 150 to south of Back River Bridge; noise barrier along outer loop (Oriole Avenue) (Note: Preliminary engineering to begin in Fiscal Year 2003, construction in Fiscal Year 2005)	631	
<b><u>Environmental Preservation</u></b>				
84	US 40	Baltimore National Pike; Howard County Line to Baltimore City Line; landscape	100	Concepts Underway
85	I 83	Harrisburg Expressway; at Shawan Road Interchange; landscape	412	FY 2003
86	I 83	Harrisburg Expressway; at Warren Road Interchange; landscape	228	Under Construction
87	I 695	Baltimore Beltway; at various sound barriers along I 695; landscape	410	Under Construction
<b><u>Commuter Action Improvements</u></b>				
88	I 83	Harrisburg Expressway; at Mt. Carmel Road and at Middletown Road; resurface existing ridesharing lots	327	Under construction
<b><u>Sidewalks</u></b>				
89	US 1	Belair Road; Plumer Avenue to Necker Avenue; retrofit sidewalks - 2,000 linear feet	84	Completed
90	MD 25	Falls Road; at Fairfield Avenue; retrofit sidewalks - 150 linear feet	15	Completed
91	MD 41	Perring Parkway; at Hillsway Avenue; retrofit sidewalks - 400 linear feet	19	Completed
92	MD 45	York Road; Timonium Road to Padonia Road; retrofit sidewalks - ADA ramps	70	Completed

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Sidewalks (cont'd)</u></b>				
93	MD 146	Dulaney Valley Road; at Charmuth Road; retrofit sidewalks - 270 linear feet	11	Completed
94	MD 166	Rolling Road; Collegiate Drive to American Court; retrofit sidewalks - 1,265 linear feet	48	Completed
<b><u>Intersection Capacity Improvements</u></b>				
95	MD 30	Hanover Pike; at MD 795/MD 128; widen east side of MD 30 to provide double left turn lanes eastbound	396	FY 2003
96	US 40	Pulaski Highway; at Ebenezer Road; add 3rd through lane westbound (Funded for preliminary engineering only)	136	PE Underway
97	US 40	Baltimore National Pike; at Winters Lane; widen to provide an additional through lane in each direction (Funded for preliminary engineering only)	106	PE Underway
98	MD 45	York Road; at Shawan Road; reconfigure the 3 eastbound approach lanes to provide left turn only, left turn/thru and right turn only lanes; widen MD 45 to accommodate the eastbound to northbound double left turns	324	FY 2003
99	MD 131	Seminary Avenue; at MD 45 (York Road); widen Seminary Avenue to extend the eastbound right turn lane	165	FY 2003
100	MD 146	Jarrettsville Pike; at MD 145 (Paper Mill Road); widen to provide separate right turn lanes (Funded for preliminary engineering only)	162	PE Underway
<b><u>Enhancements</u></b>				
<b><u>Acquisition of Scenic Easements &amp; Scenic/Historic Sites</u></b>				
101		I-83 Viewshed Protection - Purchase of preservation easement on the 113 acre historic Retreat Farm.	238	Underway



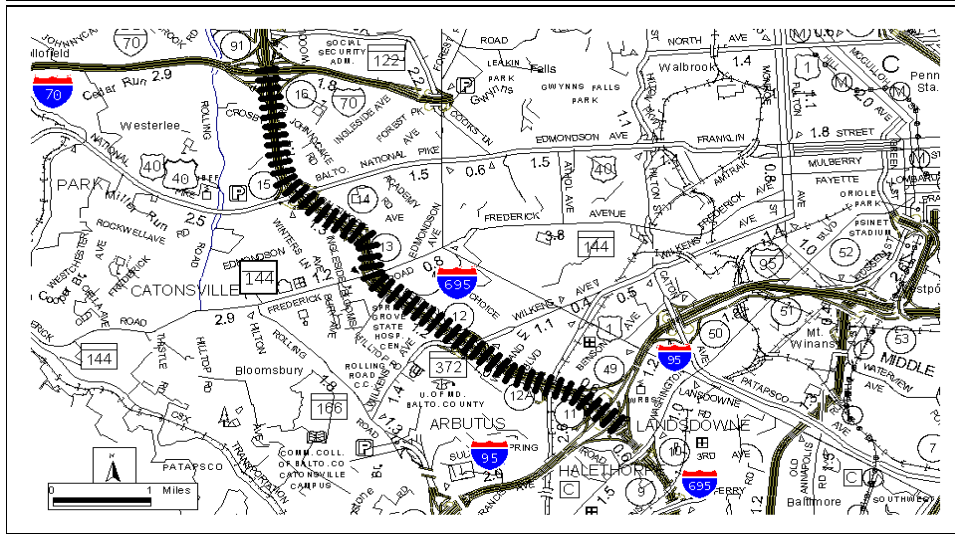
# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
102		<p align="center"><u>Fiscal Years 2002 and 2003 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p align="center"><u>Acquisition of Scenic Easements &amp; Scenic/Historic Sites (cont'd)</u></p> <p>I-83 Viewshed Protection - Purchase of preservation easement on the 86 acre Windswept Farm</p>	262	FY 2002

# STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 11

# INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

**DESCRIPTION:** Study to upgrade existing I-695 to an 8 lane freeway from I-95 to I-70 (5.67 miles).

**JUSTIFICATION:** This project would improve the capacity, operation and safety of this segment of I-695.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

- I-695, I-95 to MD 144 (Construction Program)
- I-695, at MD 140 (Construction Program)
- I-695, at MD 26 Outer Loop Ramp (Construction Program)
- I-695, I-83 JFX to I-95 (D&E Program)
- I-695, at MD 26 (D&E Program)

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

## Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	721	721	1020	0	0	NHS
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

## POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

## PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	10,705	6,725	1,380	1,143	1,457	0	0	0	3,980	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	12,131	8,151	1,380	1,143	1,457	0	0	0	3,980	0
Federal-Aid	7,165	4,703	721	721	1,020	0	0	0	2,462	0

## FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

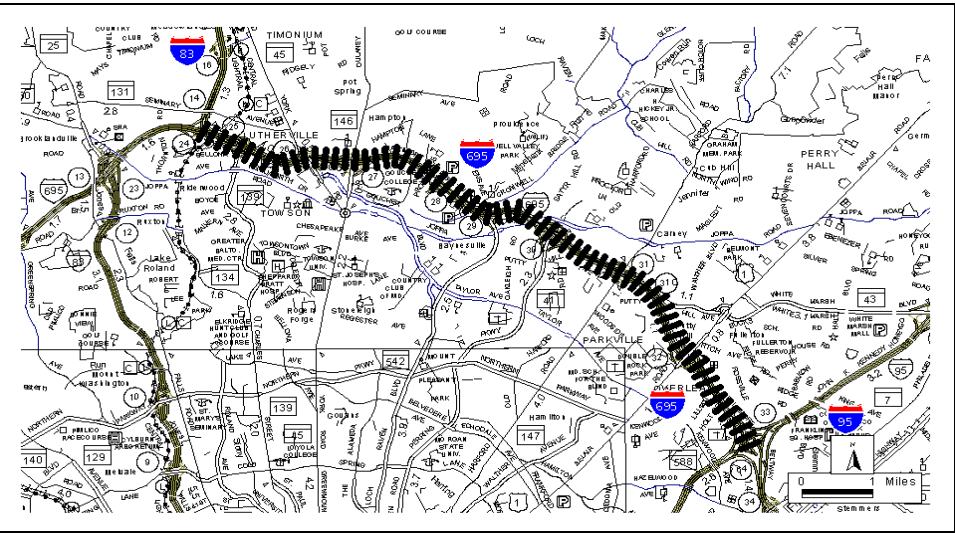
STATE SYSTEM: Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 178,000

PROJECTED (2025) - 254,000

OPERATING COST IMPACT: N/A



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

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

**JUSTIFICATION:** This project would 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, at MD 25A (Construction Program)
- I-695, at MD 140 (Construction Program)
- I-695, at MD 45 (Construction Program)
- I-695, Bridge Replacements Providence & Dulaney Valley Roads (Construction Program)
- I-695, Noise Barriers (System Preservation Program)
- I-695, I-95 to I-70 (D&E Program)

**STATUS:** Preliminary Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Right-of-way funds deleted due to the national economic slowdown. See page A-11.

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	2944	1707	0	NHS
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									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	
Planning	1,515	1,515	0	0	0	0	0	0	0
Engineering	13,110	10,770	10	600	600	600	530	0	2,340
Right-of-way	35	14	21	0	0	0	0	0	21
Construction	0	0	0	0	0	0	0	0	0
Total	14,660	12,299	31	600	600	600	530	0	2,361
Federal-Aid	10,266	8,611	17	420	420	420	378	0	1,655

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

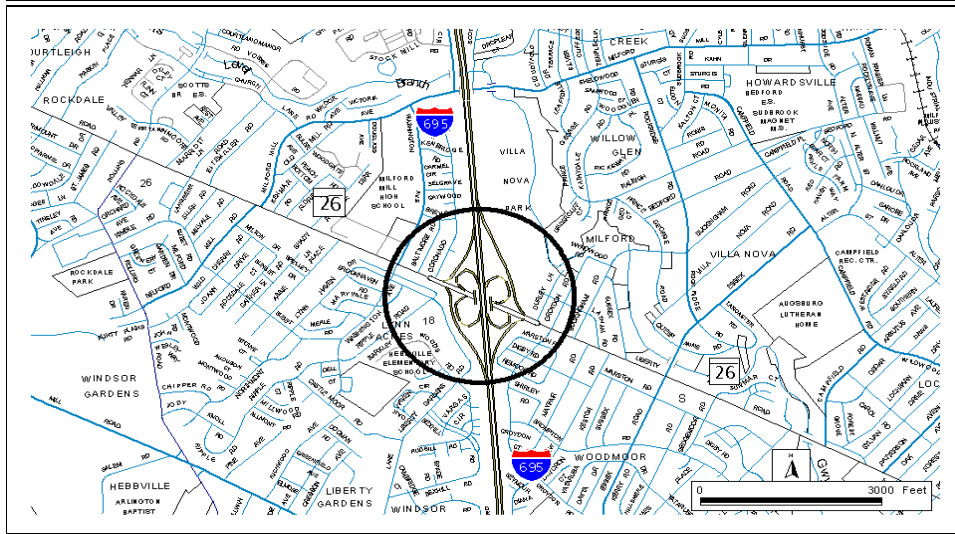
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 179,000

**PROJECTED (2025) -** 238,800

**OPERATING COST IMPACT:** N/A



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

**DESCRIPTION:** Study to reconstruct the existing MD 26 interchange. Sidewalks will be included where appropriate.

**JUSTIFICATION:** This project would improve the capacity, operation and safety of this segment of I-695 and the associated 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, at MD 26 Outer Loop Ramp improvement (Construction Program)  
 I-695, I-95 to MD 144 (Construction Program)  
 I-695, at MD 140 (Construction Program)  
 I-695, I-95 to I-70 (D&E Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	800	0	300	300	200	0	0	0	800	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	800	0	300	300	200	0	0	0	800	0
Federal-Aid	560	0	210	210	140	0	0	0	560	0

**FUNCTION:**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

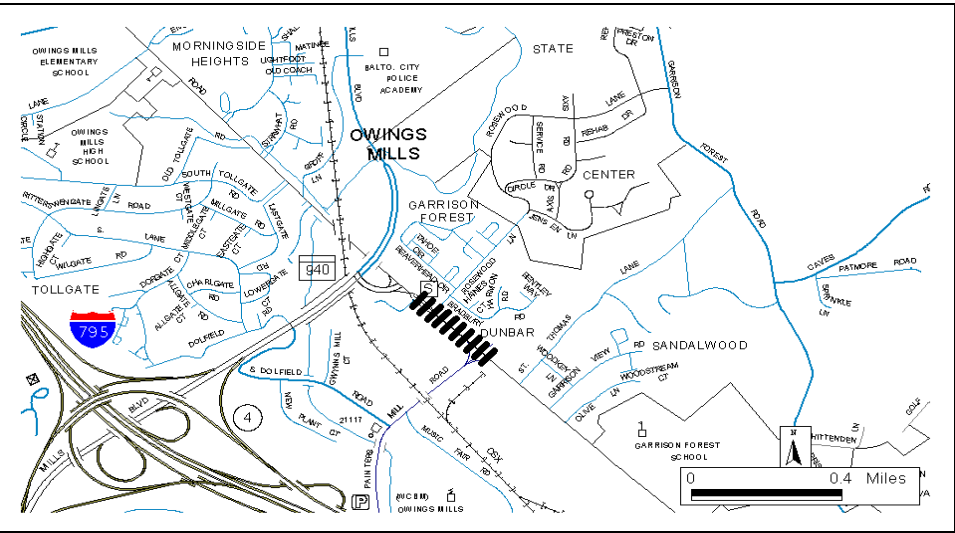
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 185,000 (I-695)  
50,800 (MD 26)

**PROJECTED (2025) -** 258,300 (I-695)  
77,600 (MD 26)

**OPERATING COST IMPACT:** N/A



**PROJECT:** Owings Mills Access Improvements

**DESCRIPTION:** Provide improvements to MD 140 to support the proposed transit oriented development at the Owings Mills Metro Station. Pedestrian and bicycle improvements will be provided where appropriate.

**JUSTIFICATION:** This project will improve access to the transit oriented development at the Owings Mills Metro Station and the Owings Mills 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:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2004.....	.....2005.....	.....2006.....	.....2007.....	0	0
Engineering	1,000	59	631	310	0	0	0	0	941	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	59	631	310	0	0	0	0	941	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

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

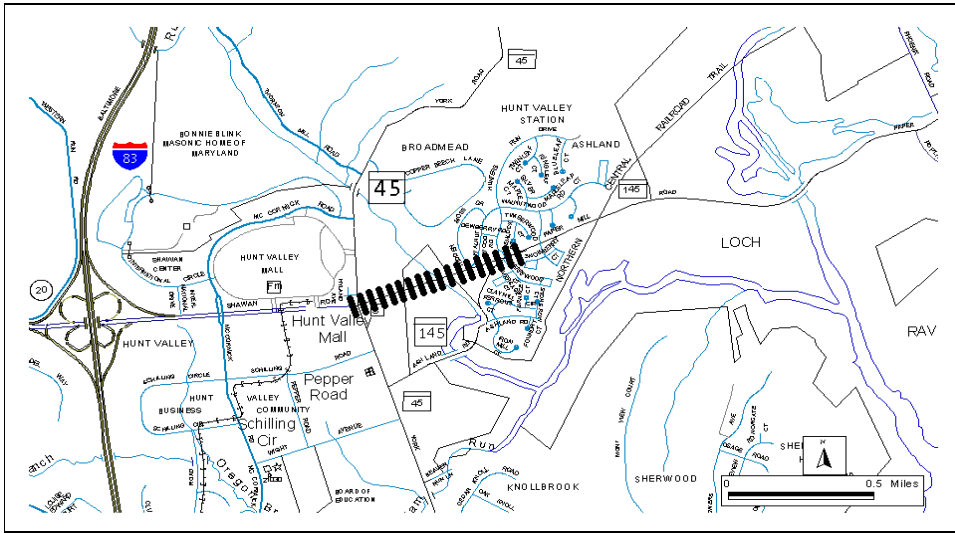
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 41,600 (MD 140)

**PROJECTED (2025) -** 68,000 (MD 140)

**OPERATING COST IMPACT:** N/A



**PROJECT:** MD 145, Paper Mill Road

**DESCRIPTION:** Study to relocate MD 145, from MD 45 at Shawan Road to Hunters Run Drive (0.84 miles). Includes wide curb lanes to accommodate bicycles and sidewalks where appropriate.

**JUSTIFICATION:** This improvement would reduce turning movements and conflicts on MD 45 between existing MD 145 and Shawan Road, improve east/west travel in Baltimore County, and provide improved access to I-83, the Hunt Valley commercial area and the northern terminus of the North Central Light Rail Line from the east.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 to evaluate issues at the MD 45 and Shawan Road intersections.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	1,049	982	67	0	0	0	0	0	67	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	1,049	982	67	0	0	0	0	0	67	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Major Collector

**FEDERAL -** Major Collector

**STATE SYSTEM :** Secondary

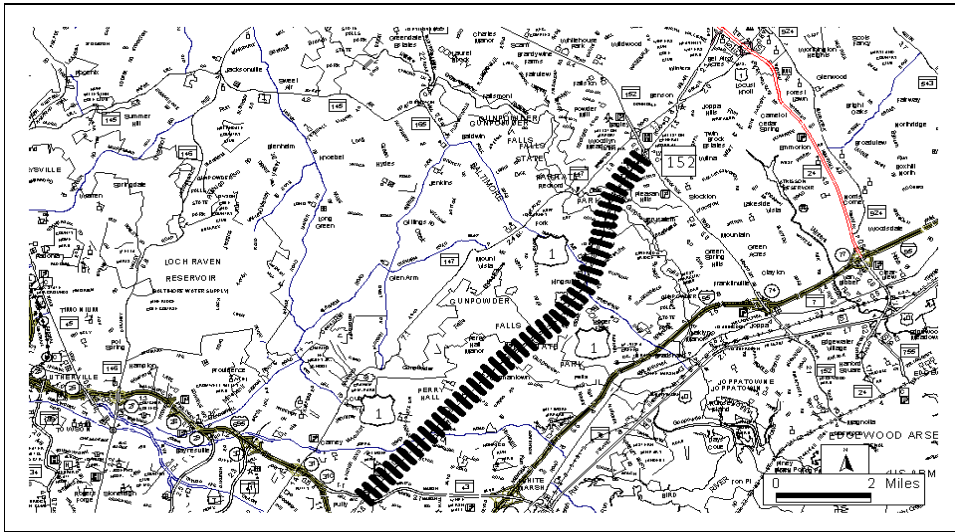
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 13,200

**PROJECTED (2025) -** 25,200 (Relocated)

**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). Includes sidewalks where appropriate. Will include wide outside curb lanes for bicycles where appropriate.

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

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

US 1, MD 152 to MD 24 (D&E Program - Harford County)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Planning funds shown are for performing environmental updates.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	5	0	5	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	902	902	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	907	902	5	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

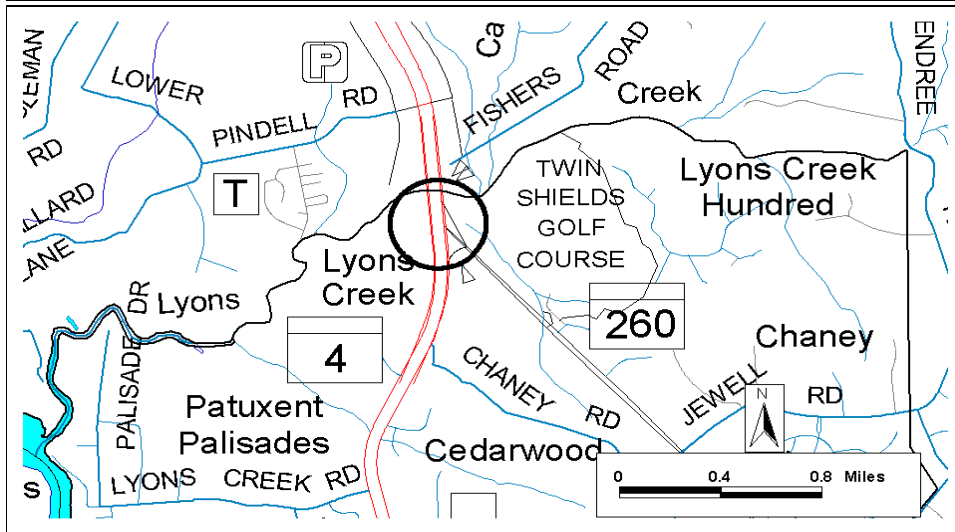
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 35,000

PROJECTED (2025) - 55,000

OPERATING COST IMPACT: N/A



**PROJECT:** MD 4, Southern Maryland Boulevard

**DESCRIPTION:** Construct a new interchange at MD 260. Shoulders will accommodate bicycles.

**JUSTIFICATION:** MD 4 is the major primary state highway connecting Calvert County with the Washington D.C. metropolitan area and points north. The existing at-grade intersection has been identified as a high accident intersection. An interchange at this location will address both the safety issues and future traffic growth.

**SMART GROWTH STATUS:**

- ☐ Project 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 264 to MD 258 (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4025	4233	2830	0	0	NHS

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2004	2005	2006	2007		
Planning	219	219	0	0	0	0	0	0	0	0
Engineering	991	991	0	0	0	0	0	0	0	0
Right-of-way	641	608	33	0	0	0	0	0	33	0
Construction	15,765	2,095	4,979	5,206	3,485	0	0	0	13,670	0
Total	17,616	3,913	5,012	5,206	3,485	0	0	0	13,703	0
Federal-Aid	13,247	2,133	4,051	4,233	2,830	0	0	0	11,114	0

**FUNCTION :**

STATE - Other Principal Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

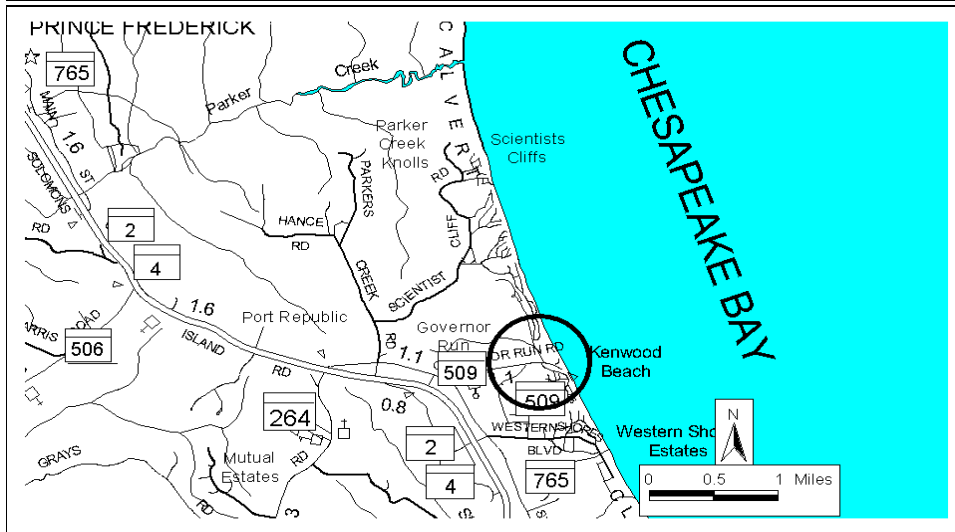
**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 42,200

PROJECTED (2025) - 80,000

OPERATING COST IMPACT: N/A





**PROJECT:** MD 509, Governor Run Road

**DESCRIPTION:** Replace Bridge 4020 over Governor Run

**JUSTIFICATION:** This concrete bridge built in 1931 is experiencing progressive deterioration of the entire structure and hydraulic problems. The bridge opening is not large enough to adequately accommodate existing water flows.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	165	172	0	0	0	BR

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	131	106	25	0	0	0	0	0	25	0	
Right-of-way	2	2	0	0	0	0	0	0	0	0	
Construction	461	0	226	235	0	0	0	0	461	0	
Total	594	108	251	235	0	0	0	0	486	0	
Federal-Aid	416	79	165	172	0	0	0	0	337	0	

**FUNCTION :**

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 575

PROJECTED (2025) - 800

OPERATING COST IMPACT: N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 2/4	Solomons Island Road; Cox Road to MD 262; resurface southbound roadway	1,638	Completed
2	MD 4	Southern Maryland Boulevard; MD 262 to north of Hall Creek; resurface southbound roadway	1,194	Completed
<b><u>Sidewalks</u></b>				
3	MD 2	Charles Street; Sidewalk extension in Solomons Island; retrofit sidewalks	39	Completed
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
4		Chesapeake Beach Boardwalk - Construction of a Boardwalk and Timber Walkway in the Town of Chesapeake Beach.	375	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
5	MD 2	Solomons Island Road; Cox Road to Pond Woods Road; resurface	132	FY 2003
6	MD 4	Southern Maryland Boulevard; MD 262 to Chaneyville Road; resurface	1,014	FY 2003
<b><u>Bridge Replacement/Rehabilitation</u></b>				
7	MD 231	Prince Frederick Road; Bridge 4008 over Patuxent River (Benedict); bridge rehabilitation (Note: Cost for entire project shown in Calvert and Charles Counties.)	3,722	FY 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
8	MD 2/4	Solomons Island Road; at MD 2U (Coster-Millbridge Road); channelization with acceleration and deceleration lanes	315	FY 2002
9	MD 2/4	Solomons Island Road; at MD 2P/White Sands Road; channelization	400	FY 2003
10	MD 4	Southern Maryland Boulevard; at MD 262; modify intersection with half signal	440	FY 2003
11	MD 4	Southern Maryland Boulevard; at Brickhouse Road; geometric improvements	341	FY 2002
<b><u>Neighborhood Conservation</u></b>				
12	MD 261	Bayside Road; First Street to Old Bayside Road in Chesapeake Beach; streetscape (Funded for preliminary concept studies only)	194	Concepts Underway
13	MD 765	St. Leonard Road; through Town of St. Leonard; streetscape	1,600	FY 2003
<b><u>Traffic Management</u></b>				
14	MD 2	Solomons Island Road; at MD 765; signing	15	Completed
<b><u>Commuter Action Improvements</u></b>				
15	MD 2	Solomons Island Road; at MD 262, Sunderland; construct ridesharing facility	212	FY 2003
16	MD 2/4	Solomons Island Road; at Ball Road; expand existing ridesharing facility	172	FY 2003
17	MD 765X	Creston Lane; at Newtown Road; construct ridesharing facility	114	Completed

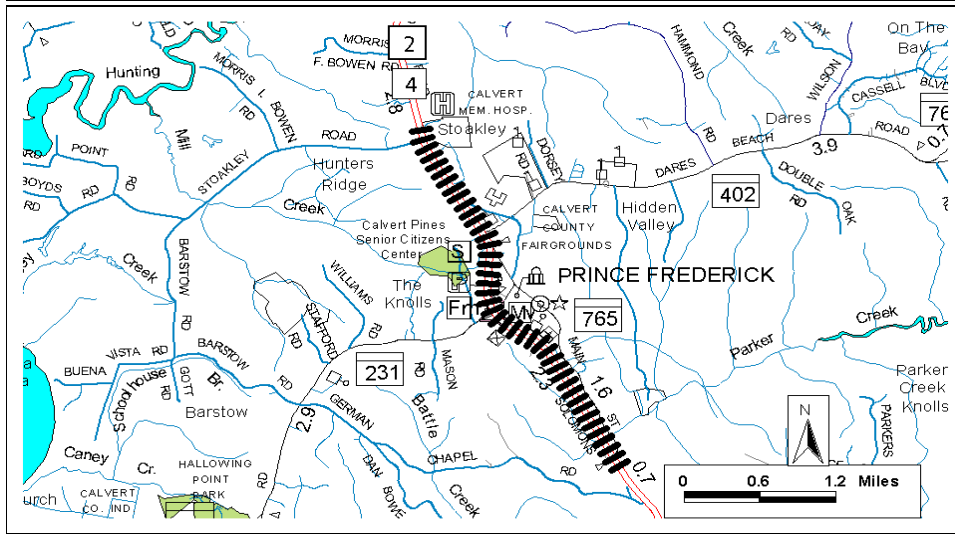
# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
18	MD 2/4	<p align="center"><u>Fiscal Years 2002 and 2003 (cont'd)</u></p> <p align="center"><u>Access Controls</u></p> <p>Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls</p>	150	Underway

# STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 4

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**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). Includes sidewalks 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 264 to MD 268 (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	88	0	0	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering on hold.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Final Engineering funds deleted due to the national economic slowdown. See page A-11.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	1,802	1,802	0	0	0	0	0	0	0	0	
Engineering	1,015	889	126	0	0	0	0	0	126	0	
Right-of-way	616	616	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	3,433	3,307	126	0	0	0	0	0	126	0	
Federal-Aid	1,373	1,285	88	0	0	0	0	0	88	0	

## FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 37,400

PROJECTED (2025) - 76,000

OPERATING COST IMPACT: N/A

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 318	Preston Road; Railroad crossing to east of MD 315; resurface	192	Completed
2	MD 404	Shore Highway; Beginning of dualization to MD 16; resurface	652	Completed
3	MD 454	Crown Stone Road; Delaware State Line to MD 302; mill and resurface	265	Completed
<b><u>Sidewalks</u></b>				
4	MD 331	Main Street; Maple Avenue to Lednum Avenue in Preston; retrofit sidewalks	13	Completed
5	MD 404 BUS	Franklin Street/Gay Street; Various small areas between 1st Street and 7th Street; retrofit sidewalks	10	Completed
6	MD 480	Main Street; at Park Avenue in Greensboro; retrofit sidewalks	10	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
7	MD 311	Main Street/Henderson Road/Halltown Road; MD 313 to MD 454; resurface	1,354	FY 2003
8	MD 313	Greensboro Road; Structure 5005 over Choptank River to Railroad Avenue; resurface	1,125	FY 2003
9	MD 404	Shore Highway; Queen Anne's County Line to MD 404 Alternate; resurface	1,245	Under construction
<b><u>Neighborhood Conservation</u></b>				
10	MD 313	Old Town Road; Maple Avenue to MD 287 and MD 311 (Main Street) from MD 313 to MD 287 in Goldsboro; 2 lane rehabilitate (Funded for preliminary concept studies only)	92	FY 2003

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### STATE HIGHWAY ADMINISTRATION -- CAROLINE 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Neighborhood Conservation (cont'd)</u></b>				
11	MD 404 ALT	Main Street; Talbot County Line to eastern limits of Hillsboro; also includes MD 303 (Main Street/Talbot Avenue) from MD 404 Alternate to MD 309 in Queen Anne; urban street reconstruct (Funded for preliminary engineering only) (Note: Project also shown in Queen Anne's and Talbot Counties.)	486	FY 2003
12	MD 404 BUS	Gay Street; First Street to Sixth Street in Denton; urban street reconstruct (Funded for preliminary concept studies only)	77	Concepts Underway
13	MD 480	Main Street; Cedar Lane to MD 313 in Greensboro; urban street reconstruct (Funded for preliminary concept studies only)	88	Concepts Underway
<b><u>Sidewalks</u></b>				
14	MD 311	Henderson Road; Bee Tree Road to south of Bell Street; retrofit sidewalks - 200 linear feet	11	Completed
<b><u>Access Controls</u></b>				
15	MD 404	Shore Highway; Queen Anne's County Line to the Delaware State Line; purchase right-of-way for access controls	350	Underway
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
16		Marshyhope Waterfront - Construction of a Pedestrian Bridge over Marshyhope Creek and connecting paths in the Town of Federalsburg.	418	Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

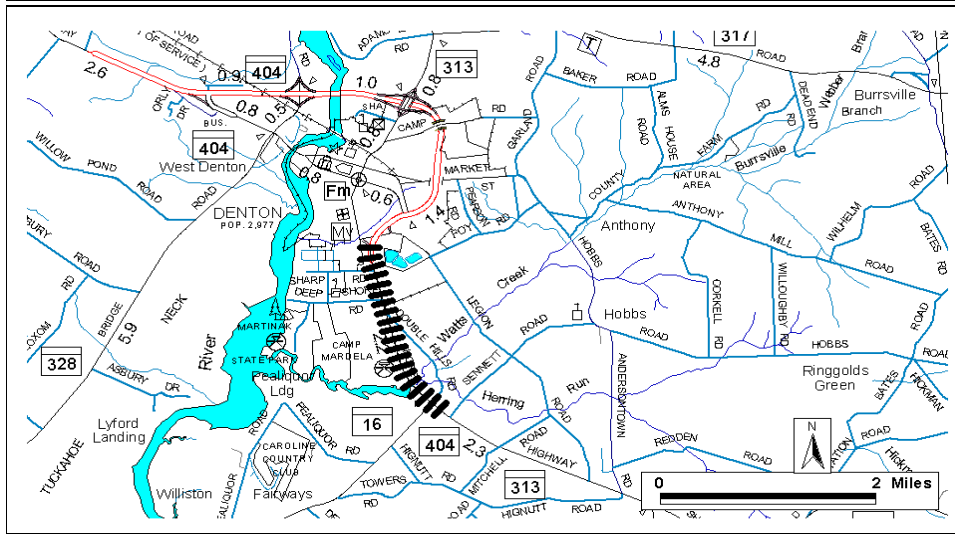
## **STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
17		<p align="center"><u>Fiscal Years 2002 and 2003 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Establishment of Transportation Museums</u></p> <p>Joppa Steamboat Wharf - Reconstruction of portions of a former steamboat landing wharf and freight offices as a transportation museum and visitor center on the upper Choptank River in West Denton.</p>	390	Underway



# STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 2

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 404, Shore Highway

**DESCRIPTION:** Upgrade existing MD 404 to a 4 lane divided highway from south of Legion Road to east of MD 16(south) (1.80 miles). Shoulders will accommodate bicycles.

**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 to business development.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to Denton Bypass (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering underway for the section from south of Legion Road to south of Double Hill Road. Utilities for the segment from south of Legion Road to MD 16, and Right-of-way underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$1.0 million due to the need for additional utility relocations.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	BALANCE TO COMPLETE
Planning	35	35	0	0	0	0	0	0	0
Engineering	1,391	1,229	162	0	0	0	0	0	162
Right-of-way	4,012	1,542	2,254	216	0	0	0	0	2,470
Construction	25	25	0	0	0	0	0	0	0
Total	5,463	2,831	2,416	216	0	0	0	0	2,632
Federal-Aid	0	0	0	0	0	0	0	0	0

## FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

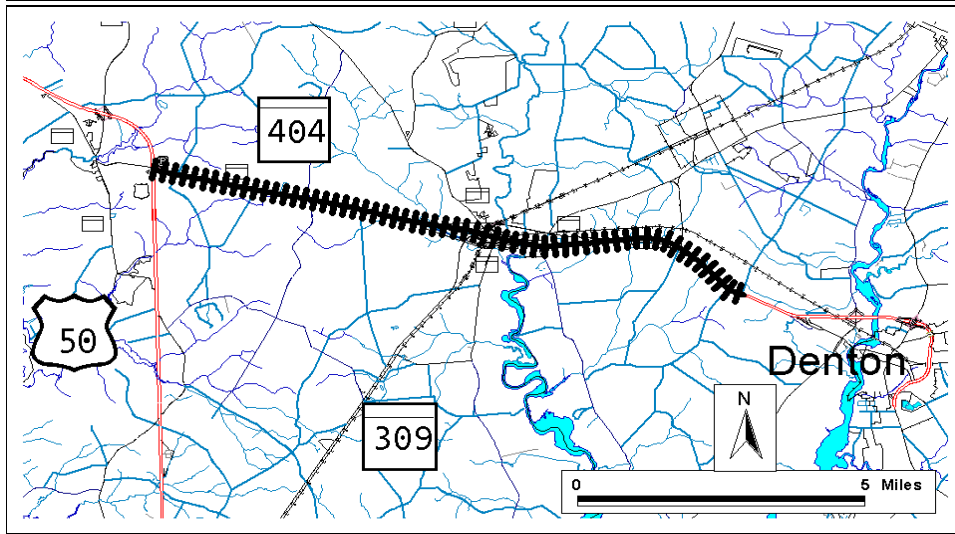
STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 14,200  
20,500 (Summer)

PROJECTED (2025) - 21,000  
24,900 (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 the Denton Bypass (11.83 miles). Shoulders will accommodate bicycles.

**JUSTIFICATION:** This project 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, Double Hills Road to east of MD 16 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 reevaluation underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Start of project reevaluation was advanced from Fiscal Year 02 to Fiscal Year 01.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	400	9	391	0	0	0	0	0	0	391	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	400	9	391	0	0	0	0	0	0	391	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

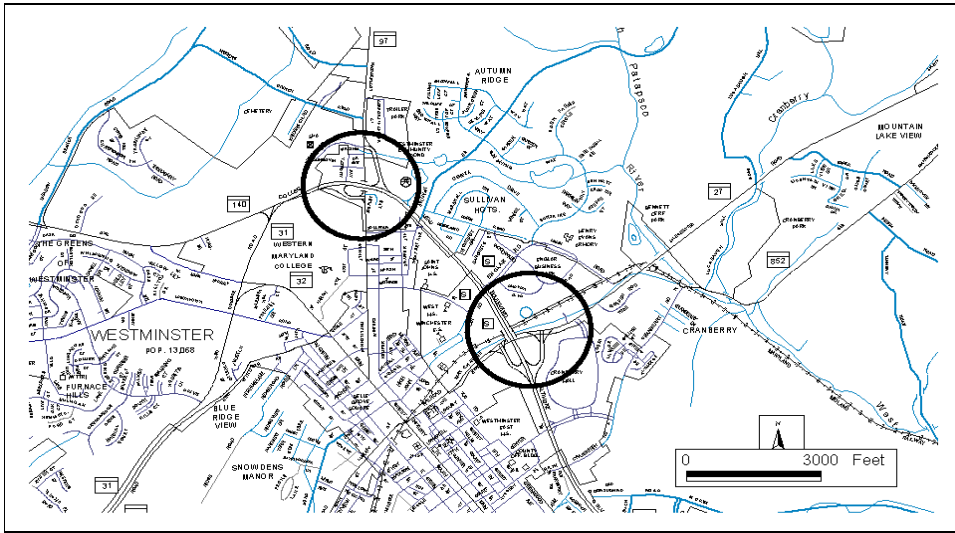
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 15,700  
21,700 (Summer)

PROJECTED (2025) - 22,400  
27,700 (Summer)

OPERATING COST IMPACT: N/A



**PROJECT:** MD 140, Baltimore Boulevard

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

**JUSTIFICATION:** This project will provide for future capacity improvements to MD 140 through Westminster.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	154	154	76	0	0	NHS
RW	0	0	0	0	0	----
CO	0	0	3484	4110	765	NHS

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	647	99	220	220	108	0	0	0	548	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,716	0	0	0	4,467	5,269	980	0	10,716	0
Total	11,363	99	220	220	4,575	5,269	980	0	11,264	0
Federal-Aid	8,811	69	154	154	3,560	4,110	764	0	8,742	0

**FUNCTION :**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

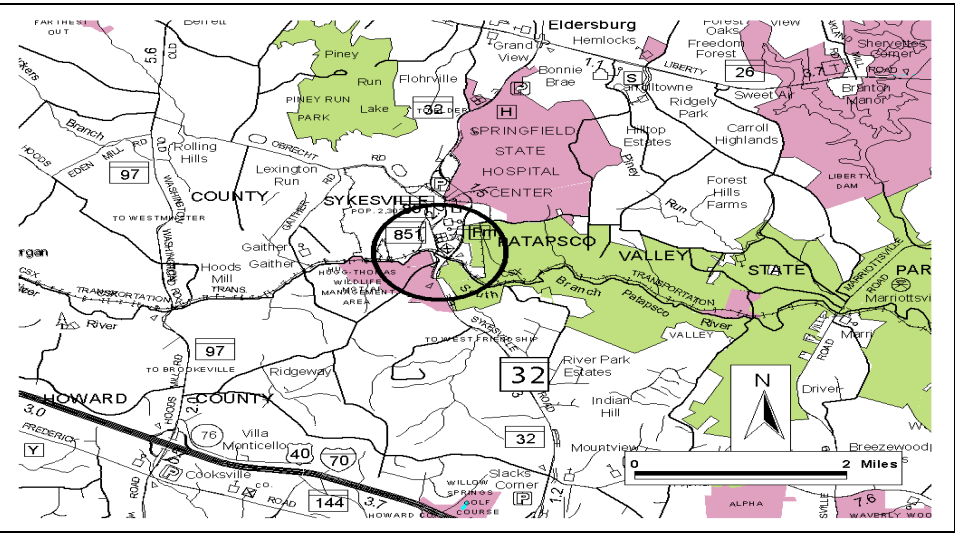
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 44,550

**PROJECTED (2025) -** 67,000

**OPERATING COST IMPACT:** \$13,600 per year



**PROJECT:** MD 32, Sykesville Road

**DESCRIPTION:** Replace Bridge 13046 over River Road, Patapsco River and CSX Railroad, immediately west of its existing location.

**JUSTIFICATION:** This project will replace the existing deteriorating aluminum bridge. The existing bridge is historic and will remain in place after the new bridge is constructed.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	1162	1625	402	0	BR

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	488	400	88	0	0	0	0	0	88	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	4,090	0	0	1,490	2,084	516	0	0	4,090	0	
Total	4,578	400	88	1,490	2,084	516	0	0	4,178	0	
Federal-Aid	3,189	0	0	1,162	1,625	402	0	0	3,189	0	

**FUNCTION :**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 23,875

**PROJECTED (2025) -** 46,500

**OPERATING COST IMPACT:** N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 31	New Windsor Road; through the Town of New Windsor; mill and resurface	154	Completed
<b><u>Safety/Spot Improvement</u></b>				
2	MD 97	Malcolm Drive; at MD 140; intersection improvements (northbound) (Funded by City of Westminster)	0	Completed
3	MD 140	Baltimore Boulevard; MD 27 to MD 97 North; construct auxiliary lane	2,452	Completed
<b><u>Neighborhood Conservation</u></b>				
4	MD 32	Main Street; MD 526 to MD 31 in Westminster; urban street reconstruct	2,572	Completed
<b><u>Traffic Management</u></b>				
5	MD 27	Ridge Road; Penn Shop Road to Twin Arch Road; signalization	140	Completed
6	MD 75	Green Valley Road; at Locust Street; install hazard identification beacon	31	Completed
7	MD 97	Littlestown Pike; at Charles Carroll Elementary School; install hazard identification beacon	13	Completed
8	MD 140	Baltimore Boulevard; WMC Drive to Sullivan Road and MD 31 from Uniontown Road to MD 140; signalization	78	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
9	MD 27	Ridge Road/Manchester Road; 800 feet south of Bond Street to north of MD 482; resurface	1,602	FY 2003

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
10	MD 91	Gamber Road; MD 32 to MD 140; resurface	616	FY 2003
11	MD 97	New Washington Road/Malcolm Drive; South of Main Street to Nursery Road; resurface	355	FY 2003
12	MD 140	College View Boulevard/Taneytown Pike; MD 97 to Pleasant Valley Road; resurface	1,140	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
13	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,719	Completed
<b><u>Safety/Spot Improvement</u></b>				
14	MD 26	Liberty Road; at Woodbine Road/Salem Bottom Road; provide left turn lanes in both directions	460	FY 2002
15	MD 26	Liberty Road; 1000 feet east of Linton Road to 1000 feet west of Linton/White Rock Roads; widen to provide left turn lanes	692	FY 2003
16	MD 27	Ridge Road; at Sams Creek Road; widen	1,030	FY 2003
17	MD 32	Sykesville Road; at Springfield Avenue; reconstruct intersection (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost.)	400	FY 2003
18	MD 88	Lower Beckleysville Road; at MD 833; construct roundabout	848	FY 2002
19	MD 140	Baltimore Boulevard; at Motor Vehicle Administration/Maryland State Police Facilities and Hemlock Lane; Provide access to Motor Vehicle Administration and Maryland State Police Offices	515	FY 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

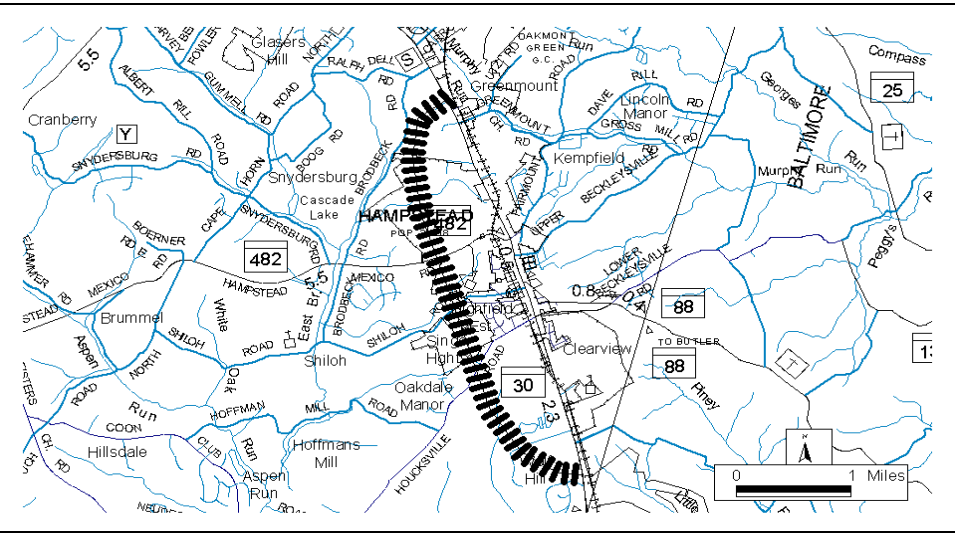
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Neighborhood Conservation</u></b>				
20	MD 30	Main Street; Through Hampstead; streetscape (Funded for preliminary concept studies only)	100	Concepts Underway
21	MD 31	High Street; Coe Drive to Church Street in New Windsor; streetscape (Funded for preliminary engineering only)	275	PE Underway
22	MD 75	Main Street; South limits of Union Bridge to Bridge 6013 over Little Pipe Creek; streetscape	1,766	FY 2003
23	MD 140	Baltimore Street; Through Taneytown; streetscape (Funded for preliminary concept studies only)	93	Concepts Underway
24	MD 851	Main Street; Howard County Line to Cooper Drive in Sykesville; streetscape (Funded for preliminary concept studies only)	275	Concepts Underway
<b><u>Streetscapes and Minor Reconstruction</u></b>				
25	MD 30	South Main Street; Beaver Street to Holland Drive in Manchester; streetscape and intersection improvements (Project funded as part of the Smart Growth Initiative -- Statewide Line 5.)	4,300	FY 2003
<b><u>Sidewalks</u></b>				
26	MD 75	Main Street to Green Valley Road in Union Bridge; retrofit sidewalks - 320 linear feet	54	FY 2002
<b><u>Enhancements</u></b>				
<b><u>Pedestrian/Bicycle Facilities</u></b>				
27		Wakefield Valley Community Trail - Phase IIA - Construction of a non-motorized, multi-use trail from Long Valley Drive to Tahoma Farm Road/Crossbridge Drive intersection.	137	Under construction

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2001
28		<p align="center"><u>Fiscal Years 2002 and 2003 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Landscaping/Scenic Beautification/Mitigation</u></p> <p>Little Pipe Creek Restoration - Restoration activities on five properties located along Little Pipe Creek.</p>	203	FY 2002





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

**DESCRIPTION:** Study to construct a new 2 lane 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 would relieve existing traffic capacity problems 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Right-of-way funds deleted due to the national economic slowdown. See page A-11. Moved \$1.0 million from Right-of-way to Final Engineering for additional environmental studies.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	408	408	0	0	0	0	0	0	0	0
Engineering	5,100	3,849	313	625	313	0	0	0	1,251	0
Right-of-way	3,979	3,488	10	0	481	0	0	0	491	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	9,487	7,745	323	625	794	0	0	0	1,742	0
Federal-Aid	6,674	5,415	227	438	594	0	0	0	1,259	0

**FUNCTION :**

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

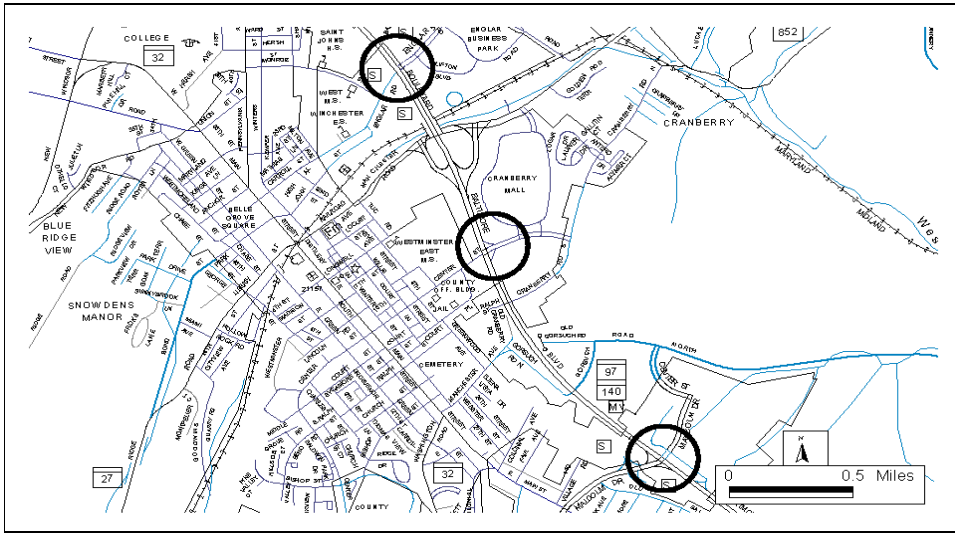
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 16,625 - 24,000

**PROJECTED (2025) -** 18,000 (Bypass)  
12,000 (MD 30)

**OPERATING COST IMPACT:** N/A



**PROJECT:** MD 140, Baltimore Boulevard

**DESCRIPTION:** Study to consider capacity improvements along MD 140 between Leidy Road and Sullivan Road through Westminister. Pedestrian and bicycle facilities will be provided.

**JUSTIFICATION:** This project will 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 (Construction Program)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	1,000	12	300	400	188	100	0	0	988	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	12	300	400	188	100	0	0	988	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

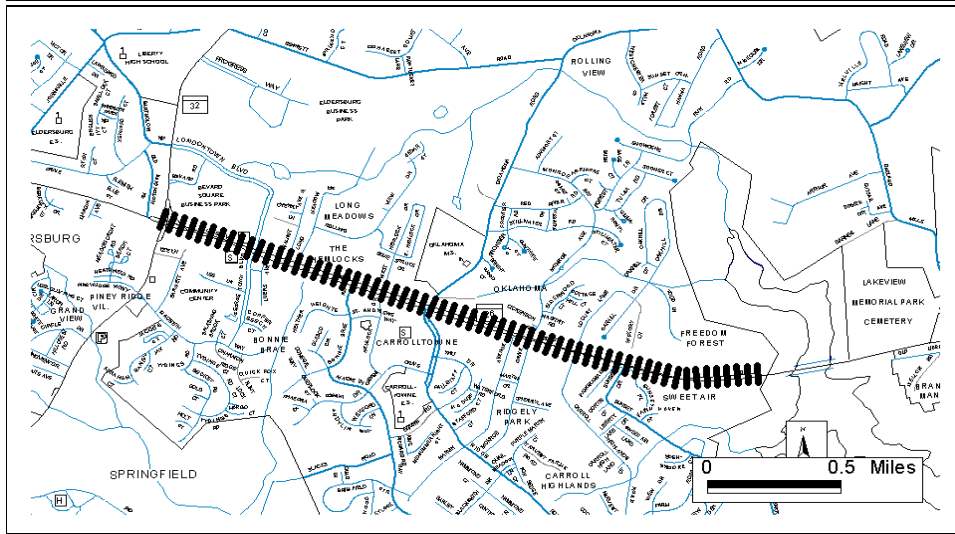
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 51,000

PROJECTED (2025) - 78,300

OPERATING COST IMPACT: N/A



**PROJECT:** MD 26, Liberty Road

**DESCRIPTION:** Study access, operational, safety and streetscape improvements along the MD 26 corridor between the Liberty Reservoir and MD 32 (2.55 miles). Pedestrian and bicycle facilities will be provided.

**JUSTIFICATION:** This project will improve operations and safety along this segment of MD 26, as well as support Carroll County's Boulevard District plan in Eldersburg.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. County and State to split planning cost. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	176	126	50	0	0	0	0	0	0	50	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	176	126	50	0	0	0	0	0	0	50	0
Federal-Aid	123	88	35	0	0	0	0	0	0	35	0

**FUNCTION:**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

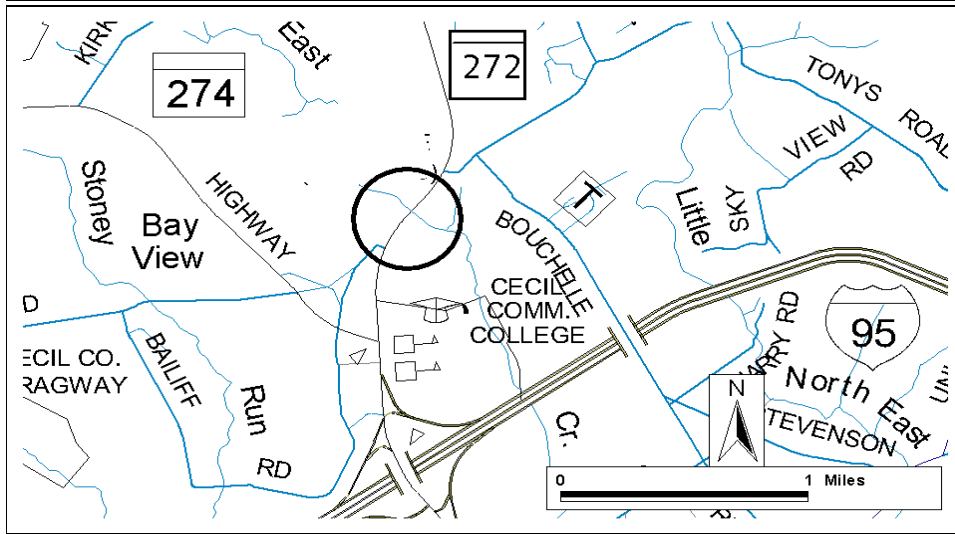
STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 18,300 - 33,100

PROJECTED (2025) - 26,000 - 39,000

OPERATING COST IMPACT: N/A

**PROJECT:** MD 272, North East Road**DESCRIPTION:** Replace Bridge 7034 over Northeast Creek.**JUSTIFICATION:** Bridge has deteriorated deck and substructure.**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	168	168	0	0	0	0	0	0	0	0	
Right-of-way	10	10	0	0	0	0	0	0	0	0	
Construction	1,552	763	789	0	0	0	0	0	789	0	
Total	1,730	941	789	0	0	0	0	0	789	0	
Federal-Aid	1,359	728	631	0	0	0	0	0	631	0	

**FUNCTION :**

STATE - Minor Arterial

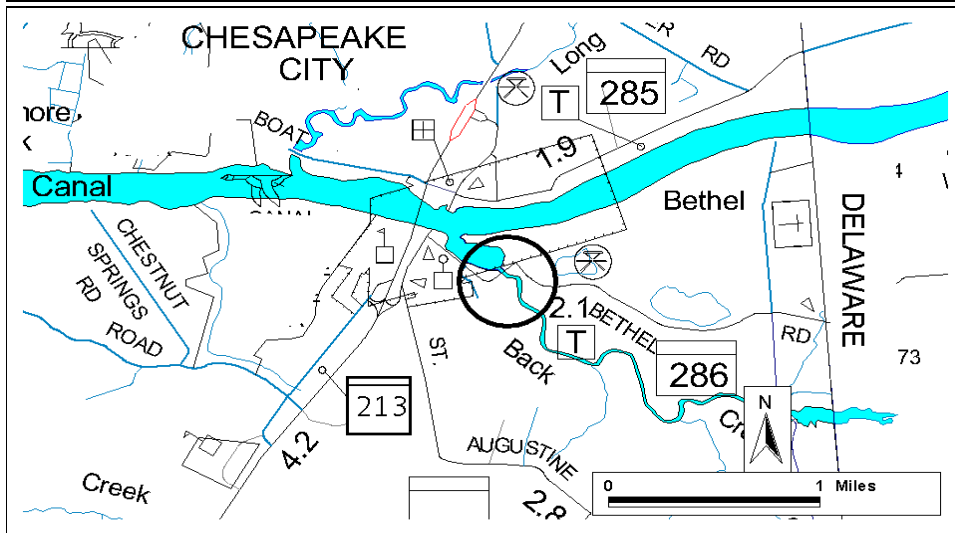
FEDERAL - Minor Arterial

**STATE SYSTEM :** Secondary**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 7,825

PROJECTED (2025) - 13,000

**OPERATING COST IMPACT:** N/A



**PROJECT:** MD 286, Bethel Road

**DESCRIPTION:** Replace Bridge 7053 over Back Creek, including sidewalks.

**JUSTIFICATION:** This bridge has become structurally deficient as scour undermines the abutments and the wing walls have deteriorated.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	842	0	0	0	0	BR

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$0.4 million is due to additional sidewalks and maintaining traffic during construction to keep the bridge open to traffic.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2004.....	.....2005.....	.....2006.....	.....2007.....	.....	0	0
Engineering	129	80	49	0	0	0	0	0	0	49	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,087	0	617	470	0	0	0	0	0	1,087	0
Total	1,216	80	666	470	0	0	0	0	0	1,136	0
Federal-Aid	897	64	490	343	0	0	0	0	0	833	0

**FUNCTION :**

**STATE -** Minor Collector

**FEDERAL -** Minor Collector

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 1,550

**PROJECTED (2025) -** 2,700

**OPERATING COST IMPACT:** N/A

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 40	Pulaski Highway; MD 222 to MD 7C; resurface	4,872	Completed
2	US 40	Pulaski Highway; MD 272 to MD 213; resurface and provide acceleration lane westbound at MD 279	4,820	Completed
3	MD 213	Augustine Herman Highway; US 40 to Structure 7052; mill and resurface	96	Completed
4	MD 272	Turkey Point Road; Hance Point Road to Irishtown Road; mill and resurface	307	Completed
5	MD 299	Massey Sassafras Road; Kent County Line to US 301; mill and resurface	43	Completed
<b><u>Sidewalks</u></b>				
6	MD 213	South Bohemia Avenue; Elementary School Annex to Medical Center in Cecilton; retrofit sidewalk on west side - 440 linear feet	10	Completed
7	MD 213	Bridge Street; MD 7D (Main Street) to US 40 in Elkton; retrofit sidewalks - 1,750 linear feet	66	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
8	MD 213	Augustine Herman Highway; Kent County Line to limits of Cecilton; resurface	888	FY 2003
<b><u>Safety/Spot Improvement</u></b>				
9		US 40 and MD 7 intersections with Perryville Industrial Park access road; construct intersections	500	FY 2002
10	US 40	Pulaski Highway; at Whitehall Road; geometric improvements	65	FY 2003

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- CECIL 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
11	US 40	Pulaski Highway; at MD 213; intersection improvements (Funded for preliminary engineering only)	200	PE Underway
12	MD 273	Telegraph Road; at MD 213; pavement markings and modify signal phasing	504	FY 2003
13	MD 273	Rising Sun Road; at MD 276; construct roundabout	400	FY 2002
<b><u>Neighborhood Conservation</u></b>				
14	MD 222/7B	Aiken Avenue/Philadelphia Avenue; MD 222 from MD 7B to US 40 and MD 7B from MD 222 to Cecil Avenue in Perryville; urban street reconstruct	1,655	Under construction
14	MD 267	Baltimore Avenue/Bladen Avenue; Through the town of Charlestown; urban street reconstruct (Funded for preliminary concept studies only)	75	FY 2003
15	MD 268	North Street; Phase II - Main Street to Railroad Avenue in Elkton; urban street reconstruct (Funded for preliminary concept studies only)	296	Concepts Underway
16	MD 272	Mauldin Avenue; South of Irishtown Road to US 40 in North East; streetscape	2,721	FY 2003
17	MD 273	Main Street; Within the limits of Rising Sun; urban street reconstruct	2,721	FY 2003
18	MD 282	Main Street; MD 213 to eastern limits of Cecilton; 2 lane rehabilitate (Funded for preliminary concept studies only)	88	Concepts Underway
<b><u>Sidewalks</u></b>				
19	MD 7	Cecil Avenue; Main Street to Mauldin Avenue in North East; retrofit sidewalks on north side - 360 linear feet (Project is dependent upon contribution from County.)	25	FY 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- CECIL 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, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Pilot Program</u></b>		
21	MD 7D	Main Street; Phase I - South Street to Bridge Street in Elkton; urban street reconstruct (Note: This is a pilot project for including undergrounding of utilities.)	13,000	Under construction
		<b><u>Enhancements</u></b>		
		<b><u>Acquisition of Scenic Easements &amp; Scenic/Historic Sites</u></b>		
22		Anchorage Farms - Acquisition of scenic easement on the 179 acre farm adjacent to MD 213 in Cecil County.	569	Underway
		<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>		
23		Port Deposit Jetty - Reconstruction of an existing jetty to provide boating and pedestrian services for the Lower Susquehanna Greenway, in the Town of Port Deposit.	657	FY 2003
24		Gilpin Falls Covered Bridge - Restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek and is located on county property adjacent to MD 272.	261	FY 2003



## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 6	Charles Street; Baltimore Street to Penns Hill Road; resurface	2,297	Completed
2	US 301	Crain Highway; MD 225 to MD 227 and Billingsly Road to Smallwood Drive; resurface northbound roadway	1,495	Completed
<b><u>Safety/Spot Improvement</u></b>				
3	MD 5	Leonardtwn Road; at Vivian Adams Road; relocate curb and gutters	22	Completed
4	MD 205	Mattawoman-Beantown Road; North of Council Oak Drive to south of Substation Road; construct access road	790	Completed
<b><u>Neighborhood Conservation</u></b>				
5	MD 210	Indian Head Highway; 450 Feet east of Dogwood Street to United States Naval Surface Warfare Center's Main Gate in Indian Head; streetscape	1,274	Completed
<b><u>Traffic Management</u></b>				
6	MD 5	Mattawoman-Beantown Road; at Nike Road; signalization	20	Completed
7	MD 5 BUS	Leonardtwn Road; at Vivian Adams Road; signalization	67	Completed
8	US 301	Crain Highway; at the Virginia State Line; signing	14	Completed
9	US 301	Crain Highway; at Heritage Green Parkway and MD 6; signalization	63	Completed

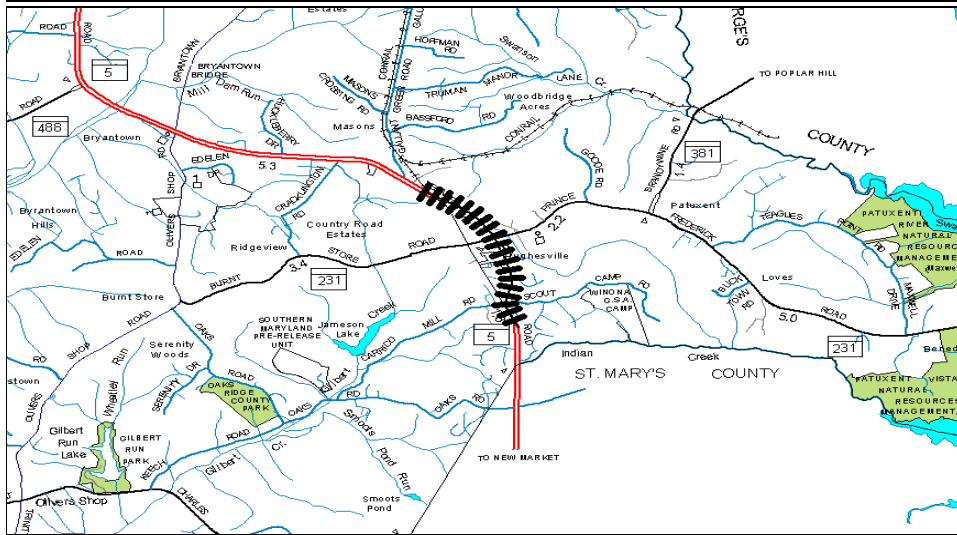
# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- CHARLES 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, 2001
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
10	MD 6	Charles Street; Penns Hill Road to DuBois Road; resurface	686	FY 2003
11	MD 210	Indian Head Highway; MD 227 to the Prince George's County Line; resurface	275	FY 2003
12	US 301	Crain Highway; Milepost 8 to Bel Alton Newtown Road; resurface southbound roadway	320	FY 2003
13	US 301	Crain Highway; MD 227 to MD 6; resurface southbound roadway	1,914	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
14	MD 231	Prince Frederick Road; Bridge 4008 over Patuxent River (Benedict); bridge rehabilitation (Note: Cost for entire project shown in Calvert and Charles Counties.)	3,722	FY 2002
<b><u>Safety/Spot Improvement</u></b>				
15	MD 5	Leonardtown Road; at Oliver Shop/Bryantown Road; geometric improvements and signalization	270	Under construction
16	MD 229	Bensville Road; at Billingsley Road; construct roundabout (Funded for preliminary engineering only)	71	PE Underway
17	US 301	Crain Highway; at MD 257; geometric improvements	434	FY 2002

# STATE HIGHWAY ADMINISTRATION -- Charles County -- Line 2

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 5 Relocated at Hughesville

**DESCRIPTION:** Study of highway improvements from end of divided highway south of Hughesville to end of divided highway north of Hughesville (2.30 miles). Shoulders will accommodate bicycles.

**JUSTIFICATION:** Existing MD 5 is a state Primary highway linking Southern Maryland with the Washington D.C. area. The proposed improvement would 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1400	1050	0	0	0	STP
RW	2067	780	0	0	0	STP
CO	0	0	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added Right-of-way funding.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	1,976	1,976	0	0	0	0	0	0	0	0
Engineering	3,500	0	2,000	1,500	0	0	0	0	3,500	0
Right-of-way	9,262	0	3,000	4,500	1,762	0	0	0	9,262	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,738	1,976	5,000	6,000	1,762	0	0	0	12,762	0
Federal-Aid	5,297	0	3,467	1,830	0	0	0	0	5,297	0

## FUNCTION :

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

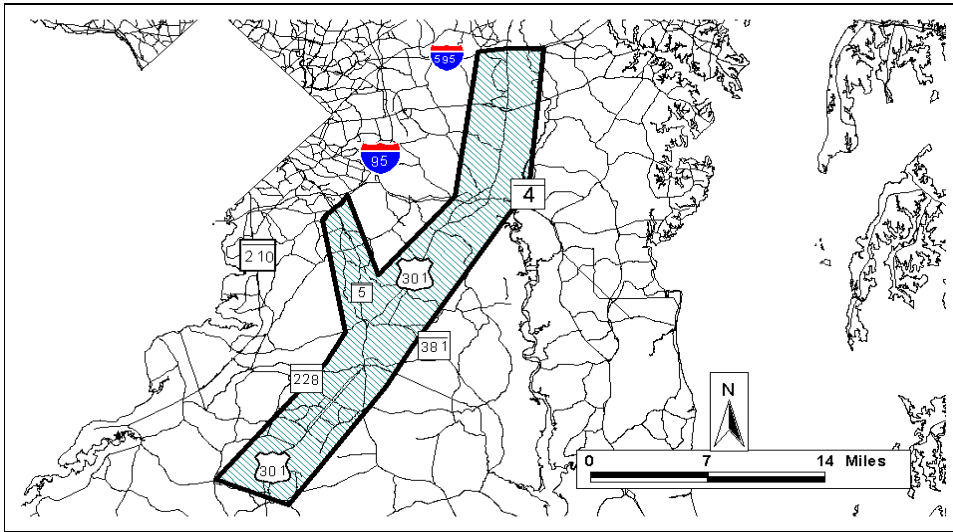
**STATE SYSTEM :** Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 35,800

**PROJECTED (2025) -** 67,800

**OPERATING COST IMPACT:** N/A



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

**DESCRIPTION:** Multi-modal corridor study to consider highway / transit improvements South of LaPlata to US 301 / US 50 interchange in Bowie and to Branch Avenue Metro Station. Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short / long range transit alternatives. 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:**

[Southern Maryland Mass Transportation Analysis \(MTA\)](#)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning and Right-of-way on hold.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Planning and Right-of-way funds deleted due to the national economic slowdown. See page A-11.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	10,164	8,976	1,188	0	0	0	0	0	1,188	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	29,842	15,934	2,100	0	4,113	2,565	2,565	2,565	13,908	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	40,006	24,910	3,288	0	4,113	2,565	2,565	2,565	15,096	0	
Federal-Aid	7,115	6,283	832	0	0	0	0	0	832	0	

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Other Principal Arterial

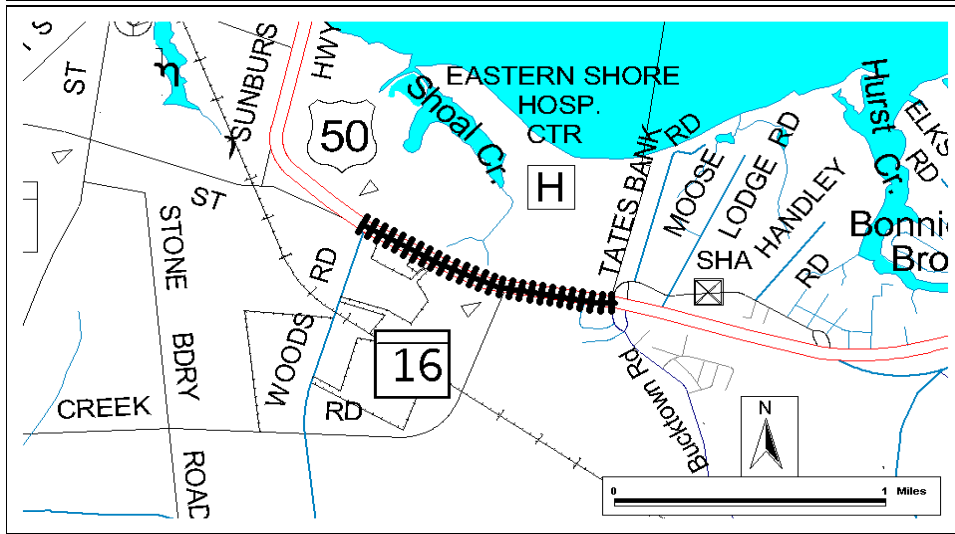
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 80,000

**PROJECTED (2025) -** 145,000

**OPERATING COST IMPACT:** N/A



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Upgraded US 50 to a 6 lane divided facility from Woods Road to Bucktown Road, including intersection modification at MD 16 (south) (1.0 miles). Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Redevelopment of the Eastern Shore Hospital Center into a major resort / conference center necessitates US 50 capacity improvements. It is expected that the new development will result in significant regional economic benefit.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	NHS

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	355	355	0	0	0	0	0	0	0
Right-of-way	44	44	0	0	0	0	0	0	0
Construction	3,398	3,058	340	0	0	0	0	0	340
Total	3,797	3,457	340	0	0	0	0	0	340
Federal-Aid	2,498	2,498	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 30,750

PROJECTED (2025) - 50,400

OPERATING COST IMPACT: \$2,500 per year

# **SYSTEM PRESERVATION MINOR PROJECTS 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, 2001
		<b><u>Fiscal Year 2001 Completions</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
1	US 50	Ocean Gateway; 0.47 mile west of Old Ocean Gateway to the Nanticoke River Bridge; resurface	405	Completed
		<b><u>Traffic Management</u></b>		
2	US 50	Ocean Gateway; at Linkwood Firehouse; install hazard identification beacon	75	Completed
		<b><u>Sidewalks</u></b>		
3	MD 343	Washington Street; St. Claire to Maces Lane in Cambridge; retrofit sidewalk - 1,000 linear feet	70	Completed
		<b><u>Fiscal Years 2002 and 2003</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
4	US 50	Ocean Gateway; Buckstown Road to Austin Road; resurface	800	FY 2003
5	US 50	Ocean Gateway; Chateau Road to Linkwood Road; resurface	1,571	Completed
		<b><u>Neighborhood Conservation</u></b>		
6	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 (Funded for preliminary engineering only)	353	PE Underway
		<b><u>Streetscapes and Minor Reconstruction</u></b>		
7	MD 16	Church Creek Road; MD 335 to Brannocks Neck Road; urban street reconstruct and drainage (Funded for preliminary engineering only)	450	PE Underway

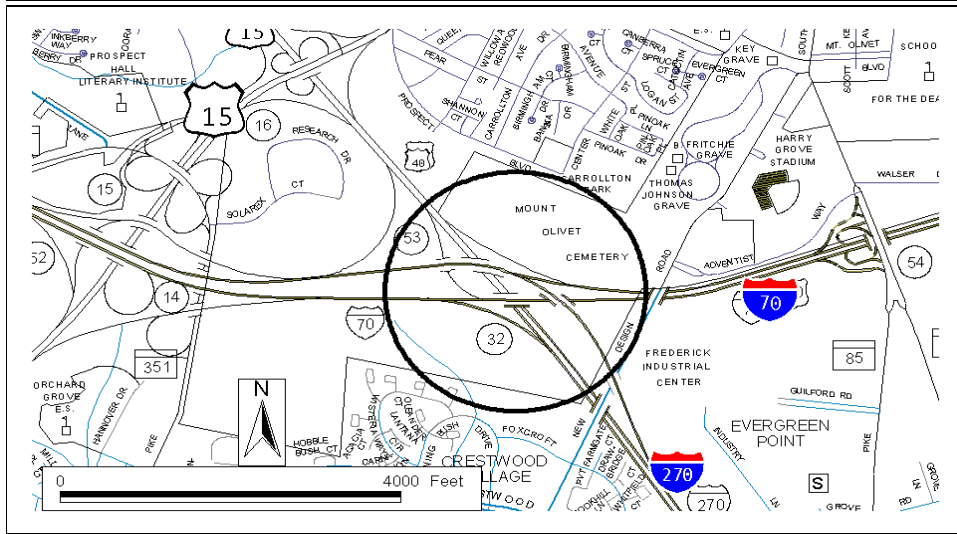
# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **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, 2001
8	MD 392	<u>Fiscal Years 2002 and 2003 (cont'd)</u>	20	FY 2002
		<p align="center"><u>Sidewalks</u></p> <p>Delaware Avenue/Harrison Ferry Road; Pine Street to Miner Road in Hurlock; retrofit sidewalks - 1,450 linear feet</p>		

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 1

# INTERSTATE CONSTRUCTION PROGRAM



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

**DESCRIPTION:** Phase 1A - Interchange at I-270, and intersection improvements at Adventist Drive/New Design Road and MD 355/Adventist Drive.

**JUSTIFICATION:** Existing interchange has missing movements and substandard or missing acceleration and deceleration lanes. The existing interchange cannot handle expected future traffic needs.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

MD 475 (East Street Extended), South Street to Patrick Street (Construction Program)  
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)  
 MARC, Point of Rocks to Frederick (MTA Construction Program)  
 I-270 and US15 Multi-Modal Corridor Study (D&E Program)  
 MD 475 (East Street Extended), South St. to proposed Walser Drive (D&E Program)  
 I-70, Mt Philip Road to MD 144 FA (D&E Program)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The Right-of-way cost increase of \$2.8 million is due to the inclusion of right-of-way previously purchased under another project phase.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7435	0	0	0	0	HPP

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,384	1,384	0	0	0	0	0	0	0
Right-of-way	4,294	4,094	200	0	0	0	0	0	200
Construction	30,397	21,098	9,299	0	0	0	0	0	9,299
Total	36,075	26,576	9,499	0	0	0	0	0	9,499
Federal-Aid	29,493	21,858	7,635	0	0	0	0	0	7,635

## FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

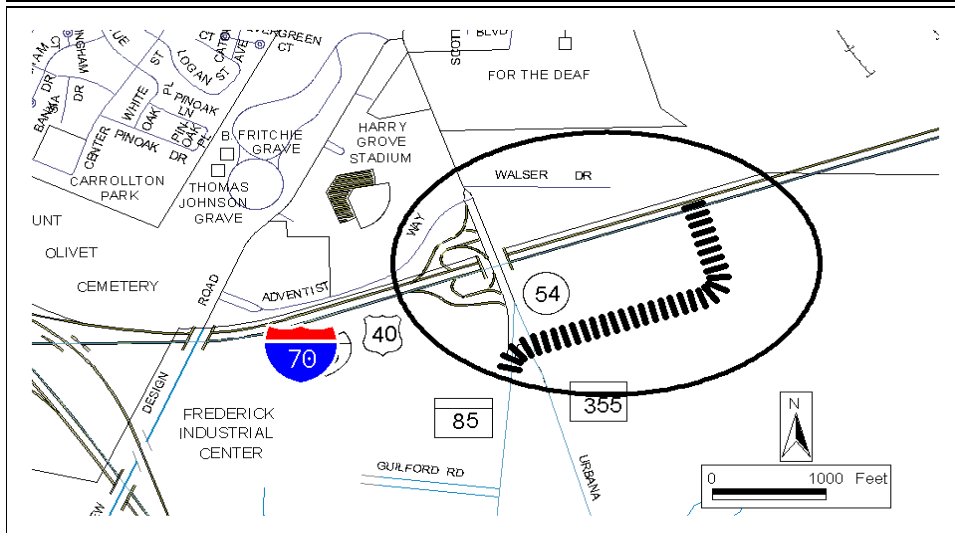
## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 68,300

PROJECTED (2025) - 118,000

OPERATING COST IMPACT: \$12,000 per year





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

**DESCRIPTION:** Construct relocated MD 85 and the eastbound ramps from I-70/MD 355. Construct relocated MD 85 at the MD 355 intersection, and widen MD 355 south of I-70 for approximately 2,000 feet. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** The existing interchange at I-70 / MD 355 cannot handle existing and expected future traffic needs and does not meet current design and safety standards. This interim improvement will address congestion and safety issues until the Walser Drive interchange can be funded.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

I-70/I-270 Interchange (Construction Program)  
 MD 475 (East Street Extended), South Street to Patrick Street (Construction Program)  
 MARC, Point of Rocks to Frederick (MTA Construction Program)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)  
 MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)  
 I-70, Mt. Phillip Road to MD 144 FA (D&E Program)

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$1.6 million is due to the inclusion of design funds from Phase 3.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	5200	7610	1149	0	IM

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,599	439	1,160	0	0	0	0	0	1,160	0
Right-of-way	1,373	208	1,165	0	0	0	0	0	1,165	0
Construction	17,895	0	0	6,666	9,756	1,473	0	0	17,895	0
Total	20,867	647	2,325	6,666	9,756	1,473	0	0	20,220	0
Federal-Aid	15,157	182	1,017	5,200	7,610	1,148	0	0	14,975	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

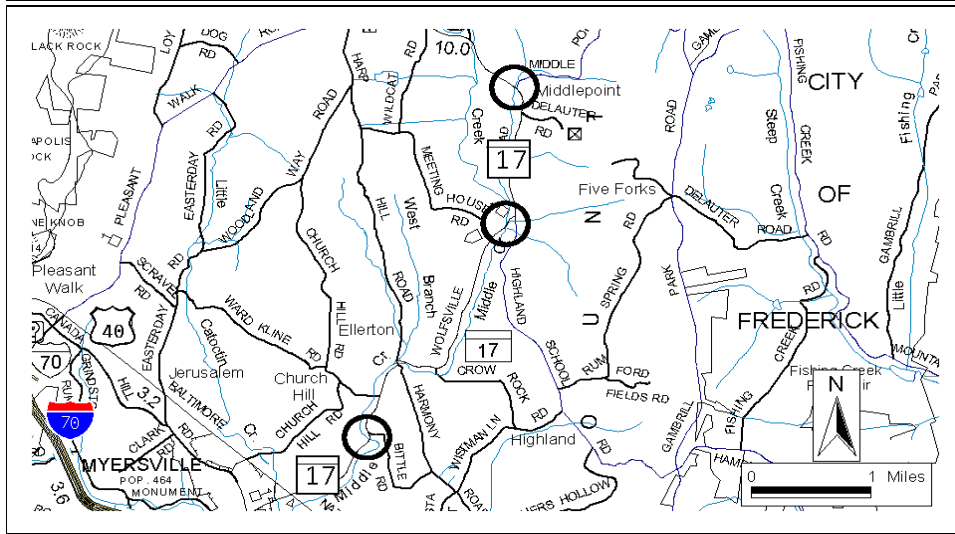
CURRENT (2000) - 36,350

PROJECTED (2025) - 51,900

**OPERATING COST IMPACT:** \$5,300 per year

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 3

# SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 17, Wolfsville Road

**DESCRIPTION:** Replace Bridges 10068, 10069 and 10071 over Middle Creek and tributary to Middle Creek.

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

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	2512	0	0	BR

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	296	120	66	66	44	0	0	0	176	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,441	0	0	0	0	3,441	0	0	3,441	0
Total	3,737	120	66	66	44	3,441	0	0	3,617	0
Federal-Aid	2,685	34	52	52	35	2,512	0	0	2,651	0

## FUNCTION :

**STATE -** Rural Major Collector

**FEDERAL -** Rural Major Collector

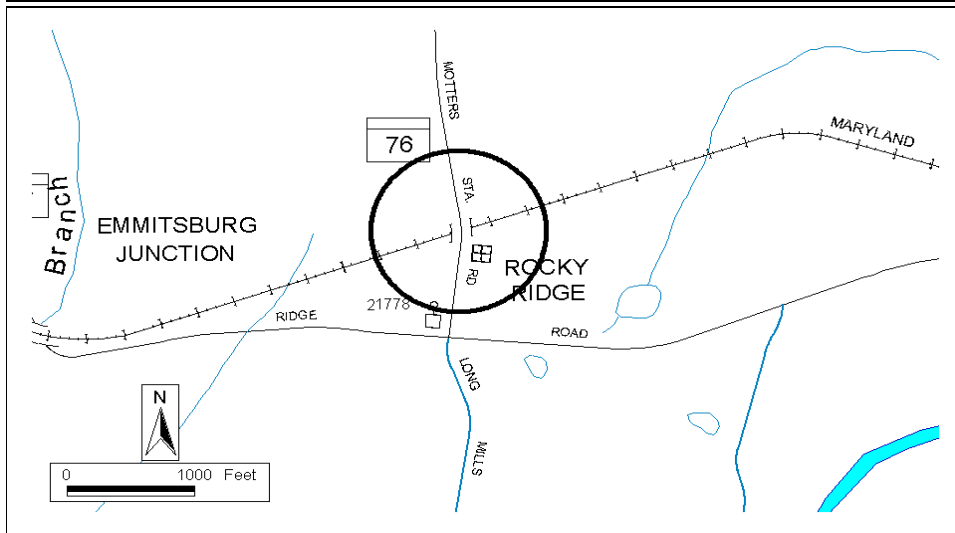
**STATE SYSTEM:** Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 2,750

**PROJECTED (2025) -** 4,000

**OPERATING COST IMPACT:** N/A



**PROJECT:** MD 76, Motters Station Road

**DESCRIPTION:** Replace Bridge 10048 over Maryland-Midland RR.

**JUSTIFICATION:** The old bridge was in an advancing state of deterioration and was posted for a 10 ton weight limit.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	93	93	0	0	0	0	0	0	0	0	
Right-of-way	50	50	0	0	0	0	0	0	0	0	
Construction	661	358	303	0	0	0	0	0	303	0	
Total	804	501	303	0	0	0	0	0	303	0	
Federal-Aid	594	352	242	0	0	0	0	0	242	0	

**FUNCTION :**

STATE - Local

FEDERAL - Local

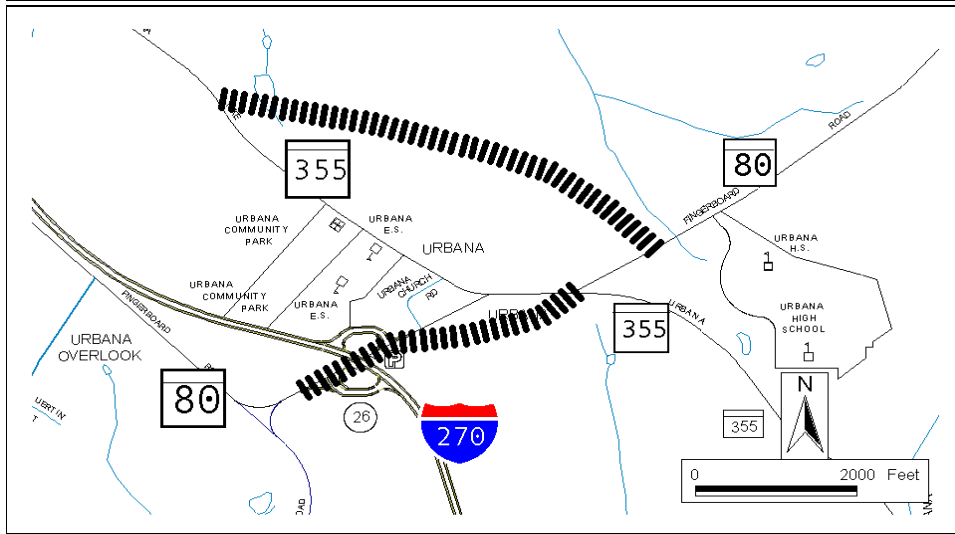
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 650

PROJECTED (2025) - 1,100

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. Includes sidewalks 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(D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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. Final Engineering underway on MD 355. This is a developer funded improvement.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
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

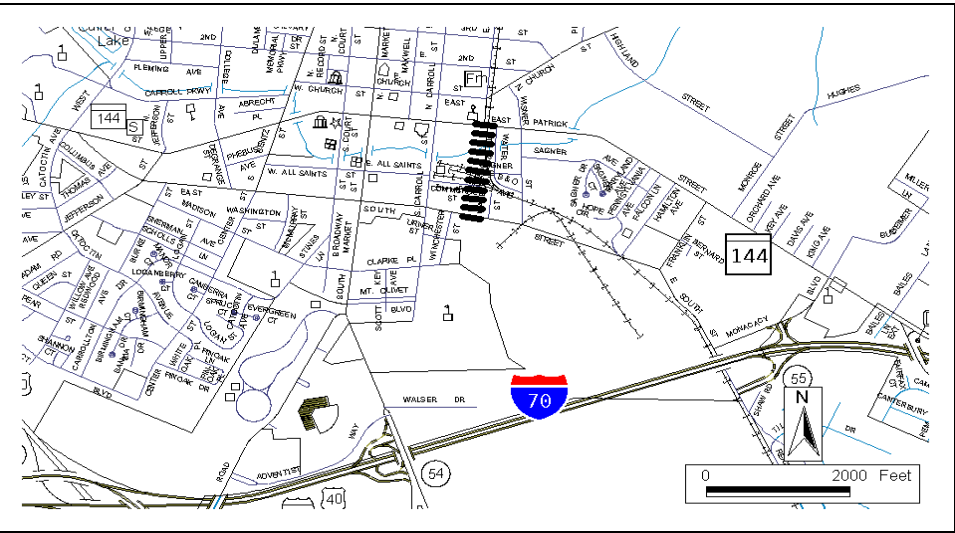
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 9,650 (MD 355)  
8,025 (MD 80)

PROJECTED (2025) - 24,000 (MD 355)  
42,000 (MD 80)

OPERATING COST IMPACT: \$11,800 per year



**PROJECT:** MD 475, East Street Extended

**DESCRIPTION:** Construct a 4 lane undivided roadway from East Patrick Street to South Street (0.4 miles). Includes sidewalks where appropriate.

**JUSTIFICATION:** This project supports the redevelopment of this area by Frederick City and provides access to the downtown MARC station. This is the first segment of the MD 475 (East Street Extended) project which will eventually tie into a new I-70 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/I-270 Interchange (Construction Program)
- I-70, MD 85 Extended and MD 355 Interchange (Construction Program)
- I-70, Mt. Phillip Road to MD 144 FA (D&E Program)
- MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	0	0	0	0	0	0	0	0	0
Right-of-way	857	857	0	0	0	0	0	0	0	0	0
Construction	2,897	2,390	507	0	0	0	0	0	0	507	0
Total	4,230	3,723	507	0	0	0	0	0	0	507	0
Federal-Aid	2,324	1,910	414	0	0	0	0	0	0	414	0

**FUNCTION :**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** N/A

**PROJECTED (2025) -** 21,000

**OPERATING COST IMPACT:** \$1,500 per year

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 17	South Church Street; Spruce Run to Highland School Road; resurface	400	Completed
2	US 40	Baltimore National Pike; Waverly Drive to end SHA maintenance; resurface	1,229	Completed
<b><u>Safety/Spot Improvement</u></b>				
3	MD 17	Burkittsville Road; at MD 180; construct roundabout	732	Completed
<b><u>Traffic Management</u></b>				
4	US 15	Jefferson National Pike; at Basford Road and Mountville Road; install intersection control beacons	73	Completed
5	US 15	Catoctin Mountain Highway; MD 26 to the Pennsylvania State Line; signing	33	Completed
6	US 40	Baltimore National Pike; at US 15 northbound ramp; signalization	65	Completed
7	US 40 ALT	Old National Pike; at Hollow Road; signalization	66	Completed
8	MD 77	West Main Street; East of Tower Road to east of Pryor Road; signalization	23	Completed
9	MD 85	Buckeystown Pike; at Marcies Lane; lighting	12	Completed
10	MD 355	South Market Street; at Schifferstadt Boulevard; signalization	23	Completed
<b><u>C.H.A.R.T. Projects</u></b>				
11	I 270	Eisenhower Memorial Highway; Frederick to I 495; install traffic detectors and variable message signs for advanced traffic management	521	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2001
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
12	US 15 BUS	Seton Avenue; US 15 south of Emmitsburg to US 15 north of Emmitsburg; resurface	724	FY 2003
13	I 70	Baltimore National Pike; MD 75 to the Carroll County Line; resurface	5,258	Under construction
14	MD 140	West Main Street/Waynesboro Road; Frailey Road to the Pennsylvania State Line; resurface	348	FY 2003
15	US 340	Jefferson National Pike; Washington County Line to MD 17; resurface westbound roadway	807	FY 2003
16	MD 464	Point of Rocks Road; Ninth Avenue to US 15; resurface	1,527	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
17	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,719	Completed
18	I 70	Eisenhower Memorial Highway; Washington County Line to west of Frederick; deck overlay for 14 bridges (includes resurfacing eastbound roadway from Washington County Line to Grindstone Run)	7,267	Under construction
19	MD 351	Ballenger Creek Pike; Ballenger Creek Middle School to Crestwood Boulevard; culvert replacement with extensions and sidewalks	1,041	FY 2002
<b><u>Safety/Spot Improvement</u></b>				
20	US 15	Catoctin Mountain Highway; at Mountville Road; widening (Funded for preliminary engineering only)	263	PE Underway
21	US 15	Catoctin Mountain Highway; at MD 464; widen intersection to provide left turn lanes (Funded for preliminary engineering only)	121	PE Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
22	US 40	Baltimore National Pike; at Rock Creek; streambank protection	150	FY 2003
23	I 70	Baltimore National Pike; Bowman Farm Road Intersection to I 70 westbound; construct ramp	145	Under construction
24	I 70	Baltimore National Pike; at Bush Creek; streambank protection	150	FY 2002
25	MD 80	Fingerboard Road; 800 feet north of Roderick Road to 800 feet south of Roderick Road; geometric improvements	395	FY 2002
26	US 340	Jefferson National Pike; MD 478 to Mt. Zion Road; provide acceleration lanes (Funded for preliminary engineering only)	88	PE Underway
27	MD 355	Urbana Pike; 1500 feet north of Grove Road; drainage improvement	184	Under construction
<b><u>Neighborhood Conservation</u></b>				
28	US 40 ALT	Main Street; through Middletown; urban street reconstruct (Funded for preliminary engineering only)	294	PE Underway
29	MD 144 FB	Main Street; Royal Oak Drive to eastern limits of New Market; streetscape (Funded for preliminary concept studies only)	200	Concepts Underway
30	MD 180	Jefferson Pike; US 340 to Holter Road in Jefferson; streetscape (Funded for preliminary concept studies only)	139	Concepts Underway
<b><u>Traffic Management</u></b>				
31	I 70	Eisenhower Memorial Highway; at MD 17 and US 40; modify signing	27	Under construction



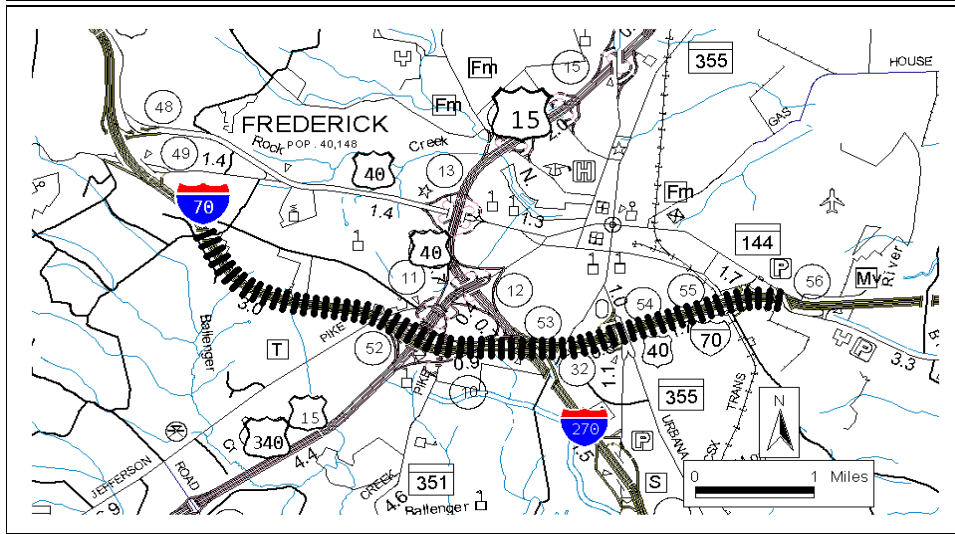
# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Environmental Preservation</u>		
32	US 15	Catoctin Mountain Highway; at Emmitsburg Welcome Center; expand and rehabilitate	2,530	FY 2003
		<u>Intersection Capacity Improvements</u>		
33	US 15	Jefferson Street; at US 15/340 Interchange; reconfigure interchange ramps	2,855	FY 2003
		<u>Enhancements</u>		
		<u>Archaeological Planning &amp; Research</u>		
34		Archeology - Frederick County - Research and development of a GIS database of transportation facilities.	169	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
35		East Street Landscaping - Landscaping of East Street between East Patrick Street and North of East 9th Street in the City of Frederick.	500	FY 2002

**STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 8**

**INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM**



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

**DESCRIPTION:** Study to 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:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

I-70/I-270 Interchange, (Construction Program)  
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)  
 MD 475 (East Street Extended), Patrick Street to South Street (Construction Program)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)  
 MARC, Point of Rocks to Frederick (MTA Construction Program)  
 MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	0
RW	9135	0	0	0	0	IM
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											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	12,275	10,057	1,500	718	0	0	0	0	0	2,218	0
Right-of-way	22,948	13,470	9,478	0	0	0	0	0	0	9,478	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	36,474	24,778	10,978	718	0	0	0	0	0	11,696	0
Federal-Aid	32,962	22,275	10,185	502	0	0	0	0	0	10,687	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

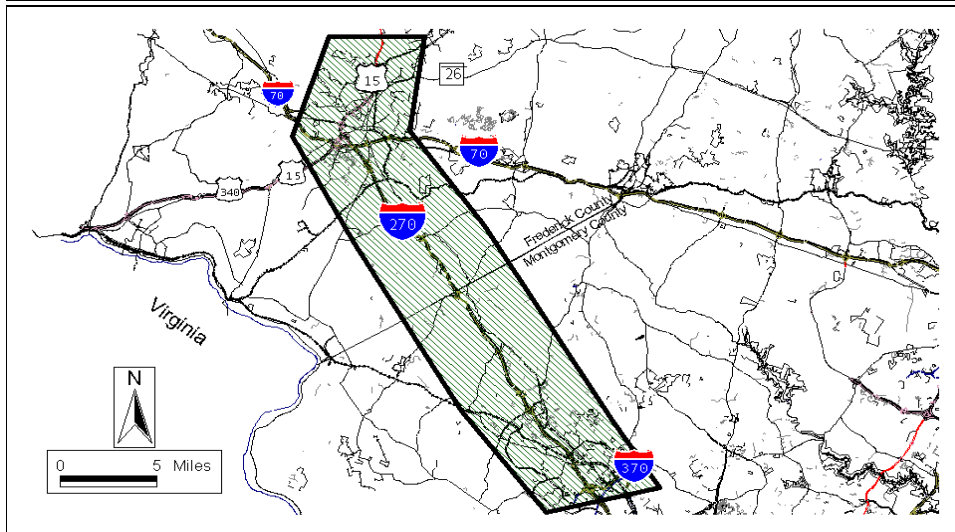
**CURRENT (2000) -** 72,300

**PROJECTED (2025) -** 118,000

**OPERATING COST IMPACT:** N/A

**STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 9**

**INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM**



**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 to north of Biggs Ford Road (27.90 miles).

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

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

I-270/MD 124 Interchange (Construction Program - Montgomery County)  
 I-70/I-270 Interchange (Construction Program)  
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)  
 I-70, Mt. Phillip Road to MD 144 (D&E Program)  
 I-270/Watkins Mill Road Extended (D&E Program - Montgomery County)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The Right-of-way cost increase of \$1.1 million due to a right-of-way hardship acquisition.

<b>Federal Funding By Year of Obligation</b>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

<b>POTENTIAL FUNDING SOURCE:</b>											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
<b>PROJECT CASH FLOW</b>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	9,247	5,950	1,400	1,400	497	0	0	0	0	3,297	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	10,301	7,004	1,400	1,400	497	0	0	0	0	3,297	0
Federal-Aid	6,473	4,165	980	980	348	0	0	0	0	2,308	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

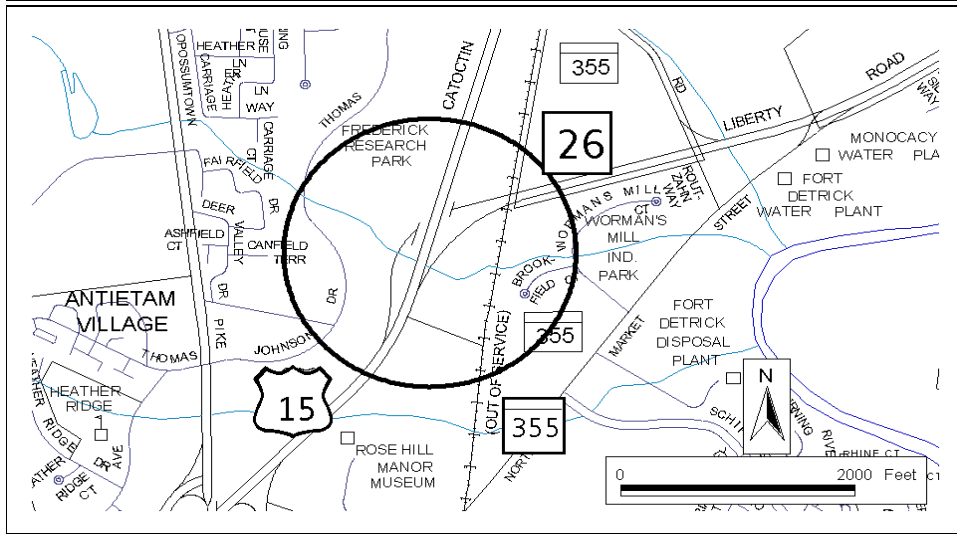
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 35,700 (US 15)  
189,550 (I-270)

**PROJECTED (2025) -** 130,000 (US 15)  
278,300 (I-270)

**OPERATING COST IMPACT:** N/A



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

**DESCRIPTION:** Study to reconstruct the existing interchange at MD 26 to provide full movements, with an extension to Thomas Johnson Drive.

**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. Both US 15 and MD 26 are major roadways, and should have full access to each other.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

I-70/I-270 Interchange (Construction Program)  
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)  
 MD 475 (East Street Extended), Patrick Street to South Street (Construction Program)  
 I-70, Mount Phillip Road to MD 144 (D&E Program)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)  
 MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)

**STATUS:** Project Planning underway. This project is a breakout from the I-270 / US 15 Multi-Modal Corridor Study (D&E Program - Line 9). This project is contingent upon contributions from the City and County. Funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	200	0	100	100	0	0	0	0	200	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	200	0	100	100	0	0	0	0	200	0
Federal-Aid	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)**

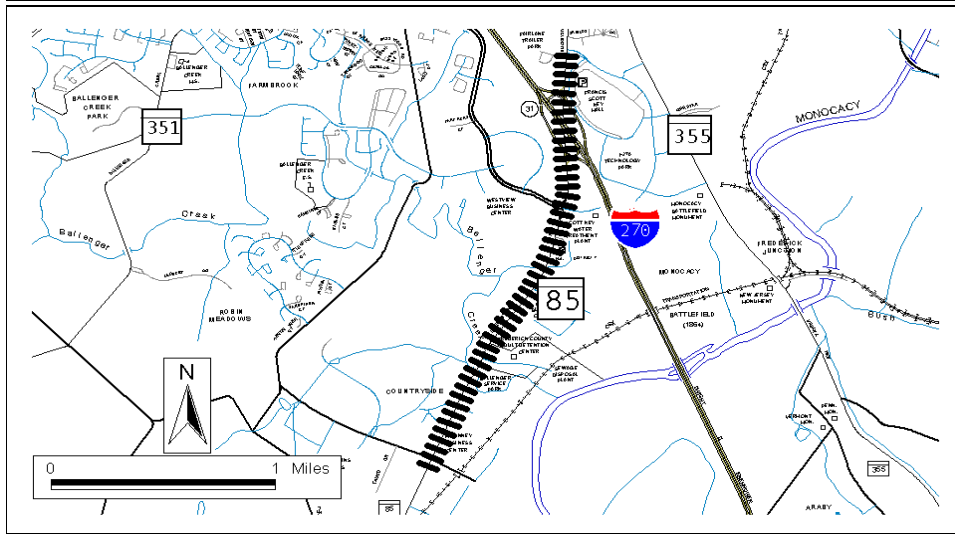
**CURRENT (2000) -** 36,800 - 79,500 (US 15)  
 29,750 (MD 26)

**PROJECTED (2025) -** 61,900 - 130,000 (US 15)  
 44,600 (MD 26)

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 11

# SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Study to upgrade MD 85 to a 4 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 will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study(D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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. Partial Final Engineering to begin during budget fiscal year. County to fund Project Planning and Final Engineering for \$1.1 million. The funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added partial Final Engineering funding.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	0	100	400	0	0	0	500	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	500	0	0	100	400	0	0	0	500	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

## FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

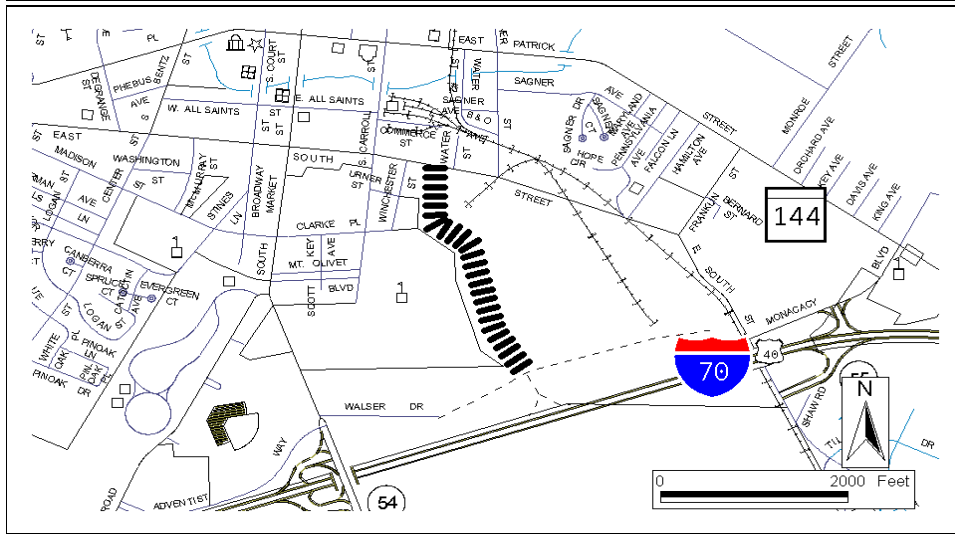
STATE SYSTEM : Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 8,100 - 38,000

PROJECTED (2025) - 10,200 - 56,000

OPERATING COST IMPACT: N/A



**PROJECT:** MD 475, East Street Extended

**DESCRIPTION:** Study to extend East Street from South Street to proposed Walser Drive (I-70 project). Includes sidewalks where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new MARC station downtown which is an element of the Carroll Creek flood control revitalization project.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

I-70/ I-270 Interchange (Construction Program)  
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)  
 MD 475 (East Street Extended) Patrick Street to South Street (Construction Program)  
 MARC, Point of Rocks to Frederick (MTA Construction Program)  
 I-70, Mt. Phillip Road to MD 144 (D&E Program)

**STATUS:** Final Engineering underway. City of Frederick to fund 50% of total Project Planning and Final Engineering costs. Funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Right-of-way funds deleted due to the national economic slowdown. See page A-11.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	351	351	0	0	0	0	0	0	0	0	0
Engineering	532	295	175	62	0	0	0	0	0	237	0
Right-of-way	12	2	10	0	0	0	0	0	0	10	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	895	648	185	62	0	0	0	0	0	247	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** N/A

**PROJECTED (2025) -** 21,000

**OPERATING COST IMPACT:** N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 1

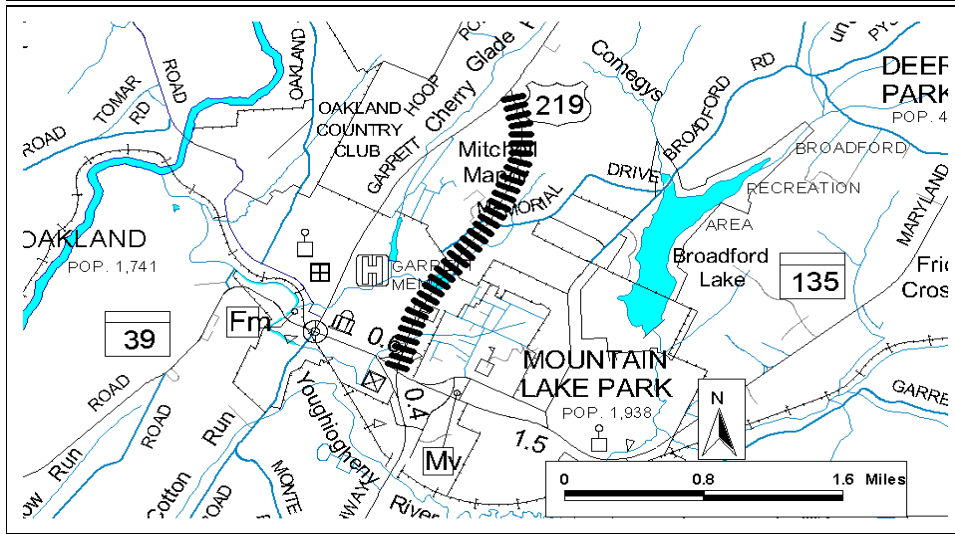
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Sidewalks</u></b>				
1	US 219	Third Street; at Alder Street in Oakland; retrofit sidewalks on northeast and northwest corners - 271 linear feet	36	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
2	I 68	National Freeway; West Virginia State Line to MD 42; resurface	3,322	Under construction
3	US 219	Garrett Highway; Gortner Road to Monte Vista Road; resurface	989	Completed
4	MD 560	Gorman Road/Lothian Street/Third Avenue/Paull Street; Bethlehem Road to MD 135; resurface	1,139	FY 2002
5	MD 742	Maple Street; Youghiogheny River Bridge to MD 42; resurface	559	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
6	MD 135	Bloomington Road; Bridge 11017 over CSX Transportation; bridge deck replacement	1,239	Completed
<b><u>Safety/Spot Improvement</u></b>				
7	US 40 ALT	Main Street; at MD 669 and at MD 495 in Grantsville; intersection improvements	1,144	FY 2003
8	MD 42	Friendsville Road; 1.15 miles north of Kisner Road to 0.23 mile south of MD 742; construct truck climbing lane and brake check/stop area	2,288	FY 2003
9	MD 495	Bittering Road; at MD 948P (North Park Road); reconstruct intersection and MD 948P to Garrett Industrial Park	1,335	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- GARRETT 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, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
10	MD 495	Bittinger Road; at Sky Valley Road; geometric improvements	214	FY 2003
		<u>Traffic Management</u>		
11	US 40 ALT	National Pike; at Keyzers; signing	13	Completed
		<u>Sidewalks</u>		
12	US 40 ALT	Main Street; at various locations, MD 495 (South Yoder Street) from 516 feet south of US 40 Alternate to US 40 Alternate and MD 669 (Springs Road) from US 40 Alternate to 3,300 feet north of US 40 Alternate in Grantsville; retrofit sidewalks - 8,510 linear feet	272	Under construction
13	US 219	Third Street; Banker's Alley to Old City Hall in Oakland; retrofit sidewalks - 42 linear feet	6	Under construction





**PROJECT:** US 219 Relocated, Oakland

**DESCRIPTION:** Study to reconstruct US 219 from north of Oakland to MD 135 (2.40 miles). Includes sidewalks where appropriate. Shoulders and wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Traffic on existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections and restricted roadway width. A relocation would divert through traffic and heavy truck volumes 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** Added partial Right-of-way funding for protective buying in the Draft FY02-07 CTP. Deleted a portion of the previously added Right-of-way funds in the Final FY02-07 CTP due to the national economic slowdown. See page A-11.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,176	1,176	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,121	1	0	0	280	280	280	280	1,120	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,297	1,177	0	0	280	280	280	280	1,120	0	0
Federal-Aid	283	283	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 (2000) - 4,625 - 11,950

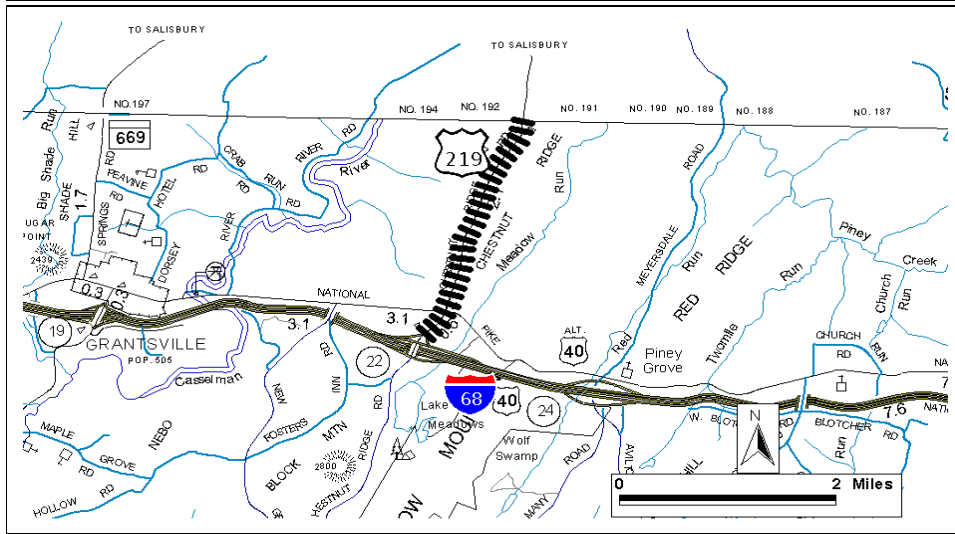
PROJECTED (2025) - 4,150 (Bypass)  
(US 219)

16,000

OPERATING COST IMPACT: N/A

# STATE HIGHWAY ADMINISTRATION -- Garrett County -- Line 3

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



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

**DESCRIPTION:** Study to reconstruct US 219 from I-68 to the Pennsylvania state line (2.54 miles). This represents Maryland's portion of a larger study ongoing in Pennsylvania for US 219, from the Myersdale Bypass to I-68 in Maryland. Maryland will reimburse Pennsylvania for its share of the study.

**JUSTIFICATION:** The need exists in western Maryland to provide a major north-south highway to encourage and enhance economic development. Maryland needs to coordinate efforts with Pennsylvania's ongoing US 219 initiatives.

## SMART GROWTH STATUS:

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

## ASSOCIATED IMPROVEMENTS:

Western Maryland North-South Corridor Study (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	3900	0	ARC
CO	0	0	0	0	0	----

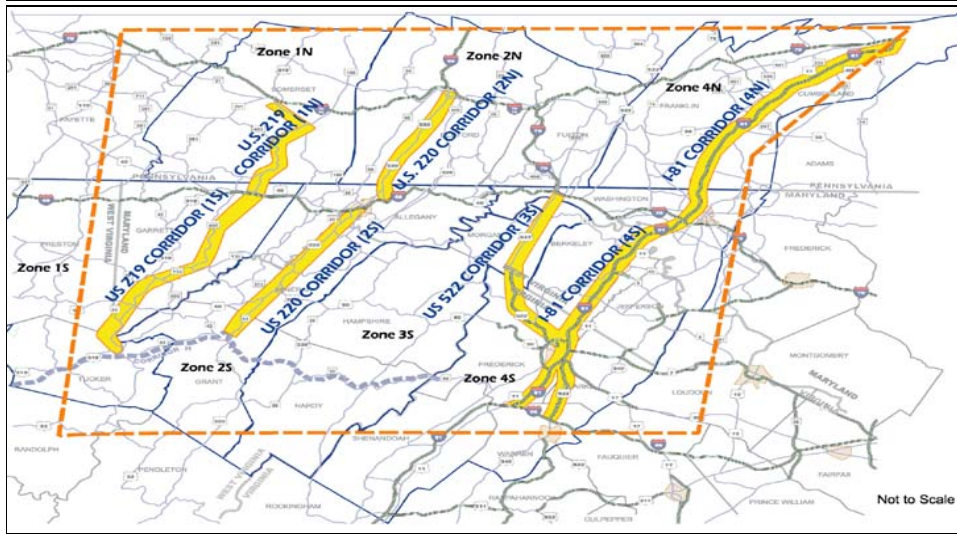
**STATUS:** Project Planning to begin during current fiscal year. Pennsylvania is the lead in performing this study. The funding shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added partial Right-of-way funding.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input checked="" type="checkbox"/> OTHER	
PROJECT CASH FLOW												
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE		
					.....2004.....	.....2005.....	.....2006.....	.....2007.....				
Planning	400	0	100	200	100	0	0	0	400	0		
Engineering	0	0	0	0	0	0	0	0	0	0		
Right-of-way	5,000	0	0	0	0	1,700	1,700	1,600	5,000	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	5,400	0	100	200	100	1,700	1,700	1,600	5,400	0		
Federal-Aid	4,212	0	78	156	78	1,326	1,326	1,248	4,212	0		

# STATE HIGHWAY ADMINISTRATION -- Garrett County -- Line 4

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** Western Maryland North-South Corridor Study

**DESCRIPTION:** Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

**JUSTIFICATION:** The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

## SMART GROWTH STATUS:

- ☒ Project 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 North, I-68 to Pennsylvania State line (D&E Program)  
I-81, West Virginia State line to Pennsylvania State line (D&E Program - Washington County)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** A Pre-Project Planning study is complete.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004....	.....2005....	.....2006....	.....2007....			
Planning	766	587	179	0	0	0	0	0	0	179	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	766	587	179	0	0	0	0	0	0	179	0
Federal-Aid	536	411	70	55	0	0	0	0	0	125	0

## FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 1,275 - 62,100

PROJECTED (2025) - 2,500 - 102,000

OPERATING COST IMPACT: N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 40	Pulaski Highway; at various locations; replace stop pads	2,319	Completed
2	MD 136	Calvary Road; MD 543 to MD 22; deep patching	157	Completed
3	MD 136	Calvary Road; MD 7 to MD 543; deep patching and overlay	357	Completed
4	MD 152	Mountain Road; 500 feet north and south of Singer Road; selected patching and overlay	44	Completed
5	MD 161	Darlington Road; MD 155 to Harmony Church Road; deep patching	69	Completed
6	MD 165	Pylesville Road; MD 152 to Lowes Road; deep patching	47	Completed
7	MD 440	Dublin Road; MD 136 to US 1; resurface	423	Completed
8	MD 543	Ady Road; MD 440 to MD 165; deep patching	489	Completed
<b><u>Safety/Spot Improvement</u></b>				
9	MD 24	Rocks Road; at MD 165; construct roundabout	565	Completed
10	MD 132	West Belair Avenue; MD 132A to MD 22; overlay, adjust roadway alignment and add traffic signal at MD 132A	735	Completed
11	MD 924	Emmorton Road; Plumtree Road to Patterson Mill Road; provide center turn lane	555	Completed
<b><u>Sidewalks</u></b>				
12	MD 132	West Belair Avenue; Beards Hill Road to Middleton Lane; retrofit sidewalks - 1,160 linear feet	92	Completed

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2001
<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>				
<b><u>Sidewalks (cont'd)</u></b>				
13	MD 132B	North Post Road; MD 22 to Osborne Lane; retrofit sidewalks	70	Completed
<b><u>Enhancements</u></b>				
<b><u>Preservation of Abandoned Railway Corridors</u></b>				
14		Ma & Pa Trail - Phase II - Construction of 2.7 miles of rail-to-trail from Blakes Venture Park to Friends Park, and an underpass under the Hickory Bypass.	801	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
15	US 1 BUS	Baltimore Pike; South of Tollgate Road to MD 924 and MD 924 from McPhail Road to Linwood Avenue; resurface	1,583	Completed
16	MD 7	Old Philadelphia Road; North of Bristol Forest Drive to Stepney Road; resurface	1,501	Completed
17	MD 22	Churchville Road; Andreas Drive to MD 136; resurface	2,781	FY 2002
18	MD 23	Norrisville Road; MD 146 to MD 138; resurface	683	Under construction
19	US 40	Pulaski Highway; Baltimore County Line to Joppa Road; resurface	4,309	FY 2003
20	US 40	Pulaski Highway; Robin Hood Road to the Hatem Memorial Bridge; resurface	4,053	FY 2002
21	US 40	North Philadelphia Boulevard; MD 132 to Robin Hood Road; resurface	2,135	Completed
22	MD 136	Priestford Road; Deer Creek Bridge to US 1; resurface	1,665	FY 2003

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
23	MD 136	Whiteford Road; US 1 to south of Broad Creek; resurface	1,712	Completed
24	MD 440	Dublin Road; MD 543 to Scarboro Road; resurface	448	Completed
<b><u>Bridge Replacement/Rehabilitation</u></b>				
25	MD 24	Vietnam Veterans Memorial Highway; Bridge 12016 over Deer Creek; bridge rehabilitation	1,181	Completed
26	MD 646	Prospect Road; Structures 12010X0 and 12160X0 over tributaries of Broad Creek; replace structures	572	FY 2002
<b><u>Safety/Spot Improvement</u></b>				
27	MD 7	Philadelphia Road; at Bridge 1201100 over Winters Run; slope protection	200	FY 2003
28	MD 22	Churchville Road; at MD 136/MD 155; realign MD 155 intersection	1,465	FY 2002
29	MD 23	East-West Highway; at East Branch and Poteet Road; drainage improvement	50	Completed
30	MD 462	Paradise Road; Swan Creek slope stabilization adjacent to MD 462; slope protection	123	Completed
31	MD 924	Emmorton Road; South of St. Clair Drive to Box Ridge Drive; provide center left turn lane	1,197	Completed
32	MD 924	Emmorton Road; MacPhail Road to Woodsdale Road; add center left turn lane (Funded for preliminary engineering only)	150	PE Underway
33	MD 924	Emmorton Road; Patterson Mill Road to Ring Factory Road; provide center turn lane	1,819	FY 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- HARFORD 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Neighborhood Conservation</u></b>				
34	MD 7A	Union Avenue; Congress Avenue to Otsego Street in Havre De Grace; urban street reconstruct	1,084	Under construction
35	MD 132	West Belair Avenue; MD 462 to US 40; streetscape	1,137	Under construction
36	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; streetscape (Funded for preliminary concept studies only)	622	Concepts Underway
37	MD 755	Edgewood Road; MD 24 to Willoughby Beach Road in Edgewood; streetscape (Funded for preliminary engineering only)	412	PE Underway
38	MD 924	Main Street; Phase II - MD 22 to Maulsby Street in Bel Air; streetscape (Funded for preliminary engineering only)	400	FY 2003
<b><u>Commuter Action Improvements</u></b>				
39	MD 7	Philadelphia Road; at Belcamp Road; construct ridesharing facility	552	Completed
<b><u>Sidewalks</u></b>				
40	MD 22	Churchville Road; MD 543 to Andreas Drive; retrofit sidewalks - 860 linear feet	30	Completed
41	MD 24	Rock Spring Avenue; Rock Spring Church Road to Dellcrest Road; retrofit sidewalks on east side - 3,600 linear feet	116	Completed
<b><u>Intersection Capacity Improvements</u></b>				
42	MD 24	Vietnam Veterans Memorial Highway; at MD 924/Tollgate Road; extend southbound MD 24 acceleration lane for right turns from Tollgate Road (Funded for preliminary engineering only)	30	FY 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

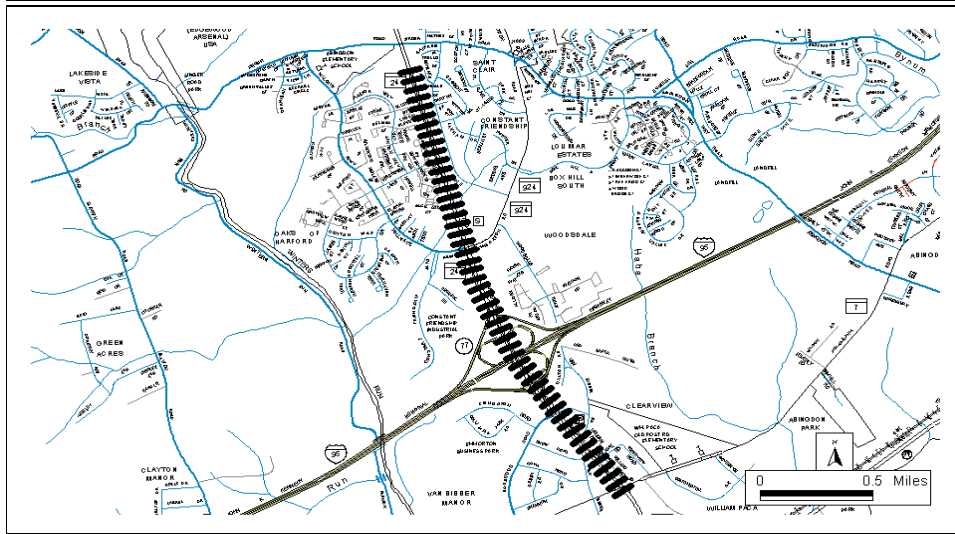
## **STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 1 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Intersection Capacity Improvements (cont'd)</u>		
43	MD 152	Fallston Road; at Carrs Mill Road/Old Fallston Road; widen to provide extended right turn lane with 4 feet wide shoulder on northbound roadway (Funded for preliminary engineering only)	80	PE Underway
		<u>Enhancements</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
44		Forge Hill Road Bridge - Rehabilitation of the historic Forge Hill Bridge over Deer Creek.	596	Completed



**STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 2**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



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

**DESCRIPTION:** Study to widen existing MD 24 from MD 7 to north of MD 924 including associated interchange improvements (2.39 miles). 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 intersection.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**  
I-95, Interchange at MD 24 (MdTA)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	1050	0	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. Jointly funded with MdTA. The funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER												
PROJECT CASH FLOW												
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....				
Planning	1,500	0	700	500	300	0	0	0	0	1,500	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	0	700	500	300	0	0	0	0	1,500	0	
Federal-Aid	1,050	0	490	350	210	0	0	0	0	1,050	0	

**FUNCTION :**

**STATE -** Intermediate Arterial

**FEDERAL -** Expressway

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

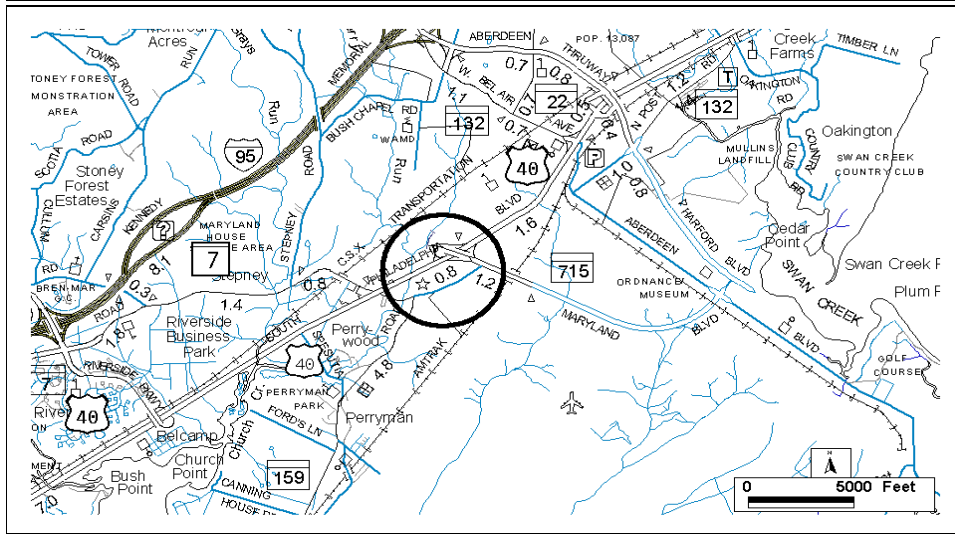
**CURRENT (2000) -** 66,000

**PROJECTED (2025) -** 108,000

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 3

# SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** Perryman Access Study

**DESCRIPTION:** Study to provide improved access from the Perryman Peninsula to US 40. Shoulders will accommodate bicycles.

**JUSTIFICATION:** This project will 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:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	470	0	0	0	0	STP
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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	672	0	230	342	100	0	0	0	672	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	672	0	230	342	100	0	0	0	672	0	
Federal-Aid	470	0	161	239	70	0	0	0	470	0	

## FUNCTION :

**STATE -** Major Collector

**FEDERAL -** Major Collector

**STATE SYSTEM :** Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

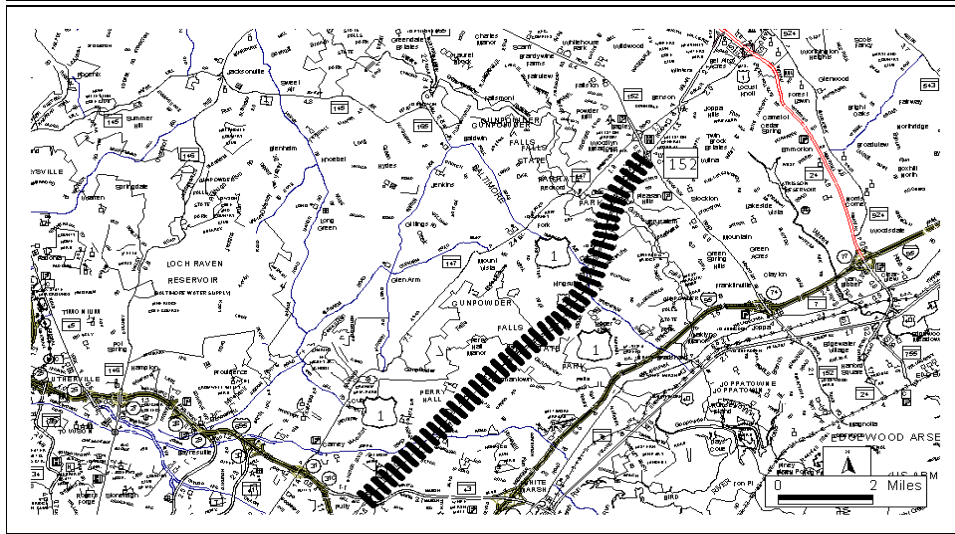
**CURRENT (2000) -** 6,000

**PROJECTED (2025) -** 30,000

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 4

# SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** US 1, Belair Road

**DESCRIPTION:** Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Includes sidewalks where appropriate. Will include wide outside curb lanes for bicycles where appropriate.

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

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

US 1, MD 152 to MD 24 (D&E Program)

## Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Planning funds shown are for performing environmental updates.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

## POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

## PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	5	0	5	0	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	902	902	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	907	902	5	0	0	0	0	0	0	5	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

## FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

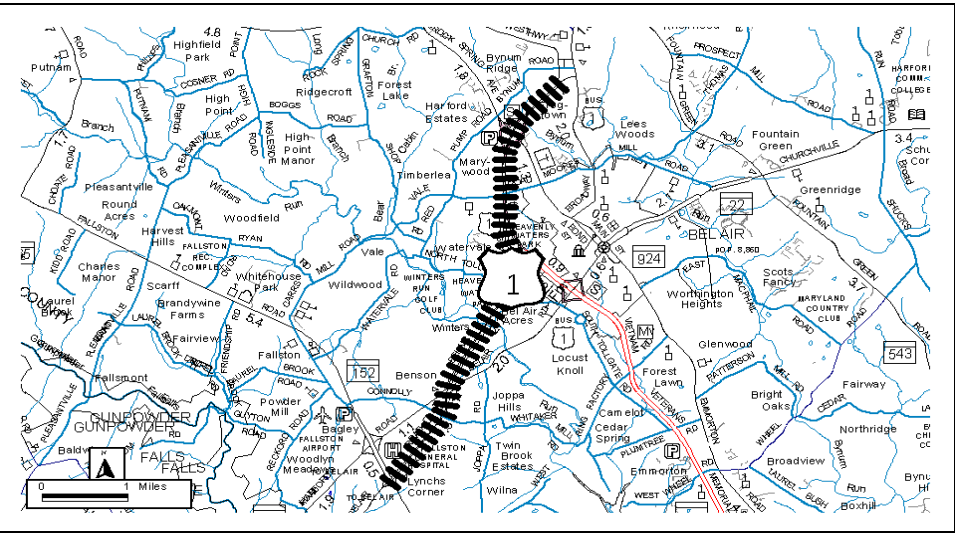
STATE SYSTEM : Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 35,000

PROJECTED (2025) - 55,000

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 US 1 Business, north of Bel Air (5.5 miles). Includes sidewalks where appropriate. Wide curb lanes 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 (D&E Program - Baltimore and Harford Counties)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	SIX YEAR TOTAL
Planning	2,226	2,226	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	2,512	2,512	0	0	0	0	0	0	0
Federal-Aid	1,558	1,558	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

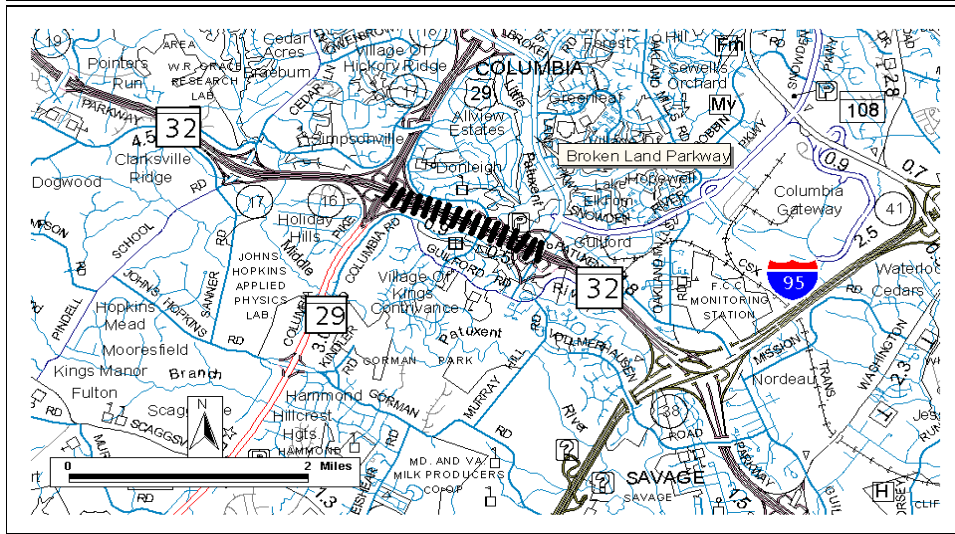
CURRENT (2000) - 37,000

PROJECTED (2025) - 61,000

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 1

# PRIMARY CONSTRUCTION PROGRAM



**PROJECT:** MD 32, Patuxent Freeway

**DESCRIPTION:** Upgrade and widening of eastbound MD 32 from US 29 to Broken Land Parkway (2.22 miles).

**JUSTIFICATION:** This project will relieve existing traffic congestion in this heavily traveled corridor.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

MD 32, MD 108 to I-70 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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. This project is being funded by Howard County at a cost of approximately \$4.9 million. Construction funding shown is for SHA Construction Inspection. SHA to reimburse County for improvements to the bridge at the Little Patuxent River.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	665	665	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	205	0	162	43	0	0	0	0	205	0
Total	870	665	162	43	0	0	0	0	205	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

## FUNCTION :

**STATE -** Principal Arterial

**FEDERAL -** Freeway - Expressway

**STATE SYSTEM :** Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 83,000

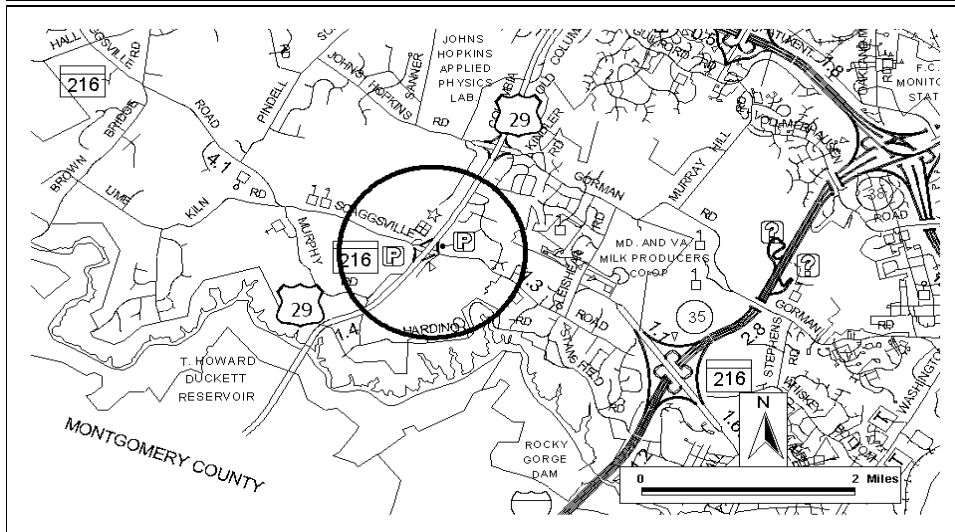
**PROJECTED (2025) -** 112,300

**OPERATING COST IMPACT:** \$2,800 per year



**STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 2**

**PRIMARY CONSTRUCTION PROGRAM**



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct new interchange at MD 216. Includes sidewalks on MD 216 where appropriate. Wide curb lanes on MD 216 will accommodate bicycles.

**JUSTIFICATION:** The former at-grade intersection was unable to handle the high traffic volumes resulting from development in the area. Peak hour operation on US 29 was congested.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

US 29, Interchange at Johns Hopkins / Gorman Roads (Construction Program)  
MD 216 Relocated, I-95 to US 29 (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 funded 50 percent of Engineering, Right-of-way and Construction at a cost of approximately \$13.0 million. The funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,123	2,123	0	0	0	0	0	0	0	0
Right-of-way	1,452	1,393	59	0	0	0	0	0	59	0
Construction	9,513	8,459	1,054	0	0	0	0	0	1,054	0
Total	13,088	11,975	1,113	0	0	0	0	0	1,113	0
Federal-Aid	7,812	6,968	844	0	0	0	0	0	844	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Freeway - Expressway

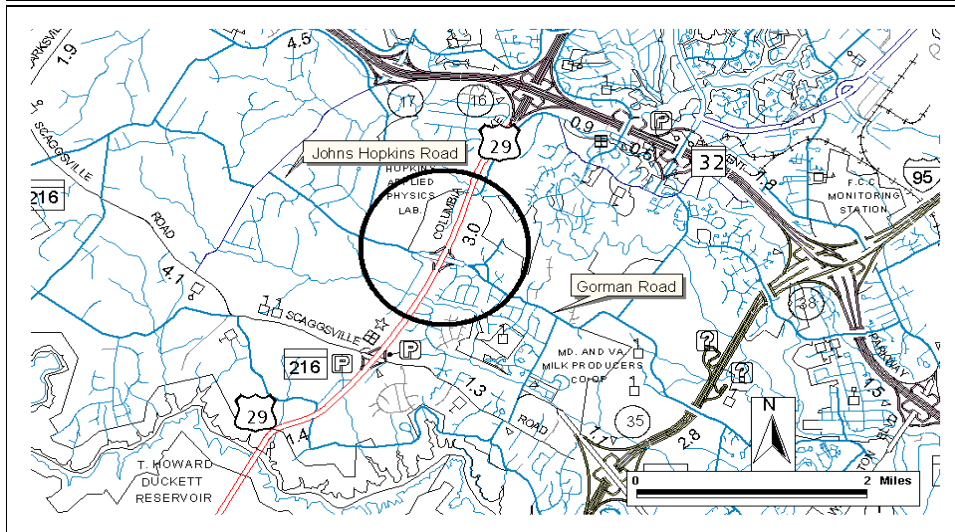
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 100,000 (US 29)  
17,000 (existing MD 216)

**PROJECTED (2025) -** 134,000 (US 29)  
51,500 (MD 216 Rel)

**OPERATING COST IMPACT:** \$14,000 per year



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct a new interchange at Johns Hopkins / Gorman Roads. Wide curb lanes on Johns Hopkins and Gorman Roads will accommodate bicycles, and sidewalks are included where appropriate.

**JUSTIFICATION:** The existing at-grade intersection is unable to handle the high traffic volumes resulting from development in the area. Peak hour operation on US 29 is congested.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

US 29, Interchange at MD 216 (Construction Program)  
MD 216 Relocated, I-95 to US 29 (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	586	299	0	0	0	NHS
CO	5291	5003	0	0	0	NHS

**STATUS:** Right-of-way and construction underway. Howard County funding approximately 40 percent of Engineering, Right-of-way and Construction at a cost of approximately \$10 million. The funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost decrease of \$2.6 million is due to a reduction in utility costs.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	159	159	0	0	0	0	0	0	0	0
Engineering	1,446	1,446	0	0	0	0	0	0	0	0
Right-of-way	1,958	820	755	383	0	0	0	0	1,138	0
Construction	15,308	2,767	6,479	6,062	0	0	0	0	12,541	0
Total	18,871	5,192	7,234	6,445	0	0	0	0	13,679	0
Federal-Aid	14,025	2,846	5,877	5,302	0	0	0	0	11,179	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

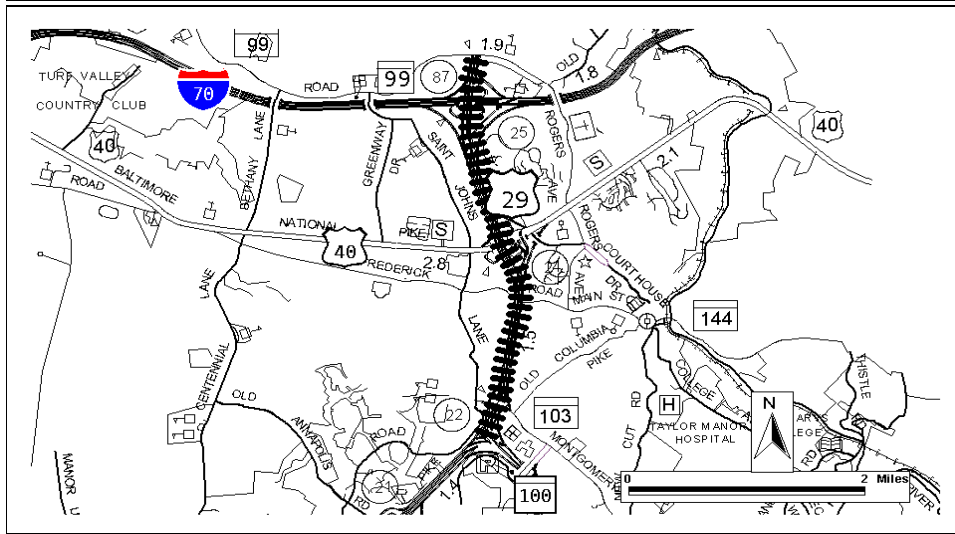
CURRENT (2000) - 100,000 (US 29)  
15,800 (Hopkins/Gorman)

PROJECTED (2025) - 134,000 (US 29)  
39,000 (Hopkins/Gorman)

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

# STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 4

# PRIMARY CONSTRUCTION PROGRAM



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Resurfacing portions of US 29 between MD 100 and MD 99, adding an additional lane in each direction between MD 100 and US 40 and widening the ramps to and from MD 100.

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

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

- US 29, Interchange at MD 216 (Construction Program)
- US 29, Interchange at Johns Hopkins/Gorman Road (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1221	5433	4724	1558	0	NHS

**STATUS:** Final Engineering underway. Right-of-way and Construction to begin during current fiscal year. County to contribute \$4.0 million to construction. Funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decrease of \$1.7 million is due to lower inflation rates, and reduced Right-of-way needs.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,339	639	700	0	0	0	0	0	700	0
Right-of-way	268	0	134	134	0	0	0	0	268	0
Construction	17,016	0	990	6,188	8,460	1,378	0	0	17,016	0
Total	18,623	639	1,824	6,322	8,460	1,378	0	0	17,984	0
Federal-Aid	13,481	0	877	4,931	6,599	1,074	0	0	13,481	0

## FUNCTION :

**STATE -** Principal Arterial

**FEDERAL -** Freeway / Expressway

**STATE SYSTEM :** Primary

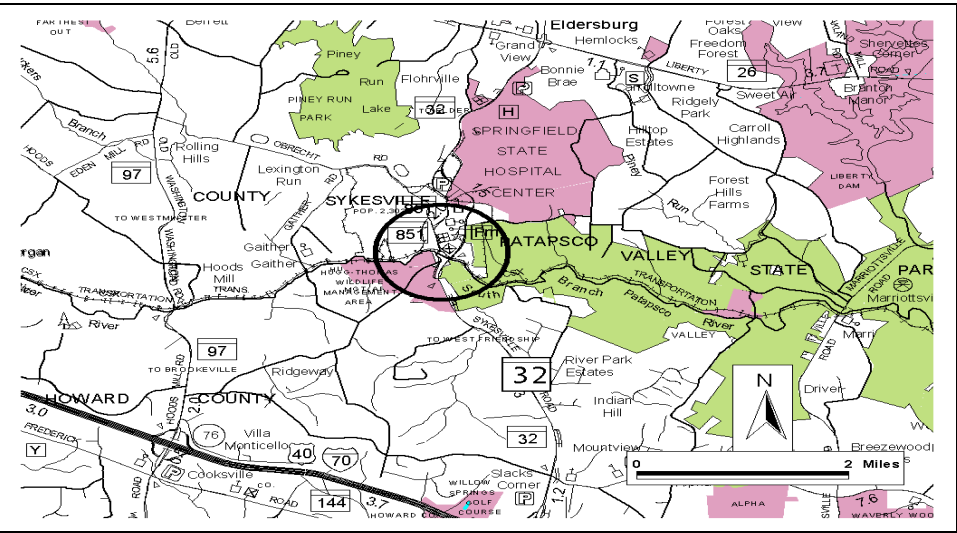
## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 112,000

**PROJECTED (2025) -** 152,000

**OPERATING COST IMPACT:** \$8,000 per year





**PROJECT:** MD 32, Sykesville Road

**DESCRIPTION:** Replace Bridge 13046 over River Road, Patapsco River and CSX Railroad, immediately west of its existing location.

**JUSTIFICATION:** This project will replace the existing deteriorating aluminum bridge. The existing bridge is historic and will remain in place after the new bridge is constructed.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	1162	1625	402	0	BR

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	488	400	88	0	0	0	0	0	0	88	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,090	0	0	1,490	2,084	516	0	0	0	4,090	0
Total	4,578	400	88	1,490	2,084	516	0	0	0	4,178	0
Federal-Aid	3,189	0	0	1,162	1,625	402	0	0	0	3,189	0

**FUNCTION :**

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

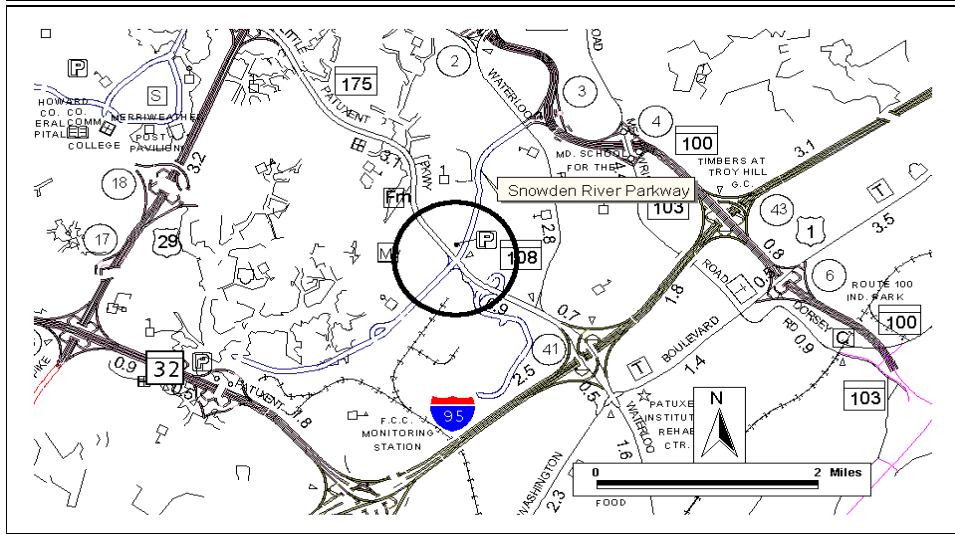
CURRENT (2000) - 23,875

PROJECTED (2025) - 46,500

OPERATING COST IMPACT: N/A

**STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 6**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 175, Little Patuxent Parkway

**DESCRIPTION:** Construct a new interchange at Snowden River Parkway. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This improvement provides relief for existing traffic as well as anticipated traffic growth.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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. Final Engineering and Construction funded by Howard County at a cost of approximately \$14.0 million.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
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 -** Intermediate Arterial

**FEDERAL -** Freeway - Expressway

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

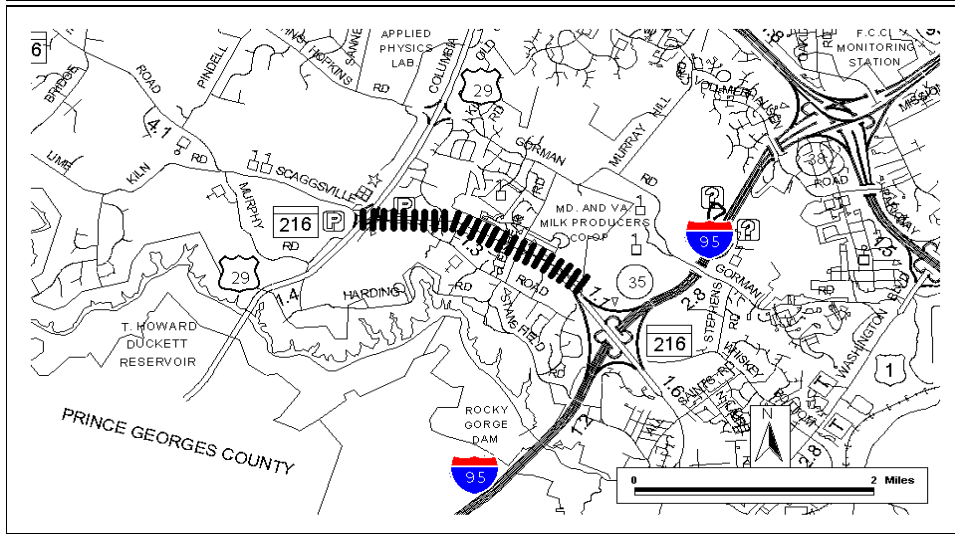
**CURRENT (2000) -** 57,800 (MD 175) 32,400  
(Snowden River)

**PROJECTED (2025) -** 67,000 (MD 175) 41,000  
(Snowden River)

**OPERATING COST IMPACT:** \$23,000 per year

# STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 7

# SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 216 Relocated, Scaggsville Road

**DESCRIPTION:** Construct 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 will accommodate bicycles, and the project also includes a pedestrian facility.

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

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

- US 29, Interchange at MD 216 (Construction Program)  
US 29, Interchange at Johns Hopkins / Gorman Road (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	1892	6678	8748	536	STP

**STATUS:** Final Engineering and Right-of-way underway. Construction to begin during budget fiscal year. Howard County will contribute funding towards construction of the 5th and 6th lanes.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increase of \$1.9 million is due to updated costs for stream enhancement, noise barriers, utility relocations and landscaping.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	138	138	0	0	0	0	0	0	0	0
Engineering	4,000	2,764	1,236	0	0	0	0	0	1,236	0
Right-of-way	3,491	3,016	400	75	0	0	0	0	475	0
Construction	22,890	0	0	2,426	8,561	11,216	687	0	22,890	0
Total	30,519	5,918	1,636	2,501	8,561	11,216	687	0	24,601	0
Federal-Aid	20,577	2,352	312	1,951	6,678	8,748	536	0	18,225	0

## FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

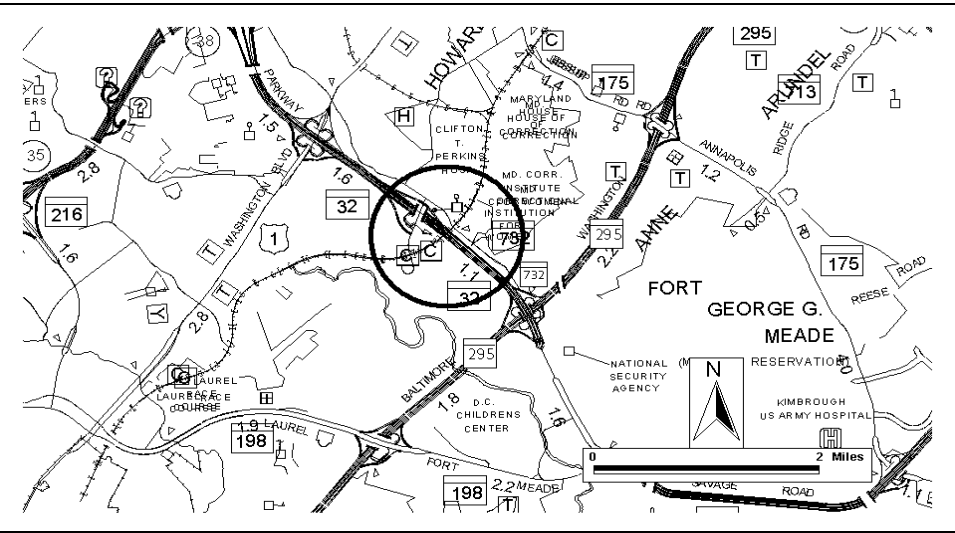
STATE SYSTEM : Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 17,000 (existing MD 216)

PROJECTED (2025) - 51,500

OPERATING COST IMPACT: \$13,000 per year



**PROJECT:** MD 732, Guilford Road

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

**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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	188	111	77	0	0	0	0	0	77	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,106	0	553	553	0	0	0	0	1,106	0
Total	1,294	111	630	553	0	0	0	0	1,183	0
Federal-Aid	147	87	60	0	0	0	0	0	60	0

**FUNCTION :**

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 13,900

PROJECTED (2025) - 32,000

OPERATING COST IMPACT: N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Bridge Replacement/Rehabilitation</u></b>				
1	I 95	Bridge 13064 over CSX Transportation; deck overlay	750	Completed
<b><u>Safety/Spot Improvement</u></b>				
2	US 1	Washington Boulevard; Crestmount Road/Assateague Drive to 600 feet south of Cherry Tree Business Park; widen to create center left turn lane	2,164	Completed
3	MD 144A	Frederick Road; at Bushy Park Road; widen and resurface (includes re-alignment of Bushy Park Road)	229	Completed
4	MD 175	Little Patuxent Parkway; at US 29; realign ramp from westbound MD 175 to northbound US 29	1,549	Completed
<b><u>Traffic Management</u></b>				
5	US 1	Washington Boulevard; at Amberton Drive; signalization	126	Completed
6	US 29	Columbia Pike; at Rivers Edge Road; signalization	38	Completed
7	MD 32	Sykesville Road; at Ten Oaks Road and Linden Church; install hazard identification beacon	63	Completed
8	MD 97	Roxbury Mills Road; at MD 144 and MD 175 (Waterloo Road) at Pocomoke Avenue; signalization	21	Completed
<b><u>C.H.A.R.T. Projects</u></b>				
9	I 70	MD 97 to US 40; install dynamic traveler alert signs for advanced traffic management system	80	Completed

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2001
<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>				
<b><u>C.H.A.R.T. Projects (cont'd)</u></b>				
10	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Howard, Baltimore and Prince George's Counties.)	964	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
11	US 29	Columbia Pike; MD 175 to Broken Land Parkway; resurface southbound roadway	2,270	Completed
12	US 29	Columbia Pike; South of MD 108 to MD 100; resurface	2,169	Under construction
13	US 40	Baltimore National Pike; I 70 to MD 144; resurface	1,345	Under construction
14	I 95	North of MD 100 to the Baltimore County Line; resurface	4,049	Completed
15	MD 175	Waterloo Road; Anne Arundel County Line to US 1; resurface	902	FY 2003
<b><u>Bridge Replacement/Rehabilitation</u></b>				
16	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,719	Completed
17	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	7,744	Under construction
<b><u>Safety/Spot Improvement</u></b>				
18	US 1	Washington Boulevard; MD 175 to Dorsey Road; widen to 5 lanes and resurface	2,568	Under construction

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
19	US 1	Washington Boulevard; CSX Railroad Bridge to north of Levering Avenue; drainage improvements	125	Under construction
20	US 1	Washington Boulevard; Whiskey Bottom Road to 0.5 mile south of Whiskey Bottom Road; correct oververtical	879	FY 2003
21	US 1	Washington Boulevard; at MD 175; intersection improvements and sidewalks	853	Completed
22	US 1	Washington Boulevard; at Guilford Road; modify MD 32 westbound off-ramp terminus	515	FY 2003
23	I 95	Approximately 350 feet north of I 895; drainage improvement	116	Completed
24	MD 97	Roxbury Mills Road; at MD 144; provide left turn lanes and modify signal	801	FY 2003
25	MD 99	Old Frederick Road; at Mt. Hebron Drive and Maple Rock Drive; provide bypass lanes (Funded for preliminary engineering only)	197	PE Underway
26	MD 175	Little Patuxent Parkway; at MD 108; resurface, install hazard identification beacon and pavement markings	515	FY 2003
<b><u>Noise Barriers</u></b>				
27	US 29	Columbia Pike; 500 feet south of Broken Land Parkway to 4,400 feet south of Broken Land Parkway; noise barrier along southbound roadway (Atholton Manor) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,711	
28	US 29	Columbia Pike; 1,000 feet north of MD 175 to Diamondback Road; noise barrier along northbound roadway (Guilford Downs) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,047	

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 9 (cont'd)**

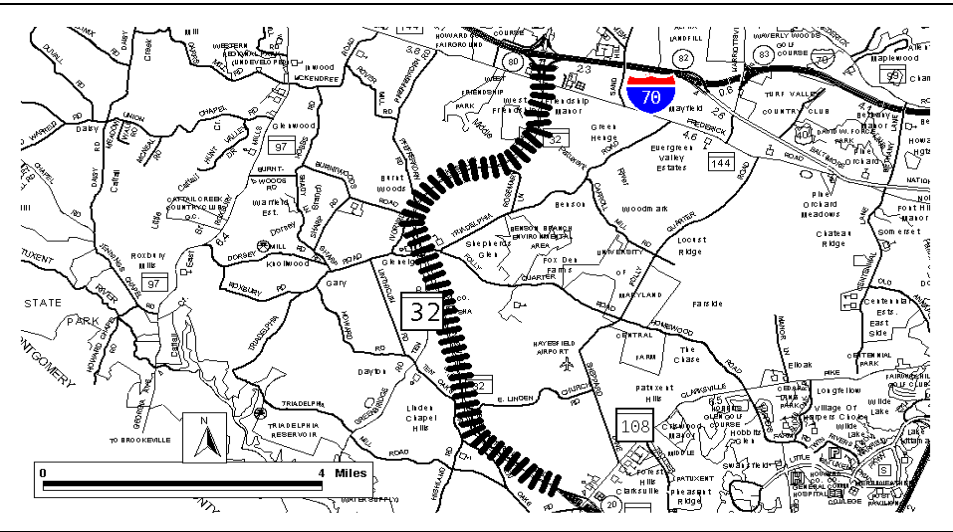
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Noise Barriers (cont'd)</u></b>				
29	US 29	Columbia Pike; 500 feet northeast of Seneca Drive to 800 feet southwest of Broken Land Parkway; noise barrier along northbound roadway (Allview Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,854	
30	US 29	Columbia Pike; MD 108 interchange to 1,792 feet north of MD 108 (Columbia Hills); noise barrier	1,479	Completed
31	I 70	St. Johns Lane to US 29; noise barrier along westbound roadway (Brinkleigh/Skyview/The Orchards) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	2,430	
32	I 95	2,400 feet south of Montgomery Road to 400 feet south of Montgomery Road; noise barrier along northbound roadway (Hunt Club Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	935	
33	I 95	Patuxent River Bridge to 2,200 feet south of MD 216; noise barrier along northbound roadway (Highridge)	1,790	FY 2003
<b><u>Traffic Management</u></b>				
34		Various routes in Howard County; install raised pavement markers	32	Completed
<b><u>Environmental Preservation</u></b>				
35	I 95	At northbound and southbound rest areas; provide improvements to pavement, grounds and structures	467	Completed
<b><u>Intersection Capacity Improvements</u></b>				
36	MD 32	Sykesville Road; at MD 99; widen southbound to provide 2 thru lanes and an acceleration lane from the intersection to the Park and Ride lot and add right turn lane on eastbound Old Frederick Road	898	FY 2002



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
37		Centennial Access Pathway - Construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road.	250	FY 2002
38		Howard County Spinal Pathway Phase IIIb - Construction of a 2.0 mile pathway from the B&O Railroad Bridge to Lake Elkhorn.	1,046	Underway



**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).

**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, US 29 to Broken Land Parkway (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** Added partial Right-of-way funding for protective buying in the Draft FY02-07 CTP. Deleted a portion of the previously added Right-of-way funds in the Final FY02-07 CTP due to the national economic slowdown. See page A-11.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007			
Planning	2,051	1,701	300	50	0	0	0	0	350	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	5,378	378	500	500	1,000	1,000	1,000	1,000	5,000	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,429	2,079	800	550	1,000	1,000	1,000	1,000	5,350	0	0
Federal-Aid	1,436	1,191	210	35	0	0	0	0	245	0	0

**FUNCTION :**

STATE - Minor Arterial  
FEDERAL - Other Principal Arterial

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 27,000

PROJECTED (2025) - 48,500

**OPERATING COST IMPACT:** N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

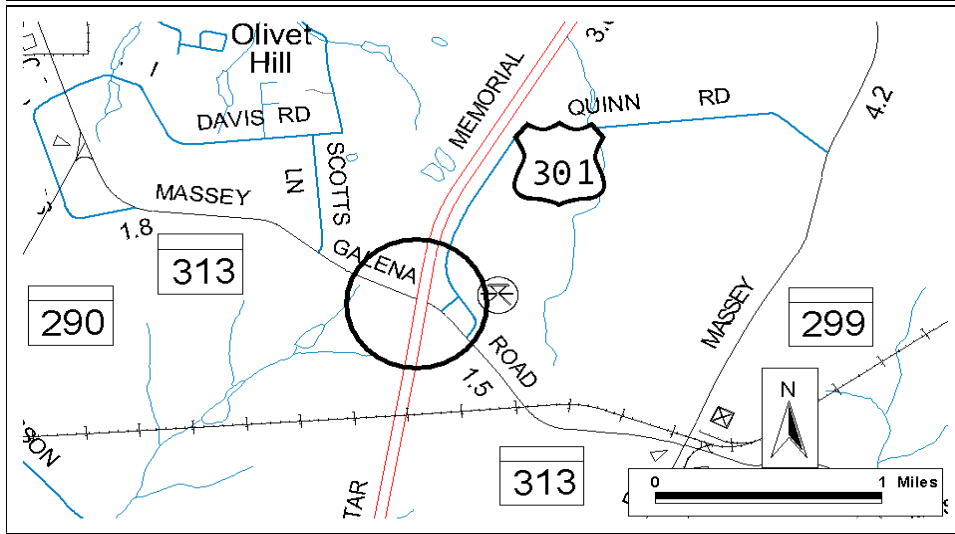
## STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 291	Cypress Road; Structure 14015 to the Delaware State Line; mill and resurface	477	Completed
2	MD 298	Browntown Road; MD 213 to MD 291; resurface	636	Completed
3	MD 330	Massey Delaware Road; MD 299 to the Delaware State Line; resurface	332	Completed
4	MD 561	Hassengers Corner Road; MD 213 to MD 298; mill and resurface	344	Completed
<b><u>Sidewalks</u></b>				
5	MD 313	Sassafras Street; North of MD 291, across from the Firehouse in Millington; retrofit sidewalks	15	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
6	MD 291	Morgnec Road/River Road; 400 feet east of Morgnec Cutoff Road to 140 feet east of MD 290; resurface	865	FY 2003
<b><u>Neighborhood Conservation</u></b>				
7	MD 213	Augustine Herman Highway, East Cross Street and South Main Street in Galena; urban street reconstruct (Funded for preliminary concept studies only)	91	Concepts Underway
8	MD 291	Cypress Street; Through the Town of Millington; urban street reconstruct (Funded for preliminary engineering only)	235	PE Underway
9	MD 292	Still Pond Road; Through the Town of Still Pond; urban street reconstruct (Funded for preliminary concept studies only)	170	FY 2003

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- KENT 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, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Neighborhood Conservation (cont'd)</u>		
10	MD 292	Main Street; Within the limits of Betterton; urban street reconstruct	865	FY 2003
11	MD 445	Main Street; Green Lane to Rock Hall Ball Park and MD 20 from Gratitude to Chesapeake Villa Road in Rock Hall; urban street reconstruct and drainage	2,288	FY 2003
		<u>Enhancements</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
12		Kent County Visitor's Center - Construction of a 4,000 square foot visitor center on the main north/south state road (MD 213 at MD 289) connecting Kent & Queen Anne's Counties.	400	FY 2002



**PROJECT:** US 301, Blue Star Memorial Highway

**DESCRIPTION:** Construct a new interchange at MD 313. Shoulders on MD 313 will accommodate bicycles.

**JUSTIFICATION:** The existing at-grade intersection creates a conflict point on this high speed arterial resulting in a high accident location. This project will improve 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

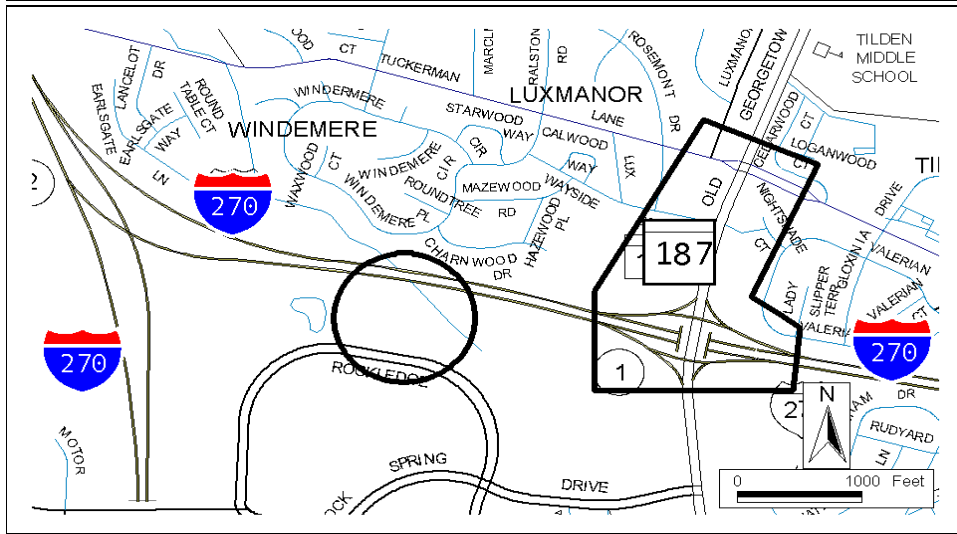
**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	NHS
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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	519	199	320	0	0	0	0	0	320	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	519	199	320	0	0	0	0	0	320	0	
Federal-Aid	363	139	224	0	0	0	0	0	224	0	



**PROJECT:** I-270 (East Spur)

**DESCRIPTION:** Construct a new interchange on I-270 (east segment) at the Rockledge Drive Connector, upgrade the interchange at MD 187, and intersection improvements at MD 187/Tuckerman Lane.

**JUSTIFICATION:** Interchange modifications will improve traffic operations while increasing accessibility to the Rockspring Business Park. MD 187 (Old Georgetown Road) interchange modifications will improve traffic operations while increasing accessibility to the southwest quadrant of the interchange and I-270.

**SMART GROWTH STATUS:**

- ☐ Project 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 (Construction Program)  
 I-270/I-270 spur, Interchanges at Democracy Blvd. and Westlake Terrace (formerly Fernwood Road) (Construction Program)  
 I-270, I-495 to Frederick, Advanced Traffic Management System (System Preservation Program)

**STATUS:** Construction underway. The cost shown does not include developer funding.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost decrease of \$3.2 million is due to a lower bid price.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7695	5045	0	0	0	IM/HPP

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,950	1,950	0	0	0	0	0	0	0	0
Right-of-way	750	703	47	0	0	0	0	0	47	0
Construction	22,832	2,485	10,013	10,334	0	0	0	0	20,347	0
Total	25,532	5,138	10,060	10,334	0	0	0	0	20,394	0
Federal-Aid	19,163	2,713	8,219	8,231	0	0	0	0	16,450	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

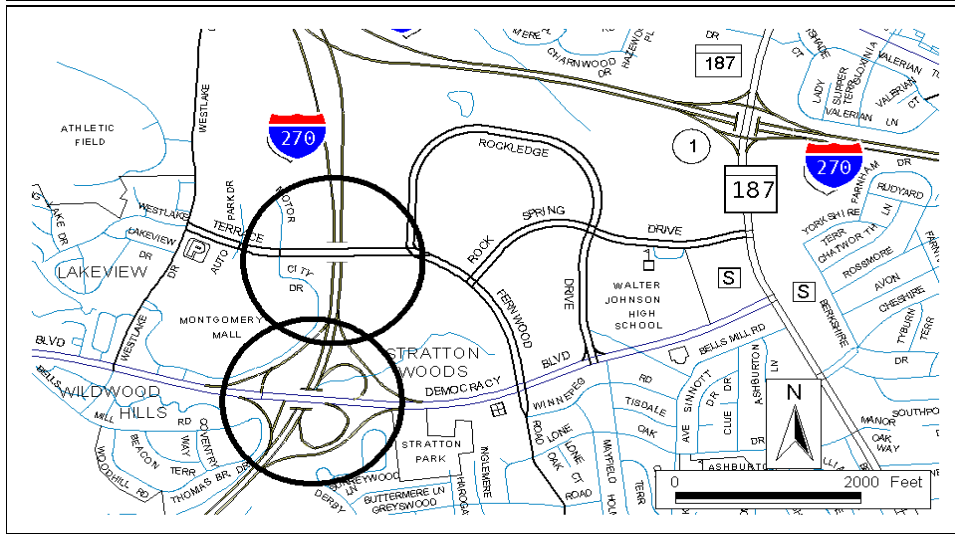
**CURRENT (2000) -** 114,000

**PROJECTED (2025) -** 177,000

**OPERATING COST IMPACT:** \$4,000 per year

# STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 2

# INTERSTATE CONSTRUCTION PROGRAM



**PROJECT:** I-270 (West Spur)

**DESCRIPTION:** Reconstruct and upgrade the I-270 Spur interchange at Democracy Boulevard and construct a new interchange at Westlake Terrace (formerly Fernwood Road).

**JUSTIFICATION:** Democracy Boulevard interchange modifications will improve traffic operations. Providing a new partial interchange with Westlake Terrace and the I-270 Spur will improve access to this developing area of Montgomery County.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)  
I-270 Spur, Interchange of Rockledge Connector & MD 187 (Construction Program)  
I-270, I-495 to Frederick, Advanced Traffic Management System (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4359	6487	4812	0	0	NHS/IM

**STATUS:** Montgomery County participated in Project Planning cost. Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	BALANCE TO COMPLETE
Planning	1,729	1,729	0	0	0	0	0	0	0
Engineering	1,597	1,597	0	0	0	0	0	0	0
Right-of-way	440	385	55	0	0	0	0	0	55
Construction	18,052	28	5,039	7,453	5,532	0	0	0	18,024
Total	21,818	3,739	5,094	7,453	5,532	0	0	0	18,079
Federal-Aid	17,234	1,534	4,401	6,487	4,812	0	0	0	15,700

## FUNCTION :

**STATE -** Primary Arterial

**FEDERAL -** Interstate

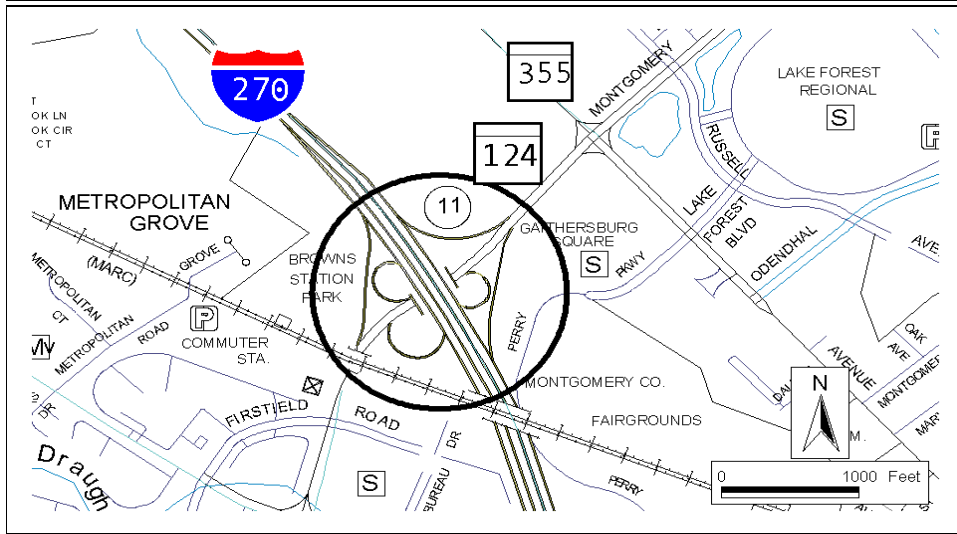
**STATE SYSTEM:** Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 118,550

**PROJECTED (2025) -** 177,000

**OPERATING COST IMPACT:** \$3,000 per year



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

**DESCRIPTION:** Construct interchange improvements at MD 124; close the I-270 southbound to MD 124 eastbound loop ramp and modify the I-270 southbound at MD 124 westbound ramp. Includes park and ride lot.

**JUSTIFICATION:** This project eliminated a hazardous weave situation on the Interstate and provided needed park and ride spaces in the Gaithersburg 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/MD 117 Interchange (Construction Program)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)  
 I-270, I-495 to Frederick, Advanced Traffic Management System (System Preservation Program)  
 I-270/Watkins Mill Road Extended Interchange (D&E Program)

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	366	366	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,073	4,051	22	0	0	0	0	0	0	22	0
Total	4,439	4,417	22	0	0	0	0	0	0	22	0
Federal-Aid	3,640	3,623	17	0	0	0	0	0	0	17	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

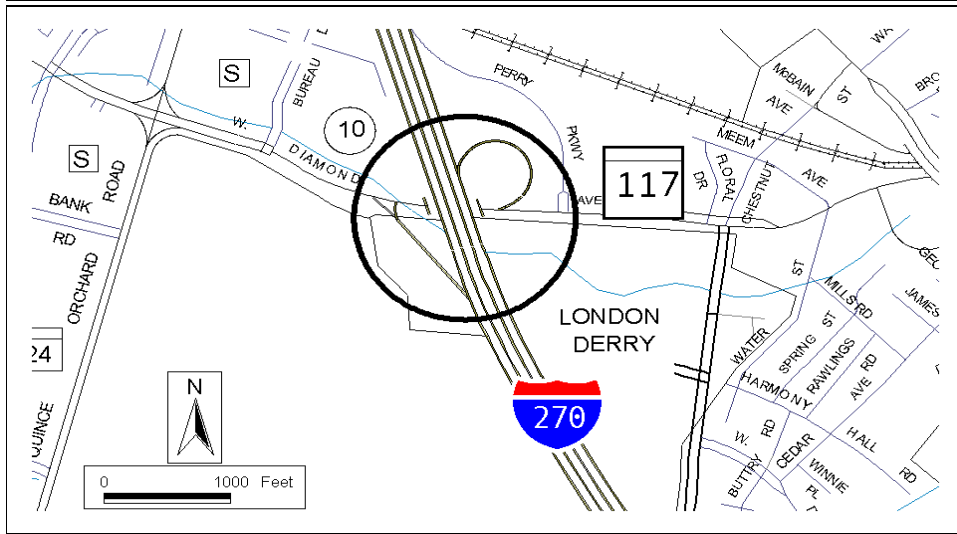
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 152,250

**PROJECTED (2025) -** 213,500

**OPERATING COST IMPACT:** N/A





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

**DESCRIPTION:** Construct a new northbound to eastbound ramp and construct a park and ride lot inside the loop of the new northeast quadrant of the I-270/MD 117 interchange and the associated widening of MD 117 necessary to allow MD 117 to operate at an acceptable level-of-service.

**JUSTIFICATION:** This project will provide much needed park and ride spaces in the Gaithersburg area and provide access to Olde Towne Gaithersburg with a new northbound to eastbound movement at the I-270/MD 117 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-270/MD 124 Interchange (Construction Program)  
 MD 117, Great Seneca Park to I-270 (D&E Program)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	595	2621	3014	1121	0	STP/CMAQ

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$1.6 million is due to the inclusion of the MD 355/MD 117 Neighborhood Conservation Project to be advertised with this project.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	815	690	125	0	0	0	0	0	125	0
Right-of-way	755	697	58	0	0	0	0	0	58	0
Construction	9,424	0	763	3,360	3,864	1,437	0	0	9,424	0
Total	10,994	1,387	946	3,360	3,864	1,437	0	0	9,607	0
Federal-Aid	7,921	483	683	2,621	3,014	1,120	0	0	7,438	0

**FUNCTION :**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

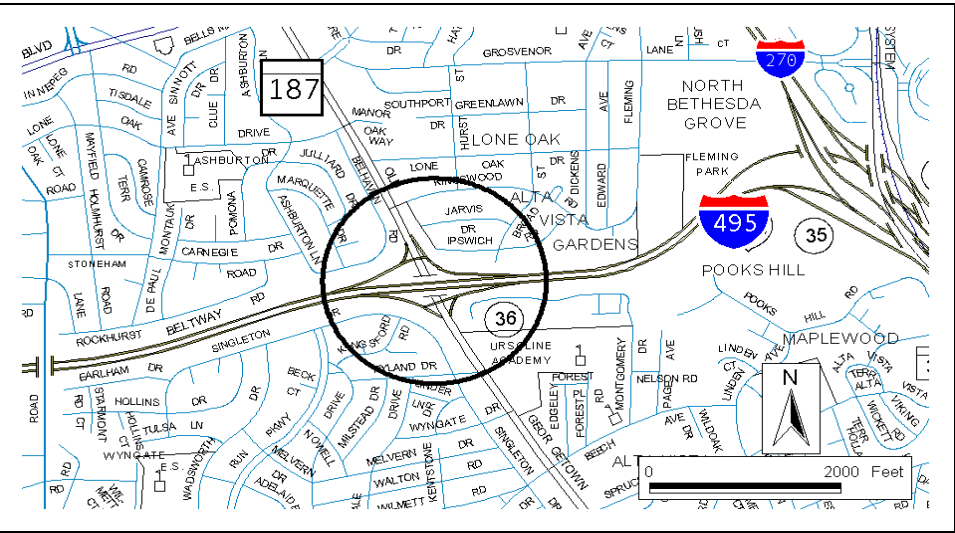
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 151,250 (I-270)

**PROJECTED (2025) -** 238,300 (I-270)

**OPERATING COST IMPACT:** \$5,000 per year



**PROJECT:** I-495, Capital Beltway

**DESCRIPTION:** Replace Bridge 15115 over MD 187.

**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:**

- I-270/Rockledge Drive Connector and MD 187 Interchanges (Construction Program)
- I-270/I-495 to Frederick, Advanced Traffic Management System (Systems Preservation Program)
- I-495/I-95, Corridor Transportation Study (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2309	2515	0	0	0	BR

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$2.3 million is due to reconstruction of exterior shoulders and resurfacing all lanes of the Capital Beltway within the project limits. Also, additional overhead signs on I-495 and lighting improvements on Old Georgetown Road.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL		CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			YEAR 2002	YEAR 2003	2004	2005	2006	
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	385	343	42	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,608	0	3,163	3,445	0	0	0	0	6,608	0
Total	6,993	343	3,205	3,445	0	0	0	0	6,650	0
Federal-Aid	5,094	240	2,338	2,516	0	0	0	0	4,854	0

**FUNCTION:**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

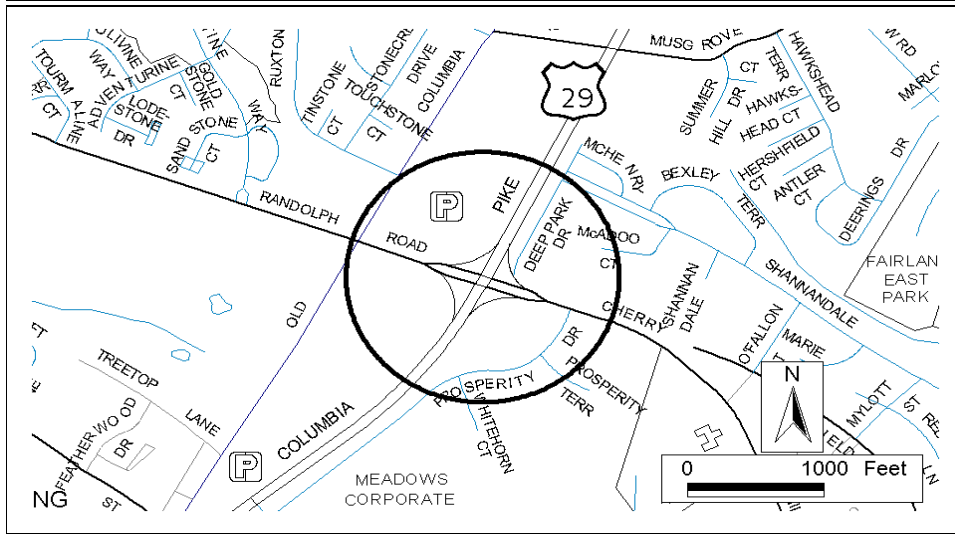
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 239,700

**PROJECTED (2025) -** 291,000

**OPERATING COST IMPACT:** N/A

**PROJECT:** US 29, Columbia Pike**DESCRIPTION:** Construct new interchange at Randolph/Cherry Hill Roads. Sidewalks will be included as 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:**

East/West Intersection Improvements Program (Construction Program)

East/West Link Improvements (D&amp;E Program)

US 29, Interchanges (Construction and D&amp;E Programs)

MD 28/MD 198, MD 97 to I-95 (D&amp;E Program)

**STATUS:** Final Engineering and Right-of-way underway. Construction of a detour road around the intersection to provide for future utility relocations is underway.**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost decrease of \$4.2 million is due to a change in scope involving a grade change on US 29.**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	1300	0	0	NHS
CO	702	5816	9510	9992	0	HPP/NHS

**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
**PROJECT CASH FLOW**

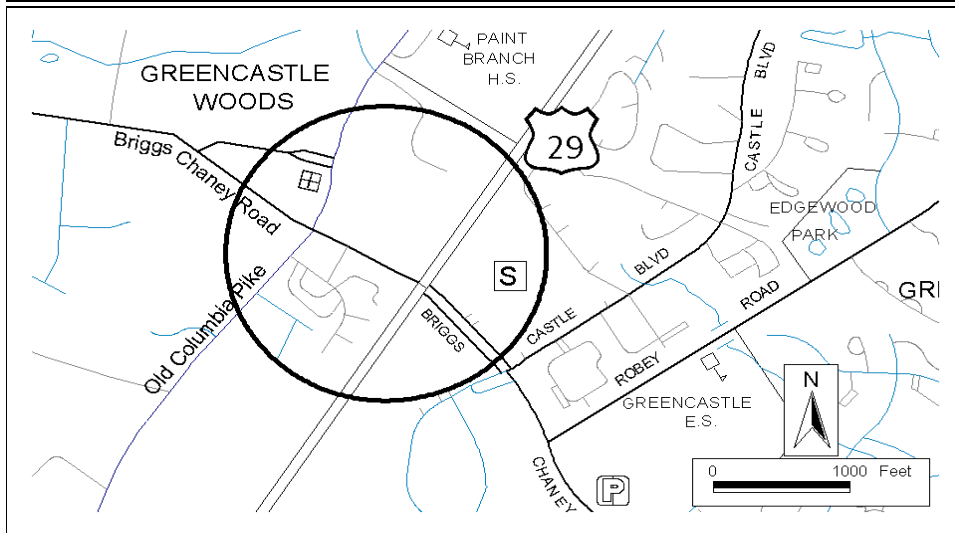
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	1,327	1,673	0	0	0	0	0	1,673	0
Right-of-way	8,760	3,510	1,000	1,250	3,000	0	0	0	5,250	0
Construction	35,392	0	1,768	8,621	12,192	12,811	0	0	35,392	0
Total	47,152	4,837	4,441	9,871	15,192	12,811	0	0	42,315	0
Federal-Aid	32,613	1,327	2,653	6,791	11,850	9,992	0	0	31,286	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

**STATE SYSTEM :** Primary**DAILY TRAFFIC : (USAGE IMPACTS)****CURRENT (2000) -** 60,000**PROJECTED (2025) -** 97,650**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 as appropriate. Bicycle trail is included. Wide curb lanes will accommodate bicycles.

**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:**

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

US 29, Interchanges (Construction and D&E Programs)

MD 28/MD 198, MD 97 to I-95 (D&E Program)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	910	540	0	0	0	NHS
RW	0	8	1630	0	0	NHS
CO	0	0	6238	10703	16162	NHS

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$11.2 million is due to a change in scope which lowers US 29 and raises Briggs Chaney Road, resulting in the additional reconstruction of Briggs Chaney Road. Also, cost added for additional improvements to the Old Columbia Pike intersection, and the construction of a 10 foot bike path along the east side of US 29.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,000	928	1,300	772	0	0	0	0	2,072	0
Right-of-way	3,090	0	10	2,090	990	0	0	0	3,090	0
Construction	43,940	0	0	0	8,281	14,207	14,646	6,806	43,940	0
Total	50,030	928	1,310	2,862	9,271	14,207	14,646	6,806	49,102	0
Federal-Aid	37,613	650	918	2,171	7,011	10,703	11,034	5,126	36,963	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

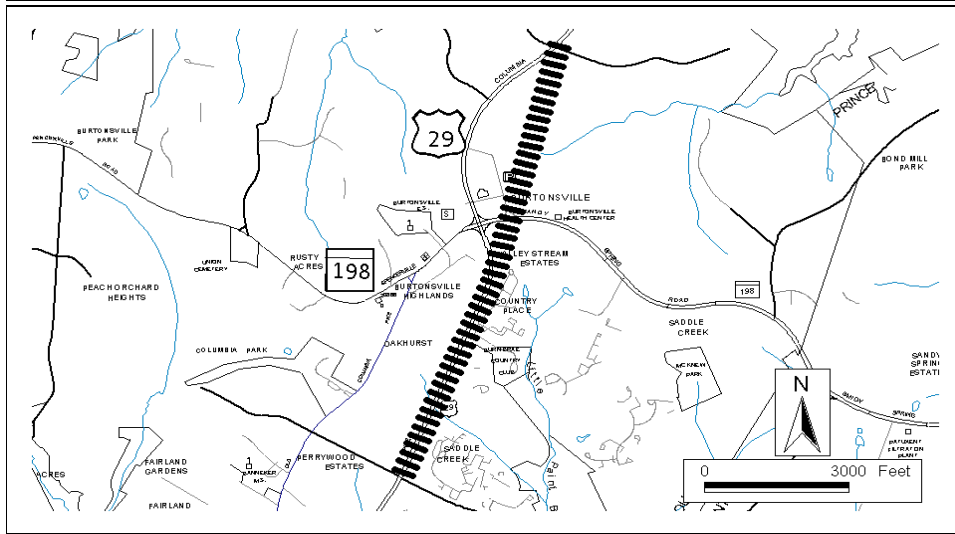
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 58,000

PROJECTED (2025) - 95,450

OPERATING COST IMPACT: N/A



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Construct a new interchange at relocated US 29/MD 198. US 29 will be 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 will be included. Sidewalks will be included as 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 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:**

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

US 29, Interchanges (Construction and D&E Programs)

MD 28/MD 198, MD 97 to I-95 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	700	104	0	0	0	NHS
RW	9239	1560	816	0	0	NHS
CO	0	6717	9873	12004	1661	NHS

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$3.4 million is due to a change in scope involving a grade change on US 29 which required additional right-of-way and additional utility relocations. Construction delayed from Fiscal Year 02 to Fiscal Years 03 due to the project being advertised as a Detail Build.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL 
 ☒ FEDERAL 
 ☐ GENERAL 
 ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		<u>PROJECT CASH FLOW</u>							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>						
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,066	918	1,000	148	0	0	0	0	1,148	0	
Right-of-way	18,394	44	13,676	3,628	1,046	0	0	0	18,350	0	
Construction	38,788	0	0	8,612	12,658	15,389	2,129	0	38,788	0	
Total	59,248	962	14,676	12,388	13,704	15,389	2,129	0	58,286	0	
Federal-Aid	46,048	677	11,367	9,651	10,689	12,004	1,660	0	45,371	0	

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

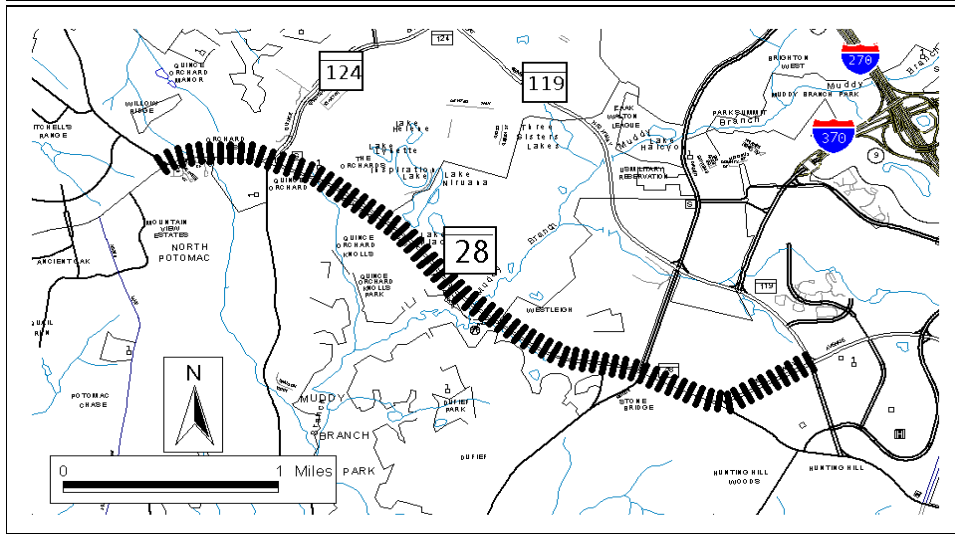
CURRENT (2000) - 49,500

PROJECTED (2025) - 92,200

OPERATING COST IMPACT: N/A

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 9**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 28, Darnestown Road

**DESCRIPTION:** Upgrade MD 28 to a 4/6 lane divided highway from Riffle Ford Road to MD 119 (Great Seneca Highway) (3.36 miles). A 6 lane section will be provided from Muddy Branch Road to MD 119. Sidewalks will be included as appropriate. A separate bicycle/pedestrian facility will be included on the north side of MD 28, from MD 119 (Great Seneca Highway) to Owens Glen Way. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This roadway will serve a rapidly developing portion of Montgomery County. The improvement will relieve existing congestion on MD 28.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	6778	8826	3258	0	0	STP

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	948	948	0	0	0	0	0	0	0	0	
Engineering	5,628	5,628	0	0	0	0	0	0	0	0	
Right-of-way	9,845	6,643	2,852	350	0	0	0	0	3,202	0	
Construction	24,382	907	8,560	10,892	4,023	0	0	0	23,475	0	
Total	40,803	14,126	11,412	11,242	4,023	0	0	0	26,677	0	
Federal-Aid	23,526	4,664	6,778	8,826	3,258	0	0	0	18,862	0	

**FUNCTION :**

**STATE -** Minor Collector

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Secondary

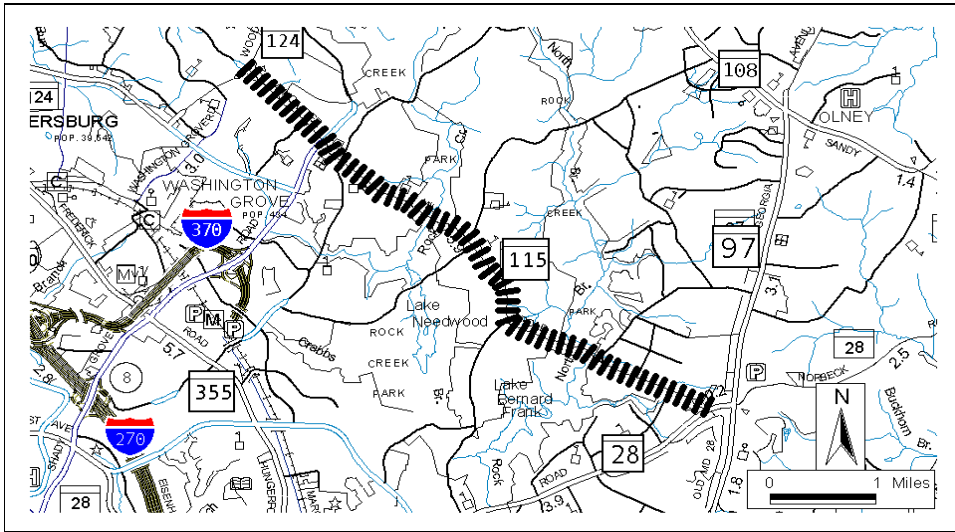
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 48,000

**PROJECTED (2025) -** 80,600

**OPERATING COST IMPACT:** \$8,300 per year





**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.

**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 curves 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:**

East/West Intersection Improvement Program (Construction Program)  
 East/West Link Improvement (D&E Program)  
 MD 97/MD 28 Interchange Improvement (D&E Program)  
 MD 28/MD 198, MD 97 to I-95 (D&E Program)

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	2501	2148	317	STP

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	100	950	450	0	0	0	0	1,400	0
Right-of-way	2,385	0	10	477	954	944	0	0	2,385	0
Construction	6,367	0	0	0	3,206	2,754	407	0	6,367	0
Total	10,252	100	960	927	4,160	3,698	407	0	10,152	0
Federal-Aid	4,967	0	0	0	2,501	2,148	318	0	4,967	0

**FUNCTION :**

**STATE -** Urban - Minor Arterial

**FEDERAL -** Major Collector

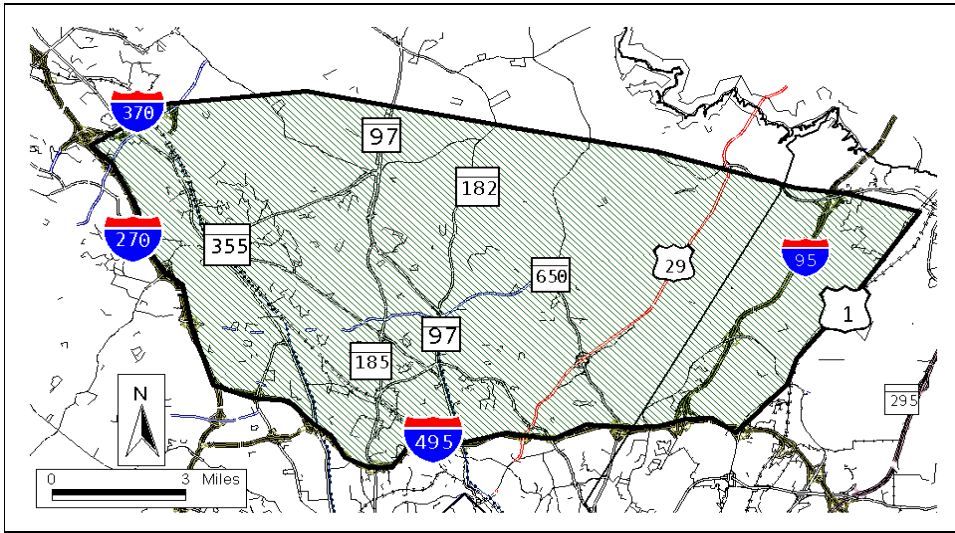
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 17,000

**PROJECTED (2025) -** 26,800

**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 as 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 (Construction and D&E Programs)  
 I-270, East & West Spur Interchanges (Construction Program)  
 MD 115, MD 28 to MD 124 (Construction Program)  
 East/West Link Improvements (D&E Program)  
 MD 355/Randolph/Montrose Roads (D&E Program)  
 MD 28/MD 198, MD 97 to I-95 (D&E Program)

**STATUS:** Final Engineering, Right-of-way and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	543	508	0	0	0	STP
RW	112	3873	260	0	0	STP
CO	2007	754	15821	13595	0	STP/CMAQ

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	998	998	0	0	0	0	0	0	0	0	0
Engineering	10,760	6,890	2,225	1,405	240	0	0	0	0	3,870	0
Right-of-way	11,493	1,775	2,935	4,918	1,865	0	0	0	0	9,718	0
Construction	54,135	9,926	4,961	1,535	19,296	18,417	0	0	0	44,209	0
Total	77,386	19,589	10,121	7,858	21,401	18,417	0	0	0	57,797	0
Federal-Aid	52,230	9,533	6,754	5,350	16,234	14,359	0	0	0	42,697	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT: N/A



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 12**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 28	Dickerson Road; Gude Drive to Shady Grove Road; resurface	96	Completed
2	MD 28	Veirs Mill Road; at MD 355; resurface	69	Completed
3	MD 28	Dickerson Road; MD 112 to Riffleford Road; resurface	171	Completed
4	US 29	Colesville Road; Franklin Avenue to Sligo Creek; resurface	16	Completed
5	US 29	Columbia Pike; at Greencastle Road; resurface	28	Completed
6	MD 115	Muncaster Mill Road; Needwood Road to Emory Lane; resurface	566	Completed
7	I 270	Ramp from eastbound Democracy Boulevard to I 270 northbound; mill and resurface	11	Completed
8	MD 586	Veirs Mill Road; Reedie Drive to MD 97; resurface	75	Completed
9	MD 911	First Street; at MD 355; resurface	24	Completed
<b><u>C.H.A.R.T. Projects</u></b>				
10		Various locations in Montgomery County; advanced transportation management (Note: The cost shown represents SHA share of project cost.)	1,500	Completed
11	I 270	Eisenhower Memorial Highway; I 495 to I 70 and I 495 from I 95 to American Legion Bridge; install closed circuit television cameras, variable message signs, roadway weather information systems and traffic detectors for advanced traffic management	1,400	Completed
12	I 270	Eisenhower Memorial Highway; Frederick to I 495; install traffic detectors and traveler alert signs for advanced traffic management system (Note: Cost for entire project is shown in Montgomery and Frederick Counties.)	2,100	Completed

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2001
<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>				
<b><u>C.H.A.R.T. Projects (cont'd)</u></b>				
13	I495/I270	Capital Beltway/Eisenhower Memorial Highway; Closed Circuit Television Camera sites along I 495 and I 270; video surveillance system enhancement	455	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
14	MD 124	Woodfield Road; North of Emory Grove Road to north of MD 115; resurface	818	Completed
15	MD 124	Woodfield Road; Woodfield Road to Sweepstakes Road; resurface	800	FY 2002
16	MD 188	Wilson Lane; MD 190 to Moorland Lane; resurface	2,288	FY 2003
17	I 270	Eisenhower Memorial Highway; I 270 Y Split to MD 28; resurface	7,000	FY 2003
18	MD 396	Massachusetts Avenue; Osceola Road to the District of Columbia Line; resurface	2,450	FY 2002
19	I 495	Capital Beltway; East of MD 193 to east of Northwest Branch Bridge; resurface	4,000	FY 2003
20	MD 586	Veirs Mill Road; MD 185 to Kensington Boulevard and MD 185 from MD 586 to MD 97 (Georgia Avenue); resurface	3,551	Under construction
<b><u>Bridge Replacement/Rehabilitation</u></b>				
21	I 270	Eisenhower Memorial Highway; Bridge 15036 over MD 109 and Little Bennett Creek; bridge deck replacement/widening	4,514	Completed
22	MD 390	16th Street; Bridge 15089 over CSX Transportation; bridge rehabilitation	3,234	Completed

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Bridge Replacement/Rehabilitation (cont'd)</u></b>				
23	I 495	Capital Beltway; at Brunett Avenue, Sligo Creek Parkway, Northern Parkway and Georgia Avenue; bridge deck replacements (total replacement of Northern Parkway structure)	19,911	Under construction
<b><u>Safety/Spot Improvement</u></b>				
24	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost.)	850	FY 2002
25	MD 108	Sandy Spring Road; at Sherwood Elementary School; geometric improvements	200	FY 2003
26	MD 119	Great Seneca Highway; at MD 124; relocate eastbound MD 124 left turn bay, widen and restripe westbound MD 124 and add right turn lane	572	FY 2003
27	MD 410	East West Highway; at MD 390; reconstruct intersection	1,469	Under construction
<b><u>Neighborhood Conservation</u></b>				
28	MD 192	Metropolitan Avenue; Plyers Mill Road to Kensington Parkway in Kensington; roadway reconstruction, sidewalks and landscaping	1,188	FY 2002
29	MD 193	University Boulevard; MD 320 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Prince Georges County)	236	Concepts Underway
30	MD 195	Carroll Avenue; Phase II - District of Columbia Line to Garland Avenue in Takoma Park; streetscape (Funded for preliminary concept studies only)	100	FY 2003
31	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	2,289	FY 2003
32	MD 320	Piney Branch Road; Ritchie Avenue to MD 787; urban street reconstruct	2,432	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2001
		<u><b>Fiscal Years 2002 and 2003 (cont'd)</b></u>		
		<u><b>Neighborhood Conservation (cont'd)</b></u>		
33	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; urban street reconstruct	2,500	FY 2003
34	MD 547	Strathmore Avenue; (Phase 2) MD 355 to Kenilworth Avenue in Garrett Park; urban street reconstruct (Funded for preliminary concept studies only)	88	Concepts Underway
		<u><b>Streetscapes and Minor Reconstruction</b></u>		
35	MD 189	Great Falls Road; South of Monument Street to MD 28 in Rockville; urban street reconstruct	1,039	Completed
		<u><b>Noise Barriers</b></u>		
36	I 495	Capital Beltway; Rock Creek Bridge to east of the Linden Road overpass; noise barrier (Forest Glen Park)	2,174	FY 2003
37	I 495	Capital Beltway; 1000 feet east of MD 185 to 350 feet east of MD 185; noise barrier along inner loop (Outdoor Nursery School)	454	Under construction
38	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to north of MD 190 (River Road); noise barrier (Burning Tree Estates and Seven Locks Manor)	4,582	Under construction
39	I 495	Capital Beltway; MD 191 (Bradley Boulevard) to 2,700 feet east of Greentree Road (Inner Loop) and Greentree Road to I 270 West Spur (Outer Loop); noise barriers (Longwood, Wolfe's Subdivision and Bradley Manor)	5,531	Under construction
40	I 495	Capital Beltway; Connecticut Avenue to Georgia Avenue; noise barriers (Park View Estates and Forest Glen)	2,950	Under construction

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>C.H.A.R.T. Projects</u></b>				
41	I 270	Eisenhower Memorial Highway; (Phase 2) - I 495 to I 70 and I 495 - I 95 to American Legion Bridge; install closed circuit television cameras, variable message signs, speed detectors and roadway weather information systems for advanced traffic management	868	Under construction
<b><u>Environmental Preservation</u></b>				
42		Various locations in Montgomery County; landscape	225	Under construction
<b><u>Sidewalks</u></b>				
43	MD 97	Georgia Avenue; Brookeville Road to Longwood Park; retrofit sidewalks - 1,200 linear feet (Project is dependent upon contribution from County.) (Project is dependent upon right-of-way donation.)	19	FY 2003
44	MD 185	Connecticut Avenue; Various locations in Kensington; retrofit sidewalks	15	Completed
45	MD 189	Falls Road; Wooton Parkway to Dunster Lane; retrofit sidewalks - 3,500 linear feet	200	Completed
46	MD 190	River Road; at MD 189 intersection; retrofit sidewalks - 2,600 linear feet	63	Under construction
<b><u>Intersection Capacity Improvements</u></b>				
47	MD 97	Georgia Avenue; at Home Depot entrance; construct intersection channelization to restrict left turn movements (Funded for preliminary engineering only)	12	PE Underway
48	MD 97	Georgia Avenue; at Tilton Drive; construct separate southbound MD 97 left turn lane (Funded for preliminary engineering only)	35	PE Underway
49	MD 185	Connecticut Avenue; at MD 547 (Knowles Avenue); widen southbound roadway to provide separate and channelized right turn to MD 547 (Funded for preliminary engineering only)	53	PE Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Intersection Capacity Improvements (cont'd)</u></b>		
50	MD 355	Rockville Pike; at MD 547 (Strathmore Avenue); widen and resurface	180	FY 2003
		<b><u>Enhancements</u></b>		
		<b><u>Pedestrian/Bicycle Facilities</u></b>		
51		Rockville Millennium Trail - Construction of a 2.5 mile multi-use trail along Wootton Parkway from Falls Road to Darnestown Road in the City of Rockville.	742	Underway
52		Rockville Millennium Trail - Phase II - Construct a trail along MD 28 from Gude Drive to MD 586 (Viers Mill Road).	736	FY 2002
53		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	FY 2003
54		Rockville I 270/MD 28 Bridges and Trail- Construction of trail, boardwalk, and four bridges over I 270 and ramps.	3,124	FY 2003
		<b><u>Rehabilitation/Operation of Historic Transportation Structures</u></b>		
55		Silver Spring B&O Station Rehabilitation - Rehabilitation of a 1945 B&O Train Station in Silver Spring to it's original appearance and return it to use as a MARC ticketing facility and future use as a service facility for the planned Metropolitan Branch Trail.	199	Underway
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
56		Rock Creek Watershed Restoration - Stream restoration along Turkey Branch, Stoney Creek, Sycamore Creek, and Joseph's Branch in the Rock Creek watershed.	2,029	FY 2003

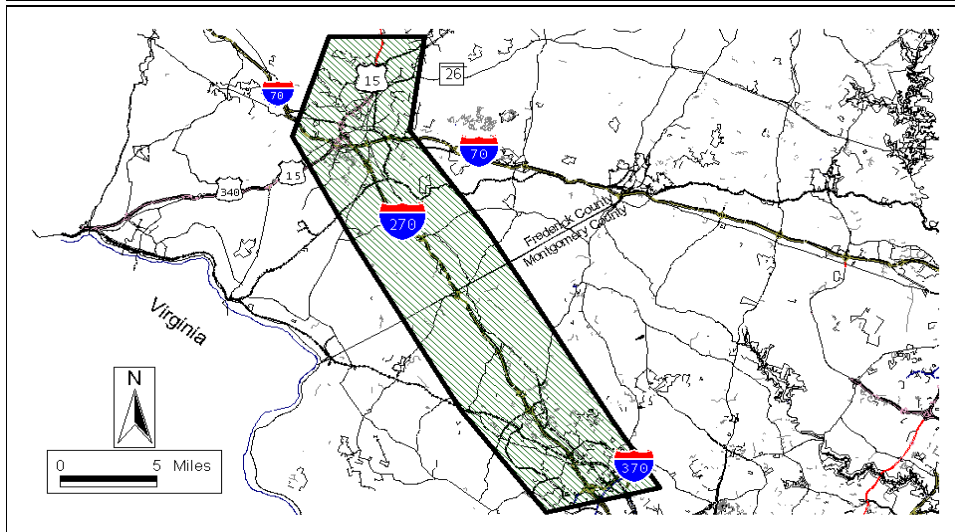
# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- MONTGOMERY 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, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
57		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-270.	1,310	FY 2002
58		Bethesda Trolley Trail - Construction of a pedestrian bridge and approaches over I-495.	640	Underway
		<u>Establishment of Transportation Museums</u>		
59		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	FY 2002

# STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 13

# INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



**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 to north of Biggs Ford Road (27.90 miles).

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

## SMART GROWTH STATUS:

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

## ASSOCIATED IMPROVEMENTS:

I-270/MD 124 Interchange (Construction Program)  
 I-70/I-270 Interchange (Construction Program - Frederick County)  
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program - Frederick County)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)  
 I-70, Mt. Phillip Road to MD 144 (D&E Program - Frederick County)  
 I-270/Watkins Mill Road Extended Interchange (D&E Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The Right-of-way cost increase of \$1.1 million due to a right-of-way hardship acquisition.

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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										BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL		
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	9,247	5,950	1,400	1,400	497	0	0	0	3,297	0	
Engineering	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	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	10,301	7,004	1,400	1,400	497	0	0	0	3,297	0	
Federal-Aid	6,473	4,165	980	980	348	0	0	0	2,308	0	

## FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

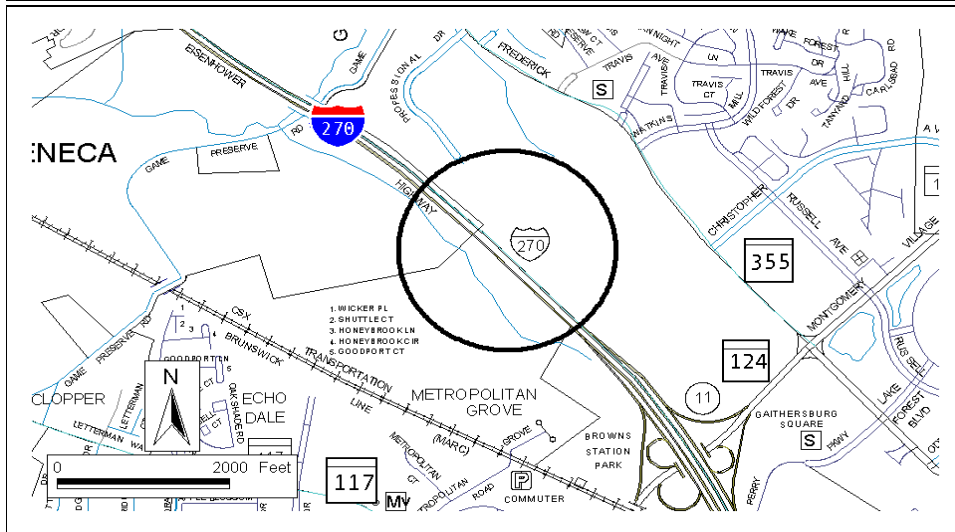
## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 35,700 (US 15)  
 189,550 (I-270)

PROJECTED (2025) - 130,000 (US 15)  
 278,300 (I-270)

OPERATING COST IMPACT: N/A



**PROJECT:** I-270 / Watkins Mill Road Extended**DESCRIPTION:** Study to 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:**

I-270/MD 124 Interchange (Construction Program)  
 East/West Intersection Improvement Program (Construction Program)  
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)  
 East/West Link Improvements (D&E Program)

**STATUS:** Project planning underway.**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	1,175	973	202	0	0	0	0	0	0	202	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	1,175	973	202	0	0	0	0	0	0	202	0
Federal-Aid	823	681	141	0	0	0	0	0	0	141	1

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Interstate

**STATE SYSTEM :** Primary**DAILY TRAFFIC : (USAGE IMPACTS)**

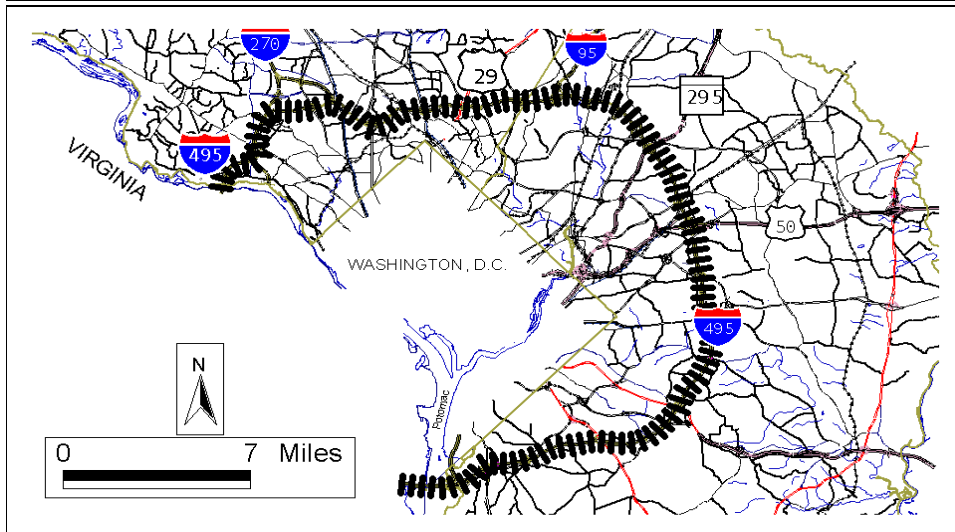
CURRENT (2000) - 119,600

PROJECTED (2025) - 241,500

**OPERATING COST IMPACT:** N/A

**STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 15**

**INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** I-495 / I-95, Capital Beltway / Purple Line Study

**DESCRIPTION:** Study to determine the feasibility of providing high occupancy vehicle lanes and other transit improvements, 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. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

**SMART GROWTH STATUS:**

- ☐ Project 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 Ritchie Marlboro Road (Construction Program - Prince George's County)  
 I-95/I-495, Woodrow Wilson Bridge (Construction Program - Prince George's County)  
 MD 4, MD 223 to I-95 / I-495 (D&E Program - Prince George's County)  
 MD 5, US 301 at T.B. to north of I-95 / I-495 (D&E Program - Prince George's County)  
 I-495, Advanced Traffic Management Systems Project (System Preservation Program)  
 I-95/I-495, Corridor Transportation Study (MTA Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
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		CURRENT YEAR	BUDGET YEAR		FOR PLANNING PURPOSES ONLY			
	ESTIMATED COST (\$000)	EXPEND THRU 2001		2003	2004	2005	2006	2007	SIX YEAR TOTAL
Planning	6,225	3,262	1,150	1,150	663	0	0	0	2,963
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	6,225	3,262	1,150	1,150	663	0	0	0	2,963
Federal-Aid	4,358	2,283	805	805	465	0	0	0	2,075

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

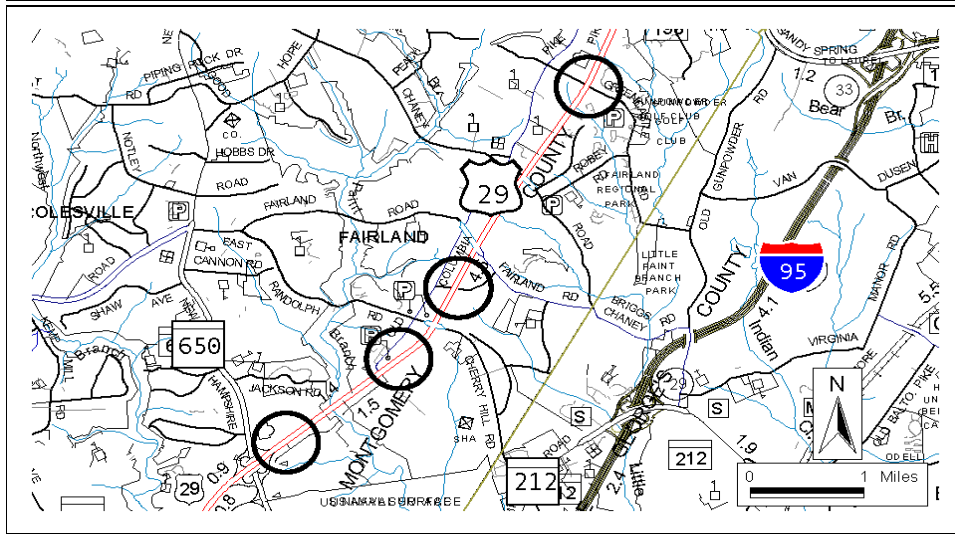
**CURRENT (2000) -** 230,300

**PROJECTED (2025) -** 307,300  
 361,400 (Clara Barton Pkw.)

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 16

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** US 29, Columbia Pike

**DESCRIPTION:** Study to construct interchanges at Stewart Lane, Tech Road, Musgrove/Fairland 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:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)  
 East/West Link Improvements (D&E Program)  
 US 29, Interchanges (Construction and D&E Programs)  
 MD 28/MD 198, MD 97 to I-95 (D&E Program)

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

## Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1708	1628	1389	1190	561	NHS
RW	221	8	4351	4095	0	NHS
CO	0	0	0	0	0	----

## POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

## PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	10,723	1,473	2,440	2,325	1,984	1,700	801	0	9,250	0	0
Right-of-way	11,310	191	283	10	5,578	5,248	0	0	11,119	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	24,521	4,152	2,723	2,335	7,562	6,948	801	0	20,369	0	0
Federal-Aid	15,663	515	1,929	1,636	5,739	5,284	560	0	15,148	0	0

## FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

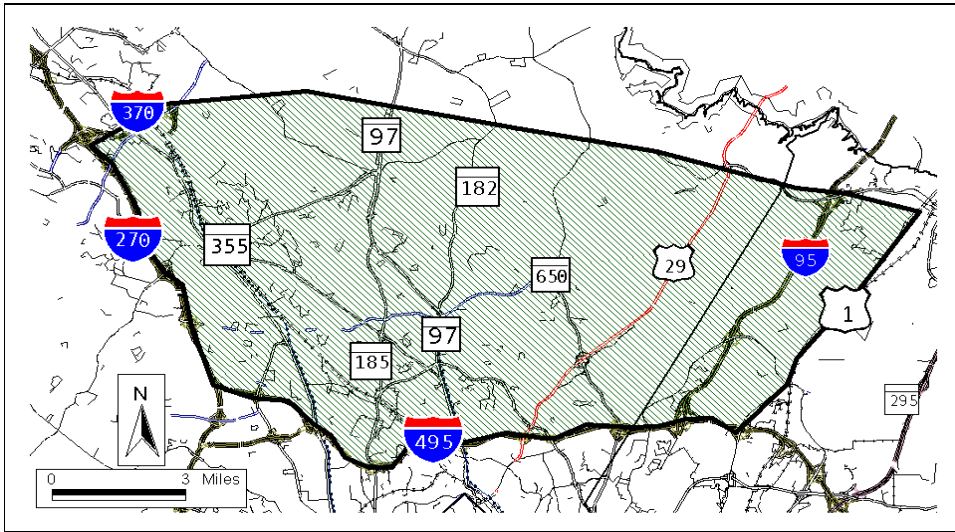
STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 60,350

PROJECTED (2025) - 113,500

OPERATING COST IMPACT: N/A



**PROJECT:** East-West Link Improvements

**DESCRIPTION:** Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1. Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both 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:**

East/West Intersection Improvement Program (Construction Program)  
 MD 115, MD 28 to MD 124 (Construction Program)  
 I-95/Contee Road Interchange (D&E Program - Prince George's County)  
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (D&E Program - Prince George's County)  
 US 29 Interchanges (Construction and D&E Programs)  
 MD 28/MD 198, MD97 to I-95 (D&E Program)

**STATUS:** Project Planning to begin for the East-West Link during budget fiscal year

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	2,060	0	0	618	824	618	0	0	2,060	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	2,060	0	0	618	824	618	0	0	2,060	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Freeway - Expressway

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

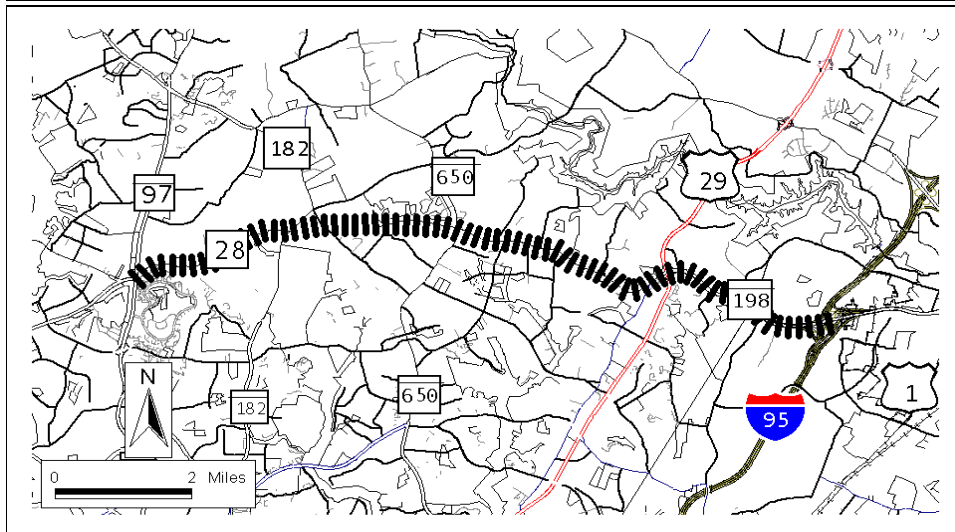
**CURRENT (2000) -** N/A

**PROJECTED (2025) -** 60,000 - 80,000

**OPERATING COST IMPACT:** N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 18

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

**DESCRIPTION:** Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.5 miles). Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

**JUSTIFICATION:** This project would accommodate travel in a safe and efficient manner 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:**

East/West Intersection Improvement Program (Construction Program)  
 East/West Link Improvements (D&E Program)  
 I-95/Contee Road Interchange (D&E Program - Prince George's County)  
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (D&E Program - Prince George's County)  
 US 29 Interchanges (Construction and D&E Programs)  
 MD 97/MD 28 Interchange (D&E Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$1.1 million is due to a more detailed cost estimate.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	427	567	497	140	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	2,552	222	610	810	710	200	0	0	0	2,330	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	2,552	222	610	810	710	200	0	0	0	2,330	0
Federal-Aid	1,786	155	427	567	497	140	0	0	0	1,631	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

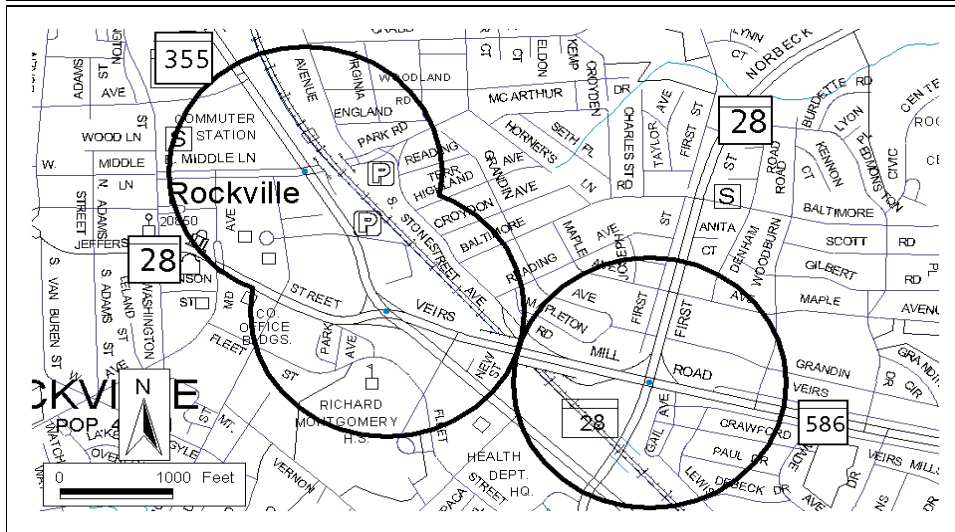
**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 13,900 - 41,500 (MD 28)  
 17,300 - 64,500 (MD 198)

PROJECTED (2025) - 27,400 - 62,400 (MD 28)  
 22,000 - 73,800 (MD 198)

OPERATING COST IMPACT: N/A





**PROJECT:** MD 28, Rockville Town Center

**DESCRIPTION:** Study to construct interchange improvements at MD 355 / Middle Lane, MD 355 / MD 28 and MD 28 / MD 586 / MD 911. Wide curb lanes will accommodate bicycles. Sidewalks will be included as appropriate.

**JUSTIFICATION:** This project will relieve congestion at the existing intersections 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:**

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	1,500	626	450	224	200	0	0	0	874	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	1,500	626	450	224	200	0	0	0	874	0
Federal-Aid	1,050	438	315	157	140	0	0	0	612	0

**FUNCTION :**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

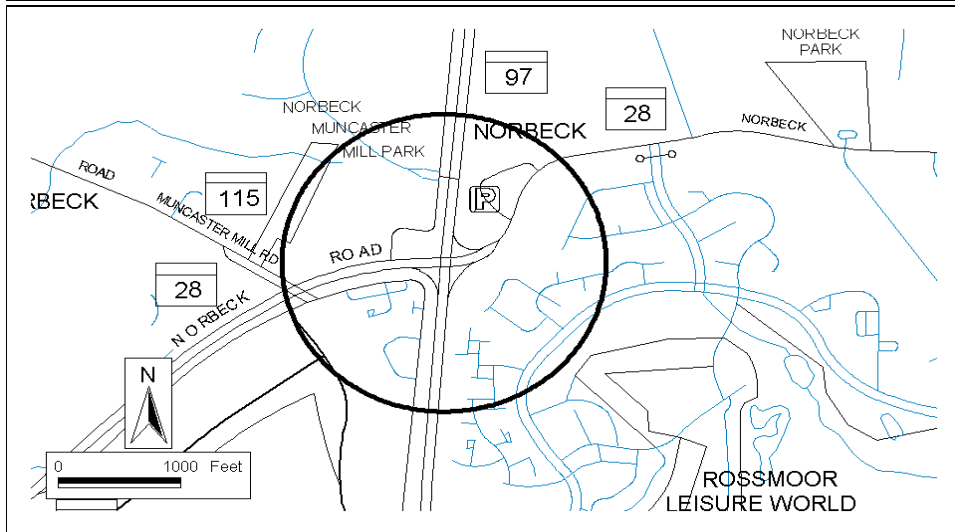
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 58,750

**PROJECTED (2025) -** 95,950

**OPERATING COST IMPACT:** N/A



**PROJECT:** MD 97, Georgia Avenue

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

**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:**

MD 115, MD 28 to MD 124 (Construction Program)  
 East/West Intersection Improvement Program (Construction Program)  
 East/West Link Improvements (D&E Program)  
 MD 28/MD 198, MD 97 to I-95 (D&E Program)

**STATUS:** Project Planning underway. Final Engineering to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	548	1082	937	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	750	305	295	150	0	0	0	0	0	445	0
Engineering	3,667	0	0	783	1,545	1,339	0	0	0	3,667	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	4,417	305	295	933	1,545	1,339	0	0	0	4,112	0
Federal-Aid	3,092	214	207	653	1,082	936	0	0	0	2,878	0

**FUNCTION :**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

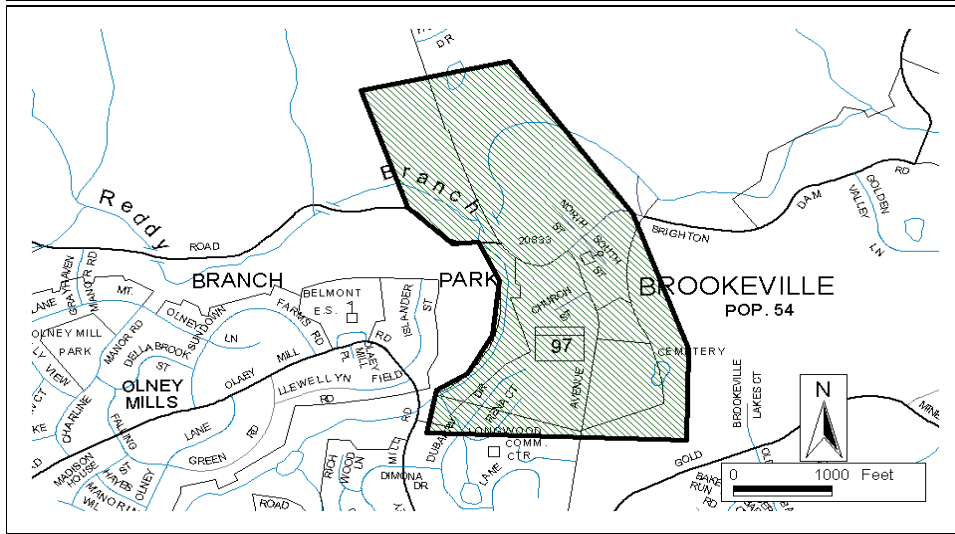
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 45,200

**PROJECTED (2025) -** 67,800

**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.

**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:**

Bordly Drive (P-23), MD 97 to Brighton Dam Road (Montgomery County)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	1,330	1,150	150	30	0	0	0	0	180	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	1,330	1,150	150	30	0	0	0	0	180	0
Federal-Aid	931	805	105	21	0	0	0	0	126	0

**FUNCTION :**

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

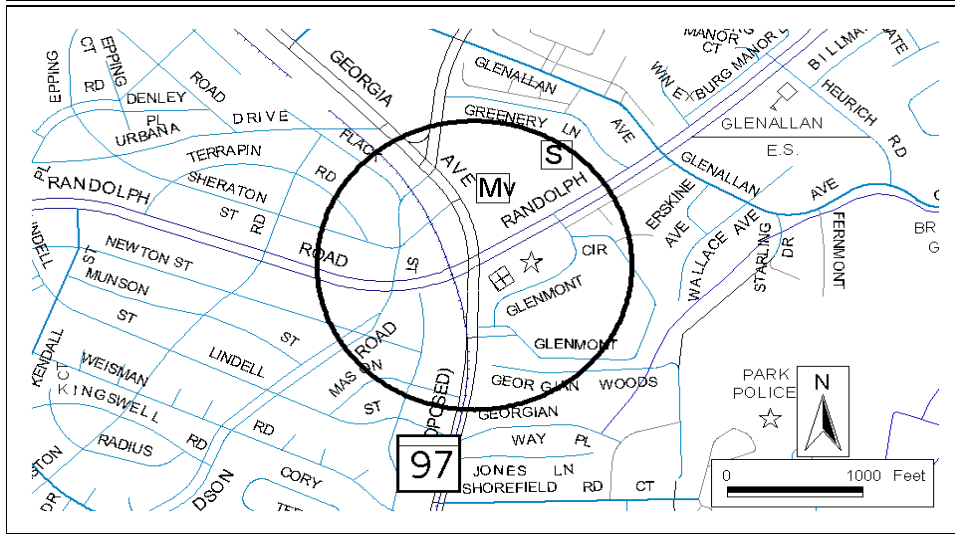
**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 15,900

PROJECTED (2025) - 27,600

OPERATING COST IMPACT: N/A





**PROJECT:** MD 97, Georgia Avenue

**DESCRIPTION:** Study to construct interchange improvements at Randolph Road. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

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

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	338	1082	577	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. Final Engineering to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	769	424	345	0	0	0	0	0	345	0	
Engineering	2,852	0	0	483	1,545	824	0	0	2,852	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	3,621	424	345	483	1,545	824	0	0	3,197	0	
Federal-Aid	2,535	297	242	338	1,082	576	0	0	2,238	0	

**FUNCTION :**

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

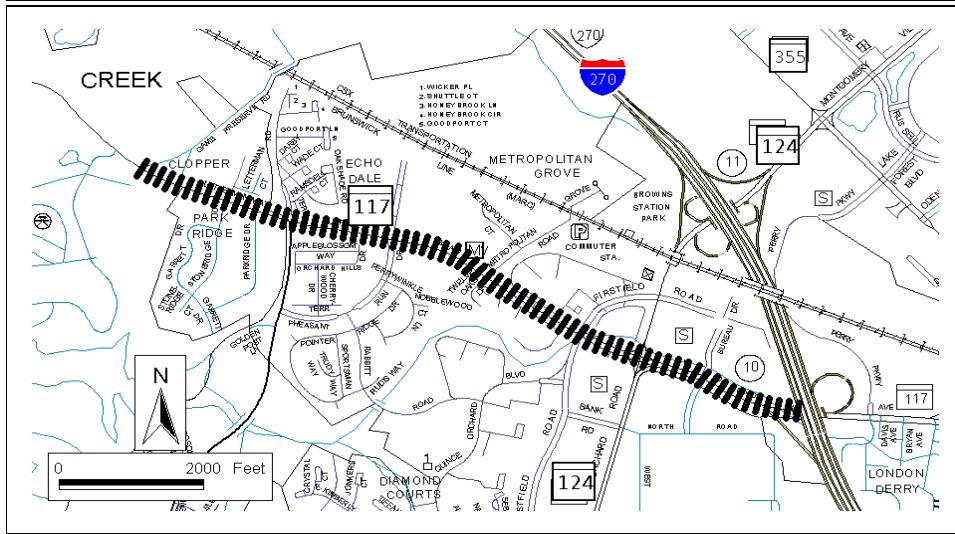
STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (1998) - 47,175

PROJECTED (2025) - 90,000

OPERATING COST IMPACT: N/A



**PROJECT:** MD 117, Clopper Road

**DESCRIPTION:** Study intersection capacity improvements from Great Seneca Park to I-270 (1.73 miles). Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

**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:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

MD 117, MD 118 to Great Seneca Highway (Construction by Developers)  
 I-270, MD 117 to Muddy Branch Road (Construction Program)  
[East/West Intersection Improvement Program \(Construction Program\)](#)  
[I-270/Watkins Mill Road Extended Interchange \(D&E Program\)](#)

**STATUS:** Project Planning underway. Final Engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	914	764	150	0	0	0	0	0	0	150	0
Engineering	2,300	0	300	800	800	400	0	0	0	2,300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,214	764	450	800	800	400	0	0	0	2,450	0
Federal-Aid	640	535	105	0	0	0	0	0	0	105	0

**FUNCTION:**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

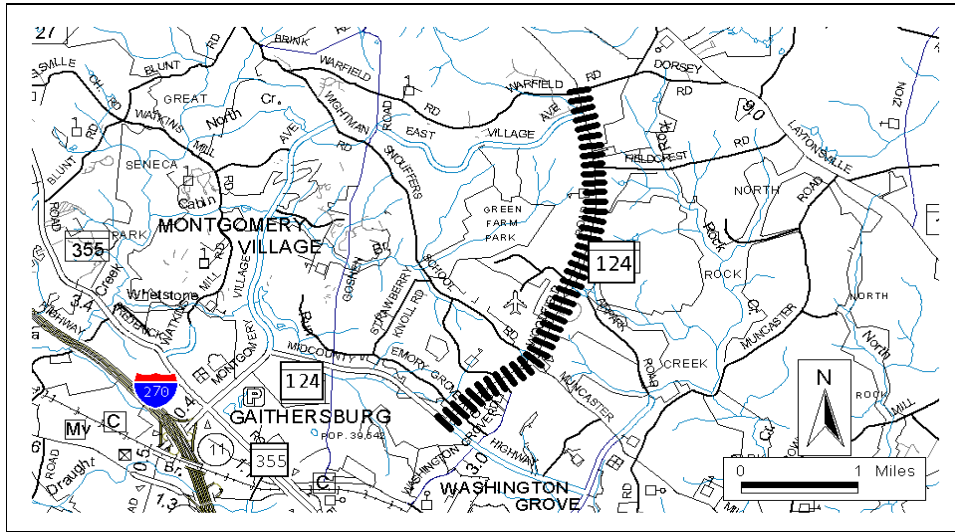
**CURRENT (2000) -** 48,000

**PROJECTED (2025) -** 84,800

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 24

# SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 124, Woodfield Road

**DESCRIPTION:** Study to reconstruct MD 124 from Midcounty Highway to Warfield Road (3.46 miles). Wide curb lanes will accommodate bicycles. Sidewalks to be included where appropriate.

**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:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)  
East/West Link Improvement (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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. Final engineering to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,374	1,074	300	0	2004	2005	2006	2007	2008	300	0
Engineering	6,097	1	250	1,500	2,000	2,000	346	0	0	6,096	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,471	1,075	550	1,500	2,000	2,000	346	0	0	6,396	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

## FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

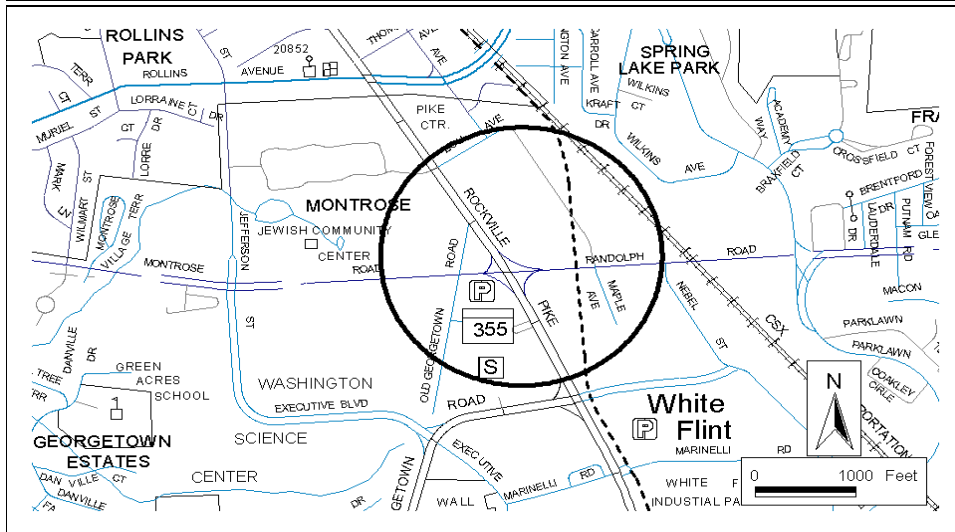
STATE SYSTEM : Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 29,000

PROJECTED (2025) - 50,950

OPERATING COST IMPACT: N/A



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Study to construct a CSX Railroad grade separated crossing and interchange improvements on Randolph Road / Montrose Road. Wide curb lanes will accommodate bicycles. Sidewalks will be included where appropriate.

**JUSTIFICATION:** This project would improve safety and relieve traffic congestion that occurs at the MD 355 / Randolph / Montrose Roads 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:**

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvement (D&E Program)

Montrose Parkway (Montgomery County Project)

Nebel Street (Montgomery County Project)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	3771	0	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway. Final Engineering to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004....	.....2005....	.....2006....	.....2007....			
Planning	1,455	955	300	200	0	0	0	0	500	0	
Engineering	5,387	0	0	1,030	2,060	2,060	237	0	5,387	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	6,842	955	300	1,230	2,060	2,060	237	0	5,887	0	
Federal-Aid	3,771	0	0	721	1,442	1,442	166	0	3,771	0	

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

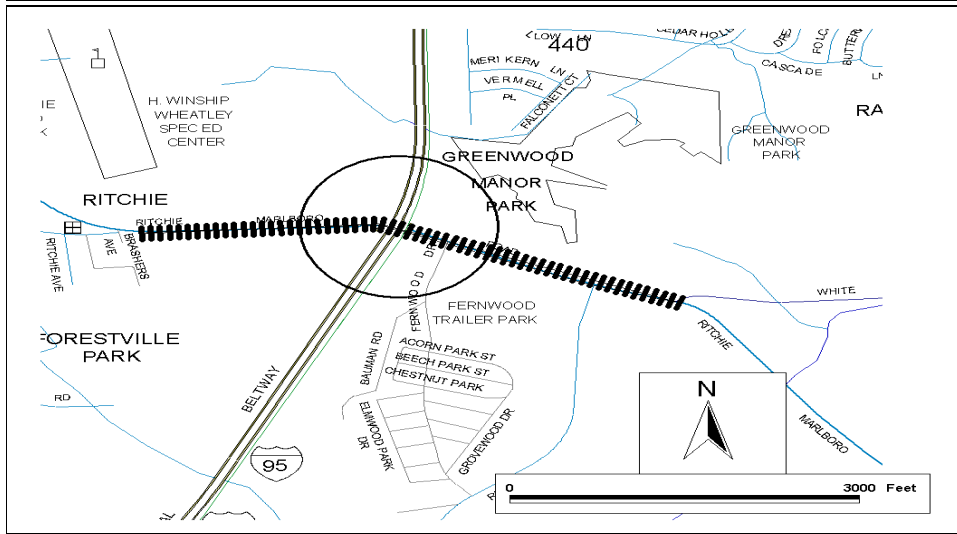
CURRENT (2000) - 77,900

PROJECTED (2025) - 98,600

OPERATING COST IMPACT: N/A

# STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 1

# INTERSTATE CONSTRUCTION PROGRAM



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

**DESCRIPTION:** Construct a new interchange at I-95 / I-495 (Capital Beltway) and Ritchie Marlboro Road. Wide curb lanes will accommodate bicycles. Sidewalks will be included.

**JUSTIFICATION:** This interchange will relieve capacity problems at the I-95 / I-495 interchanges with MD 214 and MD 4 and will improve access to planned economic development in the area.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	351	468	0	0	0	NHS
CO	4345	3613	1383	0	0	NHS/HPP

**STATUS:** Construction underway. Prince George's County participated in the cost of Final Engineering and funding construction improvements on connecting County roads. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	907	907	0	0	0	0	0	0	0	0
Engineering	2,006	2,006	0	0	0	0	0	0	0	0
Right-of-way	7,281	6,055	676	550	0	0	0	0	1,226	0
Construction	14,207	3,675	4,914	4,052	1,566	0	0	0	10,532	0
Total	24,401	12,643	5,590	4,602	1,566	0	0	0	11,758	0
Federal-Aid	14,636	4,476	4,696	4,081	1,383	0	0	0	10,160	0

## FUNCTION :

**STATE -** Principal Arterial

**FEDERAL -** Interstate

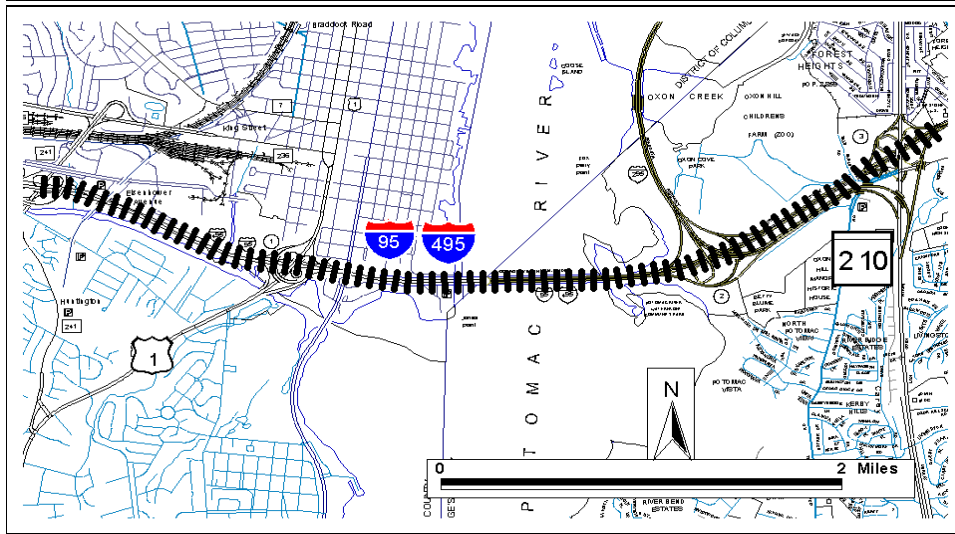
**STATE SYSTEM :** Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 177,300

**PROJECTED (2025) -** 281,850

**OPERATING COST IMPACT:** \$3,500 per year



**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 study are from Telegraph Rd. 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 (Construction Program)  
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)  
 MD 210, MD 228 to Capital Beltway (D&E Program)

**STATUS:** Final Engineering, Right-of-way and Construction underway. Funding shown is Maryland's share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The \$146.0 million cost increase is due to updating the project based on the approved financing plan.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	90373	0	77111	2843	2164	WWB

**POTENTIAL FUNDING SOURCE:**

☐ SPECIAL ☒ FEDERAL ☒ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	57,544	35,603	11,695	7,056	2,961	229	0	0	21,941	0
Right-of-way	8,199	700	1,055	405	1,510	1,510	1,510	1,509	7,499	0
Construction	1,250,619	27,205	119,943	270,249	245,960	229,910	150,650	129,474	1,146,186	77,228
Total	1,316,362	63,508	132,693	277,710	250,431	231,649	152,160	130,983	1,175,626	77,228
Federal-Aid	1,099,254	61,059	124,094	236,981	183,527	177,047	137,289	119,021	977,959	60,236

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

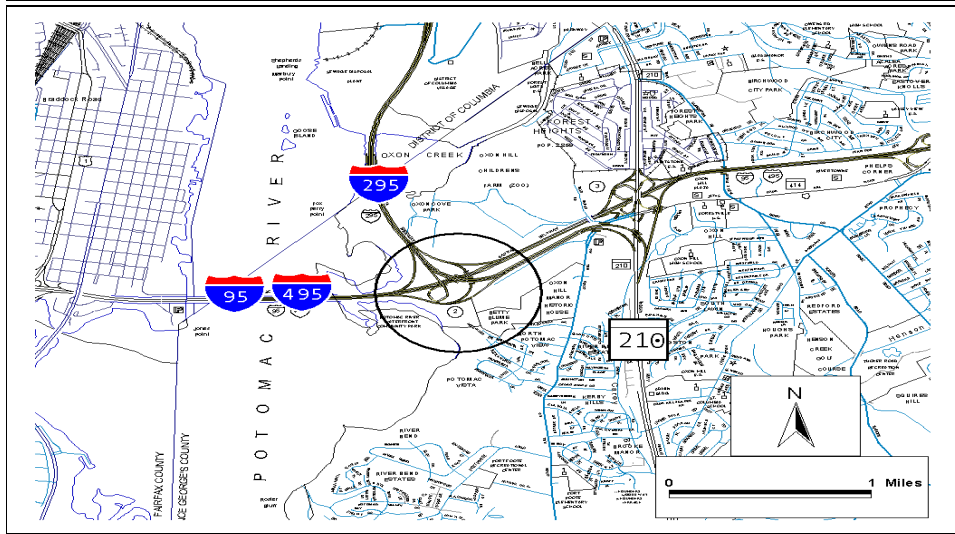
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 198,700

**PROJECTED (2025) -** 310,400

**OPERATING COST IMPACT:** \$700,000 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 (Construction Program)  
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)  
 MD 210, MD 228 to Capital Beltway (D&E Program)

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction delayed from Fiscal Year 02 to Fiscal Year 03 due to the national economic slowdown.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,650	0	825	2,725	2,750	350	0	0	0	6,650	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	49,050	0	0	5,200	19,300	13,250	11,300	0	0	49,050	0
Total	55,700	0	825	7,925	22,050	13,600	11,300	0	0	55,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

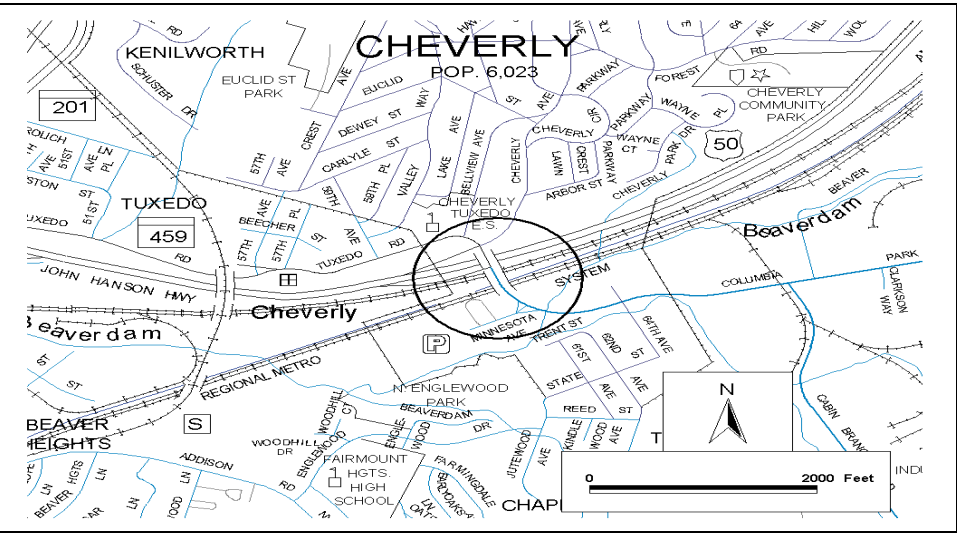
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 198,700

**PROJECTED (2025) -** 310,400

**OPERATING COST IMPACT:** \$3,900 per year



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

**DESCRIPTION:** Construction of a ramp from northbound Columbia Park Road to eastbound US 50. This adds a movement not available at the existing US 50 / Columbia Park Road interchange. Sidewalks will be included as appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project will improve traffic operations while increasing accessibility to employment areas in the vicinity of the US 50 / Columbia Park Road 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:**  
US 50, East of US 301 to east of I-95/I-495 (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3201	1695	0	0	0	NHS/HPP

**STATUS:** Construction underway. This project includes replacement of a county bridge. The funding shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

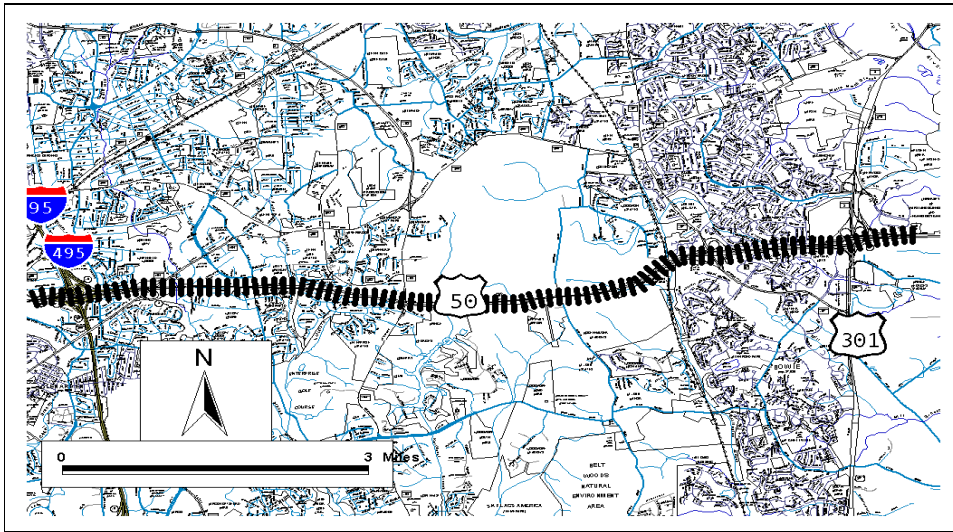
POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	577	577	0	0	0	0	0	0	0	0	0
Engineering	342	342	0	0	0	0	0	0	0	0	0
Right-of-way	457	358	99	0	0	0	0	0	0	99	0
Construction	6,099	128	3,904	2,067	0	0	0	0	0	5,971	0
Total	7,475	1,405	4,003	2,067	0	0	0	0	0	6,070	0
Federal-Aid	6,001	1,028	3,279	1,694	0	0	0	0	0	4,973	0

**FUNCTION :**  
**STATE -** Principal Arterial  
**FEDERAL -** Freeway - Expressway  
**STATE SYSTEM :** Primary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
**CURRENT (2000) -** 78,000  
**PROJECTED (2025) -** 116,900  
**OPERATING COST IMPACT:** \$1,200 per year



**STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 5**

**PRIMARY CONSTRUCTION PROGRAM**



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

**DESCRIPTION:** Provide a high occupancy vehicle lane in each direction, from east of US 301 to east of I-95 / I-495. This project also includes extending the acceleration lane for the ramp connecting MD 197 southbound to US 50 westbound (8.2 miles).

**JUSTIFICATION:** The recent trend of rapid development in the Bowie area and Anne Arundel County has caused severe traffic congestion along this portion of US 50 during the morning and evening peak periods. High occupancy vehicle lanes will encourage carpooling, improve traffic mobility and enhance safety along this segment of US 50.

**SMART GROWTH STATUS:**

- ☐ Project 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, Bell Station to Stonybrook Drive (Construction Program)  
 MD 450, MD 193 to Stonybrook Drive (Construction Program)  
 MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)  
 US 301, North of Mount Oak Road to US 50 (D&E Program)  
 US 301, South Corridor Transportation Study (D&E Program)  
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$3.2 million is due to the addition of an enforcement area.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	11545	8855	1199	469	0	CMAQ

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				.....2004....	.....2005....	.....2006....	.....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	877	877	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,284	1,176	12,864	10,106	1,537	601	0	0	25,108	0
Total	27,161	2,053	12,864	10,106	1,537	601	0	0	25,108	0
Federal-Aid	23,125	1,058	11,545	8,855	1,199	468	0	0	22,067	0

**FUNCTION:**

**STATE -** Urban Major Arterial

**FEDERAL -** Urban Interstate

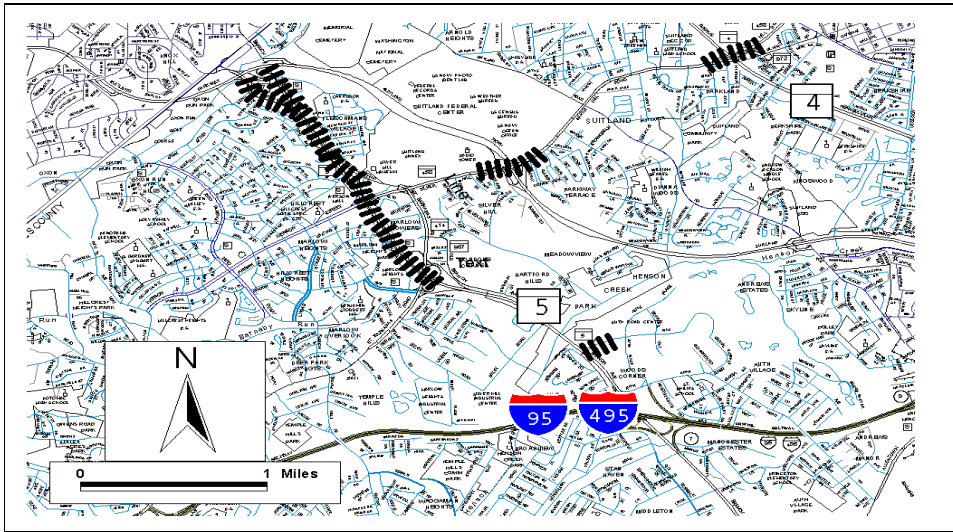
**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 96,875

**PROJECTED (2025) -** 142,000

**OPERATING COST IMPACT:** \$22,500 per year



**PROJECT:** Green Line Metro Extension Access Improvements

**DESCRIPTION:** Improved intersections along MD 5, Auth Road and MD 458 corridors. Widen southbound MD 5, from Suitland Parkway to north of MD 414 and MD 637. These improvements will provide access to the proposed Branch Avenue, Suitland, and Naylor Road Metro Stations. Sidewalks are included.

**JUSTIFICATION:** This project provides improved access to the Metro Stations that opened in 2001 and relieved congestion on MD 5, MD 458 and MD 637 during peak periods.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

I-95/I-495, Branch Avenue Metro Station Access Study (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,203	2,203	0	0	0	0	0	0	0	0	
Right-of-way	2,066	1,921	145	0	0	0	0	0	145	0	
Construction	11,935	11,033	902	0	0	0	0	0	902	0	
Total	16,204	15,157	1,047	0	0	0	0	0	1,047	0	
Federal-Aid	10,693	9,833	860	0	0	0	0	0	860	0	

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

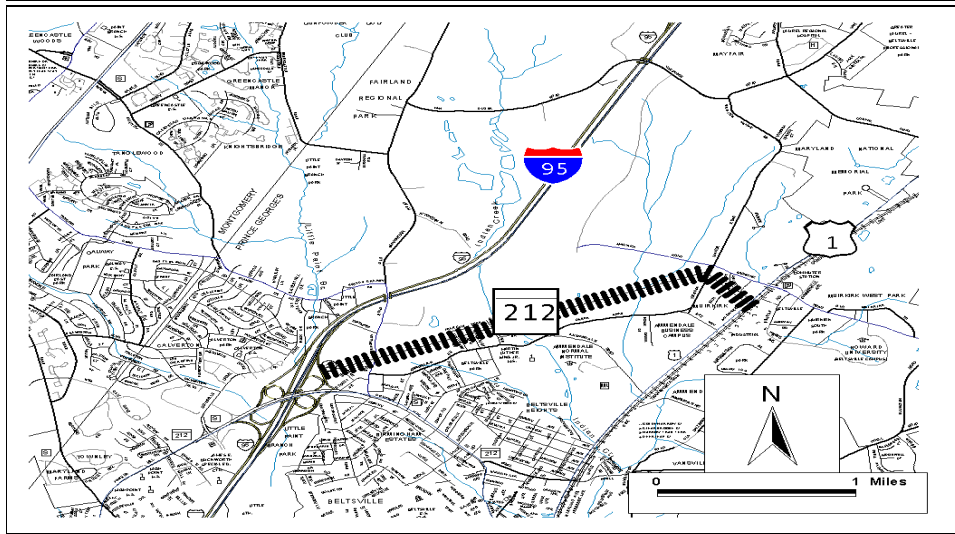
CURRENT (2000) - 69,150 (MD 5)

PROJECTED (2025) - 115,900 (MD 5)

**OPERATING COST IMPACT:** \$5,000 per year

# STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 7

# SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 212 Relocated

**DESCRIPTION:** Prince George's County will construct a multi-lane arterial along the general alignment of Ammendale/Virginia Manor Roads and Ritz Way from US 1 to I-95 (2.0 miles). When completed this road will become MD 212. Wide curb lanes will accommodate bicycles. Sidewalks to be included where appropriate.

**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:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

US 1, College Avenue to Sunnyside Avenue (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 reimbursement to Prince George's County to begin during current fiscal year. Funding 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 2001 - 06 CTP:** The Construction cost decreased \$2.0 million due to a reimbursement agreement with the county.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	7,000	0	3,000	2,000	2,000	0	0	0	7,000	0
Total	7,000	0	3,000	2,000	2,000	0	0	0	7,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

## FUNCTION :

STATE - N/A

FEDERAL - N/A

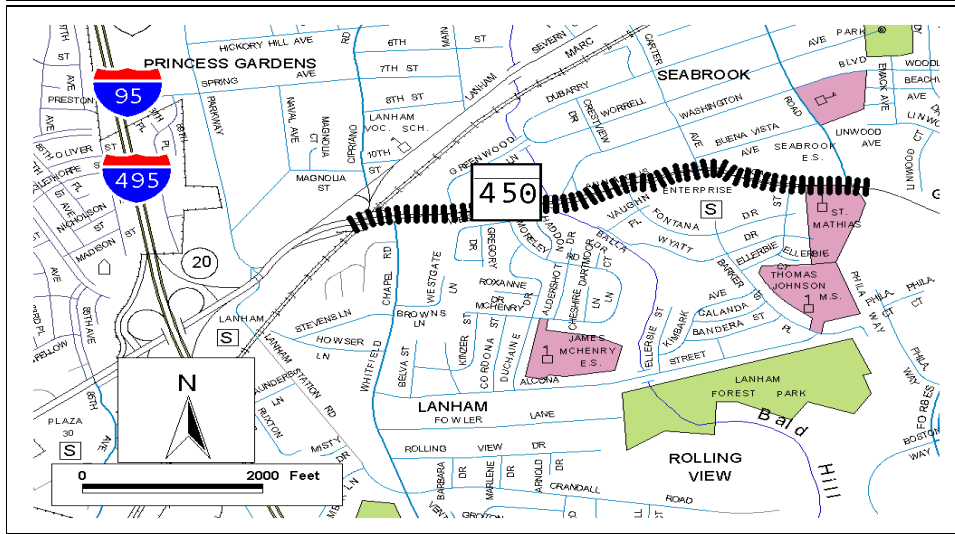
STATE SYSTEM : Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 30,000

PROJECTED (2025) - 49,200

OPERATING COST IMPACT: \$10,000 per year



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Upgrade and widen existing MD 450 to a multi-lane divided highway from east of Whitfield Chapel Road to Seabrook Road (0.95 miles). Wide outside lanes will accommodate bicycles. Sidewalks will be included as appropriate.

**JUSTIFICATION:** Additional lanes are needed to accommodate high 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, Seabrook Road to MD 193 (Construction Program)  
 MD 450, MD 193 to Stoneybrook Drive (Construction Program)  
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Construction advanced from Fiscal Year 04 to Fiscal Year 03 due to project design being completed ahead of schedule. The cost decrease of \$1.0 million due to lower inflation rates.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	5460	0	0	0	0	STP
CO	0	2678	4019	1342	0	STP

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	1,428	788	640	0	0	0	0	0	640	0
Right-of-way	8,508	1,508	7,000	0	0	0	0	0	7,000	0
Construction	10,305	0	0	3,433	5,152	1,720	0	0	10,305	0
Total	21,575	3,630	7,640	3,433	5,152	1,720	0	0	17,945	0
Federal-Aid	14,674	1,176	5,460	2,678	4,019	1,341	0	0	13,498	0

**FUNCTION:**

**STATE -** Minor Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM:** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 25,700

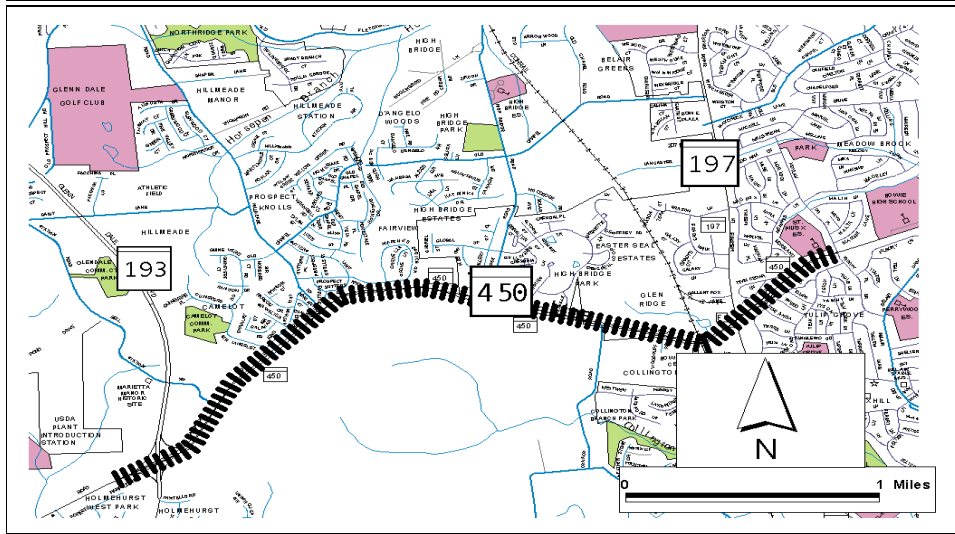
**PROJECTED (2025) -** 39,800

**OPERATING COST IMPACT:** \$5,000 per year



# STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 9

# SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 450, Annapolis Road

**DESCRIPTION:** Upgrade and widen MD 450 to a multi-lane divided highway from MD 193 to Stonybrook Drive (5.8 miles). Sidewalks / hiker / biker facility will be included as appropriate. Wide curb lanes will accommodate bicycles.

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

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

MD 450, Seabrook Road to MD 193 (Construction Program)  
MD 450, MD 193 to Bell Station Road (Construction Program)  
MD 450, Whitfield Chapel Road to Seabrook Road (Construction Program)  
US 50, East of US 301 to east of I-95/I-495 (Construction Program)  
MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

**STATUS:** Right-of-way underway. Construction to begin during current fiscal year. Construction for the segment from MD 193 to Bell Station Road to be funded by developer. Cost shown is SHA's share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Combined the MD 450 projects from MD 193 to Bell Station Road and Bell Station Road to Stonybrook Drive.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	449	2729	0	0	0	STP
CO	2980	9956	11535	7690	0	STP

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					2004	2005	2006	2007	
Planning	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	17,387	1,065	5,159	7,059	4,104	0	0	0	16,322
Construction	24,973	0	1,928	6,936	8,414	7,695	0	0	24,973
Total	42,360	1,065	7,087	13,995	12,518	7,695	0	0	41,295
Federal-Aid	31,170	271	4,490	10,643	9,764	6,002	0	0	30,899

## FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

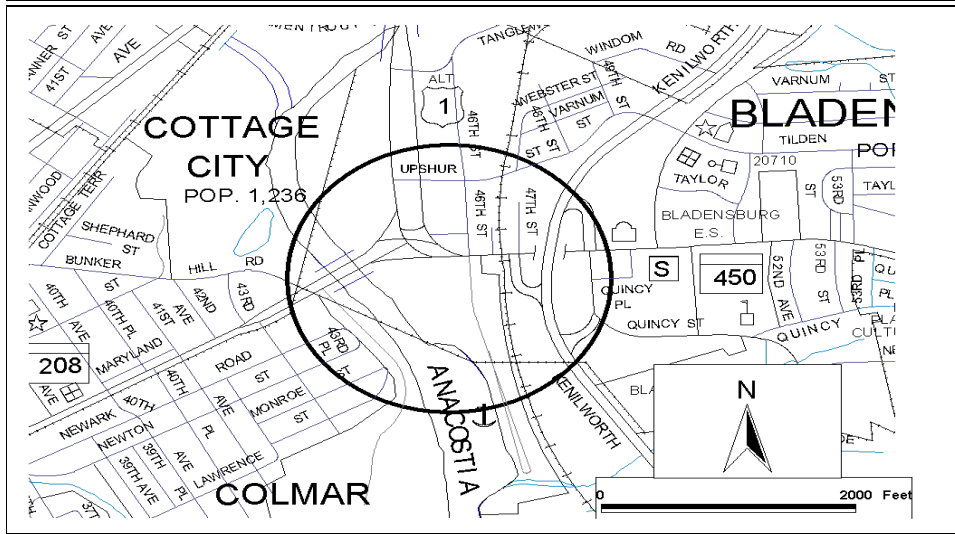
STATE SYSTEM: Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 23,000

PROJECTED (2025) - 42,650

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.

**JUSTIFICATION:** This project would improve safety and relief 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	12724	16080	14612	STP

**STATUS:** Final Engineering underway. Right-of-way to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Right-of-way delayed from Fiscal Year 01 to Fiscal Year 03, and Construction delayed from Fiscal Year 03 to Fiscal Year 04 due to scope changes which required additional design time.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	501	501	0	0	2004	2005	2006	2007	0	0
Engineering	2,000	538	800	662	0	0	0	0	1,462	0
Right-of-way	2,000	0	0	500	1,500	0	0	0	2,000	0
Construction	49,337	0	0	0	14,459	18,273	16,605	0	49,337	0
Total	53,838	1,039	800	1,162	15,959	18,273	16,605	0	52,799	0
Federal-Aid	43,767	351	0	0	12,724	16,080	14,612	0	43,416	0

**FUNCTION :**

**STATE -** Major Collector

**FEDERAL -** Minor Arterial

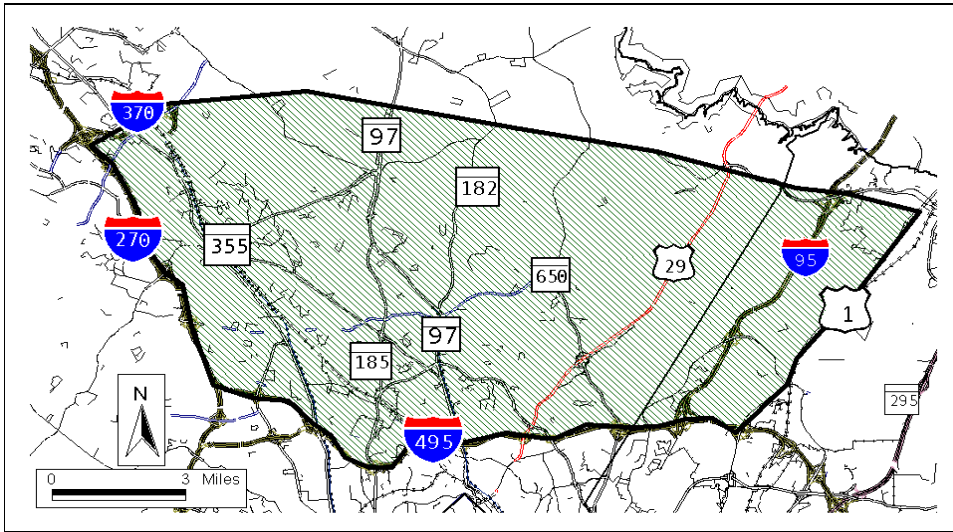
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 53,000

**PROJECTED (2025) -** 85,250

**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 as 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 (Construction and D&E Programs - Montgomery County)  
 I-270, East & West Spur Interchanges (Construction Program - Montgomery County)  
 MD 115, MD 28 to MD 124 (Construction Program - Montgomery County)  
 East/West Link Improvements (D&E Program)  
 MD 28/MD 198, MD 97 to I-95 (D&E Program)  
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

**STATUS:** Final Engineering, Right-of-way and Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	543	508	0	0	0	STP
RW	112	3873	260	0	0	STP
CO	2007	754	15821	13595	0	STP/CMAQ

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	998	998	0	0	0	0	0	0	0	0	0
Engineering	10,760	6,890	2,225	1,405	240	0	0	0	0	3,870	0
Right-of-way	11,493	1,775	2,935	4,918	1,865	0	0	0	0	9,718	0
Construction	54,135	9,926	4,961	1,535	19,296	18,417	0	0	0	44,209	0
Total	77,386	19,589	10,121	7,858	21,401	18,417	0	0	0	57,797	0
Federal-Aid	52,230	9,533	6,754	5,350	16,234	14,359	0	0	0	42,697	0

**FUNCTION :**

STATE - N/A

FEDERAL - N/A

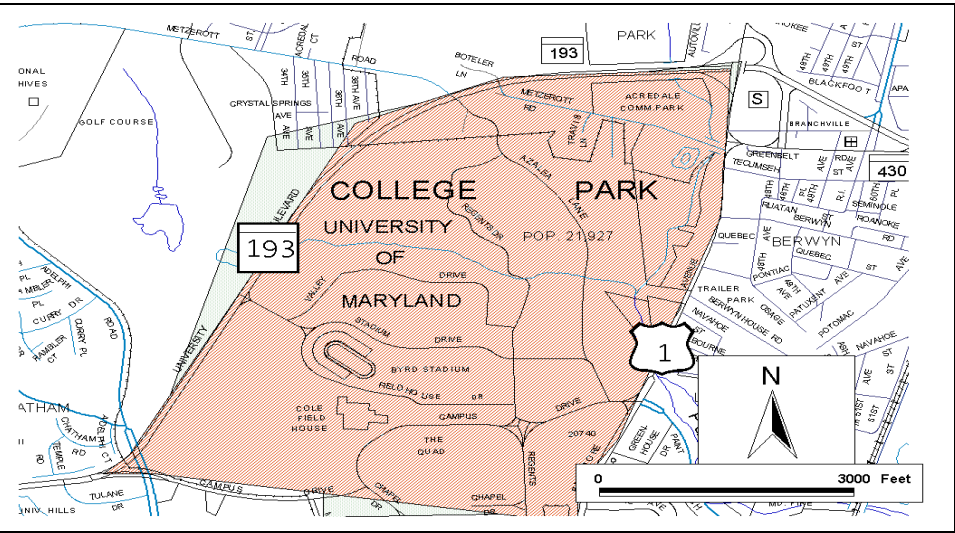
STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - N/A

PROJECTED (2025) - 60,000 - 80,000

OPERATING COST IMPACT: N/A



**PROJECT:** University of Maryland Arena Replacement Access Improvements

**DESCRIPTION:** Infrastructure improvements and other preliminary work including construction of an access road, widening and other improvements to existing roads, additional surface parking lots and sidewalks, relocation of utilities and various structures, and other related inspection testing and design funds necessary to serve the new University of Maryland Arena. Bicycles will be accommodated on MD 193 shoulders, local roadways and trails.

**JUSTIFICATION:** This project will improve traffic operations and enhance safety at and around the University of Maryland at College Park and serve the new arena.

**SMART GROWTH STATUS:**

- ☐ Project 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 (D&E Program)  
MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

Federal Funding By Year of Obligation					
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007
PP	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 2001 - 06 CTP:** The cost increase of \$1.7 million is due to improvements on MD 193 to accommodate bicycles.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					2004	2005	2006	2007	
Planning	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	12	10	2	0	0	0	0	0	2
Construction	19,567	10,300	6,800	2,467	0	0	0	0	9,267
Total	19,579	10,310	6,802	2,467	0	0	0	0	9,269
Federal-Aid	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 (2000) - 41,000

PROJECTED (2025) - 74,300

OPERATING COST IMPACT: N/A



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	I 95	MD 212 to Brooklyn Bridge Road; resurface	8,108	Completed
2	MD 193	Greenbelt Road; 62nd Street to MD 201; resurface	130	Completed
3	MD 202	Largo Road; MD 725 to Eaton Drive; mill and resurface	255	Completed
4	MD 430	Greenbelt Road; US 1 to MD 193; mill and resurface	125	Completed
5	MD564/564C	Chestnut Avenue/11th Street; Structure 16020 to end of road and MD 564C from MD 564 to MD 564B (Chestnut Avenue); mill and resurface	94	Completed
6	MD 704	Martin Luther King Jr. Highway; Business Parkway to 200 feet west of Hargrove Drive; mill and resurface	246	Completed
7	MD 704	Martin Luther King Jr. Highway; Roosevelt Avenue to Greenleaf Road and at Columbia Park Road; mill and resurface westbound roadway	165	Completed
8	MD 717	Water Street; MD 725 to MD 4; mill and resurface	127	Completed
<b><u>Streetscapes and Minor Reconstruction</u></b>				
9	MD 332	Central Avenue; Washington D.C. Line to Ventura Avenue; urban street reconstruct	2,043	Completed
<b><u>C.H.A.R.T. Projects</u></b>				
10	I 95	I 695 to I 95/I 495; install variable message signs, traffic detectors and traveler alert signs for advanced traffic management (Note: Cost for entire project shown in Prince George's, Howard and Baltimore Counties.)	964	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<b><u>Fiscal Year 2001 Completions (cont'd)</u></b>		
		<b><u>C.H.A.R.T. Projects (cont'd)</u></b>		
11	MD 295	Baltimore Washington Parkway; South of MD 202 to MD 175; install loop detectors for advanced traffic management system (Note: Cost for entire project shown in Anne Arundel and Prince George's Counties.)	554	Completed
		<b><u>Sidewalks</u></b>		
12	MD 332	Central Avenue; Ventura Avenue to Addison Road in Capital Heights; retrofit sidewalks	230	Completed
13	MD 650	New Hampshire Avenue; at MD 193 in Langley Park; retrofit sidewalks	50	Completed
		<b><u>Enhancements</u></b>		
		<b><u>Preservation of Abandoned Railway Corridors</u></b>		
14		WB&A Rail to Trail - Conversion of WB&A Railroad Right-of-Way to Hiker/Biker/Equestrian Trail from MD 450 to Race Track Road.	1,714	Completed
		<b><u>Fiscal Years 2002 and 2003</u></b>		
		<b><u>Resurface/Rehabilitate</u></b>		
15	MD 4	Pennsylvania Avenue; District of Columbia Line to 1000 feet east of Walters Lane; resurface	4,672	Under construction
16	MD 4	Pennsylvania Avenue; 1000 feet east of Walters Lane to I 95 (Capital Beltway); resurface	1,611	Under construction
17	I 95	Capital Beltway; Darcy Road to US 50; resurface	9,988	Under construction
18	I 95	Capital Beltway; MD 5 to Darcy Road; resurface	9,280	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Resurface/Rehabilitate (cont'd)</u></b>				
19	MD 214	Central Avenue; At St. Michaels Drive; resurface (Note: Project schedule is dependent upon developer.)	16	FY 2002
20	US 301	Crain Highway; North of weigh station to MD 214; resurface	348	FY 2003
21	MD 725	Old Marlboro Pike; Bridge 16009 to Main Street; resurface	45	FY 2002
22	MD 725	Old Marlboro Pike; John Rodgers Boulevard to 1,000 feet east of Elm Street; resurface	1,144	FY 2003
<b><u>Bridge Replacement/Rehabilitation</u></b>				
23	MD 4	Pennsylvania Avenue; Bridges 1610803 and 1610804 over Marlboro Racetrack Road; bridge rehabilitation	1,091	FY 2002
24	MD 4	Pennsylvania Avenue; Bridges 1610003 and 1610004 over Western Branch; bridge rehabilitation	4,765	Completed
25	CO 14	Cherry Hill Road; Bridges 16044, 16132 and 16175 over I 95 and the Capital Beltway; bridge widening (Note: Cost shown represents SHA share of project costs for construction.)	700	FY 2003
26	I 95	I 95/I 495 (Capital Beltway) to I 695 (Baltimore Beltway); deck overlays (Note: Cost for entire project shown in Baltimore, Howard and Prince George's Counties.)	7,744	Under construction
27	MD 202	Largo Road; Bridge 16106 on MD 202 ramp over US 50; bridge deck replacement	1,791	Completed
<b><u>Safety/Spot Improvement</u></b>				
28	US 1	Baltimore Avenue; at Contee Road; add lane, modify signal and signing	313	FY 2003
29	US 1	Baltimore Avenue; at Cherry Hill Road; channelization, modify signal and signing	114	FY 2003

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
30	US 1	Baltimore Avenue; at Muirkirk Meadows Drive; provide northbound left turn lane	667	Completed
31	MD 5	Branch Avenue; at Surratts Road; provide additional thru lane northbound	1,500	FY 2003
32	US 50	John Hanson Highway; Enterprise Road to US 301; concrete patching	107	Under construction
33	I 95	Capital Beltway; at Inner Loop ramp to westbound MD 214; dualize existing ramp and signalization	941	Completed
34	MD 193	Greenbelt Road; at Cherrywood Lane and 60th Avenue; widen to provide double left turn lanes eastbound	200	FY 2003
35	MD 193	Enterprise Road; at MD 953; geometric improvements	151	Under construction
36	MD 201	Kenilworth Avenue; Cherrywood Lane to Sunnyside Avenue; widening (Project to be done by U.S.D.A.)	0	FY 2002
37	MD 202	Largo Road; at Brightseat Road; extend left turn lane	398	FY 2003
38	MD 212	Riggs Road; at MD 410; provide double left turn lanes southbound and adjust signal phasing	400	FY 2003
39	US 301	Crain Highway; at South Osborne Road; provide double left turn lanes, modify signal and signing	229	FY 2003
40	MD 410A	Belcrest Road; at MD 500; lengthen left turn lane, modify signal and signing	114	FY 2003
41	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	761	FY 2003
42	MD 650	New Hampshire Avenue; at Quebec Street; provide left turn lanes	241	FY 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
43	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	285	FY 2003
<b><u>Neighborhood Conservation</u></b>				
44	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 34th Street in Mt. Rainier; streetscape (Funded for preliminary concept studies only)	75	FY 2003
45	US 1	Baltimore Avenue; Farragut Avenue to Hamilton Avenue in Hyattsville; urban street reconstruct (Project schedule is dependent upon the City.)	680	FY 2002
46	US 1	Baltimore Avenue; Contee Road to Oak Street in Laurel; urban street reconstruct (Funded for preliminary engineering only)	826	PE Underway
47	US 1	Baltimore Avenue; Oak Street to MD 198 in Laurel; intersection improvements and streetscape	4,941	Under construction
48	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; urban street reconstruct (northbound) (Funded for preliminary engineering only)	353	PE Underway
49	US 1	Rhode Island Avenue; at 34th Street and Perry Street in Mt. Rainier; construct roundabout	1,302	Under construction
50	US 1	Baltimore Avenue; Hamilton Avenue to MD 410 in Hyattsville; urban street reconstruct (Funded for preliminary concept studies only)	68	Concepts Underway
51	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,200	FY 2003
52	MD 193	Greenbelt Road; US 1 to Mandan Road in Greenbelt; streetscape (Funded for preliminary concept studies only)	88	Concepts Underway
53	MD 193	University Boulevard; MD 195 to Adelphi Road in Langley Park; streetscape (Funded for preliminary concept studies only) (Project also shown in Montgomery County)	236	Concepts Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Neighborhood Conservation (cont'd)</u></b>				
54	MD 197	Laurel Bowie Road; MD 450 to Rustic Hill Drive; streetscape (Funded for preliminary engineering only)	350	FY 2003
55	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape (Project schedule is dependent upon county.)	5,400	FY 2002
56	MD 210	Indian Head Highway; District of Columbia Line to MD 414 in Forest Heights; streetscape (Funded for preliminary concept studies only)	106	Concepts Underway
57	MD 450	Annapolis Road; St. Christopher's Church to the Ramada Conference Center in New Carrollton; streetscape	2,060	FY 2003
58	MD 450	Annapolis Road; Phase II - Anacostia River to MD 450 at MD 202 in Bladensburg; streetscape (Funded for preliminary engineering only)	350	FY 2003
59	MD 459	Tuxedo Road; MD 201 (Kenilworth Avenue) to US 50 in Cheverly; streetscape (Funded for preliminary concept studies only)	59	Concepts Underway
60	MD 500	Queens Chapel Road; District of Columbia Line to MD 410 in Hyattsville; streetscape (Funded for preliminary concept studies only)	97	Concepts Underway
61	MD 650	New Hampshire Avenue; District of Columbia Line to MD 410 in Takoma Park; urban street reconstruct (Funded for preliminary concept studies only)	200	Concepts Underway
62	MD 704	Martin Luther King Jr. Highway; District of Columbia Line to Hill Road in Seat Pleasant; urban street reconstruction (Funded for preliminary concept studies only)	100	Concepts Underway
<b><u>Streetscapes and Minor Reconstruction</u></b>				
63	MD 201	Kenilworth Avenue; Edmonston Road to MD 410; streetscape	2,841	Under construction

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Noise Barriers</u></b>				
64	US 50	John Hanson Highway; 500 feet west of MD 197 to 800 feet west of the Conrail Bridge in the southeast quadrant of the I 95 interchange; noise barrier along westbound roadway (Princeton Square and Ardmore)	4,422	FY 2002
65	I 95	Cherry Hill Road to 1,300 feet south of Cherry Hill Road; noise barrier along southbound roadway (Powder Mill Estates) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	623	
66	I 95	Capital Beltway; East of CSX Railroad to 2,000 feet east of Rhode Island Avenue; noise barrier along inner loop (Hollywood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,183	
67	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	4,972	
68	I 95	Capital Beltway; Northwest quadrant of the I 95/I 495 interchange; noise barrier along outer loop (Knollwood) (Note: Preliminary engineering to begin in Fiscal Year 2002, construction in Fiscal Year 2004)	1,191	
69	I 95	Capital Beltway; East of Auth Road (Inner and Outer Loops); noise barriers (Auth Village and Princeton/Andrews Manor)	3,111	Under construction
<b><u>C.H.A.R.T. Projects</u></b>				
70		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Under construction
<b><u>Environmental Preservation</u></b>				
71		Various locations in Prince George's County; landscape	149	Under construction

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

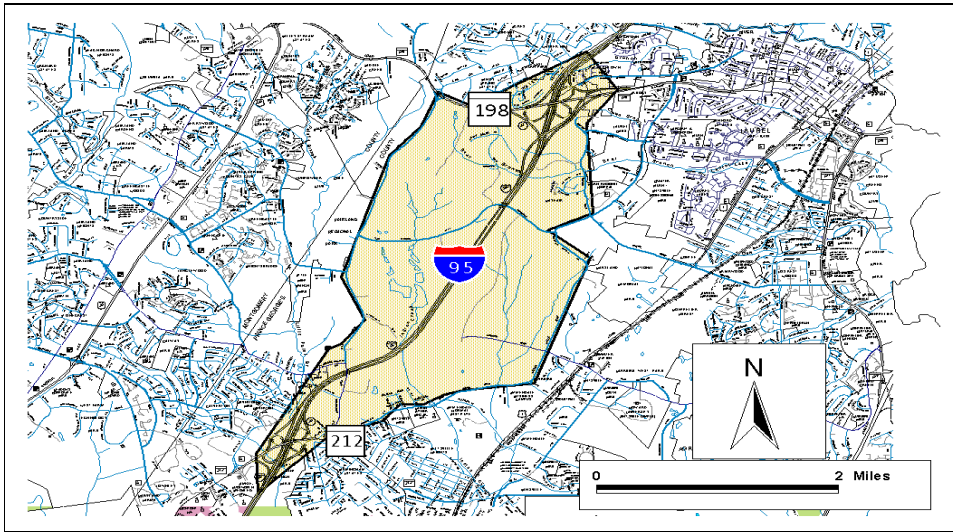
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u><b>Fiscal Years 2002 and 2003 (cont'd)</b></u>		
		<u><b>Environmental Preservation (cont'd)</b></u>		
72	US 1	Rhode Island Avenue; District of Columbia Line to north of MD 208 (38th Street); urban stormwater retrofit	252	FY 2003
		<u><b>Commuter Action Improvements</b></u>		
73		I 95/I 495 Park and Ride Lot to the University of Maryland; study bus access	50	FY 2002
74	MD 210	Indian Head Highway; at MD 373; construct ridesharing facility - 500 spaces (Project to be done by Prince George's County.)	2,949	FY 2002
		<u><b>Sidewalks</b></u>		
75	MD 208	38th Street; CSX Bridge to US 1 in Brentwood; retrofit sidewalks - 700 linear feet	63	FY 2002
76	MD 410	East West Highway; at MD 500 in University Park; retrofit sidewalks - 500 linear feet	20	Completed
		<u><b>Intersection Capacity Improvements</b></u>		
77	MD 650	New Hampshire Avenue; at Metzerott Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and restripe Metzerott Road to provide triple left turns (Funded for preliminary engineering only)	35	PE Underway
		<u><b>Enhancements</b></u>		
		<u><b>Pedestrian/Bicycle Facilities</b></u>		
78		Bowie New Town Center Pedestrian Bridge - Construction of a pedestrian bridge and connecting trail system over MD 197 in the City of Bowie. Includes state funding for trail segments, traffic signal work, intersection improvements and improvements to address run off.	1,000	FY 2002



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 13 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Enhancements (cont'd)</u></b>		
		<b><u>Pedestrian/Bicycle Facilities (cont'd)</u></b>		
79		District Heights Trail - Construction of a trail to link the District Heights Elementary School, residential neighborhoods and recreational facilities within the City of District Heights.	556	FY 2002
		<b><u>Archaeological Planning &amp; Research</u></b>		
80		Archeological Artifacts Cataloging/Preservation - Development of a database, cataloging and preservation of artifacts retrieved from the Oxon Hill Manor site.	33	Underway
		<b><u>Landscaping/Scenic Beautification/Mitigation</u></b>		
81		Prince George's County Gateway Signs - Construction of twelve gateway monuments with landscaping and lighting at locations where motorist enter Maryland from Washington, D.C. and one at the Anne Arundel County Line on US 50.	182	FY 2002
		<b><u>Preservation of Abandoned Railway Corridors</u></b>		
82		Rhode Island Avenue Rail to Trail (Phase II) - Construction of a trail from Greenbelt Road to Berwyn House Road on the abandoned DC Transit trolley right-of-way within the City of College Park.	155	Underway

**PROJECT:** I-95

**DESCRIPTION:** Study to construct a new interchange with collector-distributor roads at I-95 and Contee Road Relocated. 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:**

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

MD 28/MD 198, MD 97 to I-95 (D&E Program)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	630	0	0	0	0	NHS
PE	0	0	758	2228	3713	IM
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning underway, partially funded by developer. The Preliminary Engineering cost shown is SHA's share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 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	TOTAL		PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	
Planning	900	0	350	350	200	0	0	0	900
Engineering	4,785	0	0	0	541	1,591	1,591	1,062	4,785
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	5,685	0	350	350	741	1,591	1,591	1,062	5,685
Federal-Aid	3,979	0	245	245	519	1,114	1,114	742	3,979

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

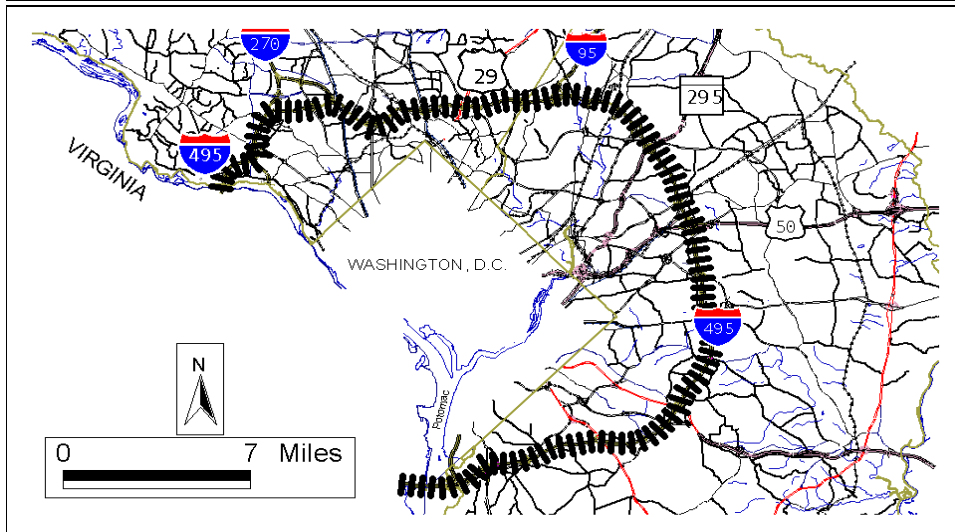
**CURRENT (2000) -** 165,200

**PROJECTED (2025) -** 236,400

**OPERATING COST IMPACT:** N/A

**STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 15**

**INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** I-495 / I-95, Capital Beltway / Purple Line Study

**DESCRIPTION:** Study to determine the feasibility of providing high occupancy vehicle lanes and other transit improvements, 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. High occupancy vehicle lanes or other transit improvements would encourage more carpooling and transit use.

**SMART GROWTH STATUS:**

- ☐ Project 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 Ritchie Marlboro Road (Construction Program)  
 I-95/I-495, Woodrow Wilson Bridge (Construction Program)  
 MD 4, MD 223 to I-95/I-495 (D&E Program)  
 MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)  
 I-495, ATMS Project (System Preservation Program)  
 I-95/I-495, Corridor Transportation Study (MTA Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
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		CURRENT YEAR	BUDGET YEAR		FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2001		2003	2003	2004	2005	2006	2007			
Planning	6,225	3,262	1,150	1,150		663	0	0	0	2,963	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	6,225	3,262	1,150	1,150		663	0	0	0	2,963	0	0
Federal-Aid	4,358	2,283	805	805		465	0	0	0	2,075	0	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

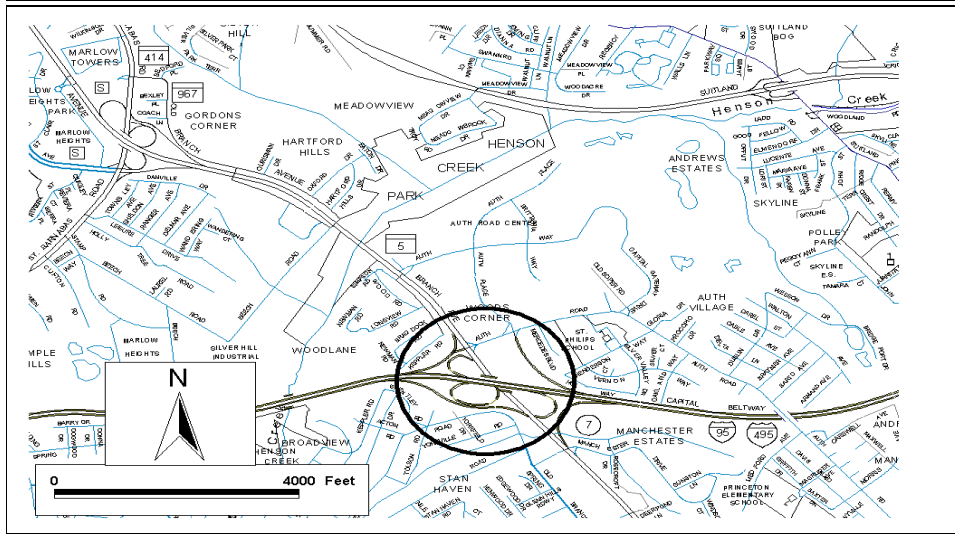
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 230,300

**PROJECTED (2025) -** 307,300  
361,400 (Clara Barton Pkw.)

**OPERATING COST IMPACT:** N/A



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

**DESCRIPTION:** Study to improve access from MD 5 (Branch Avenue) and I-95 / I-495 to the Branch Avenue Metro Station. Pedestrian / bicycle facilities will be included as 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 study is to develop a long term solution for traffic congestion in this area.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Green Line Extension Access Improvements (Construction Program)  
 MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)  
 I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$1.0 million is due to the addition of a pedestrian overpass and roadway extension option.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	71	0	1001	0	0	CMAQ
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	776	776	0	0	0	0	0	0	0	0
Engineering	4,926	0	1,456	2,040	1,430	0	0	0	4,926	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	5,702	776	1,456	2,040	1,430	0	0	0	4,926	0
Federal-Aid	3,448	0	1,019	1,428	1,001	0	0	0	3,448	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Interstate

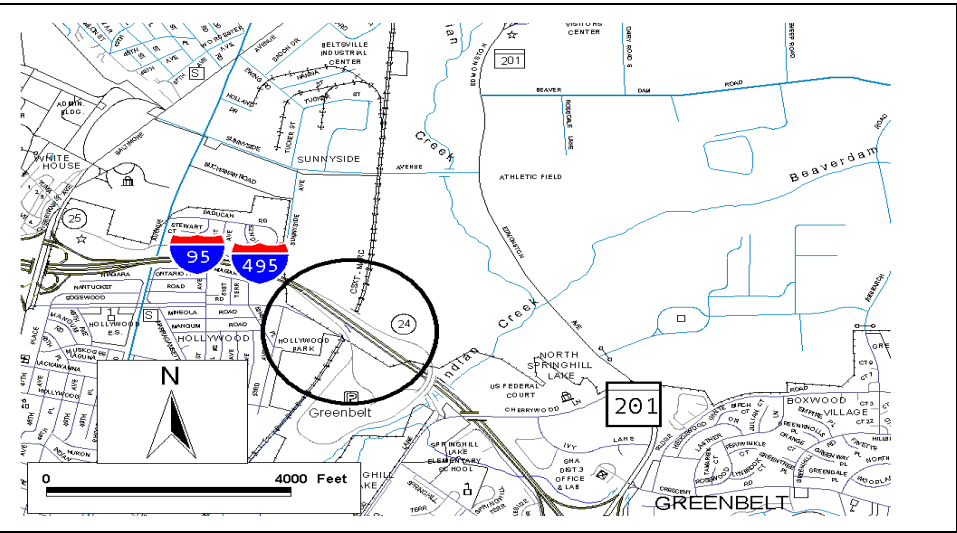
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 69,150 (MD 5)

**PROJECTED (2025) -** 113,900 (MD 5)

**OPERATING COST IMPACT:** N/A



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

**DESCRIPTION:** Study to 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 proposed development in the vicinity of 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 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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.

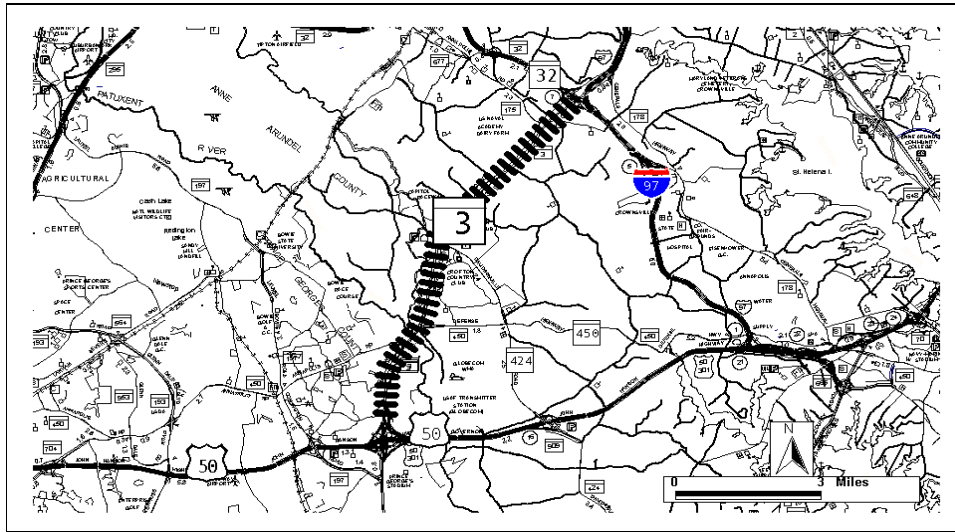
**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,000	105	200	250	250	195	0	0	0	895	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	105	200	250	250	195	0	0	0	895	0
Federal-Aid	700	74	140	175	175	136	0	0	0	626	0

**FUNCTION :**  
**STATE -** Principal Arterial  
**FEDERAL -** Interstate  
**STATE SYSTEM :** Primary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
**CURRENT (2000) -** 224,900  
**PROJECTED (2025) -** 303,600  
**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 18

# PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**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 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 50, East of US 301 to east of I-95/I-495 (Construction Program)  
 US 301, South Corridor Transportation Study (D&E Program)  
 US 301, North of Mount Oak Road to US 50 (D&E Program)  
 MD 450, Stonybrook Drive to west of MD 3 (D&E Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

## Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	886	0	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

## POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

## PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	1,266	0	233	400	333	300	0	0	0	1,266	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	1,266	0	233	400	333	300	0	0	0	1,266	0
Federal-Aid	886	0	163	280	233	210	0	0	0	886	0

## FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

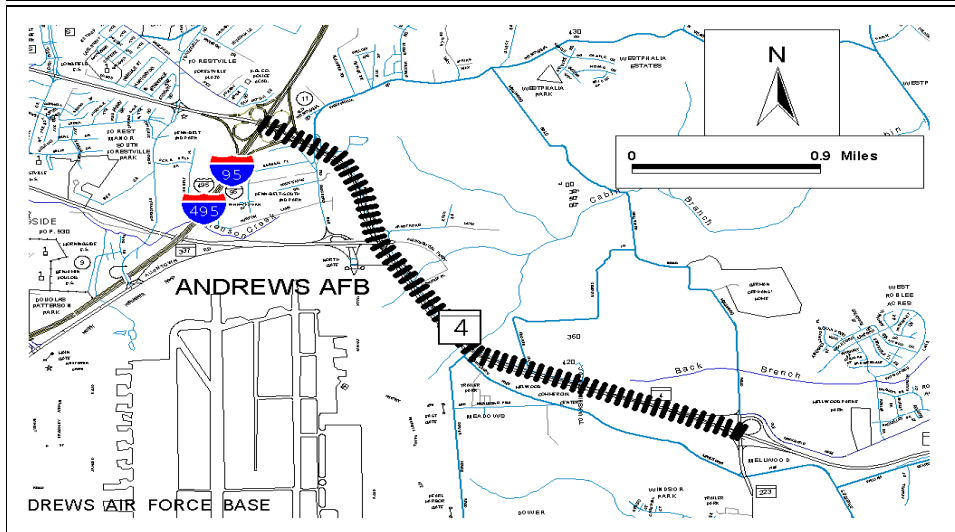
## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 56,000

PROJECTED (2025) - 129,000

OPERATING COST IMPACT: N/A





**PROJECT:** MD 4, Pennsylvania Avenue

**DESCRIPTION:** Study to upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95 / I-495 (Capital Beltway) (3.08 miles). Bicylists and pedestrians will be accommodated where appropriate.

**JUSTIFICATION:** Severe traffic congestion occurs during peak hours and will worsen with projected development in the immediate area.

**SMART GROWTH STATUS:**

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

**ASSOCIATED IMPROVEMENTS:**

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	1,613	1,613	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	1,613	1,613	0	0	0	0	0	0	0	0	
Federal-Aid	1,129	1,129	0	0	0	0	0	0	0	0	

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

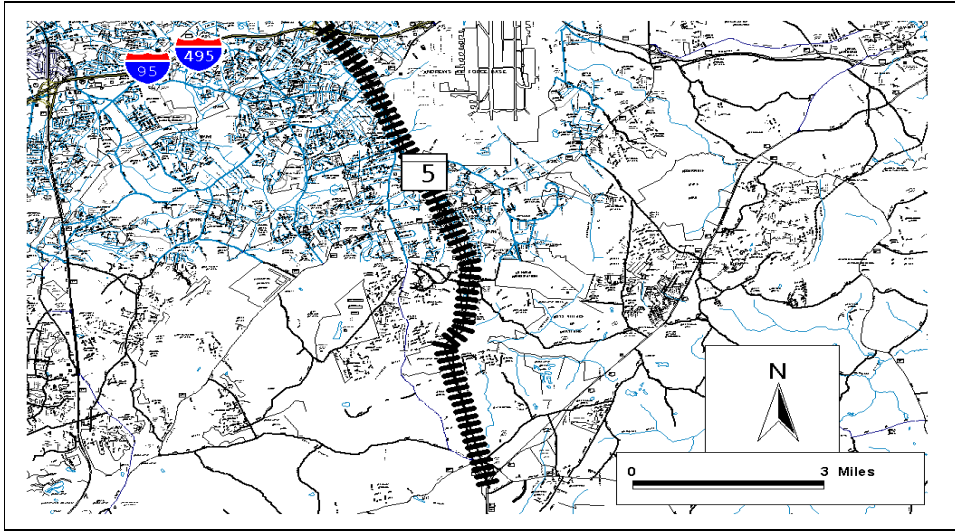
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 67,900

PROJECTED (2025) - 106,250

OPERATING COST IMPACT: N/A



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Study to upgrade access controls and widen existing MD 5 to a 6 lane expressway 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:**

MD 5, Interchange at MD 373 and Brandywine Road Relocated (D&E Program)  
 I-95/I-495, Branch Avenue Metro Station Access Study (D&E Program)  
 US 301, South Corridor Transportation Study (D&E Program)  
 Intermodal Projects Implementation Program (TSO)  
 Southern Maryland Mass Transportation Analysis (MTA)

**STATUS:** Project Planning complete.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	322	322	0	0	0	0	0	0	0	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0
Right-of-way	8,373	8,373	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,414	10,414	0	0	0	0	0	0	0	0
Federal-Aid	6,531	6,531	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Freeway - Expressway

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

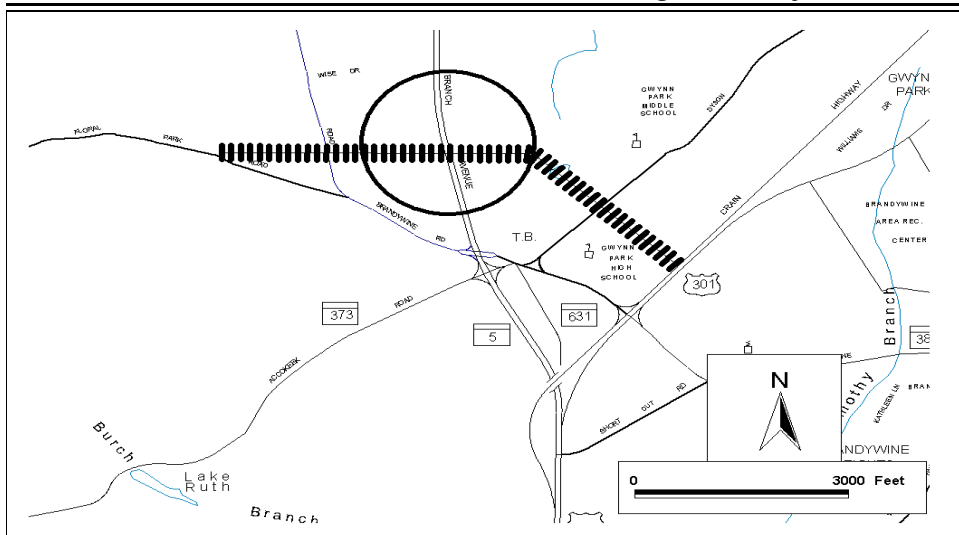
**CURRENT (2000) -** 88,000

**PROJECTED (2025) -** 150,000

**OPERATING COST IMPACT:** N/A



## PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 5, Branch Avenue

**DESCRIPTION:** Study to 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 worsen as growth continues to occur in southern Prince George's County and Southern Maryland.

**SMART GROWTH STATUS:**

- |                                     |  |                          |   |
|-------------------------------------|--|--------------------------|---|
| <input type="checkbox"/>            | Project Not Location Specific or Location Not Determined | <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input type="checkbox"/>            | Project Within PFA                                       | <input type="checkbox"/> | Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> | Grandfathered  |                          |   |

**ASSOCIATED IMPROVEMENTS:**

MD 5, US 301 at T.B. to north of I-95/I-495 (D&E Program)  
US 301, South Corridor Transportation Study (D&E Program)  
Southern Maryland Mass Transportation Analysis (MTA)  
Intermodal Projects Implementation Program (TSO)

**STATUS:** Final Engineering on hold pending an alignment decision on the proposed Prince George's County Spine Road in the Brandywine area.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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					
				<u>PROJECT CASH FLOW</u>								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	561	561	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	561	561	0	0	0	0	0	0	0	0	0	
Federal-Aid	393	393	0	0	0	0	0	0	0	0	0	

**FUNCTION :**

STATE - Principal Arterial

**FEDERAL** - Freeway - Expressway

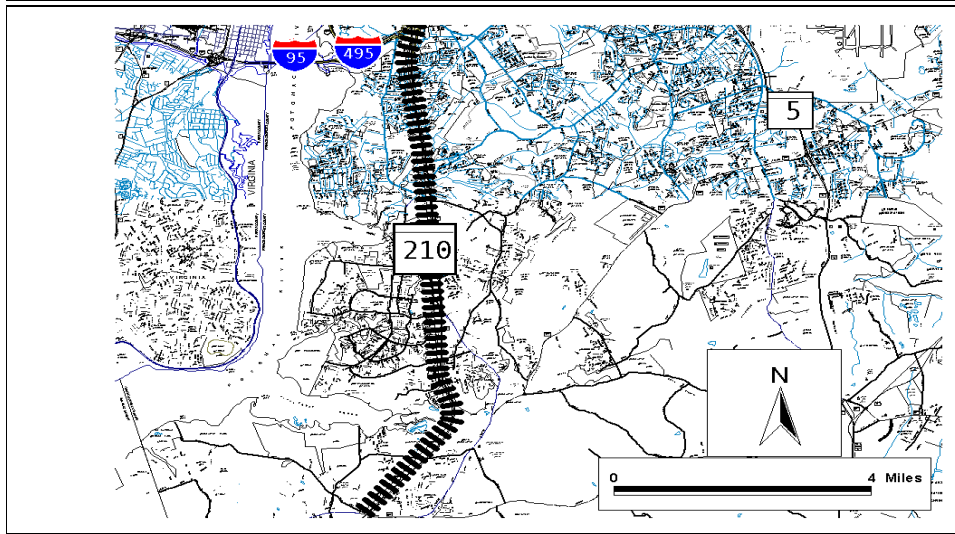
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) - 60,000**

**PROJECTED (2025) - 127,700**

**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. 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-295/I-495, National Harbor Access (Construction Program)

MD 228, MD 210 to west of Mattawoman Creek (Construction Program)

I-95/I-495, Woodrow Wilson Bridge (Construction Program)

I-95/I-495 Corridor Transportation Study, American Legion Bridge to Woodrow Wilson Bridge (D&E Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL 
 ☒ FEDERAL 
 ☐ GENERAL 
 ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	2,100	1,714	286	100	0	0	0	0	0	386	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	2,100	1,714	286	100	0	0	0	0	0	386	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

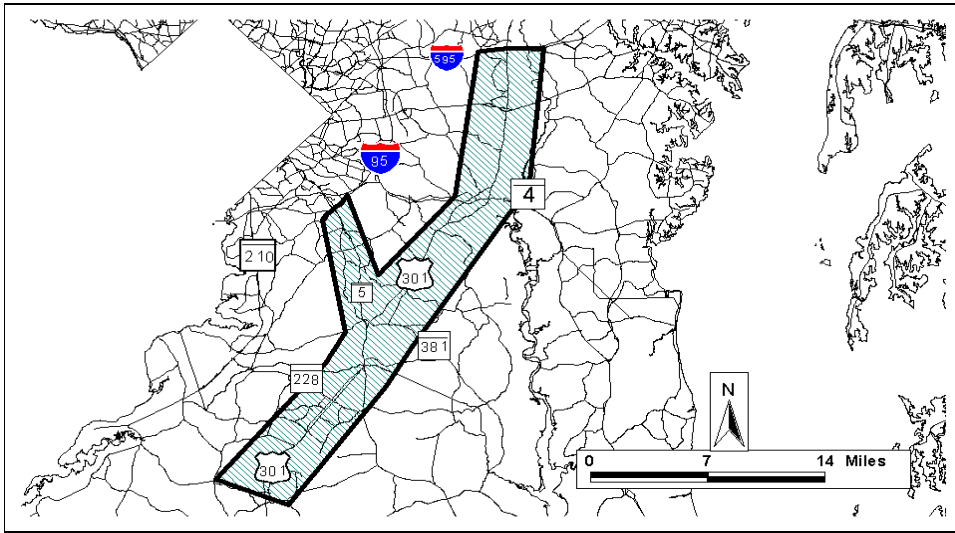
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 70,000

PROJECTED (2025) - 114,850

OPERATING COST IMPACT: N/A



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

**DESCRIPTION:** Multi-modal corridor study to consider highway / transit improvements South of LaPlata to US 301 / US 50 interchange in Bowie and to Branch Avenue Metro Station. Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short / long range transit alternatives. 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:**

[Southern Maryland Mass Transportation Analysis \(MTA\)](#)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning and Right-of-way on hold.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Planning and Right-of-way funds deleted due to the national economic slowdown. See page A-11.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL		PROJECT CASH FLOW						
	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....	TO COMPLETE
Planning	10,164	8,976	1,188	0	0	0	0	0	1,188
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	29,842	15,934	2,100	0	4,113	2,565	2,565	2,565	13,908
Construction	0	0	0	0	0	0	0	0	0
Total	40,006	24,910	3,288	0	4,113	2,565	2,565	2,565	15,096
Federal-Aid	7,115	6,283	832	0	0	0	0	0	832

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Other Principal Arterial

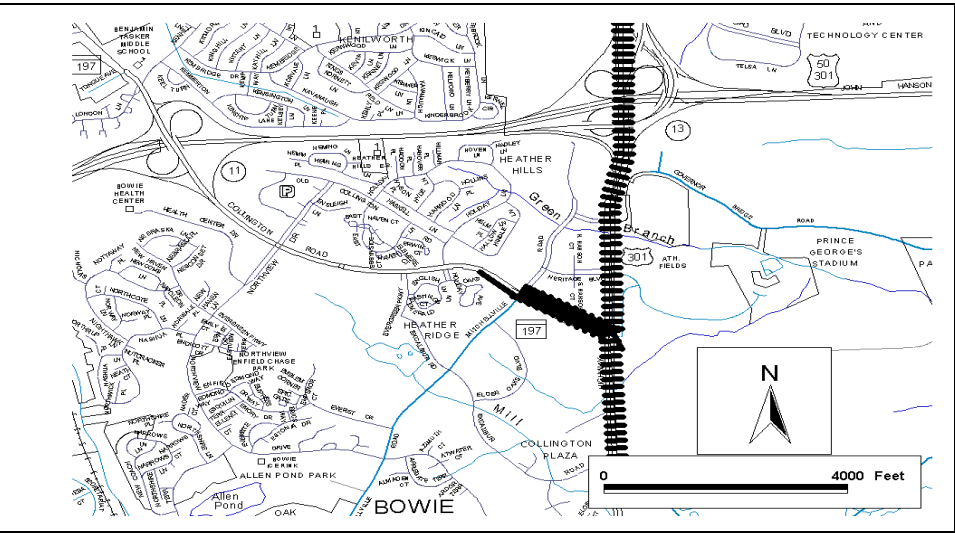
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 80,000

**PROJECTED (2025) -** 145,000

**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). Shoulders will accommodate bicycles. Sidewalks will be provided where appropriate.

**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:**

- US 50, east of US 301 to east of I-95/I-495 (Construction Program)
- US 301, South Corridor Transportation Study (D&E Program)
- MD 3, US 50 to MD 32 (D&E Program)
- Intermodal Projects Implementation Program (TSO)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,617	463	530	424	200	0	0	0	0	1,154	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	1,617	463	530	424	200	0	0	0	0	1,154	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)**

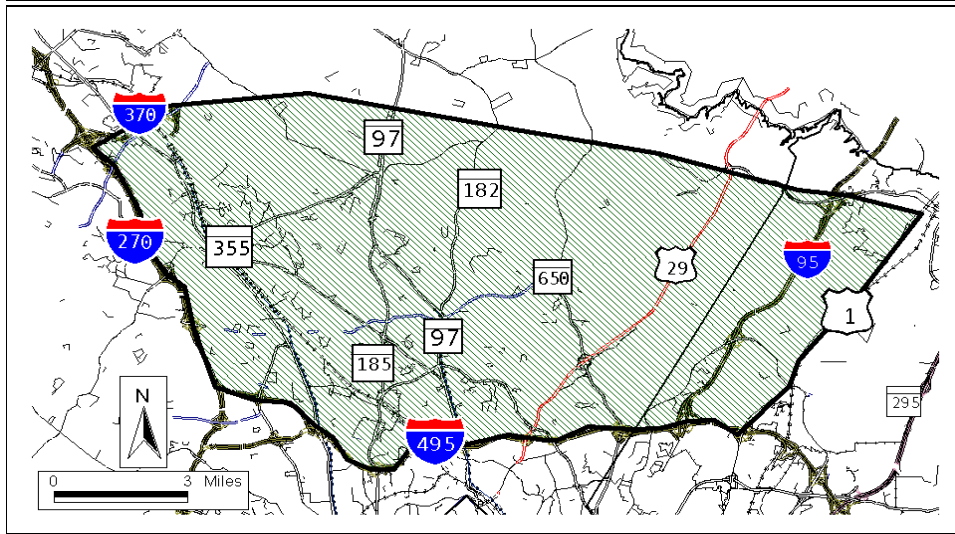
**CURRENT (2000) -** 65,000

**PROJECTED (2025) -** 107,000

**OPERATING COST IMPACT:** N/A

**STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** East-West Link Improvements

**DESCRIPTION:** Study to construct new east-west link improvements in Montgomery and Prince George's counties between I-370 and US 1. Bicycle and pedestrian access will be provided where appropriate.

**JUSTIFICATION:** East-west link improvements are needed to provide improved connectors to I-270 and I-95 and to support land use plans of both 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:**

East-West Intersection Improvement Program (Construction Program)  
 I-95/Contee Road Interchange (D&E Program)  
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (D&E Program)  
 US 29 Interchanges (Construction and D&E Programs - Montgomery County)  
 MD 28/MD 198, MD97 to I-95 (D&E Program)

**STATUS:** Project Planning to begin for the East-West Link during budget fiscal year

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	2,060	0	0	618	824	618	0	0	2,060	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	2,060	0	0	618	824	618	0	0	2,060	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Freeway - Expressway

**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** N/A

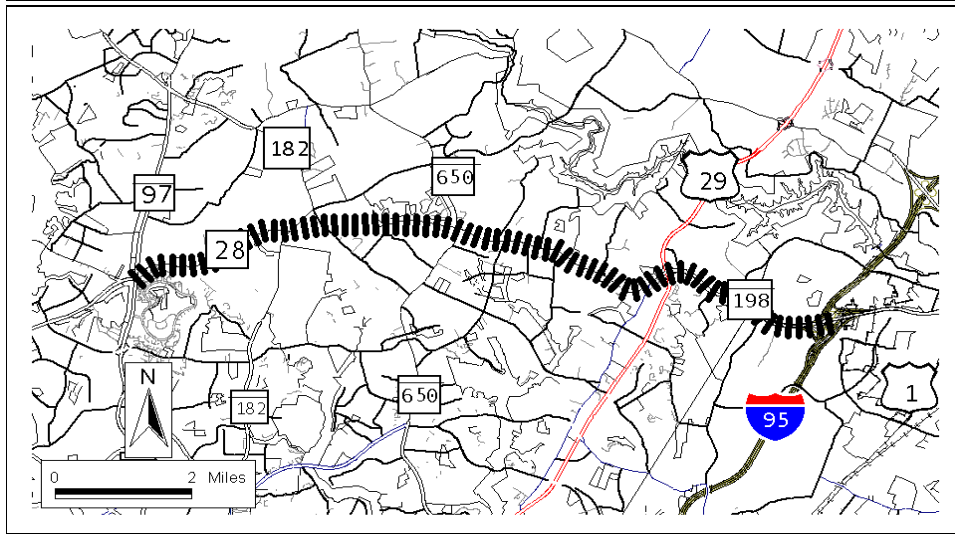
**PROJECTED (2025) -** 60,000 - 80,000

**OPERATING COST IMPACT:** N/A



# STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 26

# SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

**DESCRIPTION:** Corridor study to consider capacity improvements in the MD 28 and MD 198 corridor in Montgomery and Prince George's counties (10.5 miles). Wide curb lanes will be included to accommodate bicycles. Sidewalks to be included where appropriate.

**JUSTIFICATION:** This project would accommodate travel in a safe and efficient manner 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:

East-West Intersection Improvement Program (Construction Program)  
 East/West Link Improvements (D&E Program)  
 I-95/Contee Road Interchange (D&E Program)  
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (D&E Program)  
 US 29 Interchanges (Construction and D&E Programs - Montgomery County)  
 MD 97/MD 28 Interchange (D&E Program - Montgomery County)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$1.1 million is due to a more detailed cost estimate.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	
PP	427	567	497	140	0	STP
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 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,552	222	610	810	710	200	0	0	0	2,330	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	2,552	222	610	810	710	200	0	0	0	2,330	0
Federal-Aid	1,786	155	427	567	497	140	0	0	0	1,631	0

## FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

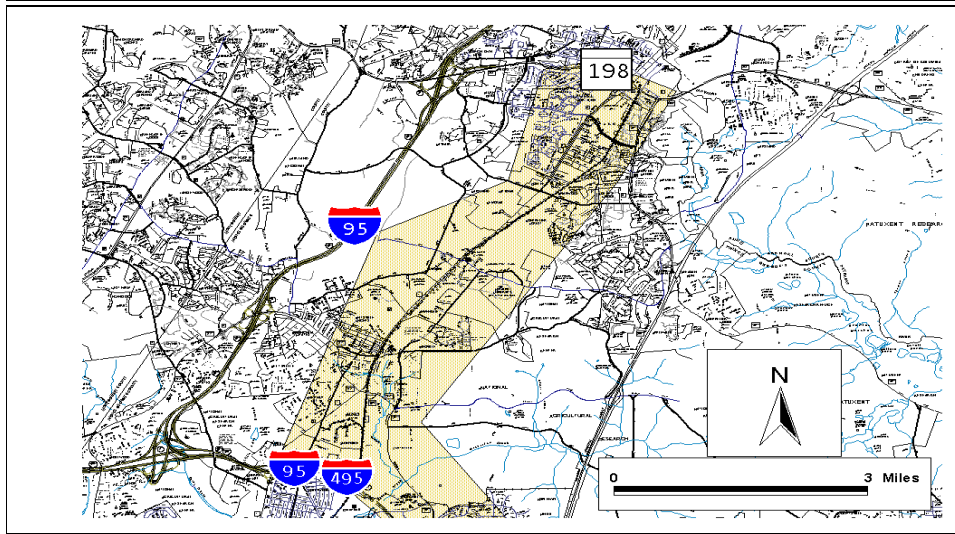
STATE SYSTEM : Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 13,900 - 41,500 (MD 28)  
 17,300 - 64,500 (MD 198)

PROJECTED (2025) - 27,400 - 62,400 (MD 28)  
 22,000 - 73,800 (MD 198)

OPERATING COST IMPACT: N/A



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

**DESCRIPTION:** Study 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. Includes study to construct an interchange at MD 212 (Powder Mill Road).

**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.

**SMART GROWTH STATUS:**

- ☒ Project 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 (Construction Program)  
 East/West Intersection Improvement Program (Construction Program)  
 University of Maryland Arena Replacement Access Improvements (Construction Program)  
 East/West Link Improvements (D&E Program)  
 US 1, College Avenue to Sunnyside Avenue (D&E Program)  
 MD 28/MD 198, MD 97 to I-95 (D&E Program)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
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:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2003	2004	2005	2006	2007		
Planning	2,849	1,569	800	480		0	0	0	0	1,280	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	2,849	1,569	800	480		0	0	0	0	1,280	0
Federal-Aid	1,994	1,098	560	336		0	0	0	0	896	0

**FUNCTION :**

**STATE -** Intermediate Arterial

**FEDERAL -** Other Principal Arterial

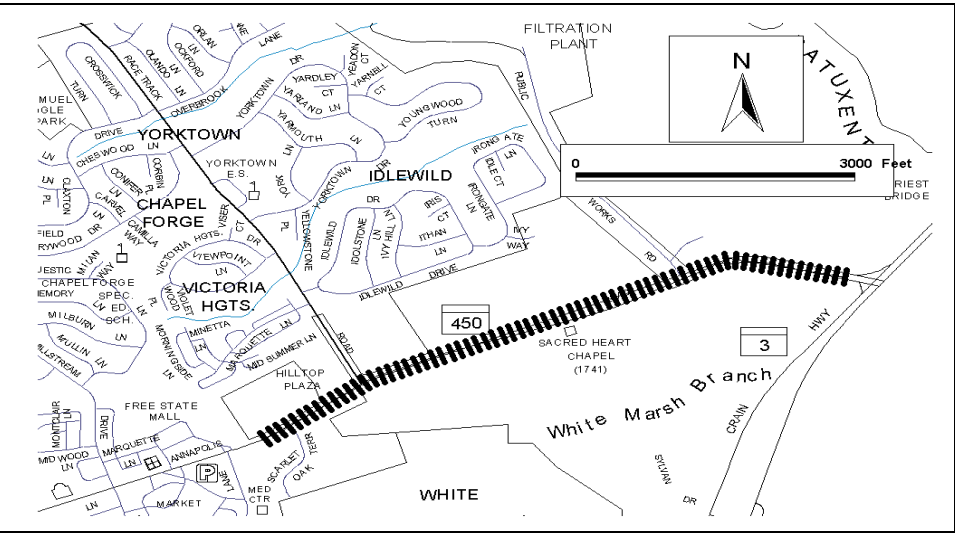
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 33,600

**PROJECTED (2025) -** 52,100

**OPERATING COST IMPACT:** N/A



**PROJECT:** MD 450, Annapolis Road

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

**JUSTIFICATION:** Additional lanes are needed to accommodate high 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, Seabrook Road to MD 193 (Construction Program)
- MD 450, MD 193 to Stoneybrook Drive (Construction Program)
- MD 450, East of Whitfield Chapel Road to Seabrook Road (Construction Program)
- MD 3, US 50 to MD 32 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					SIX	BALANCE
	ESTIMATED	EXPEND			YEAR	YEAR	YEAR	YEAR	YEAR		
	COST	THRU	YEAR	YEAR	2003	2004	2005	2006	2007	TOTAL	TO
	(\$000)	2001	2002	2003							COMPLETE
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	5	5	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	1,339	1,339	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Minor Arterial

**FEDERAL -** Other Principal Arterial

**STATE SYSTEM :** Secondary

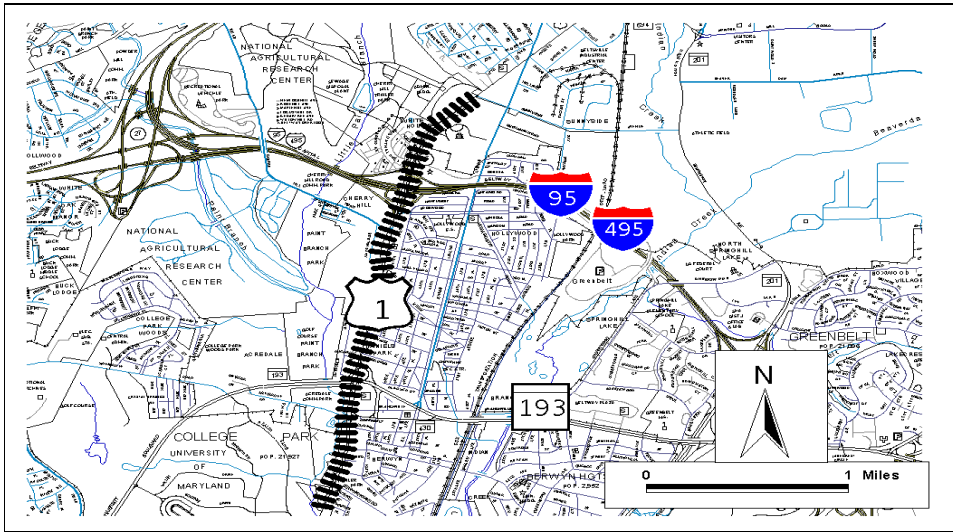
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 22,900

**PROJECTED (2025) -** 52,000

**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 as 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 revitalization within College Park.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

MD 212 Relocated, US 1 to I-95 (Construction Program)  
 University of Maryland Arena Replacement Access Improvements (Construction Program)  
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (D&E Program)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,053	681	372	0	0	0	0	0	0	372	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	1,053	681	372	0	0	0	0	0	0	372	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)**

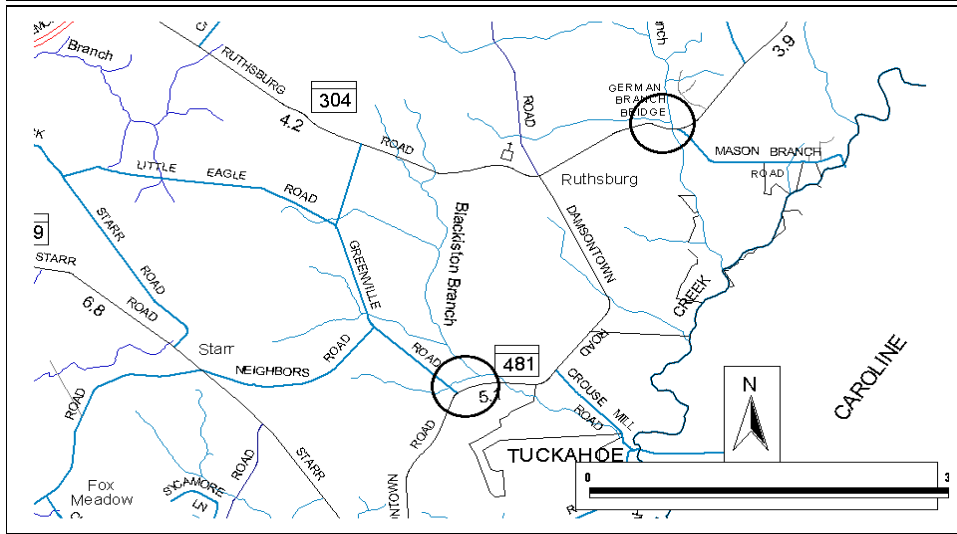
**CURRENT (2000) -** 54,000

**PROJECTED (2025) -** 90,800

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 1

# SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 304, Ruthsburg Road & MD 481, Damsontown Road

**DESCRIPTION:** Replace Bridges 17036 & 17042 over Blackiston Branch and German Branch.

**JUSTIFICATION:** This project will alleviate deteriorated bridge conditions and provide increased structural and traffic safety.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered  |  |

## ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	1090	0	0	0	----

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2004....	....2005....	....2006....	....2007....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	202	131	71	0	0	0	0	0	71	0	
Right-of-way	10	0	5	5	0	0	0	0	10	0	
Construction	1,397	0	0	1,397	0	0	0	0	1,397	0	
Total	1,609	131	76	1,402	0	0	0	0	1,478	0	
Federal-Aid	1,090	0	0	1,090	0	0	0	0	1,090	0	

## FUNCTION :

**STATE -** Major/Minor Arterial

**FEDERAL -** Major Collector

**STATE SYSTEM :** Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

**CURRENT (2000) -** 3,550 (MD 304) 675 (MD 481)

**PROJECTED (2025) -** 5,200 (MD 304) 1,100 (MD 481)

**OPERATING COST IMPACT:** N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 50	Blue Star Memorial Highway; Begin SHA maintenance to Kent Narrows; concrete and asphalt patching on westbound roadway	362	Completed
2	US 301	Blue Star Memorial Highway; Approaches and decks on Bridges 1701402, 1701302 and 1701401; mill and resurface	74	Completed
3	MD 313	Sassafras Road; High Bridge Road to the Kent County Line; mill and resurface	44	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
4	US 50	Blue Star Memorial Highway; Kent Narrows to Queenstown; resurface westbound roadway	2,204	Under construction
5	US 301	Blue Star Memorial Highway; Bloomingdale Road to north of MD 305; resurface northbound roadway	1,425	FY 2003
6	US 301	Blue Star Memorial Highway; Bloomingdale Road to Queenstown; resurface southbound roadway (includes modified crossover at MD 456)	2,318	FY 2002
7	US 301	Blue Star Memorial Highway; Bloomingdale Road to north of MD 305; resurface southbound roadway	2,502	Completed
8	MD 309	Starr Road; MD 303 to MD 481; mill and resurface	402	Completed
9	MD 309	Starr Road; MD 481 to MD 213; resurface	1,175	FY 2003
<b><u>Safety/Spot Improvement</u></b>				
10	US 301	Blue Star Memorial Highway; at MD 544; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Funded for preliminary engineering only)	50	PE Underway

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

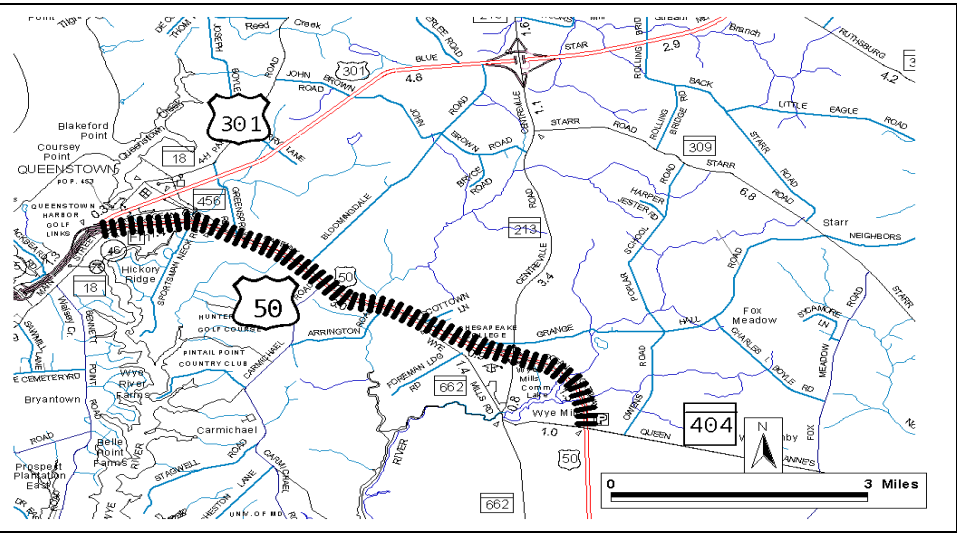
## **STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 2 (cont'd)**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement (cont'd)</u></b>				
11	US 301	Blue Star Memorial Highway; at MD 300; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Funded for preliminary engineering only)	50	PE Underway
12	US 301	Blue Star Memorial Highway; at MD 304; construct exit ramp from northbound US 301 to eastbound MD 304	407	FY 2003
<b><u>Neighborhood Conservation</u></b>				
13	MD 18B	Main Street; Chester River Beach Road to Grasonville Elementary School; urban street reconstruct	3,687	Under construction
14	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	2,139	FY 2003
15	MD 213	Liberty Street and Commerce Street through Centreville; urban street reconstruct (Funded for preliminary concept studies only)	52	Concepts Underway
16	MD 404 ALT	Main Street; Talbot County Line to eastern limits of Hillsboro; also includes MD 303 (Main Street/Talbot Avenue) from MD 404 Alternate to MD 309 in Queen Anne; urban street reconstruct (Funded for preliminary engineering only) (Note: Project also shown in Caroline and Talbot Counties.)	486	FY 2003
<b><u>Sidewalks</u></b>				
17	MD 18C	At Skip Jack Cove; retrofit sidewalks	191	FY 2002
18	MD 313	Main Street; New Post Office to MD 302 in Barclay; retrofit sidewalks on east side - 1,600 linear feet	59	FY 2002

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S 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, 2001
		<u><b>Fiscal Years 2002 and 2003 (cont'd)</b></u>		
		<u><b>Bicycle Retrofit</b></u>		
19	MD 18	Main Street/4-H Park Road; Love Point Road to MD 213; retrofit bicycle/pedestrian route	485	FY 2002
		<u><b>Enhancements</b></u>		
		<u><b>Preservation of Abandoned Railway Corridors</b></u>		
20		Cross Island Trail Extension - Construction of extensions of the Cross Island Trail, 8,000 feet from State Street to Terrapin Nature Park, and 6,500 feet from Castle Marina Road to the Kent Narrows.	684	Underway



**PROJECT:** US 50, Ocean Gateway

**DESCRIPTION:** Study to widen existing US 50 from US 301 at Queenstown to MD 404 to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders will accommodate bicycle access.

**JUSTIFICATION:** This improvement is needed to provide increased capacity and 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:**

US 50, MD 404 to Choptank River, excluding Easton (System Preservation Program - Talbot County)  
MD 404, US 50 to Denton Bypass (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Right-of-way funds deleted due to the national economic slowdown. See page A-11.

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 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	6,625	3,359	1,175	1,175	916	0	0	0	3,266	0
Right-of-way	11,502	5,897	508	0	2,367	2,730	0	0	5,605	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	19,684	10,813	1,683	1,175	3,283	2,730	0	0	8,871	0
Federal-Aid	5,912	3,618	830	823	641	0	0	0	2,294	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Principal Arterial

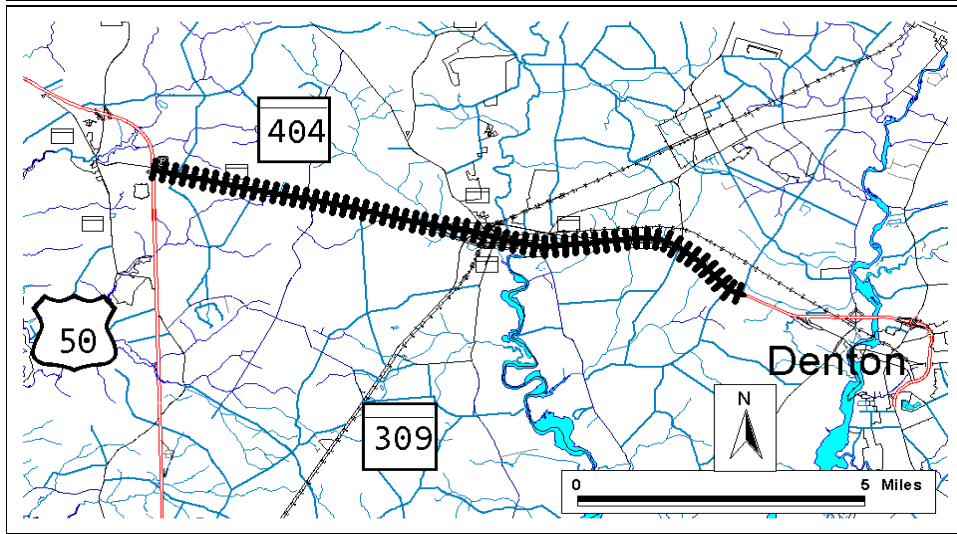
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 38,175

PROJECTED (2025) - 62,000

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 the Denton Bypass (11.83 miles). Shoulders will accommodate bicycles.

**JUSTIFICATION:** This project 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, Double Hills Road to east of MD 16 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 reevaluation underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Start of project reevaluation was advanced from Fiscal Year 02 to Fiscal Year 01.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	400	9	391	0	0	0	0	0	0	391	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	400	9	391	0	0	0	0	0	0	391	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

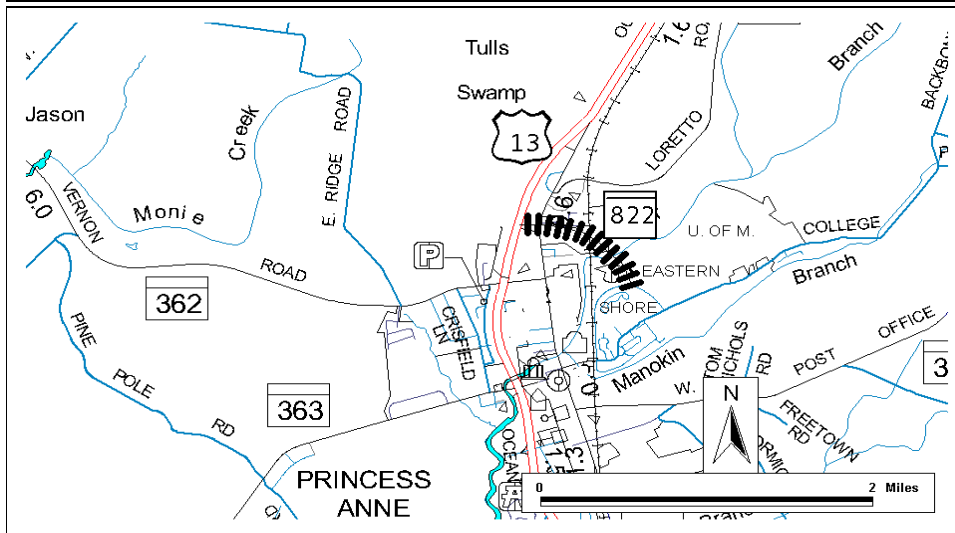
STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 15,700  
21,700 (Summer)

PROJECTED (2025) - 22,400  
27,700 (Summer)

OPERATING COST IMPACT: N/A



**PROJECT:** MD 822, UMES Access Road

**DESCRIPTION:** Construct a new access road from US 13 to the University of Maryland Eastern Shore campus ring road (0.70 miles). Includes sidewalks and an off-road bike path.

**JUSTIFICATION:** The existing entrance to the UMES campus does not adequately serve as a main entrance. The new facility provides direct access to the campus.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1497	0	0	0	0	STP

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	606	606	0	0	0	0	0	0	0	0	0
Engineering	1,105	1,105	0	0	0	0	0	0	0	0	0
Right-of-way	1,220	968	252	0	0	0	0	0	252	0	0
Construction	4,125	2,283	1,842	0	0	0	0	0	1,842	0	0
Total	7,056	4,962	2,094	0	0	0	0	0	2,094	0	0
Federal-Aid	4,294	2,595	1,699	0	0	0	0	0	1,699	0	0

**FUNCTION :**

**STATE -** Major Collector

**FEDERAL -** Major Collector

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 4,000 (MD 362)

**PROJECTED (2025) -** 2,800 (MD 362)  
4,750 (Rel)

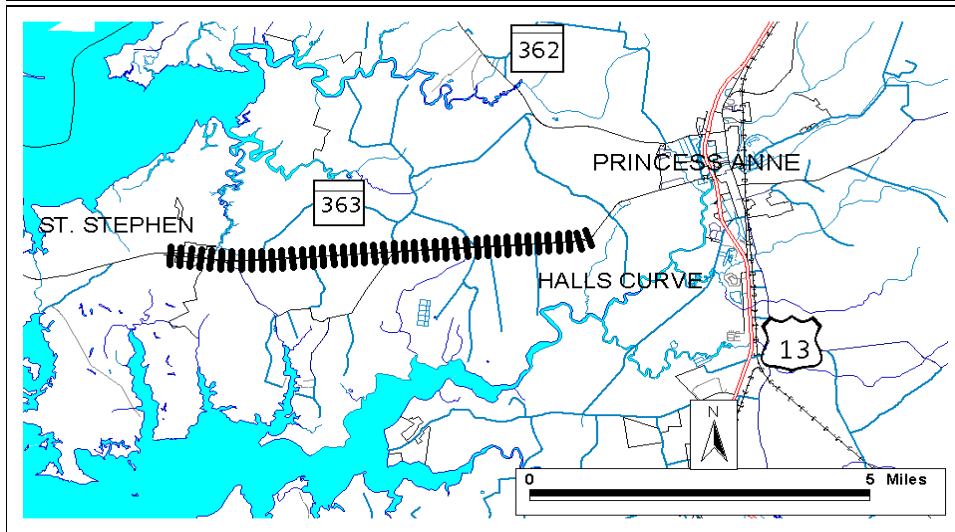
**OPERATING COST IMPACT:** \$1,700 per year



# SYSTEM PRESERVATION MINOR PROJECTS 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, 2001
1	US 13	<u>Fiscal Year 2001 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
		Ocean Highway; at Mennonite Church Road; pave northbound acceleration lane	44	Completed
		<u>Enhancements</u>		
2		<u>Landscaping/Scenic Beautification/Mitigation</u>		
		Princess Anne Streetscape - Install brick sidewalks and lighting associated with replacement and widening of sidewalks on MD 675 and Prince William Street in the Town of Princess Anne.	617	Completed
		<u>Fiscal Years 2002 and 2003</u>		
		<u>Resurface/Rehabilitate</u>		
3	US 13	Ocean Highway; SHA Maintenance Shop to MD 673 and MD 675 to MD 673; resurface southbound roadway	700	FY 2003
4	US 13	Ocean Highway; South of MD 675 to the Wicomico County Line; resurface	827	Under construction



**PROJECT:** MD 363, Deal Island Road

**DESCRIPTION:** Study to upgrade existing MD 363 as a 2 lane highway from Halls Curve to St. Stephen (6.5 miles). Shoulders will accommodate bicycles.

**JUSTIFICATION:** This section of MD 363 has narrow shoulders with utility poles and drainage ditches located close to the roadway. This project would improve safety by widening shoulders.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
		PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	273	273	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	273	273	0	0	0	0	0	0	0	0	0
Federal-Aid	191	191	0	0	0	0	0	0	0	0	0

**FUNCTION :**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

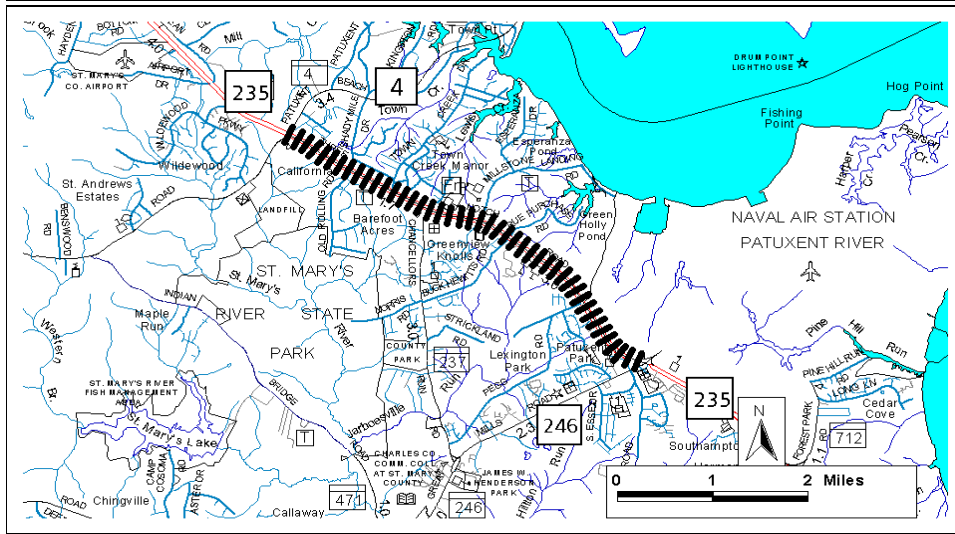
**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 2,625

**PROJECTED (2025) -** 4,300

**OPERATING COST IMPACT:** N/A



**PROJECT:** MD 235, Three Notch Road

**DESCRIPTION:** Upgrade MD 235 from MD 246 to MD 4 (4.70 miles). Includes sidewalks where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** Projected traffic volumes generated by increased employment at the Patuxent Naval Air Station and by continuing commercial growth in the Lexington Park area will result in congestion along the MD 235 corridor.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

MD 237, Pegg Road to MD 235 (D&E Program)

**Federal Funding By Year of Obligation**

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	13516	2159	0	0	0	NHS

**STATUS:** Construction complete for shoulder upgrade, utility relocation, and the roadway segment from MD 4 to MD 237. Construction underway for the roadway improvements for the sections from MD 237 to Pegg Road and from Pegg Road to MD 246.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$2.4 million is due to the addition of turn lanes, curb and gutters, utility relocations and additional paving.

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,440	1,440	0	0	0	0	0	0	0	0	0
Engineering	5,615	5,615	0	0	0	0	0	0	0	0	0
Right-of-way	26,731	22,680	4,051	0	0	0	0	0	0	4,051	0
Construction	39,425	19,237	17,527	2,661	0	0	0	0	0	20,188	0
Total	73,211	48,972	21,578	2,661	0	0	0	0	0	24,239	0
Federal-Aid	51,145	32,235	16,752	2,158	0	0	0	0	0	18,910	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 40,350

PROJECTED (2025) - 78,300

OPERATING COST IMPACT: \$23,300 per year

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

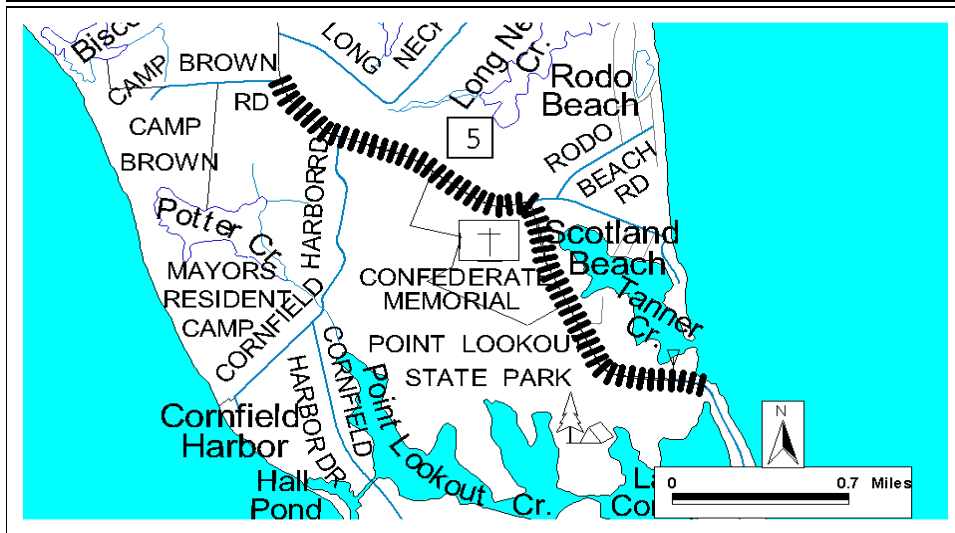
## **STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 2**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u><b>Fiscal Year 2001 Completions</b></u>		
		<u><b>Resurface/Rehabilitate</b></u>		
1	MD 235	Three Notch Road; North of MD 4 to MD 245; resurface southbound roadway	1,733	Completed
		<u><b>Safety/Spot Improvement</b></u>		
2	MD 4	St. Andrews Church Road; at MD 5; channelization for left turns	608	Completed
3	MD 249	Piney Point Road; at St. George Island; drainage improvements	88	Completed
		<u><b>Traffic Management</b></u>		
4	MD 5	Point Lookout Road; at MD 246; signalization	50	Completed
5	MD 5	Three Notch Road; at Mechanicsville Road; signalization	34	Completed
6	MD 234	Budds Creek Road; at MD 238; signalization	56	Completed
7	MD 235	Three Notch Road; at MD 247; install intersection control beacon	53	Completed
		<u><b>Sidewalks</b></u>		
8	MD 5	Point Lookout Road; MD 246 to Bay Ridge Road in Great Mills; retrofit sidewalks	50	Completed
		<u><b>Fiscal Years 2002 and 2003</b></u>		
		<u><b>Resurface/Rehabilitate</b></u>		
9	MD 235	Three Notch Road; North of MD 4 to MD 245; resurface northbound roadway	1,441	FY 2003

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- ST. MARY'S 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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Safety/Spot Improvement</u></b>				
10	MD 237	Chancellors Run Road; at Buck Hewitt Road; construct a bypass lane	220	FY 2002
11	MD 246	Great Mills Road; in Lexington Park; ADA improvements	15	Completed
<b><u>Neighborhood Conservation</u></b>				
12	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape (Funded for preliminary concept studies only) (Project is dependent upon road transfer.)	150	Concepts Underway
13	MD 246	Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary concept studies only)	99	Concepts Underway



**PROJECT:** MD 5, Point Lookout Road

**DESCRIPTION:** Upgrade and widen to provide shoulders from Camp Brown Road south to the causeway in Point Lookout State Park (2.30 miles). Shoulders will accommodate bicycles.

**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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	431	431	0	0	0	0	0	0	0	0
Engineering	815	344	220	251	0	0	0	0	471	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	1,246	775	220	251	0	0	0	0	471	0
Federal-Aid	571	241	154	176	0	0	0	0	330	0

**FUNCTION :**

**STATE -** Major Collector

**FEDERAL -** Major Collector

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

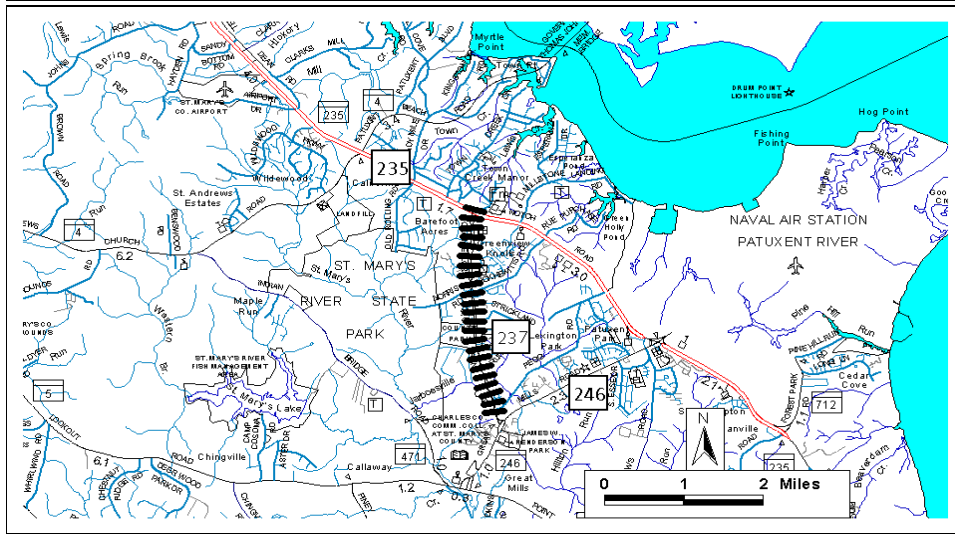
**CURRENT (2000) -** 3,950 (Summer Peak)

**PROJECTED (2025) -** 4,700 (Summer Peak)

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 4

# SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 237, Chancellors Run Road

**DESCRIPTION:** Study to upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.71 miles). Includes sidewalks 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:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

MD 235, MD 246 to MD 4 (Construction Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering underway. Right-of-way for protective buying to begin during budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	747	747	0	0	0	0	0	0	0	0
Engineering	1,369	624	350	350	45	0	0	0	745	0
Right-of-way	1,441	1	0	120	330	330	330	330	1,440	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,557	1,372	350	470	375	330	330	330	2,185	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

## FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 17,000

PROJECTED (2025) - 34,500

OPERATING COST IMPACT: N/A

# SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

## STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 1

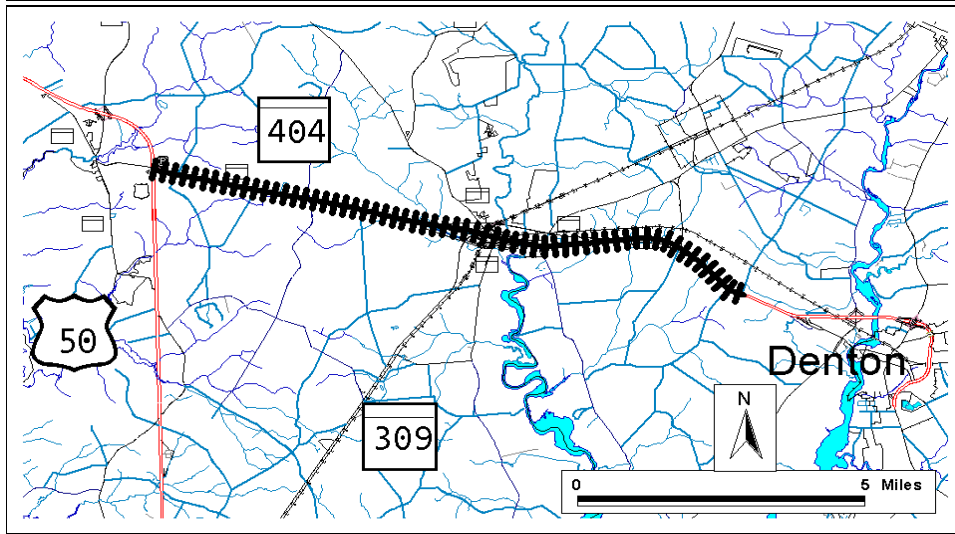
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	MD 329	Royal Oak Road; MD 33 to MD 33/Arcadia Shores Road; mill and resurface	279	Completed
2	MD 329	Royal Oak Road; MD 33 to MD 33/Arcadia Shores Road; concrete patching	41	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
3	US 50	Ocean Gateway; MD 404 to MD 662B; resurface eastbound roadway	1,386	Under construction
4	MD 328	Matthewstown Road; Lewistown Road to the Caroline County Line; resurface	735	FY 2003
5	MD 333	Oxford Road; Peach Blossom Creek to MD 322; resurface	397	FY 2003
<b><u>Neighborhood Conservation</u></b>				
6	MD 33	Talbot Street; Within the corporate limits of St. Michaels; urban street reconstruct (Funded for preliminary engineering only)	400	FY 2003
7	MD 331	Dover Street; US 50 to end SHA maintenance in Easton; urban street reconstruct (Project is dependent upon road transfer.)	1,300	FY 2003
8	MD 333	Morris Street; The Strand Seth Street to South Morris Street in Oxford; urban street reconstruct (Funded for preliminary engineering only)	400	FY 2003
9	MD 404 ALT	Main Street; Talbot County Line to eastern limits of Hillsboro; also includes MD 303 (Main Street/Talbot Avenue) from MD 404 Alternate to MD 309 in Queen Anne; urban street reconstruct (Funded for preliminary engineering only) (Note: Project also shown in Caroline and Queen Anne's Counties.)	486	FY 2003



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- TALBOT 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, 2001
10		<p align="center"><u>Fiscal Years 2002 and 2003 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Preservation of Abandoned Railway Corridors</u></p> <p>Easton Rail-Trail Extension - Construction of a 1.4 mile extension of the trail from Chapel Road to Tanyard Branch in the Town of Easton.</p>	208	Underway



**PROJECT:** MD 404, Shore Highway

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

**JUSTIFICATION:** This project 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, Double Hills Road to east of MD 16 (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 reevaluation underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Start of project reevaluation was advanced from Fiscal Year 02 to Fiscal Year 01.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	400	9	391	0	0	0	0	0	391	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	400	9	391	0	0	0	0	0	391	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

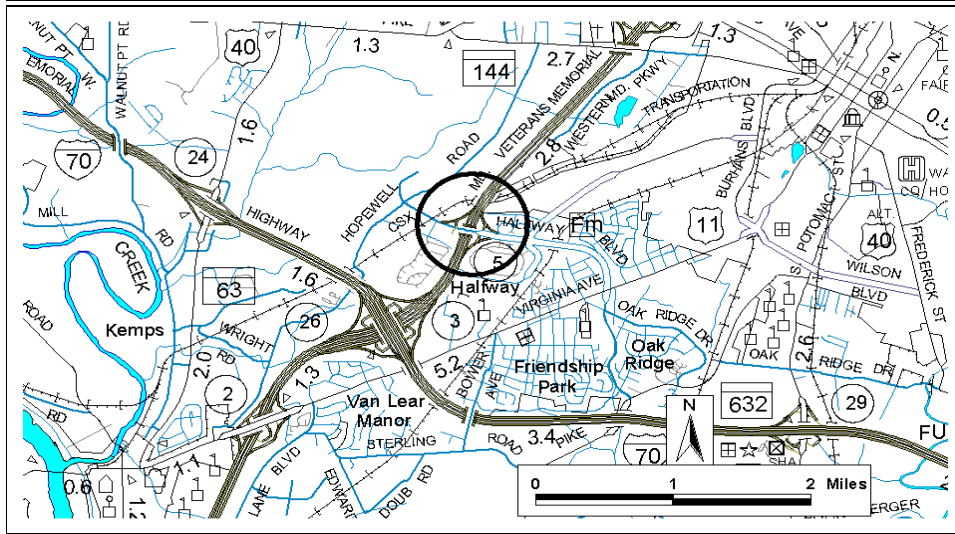
CURRENT (2000) - 15,700  
21,700 (Summer)

PROJECTED (2025) - 22,400  
27,700 (Summer)

OPERATING COST IMPACT: N/A

# STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 1

# INTERSTATE CONSTRUCTION PROGRAM



**PROJECT:** I-81, Maryland Veterans Memorial Highway

**DESCRIPTION:** Improved capacity at the I-81 / Halfway Boulevard interchange. Includes sidewalks.

**JUSTIFICATION:** This project improves operations at an interchange that cannot adequately handle current and projected traffic volumes. The area in the vicinity of the interchange is planned for significant economic development.

## SMART GROWTH STATUS:

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

## ASSOCIATED IMPROVEMENTS:

I-81, West Virginia State line to Pennsylvania State line (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	766	0	0	0	0	IM

**STATUS:** Open to service.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,659	1,659	0	0	0	0	0	0	0	0
Right-of-way	822	722	100	0	0	0	0	0	100	0
Construction	14,223	13,381	842	0	0	0	0	0	842	0
Total	16,704	15,762	942	0	0	0	0	0	942	0
Federal-Aid	14,658	13,814	844	0	0	0	0	0	844	0

## FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

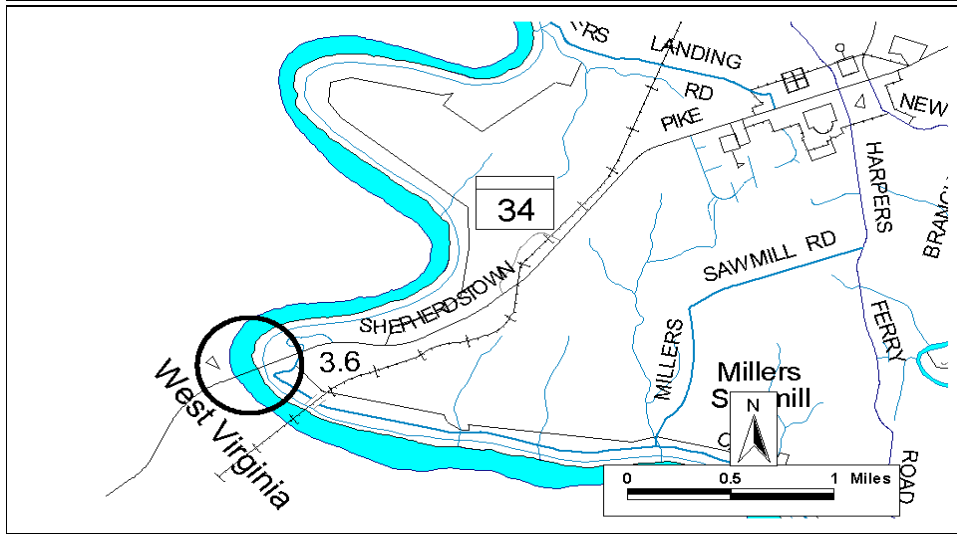
STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 62,100 (I-81)  
23,500 (Halfway)

PROJECTED (2025) - 102,000 (I-81)  
49,000 (Halfway)

OPERATING COST IMPACT: N/A



**PROJECT:** MD 34, Shepherdstown Pike

**DESCRIPTION:** Replace Bridge 21002 over the Potomac River. Shoulders and sidewalks will provide pedestrian and bicycle access.

**JUSTIFICATION:** The existing steel truss bridge with concrete deck, built in 1938, is experiencing severe deterioration. The existing bridge is posted for 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	645	2537	2408	143	0	BR

**STATUS:** Final Engineering underway. Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year by West Virginia. Project schedule is controlled by West Virginia. The funding shown is SHA's share only.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost decrease of \$1.1 million is due to a different alternative being chosen.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2004	2005	2006	2007		0	0
Engineering	412	8	404	0	0	0	0	0		404	0
Right-of-way	49	0	49	0	0	0	0	0		49	0
Construction	7,855	0	0	2,199	3,506	2,150	0	0		7,855	0
Total	8,316	8	453	2,199	3,506	2,150	0	0		8,308	0
Federal-Aid	6,022	74	214	2,276	2,466	992	0	0		5,948	0

**FUNCTION :**

**STATE -** Minor Arterial

**FEDERAL -** Minor Arterial

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 6,000

**PROJECTED (2025) -** 9,900

**OPERATING COST IMPACT:** N/A

# **SYSTEM PRESERVATION MINOR PROJECTS 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, 2001
<u><b>Fiscal Year 2001 Completions</b></u>				
<u><b>Resurface/Rehabilitate</b></u>				
1	US 40	Dual Highway; Cannon Avenue to I 70; resurface	2,014	Completed
2	MD 66	Mapleville Road; US 40 to US 40 Alternate; resurface	80	Completed
3	MD 68	Lappans Road; MD 63 to MD 632; mill and resurface roadway and shoulders	250	Completed
4	MD 77	Foxville Road; 750 feet east of MD 64; resurface	37	Completed
5	MD 144	Main Street; Structure 21008 to Methodist Street; mill and resurface	83	Completed
<u><b>Traffic Management</b></u>				
6	MD 65	North Church Street; Doub Way to Col. Henry K. Douglas Drive; signal modification	41	Completed
<u><b>Environmental Preservation</b></u>				
7		Welcome to Washington County signs - Construction of two "Welcome to Washington County" signs, one each on westbound I-70 and eastbound I-68 at the County lines.	27	Completed
<u><b>Sidewalks</b></u>				
8	MD 65	Sharpsburg Pike; West Oakridge Drive to Downsville Road; retrofit sidewalks - 4,224 linear feet	129	Completed
<u><b>Intersection Capacity Improvements</b></u>				
9	MD 65	Sharpsburg Pike; at Oakridge Drive; widen MD 65 to extend the length of left turn and right turn lanes southbound and channelization (Project done by developer.)	847	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS 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, 2001
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
10	US 40	National Pike; MD 63 to Nottingham Road; resurface	881	Under construction
11	US 40 ALT	Boonsboro Pike; 0.19 mile west of MD 67 to the Frederick County Line; resurface	2,335	FY 2003
12	MD 66	Mapleville Road; Fish Hatchery Road to MD 64; resurface	1,286	FY 2003
13	MD 67	Rohrersville Road; Gapland Road to Marble Quarry Road; resurface	1,267	Completed
14	MD 67	Rohrersville Road; Marble Quarry Road to US 40 Alternate; resurface	1,159	Completed
15	MD 632	Downsville Pike; Fairway Lane to Maryland Avenue; resurface	1,031	FY 2003
<b><u>Bridge Replacement/Rehabilitation</u></b>				
16		US 340 over the Potomac River and CSX Transportation, US 522 over the Potomac River and CSX Transportation, I 70 over Conococheague Creek and I 70 over MD 63; bridge rehabilitation	4,034	Under construction
<b><u>Safety/Spot Improvement</u></b>				
17	US 40	National Pike; at MD 63; geometric improvements	1,352	FY 2003
18	MD 65	Sharpsburg Pike; at MD 68; provide left turn lanes, upgrade shoulders and signal modification (Funded for preliminary engineering only)	118	PE Underway
19	MD 66	Mapleville Road; at Mt. Aetna Road; construct roundabout	859	FY 2002
20	MD 66	Mapleville Road; .09 mile south of San Mar Road to .09 mile north of Little Beaver Creek; realign roadway	915	FY 2003

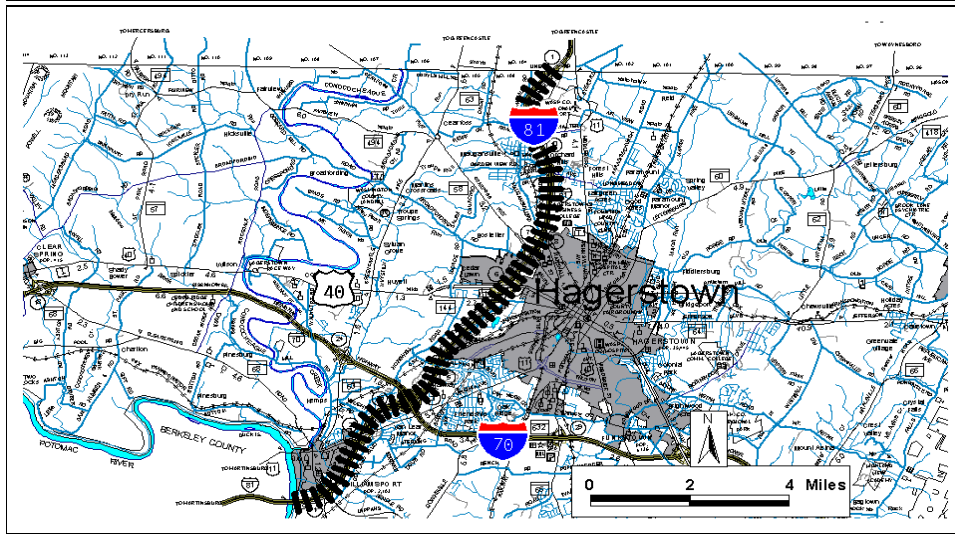
# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **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, 2001
<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>				
<b><u>Neighborhood Conservation</u></b>				
21	US 40	West Washington Street and Franklin Street; Walnut Street to Potomac Street in Hagerstown; urban street reconstruct	1,662	FY 2002
22	US 40 ALT	Main Street; Phases I & 2 - MD 68 to .05 mile west of MD 67 in Boonsboro; urban street reconstruct	4,138	Under construction
23	MD 144 WB	Main Street; Phase II - Church Street to Tollgate Road in Hancock; urban street reconstruct	1,969	Under construction
24	MD 845A	Main Street; Within the corporate limits of Keedysville; urban street reconstruct (Funded for preliminary concept studies only)	175	Concepts Underway
<b><u>Traffic Management</u></b>				
25		Various locations in Washington County; signing	18	Completed
<b><u>Sidewalks</u></b>				
26	US 40	Dual Highway; Cleveland Avenue to west of Eastern Boulevard in Hagerstown; retrofit sidewalks - 2,000 linear feet	100	Under construction
27	US 40	Washington Avenue/Franklin Street; at various locations in Hagerstown; retrofit sidewalks - 2,100 linear feet	213	Under construction
<b><u>Enhancements</u></b>				
<b><u>Preservation of Abandoned Railway Corridors</u></b>				
28		Western Maryland Rail/Trail - Construction of a 9.53 mile paved rail-trail conversion from Hancock to Long Hollow Bridge.	1,250	Underway

# STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 4

# INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



**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 divided highway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 28%). Projected residential and commercial development, particularly in the Hagerstown area, will further contribute to congestion.

## SMART GROWTH STATUS:

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

## ASSOCIATED IMPROVEMENTS:

I-81, Halfway Boulevard Interchange (Construction Program)  
 Western Maryland North-South Corridor Study, (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	33	0	210	0	0	IM
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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2004....	....2005....	....2006....	....2007....			
Planning	1,500	0	600	600	300	0	0	0	1,500	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	1,500	0	600	600	300	0	0	0	1,500	0	
Federal-Aid	1,050	0	420	420	210	0	0	0	1,050	0	

## FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 42,000 - 62,100

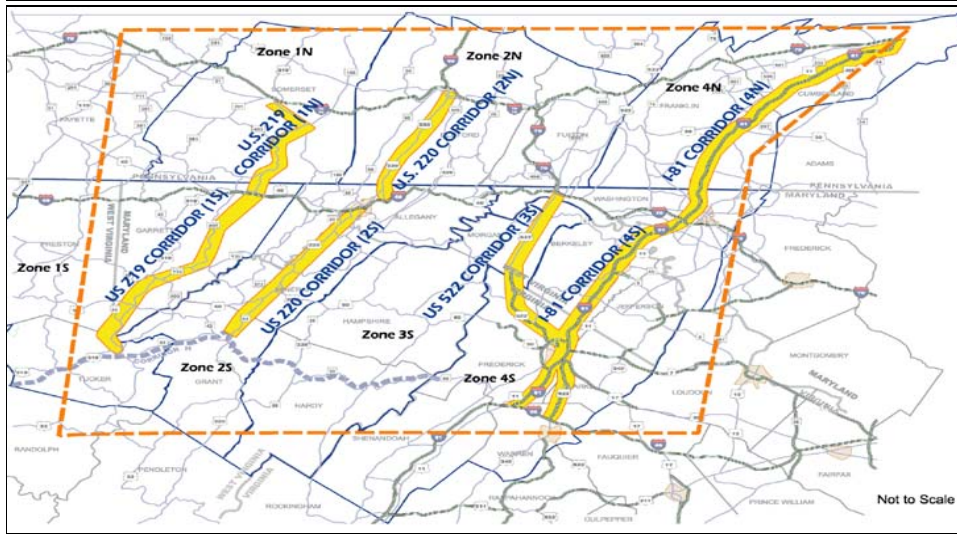
PROJECTED (2025) - 56,000 - 102,000

OPERATING COST IMPACT: N/A



**STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 5**

**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**



**PROJECT:** Western Maryland North-South Corridor Study

**DESCRIPTION:** Conduct a multi-state study to identify a high priority north-south highway within Western Maryland, Virginia, West Virginia and Pennsylvania.

**JUSTIFICATION:** The need exists in Western Maryland to provide a major north-south highway of national significance to encourage and enhance economic development and interstate trade.

**SMART GROWTH STATUS:**

- ☒ Project 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 North, I-68 to Pennsylvania State line (D&E Program - Garrett County)  
 I-81, West Virginia State line to Pennsylvania State line (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** A Pre-Project Planning study is complete.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2004....	....2005....	....2006....	....2007....			
Planning	766	587	179	0	0	0	0	0	0	179	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	766	587	179	0	0	0	0	0	0	179	0
Federal-Aid	536	411	70	55	0	0	0	0	0	125	0

**FUNCTION :**

**STATE -** Principal Arterial

**FEDERAL -** Other Principal Arterial

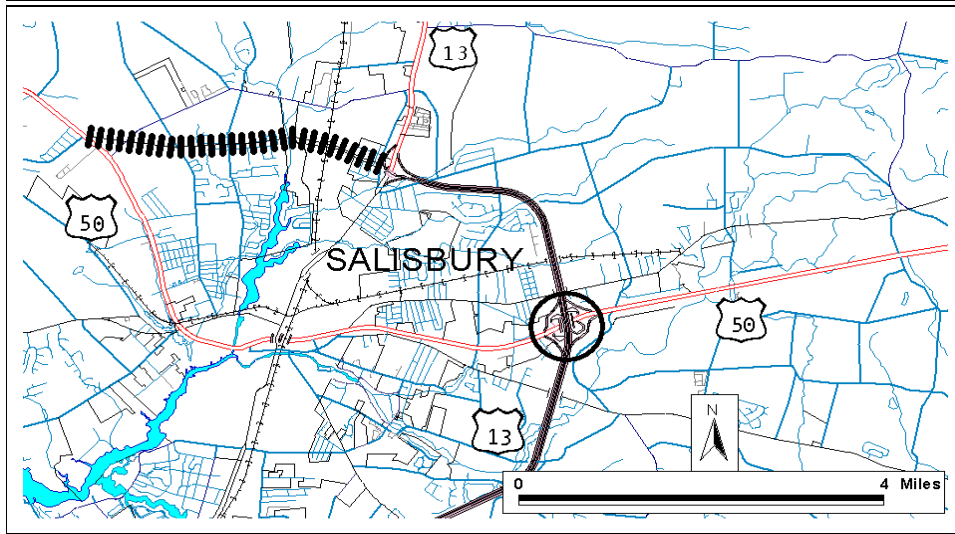
**STATE SYSTEM :** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 1,275 - 62,100

**PROJECTED (2025) -** 2,500 - 102,000

**OPERATING COST IMPACT:** N/A



**PROJECT:** US 50 Relocated, Salisbury Bypass

**DESCRIPTION:** Construct a new 4 lane freeway from US 50 west of Salisbury to existing US 13, north of Salisbury, (5.2 miles) includes modifications to the existing US 50 / US 13 interchange.

**JUSTIFICATION:** This improvement will complete the Salisbury Bypass and provide needed relief to existing US 50 through Salisbury. Existing US 50 is experiencing seasonal capacity problems and has several high accident sections and 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:**

US 50, Vienna Bypass to Naylor Mill Road access controls (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	17482	9818	0	0	0	NHS

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost increase of \$3.6 million is due to the redesign of the Wicomico River Bridge (lengthen) and the US 50 relocated mainline.

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 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	658	658	0	0	0	0	0	0	0	0	0
Engineering	9,930	9,930	0	0	0	0	0	0	0	0	0
Right-of-way	15,379	14,897	482	0	0	0	0	0	482	0	0
Construction	65,286	32,279	21,127	11,880	0	0	0	0	33,007	0	0
Total	91,253	57,764	21,609	11,880	0	0	0	0	33,489	0	0
Federal-Aid	71,202	43,749	17,635	9,818	0	0	0	0	27,453	0	0

**FUNCTION :**

STATE - Principal Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

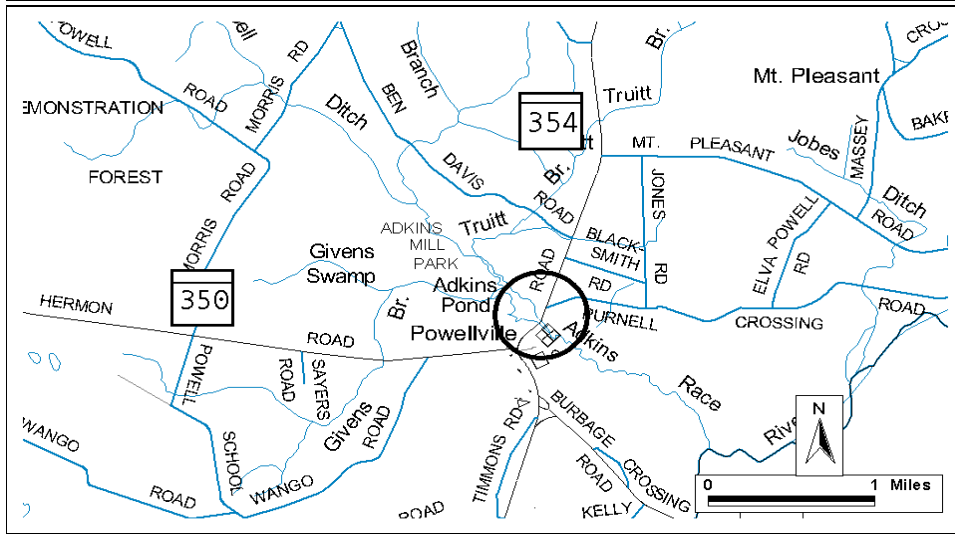
CURRENT (2000) - 30,200

PROJECTED (2025) - 33,000 (Relocated)  
15,000 (Existing)

OPERATING COST IMPACT: \$105,000 per year

**STATE HIGHWAY ADMINISTRATION -- Wicomico County -- Line 2**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 354, Powellville Road

**DESCRIPTION:** Replace Bridges 22019 and 22020 at Adkins Pond.

**JUSTIFICATION:** Both bridges are structurally deteriorated requiring posted weight restrictions.

**SMART GROWTH STATUS:**

- ☐ Project 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 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	603	419	0	0	0	BR

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

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2004.....	.....2005.....	.....2006.....	.....2007.....	.....	0	0
Engineering	416	308	108	0	0	0	0	0	0	108	0
Right-of-way	11	6	5	0	0	0	0	0	0	5	0
Construction	1,399	0	825	574	0	0	0	0	0	1,399	0
Total	1,826	314	938	574	0	0	0	0	0	1,512	0
Federal-Aid	1,022	0	603	419	0	0	0	0	0	1,022	0

**FUNCTION :**

**STATE -** Major Collector

**FEDERAL -** Major Collector

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

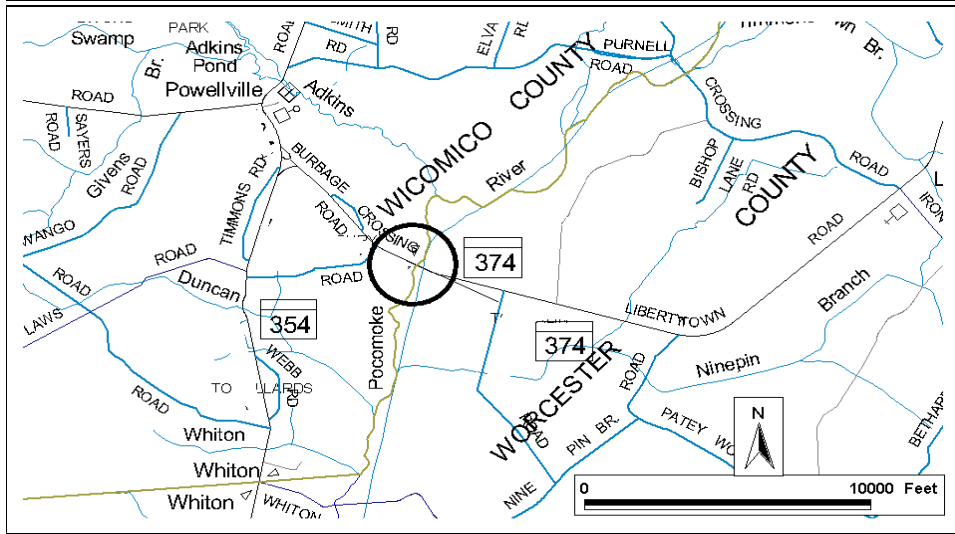
**CURRENT (2000) -** 1,900

**PROJECTED (2025) -** 3,700

**OPERATING COST IMPACT:** N/A

**STATE HIGHWAY ADMINISTRATION -- Wicomico County -- Line 3**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 374, Burbage Crossing Road

**DESCRIPTION:** Replaced Bridge 23017 over Pocomoke River.

**JUSTIFICATION:** The existing timber bridge had a deteriorated substructure and superstructure.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2004....	....2005....	....2006....	....2007....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	77	77	0	0	0	0	0	0	0	0	
Right-of-way	4	4	0	0	0	0	0	0	0	0	
Construction	1,109	1	1,108	0	0	0	0	0	1,108	0	
Total	1,190	82	1,108	0	0	0	0	0	1,108	0	
Federal-Aid	881	1	880	0	0	0	0	0	880	0	

**FUNCTION :**

**STATE -** Major Collector - Rural

**FEDERAL -** Major Collector - Rural

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 1,525

**PROJECTED (2025) -** 2,500

**OPERATING COST IMPACT:** N/A

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

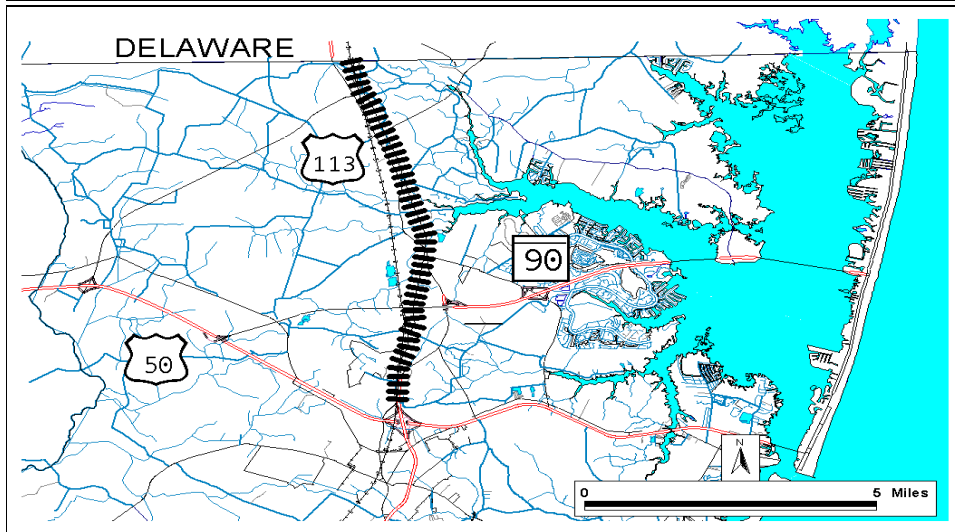
## **STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 4**

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<b><u>Fiscal Year 2001 Completions</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
1	US 50	Ocean Gateway; Barren Creek to White Lowe Road; resurface westbound roadway	1,548	Completed
2	MD 313	Sharptown Road; Milepoint 5.01 to milepoint 5.11 and milepoint 6.02 to milepoint 6.22 at MD 348; resurface	39	Completed
3	MD 346	Old Ocean City Road; Vicinity of Rounds Road to Worcester County Line; resurface	1,077	Completed
<b><u>Traffic Management</u></b>				
4	MD 12	Snow Hill Road; at Sandy Acres Drive; lighting	20	Completed
5	US 50	Ocean Gateway; at Walston Switch Road; modify existing signal	28	Completed
6	MD 346	Old Ocean City Road; at Parsonburg Road; install hazard identification beacon	23	Completed
7	MD 349	Nanticoke Road; US 50 to MD 352; lighting	77	Completed
<b><u>Sidewalks</u></b>				
8	MD 347	North Main Street; East of Culver Street to limits of Hebron; retrofit sidewalks - 1,800 linear feet	30	Completed
<b><u>Fiscal Years 2002 and 2003</u></b>				
<b><u>Resurface/Rehabilitate</u></b>				
9	US 13	Ocean Highway; Structure at Leonards Mill Pond to the Delaware State Line; resurface southbound roadway	550	FY 2003

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u><b>Fiscal Years 2002 and 2003 (cont'd)</b></u>		
		<u><b>Bridge Replacement/Rehabilitation</b></u>		
10	US 13	Ocean Highway; Bridge 22002 over Leonards Mill Pond; bridge rehabilitation	1,733	FY 2003
		<u><b>Neighborhood Conservation</b></u>		
11	US 13 BUS	Salisbury Boulevard; South of Bateman Street to Zion Road in Salisbury; urban street reconstruct (Funded for preliminary concept studies only)	450	Concepts Underway
		<u><b>Streetscapes and Minor Reconstruction</b></u>		
12	MD 347	Quantico Road; Bridge 22014 over Quantico Creek to south of Athol Road; urban street reconstruct and drainage	1,889	Under construction
		<u><b>Sidewalks</b></u>		
13	MD 675B	Bi-State Boulevard; MD 54 to Pine Street in Delmar; retrofit sidewalks	99	FY 2003
		<u><b>Enhancements</b></u>		
		<u><b>Pedestrian/Bicycle Facilities</b></u>		
14		Northeast Collector Road Bike Path (Segment 1) - Construction of a 0.5 mile bike path along the proposed Northeast Collector Road from MD 346 to Middle Neck Road.	168	FY 2002



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Construct US 113 as a 4 lane divided highway north of US 50 to the Delaware State Line (8.43 miles). Includes access control improvements. Shoulders will provide bicycle access.

**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, US 113 Business to south of Berlin (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8051	7391	5081	0	0	NHS/HPP

**STATUS:** The segment from US 50 to MD 589 is open to service. Construction for the segment from MD 589 to the Delaware State Line is underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** The cost decrease of \$4.3 million is due to a lower bid price.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2004	2005	2006	2007		
Planning	2,778	2,778	0	0	0	0	0	0	0	0
Engineering	4,384	4,384	0	0	0	0	0	0	0	0
Right-of-way	11,811	8,911	2,800	100	0	0	0	0	2,900	0
Construction	48,681	24,128	10,193	9,279	5,081	0	0	0	24,553	0
Total	67,654	40,201	12,993	9,379	5,081	0	0	0	27,453	0
Federal-Aid	47,428	25,533	10,360	7,469	4,066	0	0	0	21,895	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 8,250 - 14,000

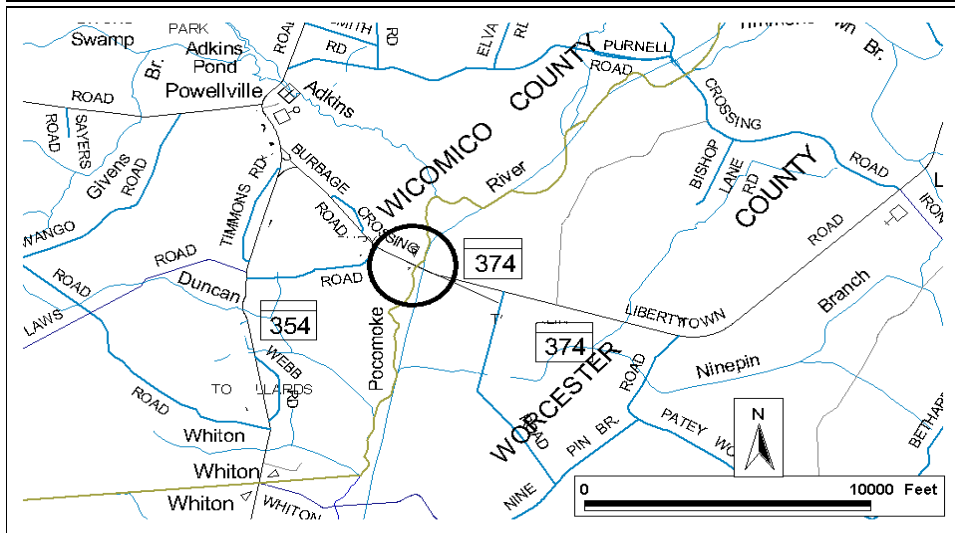
PROJECTED (2025) - 11,000 - 22,000  
14,500 - 31,000 (summer)

OPERATING COST IMPACT: \$41,000 per year



**STATE HIGHWAY ADMINISTRATION -- Worcester County -- Line 2**

**SECONDARY CONSTRUCTION PROGRAM**



**PROJECT:** MD 374, Burbage Crossing Road

**DESCRIPTION:** Replaced Bridge 23017 over Pocomoke River.

**JUSTIFICATION:** The existing timber bridge had a deteriorated substructure and superstructure.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA                                       | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	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 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER	
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	77	77	0	0	0	0	0	0	0	0	
Right-of-way	4	4	0	0	0	0	0	0	0	0	
Construction	1,109	1	1,108	0	0	0	0	0	1,108	0	
Total	1,190	82	1,108	0	0	0	0	0	1,108	0	
Federal-Aid	881	1	880	0	0	0	0	0	880	0	

**FUNCTION :**

**STATE -** Major Collector - Rural

**FEDERAL -** Major Collector - Rural

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2000) -** 1,525

**PROJECTED (2025) -** 2,500

**OPERATING COST IMPACT:** N/A



## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

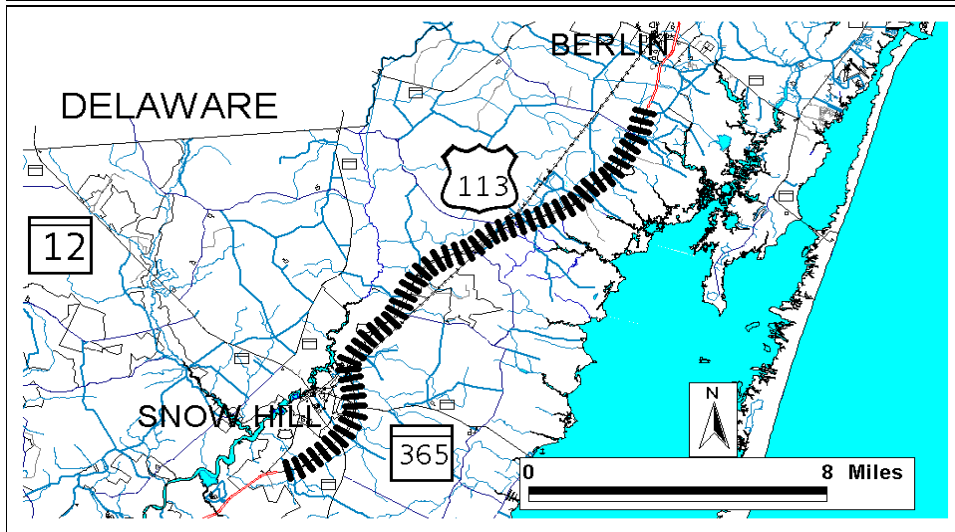
### STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u>Fiscal Year 2001 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 113	Worcester Highway; Mile marker 1.0 to mile marker 9.0; resurface	380	Completed
		<u>Neighborhood Conservation</u>		
2	MD 528	Philadelphia Avenue; 9th Street to 26th Street in Ocean City; urban street reconstruct	6,401	Completed
		<u>Traffic Management</u>		
3	US 113	Worcester Highway; at MD 818; lighting	46	Completed
4	MD 378	Baltimore Avenue; at 14th Street; modify existing signal	36	Completed
5	MD 528	Coastal Highway; at 33rd Street; reconstruct traffic signal	173	Completed
6	MD 528	Coastal Highway; at 52nd Street; reconstruct traffic signal	86	Completed
7	MD 589	Racetrack Road; at Ocean Parkway and Manklin Creek Road; signalization	83	Completed
		<u>Sidewalks</u>		
8	US 113 BUS	Market Street; Limits of Snow Hill to Dighton Road; retrofit sidewalks - 5,130 linear feet	34	Completed
		<u>Fiscal Years 2002 and 2003</u>		
		<u>Resurface/Rehabilitate</u>		
9	MD 378	Baltimore Avenue; 15th Street to South Division Street; resurface	600	FY 2003
10	MD 528	Philadelphia Avenue; 9th Street to North First Street; resurface	326	Completed

# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **STATE HIGHWAY ADMINISTRATION -- WORCESTER 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, 2001
		<b><u>Fiscal Years 2002 and 2003 (cont'd)</u></b>		
		<b><u>Safety/Spot Improvement</u></b>		
11	US 113	Worcester Highway; at Cedartown Road, Porters Crossing Road, Basket Switch Road and Croppers Island Road; widen at intersections to provide left turn lanes	1,064	Under construction
		<b><u>Sidewalks</u></b>		
12	MD 528	Coastal Highway/Philadelphia Avenue; 26th Street to the Delaware State Line; retrofit sidewalks	1,021	FY 2003
		<b><u>Intersection Capacity Improvements</u></b>		
13	US 50	Ocean Gateway; East of structure at Sinepuxent Bay Bridge to Philadelphia Avenue in Ocean City; construct right turn lane and pedestrian/bicycle ramp	1,161	Under construction
14	MD 90	Ocean City Expressway; at MD 528 (Coastal Highway); construct "Signal Ahead" beacon on eastbound approach, provide additional left turn lane on eastbound MD 90	618	FY 2002
		<b><u>Pilot Program</u></b>		
15	MD 528	Philadelphia Avenue; Division Street to the inlet in Ocean City; urban street reconstruct (Note: This is a pilot project for including undergrounding of utilities.)	3,070	FY 2003
		<b><u>Enhancements</u></b>		
		<b><u>Acquisition of Scenic Easements &amp; Scenic/Historic Sites</u></b>		
16		Assateague Island Parks Gateway - Acquisition of scenic easements along MD 611 from MD 376 to South Shore Road.	500	Underway



**PROJECT:** US 113, Worcester Highway

**DESCRIPTION:** Upgrade existing US 113 as a 4 lane divided highway from US 113 Business south of Snow Hill to south of Berlin (13.12 miles). Will include access control improvements and shoulders will accommodate bicycles.

**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, North of US 50 to Delaware State line (Construction Program)

US 113, Access control improvements (System Preservation Program)

US 113, Various intersections improvements from Snow Hill to Berlin (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	816	0	0	0	0	NHS
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Final Engineering underway.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,318	218	735	1,865	1,000	500	0	0	4,100	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	4,318	218	735	1,865	1,000	500	0	0	4,100	0
Federal-Aid	3,022	153	515	1,305	700	349	0	0	2,869	0

**FUNCTION :**

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2000) - 5,450 - 9,650

PROJECTED (2025) - 8,000 - 15,000  
10,000 - 21,000 (summer)

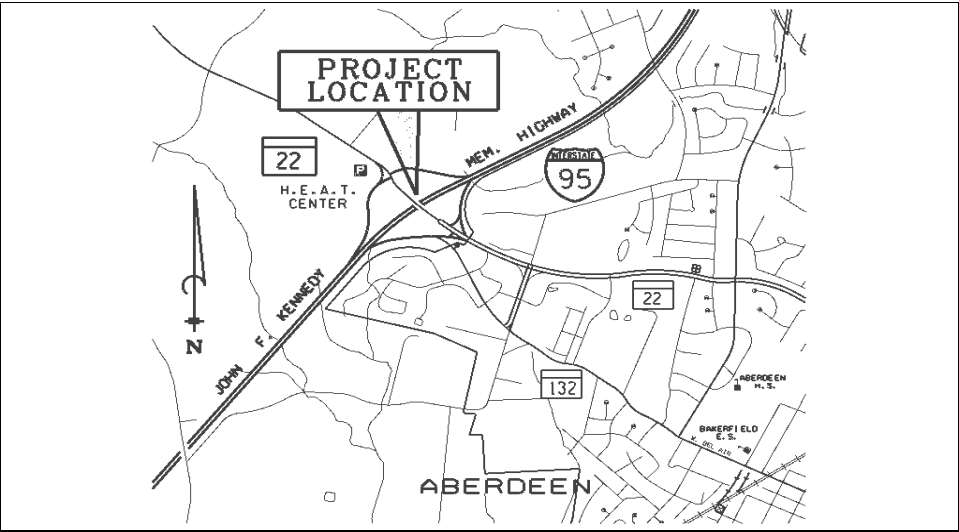
OPERATING COST IMPACT: N/A

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**MARYLAND TRANSPORTATION AUTHORITY  
CAPITAL PROGRAM SUMMARY  
(\$ MILLIONS)**

	<b><u>FY 2002</u></b>	<b><u>FY 2003</u></b>	<b><u>FY 2004</u></b>	<b><u>FY 2005</u></b>	<b><u>FY 2006</u></b>	<b><u>FY 2007</u></b>	<b><u>SIX-YEAR TOTAL</u></b>
<b><u>Construction Program</u></b>							
Major Projects	47.6	40.0	39.3	72.3	46.2	30.6	276.0
System Preservation Minor Projects	83.6	124.8	136.0	112.5	88.9	83.6	629.4
<b><u>Development &amp; Evaluation Program</u></b>	<u>4.8</u>	<u>1.3</u>	<u>1.3</u>	<u>1.3</u>	<u>1.2</u>	<u>1.0</u>	<u>10.9</u>
<b>TOTAL</b>	136.0	166.1	176.6	186.1	136.3	115.2	916.3

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**PROJECT:** John F. Kennedy Memorial Highway

**DESCRIPTION:** Interchange improvements I-95 and MD 22.

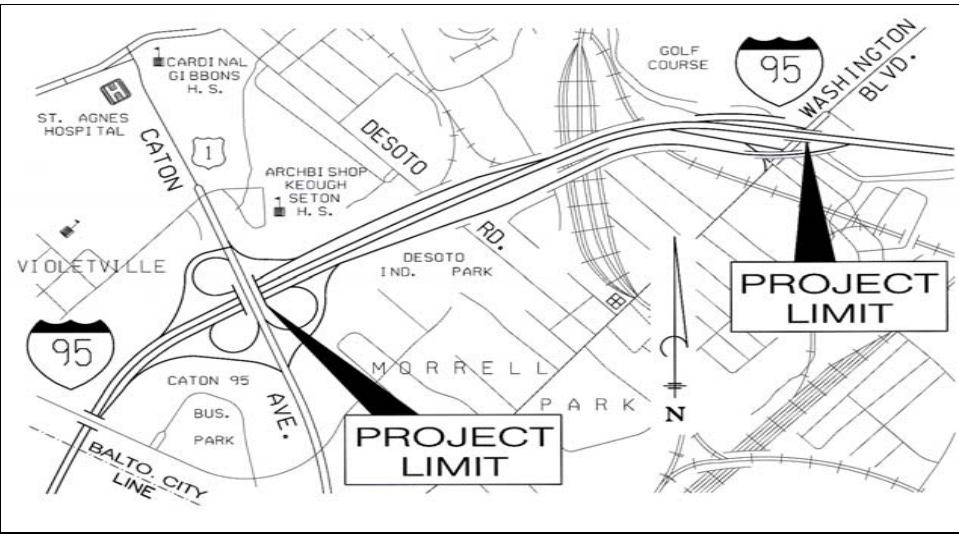
**JUSTIFICATION:** Modifications to this interchange will enhance safety, and improve traffic flow of MD 22 through nearby intersections at Gilbert Road and Technology Drive.

**STATUS:** Construction scheduled to begin in FY 2002.

**ASSOCIATED IMPROVEMENTS:**  
[I-95 Improvement Study - D&E Program -- Line 14](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Cost increased \$10 million due to widened bridge cross section over I-95 for future capacity, improvements to Technology Drive intersection for access to Ripken Stadium, slope stabilization to reduce right-of-way impacts, and utility relocations.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	400	0	400	0	0	0	0	0	400	0
Engineering	5,200	2,000	1,250	1,250	700	0	0	0	3,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	26,000	0	8,000	10,000	8,000	0	0	0	26,000	0
Total	31,600	2,000	9,650	11,250	8,700	0	0	0	29,600	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Fort McHenry Tunnel

**DESCRIPTION:** Widen I-95 from Washington Boulevard to Caton Avenue to provide full shoulders and rehabilitation of existing structures.

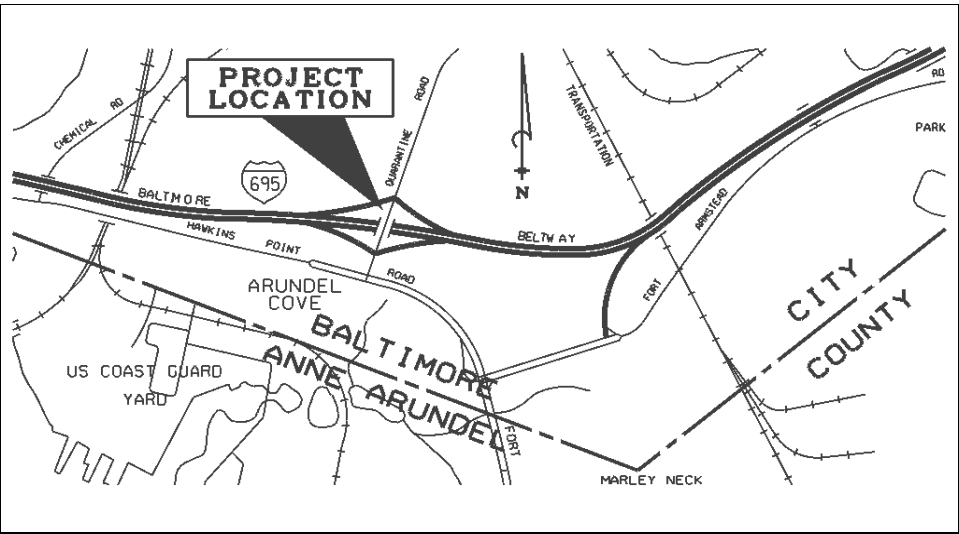
**JUSTIFICATION:** Widening of shoulders in this area is required to improve safety and to comply with federal standards. Project includes measures to preserve existing structures.

**STATUS:** Construction scheduled to begin FY 2005.

**ASSOCIATED IMPROVEMENTS:**  
[Miscellaneous Structural Repairs - System Preservation Program](#)  
[Deck Overlay and Joint Repairs I-95 - System Preservation Program](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Project schedule adjusted to permit coordination with potential ramp improvements to Washington Blvd. and Russel St. interchanges. Cost estimate revised to account for inflation.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	750	250	250	250	0	0	0	0	500	0
Engineering	5,100	250	500	750	1,000	1,100	750	750	4,850	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	53,000	0	0	0	0	13,000	20,000	20,000	53,000	0
Total	58,850	500	750	1,000	1,000	14,100	20,750	20,750	58,350	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Francis Scott Key Bridge

**DESCRIPTION:** Interchange improvements to I-695 and Quarantine Road.

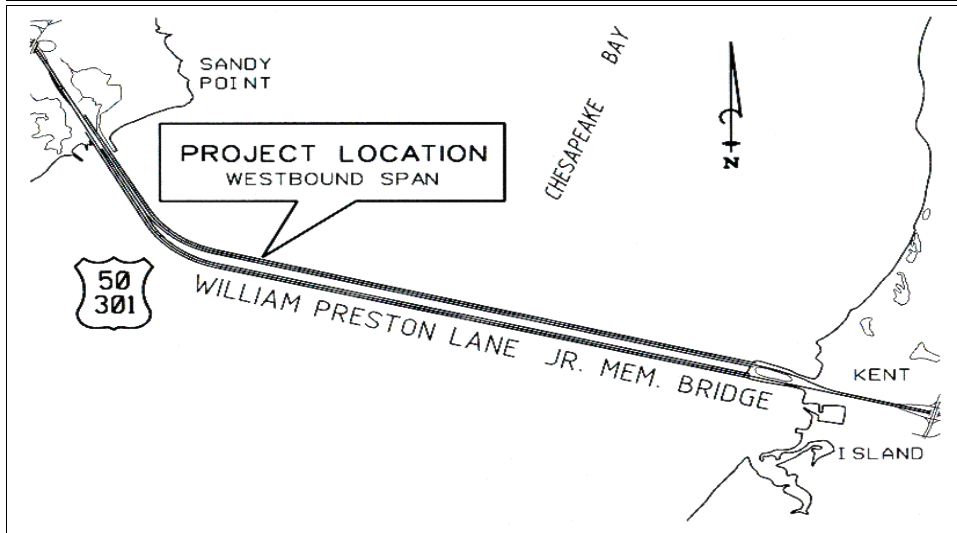
**JUSTIFICATION:** Interchange reconstruction will improve safety by addressing constraints that result in ramp queues extending onto I-695.

**STATUS:** Planning Study underway.

**ASSOCIATED IMPROVEMENTS:**  
None.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	250	0	250	0	0	0	0	0	250	0
Engineering	5,400	0	0	500	1,500	2,400	1,000	0	5,400	0
Right-of-way	1,000	0	0	1,000	0	0	0	0	1,000	0
Construction	24,000	0	0	0	5,000	15,000	4,000	0	24,000	0
Total	30,650	0	250	1,500	6,500	17,400	5,000	0	30,650	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Westbound William Preston Lane, Jr. Memorial Bridge

**DESCRIPTION:** Rehabilitation of bridge deck.

**JUSTIFICATION:** The bridge deck on this structure has not been renovated since its opening in 1973. Industry standards indicate that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

**STATUS:** Construction scheduled to begin in FY 2002.

**ASSOCIATED IMPROVEMENTS:**

Cleaning and Painting Eastbound Bridge - Construction Program -- Line 5

Upgrade Westbound Weigh and Inspection Facility - Construction Program -- Line 6

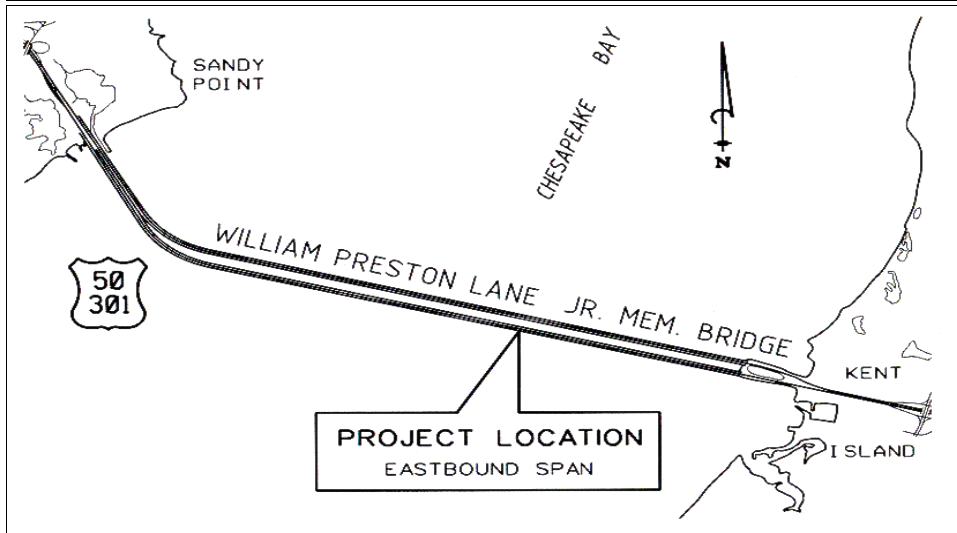
Painting the Westbound Bridge - Construction Program -- Line 7

Landscaping and Safety Improvements to WPL Approaches - System Preservation Program

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Traffic control restraints have necessitated that this project be performed in two phases. The project budget and time frame reflects the revised Engineer's Estimate.

POTENTIAL FUNDING SOURCE:					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,430	500	650	1,050	830	2,050	350	0	4,930	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,372	0	5,000	10,000	12,722	22,000	5,650	0	55,372	0
Total	60,802	500	5,650	11,050	13,552	24,050	6,000	0	60,302	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0





**PROJECT:** Eastbound William Preston Lane, Jr. Memorial Bridge

**DESCRIPTION:** Cleaning and Painting Eastbound Bridge. Phase I - Suspension, East Deck Truss and through Truss Spans, Phase II - East Girder and Beam Spans, Phase III - West Beam, Girder and Deck Truss Spans.

**JUSTIFICATION:** A study of the condition of the paint coating of the Eastbound Bridge was conducted in 1995. The conclusion of the study was that overcoating of the bridge would not be beneficial and that the majority of the structure requires complete cleaning and repainting. The repainting of the bridge has been divided into three projects based on priority due to the severity of the coating conditions and traffic control requirements.

**STATUS:** Underway: Phase I is approximately 98% complete, Phase II is approximately 15% complete, and Phase III is scheduled to begin in Spring 2002.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

**ASSOCIATED IMPROVEMENTS:**

Rehabilitation of Westbound Bridge Deck - Construction Program -- Line 4

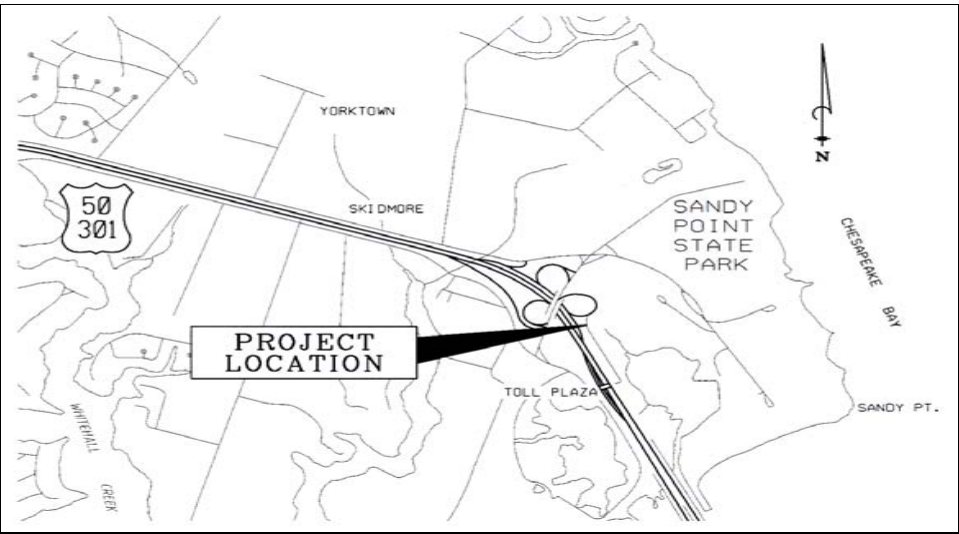
Upgrade Westbound Weigh and Inspection Facility - Construction Program -- Line 6

Paint Westbound Bridge - Construction Program -- Line 7

Landscaping and Safety Improvements to WPL Approaches - System Preservation Program

POTENTIAL FUNDING SOURCE:										
					<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER					
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,105	2,815	660	550	80	0	0	0	1,290	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	66,540	34,717	17,213	11,820	2,790	0	0	0	31,823	0
Total	70,645	37,532	17,873	12,370	2,870	0	0	0	33,113	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0617, 0633, 0634



**PROJECT:** Westbound William Preston Lane, Jr. Memorial Bridge

**DESCRIPTION:** Upgrade Westbound Weigh and Inspection Facility.

**JUSTIFICATION:** One way tolls allow for westbound traffic to move at highway speeds past the existing scale house. This project will enhance enforcement and provide CVISN capability at this facility.

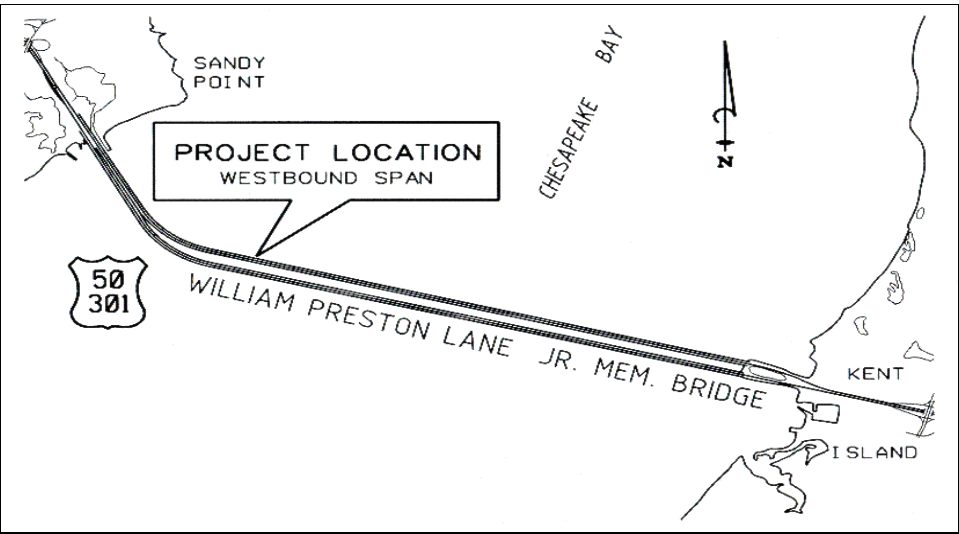
**STATUS:** Coordinating with SHA to determine site of the facility.

**ASSOCIATED IMPROVEMENTS:**

- Rehabilitation of Westbound Bridge Deck - Construction Program -- Line 4
- Cleaning and Painting Eastbound Bridge - Construction Program -- Line 5
- Painting the Westbound Bridge - Construction Program --- Line 7
- Landscaping and Safety Improvements to WPL Approaches - System Preservation Program

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Project placed on hold pending coordination with SHA and possible relocation away from WPL Bridge to improve functionality and operation of the facility.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	965	65	150	250	250	250	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,780	0	0	750	4,000	2,030	0	0	6,780	0
Total	7,745	65	150	1,000	4,250	2,280	0	0	7,680	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Westbound William Preston Lane, Jr. Memorial Bridge

**DESCRIPTION:** Painting the Westbound Bridge.

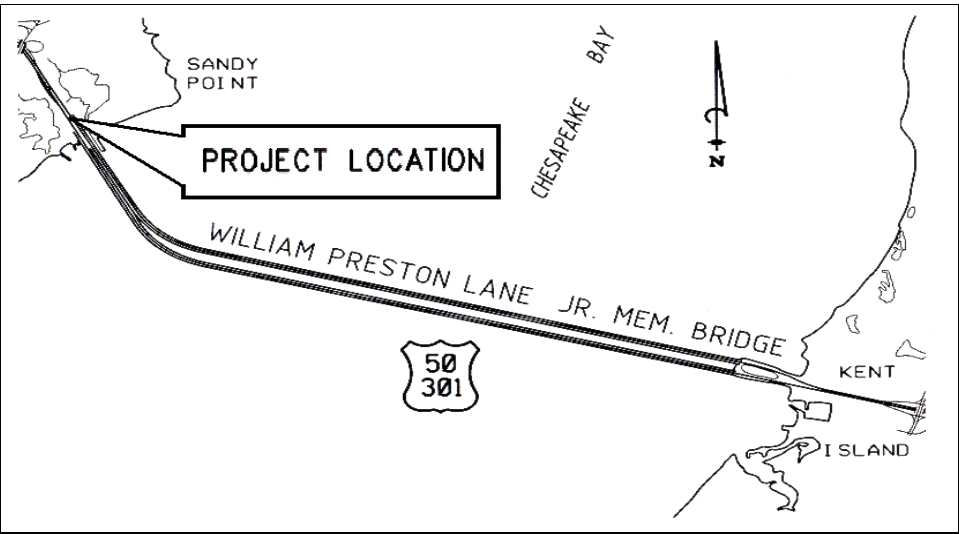
**JUSTIFICATION:** This structure has received only a maintenance coating since its opening in 1973. A consultant study indicated the need for a spot painting program that will allow postponement of complete cleaning and painting until FY 2012.

**STATUS:** Construction scheduled for FY 2005.

**ASSOCIATED IMPROVEMENTS:**  
[Rehabilitation of Westbound Bridge Deck - Construction Program -- Line 4](#)  
[Cleaning and Painting Eastbound Bridge - Construction Program -- Line 5](#)  
[Upgrade Weigh and Inspection Facility - Construction Program -- Line 6](#)  
[Landscaping and Safety Improvements - System Preservation Program](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Project schedule adjusted to coordinate with Phase I Redecking Project.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	0	0	300	300	300	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,240	0	0	0	0	4,120	4,120	0	8,240	0
Total	9,140	0	0	0	300	4,420	4,420	0	9,140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** Eastbound William Preston Lane, Jr. Memorial Bridge.

**DESCRIPTION:** Widen Toll Plaza Approach.

**JUSTIFICATION:** A study of the traffic flow through the toll plaza indicates the need to widen the approach to facilitate traffic access to the outer toll lanes.

**STATUS:** Construction scheduled to begin FY 2003.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Project schedule adjusted due to unanticipated site constraint issues.

**ASSOCIATED IMPROVEMENTS:**

- Rehabilitation of Westbound Bridge Deck - Construction program -- Line 4
- Cleaning and Painting Eastbound Bridge - Construction Program -- Line 5
- Upgrade Weigh and Inspection Facility - Construction Program -- Line 6
- Landscaping and Safety Improvements - System Preservation Program

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	250	75	75	80	20	0	0	0	175	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	1,789	0	0	1,205	584	0	0	0	1,789	0
Total	2,039	75	75	1,285	604	0	0	0	1,964	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**STATUS:** Construction Underway.

**PROJECT:** Seagirt Marine Terminal Berth IV Container Storage

**DESCRIPTION:** This project prepares the final 14 acres at Berth IV Seagirt Marine Terminal for container storage, it includes utilities, paving, lighting and striping. (Does not include wharf or cranes). Containers account for 70% of the MPA's tonnage, and as other commodities grow at the Dundalk Marine Terminal, Seagirt is the logical terminal for container growth. The surcharge removed from Seagirt will be used to raise and level an area at the Dundalk Marine Terminal for cargo storage.

**JUSTIFICATION:** Seagirt handles only containers and although it is 10 years old, it is still considered one of the best facilities on the East Coast with some of the most efficient cranes and operations. This site is immediately adjacent to the berths at Seagirt Marine Terminal; the site's proximity to vessels enables lower operating cost. DMT Lots 1501 and 1602 are currently unusable for cargo storage due to unstable soils. This project will provide an additional 18 acres for automobile storage.

**ASSOCIATED IMPROVEMENTS:**  
[Seagirt Marine Terminal Berth 4 Expansion and Protective Land Acquisition Program - D & E Program -- Line 12](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Moved from the Maryland Port Administration's Program to the Maryland Transportation Authority Program.

POTENTIAL FUNDING SOURCE:										
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,600	4,397	8,203	0	0	0	0	0	8,203	0
Total	12,600	4,397	8,203	0	0	0	0	0	8,203	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

**USAGE:** Increase in container storage acreage.

**OPERATING COST IMPACT:** Operating costs are recovered through tenant agreement.

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 10

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior</u></b>		
	<b><u>F.S.KEY BRIDGE</u></b>		
1	Renovations to Maint. & Engr/Finance Bldg, Including Replacement of Underground Storage Tank (0445)	584	Complete
2	Design and Construct Police Monument at Headquarters (0458)	400	Complete
3	Repair Roof at Police Headquarters and Academy (0453)	106	Complete
4	Access/Parking Lot Modifications to Bethlehem Steel and Dietrich Industires (0465)	180	Underway
5	Floor Tile Replacement at the FSK Police Station (0469)	57	Underway
6	Cleaning, Painting, & Miscs Deck & Machinery Repairs - Curtis Creek Bridge (0450)	5,446	Spring, 2002
7	Landscape I-695 from Bear Creek to MD 151 (0456)	583	Spring, 2002
	<b><u>FORT MCHENRY TUNNEL</u></b>		
8	Fan Shaft Repair - FMT (1441)	42	Complete
9	Miscellaneous Structural Repairs (1415)	755	Complete
10	Deck Overlay and Joint Repairs I-95 (12 Bridges North of Tunnel) (1446)	17,000	Spring, 2002
11	Install Median Barrier at FMT Toll Plaza (1452)	659	Spring, 2002
12	Refinish Ceiling Panels & Hand Rails (1442)	7,280	Spring, 2002
	<b><u>HARBOR TUNNEL</u></b>		
13	Bridge Overlay at Structure HOYO14 (0262)	345	Complete
14	Rehabilitation of Canton Ventilation Building - BHT (0260)	575	Complete
15	Rehabilitation of Deck Joints at the I-895 Bridge over Bayview Yards (0266)	505	Underway
16	Deck Overlay and Miscellaneous Repairs to K-Truss and Approach Bridges (0265)	706	Underway
17	Replace Electric Switch Gear in Vent Building (0235)	1,842	Underway
18	Resurface Ritchie Spur (0232)	1,501	Spring, 2002
19	Resurface Roadway North of Tunnel (0231)	3,905	Spring, 2002

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>HATEM BRIDGE</u></b>		
20	ETC at Hatem Bridge (0816)	2,300	Spring, 2002
21	Install Temporary Concrete Median Barrier at the T. J. Hatem Memorial Bridge (0820)	490	Spring, 2002
	<b><u>KENNEDY HIGHWAY</u></b>		
22	Replace Safety Fencing on Various Structures (1285)	607	Complete
23	Rehabilitate Pavers at Chesapeake House (1290)	102	Complete
24	Replace Existing Emergency Generators at Chesapeake House (1211)	198	Complete
25	Replace Switch Gear and Secondary Wiring for Highmast Lighting Lapidum Rd to Tydings Bridge (1267)	39	Complete
26	Storage Building Renovation at Maintenance No 1 and 2 (1295)	1,607	Complete
27	Miscellaneous Milling & Resurf. I-95 at MD 24, MD House Service Area, & MD 155 Traffic Barrier (1298)	1,355	Complete
28	Miscellaneous Repairs at Tydings Bridge (1232)	861	Complete
29	Miscellaneous Repairs to Maryland House (1228)	806	Complete
30	Construct Noise Walls & Safety Improvements along I-95 from North of Chesaco Avenue to Hazelwood Ave (1229)	16,675	Underway
31	Slope and Drainage Repairs Along I-95 John F. Kennedy Highway (1268)	889	Underway
32	Installation and Upgrade of Raised Pavement Markers on I-95 from Md Rte. 24 to Delaware State Line (1273)	243	Underway
33	Resurface I-95 Northbound, I-695 to Md 24 (1271)	8,000	Underway
34	Resurface I-95 Southbound, I-695 to Md 24 (1272)	8,000	Underway
35	Expansion of Maintenance #2 Parking Lot and New Salt Dome, Replace Fuel Island Canopies Maint. 1&2 (1297)	627	Spring, 2002
36	Miscellaneous Renovations to Truck Weigh Facilities (1287)	2,025	Spring, 2002
37	Reforestation at I-95/MD 272 (1299)	197	Spring, 2002
38	Rehab Concrete Approach Slab to Southbound Scale House (1269)	405	Spring, 2002
39	Renovations to Bathrooms at Md. and Chesapeake Houses (1274)	1,250	Spring, 2002
	<b><u>MULTI-AREA</u></b>		
40	JFK Toll Plaza Approach Signing (For MTAG) (1973)	418	Complete

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

### MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>MULTI-AREA (cont'd)</u></b>		
41	Annual Inspection of MDTA Facilities (1920)	8,118	Underway
42	Electronic Toll Collection System (1929)	21,917	Underway
43	ETC Reciprocity (1969)	17,110	Underway
44	Miscellaneous Paving Repairs (1921)	690	Underway
45	Purchase of Additional ETC Transponders (1968)	2,400	Underway
46	Replace Electrical Cabinets and Switchgear (1965)	282	Underway
47	Install Incident Detection Systems along I-95 (1975)	2,052	Spring, 2002
48	Installation of VMS Signs (Phase V)/Canopy Lighting at Lane Bridge (1950)	1,685	Spring, 2002
49	Miscellaneous Paving Repairs (1989)	1,217	Spring, 2002
50	Upgrade Traffic Barriers and Attenuators (Northern and Central Regions) (1964)	1,403	Spring, 2002
	<b><u>NICE BRIDGE</u></b>		
51	Parapet and Roadway Repair (1023)	89	Complete
52	ETC at Nice Bridge (1019)	2,300	Underway
53	Paint Portions of Bridge and Miscellaneous Structural Repairs (1012)	6,232	Spring, 2002
	<b><u>SEAGIRT MARINE TERMINAL</u></b>		
54	Seagirt Paving	3,708	Complete
55	Crane Maintenance Building	503	Complete
56	Signage DMT/SMT	274	Complete
57	Reefer Outlets at Seagirt (1600)	345	Spring, 2002
	<b><u>W.P.LANE BRIDGE</u></b>		
58	Bridge Deck Repairs - Westbound Span William P. Lane Memorial Bridge (0643)	250	Underway
59	ETC at William P. Lane Memorial Bridge (0639)	2,300	Underway



# **SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

## **MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2002 and Prior (cont'd)</u></b>		
	<b><u>W.P.LANE BRIDGE (cont'd)</u></b>		
60	Replace Lane Use Sign Control Software (0640)	323	Underway
61	Substructure Repairs (0644)	1,717	Underway
62	Install Ducts and Fiber Across William P. Lane Bridge (0648)	7,140	Underway
63	Landscaping and Safety Improvements on the Approaches to the Bay Bridge (0602)	588	Underway
64	Rehabilitate Toll Plaza Tunnel (0646)	170	Underway
65	Resurface East and West Approaches (0642)	1,902	Underway
66	Waterline Upgrade at WPL (0652)	384	Spring, 2002
	<b><u>FY 2003</u></b>		
	<b><u>F.S.KEY BRIDGE</u></b>		
67	Repave Authority Drive (0468)	405	Summer, 2002
68	Construction of Noise Wall along Broening Highway (0461)	2,825	Fall, 2002
69	Rehabilitate Drawbridge Electrical Systems at Curtis Creek (0460)	2,582	Fall, 2002
70	Paint FSK Bridge and Replace Drainage Troughs (0429)	3,850	Spring, 2003
	<b><u>FORT MCHENRY TUNNEL</u></b>		
71	Expand Maintenance Yard (1459)	270	Summer, 2002
72	Rehabilitation off South Portal Entrance Roadway (1453)	5,500	Summer, 2002
73	Repave All Bituminous Concrete Roadway Surfaces (1457)	4,050	Spring, 2003
	<b><u>HARBOR TUNNEL</u></b>		
74	Clean and Paint Bridge Nos BCY112, BCY118, and BCY121. Replace Anchor Bolts and Reset Bearings (0268)	1,890	Summer, 2002
75	Roof Replacement - Fairfield Vent Building (0273)	189	Summer, 2002
76	New Maintenance, Automotive and Sign Shop Building (0269)	5,362	Spring, 2003

## SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

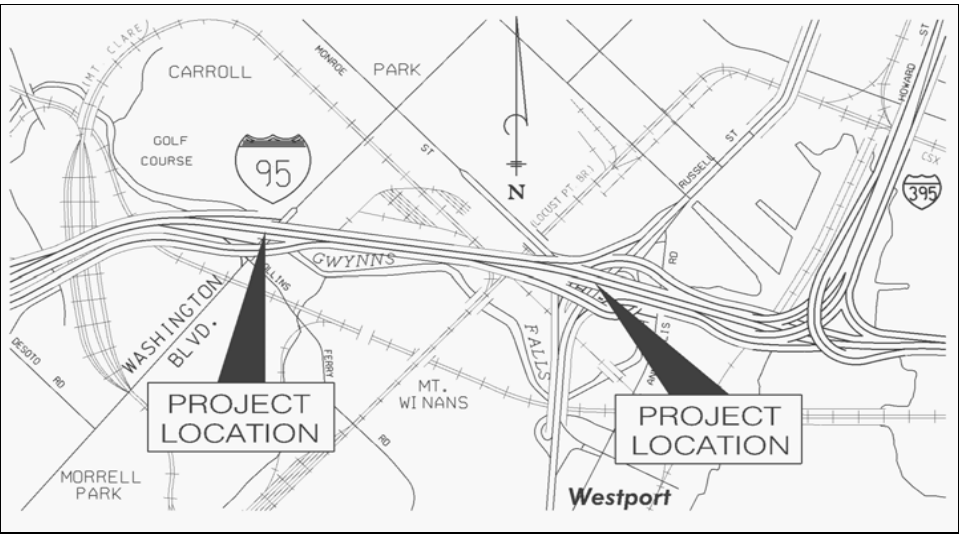
### MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2003 (cont'd)</u></b>		
	<b><u>HARBOR TUNNEL (cont'd)</u></b>		
77	Resurface Roadway South of Tunnel (0230)	4,031	Spring, 2003
	<b><u>KENNEDY HIGHWAY</u></b>		
78	Repair Slopes I-95 at MM 96.5 and Winters Run (1233)	730	Summer, 2002
79	Repaving of Maintenance 1 Parking Lot (1288)	1,080	Summer, 2002
80	Replace Parapet Walls and Safety Fence Union Church Rd. and Md. 316 Bridges (1289)	270	Summer, 2002
81	Scenic Overlook Rest Stop (1292)	3,375	Fall, 2002
82	Replace HVAC Systems at Md House Service Stations and Restaurant (1294)	3,215	Spring, 2003
83	Sign Lighting and Maintenance Systems (1293)	405	Spring, 2003
	<b><u>MULTI-AREA</u></b>		
84	Install CCTV Systems and Fiber Optic Spurs along I-95 (1974)	5,036	Summer, 2002
85	Install Permanent Changeable Message Signs (1993)	2,025	Summer, 2002
86	Lighting Modifications in BHT and FMT Fresh Air Ducts (1991)	1,080	Summer, 2002
87	On Call Structural Rehabilitation (1987)	2,700	Summer, 2002
88	Renovate AOC at Ft. McHenry Tunnel and Baltimore Harbor Tunnel (1954)	5,775	Summer, 2002
89	Security Improvements at Various Facilities (1945)	3,750	Summer, 2002
90	Underwater Repairs to T.J. Hatem and I-895 over Patapsco Flats (1988)	2,025	Summer, 2002
91	Pneumatically Applied Mortar Repairs to Various Structures (1971)	1,150	Fall, 2002
92	Install Network Communications at FSK, TJH, and MTAG Customer Service Center (1978)	443	Spring, 2003
93	Install CCTV Systems at FSK, HWN, TJH and WPL Facilities (1976)	1,565	Spring, 2003
94	Install Incident Detection Systems at FSK, HWN, TJH and WPL Facilities (1977)	574	Spring, 2003
95	Install SCAN Weather System at BHT and Repair System at Tydings Bridge (1984)	203	Spring, 2003
96	Slope Failure Repairs and Upgrade Medians at BHT and FMT (1992)	1,620	Spring, 2003

**SYSTEM PRESERVATION MINOR PROJECTS PROGRAM**

**MARYLAND TRANSPORTATION AUTHORITY - LINE 10 (cont'd)**

	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<b><u>FY 2003 (cont'd)</u></b>		
	<b><u>W.P.LANE BRIDGE</u></b>		
97	Replace Existing Emergency Generators (0649)	625	Summer, 2002



**PROJECT:** Fort McHenry Tunnel

**DESCRIPTION:** Project Planning - I-95 Interchange Improvements - Russell Street and Washington Boulevard.

**JUSTIFICATION:** Improved access from I-95 to and from the north is vital to the development of the Carroll Camden area in Baltimore City.

**STATUS:** Feasibility study by Baltimore City is underway.

**ASSOCIATED IMPROVEMENTS:**  
[I-95 Widening - Washington Blvd to Caton Avenue -- Line 2](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	1,500	0	500	500	500	0	0	0	1,500	0
Engineering	1,000	0	0	0	1,000	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,500	0	500	500	1,500	0	0	0	2,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Construction funding will be based upon the results of the Baltimore City Study.  
1302



**STATUS:** Underway. Engineering cost is provided for development of Phase III of Berth 4. Cost of construction for Berth 4 and property acquisition for future expansion is set forth in Maryland Transportation Authority's Construction Program, and will be funded by the Authority.

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** Right-of-way funds added.

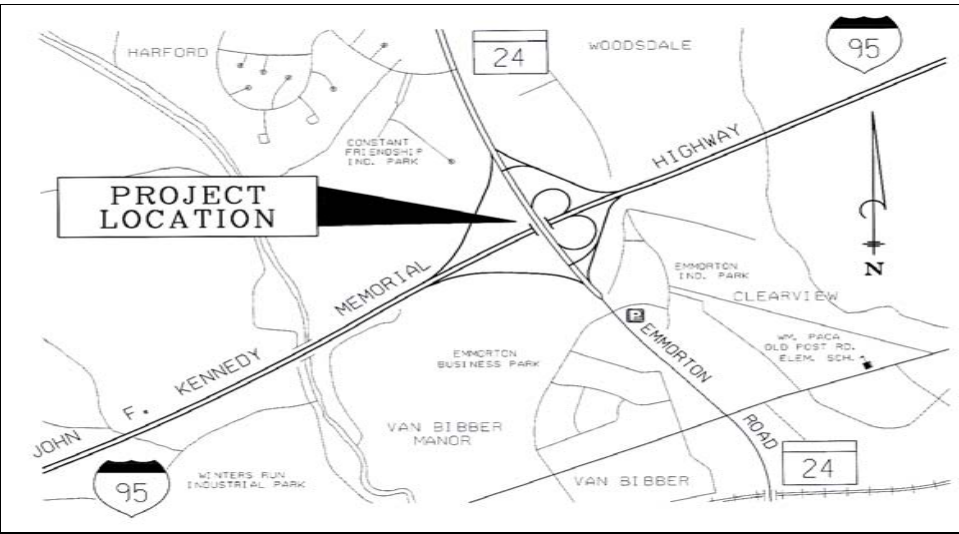
**PROJECT:** Seagirt Marine Terminal Berth 4 Expansion and Protective Land Acquisition Program

**DESCRIPTION:** Design for development of Berth 4. This project will provide 30 acres of additional container storage, 1000 feet of additional marginal wharf and two additional container cranes. Property in the immediate vicinity of the Terminal will be purchased to ensure availability for future expansion.

**JUSTIFICATION:** The existing Three Berth Seagirt Marine Terminal is at 90% capacity. It is anticipated that near future demand will exceed capacity.

**ASSOCIATED IMPROVEMENTS:**  
Seagirt Marine Terminal - Original Three Berth Facility - Completed  
Seagirt Marine Terminal Berth IV Expansion, Phase I & II - Completed  
[Seagirt Marine Terminal Berth IV Container Storage - Construction Program -- Line 9](#)

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	824	779	45	0	0	0	0	0	45	0
Right-of-way	3,500	0	3,500	0	0	0	0	0	3,500	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,324	779	3,545	0	0	0	0	0	3,545	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** John F. Kennedy Memorial Highway

**DESCRIPTION:** Improvement studies for MD 24.

**JUSTIFICATION:** Additional improvements to this interchange will be required to enhance safety and provide increased capacity to reduce congestion during peak periods.

**STATUS:** Configuration Option Analysis Underway. Funding provided for MdTA/SHA joint study.

**ASSOCIATED IMPROVEMENTS:**  
[I-95 Improvement Studies - D&E Program -- Line 14](#)

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2004....	....2005....	....2006....	....2007....		
Planning	759	659	25	25	25	25	0	0	100	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	759	659	25	25	25	25	0	0	100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



**PROJECT:** John F. Kennedy Memorial Highway

**DESCRIPTION:** Master Plan Study to identify potential improvements for I-95 from the north of the Baltimore City Line to the Delaware Line.

**JUSTIFICATION:** Increased traffic is creating congestion and reducing safety on I-95 during weekday peak hours and weekends. Planning studies are continuing to identify and coordinate potential improvements, including multi-model alternatives.

**STATUS:** Master Plan process nearing completion. Project Planning Studies to be initiated.

**ASSOCIATED IMPROVEMENTS:**

Interchange Improvements I-95 and MD 272 - Completed

Interchange Improvements I-95 and MD 22 - Construction program -- Line 1

Interchange Improvement Studies I-95 and MD 24 - D&E Program -- Line 13

**SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP:** None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		CURRENT YEAR 2002	BUDGET YEAR 2003	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			....2004....	....2005....	....2006....	....2007....		
Planning	7,300	1,800	1,000	1,000	1,000	1,000	1,000	500	5,500	0
Engineering	4,050	2,300	250	250	250	250	250	500	1,750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,350	4,100	1,250	1,250	1,250	1,250	1,250	1,000	7,250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

### ***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.