

FY 2007-2012 MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



***Maryland Department
of Transportation***

www.marylandtransportation.com

MARYLAND'S

CONSOLIDATED TRANSPORTATION PROGRAM

This document is Maryland's Consolidated Transportation Program (CTP), the State's six-year capital budget for transportation projects. The Capital Program includes projects for the Maryland Department of Transportation and the modal agencies and related authorities within the Department, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, the State Highway Administration, the Maryland Port Administration, the Washington Metropolitan Area Transit Authority, and the Maryland Transportation Authority. An expanded description is shown for each major project, along with a list of minor capital projects.

Working together with Maryland's citizens, local jurisdictions and local delegations, projects are added to the CTP which enhance transportation service and opportunities throughout the State. In order to help Maryland's citizens review this document, a summary of the Department's financing and budgeting process and instructions on how to read each Project Information Form (PIF) is included.

For further information about this document, please contact the Maryland Department of Transportation, Office of Planning. Toll free: 1-888-713-1414 Locally: 410-865-1288. For the deaf, Maryland Relay 711.

For more information on Maryland transportation, visit us on the web:
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MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

The Maryland Department of Transportation (MDOT) is pleased to present the State's proposed six-year capital investment program for transportation - the Consolidated Transportation Program (CTP). The CTP, covering investments in all modes of transportation across the State, is designed to present practical solutions leading to a vision of a More Mobile Maryland. By creating an effective network of services and facilities, the consolidated program is complementary to the way we live, work and travel.

Maryland's economic well being and its citizens' quality of life are directly impacted by the transportation system that moves people and commerce. As Maryland's citizens travel our highways, fly out of Baltimore-Washington International Thurgood Marshall Airport, travel through the Fort McHenry tunnel or over the Chesapeake Bay on the William Preston Lane Jr. Bridge, ride an express bus, receive cargo through the Port of Baltimore, or renew their driver's license without having to visit a Motor Vehicle Administration office, Maryland's transportation system touches our lives every day.

Efforts to maintain the safety, efficiency and condition of our transportation system demand constant attention. Our transportation system includes thousands of miles of highways and bridges, public transit systems, a major international airport and a thriving port - each serving millions of customers. Balance and flexibility are hallmarks of Maryland's transportation planning process. Economic expansion coupled with general transportation and population growth has led to significant travel growth throughout the transportation network. Primary factors affecting transportation such as population, households, registered vehicles, licensed drivers and multi-car households have far outpaced the rate at which the State's transportation infrastructure and services have been provided over the past 20 years.

Every year, as part of the statewide transportation planning process, the Maryland Department of Transportation (MDOT) 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, our statewide transportation plan called the Maryland Transportation Plan (MTP), sets goals and policies to guide transportation decision-making over the next 20 years. The MTP is updated every five years to reflect changes in transportation policy priorities. The 2004 update established new directions - providing mobility and focusing on efficient operations, adding needed transportation facilities, emphasizing safety and security in construction and operation, and improving the Department's responsiveness to its customers.

The second section of the SRT is this document - the Consolidated Transportation Program (CTP). It describes ongoing and new capital programs to be implemented over the next six years, and how the Department will fund these programs to achieve its goals. Every year, as part of the continuing, cooperative and comprehensive statewide planning process the Draft CTP is developed in concert with Maryland's 24 political subdivisions and the Draft is presented to local elected officials and citizens throughout Maryland for review and comment. Incorporating this input, it is then revised and submitted for approval as part of the Governor's budget to the General Assembly in January.

As a companion piece to the SRT, MDOT publishes an Annual Attainment Report on Transportation System Performance. This report provides a series of performance indicators to measure MDOT's success in achieving its goals and objectives. The performance indicators presented in the report are also intended to help MDOT and the citizens of Maryland better understand and assess the relationship of investments in transportation programs and projects with the services and quality they produce.

Many key transportation projects such as the Intercounty Connector (ICC) have seen significant progress as highlighted in this CTP. In addition, MDOT has moved forward with several Priority Initiatives, such as transportation improvements related to the U.S. Department of Defense's Base Realignment and Closure (BRAC) process, continued promotion of Transit-Oriented Development (TOD) through partnerships with community groups and local governments, and ongoing efforts to find new and innovative ways to fund transportation projects without overburdening Maryland's Transportation Trust Fund (TTF).

This year's CTP focuses on meeting the increasing demands on Maryland's transportation network while maintaining the high quality and level of service that Marylanders and other users of the system have come to expect, as well as fulfilling federal requirements of fiscal constraint. With no significant new revenue sources appearing in this CTP, MDOT is committed to maximizing the value and impact of available funds in every corner of the State. Now more than ever, new projects require new partnerships.

Maryland's Consolidated Transportation Program remains a unique, flexible funding tool, developed with considerable local input, and designed to address a multitude of system needs. By having all transportation systems funded under one trust fund, MDOT can efficiently direct resources to specific needs and seek multi-modal solutions, looking for the best mode or modes of transportation to address specific problems while making the

most of limited federal resources. In addition, the Annual Capital Program Tour provides a unique opportunity to gather public input from every jurisdiction in the State.

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

MDOT PRIORITIES: HOW THIS BUDGET AFFECTS YOUR COMMUNITY

System Maintenance and Efficiency

Keeping Maryland's transportation system safe and in good condition are top priorities of MDOT. In the face of growing travel demand, increasing construction and equipment costs, and limited resources, MDOT must make the most efficient use of the existing system. While there are needs for expanding capacity, preservation of the existing system is an ongoing necessity; roads must be re-paved, safety improvements made, aging bridges rehabilitated, and buses and trains repaired or replaced. To ensure that the most productive use is being made of the taxpayers existing investments in the State's transportation system, assets need to be maintained and preserved appropriately to extend the useful life of existing facilities and equipment in a fiscally responsive manner. The Department seeks to maximize value and performance from existing resources by managing facilities to provide maximum customer service from the system before making new investments.



Safety and Security

Ensuring the safety and security of Maryland residents and others who travel on our roadways, through our airports and seaports, and on our buses and trains is of vital importance.

The Department is committed to providing safe travel to all transportation system customers and to protecting the safety of the Department's workforce and contractors. Safety considerations are integral to all MDOT design and operational activities. In addition, personal security is a fundamental expectation for all of Maryland's transportation system customers. Threats to the security of travelers and transportation assets are receiving heightened attention and the Department is committed to taking advantage of new technologies and cost effective counter-measures to reduce transportation system vulnerabilities. Every mode has instituted improved safety measures and the Department continues to implement a vast number of heightened security measures throughout the transportation system.



Mobility

The core of MDOT's mission is mobility. This means getting people and goods to destinations and markets in a safe and efficient manner. The Department finds itself at a crossroads, facing key gaps and bottlenecks within the State's transportation systems that are known to cause delay and congestion. The CTP includes capital projects that provide critical new additions, and also enhance and preserve the existing transportation system to accommodate travel and facilitate commerce. These projects focus on demonstrated customer needs to decrease delay and improve the safety and reliability of the State's transportation networks. They are Maryland's investment in our highway, transit, port and aviation facilities that assure a safe and efficient transportation system and improve economic competitiveness.



The transportation needs of individuals throughout our State are varied and require transportation options or programs that enable people to be mobile and to actively participate in all aspects of community living. The Maryland Department of Transportation is charged with

building an integrated accessible transportation system that provides opportunities for the motorist, air traveler, pedestrian, bicyclist and the public transportation user. This transportation network supports community living, employment, education, health care and recreational opportunities for all.

However, an integrated transportation program is more than highways, accessible trains, buses and paratransit. In meeting the challenge of providing the best mix of options, MDOT will explore alternative approaches and select the most efficient means of meeting customer expectations and needs. The application of cost-effective design alternatives, the usage of managed, variably priced or special purpose facilities (such as Express Toll Lanes), improving mobility through technology (such as *E-ZPass*SM), alternative means of travel and key system expansion (such as the ICC) are examples of this strategy. The Maryland Department of Transportation is committed to providing safe and accessible transportation services that meet the needs of a varied population.

System Productivity and Quality

Improving program and project delivery to reduce the costs and streamline schedules is essential to effectively delivering improvements to users of the transportation system and the State's taxpayers. The Department intends to implement projects in a minimum time period through streamlined approaches and improved relationships with other agencies. Throughout all projects and activities MDOT is committed to protecting Maryland's human and natural environment. MDOT is looking to contain costs with business-like organization and best value practices in ways that will not substantially impact customer service and will provide wise use of the taxpayers' funds. MDOT is also exploring innovative approaches to customer service, finance and partnerships to improve customer satisfaction and service delivery.



PRIORITY INITIATIVES

Intercounty Connector (ICC)

The Intercounty Connector (ICC), a new 18-mile state of the art, intermodal toll highway connecting I-270 with I-95 and US 1, is one of the state's highest transportation priorities. In May 2006, the Federal Highway Administration (FHWA) issued a favorable Record of Decision, approving the Environmental Impact Statement for the project. The State Highway Administration, which is administering the implementation of the project on behalf of the Maryland Transportation Authority, plans to issue a notice to proceed for the first major construction contract for the project in early 2007.

The funding plan for the project, developed in conjunction with the General Assembly, has been approved by the Federal Highway Administration. The plan assures that the ICC can be built while allowing the maximum funding for other much needed transportation projects elsewhere in Maryland. It includes a mix of (a) Maryland Transportation Authority (MdTA) funding, backed by tolls on the ICC and other MdTA toll facilities; (b) GARVEE bonds, which are paid back by additional future federal highway funds; (c) "special federal funds" that will be specifically designated for the project in federal surface transportation authorization or appropriations bills, and (d) Maryland Transportation Trust Fund and General Fund sources. Toll financing for the project provides that users of the facility (and other toll highways) will pay a substantial portion of the cost of the new project. Using GARVEE bonds assures that most of the federal highway funding currently available to Maryland can be used for other projects throughout Maryland, rather than to finance the cost of the ICC. Annual debt service payments on GARVEE bonds would use approximately 15% of Maryland's federal highway funds.

The ICC will be a toll highway, owned by the Maryland Transportation Authority. In addition to use in generating revenues to help pay a portion of the project's capital cost, tolls will be used, as needed, to manage traffic demand and congestion on the ICC. Toll collection will be entirely electronic, collected at highway speeds, using *E-ZPass*SM transponders or processing of video images of vehicle license plates.

Freight Studies

In addition to the efficient movement of *people* to, from, and through the state of Maryland, MDOT is focusing on the efficient transportation of *freight*. U.S. Department of Transportation studies reveal that by 2025 freight for our northeast, multi-state region will

grow between 70-80% above today's congested levels. As a result, we can expect that freight movements and related jobs will increase along the same trend lines during that period. Since Maryland's motor carrier and rail infrastructure is located at the geographical epicenter of the I-95 corridor, the Department has taken a particular interest in freight issues for a number of reasons, including:

- Congestion in the Baltimore-Washington corridor and throughout the metropolitan regions continues to increase
- Critical passenger (AMTRAK) and rail freight (CSX) tunnels are over one hundred years old
- The Port of Baltimore and domestic interests must have the ability to attract intermodal freight business which relies on 20' 6" rail clearances, and
- Growth of freight along the I-95 corridor will be increasing 70-80% over the next 20 years

Therefore, MDOT is engaging in short and long-term studies and strategies with key partners to find solutions to address the growth of freight in our region. Our partnership efforts involve U.S. DOT to design creative financing solutions to the major truck and rail freight bottleneck projects impacting the entire region; the I-95 Corridor Coalition and its member states along the East Coast to evaluate truck (MATOPS) and rail capacity (MAROPS) issues; the FRA to study alternative rail freight and passenger tunnel routes through Baltimore; and FHWA to monitor travel times and delays in freight significant corridors (Freight Performance Measurement initiative).

Multi-state freight corridor solutions and enhancements costing billions of dollars will take years to complete. Funding mechanisms are under study, but are not yet in place. We do know that creative public/private shared funding involving all stakeholders and beneficiaries, including the State, will be necessary from those partners who will realize



the benefits of improvements. At this time, MDOT is continuing its leadership roles on state and national studies of this issue to quantify and qualify statewide and multiple state corridor freight needs. When studies are completed we hope to identify key projects to promote as future candidates for "Freight Projects of Regional and National Significance" and as such, position Maryland to compete for additional federal funding.

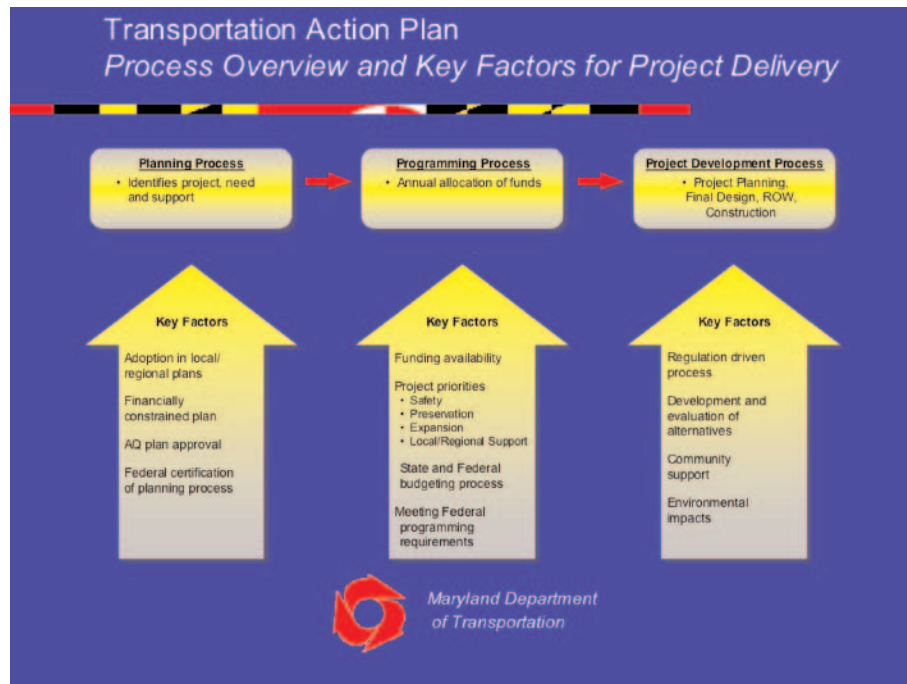
BRAC

"BRAC" is an acronym that stands for Base Realignment and Closure. It is the congressionally authorized process the U.S. Department of Defense has used to reorganize its base structure to more efficiently and effectively support the Military. In November 2005, Congress voted to approve the final recommendations of the BRAC Commission. Maryland is one of few states benefiting by gaining additional military and civilian positions. Direct and indirect jobs coming to Maryland over the next six to ten years are estimated at 40,000 to 60,000. Fort Meade, Aberdeen Proving Ground and the Naval Medical Center at Bethesda will be gaining most of these positions. Other installations including Fort Detrick and Andrews Air Force Base are also expected to have significant increases in personnel resulting from non-BRAC related growth.

MDOT is working in partnership with other State agencies including the Department of Business and Economic Development and the Maryland Department of Planning to face the challenge of accommodating this growth in a way that is efficient and effective over the long term. Outreach efforts with state, local and military communities are now underway in many areas of the State. Identifying priorities and coordinating resources among all parties will remain critical in realizing effective transportation project starts. MDOT is drawing on its previous experience from the Patuxent Naval Air Station growth during the previous BRAC. Lessons learned from that experience would be applied to address the forecasted impacts associated with this series of BRAC moves.

MDOT will also continue to take advantage of its project development, delivery and operations experience in implementing highway and transit projects (as depicted in the chart on the following page). The existing planning and programming processes that have served very well will continue to be followed, just as they were during the development of even the most challenging projects such as the replacement of the Woodrow Wilson Bridge. The Department will continue to adhere to federal and state environmental rules, coordinating efforts with our metropolitan planning organizations and coming to agreement on local

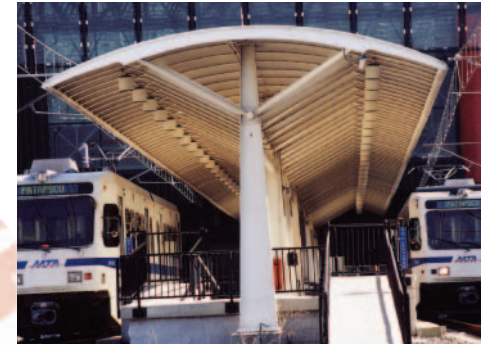
priorities with our county partners. Insofar as BRAC does not bring new and different sources of funding with it, it will be necessary to work within our existing financial capabilities and address the most important needs. This CTP contains many projects supporting BRAC changes at the various military installations. As the impacts of BRAC related growth continue to be realized, MDOT will be working with its local partners to identify changing priorities and also exploring creative new funding mechanisms that can bolster our traditional Trust Fund sources. A list of current projects related to BRAC may be found on page A-55.



Transit-Oriented Development (TOD)

In order to maximize the benefits of transit access while promoting sensible growth, MDOT is partnering with local authorities to promote land use regulations that support development in proximity to major transit facilities. In Montgomery County, MDOT is working with the local partners to reconfigure the Silver Spring Metro Station area as a multi-modal transit center. The facility will be a major transit hub serving the Silver Spring Central Business District and the surrounding region, and will also support proposed air rights development over the Transit Center that would include a hotel and up to two residential buildings. In the heart of mid-town in Baltimore City, MDOT continues to work with local partners to facilitate the

redevelopment of the 25-acre State Center complex. The State's Office campus will be transformed into revitalized, mixed-use development that takes full advantage of the Metro and Light Rail stations and significant bus service on site and becomes a local and regional destination. In addition, MDOT/MTA is working to bring Owings Mills to completion as the first significant TOD on the Metro system.



The Department recognizes that not only is TOD an opportunity to support local economic development and community goals, but it can also serve as a financial tool for important transit investments. To that end, MDOT fully supports and requires local partnerships to further the TOD process.

Innovative Financing

Today, the transportation budget is at an historic \$13 billion level, with a balanced, fiscally constrained program for funding both highways and transit. MDOT has a unique funding structure. Highways, transit, aviation, port and motor vehicles all are funded within the Transportation Trust Fund. Maryland is one of the few states that have this unique and flexible trust fund. In addition, Maryland is one of a few states that fully support major transit systems in two major urban areas. In the six-year capital program, almost \$3 billion is invested in these two major transit systems including maintenance, preservation and capacity enhancements. This does not include the cost of operating these two enormous systems. In addition, Maryland provides funding for the local bus service for Montgomery and Prince Georges counties which is included in WMATA's bus service. As the federal funding decreases and the competition for scarce federal new starts funding increases, states are looking at non-traditional funding sources. Although state revenues do increase, they are not increasing at the same rate as the growth in the Consumer Price Index (CPI), thus fewer and fewer dollars go to meet the demands on the Transportation Trust Fund.

However, the existing transportation network has grown considerably in size over the last two decades. Highway, transit, and aviation facilities have seen dramatic growth, all of which requires ongoing maintenance and preservation. Although the Department has many new facilities, we also have an aging system which requires increasing levels of upkeep. For

major systems elements like bridges and transit vehicles, substantial investments are needed to maintain safety and service quality. In addition, demand on the existing system requires further enhancements to the transportation network. For example, roadways may require widening to alleviate major bottlenecks and transit systems may require additional and more frequent service along existing lines. In some cases, entirely new services and facilities may be needed to expand the capacity of the system. Examples include the ICC, the Red Line in Baltimore, the Corridor Cities Transitway (CCT), the Bi-County Transitway and the WMATA Green Line to BWI.

Expansion of the transportation system is extremely expensive, especially considering the need to accommodate growth in highly developed areas in an environmentally sensitive manner. With growth comes associated increases in operating costs. This is particularly true with respect to transit service. The Transportation Trust Fund currently funds 60% of the cost of each ride, with the remaining 40% coming from the user of the service. The operating cost associated with transit alone accounts for 50% of the Department's operating program over the current six-year planning period.

Innovative financing mechanisms can help fill the gap between declining traditional revenue sources such as fuel taxes (which are not adjusted for inflation) and increasing costs of construction and maintenance. To close this gap, MDOT is aggressively pursuing innovative financing options including:

- *Value Pricing Strategies* (Express Toll Lanes): A network of optional express toll lanes that provides a cost-effective way for Maryland to manage congestion, increase roadway capacity, create an expanded regional transit system and provide an option for relatively free-flowing highway travel—and to do so decades sooner than otherwise feasible.
- *Tax Increment Financing* (TIF): Issuance of bonds to finance transportation projects that are repaid with dedicated revenue from property tax increases resulting from the project.
- *Public Private Partnerships* (P3): Arrangement that creates a role for the private sector in the development, operation and /or financing of a public transportation project.
- *Value Capture* (Development impact fees and special assessment districts): Application of the increased value from a developed or redeveloped property to help fund a transportation project.

- *Financing Techniques*: Leveraging of existing or new revenue sources to increase cash flow (e.g., Grant Anticipation Revenue Vehicle Bonds, State Infrastructure Banks and Transportation Infrastructure Finance and Innovation Act Program).
- *Joint Venture with Local Partnerships*: Partnering with local government helps the trust fund dollars go farther and allows for projects to proceed to construction much sooner.

There are numerous examples of innovative financing techniques currently being used by the Department which include: Passenger Facility Charges (PFCs) and Customer Facility Charges (CFCs) used to finance major airport improvements without diverting resources from the Transportation Trust Fund, along with a Public Private Partnership (P3) with Southwest in the construction of Pier A and B; Transportation Infrastructure Investment Fund (TIIF) money used in the Silver Spring Transit project; breaking ground on the first new Express Toll Lanes (Section 100) along I-95 north of Baltimore; planning on Section 200, the second phase of the I-95 improvements into Harford County; and launching a statewide network of Express Toll Lanes including the Capital Beltway, Baltimore Beltway, I-270, I-95 between Washington and Baltimore and key arteries into Southern Maryland. The Department will continue to seek out new ways to finance transportation projects to maximize value to the citizens of Maryland.



WHERE THE MONEY COMES FROM...

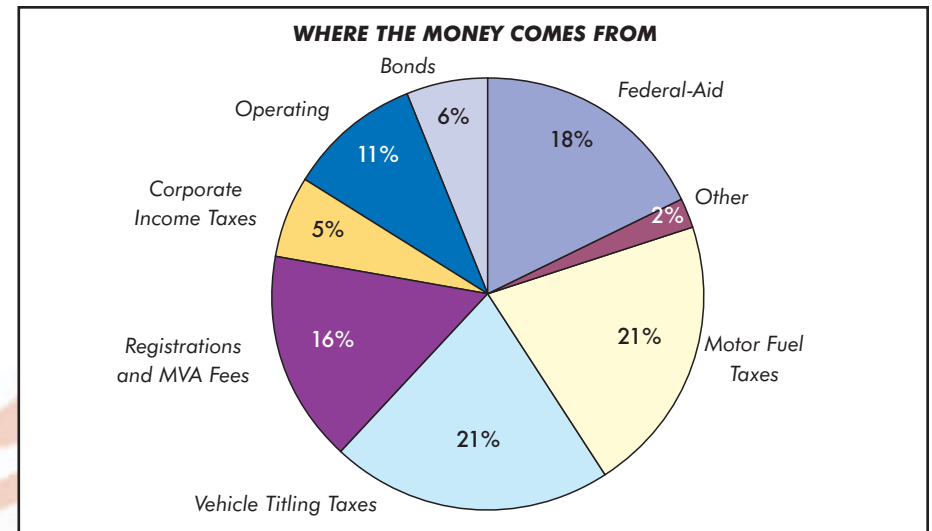
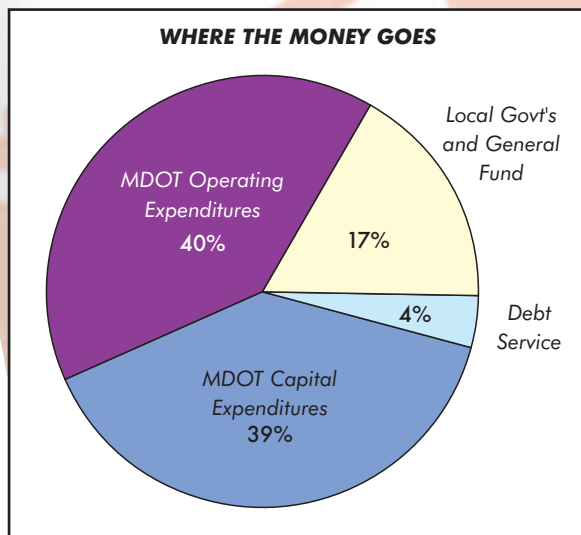
Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, 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. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The U. S. Congress recently enacted a long-term federal surface transportation system funding program. A detailed discussion of this process is presented in a later section of this summary. Total projected Trust Fund revenues amount to \$18.3 billion for the six-year period covered by this CTP. These amounts are based on the assumption the economy will continue along a moderate growth scenario for the next six years. (For more on revenue projections and economic assumptions, see pages 10 through 12.)

WHERE THE MONEY GOES...

The MDOT program is fiscally constrained. 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.

The FY 2007-2012 CTP totals about \$9.0 billion; \$8.2 billion of which comes through the Trust Fund and \$0.8 billion from "Other" fund sources.



Capital Expenditures

FY 2007-2012 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	84.0	11.6	-	95.6	1.1
MVA	200.1	-	-	200.1	2.2
MAA**	290.7	138.2	248.6	677.5	7.5
MPA	560.4	5.7	26.6	592.7	6.6
MTA	605.6	876.1	39.1	1,520.8	16.9
WMATA	436.0	98.4	534.8	1,069.2	11.9
SHA	2,658.9	2,190.2	-	4,849.1	53.8
TOTAL	4,835.7	3,320.2	849.1	9,005.0	100.0

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

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

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

SHAPING MARYLAND'S TRANSPORTATION SYSTEM

The Public Role

When 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 reflects the concerns of our customers - the Maryland public - who use the transportation system on a daily basis. The recent plan was created with inclusive public participation and input through such processes as telephone surveys, leadership interviews, workshops, and consultation tour meetings. The public also comments on the draft plan 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 every County and Baltimore City to receive input on local priorities. Local elected officials 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.

Additionally, the public has many other opportunities to review and comment on specific projects, such as at the many 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 which assembles the SRT, at 410-865-1275; For the deaf, Maryland Relay 711. For more information on MDOT and links to each of the modal administrations, visit <http://www.marylandtransportation.com>.

The MDOT Role

The statewide transportation plan, called the Maryland Transportation Plan (MTP), serves as the Department's guiding policy document. The current Plan, which was adopted in 2004, is updated every five years. Every year, the Secretary of MDOT 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 individual projects based on such things as MDOT's MTP goals and objectives, level of service, safety, maintenance issues, how the projects may encourage economic development, availability of funding (including federal funds), and the input received from the public and local officials. The Governor and Secretary take this input into account when making the final decision of which projects will be funded.

The Federal Role

Transportation planning and programming in Maryland also is influenced by a number of federal initiatives including Transportation Equity Act for the 21st Century (TEA-21), the recently enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990. TEA-21 authorized federal highway and transit programs for fiscal years 1998 through 2003. TEA-21 expired on October 1, 2003 and Congress passed a series of twelve short-term extensions to avoid shutting down the federal programs. On August 10, 2005, President George W. Bush signed the current act, SAFETEA-LU, which authorizes the federal highway and transit programs through federal fiscal year 2009, and expires on September 30, 2009. The comprehensive new act guarantees federal spending set at a total of \$286.4 billion over six years (2004-2009), a 38 percent increase over TEA-21. In 1990, the federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Non-attainment area classifications were established and ranked according to severity of the area's air pollution problem. These non-attainment categories trigger varying requirements the area must comply with in order to meet federal standards. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with federal Clean Air Act requirements and that, as a consequence, federal transportation funding for state projects will continue uninterrupted.

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation is divided into agencies responsible for different modes of travel. These are referred to as the Department's modal agencies or modes. Projects in the CTP are listed under the mode 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 PIF contains a description of the project, its status, its justification, and its compliance status with Smart Growth. It also shows any significant change in the project since the last budget approved CTP. 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, 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 I-270 / US 15 multi-modal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties. 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 additional lists, which can help the reader better 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.

The Secretary's Office -- Line 1



PROJECT: Transportation Enhancement

DESCRIPTION: Projects that may be of safety and educational activities for pedestrians and scenic or historic sites; scenic or historic beautification; historic preservation; rehabilitation of structures or facilities - including historic railway corridors - including conversion for and research. Project sponsors are required.

JUSTIFICATION: Transportation enhancement environmental value to the transportation Transportation Equity Act (SAFETEA-LU) set aside for the Transportation Enhancement

SMART GROWTH STATUS:
☒ Project Not Location Specific or Local
☐ Project Within PFA
☐ Grandfathered

ASSOCIATED IMPROVEMENTS:
 Enhancement activities must be directly

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$8.3 million due to the addition of FY 2012.

PHASE	ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	2006	2007			2009	2010	2011	2012		
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	179,216	127,716	8,000	8,400	8,500	8,400	8,900	9,300	51,500	0
Total	179,216	127,716	8,000	8,400	8,500	8,400	8,900	9,300	51,500	0
Federal-Aid	138,618	99,018	5,900	6,400	6,500	6,600	6,900	7,300	39,600	0

* 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 State Highway Program, and are shown here for informational purposes.

PROGRAM HIGHLIGHTS

The FY 2007-2012 CTP totals about \$9.0 billion. Approximately 37 percent of this capital program will be supported by federal funds, predominantly for highway and transit projects.

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:

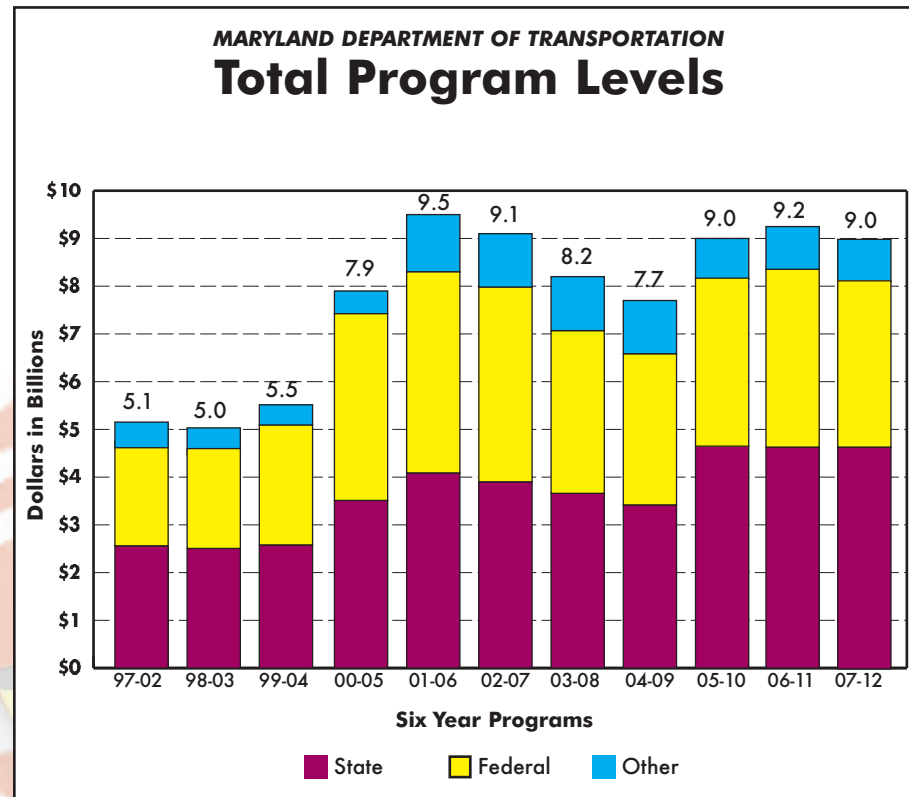
The long-term (6-year) trend in bond interest rates is projected to fluctuate within a range from 4.3 percent to 5.0 percent during the program period with inflation between 1.9 to 3.1 percent annually.

The nation began an economic recovery in FY 2004. It is now believed to be entering a period in which it will continue to grow but at a slower rate. As it moves through this period, the economy is projected to continue to have "business cycles" with:

- No 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.

Gasoline prices will continue to be monitored for any impacts on revenue and material cost.

Auto sales had been increasing consistently due to the combination of good economic conditions, customer incentives, and increased consumer confidence. For FY 2007 and beyond, sales are expected to moderate and follow their normal cyclical pattern throughout the forecast period.



REVENUE PROJECTIONS

Total projected revenues amount to \$18.3 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds. The projection does not assume any future state tax or fee 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 revenue is projected to be \$3.2 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.

- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.7 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 follows the cycle of auto sales with periods of decline and growth. It is projected that this six-year planning period will follow a normal business cycle around an underlying upward trend.
- **Motor Vehicle Registration/Miscellaneous, and Other Fees:** These fees are projected to generate \$2.7 billion. This forecast assumes the combination of reduced growth in registered vehicles and a change to a heavier vehicle mix will increase the revenues an average of 3.0 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$845 million. The Department receives a portion (24 percent) of the 7 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.7 billion for operating and capital programs. This amount does not include \$534.8 million received directly by the Washington Metropolitan Area Transit Authority. The majority of federal aid is capital; only \$427 million is for operating assistance. Since federal aid supports nearly 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 \$2.5 billion, with \$723 million from MTA; \$597 million from MPA; and \$1.1 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations and other port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related fees. These projections are forecast to include additional revenues from the terminal expansion.
- **Bond Proceeds:** It is projected that \$1.4 billion of bonds will be sold in the six-year period. The level of bonds, which could 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 \$244 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) authorizes highway, transit, rail and safety programs through Federal Fiscal Year 2009. Nationwide, the legislation provides \$286.5 billion in spending over six years.

The reauthorization bill, in setting the overall structure and funding level for federal highway and transit programs, is critical to Maryland's transportation program. Under the previous authorization legislation, TEA-21, (FY98 - FY03) Maryland received (annually) approximately \$440 million for highway programs (\$410 million was formula generated and \$30 million was discretionary); plus \$100 million for transit formula programs, including WMATA/MD (subtotal - \$540 million per year received by MDOT). Under SAFETEA-LU (FY05 - FY09) Maryland is estimated to receive (annually): \$583 million for highways (a 31% increase over TEA-21); and \$140 million for transit formula programs (including MD/WMATA); a 48% increase. This is a subtotal of at least \$720 million per year received by MDOT (an increase of \$180 million per year).

It is important to note that not all of the funding authorized in HR 3 (FY05 - FY09) is necessarily "new money" for Maryland. Our Consolidated Transportation Program (CTP) has already allocated federal funds to projects in the program, based on conservative assumptions for future funding. The majority of funds authorized in the reauthorization bill will be used for projects already committed in our capital program and unfunded system preservation needs.

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 FFY 1992 through FFY 1997, OA ranged from 80.5 percent to 105.3 percent. During TEA-21 (FFY 1998 - FFY 2003), OA averaged 92 percent. The CTP assumes the level of OA from SAFETEA-LU at 87 percent.

Transit

Between 50 and 70 percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and new start projects. The FFY 2006 FTA Urbanized Area capital assistance for Baltimore, MARC,

D.C area and Small Urban Systems is \$68.9 million. An annual estimated amount of \$72.4 million is assumed for FFY 2007.

Rail modernization funding for Maryland increased from \$30.4 million in FFY 2006 to \$33.6 million in FFY 2007.

SAFETEA-LU authorized \$41 million to complete the Baltimore-Central Light Rail Double Tracking project and \$75 million to complete the Washington DC/MD - Largo Metrorail Extension. SAFETEA-LU also authorized \$105 million for the Baltimore Red Line/Green Line Transit project. Additional New Starts projects authorized in SAFETEA-LU include the Corridor Cities Transitway, the Bi-County Transitway and the Silver Spring Transit Center. Once authorized and approved, New Start transit projects also require an earmark in the annual appropriations act in order to obtain additional discretionary federal funding.

New Starts earmarks for Maryland in FY 2007 are yet to be determined. House and/or Senate earmarks include the Baltimore Red Line/Green Line, Baltimore Light Rail Double Track, Addison Road WMATA extension railcars, and MARC Commuter Rail improvements. However, conference results may not be available until after the November 2006 elections.

WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. Federal funding for construction of the Addison Road to Largo Extension of the

Washington Metro was completed in FFY 2005. Funding for rail cars related to the extension has been included in early versions of the appropriations bill. However, conference results may not be available until after the November 2006 elections.

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

Aviation

The Federal Aviation Administration through the Airport Improvement Program (AIP) currently provides federal entitlement and discretionary funding for airport projects. It is assumed that entitlement funding calculated using enplanement and cargo-based formulas for BWI will total \$3.5-4.0 million per year for the six-year program period. This level of entitlement is the net amount after reductions made due to BWI's ability to collect a \$4.50 Passenger Facility Charge (PFC).

The MAA anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the airfield pavement improvements including modifications to standards and Runway Safety Areas (RSA). After the environmental assessment determines the viable RSA options, these improvements are projected to be complete by 2015. If discretionary funds are not forthcoming as assumed, the schedule of impacted projects will be adjusted accordingly.



MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2006-2011 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, \$210.2 million worth of projects have been added to the CTP. Of that amount fourteen projects at a cost of \$121.3 million were added to the Construction Program. Sixteen projects at a cost of \$33.3 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 \$55.6 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration	
Comprehensive Roadway Signing Phase II at BWI Marshall Airport	3.7
Maryland Port Administration	
Canton Warehouse Facility	3.0
Dundalk Marine Terminal Property Acquisition	5.0
Maryland Transit Administration	
MARC Procure Riverside Facility from CSX	25.0
MARC New Edgewood Station and Improvements	4.7
State Highway Administration	
I-83, Harrisburg Expressway; Replace bridge on Freeland Road over I-83 (Baltimore)	3.2
MD 404, Shore Highway; Upgrade MD 404 from Cemetery Road to MD 480. (Caroline)	25.9
MD 313, Greensboro Road; Replace bridge over Long Marsh Ditch (Caroline, Queen Anne's)	3.8
MD 28, Tuscarora Road; Replace bridge over Tuscarora Creek (Frederick)	3.9

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 136, Calvary Road; Replace bridge over James Run. (Harford)	3.3
MD 32, Patuxent Freeway; Interchange at Linden Church Road. (Howard)	12.1
MD 32, Patuxent Freeway; Wellworth Way access improvements (Howard)	8.0
US 40, Dual Highway; Interchange at Edgewood Drive (Washington)	6.1
US 113, Worcester Highway; Hayes Landing Road to Goody Hill Road. (Worcester)	13.6
	<hr/>
Total	121.3

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration		
Terminal Modernization Program at BWI Marshall Airport	PP	4.0
Maryland Transit Administration		
Central Maryland Maintenance Facility	PP, PE	5.1
WMATA Green Line Extension	PP	2.0
State Highway Administration		
MD 198, Laurel Fort Meade Road; Reconstruct from MD 295 to MD 32 (Anne Arundel)	PP	0
US 50, John Hanson Highway; Reconstruct from MD70 to MD 2 (Anne Arundel)	PP	1.0
I-695, Baltimore Beltway; Replace bridge at MD 139 (Charles Street). (Baltimore)	PE	6.9
I-795, Northwest Expressway; Construct interchange at Dolfield Road (Baltimore)	PP	0
MD 4, Solomons Island Road; MD 2 to MD 235 (St. Mary's, Calvert)	PP	1.5
I-70, Baltimore National Pike; Interchange at Meadow Road. (Frederick)	PP	0.5
MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike; Study the reconstruction of the I-70 interchange and capacity improvements to MD 180/MD 351 (Frederick)	PP	1.0
US 15, Catoctin Mountain Highway; Study a new interchange at Monocacy Boulevard. (Frederick)		2.7
I-70, Baltimore National Pike; US 40 to US 29 (Howard)	PP	3.0
MD 223, Piscataway Road; Reconstruct MD 223 from Temple Hill Road to MD 5 (Prince George's)	PP	3.1
MD 5, Point Lookout Road; MD 243 to MD 245 (St. Mary's)	PP	0.8
MD 589, Racetrack Road; US 50 to US 113. (Worcester)	PP	1.0

PROJECTS ADDED TO THE D&E PROGRAM (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Transportation Authority		
Commercial Vehicle Inspection Facilities at BHT, FMT, FSK and the Nice Bridge	PP	0.7
		<hr/>
	Total	33.3

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

State Highway Administration

US 220, McMullen Highway; Replace Bridge 1060 over the Potomac River (Allegany)

11.8

MD 24, Vietnam Veterans Memorial Highway; Improvements to the I-95/MD 24 interchange (Harford)

43.8

Total **55.6**

PROJECTS REMOVED FROM THE D&E PROGRAM

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

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration		
Midfield Complex - Second Aircraft Hangar at Martin State Airport	PE	Project on hold pending development of business plan.
Midfield Complex - Airport Operations and FBO Facility at Martin State Airport	PE	Project on hold pending development of business plan.
Design - Concourse B/C Baggage Screening System and Baggage Claim Expansion at BWI Marshall Airport	PE	Design stopped at 30% due to lack of airline support during PFC application consultation.
Maryland Transit Administration		
Cold Spring Light Rail Station Park and Ride	PP, PE, RW	Project discontinued due to right of way issues.
State Highway Administration		
US 301, Blue Star Memorial Highway; Interchange at MD 313 (Kent)	PP	Interim improvements improved safety conditions

PROJECTS REMOVED FROM THE CONSTRUCTION PROGRAM

The following projects have been removed from the Construction Program:

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>JUSTIFICATION</u>
Maryland Aviation Administration Midfield Complex - Aircraft Hangar at Martin State Airport	CO	Legislative budget reduction.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2006-2011 CTP, for the following nine major projects:

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Motor Vehicle Administration		
Real ID Act		FY 2006 to FY 2007
Maryland Aviation Administration		
Concourse D/E Baggage Screening System and Baggage Claim Expansion at BWI Marshall Airport	Construction delay due to scope revisions from tenant consultations.	FY 2007 to FY 2008
Midfield Complex - New Air Traffic Control Tower at Martin State Airport	Tower options under evaluation.	FY 2007 to FY 2009
Master Plan at BWI Marshall Airport	Start of Master Plan Phase II adjusted to reflect latest schedule.	FY 2007 to FY 2008
Runway Safety Area Improvements Design at BWI Marshall Airport	Engineering design assistance dependent on environmental assessment schedule.	FY 2007 to FY 2008
Airport Administrative Office Building at BWI Marshall Airport	Engineering design start dependent on environmental assessment schedule.	FY 2007 to FY 2009
Northwest Quadrant Airfield Perimeter Roadway at BWI Marshall Airport	Planning to be coordinated with Runway Safety Area Improvements.	FY 2007 to FY 2009
Maryland Transit Administration		
MARC II Vehicle Mid-Life Overhaul	Overhaul delayed from FY 2007 to FY 2008 due to	FY 2007 to FY 2008
State Highway Administration		
MD 732, Guilford Road; Replace Bridge 13029 over CSX Railroad (Howard, Anne Arundel)	Delay in acquisition of needed Right-of-Way	FY 2006 to FY 2007

CONSTRUCTION SCHEDULE ADVANCEMENTS

The start of construction has been advanced from the schedule shown in the FY 2006-2011 CTP, for the following two major projects.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
State Highway Administration		
MD 2/4, Solomons Island Road;MD 2/4 intersection at MD 231 (Calvert)	Increased safety concerns	FY 2008 to FY 2007
MD 355, Rockville Pike;MD 355 from Old Georgetown Road to Maple/Chapman Road (Phase 1) (Montgomery)	County providing funds to advance construction	FY 2010 to FY 2008

COST & SCOPE CHANGES

In total, one-hundred and fifteen major construction projects experienced significant changes in project cost or scope, for a net increase of \$108.0 million. Seventy-one projects increased in cost by a total of \$290.4 million, while twenty-six projects experienced decreases totaling \$178.8 million. The scope of four projects changed, which caused a net increase totalling \$12.2 million, while three projects experienced a reduction in scope totalling \$15.0 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2006 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed thirty-one major projects in FY 2006, at a total cost of \$1.13 billion. These projects are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Motor Vehicle Administration	
Drivers Licensing - Point-Of-Sale System	47.9
White Oak Branch Office (Montgomery County)	6.0
Maryland Aviation Administration	
Design - Concourse B/C Baggage Screening System and Baggage Claim Expansion at BWI Marshall Airport	2.3
New Terminal A/B Expansion at BWI Marshall Airport	226.5
Terminal Entrance Roadway Improvements, Phase II, Upper Level Roadway Widening and Pedestrian Overpasses at BWI Marshall Airport	188.2
Maryland Transit Administration	
Light Rail Double Track	154.3
Light Rail Cab Code Signal Systems	14.8
Light Rail Safety Upgrades	5.6
Agencywide Elevator Rehabilitation	13.1
Metro Operations Facilities	36.0

FY 2006 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
State Highway Administration	
MD 36, George's Creek Road; Replace Bridge 1013 over George's Creek (Allegany)	5.1
MD 47, Barrelville Road; Replace Bridge 1042 over North Branch (Allegany)	2.2
US 50, John Hanson Highway; MD 2 South Interchange and Jennifer Rd. Connector (Anne Arundel)	10.1
I-695, Baltimore Beltway; Replace bridge at US 40 (Baltimore)	6.1
I-695, Baltimore Beltway; Widen and reconstruct the I-695 bridges over MD 25A, Joppa Road & Thorton Road deck. (Baltimore)	24.8
I-695, Baltimore Beltway; Reconstruct Interchange at MD 45 (Baltimore)	16.7
I-695, Baltimore Beltway; I-695 from MD 144 to I-95 (Baltimore)	73.0
MD 260, Chesapeake Beach Road; Replace bridge 4022 over MD 260 (Calvert)	2.2
MD 194, Francis Scott Key Highway; Replace bridge over Big Pipe Creek (Carroll)	3.0
MD 140, Baltimore Boulevard; Widening and reconstruction of the bridges over MD 97 North and MD 27 (Carroll)	16.8
MD 16, Taylors Island Road; Replace Bridge 9003 over Parsons Creek (Dorchester)	2.2
MD 874C, Old New London Road; Replace Bridge 10043 over Ben's Branch (Frederick)	1.5
US 15, Catoctin Mountain Highway; Study to reconstruct the existing interchange at MD 26. (Frederick)	1.9
MD 17, Wolfsville Road; Replace Bridges 10068, 10069 and 10071 over Middle Creek (Frederick)	6.0
East-West Intersection Improvement Program; East West Intersection Program (Montgomery, Prince George's)	102.6
US 29, Columbia Pike; Interchange at Randolph/Cherry Hill Roads (Montgomery)	46.8
US 29, Columbia Pike; US 29 interchange at MD 198 (Montgomery)	45.7
MD 450, Annapolis Road; Upgrade and widen MD 450 from east of Whitfield Chapel Road to Seabrook Road. (Prince George's)	18.1

FY 2006 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 450, Annapolis Road; Upgrade and widen existing MD 450 to a multi-lane divided highway from Bell Station Road to Stonybrook Drive. (Prince George's)	39.5
MD 19, Robert Station Road and MD 405, Price Station Road; MD19 & MD 405 over Beaverdam Ditch and German Branch (Queen Anne's)	2.5
MD 34, Shepherdstown Pike; Replace Bridge 21002 over the Potomac River (Washington)	8.2
Total	1,129.7

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Rehabilitation and resurfacing of seventy-two (72) segments of highway	113.8
Rehabilitation or replacement of ten (10) bridges	27.1
Safety and Geomteric Improvements at thirty-five (35) locations	29.5
Forty (40) projects including community safety and enhancement projects, streetscape and minor reconstruction, noise barriers, C.H.A.R.T., environmental preservation, commuter action improvements, sidewalks, enhancements, traffic management and intersection capacity improvements	41.7
108 rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and Secretary's Office	162.1
Total	374.2

AWARDS

The Department awarded 59 projects in FY 2006 at a total cost of \$112.0 million. Highlights of these awards are listed below:

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Construct White Oak Branch Office	3.6
MAA BWI - Hourly Garage Renovation	2.2
MAA BWI - Baggage Claim & Concourse Lighting & Ceiling Upgrades	4.3
MAA BWI - Apron Reconstruction	17.5
MAA BWI - Replace Heat/Vent Units, Water Heater Generators & Controls	1.6
MAA Runway 15R Triturator Building & Power Gate A Improvements	4.1
MAA BWI/MTN - Comprehensive Paving	2.9
MAA BWI/MTN - Comprehensive Interior Modifications	3.0
MPA Utility Relocation and Building Demolition	2.8
MPA North Locust Point - Demolition of Grain Pier	3.0
MPA Comprehensive Paving	6.6
MTA MARC - Platform Replacement Laurel Station	.7
MTA Ancillary repairs - Systems Signals	1.5
MTA Systems Engineering Ancillary Repairs & Maintenance	1.8
SHA MD 47 - Bridge #1042 over North Branch (Allegany)	2.1
SHA I-695 - Interchange at US 40 (Baltimore)	5.5
SHA MD 260 - Bridge #4022 over MD 260 (Calvert)	2.2
SHA MD 404 - Double Hills Road to East of MD 16 (Caroline)	16.9
SHA MD 194 - Bridge #6035 over Big Pipe Creek (Carroll)	3.0
SHA I-70 - Interchange at MD 85 and MD 475 Extended (Frederick)	104.8
SHA US 15 - Ramp Improvements at MD 26 (Frederick)	1.7

AWARDS (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
SHA MD 874C - Bridge #10043 over Ben's Creek (Frederick)	1.5
SHA US 40 - MD 152 to MD 24 Overpass	10.3
SHA I-95 - Inner Loop and Ramps at Woodrow Wilson Bridge (Prince George's)	76.3
SHA MD 210 - Bridge and Oxon Hill Road Separation (Prince George's)	45.6
SHA MD 450 - Bridge #16107 over CSX Railroad (Prince George's)	6.3
SHA MD 90 - Bridges #23020 & #23021 over St. Martins River and Assawoman Bay (Worcester)	7.1
SHA US 113 - Market Street to MD 365 Public Landing Road (Worcester)	19.5
Total	358.4

**DEPARTMENT OF TRANSPORTATION
FY 2008 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		General Fund Appropriation	General	0
Major Projects	83.9	Facilities and Capital Equipment	J01A0103	19.8
System Preservation Minor Projects	15.0	WSTC Capital Grants	J01A0105	0
Development and Evaluation Program	0	WMATA Capital Grants	J01A0105	80.3
<u>Capital Salaries, Wages and Other Support Costs</u>	1.8	Major IT Development	J01A0108	0.6
		Other Funds	Other	0
TSO TOTAL	<hr/> 100.7			<hr/> 100.7

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	30.1
Major Projects	4.7	Major IT Development	J04E0008	4.3
System Preservation Minor Projects	26.3			
Development and Evaluation Program	2.3			
<u>Capital Salaries, Wages and Other Support Costs</u>	1.1			
MVA TOTAL	<hr/> 34.4			<hr/> 34.4

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	77.2
Major Projects	49.5	Major IT Projects	J06I0008	3.0
System Preservation Minor Projects	55.1	Other Funds	Other	38.9
Development and Evaluation Program	8.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	6.3			
MAA TOTAL	119.1			119.1

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	123.9
Major Projects	90.9	Other	Other	13.0
System Preservation Minor Projects	32.8			
Development and Evaluation Program	8.7			
<u>Capital Salaries, Wages and Other Support Costs</u>	4.5			
MPA TOTAL	136.9			136.9

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	300.8
Major Projects	199.8	Major IT Development	J05H0108	7.2
System Preservation Minor Projects	97.1	Other Funds	Other	15.5
Development and Evaluation Program	18.5			
<u>Capital Salaries, Wages and Other Support Costs</u>	8.1			
MTA TOTAL	323.5			323.5

STATE HIGHWAY ADMINISTRATION

Construction Program		General Fund Appropriation	General	0
Major Projects	407.9	State System Construction and Equipment	J02B0101	1,029.6
System Preservation Minor Projects	551.5	County and Municipality Capital Program	J02B0103	4.5
<u>Development and Evaluation Program</u>	85.7	Major IT Development	J02B0108	11.0
SHA TOTAL	<u>1,045.1</u>			<u>1,045.1</u>

DEPARTMENT TOTAL

Construction Program				
Major Projects	836.7			
System Preservation Minor Projects	777.8			
Development and Evaluation Program	123.4			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>21.8</u>			
GRAND TOTAL	<u>1,759.7</u>			<u>1,759.7</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2008 REQUEST BY BUDGET PROGRAM
OPERATIONS, CAPITAL, DISTRIBUTION OF SHARED REVENUES, AND DEBT SERVICE
(\$ MILLIONS)

<u>ADMINISTRATION AND PROGRAM</u>	<u>OPERATIONS</u>	<u>STATE CAPITAL</u>	<u>OTHER CAPITAL</u>	<u>REVENUES</u>	<u>DEBT SERVICE</u>	<u>TOTAL</u>
<u>The Secretary's Office (J01A01)</u>						
The Secretary's Office	24.4	-	-	-	-	24.4
Operating Grants-in-Aid	13.8	-	-	-	-	13.8
Facilities and Capital Equipment	-	19.7	-	-	-	19.7
WMATA Operating Grants	191.2	-	-	-	-	191.2
WMATA Capital Grants	-	80.3	94.6	-	-	174.9
Information Technology Services	36.9	-	-	-	-	36.9
<u>Major IT Developments</u>	-	0.6	-	-	-	0.6
Subtotal	266.3	100.6	94.6	-	-	461.5
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	128.3	128.3
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	967.1	-	-	-	967.1
State System Maintenance	202.0	-	-	-	-	202.0
County & Municipality Capital Program	-	5.0	-	60.7	-	65.7
Highway Safety Operating Program	14.6	-	-	-	-	14.6
County & Municipality Program	-	-	-	595.1	-	595.1
<u>Major IT Developments</u>	-	9.8	-	-	-	9.8
Subtotal	216.6	981.9	-	655.8	-	1,854.3

Maryland Port Administration (J03D00)

Port Operations	106.3	-	-	-	-	106.3
<u>Port Facilities and Capital Equipment</u>	-	124.1	13.0	-	-	137.1
Subtotal	106.3	124.1	13.0	-	-	243.4

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	146.0	-	-	-	-	146.0
Facilities and Capital Equipment	-	30.0	-	-	-	30.0
<u>Major IT Developments</u>	-	4.3	-	-	-	4.3
Subtotal	146.0	34.3	-	-	-	180.3

Maryland Transit Administration (J05H00)

Transit Administration	44.0	-	-	-	-	44.0
Bus Operations	229.6	-	-	-	-	229.6
Rail Operations (Includes MARC)	161.7	-	-	-	-	161.7
Capital Equipment (Includes MARC)	-	300.9	15.5	-	-	316.4
Statewide Programs Operations	78.2	-	-	-	-	78.2
<u>Major IT Developments</u>	-	7.2	-	-	-	7.2
Subtotal	513.5	308.1	15.5	-	-	837.1

Maryland Aviation Administration (J06I00)

Airport Operations	183.6	-	-	-	-	183.6
Facilities and Capital Equipment	-	77.2	38.9	-	-	116.1
<u>Major IT Developments</u>	-	3.0	-	-	-	3.0
Subtotal	183.6	80.2	38.9	-	-	302.7

DEPARTMENT TOTAL	1,432.3	1,629.2	162.0	655.8	128.3	4,007.6
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2007</u>	BUDGET YEAR <u>2008</u>	Planning Years				SIX - YEAR <u>TOTAL</u>
			<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	37.4	20.4	10.1	9.8	9.2	8.7	95.6
Motor Vehicle Administration	24.4	34.4	34.8	35.7	35.3	35.5	200.1
Maryland Aviation Administration ^E	157.3	119.1	128.1	111.7	95.2	66.1	677.5
Maryland Port Administration	144.5	136.9	86.2	73.4	86.8	64.9	592.7
Maryland Transit Administration ^E	258.2	323.5	315.1	284.6	204.3	135.1	1,520.8
WMATA Grants (WMATA) ^{ADE}	135.8	174.9	175.5	189.0	192.0	202.0	1,069.2
State Highway Administration ^C	986.4	1,045.1	855.2	738.7	603.0	620.7	4,849.1
TOTAL CAPITAL	1,744.0	1,854.3	1,605.0	1,442.9	1,225.8	1,133.0	9,005.0
Special Funds	883.6	961.5	864.9	785.5	672.1	668.0	4,835.6
Federal Funds	687.3	730.7	600.5	514.5	428.7	358.4	3,320.1
Other Funds ^G	173.1	162.1	139.6	142.9	125.0	106.6	849.3
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	78.0	75.1	76.0	78.0	80.0	82.0	469.1
Motor Vehicle Administration	140.1	146.0	151.0	155.0	160.0	165.0	917.1
Maryland Aviation Administration	171.0	183.6	189.0	194.0	200.0	206.0	1,143.6
Maryland Port Administration	97.7	106.3	108.0	110.0	112.0	114.0	648.0
Maryland Transit Administration	467.5	513.5	531.0	549.0	566.0	583.0	3,210.0
WMATA Grants (WMATA) ^A	174.5	191.2	208.0	227.0	247.0	269.0	1,316.7
State Highway Administration ^B	197.6	210.7	221.0	227.0	234.0	242.0	1,332.3
TOTAL OPERATING	1,326.4	1,426.4	1,484.0	1,540.0	1,599.0	1,661.0	9,036.8
Special Funds	1,248.9	1,348.5	1,416.0	1,472.0	1,531.0	1,593.0	8,609.4
Federal Funds	77.6	78.0	68.0	68.0	68.0	68.0	427.6
Reimbursable Funds	-	-	-	-	-	-	-

	CURRENT YEAR <u>2007</u>	BUDGET YEAR <u>2008</u>	Planning Years				SIX - YEAR TOTAL
			<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	584.9	595.1	594.1	603.5	611.2	620.2	3,609.0
County and Municipality Capital ^C	54.6	60.7	-	-	-	-	115.3
TOTAL DISTRIBUTION OF SHARED REVENUES	639.5	655.8	594.1	603.5	611.2	620.2	3,724.3
Special Funds	584.9	595.1	594.1	603.5	611.2	620.2	3,609.0
Federal Funds	54.6	60.7	-	-	-	-	115.3
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	119.9	128.3	134.0	149.0	160.0	173.0	864.2
Special Funds	119.9	128.3	134.0	149.0	160.0	173.0	864.2
<u>DEPARTMENT TOTAL</u>	<u>3,829.8</u>	<u>4,064.8</u>	<u>3,817.1</u>	<u>3,735.4</u>	<u>3,596.0</u>	<u>3,587.2</u>	<u>22,630.3</u>
Special Funds	2,837.3	3,033.4	3,009.0	3,010.0	2,974.3	3,054.2	17,918.2
Federal Funds	819.5	869.4	668.5	582.5	496.7	426.4	3,863.0
Other Funds	173.1	162.1	139.6	142.9	125.0	106.6	849.3
Reimbursable Funds	-	-	-	-	-	-	-

^A - WMATA capital and operating grants in the Secretary's Office budget are shown separately for informational purposes

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

^C - County and Municipality transfer fund from the Federal government are not included in FY 2009 - FY 2012

^D - Capital program WMATA Grants line includes Federal funds received by WMATA directly

^E - "Other" funds are included in the totals for MAA, MPA, MTA and WMATA

^F - Debt Service for County Bonds is not included in FY 2009 - FY 2012

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

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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 2007-FY 2012 CTP/STP:

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011 - 12</u>	
Surface Transportation Program	118.9	52.9	59.4	61.7	134.7	427.6
National Highway System (NHS)	86.6	168.9	160.9	167.6	331.7	915.7
Interstate Maintenance (IM)	34.2	57.5	52.8	45.9	68.0	258.4
Bridge (BR)	52.7	46.8	45.2	54.4	137.2	336.3
Congestion Mitigation/Air Quality (CMAQ)	55.7	55.2	51.2	56.1	117.2	335.4
Safety (HSIP & SRTS)	12.7	21.4	17.7	10.5	30.8	93.1
Enhancements	17.5	15.0	20.0	20.0	22.9	95.4
Appalachia Development (APD)	1.0	1.0	1.0	1.0	2.0	6.0
Recreation Trails	1.1	1.1	1.2	1.2	1.2	5.8
Statewide Planning and Research (SPR)	17.7	17.9	18.1	18.1	36.3	108.1
Special Federal Appropriations	29.3	52.7	61.4	35.9	23.3	202.6
Equity Bonus	2.0	11.9	0.8	15.0	36.2	65.9
Woodrow Wilson Bridge	164.2	90.3	10.0	10.2	10.0	284.7
Urbanized Area Formula	42.0	42.0	42.0	42.0	84.0	252.0
New Starts, Fixed Guideway, Modernization and Bus	37.6	37.6	37.6	37.6	75.1	225.5
Elderly and Persons with Disabilities	1.9	1.9	1.9	1.9	3.8	11.4
Rural Area Formula	1.7	1.7	1.7	1.7	3.4	10.2
Preventative Maintenance	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>35.0</u>	<u>70.0</u>	<u>210.0</u>
TOTALS	711.8	710.8	617.9	615.8	1,187.8	3,844.1

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

<u>Systems Preservation Categories</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011 - 12</u>	<u>Total</u>
<u>Agency Wide Improvements</u>						
Urbanized Area Formula	1.6	1.2	3.6	4.5	7.5	18.4
<u>Bus System Improvements</u>						
Bus & Bus Facilities	-	-	-	-	-	-
Urbanized Area Formula	1.7	2.0	4.4	5.3	11.5	24.9
<u>Metrorail Improvements</u>						
Fixed Guideway	3.5	-	0.7	1.7	1.8	7.7
Urbanized Area Formula	1.2	-	1.1	2.1	1.5	5.9
<u>Central Corridor Light Rail Improvements</u>						
Fixed Guideway	-	-	-	1.0	0.1	1.1
Urbanized Area Formula	3.0	-	3.0	0.8	-	6.8
<u>MARC System Improvements</u>						
Fixed Guideway	6.7	8.3	5.0	3.5	3.7	27.2
Urbanized Area Formula	6.2	-	4.3	6.9	8.7	26.1
TOTAL	23.9	11.5	22.1	25.8	34.8	118.1

* 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 estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2007 - FY 2012 CTP/STIP:

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2007	2008	2009	2010	2011 - 12	
<u>Environmental Projects</u>						
National Highway System	4.0	4.0	4.0	4.0	6.0	22.0
Surface Transportation Program	1.0	1.0	1.0	1.0	2.0	6.0
Enhancement	17.5	15.0	20.0	20.0	22.9	95.4
National Recreational Trails	1.1	1.1	1.2	1.2	1.2	5.8
<u>Safety and Spot Improvements</u>						
National Highway System	3.0	3.0	3.0	3.0	6.0	18.0
Surface Transportation Program	25.0	25.0	25.0	25.0	50.0	150.0
Interstate Maintenance	2.0	2.0	2.0	2.0	4.0	12.0
Highway Safety (HSIP & SRTS)	4.3	3.6	3.6	3.6	17.9	33.0
<u>Resurfacing and Rehabilitation</u>						
National Highway System	37.0	13.7	13.6	25.7	96.8	186.8
Surface Transportation Program	61.3	13.1	14.9	15.0	57.0	161.3
Interstate Maintenance	14.4	14.0	12.7	29.2	58.8	129.1
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	32.2	25.7	24.0	30.0	96.0	207.9
Surface Transportation Program	1.0	1.0	1.0	1.0	2.0	6.0
Interstate Maintenance	2.0	2.0	2.0	2.0	4.0	12.0
National Highway System	1.0	1.0	1.0	1.0	2.0	6.0
Local Bridge	12.5	12.5	12.5	12.5	25.0	75.0
<u>Urban Reconstruction/Revitalization</u>						
National Highway System	1.0	1.0	1.0	1.0	2.0	6.0
Surface Transportation Program	3.0	3.0	3.0	3.0	6.0	18.0
Appalachia Development (APD)	0.8	0.8	0.8	0.8	1.6	4.8
<u>Congestion Management</u>						
Surface Transportation Program	5.0	5.0	5.0	5.0	10.0	30.0
Congestion Mitigation/Air Quality	13.0	10.2	15.0	17.0	45.0	100.2
<u>Planning</u>						
Statewide Planning and Research/Metro Planning	17.7	17.9	18.1	18.1	36.3	108.1
TOTALS	259.8	175.6	184.4	221.1	552.5	1,393.4

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

The following listing estimates system preservation program levels for FY 2007 through FY 2012. Anticipated projects for FY 2007 and FY 2008 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	
<u>The Secretary's Office</u>							
Minor Projects	27.2	15.0	6.4	6.0	5.3	4.8	64.7
<u>Motor Vehicle Administration</u>							
Building Improvements	18.5	26.3	28.9	29.2	28.9	28.1	159.9
<u>Maryland Aviation Administration</u>							
Airport Technology	3.2	0.6	0.6	0.7	-	-	5.1
Airside Development	16.5	4.2	4.0	4.8	4.3	2.8	36.6
Annual	2.1	5.5	4.2	-	-	-	11.8
Baltimore-Washington Thurgood Marshall	7.1	5.4	23.0	25.9	26.7	27.7	115.8
Consolidated Rental Car Facility	0.7	1.6	-	-	-	-	2.3
Environmental Compliance	2.8	4.1	0.3	-	-	-	7.2
Equipment	0.2	1.4	2.3	4.0	4.2	4.4	16.5
Information Technology CTIPP	6.0	3.3	9.8	7.3	6.1	4.2	36.7
Landside Development	10.8	4.3	-	-	-	-	15.1
Martin State	8.0	5.4	7.9	8.2	8.4	8.7	46.6
Regional Aviation	2.4	2.5	2.2	2.1	2.1	2.1	13.4
Security	2.7	4.8	5.1	4.9	4.9	2.5	24.9
Terminal Development	<u>7.1</u>	<u>12.0</u>	<u>6.2</u>	<u>4.7</u>	<u>-</u>	<u>-</u>	<u>30.0</u>
TOTAL	69.6	55.1	65.6	62.6	56.7	52.4	362.0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>TOTAL</u>
<u>Maryland Port Administration</u>							
All Terminals	8.0	6.7	9.6	9.3	4.3	9.3	47.2
Dredging - General	0.4	1.6	-	-	-	-	2.0
Dundalk Marine Terminal	2.5	7.4	3.4	1.7	1.7	1.7	18.4
Environmental	10.6	15.5	4.9	2.7	2.7	2.7	39.1
Facilities and Equipment	1.0	0.6	1.3	1.3	1.1	1.1	6.4
Honeywell Reimbursement	7.8	6.0	5.5	5.8	1.8	1.9	28.8
Masonville Auto Terminal	1.7	1.0	0.4	0.5	1.1	1.1	5.8
North Locust Point	0.1	-	1.2	1.2	1.2	1.2	4.9
Open-Ended Consulting	4.4	5.1	5.0	4.0	4.0	4.0	26.5
Port-Wide	0.6	0.5	0.6	0.7	0.5	0.5	3.4
Seagirt Marine Terminal	0.6	0.3	-	-	1.1	1.1	3.1
South Locust Point	0.1	0.1	1.0	1.0	1.2	1.2	4.6
World Trade Center	<u>0.4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.4</u>
TOTAL	22.6	32.8	21.9	16.6	17.1	22.0	133.0
<u>Maryland Transit Administration</u>							
Agency Wide	31.0	39.8	29.9	14.9	13.3	20.2	149.1
Bus	12.2	14.1	13.0	8.1	11.7	8.7	67.8
Freight	3.8	5.0	2.7	1.3	0.8	0.7	14.3
IT	2.2	3.0	-	-	-	-	5.2
Light Rail	10.4	12.5	6.2	1.7	6.4	5.9	43.1
Lots	1.3	0.2	0.2	0.6	0.4	0.5	0.2
MARC	10.5	13.2	16.8	7.1	15.8	2.4	65.8
Metro	<u>9.1</u>	<u>9.3</u>	<u>11.6</u>	<u>6.0</u>	<u>3.6</u>	<u>3.5</u>	<u>43.1</u>
TOTAL	80.5	97.1	80.0	38.5	51.2	40.9	388.2

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>TOTAL</u>
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	397.7	403.1	379.7	384.9	397.0	443.0	2,405.4
Capital Facilities	52.0	40.0	15.2	14.8	15.0	16.3	153.3
Highway Planning and Research	18.6	24.4	26.6	27.2	28.8	28.8	154.4
State Aid in Lieu of Federal	10.5	10.5	10.5	10.5	10.5	10.5	63.0
Community Safety and Enhancement	25.0	41.8	20.5	24.5	24.6	24.8	161.2
Noise Barriers	6.3	6.0	10.2	3.6	1.9	5.1	33.1
Enhancement Program	8.4	8.3	8.3	8.4	8.9	9.3	51.6
Access Controls	1.6	1.4	1.4	1.4	1.4	1.4	8.6
Truck Weight	3.5	5.0	5.5	4.5	4.4	4.8	27.7
Information Technology	<u>4.3</u>	<u>11.0</u>	<u>10.1</u>	<u>9.1</u>	<u>6.2</u>	<u>4.9</u>	<u>45.6</u>
TOTAL	527.9	551.5	488.0	488.9	498.7	548.9	3,103.9
CTP SYSTEM							
PRESERVATION PROJECTS	746.3	777.8	690.8	641.8	657.9	697.1	4,211.7

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MAJOR BRIDGE PROJECTS

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

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Allegany County</u>		
<u>Construction Program</u>		
1.	US 220, McMullen Highway -- Primary	Replace Bridge 1060 over the Potomac River
2.	MD 36, Lower George's Creek Road -- Secondary	Replace Bridges 1101 over Ellick Run and 1012 over George's Creek
3.	MD 936, Upper George's Creek Road -- Secondary	Replace Bridge 1010 over Neff Run
<u>Anne Arundel County</u>		
<u>Construction Program</u>		
3.	MD 70, Rowe Boulevard -- Secondary	Bridges over Weems and College creeks.
4.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad
<u>Baltimore County</u>		
<u>Construction Program</u>		
1.	I-83, Harrisburg Expressway -- Interstate	Replace bridges over NCR Trail and Little Falls
2.	I-83, Harrisburg Expressway -- Interstate	Replace bridge on Freeland Road over I-83
3.	I-695, Baltimore Beltway -- Interstate	Widen and reconstruct the I-695 bridges over MD 25A, Joppa Road & Thorton Road deck.
<u>Development and Evaluation Program</u>		
9.	I-695, Baltimore Beltway -- Interstate	Replace bridge at MD 139 (Charles Street).
<u>Caroline County</u>		
<u>Construction Program</u>		
3.	MD 313, Greensboro Road -- Secondary	Replace bridge over Long Marsh Ditch

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>DESCRIPTION</u>
<u>Caroline County</u>		
	<u>Construction Program</u>	
4.	MD 331, Dover Road -- Secondary	Replace bridge over Choptank River
<u>Carroll County</u>		
	<u>Construction Program</u>	
2.	MD 140, Baltimore Boulevard -- Primary	Widening and reconstruction of the bridges over MD 97 North and MD 27
<u>Cecil County</u>		
	<u>Construction Program</u>	
1.	MD 7B, Philadelphia Road -- Secondary	Replace bridge over Mill Creek
<u>Frederick County</u>		
	<u>Construction Program</u>	
3.	MD 17, Wolfsville Road -- Secondary	Replace Bridges 10068, 10069 and 10071 over Middle Creek
4.	MD 28, Tuscarora Road -- Secondary	Replace bridge over Tuscarora Creek
<u>Harford County</u>		
	<u>Construction Program</u>	
1.	MD 136, Calvary Road -- Secondary	Replace bridge over James Run.
<u>Howard County</u>		
	<u>Construction Program</u>	
4.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad

MAJOR BRIDGE PROJECTS (Cont'd.)

PIF LINE#

PROGRAM/PROJECT

DESCRIPTION

Prince George's County

Construction Program

- | | | |
|-----|--|---|
| 1. | I-95/I-495 Woodrow Wilson Bridge Improvement -- Interstate | Joint project with VDOT, DCDPW and FHWA to develop a replacement facility |
| 6. | MD 201, Kenilworth Avenue -- Primary | Bridges over Amtrak, MD 965, and Bever Dam Branch |
| 10. | MD 450, Annapolis Road -- Secondary | Replace bridge over CSX |

Queen Anne's County

Construction Program

- | | | |
|----|--|--|
| 1. | MD 19, Robert Station Road and MD 405, Price Station Road -- Secondary | MD19 & MD 405 over Beaverdam Ditch and German Branch |
| 2. | MD 313, Greensboro Road -- Secondary | Replace bridge over Long Marsh Ditch |

Talbot County

Construction Program

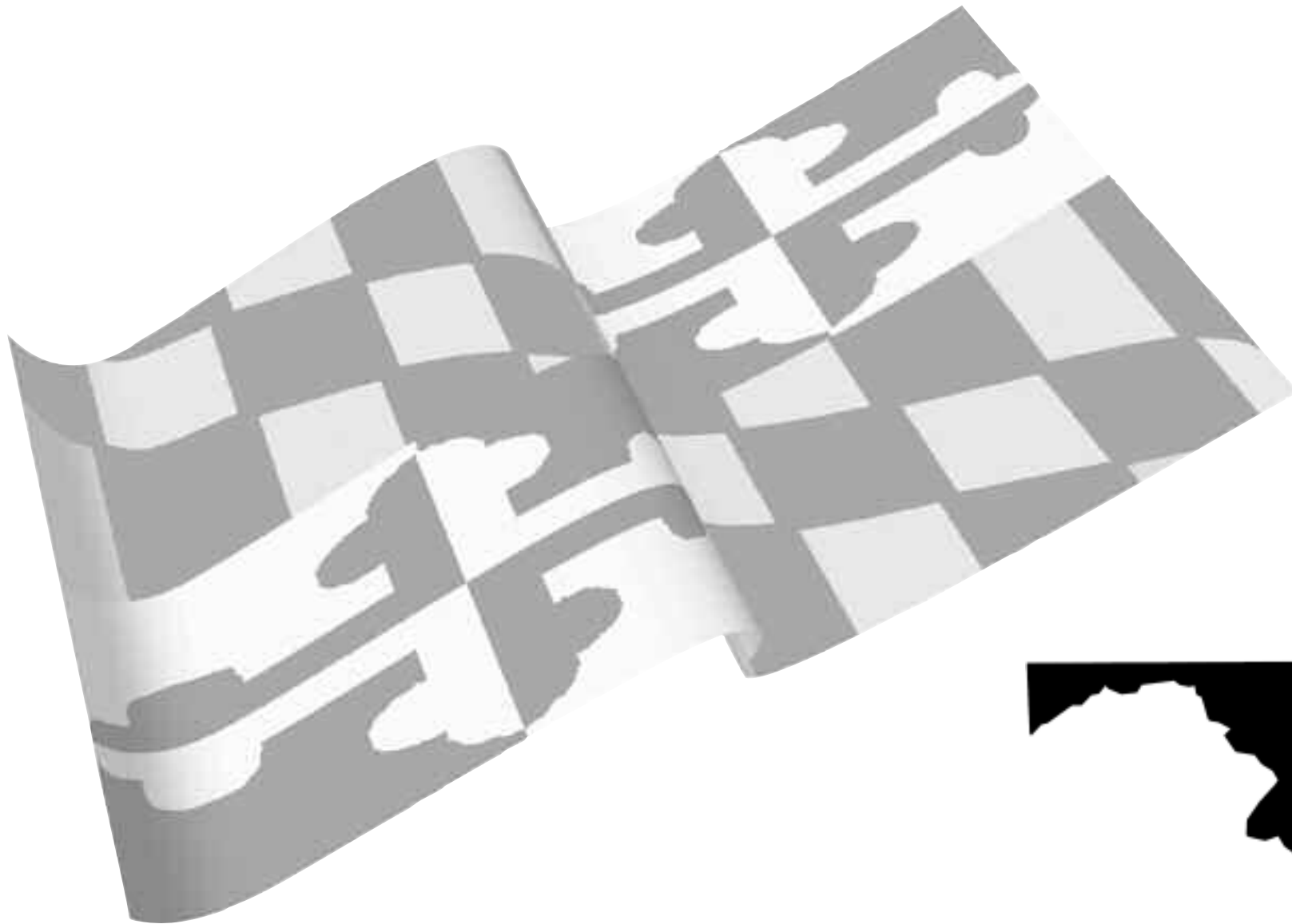
- | | | |
|----|---------------------------------|------------------------------------|
| 1. | MD 331, Dover Road -- Secondary | Replace bridge over Choptank River |
|----|---------------------------------|------------------------------------|

Worcester County

Construction Program

- | | | |
|--|---|--|
| 1. | MD 90, Ocean City Expressway -- Primary | MD 90 bridges over Assawoman Bay and St. Martins River |
| <u>Development and Evaluation Program</u> | | |
| 4. | US 50, Ocean Gateway -- Primary | US 50 bridge over Sinepuxent Bay |

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BICYCLE & PEDESTRIAN PROJECTS

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION

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

Retrofit Sidewalk Program

Baltimore County

MD 26 - Live Oak Road to Deer Park Road	50,000
MD 134 - Labell Avenue to Malvern Avenue	52,000
MD 134 - Boyce Avenue to Labelle Avenue	52,000
MD 140 - Chartley Drive to Franklin Blvd.	3,000
MD 140 - Old Cradock Lane to McDonogh Road	15,000
MD 140 - Chartley Drive to MD 30	24,000
MD 140 - at Ritters Lane/Enchanted Hill Road	3,000
MD 295 - at pedestrian bridge 0330000	97,000
MD 648 - Anne Arundel County Line to Ohio Avenue	100,000

Calvert County

MD 2 - Solomon's Museum ramp	46,000
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Cecil County

MD 222 - Old Municipal Building to Vannort Drive	91,000
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Frederick County

US 40 - US 15 to Old Camp Road	123,000
US 40 Alt - Pine Street to Lombardy Drive	75,000

Garrett County

MD 39 - 2nd Street to Pump Station	20,000
MD 495 - South Street to Grant Street	18,000

Howard County

MD 175 - US 1 to Pocomoke Avenue	8,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Sidewalk Program (Cont.)

Kent County

MD 213 - In town Limits of Galena	135,000
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Montgomery County

Various locations - construct bus stop pads	346,000
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MD 97 - Longwood Park Entrance to Market Street	25,000
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Prince George's County

MD 193 - Cherrywood Lane to Cunningham Drive	85,000
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MD 564 - Amtrak bridge to Chapel Avenue	6,000
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MD 564 - Maple Avenue to Chapel Avenue	25,000
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St. Mary's County

MD 5 - at Golden Beach Road	18,000
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Washington County

MD 144 WB - Methodist Street to Virginia Ave. in Hancock	26,000
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Wicomico County

MD 12 - Johnson Road to Beaglin Park Drive	19,000
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US 13 Bus. - College Avenue to Cedar Lane	200,000
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US 13 Bus. - Bateman Street to Milford Street	200,000
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US 50 - East Main Street to Booth Street	25,000
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Total Retrofit Sidewalk Program	1,887,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements Program

Allegany County

US 40 ALT - MD 658 to Long Drive	5,491,000
US 220 - Lee Street to MD 636	3,489,000

Anne Arundel County

MD 170 - 10th Street to MD 648	4,020,000
MD 256 - streetscape/roundabout at MD 258	1,878,000
MD 648 - Dorsey Blvd. to MD 10 & MD 3Bus from 8th. Ave. to Aquahart Rd.	800,000

Baltimore County

US 1 - through Overlea	350,000
MD 7 - US 40 to I-695	12,174,000
MD 139 - Baltimore City Line to Bellona Ave.	500,000
MD 144 - Bishops Lane to the Baltimore City Line	600,000
MD 147 - Taylor Ave. to Joppa Road	10,067,000
MD 150 - MD 700 to MD 587 & MD 587 from MD 150 to Strawberry Point Rd.	500,000

Calvert County

MD 261 - First Street to Old Bayside Road	4,804,000
MD 760/765 - streetscape in Lusby	500,000

Carroll County

MD 30 - CSX Railroad to Northwoods Trail	700,000
MD 31 - MD 31 to MD 75	1,722,000
MD 140 - in Taneytown	11,104,000

Dorchester County

MD 16 - Church Creek Streetscape	836,000
MD 16/14 - East New Market	7,144,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements Program (Cont.)

Frederick County

MD 144 FB - New Market	4,000,000
MD 180 - US 340 to Old Holter Road	500,000

Garrett County

US 219 - MD 135 to Corporate Limits of Oakland	200,000
MD 825B - MD 826A to Deer Park Ave.	500,000

Harford County

MD 755 - MD 24 to Willoughby Beach Road	3,000,000
MD 924 - MD 22 to Maulsby Street	8,580,000

Montgomery County

MD 97 - MD 108 to Queen Elizabeth/Prince Phillip Dr.	58,000
MD 547 - Kenilworth Ave. to Weymouth St. (Phase 1)	4,441,000
MD 650/193 - Langley Park/Takoma Park	6,000,000

Prince George's County

US 1 - Talbot Ave. to Howard Co. line in Laurel	224,400
MD 212 - Roby Ave. to Odell Road	150,000
MD 650/193 - Langley Park/Takoma Park	6,000,000

Queen Anne's County

MD 19/19 A - in Church Hill	2,822,000
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St. Mary's County

MD 5 BUS - in Leonardtown	5,203,000
MD 246 - Saratoga Drive to MD 235	472,000

Talbot County

MD 333 - Strand Street to Caroline Street in Oxford	3,987,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements Program (Cont.)

Washington County

MD 62/804 B - Little Antietam Road to MD 64	550,000
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Worcester County

US 113 Bus. - Coulbourne Drive to Morris Street	200,000
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Total Community Safety and Enhancements Program	113,566,400
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Streetscapes and Minor Reconstruction

Anne Arundel County

Bladen Street - College Creek Park to College Ave.	486,000
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Total Streetscapes and Minor Reconstruction	486,000
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Transportation Enhancements Program

Allegany County

Allegheny Highlands Trail - Section 1	9.35 miles	975,000
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MD 36 Jennings Run Tributary Stabilization		275,000
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Anne Arundel County

Whitehall Creek and Windsor Ridge Stream Stabilization		486,000
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Jonas Green Trail		500,000
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North Cypress Branch Stream Restoration		650,000
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Stony Run Fish Passage		711,000
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Stormwater management along US 50		412,000
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Enhancement of Storm water Management Facilities		1,363,000
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London Town Visitor's Center & Museum		2,647,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Baltimore City

Key Highway - I-95 to Lawrence St.		474,000
Jones Falls Trail (Phase III)	2.75 miles	1,250,000
Jones Falls Trail (Phase IV)	2.40 miles	2,000,000
Baltimore Promenade - Union Wharf		2,371,000
Mount Royal Station Renovation		896,000
B&O Railroad Museum Passenger Car Shop		1,000,000
Lower Stoney Run Stream restoration		951,000

Baltimore County

Warms Farm Property		177,000
Chase Waverly Farm		343,000
Roller Property		153,000
US 40 bridge over Patapsco River rehabilitation		2,000,000
North Point Battlefield		900,000
Gunpowder Falls Stream Stabilization		475,000
MD 139 tributary to Towson Run Stabilization		452,000

Calvert County

Chesapeake Beach Railroad Trail		1,630,000
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Carroll County

Wakefield Valley Community Trail		385,000
Carroll County Airpark Watershed Assessment & Restoration		77,000

Cecil County

Port Deposit Jetty & Marina Park		1,499,000
Gilpin Falls Covered Bridge		261,000

Charles County

Indian Head Boardwalk		1,504,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

<u>Frederick County</u>	
Civil War Sites Easements	30,000
Archeology	169,000
Tuscarora Creek Stream Stabilization	290,000
Frederick Tourist Center on Historic National Road	1,465,000
South Mountain Visitors Center	9,688,000
 <u>Garrett County</u>	
Kitzmiller Company Store	207,000
 <u>Harford County</u>	
Magness Farm Wetland Restoration	315,000
Ma and Pa Heritage Trail Extension	776,000
 <u>Howard County</u>	
Centennial Access Pathway	250,000
Broken Land Parkway Pathway	323,000
Dorsey Run Fish Passage	650,000
 <u>Montgomery County</u>	
Shady Grove Metro Access Road Bikepath	1,253,000
Rock Creek Hiker-Biker Trail Bridge	2,368,000
Forest Glen Pedestrian Bridge	2,878,000
Rockville I-270/MD 28 Bridges and Trail	3,771,000
Gaithersburg Rolling Stock Restoration	430,000
Rock Creek Watershed Restoration (stream restoration)	1,020,000
Rock Creek Watershed Restoration (storm water management)	425,000
National Capital Trolley Museum Display Facility	250,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Prince George's County

North Gate Park at the Paint Branch	830,000
College Park Trolley Trail	90,000
Functional Enhancement of Storm water Management Facilities	1,318,000
Annapocostia East Restoration	2,500,000

Talbot County

St. Michael's Nature Trail	471,000
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Washington County

Antietam Battlefield	1,656,000
Western Maryland Rail Trail (Phase IV)	2,450,000
US 40 Bridge over Licking Creek	200,000
I-70 Thermal Impact Reduction in Beaver Creek Watershed	437,000

Wicomico County

Northeast Collector Road Bikepath (Phase II)	225,000
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Worcester County

Lizard Hill Watershed Enhancement Initiative	225,000
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

<u>Statewide</u>	
SHA's 100 year History Project	500,000
National Road Nomination (Phase II)	61,000
Maryland Roadside Historic Markers Website	182,000
Maryland Roadside Debris and Safety Campaign	323,000
Environmental Stewardship Initiatives	785,000
GIS and Predictive Modeling for Cultural Resources	52,000
Storm water Management Visual & Environmental Enhancements	609,000
Watershed Revitalization Partnership	4,692,000
Civil War Driving Tour - Antietam	690,000
Keep America Beautiful III	322,000
Civil War Driving Tour - Gettysburg	531,000
Total Transportation Enhancements Program	72,524,000

Retrofit Bicycle Program

<u>Wicomico County</u>	
US 113 Bus - Pollitt Drive to Kay Avenue	150,000
<u>Worcester County</u>	
MD 611 - Bayberry Drive to Sinepuxent Bay bridge	810,000
Statewide Projects including the designation of bicycle routes	1,300,000
Total Retrofit Bicycle Program	2,260,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program

Allegany County

US 220 - Bridge over Potomac River

sidewalk	1.0 miles	137,280
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shoulder	1.0 miles	150,000
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MD 36 - Bridges over Elklick Run & George's Creek

shoulders	0.1 miles	15,000
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MD 936 - Bridge over Neff Run

shoulders	0.1 miles	15,000
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Anne Arundel County

MD 50/MD 2/MD 450 interchange

parallel trail	0.5 miles	57,500
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MD 70 - over Weems and College Creek

sidewalk	1.0 miles	137,280
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MD 732 - Bridge over CSX railroad

sidewalk	0.5 miles	68,640
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shoulder	0.5 miles	75,000
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Baltimore County

MD 43 extended

wide curb lane	3.6 miles	540,000
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parallel trail	3.6 miles	414,000
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MD 45 - Cavan Rd. to Ridgley Rd.

wide curb lane	1.0 miles	150,000
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sidewalk	1.0 miles	137,280
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Calvert County

MD 2/4 - at MD 231

wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640

Caroline County

MD 404 - Double Hills Road to MD 16

shoulders	1.0 miles	150,000
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MD 404 - Cemetery Road to MD 480

shoulders	1.1 miles	165,000
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MD 313 - Bridge over Long Marsh Ditch

shoulders	0.1 miles	15,000
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MD 331 - Dover Bridge over the Choptank River

shoulders	0.3 miles	45,000
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Carroll County

MD 30 Relocated, Hampstead Bypass

shoulders	5.8 miles	876,000
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MD 140 - Bridges over MD 27 and MD 97

wide curb	0.5 miles	75,000
sidewalks	0.5 miles	68,640

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Cecil County

MD 7B - bridge over Mill Creek

shoulders	0.1 miles	15,000
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sidewalks	0.1 miles	13,728
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Charles County

MD 5 Relocated at Hughesville

shoulders	3.2 miles	480,000
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Frederick County

I-70/MD 475/MD 85

wide curb lanes	0.5 miles	75,000
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sidewalks	0.5 miles	68,640
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MD 17 - Bridges over Middle Creek

shoulders	0.1 miles	15,000
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MD 28 - Bridges over Tuscarore Creek

shoulders	0.1 miles	15,000
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Garrett County

US 219 Relocated at Oakland

wide curb lanes	2.4 miles	360,000
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shoulders	2.4 miles	360,000
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sidewalks	2.4 miles	329,472
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Harford County

US 40 - MD 152 and 24 overpass
shoulders

1.9 miles

285,000

Howard County

MD 732 - bridge over CSX railroad
sidewalks
shoulders

0.5 miles

68,640

0.5 miles

75,000

Montgomery County

US 29/Randolph Road interchange
wide curb lanes
sidewalks
parallel trail

1.0 miles

150,000

1.0 miles

137,280

1.0 miles

115,000

US 29/Briggs Chaney Road interchange

wide curb lanes

1.0 miles

150,000

sidewalks

1.0 miles

137,280

parallel trail

1.0 miles

115,000

MD 115 - MD 28 to MD 124

wide curb lanes

5.8 miles

870,000

sidewalks

5.8 miles

796,224

MD 124 - Airpark Road to Fieldcrest Road

wide curb lanes

1.4 miles

210,000

sidewalks

1.4 miles

192,192

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary program (Cont.)

MD 355 - Randolph Rd./Montrose Parkway		
wide curb lanes	1.0 miles	150,000
sidewalks	1.0 miles	137,280
parallel trail	1.0 miles	115,000
 <u>Prince George's County</u>		
I-95/I-495/Woodroow Wilson Bridge		
parallel pedestrian bridge		56,000,000
 I-95/495 - Branch Ave. Metro		
parallel trail	0.5 miles	57,500
sidewalks	0.5 miles	68,640
 I-295/I-495/MD 414 interchange		
wide curb lanes	0.2 miles	30,000
sidewalks	0.2 miles	27,456
 MD 4 - Suitland Parkway interchange		
parallel trail	0.5 miles	57,500
 MD 212 - US 1 to I-95		
wide curb lanes	2.0 miles	300,000
sidewalks	2.0 miles	274,560
 MD 450 - CSX bridge over MD 450		
wide curb lanes	0.1 miles	15,000
sidewalks	0.1 miles	13,728
 MD 450 - Bridge over CSX		
shoulders	0.2 miles	30,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Queen Anne's County

MD 19 - Bridge over Beaverdam Ditch & MD 405 over German Br. shoulders	0.1 miles	15,000
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MD 313 - Bridge over Long Marsh Ditch shoulders	0.1 miles	15,000
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St. Mary's County

MD 237 - Pegg Road to MD 235 wide curb lanes	2.7 miles	406,500
sidewalks	2.7 miles	372,029

Washington County

US 40 - Edgewood Drive Intersection wide curb lanes	0.5 miles	75,000
sidewalks	0.5 miles	68,640

Worcester County

US 113 - Phase 1 shoulders	4.0 miles	600,000
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US 113 - Phase 2A shoulders	2.5 miles	375,000
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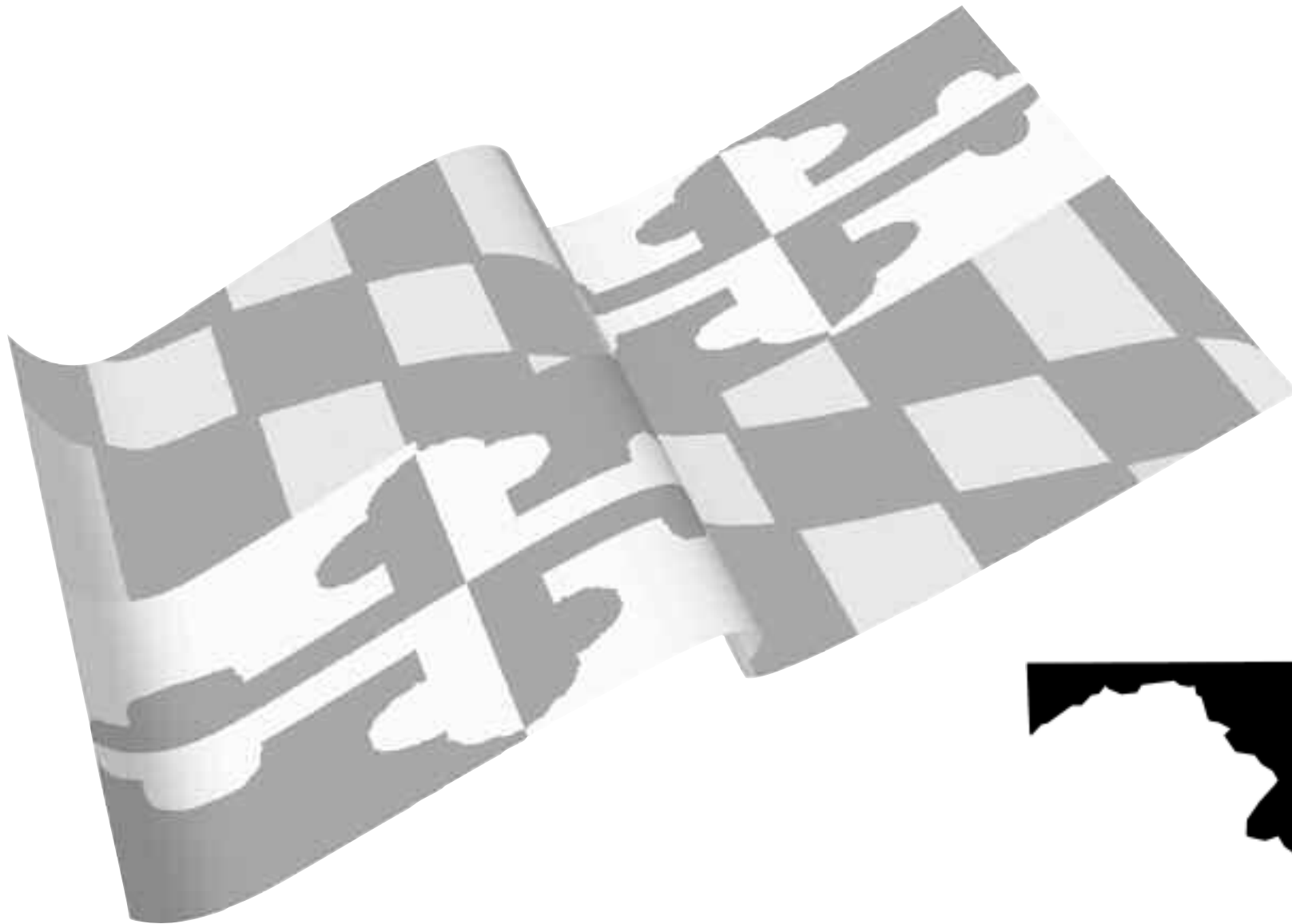
wide curb lanes	23.7 miles	sub-total	3,631,500
shoulders	21 miles	sub-total	3,786,000
sidewalks	24 miles	sub-total	3,323,549
parallel trails	7.6 miles	sub-total	931,500
WWB		sub-total	56,000,000

Total Primary/Secondary Program	67,672,549
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BICYCLE AND PEDESTRIAN RELATED PROJECTS

**TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND
PEDESTRIAN IMPROVEMENTS**

Retrofit Sidewalk Program	1,887,000
Community Enhancement and Safety	113,566,400
Streetscapes and Minor Reconstruction	486,000
Transportation Enhancements Program	72,524,000
Retrofit Bicycle Program	2,260,000
Primary/Secondary Program	67,672,549
TOTAL	258,395,949



REGIONAL AVIATION GRANTS

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2007

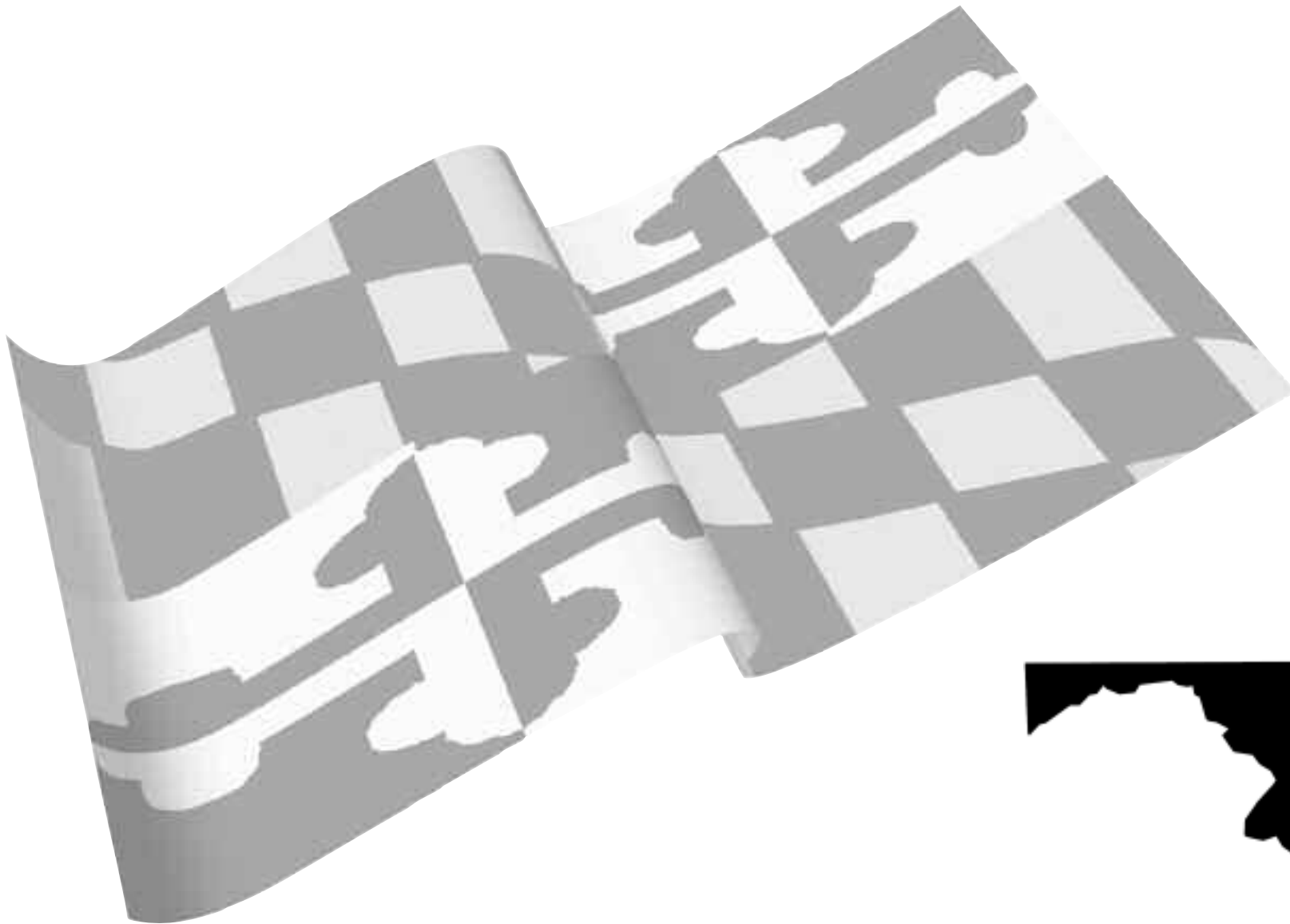
Following is a list of General Aviation Grants in the Consolidated Transportation Program. Additional information can be found under the respective Maryland Aviation Administration section.

MARYLAND AVIATION ADMINISTRATION

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (000's)			Total
		Federal	State	Local/Owner	
Allegany County	Greater Cumberland Regional Airport	378	9	9	396
Carroll County	Carroll County Regional	137	3	3	143
	Clearview	0	103	12	115
Cecil County	Cecil County	0	503	56	559
Charles County	Maryland Airport	531	13	14	558
Frederick County	Frederick Municipal Airport	2,291	61	61	2,413
Garrett County	Garrett County	5,715	150	150	6,015
Kent County	Massey Aerodrome	0	90	10	100
Prince George's County	Potomac	0	180	20	200
Montgomery County	Montgomery County Airpark	2,106	17	17	2,140
	Davis Airport	0	11	1	12

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2007 (Cont'd)

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (000's)			Total
		Federal	State	Local/Owner	
Queen Anne's County	Bay Bridge	398	10	11	419
Talbot County	Easton Airport	1,315	34	35	1,384
Washington County	Hagerstown Regional Airport	8,680	403	403	9,486
Wicomico County	Salisbury - Ocean City - Wicomico	9,733	256	254	10,243
Worcester County	Ocean City	130	3	3	135



BRAC RELATED PROJECTS

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC INITIATIVES

Since the initiation of the Maryland Military Strategic Planning Council, the Maryland Department of Transportation has maintained or initiated work on the ongoing projects and studies listed below. Each of the projects listed is included in the current Consolidated Transportation Program (CTP). This is significant because the first step toward a project becoming reality is its inclusion in the CTP.

KEY

C = Construction funding programmed in current CTP

(Note: Dollar figure attached to C items represent actual funding allocated for all phases, including final construction.)

D&E = Development and Evaluation funding programmed in current CTP

(Note: D&E represents funding for a variety of pre-construction phases including planning, design, engineering, right of way acquisition.)

(Note: Dollar figure attached to D&E items represent projected total build-out cost of project.)

Aberdeen Proving Grounds

C	\$10.9 million	US 40 Resurfacing – from MD 152 to the MD 24 Overpass – Currently Under Construction
C	\$32.2 million	US 40 Hatem Bridge – deck replacement - MdTA
D&E	\$11-12 million	US 40 at MD 715 – interchange improvements – Not funded for construction
C	\$810 million	I-95 Section 100 - north of I-895 split to north of MD 43, interchange improvements and managed lanes - MdTA
D&E	\$650-750 million	I-95 Section 200 - from north of MD 43 to north of MD 22 - MdTA
D&E		I-95 from north of MD 22 to the Delaware State line for additional capacity improvements. MdTA
C	\$83.6 million	I-95/MD 24 interchange reconstruction - MdTA
C	\$3.4 million	MD 755 from MD 24 to Willoughby Beach Road – Construction scheduled to begin spring 2007

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC INITIATIVES

Aberdeen Proving Grounds (Cont.)

D&E	\$90-100 million	Perryman Access Study to improve access to the Perryman area. Only funded for planning
C	\$1.7 million	Edgewood MARC station – parking expansion - MTA
D&E	\$50,000	MARC Study, Baltimore City line to Delaware State Line - TSO

Andrews Air Force Base

C	\$92.3 million	MD 4 Interchange – construct new interchange at Suitland Parkway. Construction to begin spring 2008
D&E	\$180-200 million	MD 4 Improvements – MD 223 to I-95/I-495 - Funded for planning only
D&E	\$125-135 million	MD 5 Improvements – US 301 to north of I-95/I495 improvement study. Funded for planning, partial funding for engineering and right of way
C	\$2.4 billion	Construct replacement Woodrow Wilson Bridge – Under construction
D&E	\$2.9-3.1 billion	I-95/I-495 Improvements – American Legion Bridge to the Woodrow Wilson Bridge. - Funded for planning only
C	\$53 million	Interchange at Branch Avenue and I-95/I-495 - Under construction
D&E	\$50-60 million	Interchange at Branch Avenue, Second Phase - Funded for engineering and right of way only

Bethesda National Naval Medical Center

D&E	\$680-1.7 billion	Bi County Transitway study – transit connection between New Carrollton and Bethesda Metrorail Stations.
C	\$2.45 billion	Intercounty Connector – new highway between I-270 and I-95/US1. Construction to begin 2007

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC INITIATIVES

Fort Detrick

D&E	\$90-110 million	I-70 – reconstruct highway from Mt. Phillip Road to MD 144. Funded for planning, engineering and ROW only.
C	\$1.9 million	US 15 – reconstruct interchange at MD 26 – Under construction
D&E	\$140-150 million	MD 85 – English Muffin Way to north of Grove Road- Funded for planning only
D&E	\$2.3 – 2.5 billion	I-270/US 15 Multimodal Corridor Study – Shady Grove Metro Station to north of Biggs Ford Road. – Funded for planning only
D&E	\$80 million	US 15 – New interchange at Monocacy Blvd./Christopher Crossing.
C	\$400,000	US 15 – Provide revised access signage to Fort Detrick

Fort George Meade

C	\$26.4 million	MD 32 Interchanges at Canine and Samford Roads - Complete
C	\$13.3 million	MD 174 Bridge over I-97 - Complete
D&E	\$640-660 million	MD 3 improvements from US 50 to MD 32 – Funded for planning only
C	\$8.1 million	Odenton MARC Station surface parking expansion - MTA
D&E	\$50-70 million	Odenton MARC station - structured 2,500+ space Parking garage. - MTA
D&E	\$2.5 million	MD 175 from MD 170 to MD 295 planning study – Funded for planning only
D&E	\$2.5 – 3 billion	Metro Green Line Extension from Greenbelt to BWI - MTA
D&E	\$18-20 million	Central Maryland Transit Facility, Ft. Meade - MTA
C	\$23.9 million	MD 295 – widen from I-695 to I-195 – Construction to begin spring 2007
D&E	\$350-370 million	MD 295 – widen from MD 100 to I-195 – Funded for planning only
C	\$29.6 million	MD 216 relocated – I-95 to US 29 - Complete
C	\$31.8 million	MD 32 – new interchange at MD 32 and Burntwoods Road – Constr. to begin spring 2007
D&E	\$195-205 million	MD 32 – improvements from MD 108 to I-70 - Planning complete, partial ROW funding

MARYLAND DEPARTMENT OF TRANSPORTATION BRAC INITIATIVES

Fort George Meade (Cont.)

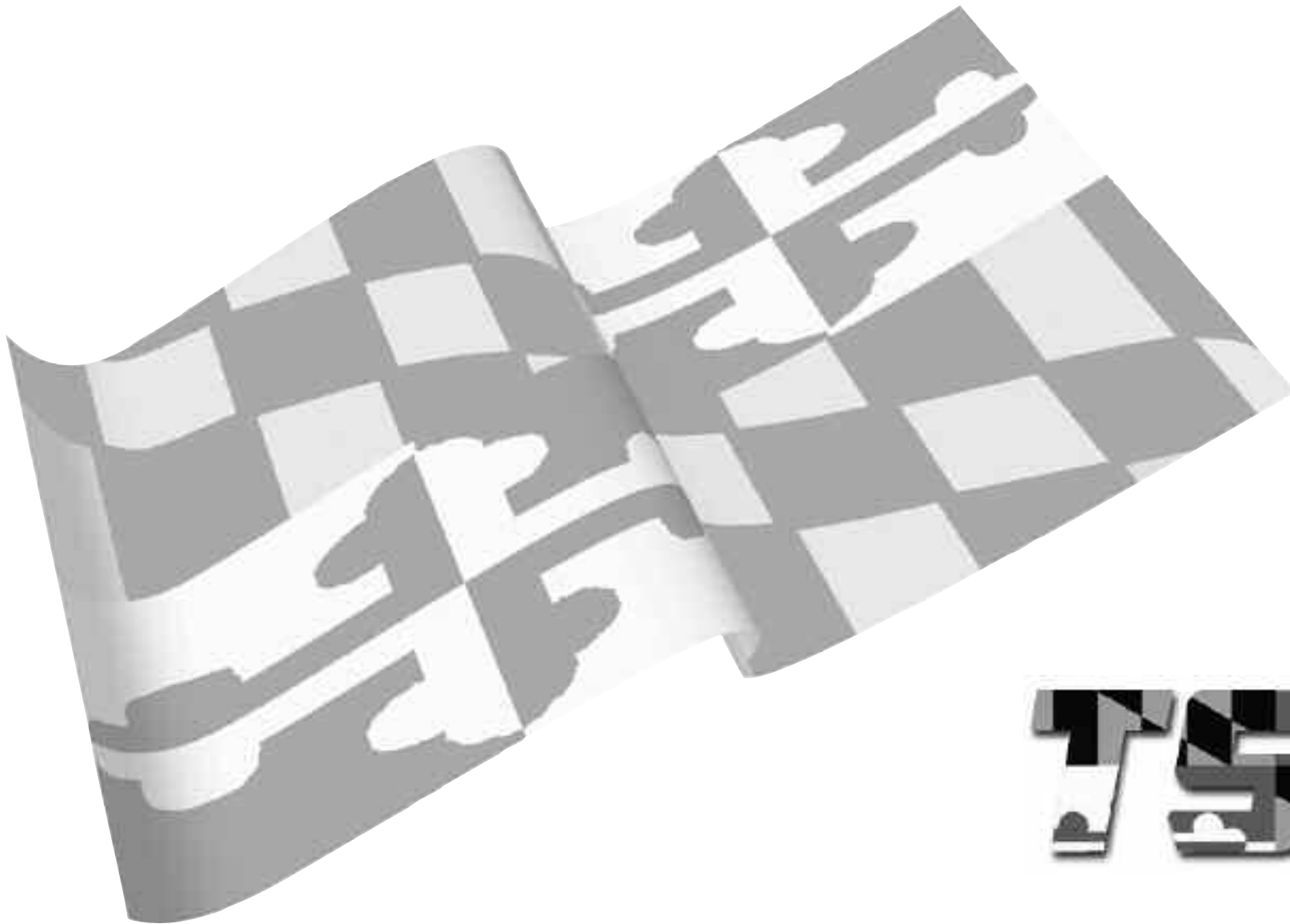
D&E	\$1.3 million	US 1 – Study of improvements between the Baltimore County line and the Prince George’s County line – Funded for planning only
D&E	\$500-520 million	MD 201Extended/US 1 – Improvements along corridor Between I-95/I-495 and MD 198 – Funded for planning only
D&E	\$240-260 million	MD 28/MD 198 - Improvements along corridor between MD 97 and I-95 - Funded for planning only
C	\$47.1 million	US 29 – Interchange at Randolph/Cherry Hill Roads - Complete
C	\$48.8 million	US 29 – Interchange at Briggs-Chaney Road – Under construction
C	\$47.1 million	US 29 – Interchange at MD 198 - Complete

Naval Surface Warfare Center at Indian Head

D&E	\$270-290 million	MD 210 – Upgrade to a 6-lane freeway from MD 228 To I-95/I-495 – Funded for planning only
C	\$53.4 million	I-295/I-495 – access improvements at MD 414 Extended – Under construction

Patuxent River Naval Air Station

C	\$76.2 million	MD 235 – Improvements from MD 246 to MD 4 – This project is complete
C	\$54 million	MD 5 – Hughesville bypass – Under construction
D&E	\$85-95 million	MD 2/4 – Prince Frederick – Improvements to the existing MD 2/4 between MD 765 and north of Stoakley Road. This is funded for planning and partially for engineering.
C	\$23.5 million	MD 2/4 – Intersection with MD 231 – Construction to begin spring 2007
D&E	\$200 million	MD 4 – Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection. Funded for partial planning only.
C	\$53.3 million	MD 237 – Improvements from Pegg Road to MD 235 – Construction to begin fall 2007



TSP



THE SECRETARY'S OFFICE

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

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	8.0	3.6	1.9	2.0	2.0	2.0	19.5
System Preservation Minor Projects	27.2	15.0	6.4	6.0	5.3	4.8	64.7
<u>Development & Evaluation Program</u>	<u>0.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.3</u>
SUBTOTAL	35.5	18.6	8.3	8.0	7.3	6.8	84.5
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.9</u>	<u>1.8</u>	<u>1.8</u>	<u>1.8</u>	<u>1.9</u>	<u>1.9</u>	<u>11.1</u>
TOTAL	37.4	20.4	10.1	9.8	9.2	8.7	95.6
Special Funds	34.5	12.9	9.5	9.2	9.2	8.7	84.0
Federal Funds	2.9	7.5	0.6	0.6	-	-	11.6



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

PROJECT: Transportation Enhancement Program

DESCRIPTION: Projects that may be considered include: pedestrian or bicycle facilities; provision of safety and educational activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other beautification; 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 Safe, Accountable, Flexible Efficient Transportation Equity Act (SAFETEA-LU) provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program.

SMART GROWTH STATUS:

- ☒ 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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	169,778	118,178	8,400	8,300	8,300	8,400	8,900	9,300	51,600	0
Total	169,778	118,178	8,400	8,300	8,300	8,400	8,900	9,300	51,600	0
Federal-Aid	131,478	91,178	6,500	6,500	6,500	6,600	6,900	7,300	40,300	0

* 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 State Highway Program, and are shown here for informational purposes.



STATUS: Underway.

PROJECT: Transportation Emission Reduction Program

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

JUSTIFICATION: The Federal Clean Air Act and SAFETEA-LU 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. This program will address these issues by implementing projects that will achieve measureable 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 2006 - 11 CTP: Cost increased \$2.3 million primarily due to the addition of FY 2012.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	49,160	29,797	7,993	3,594	1,944	1,944	1,944	1,944	19,363	0
Total	49,160	29,797	7,993	3,594	1,944	1,944	1,944	1,944	19,363	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0054, 0055, 0056, 0057, 0061, 0062, 0065, 0066, 0068,
0084, 0085, 0104, 0113, 0115

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 3

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office</u>		
	<u>FY 2007 and Prior</u>		
1	Bike and Pedestrian Trail Southern Maryland (0050)	50	Complete
2	Pathways to Schools (0051)	206	Complete
3	E-Business (0073)	1,128	Complete
4	SIGMA Systems Upgrade (0098)	22	Complete
5	MARC Pedestrian Bridge (0108)	155	Complete
6	Allegheny Highlands Trail (0116)	550	Complete
7	Allegheny Highlands Trail Right of Way (0117)	395	Complete
8	Metropolitan Washington Air Quality Committee (MWAQC) (0118)	25	Complete
9	John Smith Water Trail (0120)	25	Complete
10	Dorchester County Grant for Flood Damage (0129)	1,013	Complete
11	Business and Capital Support at BWI Thurgood Marshall Airport (0130)	3,293	Complete
12	Real Estate Services (0005)	600	Underway
13	Centerpoint Development (0008)	125	Underway
14	Program Management (0019)	150	Underway
15	Network Hardware/Software Replacement Costs (0020)	3,170	Underway
16	Key Highway Extension (0030)	5,000	Underway
17	Rail Safety Oversight (0032)	65	Underway
18	Shepherds Mill Road - Grant to Carroll County (0039)	3,500	Underway
19	Mainframe Upgrade (0042)	5,647	Underway
20	MEDCO - New MDOT Building (0070)	2,000	Underway
21	Beaver Dam Creek - Trash Boom (0076)	100	Underway
22	Airport Citizens Committee (0078)	1,390	Underway
23	LaPlata Improvements (0079)	2,482	Underway
24	Improvements MDOT HQ Building (0081)	655	Underway
25	Security/Emergency Management (0082)	390	Underway
26	MBE Disparity Study (0083)	1,700	Underway
27	Capital Program Management System Maintenance (0086)	2,131	Underway
28	Consultant Contract Services (0087)	2,318	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

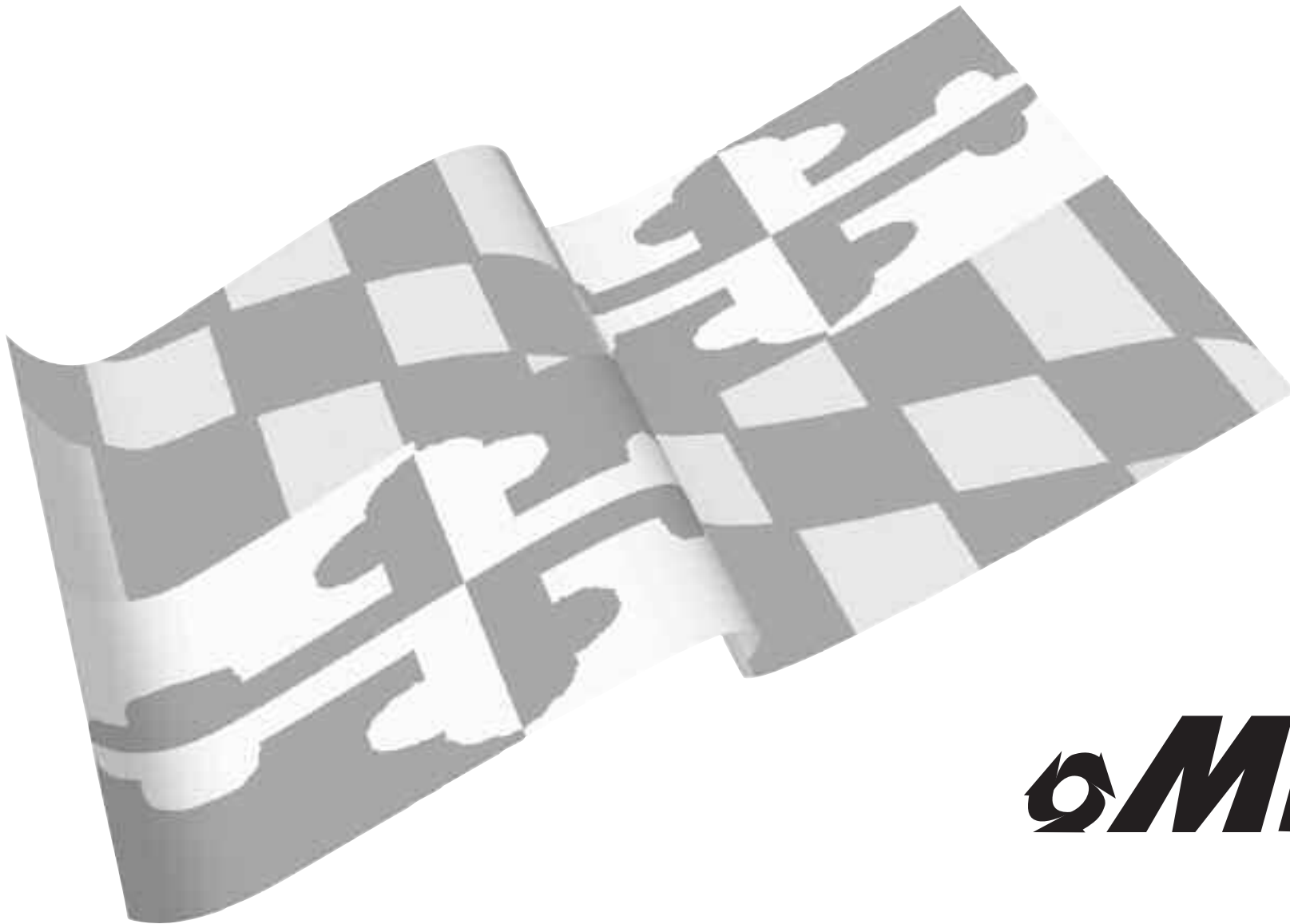
THE SECRETARY'S OFFICE - LINE 3 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office (cont'd)</u>		
	<u>FY 2007 and Prior (cont'd)</u>		
29	Center Plaza (0088)	1,200	Underway
30	Time Entry System (0095)	1,646	Underway
31	Registrar System Consolidation (0096)	250	Underway
32	MBE Database Design (0097)	100	Underway
33	TSO OA Replacements/OBJ 10 (0099)	111	Underway
34	TSO OA Enhancements/OBJ 11 (0100)	34	Underway
35	Data Center Shared Services (0101)	569	Underway
36	Demonstration Bicycle Routes in Baltimore City (0102)	85	Underway
37	CPMS Maintenance Phase II (0112)	175	Underway
38	Transit Oriented Development (TOD) Work (0119)	250	Underway
39	Upper Chesapeake Rail Trail Study (0122)	1,013	Underway
40	Security and Engineering Consultant (0123)	725	Underway
41	Southern Maryland Grant (0132)	100	Underway
42	Baltimore Rail Study (0121)	3,750	Spring, 2007
43	Rockville Town Center (0124)	1,500	Spring, 2007
44	State Police Helicopter Fleet Consultant (0125)	200	Spring, 2007
45	Environmental Compliance Oversight (0126)	250	Spring, 2007
46	MARC Pedestrian Bridge Bobcat Bumpout (0128)	100	Spring, 2007
47	Evaluation of Human Services Transportation Coordination Across US (0131)	150	Spring, 2007
	<u>FY 2008</u>		
48	Real Estate Services (0005)	137	Fall, 2007
49	Centerpoint Development (0008)	225	Fall, 2007
50	Program Management (0019)	150	Fall, 2007
51	Network Hardware/Software Replacement Costs (0020)	3,618	Fall, 2007
52	Rail Safety Oversight (0032)	75	Fall, 2007
53	MEDCO - New MDOT Building (0070)	2,000	Fall, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 3 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office (cont'd)</u>		
	<u>FY 2008 (cont'd)</u>		
54	Consultant Contract Services (0087)	3,720	Fall, 2007
55	Center Plaza (0088)	400	Fall, 2007
56	TSO OA Replacements/OBJ 10 (0099)	245	Fall, 2007
57	TSO OA Enhancements/OBJ 11 (0100)	124	Fall, 2007
58	Data Center Shared Services (0101)	537	Fall, 2007
59	CPMS Maintenance Phase II (0112)	333	Fall, 2007
60	Environmental Compliance Oversight (0126)	200	Fall, 2007



MOTOR VEHICLE ADMINISTRATION

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

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	3.8	4.7	4.8	5.3	5.2	6.2	30.0
System Preservation Minor Projects	18.5	26.3	28.9	29.2	28.9	28.1	159.9
<u>Development & Evaluation Program</u>	<u>1.2</u>	<u>2.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>3.5</u>
SUBTOTAL	23.5	33.3	33.7	34.5	34.1	34.3	193.4
<u>Capital Salaries, Wages & Other Costs</u>	<u>0.9</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>6.7</u>
TOTAL	24.4	34.4	34.8	35.7	35.3	35.5	200.1
Special Funds	24.4	34.4	34.8	35.7	35.3	35.5	200.1
Federal Funds	-	-	-	-	-	-	-



STATUS: Requirements validation and procurement initiation planned for late FY 2007.

PROJECT: Title and Registration Information System 2 (TARIS 2)

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

JUSTIFICATION: Many existing business systems were developed over the years as independent applications in response to separate business unit needs, and have become outdated in meeting the needs of today's operating environment. These systems need to be more efficient for improved customer service and increased employee productivity, and must be re-engineered to allow MVA to provide service using electronic commerce. In addition, the systems will be made compatible with a national database of vehicle and title information that contains detail about vehicle history.

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 2006 - 11 CTP: Cost increased \$9.2 million due to the integration of National Motor Vehicle Titling Information System and Registration Cancellation System projects.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	1,500	0	879	621	0	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	34,400	1,165	0	0	2,600	3,000	3,100	4,100	12,800	20,435
Total	35,900	1,165	879	621	2,600	3,000	3,100	4,100	14,300	20,435
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 1.2 million vehicles titled and 1.8 million vehicles registered annually.



STATUS: Project complete.

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 and security.

JUSTIFICATION: The upgraded security features in the new system include the upgraded driver license card security and the enhancement of the ability to detect fraudulent documents presented to the MVA.

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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	43,471	43,471	0	0	0	0	0	0	0	0
Total	47,871	47,871	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 1.1 million driver licenses issued annually.



Welcome to the Maryland Motor Vehicle Administration
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WHAT'S NEW

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WHATS NEW!

There is a heightened security alert in Maryland (Code Yellow). Please report suspicious activity to 1-800-492-TIPS.

Effective August 1st, the Charles Center Express Office will be closed. Customers are encouraged to visit the Baltimore City office, which is 8 minutes from Charles Center by Metro Subway, or the Glen Burnie office. [For more information...](#)

New! Replacement Titles are now available for ordering [online](#).

Effective May 17, 2003, the [Waldorf branch office](#) will introduce Saturday driver road tests by appointment only to obtain a provisional driver's license. To obtain your provisional driver's license, you must call 1-888-212-4709 to schedule an appointment. [For more information...](#)

HOLIDAY CLOSING



All MVA and VEIP offices will be closed on Saturday, August 30th and Monday, September 1st for the Labor Day holiday.

Registration Renewal

Download Forms

InfoMVA

Frequently Asked Questions



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 2006 - 11 CTP: Cost increased \$1.9 million due to addition of FY 2012.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,867	1,318	361	410	422	438	451	467	2,549	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	16,700	5,416	2,257	2,654	1,515	1,569	1,616	1,673	11,284	0
Total	20,567	6,734	2,618	3,064	1,937	2,007	2,067	2,140	13,833	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project complete.

PROJECT: White Oak Branch Office (Montgomery County)

DESCRIPTION: Construction of a new full-service office at US 29 and Industrial Parkway on the White Oak Vehicle Emissions Inspection Station (VEIP) site.

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

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:

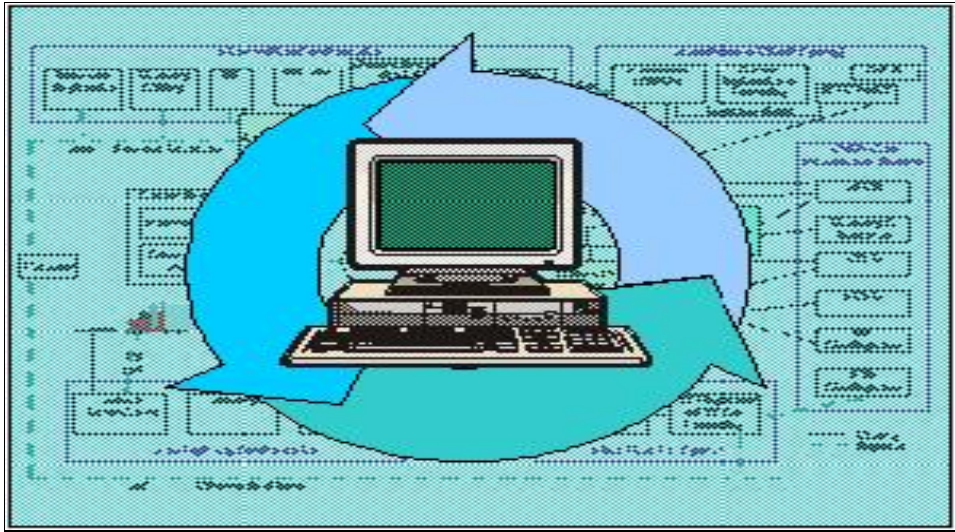
None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	203	203	0	0	0	0	0	0	0	0	0
Right-of-way	1	1	0	0	0	0	0	0	0	0	0
Construction	5,810	5,810	0	0	0	0	0	0	0	0	0
Total	6,014	6,014	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

USAGE: Transactions projected at 168,000 annually.

OPERATING COST IMPACT: Additional full-service office.



STATUS: System development underway.

PROJECT: Accounts Receivable System and Flag Fee Processing

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

JUSTIFICATION: This system will also automate the implementation and removal of flags, improve reconciliation and real time updates of receivables upon receipt of payment.

SMART GROWTH STATUS:

- ☒ 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 2006 - 11 CTP: Total estimated cost decreased \$0.5 million due to bids received.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	1,496	177	343	976	0	0	0	0	1,319	0
Total	1,496	177	343	976	0	0	0	0	1,319	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Definition of operating requirements delayed from FY 2006 to FY 2007 pending completion of planning activities.

PROJECT: Real ID Act

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

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

SMART GROWTH STATUS:

- ☒ 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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,500	0	1,250	2,250	0	0	0	0	3,500	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	3,500	0	1,250	2,250	0	0	0	0	3,500	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

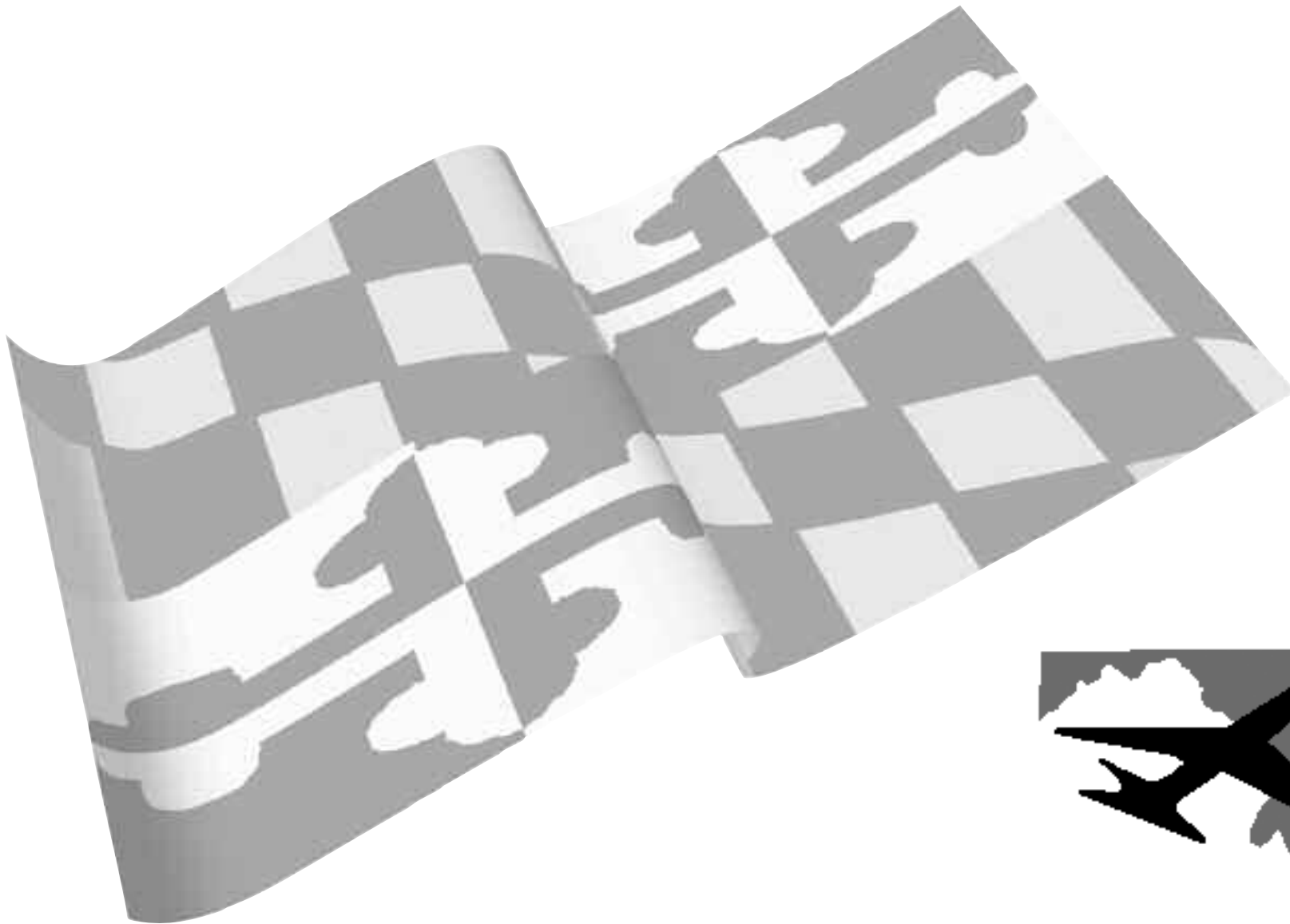
MOTOR VEHICLE ADMINISTRATION - LINE 7

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior</u>		
	<u>Building Improvements</u>		
1	Glen Burnie Site Reconstruction (0552)	83	Complete
2	Towson Express Office Relocation (0647)	235	Complete
3	Law Test Equipment Replacement (0650)	307	Complete
4	Branch Office Emergency Generator Mods (0652)	36	Complete
5	Glen Burnie Office Systems Preservation (0512)	405	Underway
6	Security System Preservation & Improvement (0518)	229	Underway
7	OIR Office Renovation (0535)	15,253	Underway
8	Comprehensive Planning Services (0536)	100	Underway
9	Telecommunication Systems Preservation & Improvement (0545)	530	Underway
10	System Preservation (0597)	577	Underway
11	Building and Interior Modification (0598)	1,328	Underway
12	Customer Traffic Management System 2 (0626)	500	Underway
13	Info MVA System (0627)	1,253	Underway
14	Branch Office HVAC Replacement (0632)	1,360	Underway
15	CDL Program (0635)	450	Underway
16	Branch Office Parking Lot Reconstruction (0636)	1,926	Underway
17	Computer Equipment System Preservation (0645)	2,073	Underway
18	Network Switch System Preservation (0649)	1,444	Underway
19	Central Document Processing System Preservation (0651)	165	Underway
20	Gaithersburg Mechanical Renovation (0655)	533	Underway
21	3rd Generation Kiosk (0657)	537	Underway
22	Maximo (0658)	700	Underway
23	Disability Permitting System (0661)	789	Underway
24	Limited English Proficiency Compliance (0662)	2,830	Underway
25	Gaithersburg VEIP Relocation (0663)	60	Underway
26	VEIP Contract Analysis & Development (0664)	700	Underway
27	Glen Burnie Facility Master Plan (0665)	5,500	Underway
28	Environmental Management System Improvements (0668)	455	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 7 (cont'd)

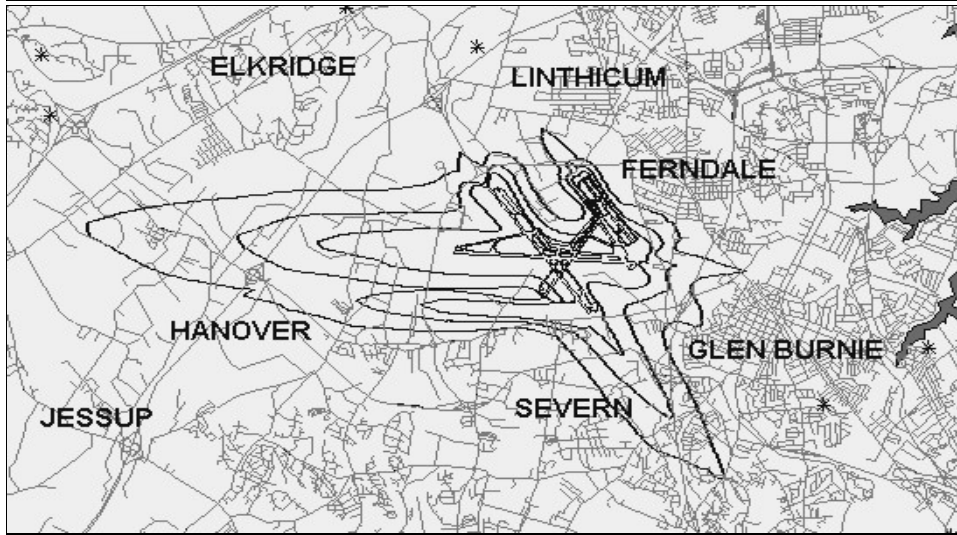
ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Information Technology Project (Appr 8)</u>		
29	Data Storage Upgrade (0612)	1,907	Complete
30	CDL Hazmat Fingerprinting Project (0653)	1,882	Complete
31	Central Scheduling System (0656)	1,297	Underway
	<u>FY 2008</u>		
	<u>Building Improvements</u>		
32	Glen Burnie Office Systems Preservation (0512)	1,160	Summer, 2007
33	Security System Preservation & Improvement (0518)	285	Summer, 2007
34	Comprehensive Planning Services (0536)	100	Summer, 2007
35	Telecommunications System Preservation & Improvement (0545)	420	Summer, 2007
36	Mobile Office Replacement (0549)	681	Summer, 2007
37	System Preservation (0597)	1,893	Summer, 2007
38	Building and Interior Modification (0598)	2,860	Summer, 2007
39	Baltimore City Office Relocation (0602)	5,648	Summer, 2007
40	Computer Equipment System Preservation (0645)	2,135	Summer, 2007
41	Gaithersburg Office Interior Modification and Site Work (0648)	2,017	Summer, 2007
42	Bel Air Office Interior Modifications and Site Work (0654)	2,234	Summer, 2007
43	Environmental Management System Improvements (0668)	725	Summer, 2007
44	Central Document Processing System Preservation (0651)	117	Summer, 2007



MARYLAND AVIATION ADMINISTRATION

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

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	76.0	49.5	48.5	39.9	30.3	5.6	249.8
System Preservation Minor Projects	69.6	55.1	65.6	62.6	56.7	52.4	362.0
<u>Development & Evaluation Program</u>	<u>5.7</u>	<u>8.2</u>	<u>7.6</u>	<u>2.7</u>	<u>1.5</u>	<u>1.3</u>	<u>27.0</u>
SUBTOTAL	151.3	112.8	121.7	105.2	88.5	59.3	638.8
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.0</u>	<u>6.3</u>	<u>6.4</u>	<u>6.5</u>	<u>6.7</u>	<u>6.8</u>	<u>38.7</u>
TOTAL	157.3	119.1	128.1	111.7	95.2	66.1	677.5
Special Funds	51.7	57.8	56.6	43.2	40.1	41.3	290.7
Federal Funds	28.6	22.4	27.6	24.1	23.5	12.0	138.2
<u>Other Funding *</u>	<u>77.0</u>	<u>38.9</u>	<u>43.9</u>	<u>44.4</u>	<u>31.6</u>	<u>12.8</u>	<u>248.6</u>
<u>Other Funding Breakdown*</u>							
TSA	9.1	0.9	-	-	-	-	10.0
RAA	8.0	6.0	6.0	6.0	4.0	2.0	32.0
PFC	51.3	30.4	37.9	38.4	27.6	10.8	196.4
MEDCO	3.3	-	-	-	-	-	3.3
MdTA	4.6	-	-	-	-	-	4.6
COPS	-	-	-	-	-	-	-
CFC	<u>0.7</u>	<u>1.6</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>2.3</u>
	77.0	38.9	43.9	44.4	31.6	12.8	248.6



STATUS: MAA has acquired 250 properties through FY 2006.

PROJECT: Noise Zone Land Acquisition Program

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

JUSTIFICATION: The Maryland Environmental Noise Act requires the Maryland Aviation Administration (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 Noise Zone, and consistent with local zoning.

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

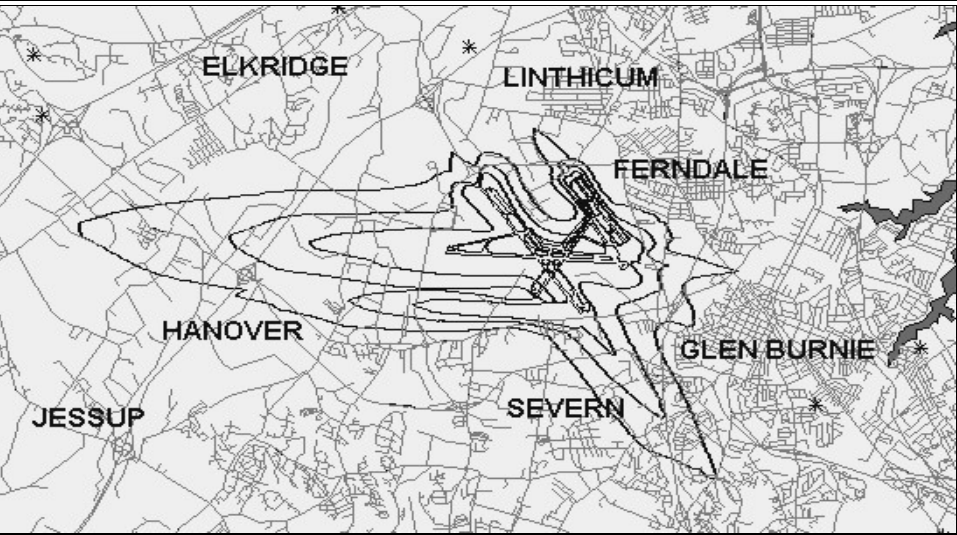
ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	49	49	0	0	0	0	0	0	0	0
Right-of-way	33,950	33,795	155	0	0	0	0	0	155	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	33,999	33,844	155	0	0	0	0	0	155	0
Federal-Aid	26,613	23,687	2,926	0	0	0	0	0	2,926	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2007	AIP	2,926



STATUS: MAA has participated in the soundproofing of 604 properties and sales assistance for 113 homes through FY 2006.

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 aviation 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:

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

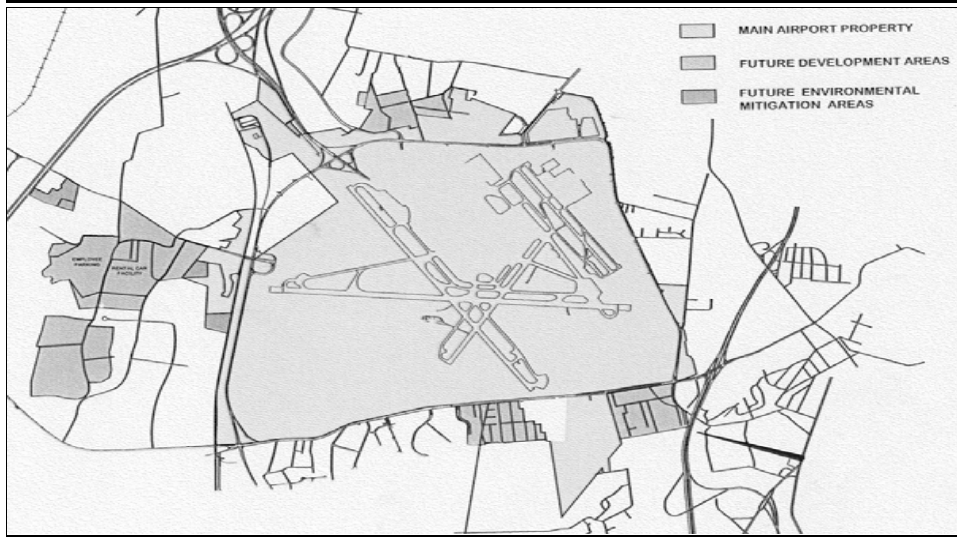
ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost decrease of \$4 million reflects FY 2007 legislative budget reduction and updated homeowner participation forecast.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2009.....	.....2010.....	.....2011.....	.....2012.....	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0
Engineering	429	429	0	0	0	0	0	0	0
Right-of-way	26,881	20,338	1,293	1,050	1,050	1,050	1,050	1,050	0
Construction	0	0	0	0	0	0	0	0	0
Total	27,310	20,767	1,293	1,050	1,050	1,050	1,050	1,050	0
Federal-Aid	21,301	11,372	5,729	840	840	840	840	840	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2007	AIP	6,569
RW	2008	AIP	840
RW	2009	AIP	840
RW	2010	AIP	840
RW	2011	AIP	840



STATUS: Ongoing.

PROJECT: Protective Land Acquisition Program

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

JUSTIFICATION: This multi-year program provides the opportunity to protect property 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 2006 - 11 CTP: Cost increase of \$2 million due to the addition of FY 2012 funding.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	24,121	12,121	500	1,500	2,500	2,500	2,500	2,500	12,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	24,121	12,121	500	1,500	2,500	2,500	2,500	2,500	12,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project is in closeout phase.

PROJECT: New Terminal A/B Expansion at BWI Marshall Airport

DESCRIPTION: This project provides for the construction of a new 11-gate Terminal/Concourse A and full reconstruction of a portion (4 gates) of Concourse B. Project includes demolition of the original 3-gates on Concourse A, construction of a new ticketing concourse, security and concession areas, 11 new passenger gates and holdrooms, moving walkways, baggage claim areas on the lower level, and airline operations and support areas. Four gates of the existing Concourse B will also be fully reconstructed to include, expanded hold rooms, concessions, moving sidewalks, other passenger amenities and airline support space.

JUSTIFICATION: Expansion of the Terminal 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 ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Terminal Entrance Roadway Improvements, Phase II, Upper Level Roadway Widening & Pedestrian Overpasses at BWI Marshall Airport -- Line 5

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increase of \$7 million to meet additional tenant needs.

<u>POTENTIAL FUNDING SOURCE:</u>					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	33,046	32,046	1,000	0	0	0	0	0	1,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	193,454	183,520	9,934	0	0	0	0	0	9,934	0
Total	226,500	215,566	10,934	0	0	0	0	0	10,934	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 260 daily flights.

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

Other funding is Maryland Economic Development Corporation (MEDCO) and revenue bonds supported by Passenger Facility Charge (PFC).



STATUS: Final phase opened October 31, 2006.

PROJECT: Terminal Entrance Roadway Improvements, Phase II, Upper Level Roadway Widening and Pedestrian Overpasses at BWI Marshall Airport

DESCRIPTION: The project includes new enclosed elevated pedestrian skywalks with moving walkways from the existing Hourly Garage to the terminal building at Concourses A, B, and D over the upper level roadway. The project also widens the upper level roadway to add new public curbside and two new lanes for use by commercial and airport shuttle vehicles. Further, the project includes enhancements to the terminal by replacing the front window wall to improve circulation plus flooring and aesthetic improvements.

JUSTIFICATION: This project is necessary to address projected upper level roadway capacity requirements and terminal circulation. The project will also help relieve traffic congestion.

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 Terminal A/B Expansion at BWI Marshall Airport -- Line 4

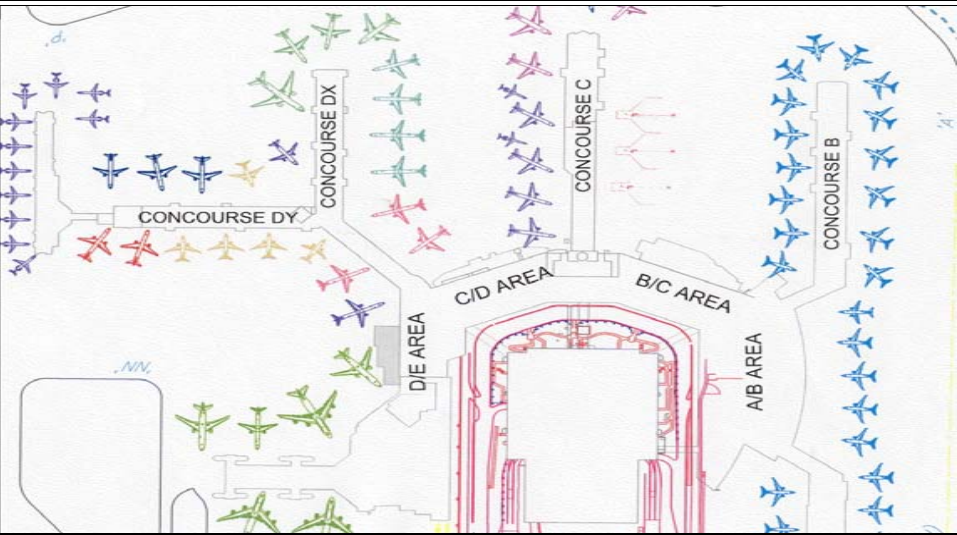
SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increase of \$1.7 million due to unforeseen site conditions during excavation and coordination with adjacent new construction.

<u>POTENTIAL FUNDING SOURCE:</u>					<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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,163	10,163	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	178,023	155,358	22,665	0	0	0	0	0	22,665	0
Total	188,186	165,521	22,665	0	0	0	0	0	22,665	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 3.5% annual passenger growth.

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

Other funding is revenue bonds supported by a Passenger Facility Charge (PFC) and airport parking revenue.



STATUS: Design underway. Construction start late FY 2008.

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

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

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

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.

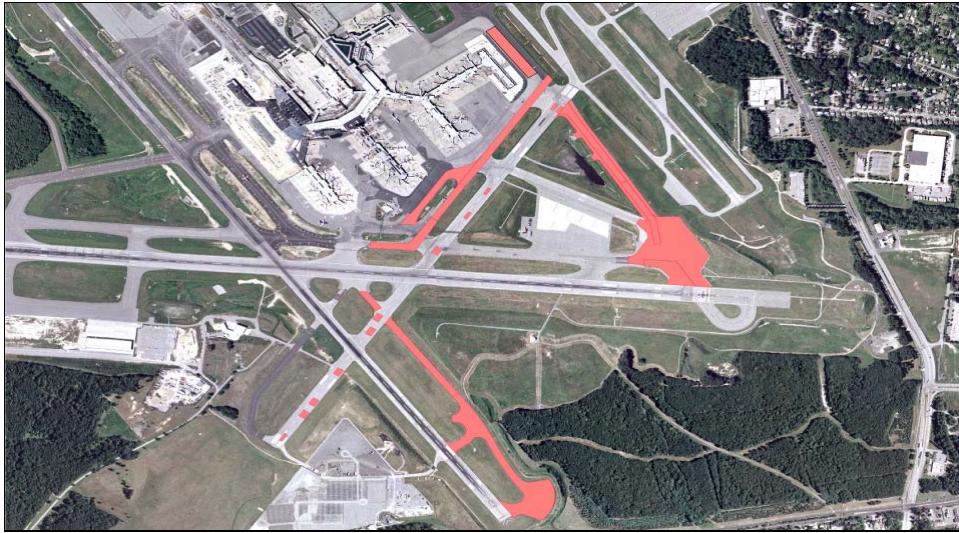
SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Schedule revision based on tenant consultation.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2009....	....2010....	....2011....	....2012....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	4,250	0	2,780	1,470	0	0	0	0	4,250
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	32,415	0	0	3,883	10,584	10,584	7,364	0	32,415
Total	36,665	0	2,780	5,353	10,584	10,584	7,364	0	36,665
Federal-Aid	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 3.5% annual passenger growth

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

Other funding source is Passenger Facility Charge (PFC) revenue.
1539



STATUS: Airfield taxiway paving and D & E ramp paving underway. C & D ramp paving to begin Spring 2008.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increase of \$24.1 million reflects actual construction bids for the airfield taxiway paving and D & E ramp paving. Remaining \$16.6 million increase due to material cost increases for C & D ramp paving.

PROJECT: Airfield Pavement Improvement Program at BWI Marshall Airport

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

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

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or 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 checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,734	773	2,105	786	679	391	0	0	3,961	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	103,155	1	20,145	30,295	20,482	16,878	15,354	0	103,154	0
Total	107,889	774	22,250	31,081	21,161	17,269	15,354	0	107,115	0
Federal-Aid	64,664	0	11,316	17,273	13,936	11,594	10,545	0	64,664	0

Other funding source is Passenger Facility Charge (PFC) revenue.
1469, 7011, 7013

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	AIP	22,413
CO	2008	AIP	5,000
CO	2009	AIP	9,000
CO	2010	AIP	8,400
CO	2011	AIP	8,381

USAGE: Accommodate projected 3.5% annual passenger growth.

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



STATUS: Design underway.

PROJECT: Comprehensive Roadway Signing Phase II at BWI Marshall Airport

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

JUSTIFICATION: The signage improvements will establish consistency and clarification among signage that directs travelers to the terminal, parking, and rental car facilities.

SMART GROWTH STATUS:

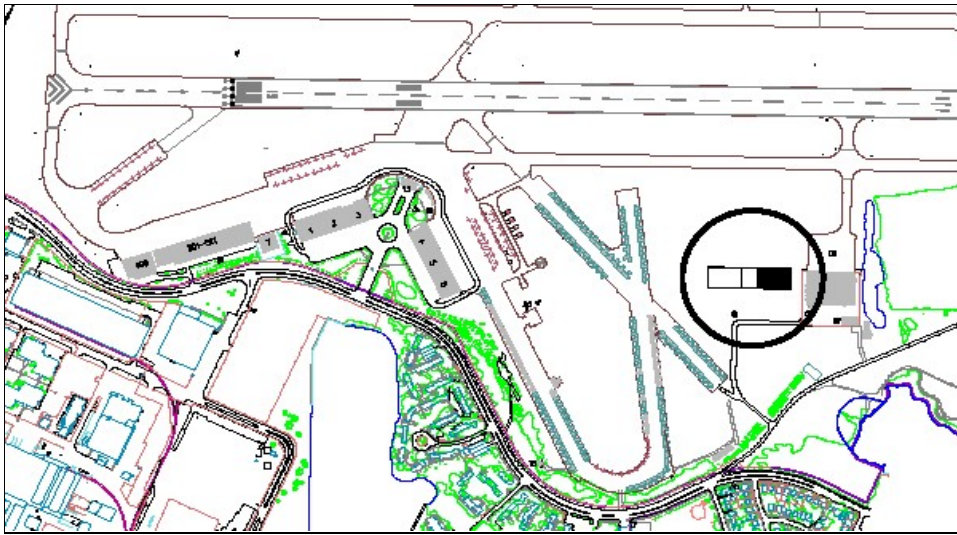
- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: New project added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	124	0	89	35	0	0	0	0	124	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,579	0	187	1,689	1,703	0	0	0	3,579	0
Total	3,703	0	276	1,724	1,703	0	0	0	3,703	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Design complete. Evaluating site development options.

PROJECT: Midfield Complex - Aircraft Hangar at Martin State Airport

DESCRIPTION: This project provides for the construction of a 20,000 square foot hangar in the midfield complex area for public aircraft maintenance and storage, and aviation-related support activities. Additional access improvements include public use ramp and taxiway upgrade.

JUSTIFICATION: Currently accommodations at Martin State Airport for storage of larger corporate jets and business aircraft is inadequate. Multiple firms have expressed interest in upper scale hangar spaces. It is essential to build hangars that will accommodate larger corporate jets and provide quality of hangars commensurate with the type of premium aircraft utilized by customers.

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 2006 - 11 CTP: Construction funding of \$7.2 million removed from the project due to legislative budget cut. Project still shown in CTP pending evaluation of site development options.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	470	438	32	0	0	0	0	0	32	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	470	438	32	0	0	0	0	0	32	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

OPERATING COST IMPACT: Operation cost will be recovered through common user fees.



DESCRIPTION: This project provides for the construction of a new Air Traffic Control Tower to be located in the midfield complex area at MTN. The new control tower will be higher to provide Federal Aviation Administration (FAA) with improved line of sight.

SMART GROWTH STATUS:

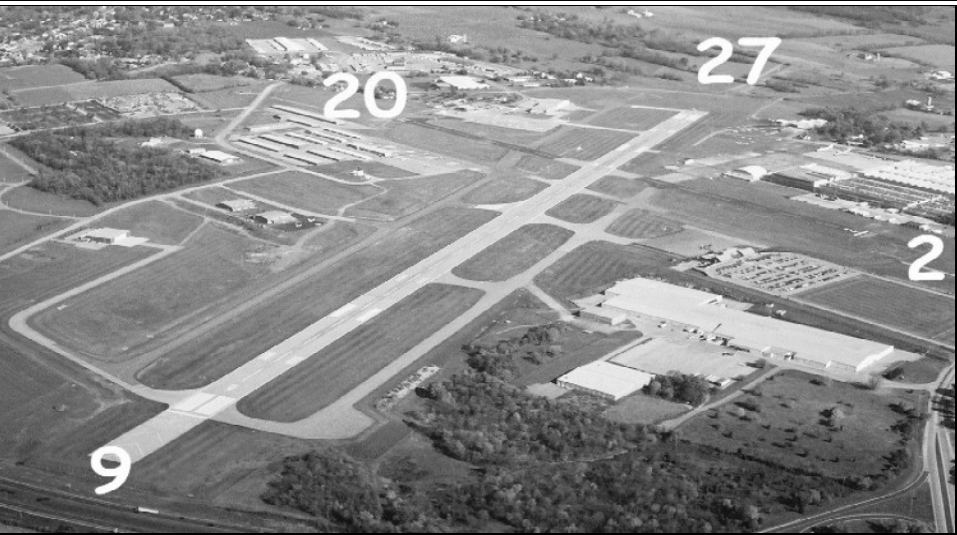
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|-------------------------------------|--|--------------------------|---|
| <input type="checkbox"/> | Project Not Location Specific or Location Not Determined | <input type="checkbox"/> | Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> | Project Within PFA | <input type="checkbox"/> | Exception Approved by BPW/MDOT |
| <input type="checkbox"/> | Grandfathered | | |

None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

OPERATING COST IMPACT: Operating cost will be recovered through common use fees.



STATUS: US 11 bridge structures, roadway pavements under bridge, and runway/taxiway bridges work complete. Runway/ taxiway paving and lighting underway.

PROJECT: Hagerstown Airport Expansion

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

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

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or 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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,611	18,221	10,314	8,314	6,314	6,202	4,060	2,062	37,266	2,124
Total	57,611	18,221	10,314	8,314	6,314	6,202	4,060	2,062	37,266	2,124
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Approximately 15,000 annual passengers.

The cost shown includes federal AIP funds which go directly to the County and are being shown as Other funds. Cost shown does not include Washington County contribution. MDOT contributing \$10.6 million to the project.



STATUS: Phase I planning studies underway.

PROJECT: Master Plan at BWI Marshall Airport

DESCRIPTION: Study to identify long-term (25-year) projection, location and extent of BWI facility improvements, as required to meet future aviation demand. Study will require in-depth evaluations of many factors, including future air service, runway and terminal capacities, environmental and community impact considerations.

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

People Mover Sytem at BWI Marshall Airport -- Line 13

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Schedule modified to match current coordination plans.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	11,051	2,535	1,401	3,819	3,296	0	0	0	8,516	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	11,051	2,535	1,401	3,819	3,296	0	0	0	8,516	0
Federal-Aid	7,950	1,586	1,044	2,854	2,466	0	0	0	6,364	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2007	AIP	3,200

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



STATUS: Preliminary planning and environmental analysis underway.

PROJECT: People Mover System at BWI Marshall Airport

DESCRIPTION: The project involves concept definition and preliminary environmental studies for a people mover system at BWI. The proposed Phase I system includes an alignment from the terminal building to the Consolidated Rental Car Facility including the BWI Rail Station and connection to parking facilities.

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. This will be coordinated with the Master Plan effort.

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

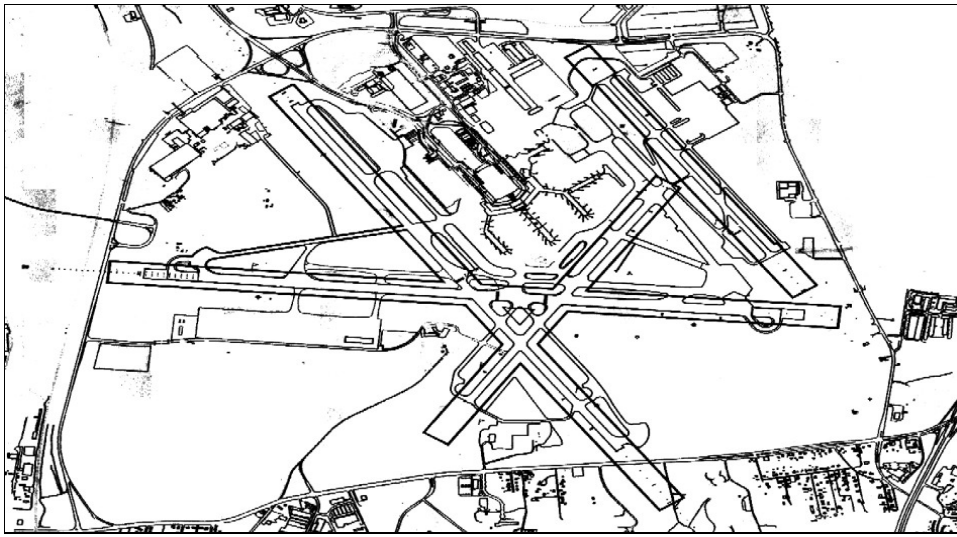
ASSOCIATED IMPROVEMENTS:

Master Plan at BWI Marshall Airport -- Line 12

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,000	494	1,506	0	0	0	0	0	1,506	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	494	1,506	0	0	0	0	0	1,506	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 3.5% annual passenger growth.



STATUS: Environmental analysis to begin in March 2007.

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

DESCRIPTION: This project provides for the study of the environmental impacts of all capital projects shown on the current 2010 Airport Layout Plan. Projects include: runway safety areas, terminal, fuel farm improvements, administrative office building, perimeter roadway, fire facility, hourly garage, midfield cargo extension, second FBO, gas station, airport hotel, Northrup Grumman apron and hangar, and GSE building.

JUSTIFICATION: In accordance with Federal Aviation Administration Order 5050.4A, Airport Environmental Handbook, MAA must determine the environmental consequences of capital project development as proposed by the 2010 Airport Layout Plan.

SMART GROWTH STATUS:

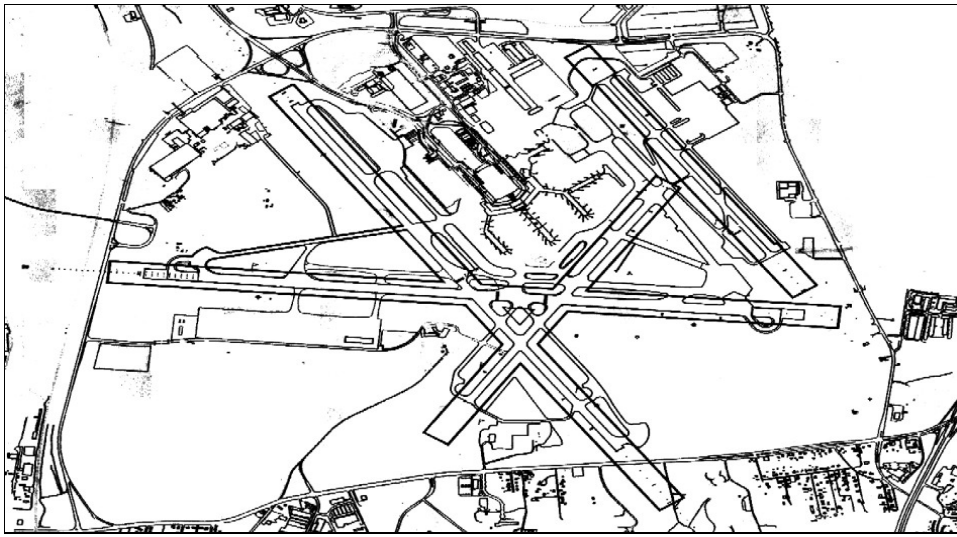
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Runway Safety Area Improvements Design at BWI Marshall Airport -- Line 15
 Airport Administrative Office Building at BWI Marshall Airport -- Line 16
 Northwest Quadrant Airfield Perimeter Roadway at BWI Marshall Airport -- Line 17

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increase of \$1.4 million reflects latest estimate of preliminary planning necessary to perform environmental analysis.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,800	0	923	1,877	0	0	0	0	2,800	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	2,800	0	923	1,877	0	0	0	0	2,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Preliminary design to begin in FY 2008. Design start dependent on environmental assessment schedule.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Increase of \$5.3 million reflects a more accurate estimate for the level of design required.

PROJECT: Runway Safety Area Improvements Design at BWI Marshall Airport

DESCRIPTION: This project consists of the design work necessary to support the environmental assessment of the Runway Safety Area (RSA) improvement alternatives and other interim Airport Layout Plan (ALP) improvements.

JUSTIFICATION: In 2000, the FAA determined that the Airport's RSAs do not meet standards and must be brought into compliance by 2015. MAA conducted an RSA Compliance Study between 2002 and 2004, which examined RSA deficiencies and made recommendations for improvements to comply with FAA standards. The recommended "preferred alternatives" from the RSA Compliance Study are now shown on the Interim ALP.

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:

Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 14
 Northwest Quadrant Airfield Perimeter Roadway at BWI Marshall Airport -- Line 17

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,000	0	0	308	1,449	1,449	1,449	1,345	6,000	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	6,000	0	0	308	1,449	1,449	1,449	1,345	6,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

1617



STATUS: Planning complete. Design start delayed to FY 2009 due to dependency upon Environmental Assessment schedule.

PROJECT: Airport Administrative Office Building at BWI Marshall Airport

DESCRIPTION: A new office building to accommodate Maryland Aviation Administration (MAA) and aviation related lease space. The MAA staff are currently located in the BWI Terminal Building and multiple satellite locations. The new facility consolidates MAA management and staff into one location.

JUSTIFICATION: Due to increasing commercial demands for space in the BWI Terminal Building, numerous MAA offices have relocated to leased offices at various locations around BWI. This detrimentally impacts communication and coordination between the various remote office locations, the Executive Offices, and others located in the terminal. Increased demand for leaseable space in the terminal will further accentuate the problem.

SMART GROWTH STATUS:

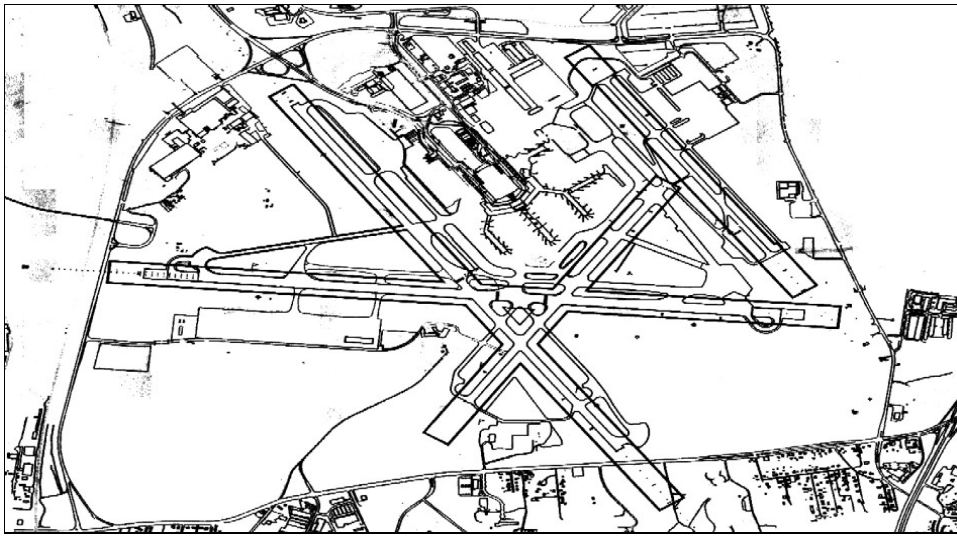
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 14

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Preliminary engineering design is being funded with state dollars.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	0	0	0	2,715	1,285	0	0	4,000	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	4,000	0	0	0	2,715	1,285	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Planning start FY 2009.

PROJECT: Northwest Quadrant Airfield Perimeter Roadway at BWI Marshall Airport

DESCRIPTION: This project addresses one quadrant of a proposed perimeter roadway at BWI. The northwest sector will provide direct airside access from Concourse A to the Midfield Cargo Complex area. Upon completion, the roadway will separate dedicated airside vehicles from aircraft operating within the airport operations area, eliminating potential hazards and reducing response times for all airside vehicles, particularly emergency and security vehicles.

JUSTIFICATION: As the BWI traffic grows overall, associated surface and air traffic will increase Airport operation delay time. The perimeter roadway will alleviate additional delays caused by unnecessary ground vehicle movement within the aircraft operations 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:

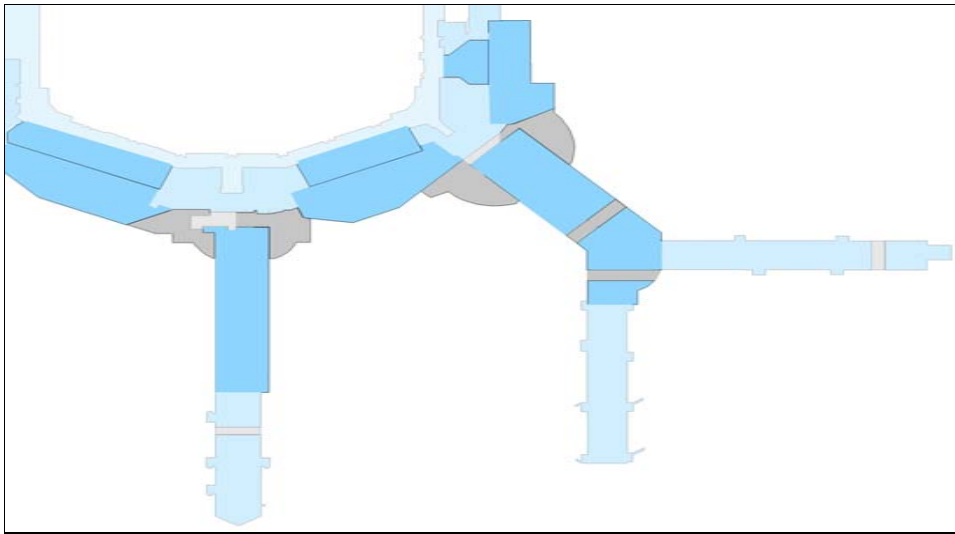
Interim Layout Plan Environmental Assessment at BWI Marshall Airport -- Line 14
 Runway Safety Area Improvements Design at BWI Marshall Airport -- Line 15

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Planning start to be coordinated with Runway Safety Area Improvements.

POTENTIAL FUNDING SOURCE:										
				<input type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	100	0	0	0	100	0	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	100	0	0	0	100	0	0	0	100	0
Federal-Aid	75	0	0	0	75	0	0	0	75	0

Other funding source is Passenger Facility Charge (PFC) revenue.
 1609

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PP	2009	AIP	75



STATUS: Planning underway.

PROJECT: Terminal Modernization Program at BWI Marshall Airport

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

JUSTIFICATION: BWI has experienced significant growth in passenger levels since development of the older concourses. Terminal A/B and the International Terminal provide sufficient passenger processing areas and accepted levels of customer service including hold rooms, moving walkways, brighter facilities, and expanded concessions for the public. These amenities need to be incorporated into the remainder of the terminal. Federally mandated security requirements are also expected to impact terminal space usage. Undertaking planning and conceptual design at this time will provide MAA with the necessary options to be responsive to passenger, airline and air service needs.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or 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 2006 - 11 CTP: New project added to the Development and Evaluation Program.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	4,000	0	1,745	2,255	0	0	0	0	4,000	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	4,000	0	1,745	2,255	0	0	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior</u>		
	<u>Airport Technology</u>		
1	MAA Airport Technology Master Plan & Strategic Plan - Complete (1330)	835	Complete
2	MUFIDS/BIDS Upgrade - CRCF & Concessions/Pier C (1604)	1,445	Complete
3	CORE Network Upgrades (7400)	725	Underway
4	IT Equipment (1456)	1,057	Underway
5	IT Services (1455)	254	Underway
6	CADD Based Facility Management Software (7600)	250	Spring, 2007
	<u>Airside Development</u>		
7	BWI Sewage System Upgrade - Complete (1025)	3,228	Complete
8	15R Triturator and Power Gate A Access Improvement (1452)	5,168	Complete
9	Apron Lighting Improvements, Phase I - Complete (1286)	615	Complete
10	B/C Airfield Ramp Regrading (1510)	14,589	Complete
11	Airfield Ramp Rehab/Airfield Concrete Structure & Drain Replacement (1465)	213	Complete
12	B/C Airfield Ramp Regrading, Phase II (1610)	3,794	Complete
13	Fire Training Facility & Fire Pit Improvements (1454)	1,618	Complete
14	Glycol Collection Tank # 3 - Additional (1318)	2,928	Complete
15	Runway 28 Deicing Pad Water Line and Electrical (8002)	519	Complete
16	Underground Airfield Fire Hydrants (5) (1521)	2,096	Complete
17	Wetland Mitigation (1024)	889	Underway
18	BWI Aerial Survey & Obstruction Removal (1313)	313	Underway
19	Equipment and Safety Training (7303)	2,159	Underway
	<u>Annual</u>		
20	Pavement Management BWI/MTN (1389)	2,569	Underway
21	Airfield Structures Inspections (7005)	75	Underway
22	Airport Obstruction - Survey (7201)	755	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Annual (cont'd)</u>		
23	Bridge Inspection (SHA Consultant) (1023)	126	Underway
24	Comprehensive Regional Air Passenger Survey (1486)	95	Underway
25	Real Estate Administrative Services (7019)	50	Underway
26	Real Estate Property Services (7018)	50	Underway
27	Terminal Tenant Modifications FY 07 (7500)	500	Underway
28	Comprehensive Paving (8007)	7,335	Spring, 2007
	<u>Baltimore/Washington</u>		
29	Comprehensive Planning- AE-01-006/013 - Complete (1186)	2,877	Complete
30	Environment Consultant - AE02-003 - Complete (1183)	2,047	Complete
31	Comprehensive Design - AE 99-007 (1056)	633	Underway
32	Comprehensive Design - AE99-006 (1055)	1,730	Underway
33	Comprehensive Design Services- AE99-005 (1054)	2,585	Underway
34	Comprehensive Construction Management & Inspection Services (1188)	1,952	Underway
35	A/E Consultants for Building Permits (1390)	400	Underway
36	Comprehensive Acoustical Services- SV-02-009 (1184)	585	Underway
37	Wildlife Management Plan (1181)	783	Underway
38	Commercial Facilities Planning Consultant (1416)	1,000	Underway
39	Fire Protection Engineer Services (1173)	200	Underway
40	Comp Environmental Planning AE-05-003-005 (1460)	1,776	Underway
41	Comp. Architectural Engineering Design Services (1324)	3,300	Underway
42	Comprehensive Airport Facilities Planning (1459)	1,917	Underway
43	Comprehensive Aviation Planning Services (1113)	1,711	Underway
44	Comprehensive Intermodal & Terminal Planning Services (1114)	2,339	Underway
45	Comprehensive Financial Services (1271)	650	Underway
46	Acoustical Services Contract (1485)	358	Underway
47	Comprehensive Arch.Eng. Design Services (7015)	2,500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
48	Comprehensive Construction Mgmt & Inspection (7016)	1,000	Underway
49	OECM - Engineering & Facilities Emergency Mapping Validation (1723)	1,065	Underway
50	BWI Mall Area Development (1119)	100	Spring, 2007
51	Comprehensive AIT Services (1291)	400	Spring, 2007
52	Comprehensive MBE/DBE Program Monitoring Services (1272)	666	Spring, 2007
	<u>Consolidated Rental Car Facility</u>		
53	Rental Car Facility Bus Improvements (7300)	407	Underway
54	Consolidated Rental Car Improvements (7311)	1,901	Spring, 2007
	<u>Environmental Compliance</u>		
55	West Tenant Lot Pavement Improvements (1470)	1,313	Complete
56	Comprehensive Environmental Compliance Services (1461)	6,100	Underway
57	East Tenant Parking Lot Erosion Repairs (8104)	1,062	Spring, 2007
	<u>Equipment</u>		
58	Hydraulic "V" Box Spreader - Three Trucks for Snow Removal (1445)	588	Complete
59	Solid Chemical Truck & Snow Removal V Box Spreader - Additional (1231)	196	Complete
60	V- Box Spreader Trucks /Two Snow Removal (1230)	392	Complete
61	Fuel Tanker - 2700 Gallon Vehicle Replacement (1440)	119	Complete
62	Glycol Recovery Vehicles - Replacement (3) (1619)	850	Complete
63	Highspeed Multifunction Units - Purchase Two New Units (7306)	1,590	Complete
64	Highspeed Snow Plows Units - Five New (7309)	1,296	Complete
65	Liquid Chemical Tanker -Two Additional FY04 (1401)	382	Complete
66	Paint Truck - Replacement (1559)	262	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Equipment (cont'd)</u>		
67	Snowblowers - Three Additional (1224)	1,207	Complete
68	Snowplows (2) (7310)	69	Complete
69	Towbehind Broom - Seven New Unit (7308)	1,332	Complete
70	Paramedic Transport Unit - Ambulance - Replacement (7202)	170	Underway
	<u>Information Technology CTIPP</u>		
71	CUTE for International Terminal Buildout - Complete (1244)	2,567	Complete
72	Security CCTV Upgrades (1246)	1,309	Complete
73	IT - Engineering & Facilities Emergency Mapping Systems (1623)	1,166	Underway
74	800 Mhz Emergency Digital Trunked Radio System (1334)	1,134	Underway
75	Exit Lane Technology (7208)	997	Underway
76	External IT Infrastructure Upgrades (7401)	1,845	Underway
77	Parking Revenue Control (1270)	4,027	Spring, 2007
	<u>Landside Development</u>		
78	FY05 Comprehensive Paving (1448)	2,883	Complete
79	Hourly Parking Garage Renovation (1464)	3,846	Complete
80	Pay on Foot in the Daily Garage (1626)	654	Complete
81	UR - Fire Protection - Hourly Garage Improvements (1474)	3,623	Complete
82	UR - Water System - Exterior Water Valve Replacement (1355)	470	Complete
83	MdTA Police OT-Movement of Traffic (1378)	751	Underway
84	BWI Airport Gateway Treatment (1591)	300	Underway
85	CNG Fueling Station (1431)	4,493	Underway
86	Comprehensive Paving 2006 (1467)	5,147	Underway
87	Cargo Building Overhead Door and Dock Leveler Replacement (8303)	39	Underway
88	Existing Fire Station Office Living Area Improvements (7203)	210	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Landside Development (cont'd)</u>		
89	Lightning Strike Study (1458)	100	Underway
90	MAC Building Renovations (1161)	883	Underway
91	Traffic Improvements - Outer Bypass Improvements (1387)	385	Underway
92	Widen Lower Level Airport Exit Roadway to I-195 Westbound (7009)	564	Underway
	<u>Martin State</u>		
93	MTN Water Supply for Fire Suppression System Study (1433)	181	Complete
94	MTN Stormwater Management (1094)	240	Complete
95	MTN Runway Rehabilitation (1093)	4,132	Underway
96	MTN Fuel Farm Renovations (1530)	2,325	Underway
97	MTN Tenant Ramp Extension (1196)	7,176	Underway
	<u>Regional Aviation</u>		
98	St. Mary's County Airport	3,085	Complete
99	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Underway
100	Regional Airport Standardization Program (1227)	119	Underway
101	Regional Aviation Program (1107)	236	Underway
102	Statewide - Airport Pavement (1607)	223	Underway
103	Statewide - Airport System Plan (ASP) Update/Revision (1608)	560	Underway
104	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway
	<u>Security</u>		
105	Terminal Security Checkpoint Modifications (1434)	3,182	Complete
106	Baggage Security Screening System Upgrades (1540)	3,617	Complete
107	Security Initiatives (1298)	2,652	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Security (cont'd)</u>		
108	ARFF Training Room Conversion to an EOC (7209)	135	Underway
109	BWI Perimeter Gates & Fencing Improvements (1245)	653	Underway
110	Terminal UL and LL Sidewalk Bollards (8005)	290	Underway
111	BWI Airport Mobile Command Post Vehicle (1532)	1,010	Spring, 2007
112	Terminal A/B Door Access Control (8201)	1,067	Spring, 2007
	<u>Terminal Development</u>		
113	FY 2003 Interim Terminal Renovations (1140)	1,301	Complete
114	Terminal Bldg Interior Mods/Improvements - Complete (1255)	2,667	Complete
115	Elevator Rehab. Program - Complete (1152)	947	Complete
116	Heating & Ventilation, Water Heaters, and Controls Replacement at BWI (1302)	1,833	Complete
117	UR - Electrical System - BWI SCADA System (1229)	43	Complete
118	UR - Fire Protection - Sprinkler Zone Control Valve Relocation (1363)	461	Complete
119	Tenant Mod - Fire Station Exhaust (1417)	1,127	Underway
120	Tenant and Safety Modifications (1457)	875	Underway
121	Terminal Building Interior Modifications (1450)	3,272	Underway
122	Baggage Handling System (BHS) Upgrades (7001)	4,257	Underway
123	Terminal Piers Jetway Door Replacement (1410)	771	Underway
124	Airline Relocation (1511)	100	Underway
125	County Sewer and Water Capital Improvements (1028)	260	Underway
126	Painting Terminal Exterior - Airside (7301)	671	Underway
127	Terminal Building Interior / Exterior Modifications (7014)	4,783	Underway
128	Terminal Improvement Project (7017)	233	Underway
129	Sanitary Sewer Main Rehab Phase II (1453)	2,869	Spring, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

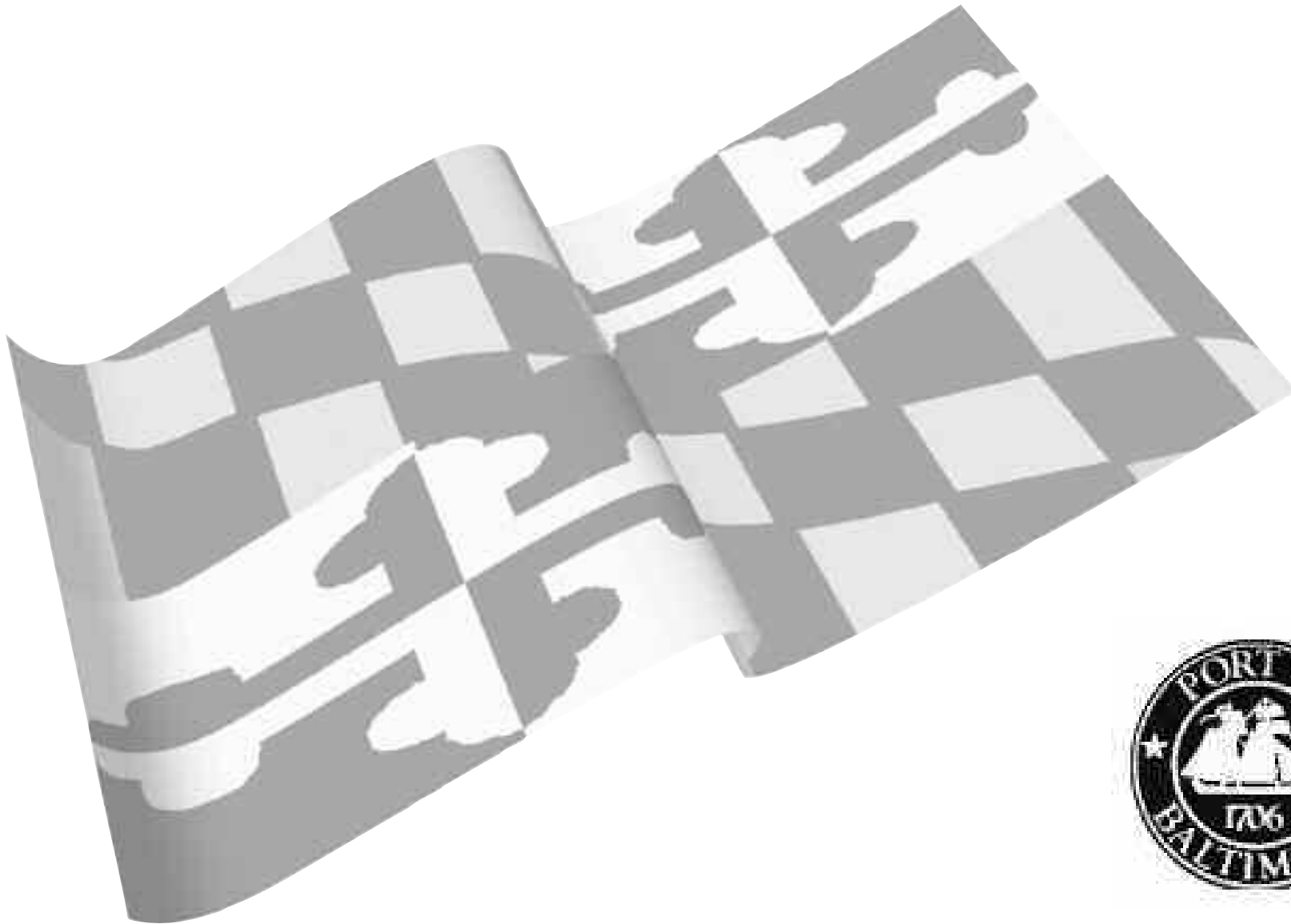
MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2008</u>		
	<u>Airport Technology</u>		
130	IT Equipment (1456)	602	Summer, 2007
	<u>Airside Development</u>		
131	Artificial Turf Installation on Airfield - Pilot Area A (8200)	373	Summer, 2007
132	UR - Airfield Lighting Cable Replacement (1351)	11,127	Summer, 2007
	<u>Annual</u>		
133	Bridge Inspection (SHA Consultant) (1023)	130	Summer, 2007
134	Terminal Spaceframe Inspection (7000)	120	Fall, 2007
135	Retaining Wall Inspection (8001)	100	Spring, 2008
	<u>Environmental Compliance</u>		
136	Erosion & Stormwater Management Improvements (8103)	1,780	Summer, 2007
137	Secondary Containment for Electrical Transformers (7101)	744	Fall, 2007
	<u>Equipment</u>		
138	Permanent Noise Monitoring System Replacement (7405)	1,400	Summer, 2007
	<u>Information Technology CTIPP</u>		
139	Exit Lane Technology (7208)	258	Summer, 2007
140	Consolidated Dispatch Center (7200)	2,158	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2008 (cont'd)</u>		
	<u>Landside Development</u>		
141	Bridge/Ramp/Jenne Joint Repairs - Hourly Garage (8004)	975	Summer, 2007
142	Terminal Complex Roadway Resurfacing (7008)	1,006	Summer, 2007
	<u>Martin State</u>		
143	MTN Runway Lighting Vault Upgrade (7105)	50	Fall, 2007
	<u>Regional Aviation</u>		
144	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Summer, 2007
145	Regional Airport Standardization Program (1227)	125	Summer, 2007
146	Regional Aviation Program (1107)	225	Summer, 2007
147	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2007
	<u>Security</u>		
148	BWI Perimeter Gates & Fencing Improvements (1245)	1,923	Summer, 2007
149	Interim Checkpoint "J" Modification (7205)	199	Summer, 2007
150	Spring Lane Gate Access Improvements (7007)	1,318	Fall, 2007
151	Pier E Perimeter Intrusion Detection System (PIDS) (1613)	1,453	Spring, 2008
	<u>Terminal Development</u>		
152	County Sewer and Water Capital Improvements (1028)	340	Summer, 2007
153	Painting Terminal Exterior - Airside (7301)	2,304	Summer, 2007
154	Tenant Emergency Paging Access (8202)	400	Summer, 2007
155	Terminal Improvement Project (7017)	2,751	Summer, 2007



MARYLAND PORT ADMINISTRATION

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

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	102.5	90.9	43.5	34.6	51.1	24.2	346.8
System Preservation Minor Projects	22.6	32.8	21.9	16.6	17.1	22.0	133.0
<u>Development & Evaluation Program</u>	<u>14.9</u>	<u>8.7</u>	<u>16.2</u>	<u>17.5</u>	<u>13.8</u>	<u>13.8</u>	<u>84.9</u>
SUBTOTAL	140.0	132.4	81.6	68.7	82.0	60.0	564.7
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.5</u>	<u>4.5</u>	<u>4.6</u>	<u>4.7</u>	<u>4.8</u>	<u>4.9</u>	<u>28.0</u>
TOTAL	144.5	136.9	86.2	73.4	86.8	64.9	592.7
Special Funds	125.2	123.9	86.2	73.4	86.8	64.9	560.4
Federal Funds	5.7	-	-	-	-	-	5.7
Other Funds	13.6	13.0	-	-	-	-	26.6



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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$9.8 million due to the addition of FY 2012

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 a wildlife habitat and 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 additional operational life. This project provides for operation of the site at Hart-Miller Island, and monitoring the quality of water released from the site. Hart-Miller Island will be closed to accepting dredge material after 2009.

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 2,100 ships calling on 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 Material Placement and Monitoring -- Line 2
 Seagirt Marine Terminal Dredging - Line 9
 Dredge Material Management Program -- Line 12

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,087	3,937	194	312	400	414	430	400	2,150	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	87,700	44,972	3,989	3,600	3,600	11,175	11,434	8,930	42,728	0
Total	93,787	48,909	4,183	3,912	4,000	11,589	11,864	9,330	44,878	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5013



STATUS: Alternative dredge material placement sites are being evaluated. MPA is conducting studies on the horizontal and lateral expansion of Poplar Island. The dike at Cox Creek was raised to 36'.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Total program cost decreased \$13 million due to changes at Poplar Island and Masonville DMCF projects, the addition of the Patapsco restoration project and addition of FY 2012.

PROJECT: Dredge Material 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 within the six-year program schedule. Costs associated are for construction of containment sites, monitoring during placement, and for operating dredge placement sites.

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 2,100 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 Management Program -- Line 12

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	391	391	0	0	0	0	0	0	0	0
Engineering	2,871	2,851	20	0	0	0	0	0	20	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	360,998	128,404	49,096	38,468	40,817	34,751	46,903	22,559	232,594	0
Total	364,260	131,646	49,116	38,468	40,817	34,751	46,903	22,559	232,614	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5105, 5206, 5208, 5211, 5214, 5215, 5221, 5230, 5231, 5232, 5233, 5235, 5236, 5300, 5301, 5305, 5307



STATUS: Construction for Phase I was completed in December 2006.

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

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

JUSTIFICATION: Berths 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 require these berths be rehabilitated before they become unstable. The other berths at Dundalk Marine Terminal (7-13) are not viable alternatives since they are used for other cargo (containers and RoRo) and are too distant from the warehouses and automobile lots. The MPA Facilities Plan ranks this project with the highest priority.

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 2006 - 11 CTP: Program cost increased \$3.3 million due to contractor claims.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	584	396	188	0	0	0	0	0	188	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,154	23,846	4,308	0	0	0	0	0	4,308	0
Total	28,738	24,242	4,496	0	0	0	0	0	4,496	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in larger, deeper vessel calls.



STATUS: Several business opportunities face the Port of Baltimore in the near future. This warehouse will accommodate those needs. Construction to start in late FY 2007.

PROJECT: Niche Cargo Shed 6B

DESCRIPTION: This shed will 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/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 44% of MPA warehouse area meets "Industry Standards". 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. 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.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	7,590	0	0	1,190	6,400	0	0	0	7,590	0
Total	7,590	0	0	1,190	6,400	0	0	0	7,590	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Dundalk and Seagirt Terminal Gate; Remote Video Surveillance and Enhanced Terminal Security systems construction are underway. The Security Patrol boat was purchased in FY 2005. Explosive Detection Equipment was purchased in FY 2006. MPA is currently writing grants to obtain additional Federal security funds.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Higher contractor bids caused the project estimate to increase by \$1.9 million.

PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA terminal facilities against unauthorized intrusions. Current projects include: Terminal Video Surveillance System allows personnel to observe four MPA terminals. The Security Water Craft will patrol MPA terminals. Terminal Perimeter Security will provide a fiber-optic intrusion detection system. The Cargo and Information System Security will allow the installation of an integrated detection intrusion system.

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

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:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,978	8,467	14,261	250	0	0	0	0	14,511	0
Total	22,978	8,467	14,261	250	0	0	0	0	14,511	0
Federal-Aid	11,076	5,335	5,741	0	0	0	0	0	5,741	0

1062, 1780, 1781, 1782, 1783, 1784, 1789



STATUS: Construction will start in late FY 2007. Current funding will only fill half of the slip. Additional funds are necessary to complete this project.

PROJECT: Fruit Slip Fill - South Locust Point Marine Terminal

DESCRIPTION: This project will prevent further deterioration of the bulkhead. The project will fill in the unused Fruit Slip at South Locust Point Marine Terminal and pave for cargo storage.

JUSTIFICATION: The new construction project is needed to modernize the terminal for additional cargo space. United Brand's white banana boats used the Fruit Slip from 1958 to 1981. The slip is no longer used as a vessel berth. Its bulkheads are badly deteriorated, showing 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 has been partially filled, and will be paved to improve circulation and provide 3.6 additional acres 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:

South Locust Point Paper Shed - Line 8

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	4,223	124	2,299	1,800	0	0	0	0	4,099	0
Total	4,223	124	2,299	1,800	0	0	0	0	4,099	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The terminal started operations in FY 2006. The remaining funds will be used to acquire land for passenger parking.

PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Project funding includes conversion of the existing cargo shed; demolition of ancillary structures, paving, striping, fencing and lighting to create surface parking located at the South Locust Point terminal; security enhancements and relocation of the existing fixed gangway from Dundalk Marine Terminal. This project includes the acquisition of adjacent land for additional parking.

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

SMART GROWTH STATUS:

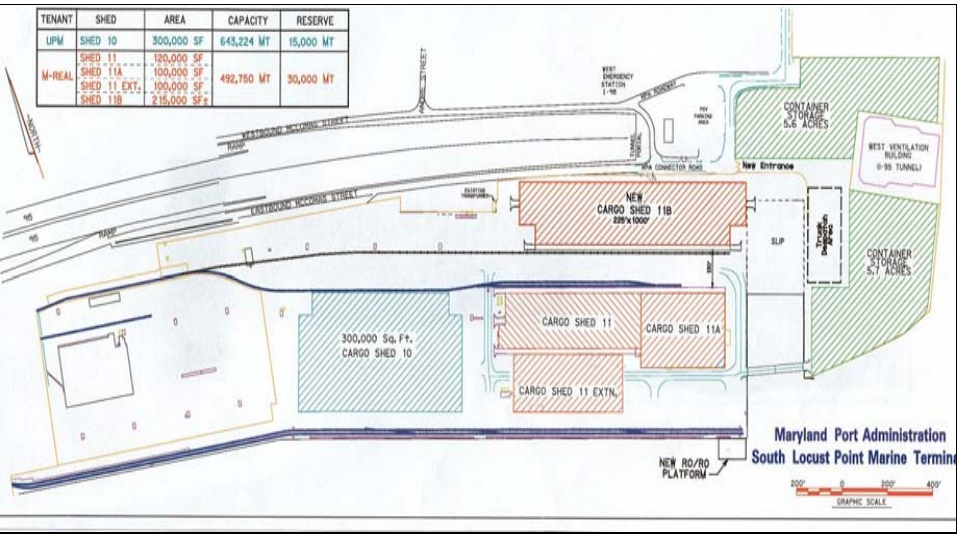
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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)	2006	2007	2008	....2009....	....2010....	....2011....	....2012....	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	3,101	0	2,101	1,000	0	0	0	0	3,101	0
Construction	10,503	10,114	389	0	0	0	0	0	389	0
Total	13,604	10,114	2,490	1,000	0	0	0	0	3,490	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction will start in late FY 2007.

PROJECT: South Locust Point Paper Shed

DESCRIPTION: A 215,000 square foot shed will be built at South Locust Point to accommodate the importing of Northern European forest products. The shed will be located at the northeastern part of the facility behind the main entrance gate. Shed construction will also include demolition work, railroad track work and Ro Ro ramp installation. The construction of this shed will accommodate paper previously imported through the Port of Philadelphia.

JUSTIFICATION: Construction of this shed will provide adequate capacity to store paper currently housed at the North Locust Point terminal. Sheds located at the North and South Locust Point terminals do not have sufficient capacity to store the additional cargo to be generated by this forest product shipper. The shipper signed a six-year agreement with the MPA. This contract has two options that will potentially extend the agreement term to eighteen years. A Certificate of Participation (COPs) will be used to fund this 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:

Fruit Slip Fill - South Locust Point Marine Terminal - Line 6

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,476	165	3,161	150	0	0	0	0	3,311	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	23,175	0	10,310	12,865	0	0	0	0	23,175	0
Total	26,651	165	13,471	13,015	0	0	0	0	26,486	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1623, 1624, 1625, 1626, 1627



STATUS: Dredging will start in late 2007.

PROJECT: Seagirt Marine Terminal Dredging

DESCRIPTION: This is the first phase of an effort to construct a 50' berth for the new fleet of container vessels. The 50' depth will be the same level as the main channel to the Port of Baltimore. The marginal wharf will be constructed under Phase II. Phase III will purchase and install Post-Panamax cranes. Also, the depth at the existing Berths 1 - 3 will be increased from 42' to 45' to accommodate the larger vessels currently calling on the East Coast.

JUSTIFICATION: To take full advantage of the 50' channel that leads into the Port of Baltimore, MPA needs a 50' container berth. Carriers are consolidating their facilities, concentrating vessel calls to fewer ports and building deeper draft ships. This new 50' berth will position the Port for the next large container contract. The dredging should be completed before the end of 2009 when Hart-Miller Island will no longer receive dredge material. Seagirt customers now have vessels that can draw 45'.

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
Canton Warehouse Facility - Line 10

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The scope and budget were increased \$5 million to include deepening Berths 1 - 3, and the Western approach channel to 45'.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	40,000	0	12,000	26,000	2,000	0	0	0	40,000	0
Total	40,000	0	12,000	26,000	2,000	0	0	0	40,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: MPA is currently negotiating with MdTA to purchase this property in FY 2007.

PROJECT: Canton Warehouse Facility

DESCRIPTION: This project will remove existing foundation and develop a 17 acre container storage facility with fencing, lighting and a gate adjacent to the Seagirt Marine Terminal. This project will make widening improvements to Keith Avenue and Vail Street.

JUSTIFICATION: Current projections of container growth at Seagirt Marine Terminal will result in reaching maximum storage capacity by the end of 2007. The development of the Canton Warehouse facility will enable MPA to route empty containers off Seagirt Marine Terminal. The transfer of these containers will allow the Seagirt Marine Terminal to increase the storage capacity from 349,000 to 450,000 lifts/year. This is necessary to retain current customers by allowing them to grow.

SMART GROWTH STATUS:

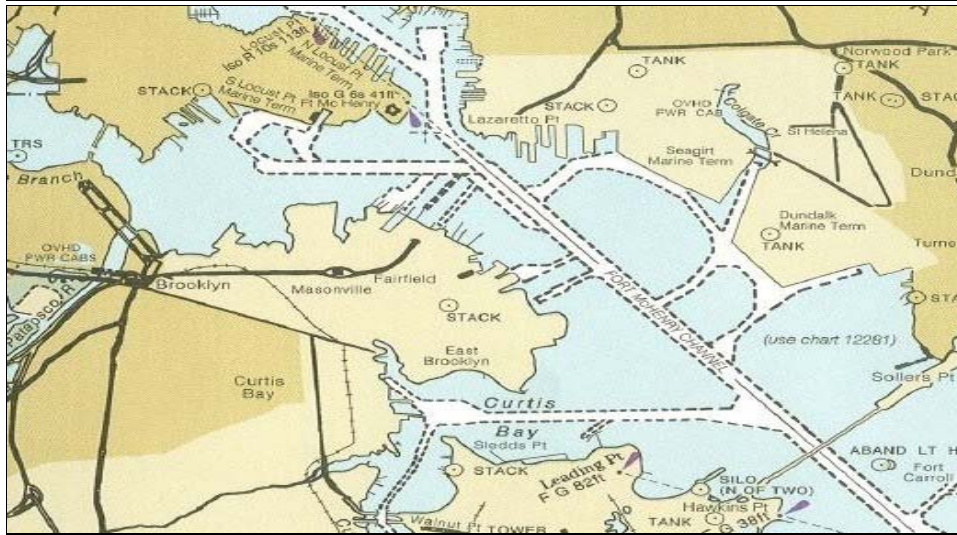
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Seagirt Marine Terminal Dredging - Line 9

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,000	0	3,000	0	0	0	0	0	3,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,000	0	3,000	0	0	0	0	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Dundalk Marine Terminal Property Acquisition

JUSTIFICATION: The desired parcels will allow for greater capacity at Dundalk Marine Terminal and will be used to store autos and RoRo equipment or other space needs. Transferring the cargo to this property will free-up space on the terminal for additional cargo capacity.

<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		

None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

[illegible]



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material Management Program

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

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

SMART GROWTH STATUS:

- ☒ 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 Material Placement and Monitoring - Line 2

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$2.9 million due to changes in the estimated costs of the Dredge Material Management Program projects.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	49,039	26,384	9,646	4,939	2,520	1,850	1,850	1,850	22,655	0
Engineering	29,566	8,251	2,253	3,779	3,670	3,653	3,980	3,980	21,315	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,997	2,997	0	0	0	0	0	0	0	0
Total	81,602	37,632	11,899	8,718	6,190	5,503	5,830	5,830	43,970	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5216, 5217, 5220, 5224, 5226, 5228, 5400, 5401, 5402, 5404, 5406, 5410, 5411, 5412, 5413, 5414, 5415, 5416, 5417

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior</u>		
	<u>All Terminals</u>		
1	Paving Repair IV (1708)	5,319	Complete
2	Underwater Structure Inspection (1722)	208	Complete
3	Agency Wide Tenant Alterations - III (1731)	1,950	Complete
4	Paving Repair V (1733)	4,000	Complete
5	Agency Wide Tenant Alterations - IV (1736)	207	Complete
6	Berth Substructure Repair III (1739)	1,167	Complete
7	Microwave Transmission Tower (1764)	87	Complete
8	Concrete Deck Repair (1786)	426	Complete
9	Environmental Remediation (1400)	500	Underway
10	RTG Runway Resurfacing (1709)	4,400	Underway
11	Comprehensive Facility Inspection (1724)	100	Underway
12	Environmental Best Practices (1738)	928	Underway
13	Open Ended Construction (1761)	301	Underway
14	Fresh Water Pits (1763)	679	Underway
15	Berth Substructure IV (1787)	3,300	Underway
16	Concrete Deck Repair II (1788)	750	Underway
17	Diving Services (1790)	200	Underway
	<u>Dredging - General</u>		
18	Environmental Management/Compliance System (5418)	2,000	Underway
	<u>Dundalk Marine Terminal</u>		
19	Demolition - Sheds 3B (1032)	1,279	Complete
20	High Mast Lighting - Phase II DMT (1051)	1,385	Complete
21	Rail Improvements for RoRo (1081)	1,601	Complete
22	Fiber Optic Cabling - Shed 201A (1091)	40	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Dundalk Marine Terminal (cont'd)</u>		
23	PBX Upgrade - DMT (1092)	74	Complete
24	Gasoline Alley (Bldg 7) Demolition - DMT (1052)	501	Underway
25	Storm Drain Repair - DMT (1068)	500	Underway
26	Shed 4&6 Ventilation (1082)	635	Underway
27	Shed 201B Siding Repair (1085)	147	Underway
28	Shed Sprinkler System Rehabilitation (3125)	3,000	Underway
29	Demolition of Shed 5 and Surcharge (1067)	4,000	Spring, 2007
30	Crane Swap # 6 & 9 - DMT (1090)	875	Spring, 2007
31	DMT 330' Tower Connection (1093)	220	Spring, 2007
32	DMT Visitor Trailer Utilities (1094)	70	Spring, 2007
33	Dunmar Roof Repair (1095)	60	Spring, 2007
	<u>Environmental</u>		
34	Ground Water Treatment (1104)	4,885	Complete
35	Dundalk Marine Terminal O&M (1011)	2,166	Underway
36	Lot 1800 Improvement (1083)	4,860	Underway
37	Chrome Ore Removal (1102)	1,275	Underway
38	Honeywell Remediation (1108)	4,290	Underway
39	Hawkins Point O&M (1707)	750	Underway
40	Honeywell Administrative Expenses (1106)	60	Spring, 2007
	<u>Facilities and Equipment</u>		
41	Crane Electrical Rehabilitation - Cranes 7 & 8 (3013)	600	Complete
42	Loading Dock Levelers (3027)	203	Complete
43	Fuel Truck (3030)	92	Complete
44	GPS Tracking System (3033)	135	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Facilities and Equipment (cont'd)</u>		
45	Railroad Crane Inspection and Construction (3106)	180	Underway
46	Crane Festoons and Elevators (3032)	400	Spring, 2007
47	Trolley Rail Maintenance (3034)	1,000	Spring, 2007
	<u>Masonville Auto Terminal</u>		
48	Kurt Iron Environmental Phase I - Clean-up (1210)	4,850	Complete
49	Fairfield Sheet Piling Repair (1741)	1,737	Complete
50	Masonville Road Construction (1750)	782	Complete
51	Mercedes Improvements at Fairfield (1754)	709	Complete
52	Fairfield Marine Terminal Fender Repair (1757)	16	Complete
53	Kurt Iron Phase II - Terminal Development (1719)	4,352	Underway
54	Fairfield Marine Terminal Pier 4 Repair (1758)	2,000	Spring, 2007
	<u>North Locust Point</u>		
55	Demolition of Grain Pier and Gallery (1808)	3,567	Complete
56	NLP Record Retention Bldg Roof Repair (1806)	60	Underway
	<u>Open-Ended Consulting</u>		
57	Portwide Engineering I - STV Moffat (1220)	2,838	Complete
58	Portwide Engineering II - WBMC (1221)	2,104	Complete
59	Portwide Engineering III - Parsons (1222)	1,134	Complete
60	Portwide Engineering IV - URS (1223)	1,109	Complete
61	Miscellaneous Survey I - JMT (1224)	199	Complete
62	Miscellaneous Survey II - STV (1225)	184	Complete
63	Construction Management Inspection (1226)	1,890	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>Open-Ended Consulting (cont'd)</u>		
64	Claims and Schedule Review (1230)	257	Underway
65	Misc Engineering Services - Small Procurement I (1231)	200	Underway
66	Misc. Engineering Services - Small Procurement II (1232)	200	Underway
67	Portwide Engineering & Design A - Moffat-Nichols (1233)	3,000	Underway
68	Portwide Engineering & Design B - WBCM (1234)	1,910	Underway
69	Portwide Engineering & Design C - STV (1235)	1,045	Underway
70	Portwide Engineering & Design D - JMT (1236)	1,042	Underway
71	Portwide Engineering & Design E - RK&K (1237)	1,000	Underway
72	Miscellaneous Survey III (1239)	200	Underway
73	Construction Management Inspection 2007 (1240)	1,500	Underway
74	Claims and Schedule Review - 2007 (1245)	200	Underway
	<u>Port - Wide</u>		
75	Open Ended Studies - Planning (3112)	554	Complete
76	Open Ended Studies - Planning II (3116)	185	Underway
77	CTIPP Equipment (3124)	379	Underway
	<u>Seagirt Marine Terminal</u>		
78	Emergency Generator - SMT (1306)	182	Complete
79	Reefer Outlets - MdTA Finance (1319)	17	Complete
80	Seagirt Marine Terminal HVAC (1331)	87	Complete
81	Substructure Repair SMT (1318)	2,965	Underway
82	Seagirt Marine Terminal HVAC Replacement (1332)	500	Spring, 2007
83	Trolley Rail Upgrade - SMT Cranes (1330)	1,000	Spring, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

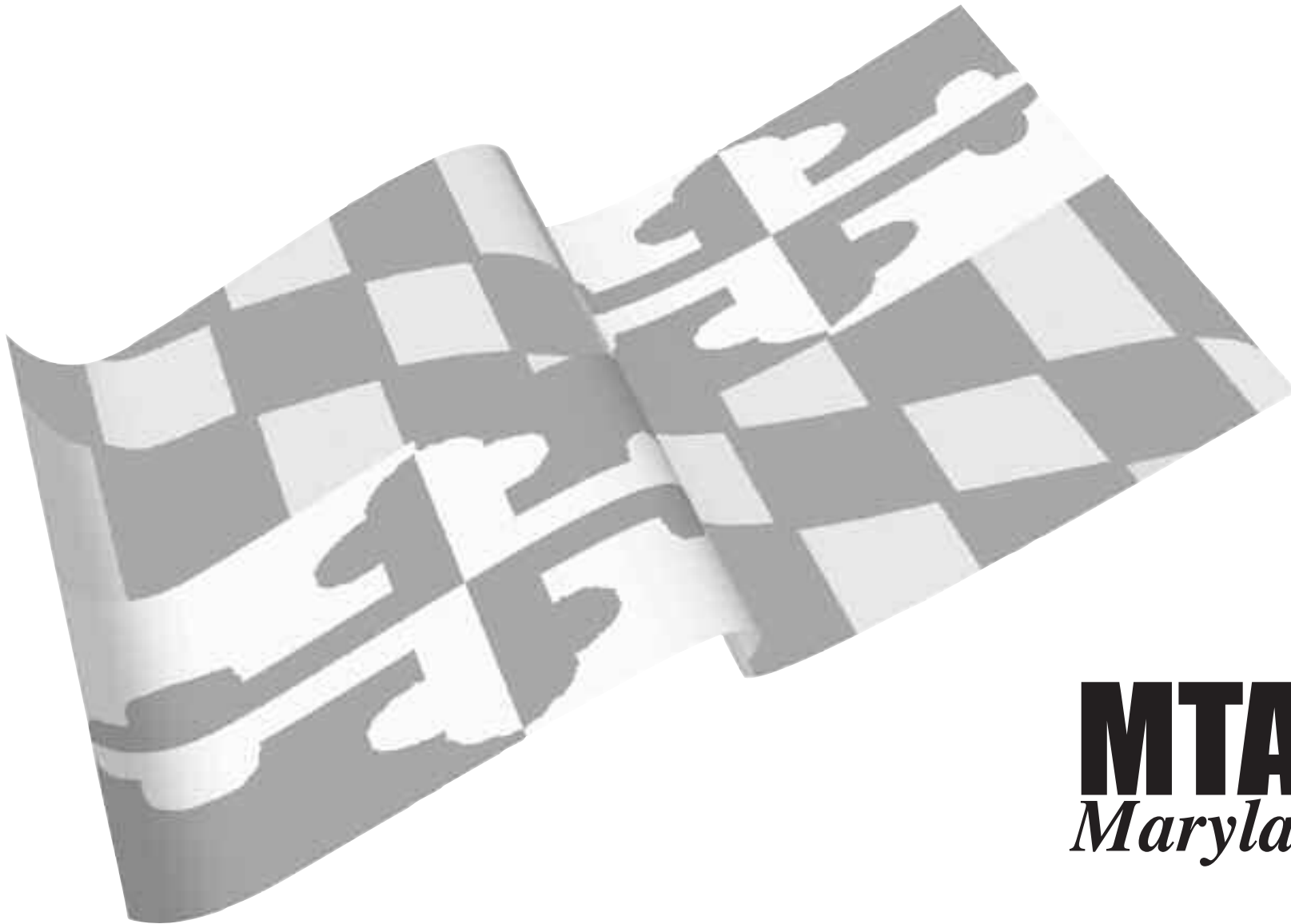
MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>South Locust Point</u>		
84	Ft. McHenry Wetlands Engineering (1612)	294	Underway
	<u>World Trade Center</u>		
85	Fire Pumps and Domestic Water Systems (1509)	1,796	Complete
86	WTC - HVAC (1511)	3,580	Complete
87	WTC - Security Improvement (1512)	1,122	Complete
88	WTC - Hurricane Isabel Expenditure (1531)	6,569	Complete
89	WTC Manhole Modification (1532)	25	Complete
90	Fire/Life Safety Code - Elevator Enhancements (1514)	2,866	Underway
91	Tenant Renovation - Meridian WTC (3107)	3,629	Underway
	<u>FY 2008</u>		
	<u>All Terminals</u>		
92	Paving Repair Balance (1706)	59	Summer, 2007
93	Comprehensive Facility Inspection (1724)	150	Summer, 2007
94	Concrete Repair Balance (1820)	500	Summer, 2007
	<u>Dundalk Marine Terminal</u>		
95	Whirley Crane Relocation (1065)	1,000	Summer, 2007
96	Shed 11 and 12 Sprinkler Rehabilitation - DMT (1069)	400	Summer, 2007
	<u>Environmental</u>		
97	Dundalk Marine Terminal O&M (1011)	1,100	Summer, 2007
98	96" Storm Drain Relocation (1084)	3,000	Summer, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2008 (cont'd)</u>		
	<u>Environmental (cont'd)</u>		
99	Chrome Ore Removal (1102)	1,595	Summer, 2007
100	Honeywell Remediation (1108)	7,400	Summer, 2007
101	Hawkins Point O&M (1707)	600	Summer, 2007
	<u>Facilities and Equipment</u>		
102	Railroad Crane Inspection and Construction (3106)	180	Summer, 2007
	<u>Open-Ended Consulting</u>		
103	Portwide Engineering and Design - Balance (1211)	4,020	Summer, 2007
	<u>Port - Wide</u>		
104	Open Ended Studies - Planning II (3116)	350	Summer, 2007
105	CTIPP Equipment (3124)	185	Summer, 2007



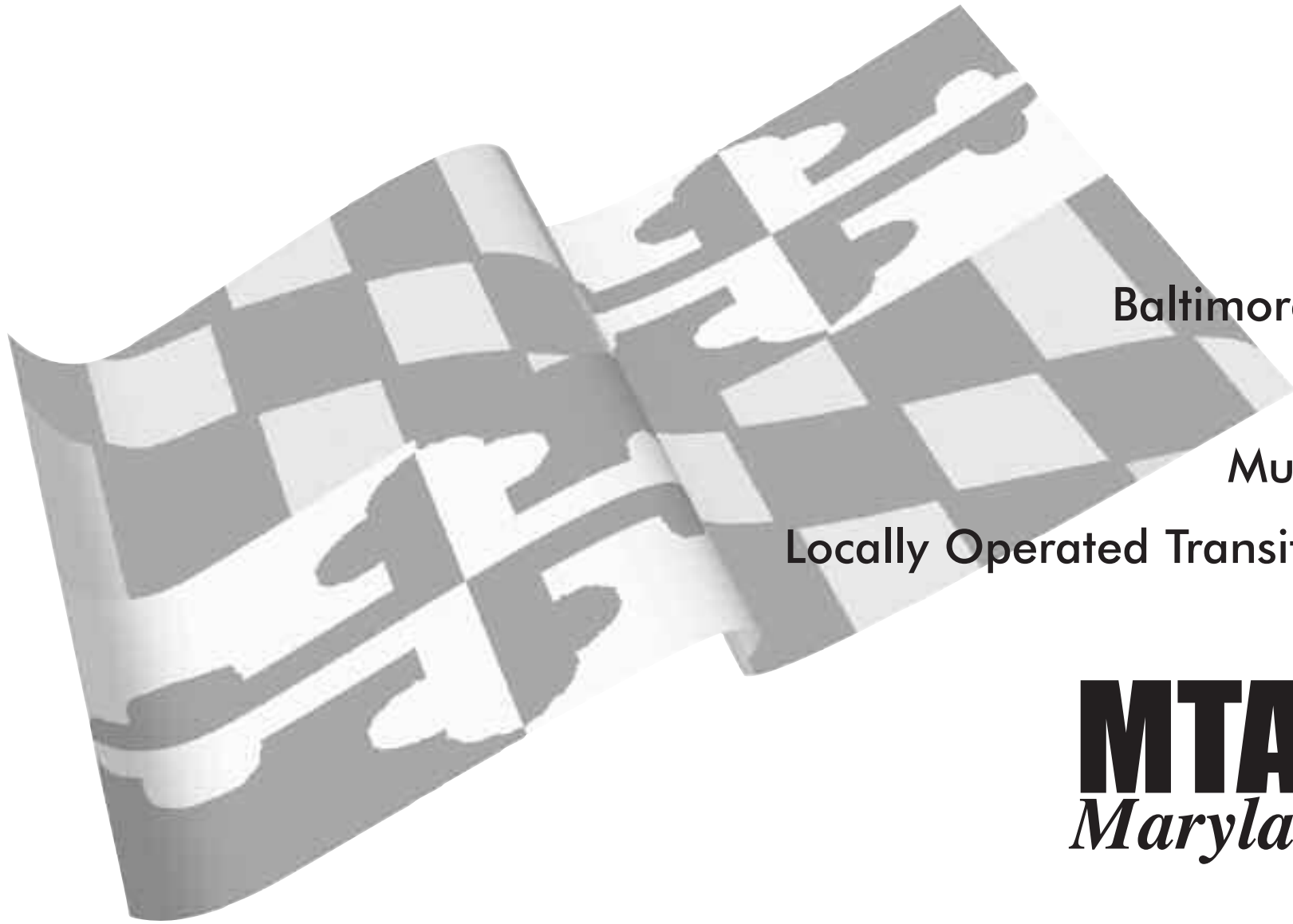
MARYLAND TRANSIT ADMINISTRATION

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

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	153.8	199.8	217.6	235.2	144.5	85.4	1,036.3
System Preservation Minor Projects	80.5	97.1	80.0	38.5	51.2	40.9	388.2
<u>Development & Evaluation Program</u>	<u>15.9</u>	<u>18.5</u>	<u>9.2</u>	<u>2.5</u>	<u>-</u>	<u>-</u>	<u>46.1</u>
SUBTOTAL	250.2	315.4	306.8	276.2	195.7	126.3	1,470.6
<u>Capital Salaries, Wages & Other Costs</u>	<u>8.0</u>	<u>8.1</u>	<u>8.3</u>	<u>8.4</u>	<u>8.6</u>	<u>8.8</u>	<u>50.2</u>
TOTAL	258.2	323.5	315.1	284.6	204.3	135.1	1,520.8
Special Funds *	115.1	131.2	140.7	124.0	57.9	36.7	605.6
Federal Funds	125.5	176.8	170.1	160.1	146.0	97.6	876.1
Other Funding **	17.6	15.5	4.3	0.5	0.4	0.8	39.1

* Includes local share reimbursement to the State by non-profit organization grant recipients

** Includes Local Share for the Locally Operated Transit System (LOTS)



MARC

Freight

Light Rail

Baltimore METRO

Bus

Multi-Modal

Locally Operated Transit Systems



MTA CONSTRUCTION PROGRAM



STATUS: Revenue service began December 2001. Enhancement tasks are underway for the Brunswick and Frederick lines.

PROJECT: MARC Frederick Extension

DESCRIPTION: Newly constructed 13.5 mile service from Point of Rocks to City of Frederick, including downtown Frederick and suburban stations. This service extension connects to the Brunswick Line providing access to Washington, D.C.

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

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or 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 11

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2009....	....2010....	....2011....	....2012....	
Planning	676	676	0	0	0	0	0	0	0
Engineering	3,491	3,201	290	0	0	0	0	0	290
Right-of-way	6,216	6,088	128	0	0	0	0	0	128
Construction	45,683	40,607	1,962	2,114	1,000	0	0	0	5,076
Total	56,066	50,572	2,380	2,114	1,000	0	0	0	5,494
Federal-Aid	44,815	40,172	2,043	1,800	800	0	0	0	4,643

USAGE: Approximately 380 patrons per day use the MARC Frederick Extension.

OPERATING COST IMPACT: Approximately \$2.5 million per year.



STATUS: Engineering underway for Washington Mid-Day Storage Yard.

PROJECT: MARC Maintenance, Layover & Storage Facilities

DESCRIPTION: Current funding supports planning, environmental documentation, design and property acquisition of major maintenance, shop, layover and storage yard facilities. Funding includes construction for the Washington Mid-Day Storage Yard.

JUSTIFICATION: Projects will provide critically needed storage and maintenance facilities for the MARC fleet. The mid-day storage facility will reduce interference to Amtrak operations in Washington and provide urgently needed mid-day storage away from Washington Union 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:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Additional \$12.2 million added for construction of the Washington Mid-Day Storage Yard.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	3,181	3,023	80	78	0	0	0	0	158	0
Engineering	5,227	2,369	300	1,105	1,453	0	0	0	2,858	0
Right-of-way	18,299	9,465	2,673	4,046	115	1,000	1,000	0	8,834	0
Construction	35,427	35	0	0	7,170	5,000	11,000	12,222	35,392	0
Total	62,134	14,892	3,053	5,229	8,738	6,000	12,000	12,222	47,242	0
Federal-Aid	45,357	7,208	2,797	4,183	6,990	4,800	9,601	9,778	38,149	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2008	M-5309FG	907
CO	2009	M-5309FG	2,782
CO	2010	M-5309FG	916
CO	2011	M-5309FG	1,379
CO	2012	M-5309FG	1,184



STATUS: Improvements on-going.

PROJECT: MARC Efficiency Improvements on Camden, Brunswick and Penn Lines

DESCRIPTION: Project reflects an on-going program of improvements on the Camden, Brunswick and Penn MARC lines to ensure safety and quality of service. Program is carried out through operating agreements with CSX and Amtrak.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to continue MARC quality 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 2006 - 11 CTP: Cost increased \$10.4 million to reimburse AMTRAK for previous work and to cover negotiated agreement.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,631	207	0	0	0	0	0	207	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	102,548	35,854	22,137	14,557	11,000	12,000	7,000	0	66,694	0
Total	104,386	37,485	22,344	14,557	11,000	12,000	7,000	0	66,901	0
Federal-Aid	81,268	28,611	15,901	11,645	8,800	9,600	6,711	0	52,657	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	M-5307	1,000
CO	2008	M-5307	1,000
CO	2008	M-5309FG	1,667
CO	2009	M-5307	745
CO	2010	M-5307	6,000
CO	2011	M-5307	5,501



STATUS: Engineering is underway. Overhaul delayed from FY 2007 to FY 2008 due to revisions to the contract schedule caused by negotiations with the vender.

PROJECT: MARC II Vehicle Mid-Life Overhaul

DESCRIPTION: Twenty-year mid-life overhaul of the 26 MARC II cars constructed by Nippon Sharyo that became part of the MARC fleet between 1985 and 1987. Overhaul will consist of complete carbody interior and exterior overhaul. Regulatory requirements triggered by Capital Overhaul will also be included.

JUSTIFICATION: The mid-life overhaul will extend the life of mechanical systems for another 19 years and extend the carbody life for 29 years.

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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	244	102	42	100	0	0	0	0	142	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	3,000	4,000	5,000	10,000	3,000	25,000	0
Total	25,244	102	42	3,100	4,000	5,000	10,000	3,000	25,142	0
Federal-Aid	20,429	63	34	2,480	3,200	4,000	8,252	2,400	20,366	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	M-5309FG	2,400
CO	2008	M-5309FG	1,000
CO	2009	M-5309FG	2,000
CO	2010	M-5309FG	8,333
CO	2011	M-5309FG	4,336
CO	2012	M-5309FG	1,800



STATUS: Engineering complete. Procurement underway for GP40 diesel locomotives. Construction underway for AEM7 electric locomotives.

PROJECT: MARC Mid-Life Overhaul of GP40 and AEM7 Locomotives

DESCRIPTION: Conduct a mid-life overhaul of 19 GP40 Diesel and 4 AEM7 Electric MARC locomotives.

JUSTIFICATION: Locomotives are half-way through their useful life and need to be overhauled to maintain proper operation.

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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	398	198	100	100	0	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	60,950	2,077	2,073	8,500	17,000	17,000	11,300	3,000	58,873	0
Total	61,348	2,275	2,173	8,600	17,000	17,000	11,300	3,000	59,073	0
Federal-Aid	49,078	1,734	1,759	6,880	13,600	13,600	9,040	2,465	47,344	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	M-5307	1,797
CO	2007	M-5309FG	4,767
CO	2008	M-5307	8,882
CO	2008	M-5309FG	2,000
CO	2009	M-5307	8,758
CO	2009	M-5309FG	4,096
CO	2010	M-5309FG	1,084
CO	2010	M-5307	772
CO	2011	M-5309FG	1,192



STATUS: Right-of-way acquisition to begin in FY 2007.

PROJECT: MARC Procure Riverside Facility from CSX

DESCRIPTION: Procurement of the CSX Riverside Maintenance Facility from CSX for development into a MARC maintenance facility. Cost includes right-of-way acquisition and construction of a maintenance facility. (BRAC Related).

JUSTIFICATION: The acquisition of the CSX Riverside Maintenance Facility is planned to coincide with takeover by a new operations and maintenance contractor, replacing both CSX and Amtrak.

SMART GROWTH STATUS:

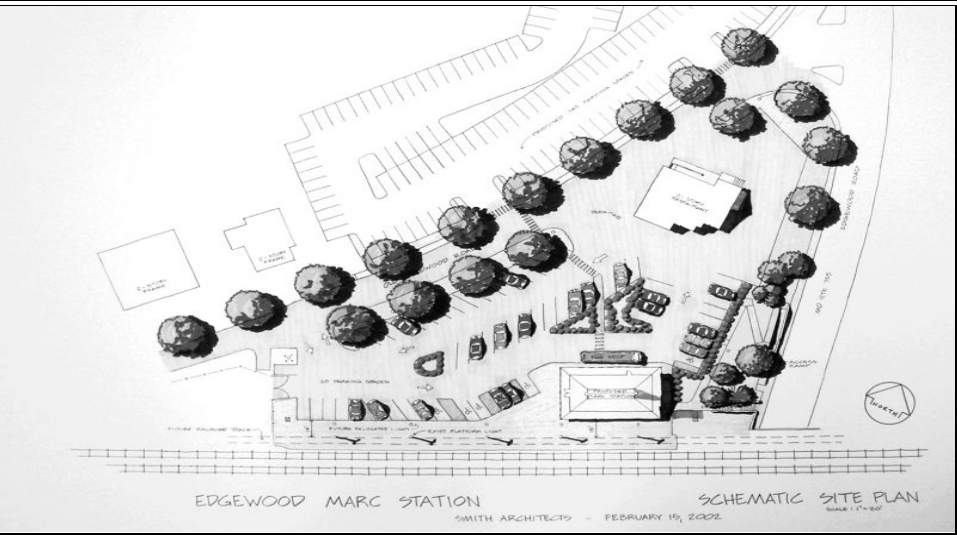
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	10,000	0	1,841	2,720	2,720	2,719	0	0	10,000	0
Construction	15,000	0	0	0	0	4,000	7,000	4,000	15,000	0
Total	25,000	0	1,841	2,720	2,720	6,719	7,000	4,000	25,000	0
Federal-Aid	20,000	0	1,473	2,176	2,176	5,375	5,600	3,200	20,000	0



STATUS: Engineering and construction of existing parking facility expansion is complete. Planning is underway for station building.

PROJECT: MARC New Edgewood Station and Improvements

DESCRIPTION: Proposed replacement of the existing station trailer with a building to accommodate future platform ticketing, a passenger waiting area, ADA improvements and other customer services.

JUSTIFICATION: Station parking expansion and building improvements are to accommodate increased ridership and 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 2006 - 11 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	500	0	500	0	0	0	0	0	500	0
Engineering	325	125	0	50	150	0	0	0	200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,852	1,952	0	1,100	800	0	0	0	1,900	0
Total	4,677	2,077	500	1,150	950	0	0	0	2,600	0
Federal-Aid	433	433	0	0	0	0	0	0	0	0

Other funding includes \$180,000 contribution from Harford County and a \$1.5 million federal earmark to Harford County.
1059



STATUS: Preliminary engineering and environmental work for the Transit Center is underway. The SSTC is being managed by Montgomery County with final design and construction to be completed in conjunction with a joint developer through WMATA.

PROJECT: Silver Spring Transit Center

DESCRIPTION: This project provides a fully integrated transit center at the Silver Spring Metrorail Station. It includes the construction of bus bays for Metrobus and Ride On, an intercity bus facility, a taxi queue area, kiss and ride parking and a MARC ticketing office. Provision is also made for a future Bi-County Transitway Station and hiker/biker trail.

JUSTIFICATION: Consolidating transit services at a single location in Silver Spring will improve 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 ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Bi-County Transitway Study -- Line 37

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Project increase of \$41.3 million reflects project cost estimate revisions and increased federal funding. Silver Spring Station (Phase I) has been completed.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	853	853	0	0	0	0	0	0	0	0
Engineering	11,972	4,943	7,029	0	0	0	0	0	7,029	0
Right-of-way	605	605	0	0	0	0	0	0	0	0
Construction	69,096	6,192	4,686	44,189	14,029	0	0	0	62,904	0
Total	82,526	12,593	11,715	44,189	14,029	0	0	0	69,933	0
Federal-Aid	59,727	9,947	9,372	35,351	5,057	0	0	0	49,780	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	B-5309	4,450
CO	2008	B-5309	4,450
CO	2009	B-5309	4,450

Project total reflects \$7.7 million in local contribution from Montgomery County. Montgomery County to reimburse MDOT \$6 million through the WMATA Transportation Infrastructure Investment Fund (TIIF).

0143, 0254



STATUS: Construction of surface parking (Phase I) is complete. Engineering for Phase II is underway.

PROJECT: Halethorpe MARC Station Improvements

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

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

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or 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 2006 - 11 CTP: Cost increased \$1.4 million due to refinement of engineer's estimate.

<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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	302	302	0	0	0	0	0	0	0	0
Engineering	1,851	675	376	800	0	0	0	0	1,176	0
Right-of-way	1,318	1,318	0	0	0	0	0	0	0	0
Construction	12,892	3,381	13	72	2,951	3,973	2,502	0	9,511	0
Total	16,363	5,676	389	872	2,951	3,973	2,502	0	10,687	0
Federal-Aid	12,036	3,456	342	698	2,361	3,178	2,001	0	8,580	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	CMAQ	381

USAGE: An average of 1,078 patrons per day use the Halethorpe MARC Station.



STATUS: Engineering completed. Construction of surface parking expansion is in close out phase.

PROJECT: Odenton MARC Station Parking Expansion

DESCRIPTION: Expansion of Odenton Station parking facilities. Project includes site selection, preparation of environmental documents, preliminary design and development of short-term parking solutions. Funding will also include land acquisition, engineering and construction of a 700 to 750-space surface parking lot with pedestrian access under MD 175 to the station platform, as well as a feasibility study of structured parking (either garage or parking deck) for 2,500 spaces on MTA-owned property.

JUSTIFICATION: Existing parking is insufficient to meet the increasing ridership demand.

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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	659	659	0	0	0	0	0	0	0	0
Engineering	531	531	0	0	0	0	0	0	0	0
Right-of-way	1,890	1,890	0	0	0	0	0	0	0	0
Construction	5,031	2,252	2,779	0	0	0	0	0	2,779	0
Total	8,111	5,332	2,779	0	0	0	0	0	2,779	0
Federal-Aid	6,729	4,229	2,500	0	0	0	0	0	2,500	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	CMAQ	380
CO	2007	M-5309	380

USAGE: An average of 2,063 patrons per day use the Odenton MARC Station.



STATUS: Engineering and property acquisition underway. Construction to begin during current year.

PROJECT: Point of Rocks MARC Station Parking Expansion

DESCRIPTION: Construct approximately 230 additional parking spaces 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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	721	721	0	0	0	0	0	0	0	0
Engineering	674	674	0	0	0	0	0	0	0	0
Right-of-way	788	788	0	0	0	0	0	0	0	0
Construction	5,986	82	1,422	3,482	1,000	0	0	0	5,904	0
Total	8,169	2,265	1,422	3,482	1,000	0	0	0	5,904	0
Federal-Aid	6,112	1,439	1,227	2,647	799	0	0	0	4,673	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	M-5307-TE	110



STATUS: Inspection, design and repairs are underway.

PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the rehabilitation of MTA-owned freight bridges throughout the State. Bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle-load requirements and economic 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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,410	1,248	74	326	188	187	187	200	1,162	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,910	5,286	71	1,366	563	562	562	500	3,624	0
Total	11,320	6,534	145	1,692	751	749	749	700	4,786	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Based on priority, six grade crossings will be rehabilitated in the current and budget years.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for the rehabilitation of the grade crossings on a priority basis. Priority crossings which require rehabilitation are under review.

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:

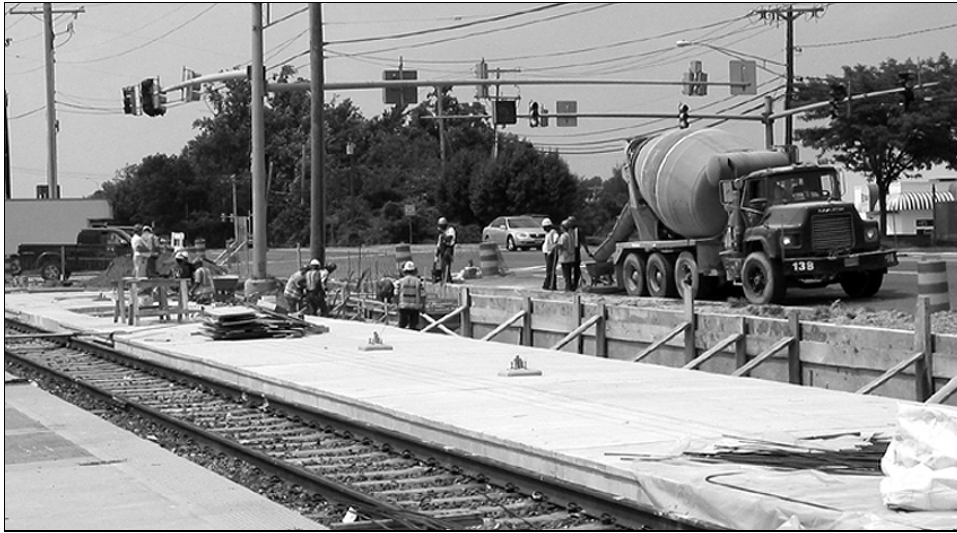
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	141	66	75	0	0	0	0	0	75	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,878	1,297	360	1,133	283	283	282	240	2,581	0
Total	4,019	1,363	435	1,133	283	283	282	240	2,656	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction of the Light Rail second track from Timonium to Cromwell is complete. Construction of the second track from North Avenue to Hunt Valley is complete and opened February 2006.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

PROJECT: Light Rail Double Track

DESCRIPTION: Project adds a second track to the existing single track sections between Warren Road Station and Cromwell Station. Approximately 9.4 miles has been upgraded to two tracks. Boarding platforms for the second track have been constructed at Mt. Washington, Baltimore Highlands, Linthicum and Cromwell stations.

JUSTIFICATION: Installation of double track on eight sections will enhance operational flexibility by eliminating train delays at single track sections. The double track will also allow maintenance operations 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:

Light Rail Cab Code Signal Systems -- Line 15
 Light Rail Safety Upgrades -- Line 16

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,958	14,958	0	0	0	0	0	0	0	0
Right-of-way	695	695	0	0	0	0	0	0	0	0
Construction	130,847	130,834	13	0	0	0	0	0	13	0
Total	154,319	154,306	13	0	0	0	0	0	13	0
Federal-Aid	122,437	120,715	1,722	0	0	0	0	0	1,722	0



STATUS: Construction is complete.

PROJECT: Light Rail Cab Code Signal Systems

DESCRIPTION: Design, furnish and install a cab code signal system with automatic train protection (ATP) for Light Rail wayside and vehicle equipment. This project provides safer and more efficient train separation and stopping.

JUSTIFICATION: Overall system safety is dependent upon the signal system. Having a single system for the entire line will provide a more uniform and safer 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:

Light Rail Double Track -- Line 14
 Light Rail Safety Upgrades -- Line 16

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: \$1.2 million increase due to revised Construction estimates and costs associated with project closeout.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	425	425	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	14,425	14,419	6	0	0	0	0	0	6	0
Total	14,850	14,844	6	0	0	0	0	0	6	0
Federal-Aid	714	714	0	0	0	0	0	0	0	0



STATUS: Construction is complete and is in close out phase.

PROJECT: Light Rail Safety Upgrades

DESCRIPTION: The project will provide 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.

JUSTIFICATION: The project will improve Light Rail safety, communications, operations and system reliability of the Light Rail line.

SMART GROWTH STATUS:

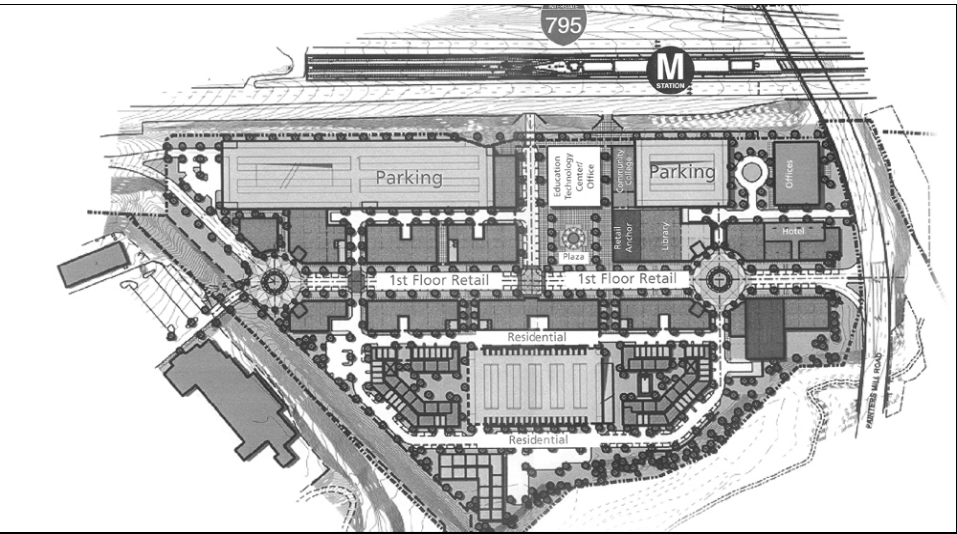
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track-- Line 14
 Light Rail Cab Code Signal Systems -- Line 15

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	120	480	0	0	0	0	0	480	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,024	4,779	245	0	0	0	0	0	245	0
Total	5,624	4,899	725	0	0	0	0	0	725	0
Federal-Aid	368	368	0	0	0	0	0	0	0	0



STATUS: The Master Development Agreement has been executed, final design and working drawings for the garages and infrastructure are underway and a ground lease has been amended. Construction on the first garage began December 26, 2005 and is almost complete. Construction of second garage will start during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Project budget increased \$13.1 million due to Baltimore County contribution.

PROJECT: Owings Mills Joint Development

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

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

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	273	271	2	0	0	0	0	0	2	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	28,814	4,229	12,805	7,780	3,000	1,000	0	0	24,585	0
Total	29,526	4,939	12,807	7,780	3,000	1,000	0	0	24,587	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: All 81 escalators have been upgraded. Remote monitoring system is under procurement.

PROJECT: Metro Escalator Rehabilitation

DESCRIPTION: 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 include snowmelt equipment and a remote monitoring system.

JUSTIFICATION: Escalator components have deteriorated due to age and weather. Rehabilitation of existing escalators will improve reliability. New escalators are being upgraded to comply with code mandated safety features.

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 19

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$7 million due to the addition of remote monitoring capability.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,235	1,235	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	57,021	53,634	919	2,468	0	0	0	0	3,387	0
Total	58,256	54,869	919	2,468	0	0	0	0	3,387	0
Federal-Aid	37,463	34,745	482	2,236	0	0	0	0	2,718	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	R-5309FG	118



STATUS: Project complete.

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: Elevator deterioration has impacted reliability and patron service. The elevators exhibit signs of wear and tear, corrosion and water damage. In addition, certain items must be brought up to ADA compliance and other safety code 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:

Metro Escalator Rehabilitation -- Line 18

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	420	8	0	0	0	0	0	8	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,718	12,710	8	0	0	0	0	0	8	0
Total	13,146	13,130	16	0	0	0	0	0	16	0
Federal-Aid	3,844	3,837	7	0	0	0	0	0	7	0



STATUS: Project complete and is in close out phase.

PROJECT: Metro Operations Facilities

DESCRIPTION: Construction of a new Maintenance-of-Way (MOW) facility at the Old Court Metro Station. Project includes a two-story building with spur track and equipment for high-rail vehicle maintenance and two single-story buildings for storage of seasonal vehicles and equipment. The Wabash Rail Yard is to be rehabilitated through replacement of existing timber railroad ties with concrete ties and the installation of third-rail heaters within the yard.

JUSTIFICATION: The Metro Facilities Maintenance Department was operating from a number of open air sites and substandard facilities. Centralizing the location improves productivity, efficiency and safety. The Wabash Rail Yard is over 20 years old and aging timber railroad ties created unsafe conditions for operating trains in the Yard area. The absence of third-rail heating devices made operations in heavy snow and ice conditions difficult. Major rehabilitation was required for the entire yard.

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 2006 - 11 CTP: Project increased \$2.8 million due to utility and other costs associated with construction of the Maintenance of Way facility.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	240	240	0	0	0	0	0	0	0	0
Engineering	4,642	4,638	4	0	0	0	0	0	4	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	31,208	30,975	233	0	0	0	0	0	233	0
Total	36,090	35,853	237	0	0	0	0	0	237	0
Federal-Aid	2,366	2,315	51	0	0	0	0	0	51	0



STATUS: All 100 Metro railcars have been overhauled and are in operation. Project is in close out phase.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Project provides for the upgrading and installation of new vehicle systems (propulsion logic, passenger seating, flooring, audible and visual announcement system and new video surveillance system). Remaining electrical, pneumatic and mechanical systems (door, brake, heating and air conditioning, wheel trucks, communications and electrical systems) are overhauled in-kind.

JUSTIFICATION: The Metro railcars are over 20 years old. Rehabilitation of major railcar systems and components was required to enable the railcars to reach their useful life of 30 years. Numerous components were seriously deteriorated and some of the technology was obsolete.

SMART GROWTH STATUS:

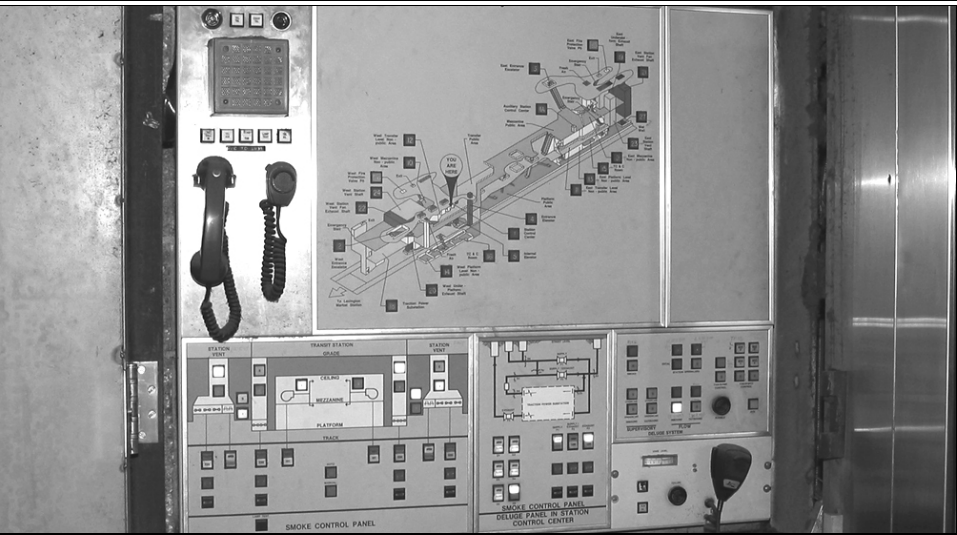
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
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	88,984	4,830	2,000	0	0	0	0	6,830	0
Total	95,918	89,088	4,830	2,000	0	0	0	0	6,830	0
Federal-Aid	48,671	43,207	3,864	1,600	0	0	0	0	5,464	0



STATUS: Project is in procurement phase.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: Replacement of the Fire Management and Supervisory Control and Data Acquisition (SCADA) equipment. This effort involves fire and security equipment, traction power monitoring and control equipment necessary for safe Metro system operation. Also, the project will replace obsolete electrical wiring, conduits and sensors for the Metro fire and security protection systems with state-of-the-art technologies. Lighting in the Metro tunnels and the fire protection standpipes are also being replaced.

JUSTIFICATION: The present systems are deteriorating, are obsolete and are not easily expandable to accommodate new Homeland Security 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:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	201	201	0	0	0	0	0	0	0	0
Engineering	6,507	3,622	1,815	0	370	0	700	0	2,885	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,320	12,360	2,404	18,088	18,407	5,161	4,754	1,146	49,960	0
Total	69,028	16,183	4,219	18,088	18,777	5,161	5,454	1,146	52,845	0
Federal-Aid	46,938	4,348	3,500	14,475	15,022	4,314	4,363	916	42,590	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	R-5309FG	5,831
CO	2007	5307	700
CO	2008	5307	7,564
CO	2008	R-5309FG	9,416
CO	2009	5307	680
CO	2009	R-5309FG	8,727
CO	2010	R-5309FG	6,676
CO	2011	R-5309FG	2,821



STATUS: Procurement of ninety-four 40' buses, three 30' buses and ten hybrid electric buses is complete. Annual ongoing bus replacements are underway.

PROJECT: Bus Procurement

DESCRIPTION: Annual purchase of 40-foot buses to replace those that have been in service for 12 or more years. Additional purchases will include 40-foot hybrid-electric buses.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and 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.

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:

Replacement of Fare Collection Equipment -- Line 25

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increase \$43.5 million mainly due to the addition of FY 2012.

<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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	225	225	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	309,441	126,659	4,397	20,450	17,935	40,000	60,000	40,000	182,782	0
Total	309,666	126,884	4,397	20,450	17,935	40,000	60,000	40,000	182,782	0
Federal-Aid	205,045	58,281	4,056	16,360	14,348	32,000	48,000	32,000	146,764	0

0299, 0464, 0465, 0509, 0518, 0714, 1172, 1173, 1199

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	CMAQ	26,040
CO	2008	CMAQ	25,601
CO	2008	B-5309	1,370
CO	2009	CMAQ	16,200
CO	2009	B-5309	1,370
CO	2010	CMAQ	20,100
CO	2010	B-5309	1,370
CO	2011	CMAQ	21,900
CO	2011	B-5309	1,370
CO	2012	CMAQ	21,900
CO	2012	B-5309	1,870
CO	2012	5307	3,780



STATUS: Mobility vehicle procurement is ongoing.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of paratransit services vehicles.

JUSTIFICATION: Mobility vehicles are required for MTA's paratransit service. An increase to the normal acquisition numbers is required to replace aging vehicles.

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 2006 - 11 CTP: Cost increased \$7.8 million for additional vehicles required to meet anticipated service demands.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	1,000	0	400	400	200	0	0	0	1,000	0
Engineering	2,800	0	0	1,000	1,800	0	0	0	2,800	0
Right-of-way	5,200	0	0	800	1,600	2,800	0	0	5,200	0
Construction	52,360	12,848	3,328	3,337	8,170	9,170	11,671	3,836	39,512	0
Total	61,360	12,848	3,728	5,537	11,770	11,970	11,671	3,836	48,512	0
Federal-Aid	1,008	1,008	0	0	0	0	0	0	0	0

0541, 1146, 1171



STATUS: Installation of Bus fareboxes and Light Rail ticket vending machines is complete. Metro equipment installation is underway.

PROJECT: Replacement of Fare Collection Equipment

DESCRIPTION: Replace existing fare collection equipment on core Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems with automatic fare collection equipment or with electronic fare collection option. Includes establishment of a financial clearinghouse to process transactions among participating agencies and users. Fareboxes will record ridership and revenue collection information. This information will improve revenue collection and the audit trail from point of deposit to the revenue collection room.

JUSTIFICATION: New fare collection equipment will increase efficiency of operations, reduce fraud, improve data collection and enhance reliability. The new fareboxes will replace obsolete equipment with a recent design that will be stronger and able to withstand damage from normal operation.

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 23

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$7.2 million due to full implementation of the project including parts, support and equipment.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	386	22	0	0	0	0	0	22	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,281	66,850	17,600	3,831	1,000	0	0	0	22,431	0
Total	89,689	67,236	17,622	3,831	1,000	0	0	0	22,453	0
Federal-Aid	17,896	14,342	3,554	0	0	0	0	0	3,554	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	1,589



STATUS: Construction is underway.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile radio equipment, complete the conversion of the communication system from a conventional to a trunked system and replace tunnel antenna system.

JUSTIFICATION: Radio communication is critical for safe and reliable operations. A trunked system enables 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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	583	583	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,170	8,463	2,407	300	0	0	0	0	2,707	0
Total	11,753	9,046	2,407	300	0	0	0	0	2,707	0
Federal-Aid	4,262	3,901	361	0	0	0	0	0	361	0



STATUS: Revitalization activities are underway.

PROJECT: Community Safety and Enhancement Projects.

DESCRIPTION: Funding to meet existing transportation project commitments in designated revitalization areas. Enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation. Projects 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:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	90	88	2	0	0	0	0	0	2	0
Right-of-way	40	0	40	0	0	0	0	0	40	0
Construction	12,803	12,565	178	60	0	0	0	0	238	0
Total	12,933	12,653	220	60	0	0	0	0	280	0
Federal-Aid	354	130	184	40	0	0	0	0	224	0



STATUS: This is an annual funding program.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Local Jurisdictions)

DESCRIPTION: The MTA provides funding to rural and small jurisdictions for transit vehicles, equipment and facilities. In addition, the MTA provides rideshare funds to Baltimore City, Anne Arundel, Baltimore, Calvert, Carroll, Frederick, Harford, Howard, Montgomery and Prince George's Counties and the Tri-County Council for Southern Maryland promoting the use of carpools and vanpools.

JUSTIFICATION: Intense use of equipment and increased service demand requires regular vehicle replacement and expansion as well as adequate support facilities providing reliable maintenance service. The ridesharing program provides citizens with information on expanded commute options and provides companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS:

- ☒ 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 2007 and Prior -- Line 49

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	20,757	11,383	1,827	1,606	1,486	1,485	1,485	1,485	9,374	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	122,071	49,722	21,093	12,684	11,523	9,107	9,559	8,383	72,349	0
Total	142,828	61,105	22,920	14,290	13,009	10,592	11,044	9,868	81,723	0
Federal-Aid	112,894	46,904	14,053	12,240	11,431	9,544	9,947	8,775	65,990	0

0045, 0211, 0217, 0218, 0826, 0828, 0877, 0878, 0885,
1025

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	L-5307, 5309, 5311	6,584
CO	2007	CMAQ	1,240
CO	2008	CMAQ	1,240
CO	2008	L-5307, 5309, 5311	1,342
CO	2009	L-5307, 5309, 5311	5,546
CO	2009	CMAQ	1,240
CO	2010	CMAQ	1,240
CO	2010	L-5307, 5309, 5311	5,879
CO	2011	L-5307, 5309, 5311	5,705
CO	2011	CMAQ	1,240
CO	2012	L-5309, 5311	4,929



STATUS: This is an annual funding program. A detailed list of FY 2007 Non-Profit Agencies receiving vehicles is provided in Line 49.

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 2007 and Prior -- Line 49

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
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	25,612	10,782	2,868	1,754	1,634	2,398	2,178	3,998	14,830	0
Total	25,612	10,782	2,868	1,754	1,634	2,398	2,178	3,998	14,830	0
Federal-Aid	20,836	8,972	2,295	1,403	1,307	1,918	1,742	3,199	11,864	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	L-5310	1,900
CO	2008	L-5310	1,600
CO	2009	L-5310	1,664
CO	2010	L-5310	1,300
CO	2011	L-5310	1,300
CO	2012	L-5310	1,061



STATUS: The FY 2007 grants for the County's capital bus program, related AVL equipment and sound annunciators are currently under review.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement. The current program funds approximately 10 buses for replacement of existing Ride On vehicles. Additional funding is for sound system annunciators that communicate next stop information, as well as related AVL system upgrades in FY 2007.

JUSTIFICATION: These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metrorail system that is realizing record 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.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased \$2.2 million mainly due to the addition of FY 2012.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	47,844	23,169	9,746	3,969	2,740	2,740	2,740	2,740	24,675	0
Total	47,844	23,169	9,746	3,969	2,740	2,740	2,740	2,740	24,675	0
Federal-Aid	4,796	0	3,819	977	0	0	0	0	4,796	0

0892, 0894, 1075



STATUS: The FY 2007 grant for the County's capital bus program is currently under development.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Annual funding for 3 - 5 buses per year to replace existing vehicles in the County's "The Bus" fleet. Funding assists the County in its overall bus replacement fleet strategy.

JUSTIFICATION: Buses will replace older, unreliable units in the existing "The Bus" fleet 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:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

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)	2006	2007	2008	.....2009.....	.....2010.....	.....2011.....	.....2012.....	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	7,199	3,467	632	620	620	620	620	620	3,732	0
Total	7,199	3,467	632	620	620	620	620	620	3,732	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Alternatives Analysis underway. Preparation of Draft Environmental Impact Statement underway.

PROJECT: Baltimore Corridor Transit - Red Line

DESCRIPTION: The Red Line Corridor Transit Study will identify and analyze several potential bus rapid transit and light rail alignment alternatives for an east-west rapid transit system from the Woodlawn area through downtown Baltimore to the Canton/Patterson Park area. The study includes preliminary engineering and mode feasibility analyses, environmental screening, identification of right-of-way issues, ridership potential, capital and operating cost estimation and identification of social, cultural and economic development benefits and impacts.

JUSTIFICATION: The Red Line will improve transit mobility in an east-west corridor of the Baltimore region from the Woodlawn area to Canton/Patterson Park. This project is intended to address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts and address regional air quality issues.

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 Corridor Transit Study - Green Line - Line 38

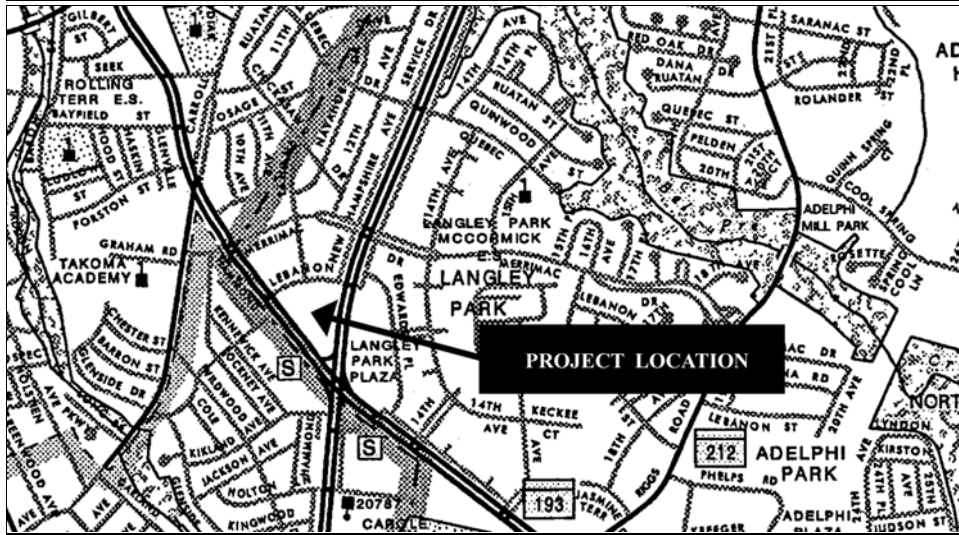
SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	29,302	16,071	6,000	7,231	0	0	0	0	13,231	0
Engineering	83,400	0	0	7,400	38,000	38,000	0	0	83,400	0
Right-of-way	77,500	0	0	12,900	43,000	21,600	0	0	77,500	0
Construction	49,414	0	0	0	0	49,414	0	0	49,414	0
Total	239,616	16,071	6,000	27,531	81,000	109,014	0	0	223,545	0
Federal-Aid	107,955	3,155	4,800	12,669	39,935	47,396	0	0	104,800	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	R-5333	1,500
CO	2007	R5309NS	1,500
CO	2008	R5309NS	96,840
CO	2010	R5309NS	3,000

Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.

0862



STATUS: Project planning is currently underway. Construction of the intersection and roadway improvements by SHA is underway.

PROJECT: Takoma/Langley Park Transit Center

DESCRIPTION: The project is a joint effort between MTA and SHA. It will include pedestrian safety, roadway and intersection improvements, new sidewalks and crosswalks and the provision of shelter for patrons awaiting buses. Site of the Transit Center will be the northwest corner of the University Boulevard and New Hampshire Avenue intersection in Langley Park. This area, known as the Crossroads, is the busiest non-Metrorail hub in the region with 11 bus routes and 61 buses passing through the area in peak hours.

JUSTIFICATION: The project is located at a future station site of the proposed Bi-County Transitway. The Crossroads area has been the site of many pedestrian accidents. A major goal of the project is to improve pedestrian 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

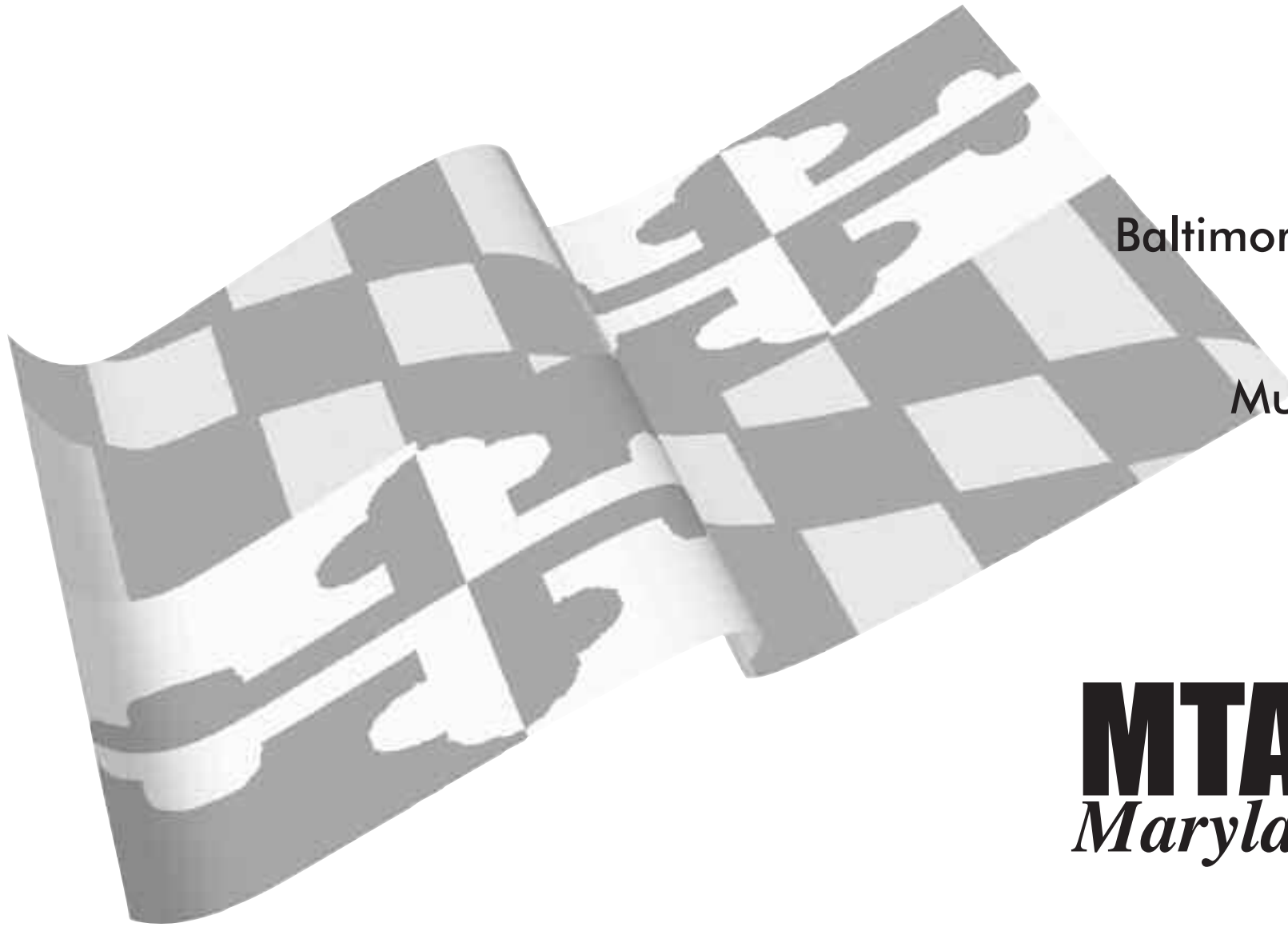
ASSOCIATED IMPROVEMENTS:

Bi-County Transitway Study -- Line 37

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	903	304	599	0	0	0	0	0	599	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	3,720	0	3,720	0	0	0	0	0	3,720	0
Construction	7,687	0	4,500	1,187	2,000	0	0	0	7,687	0
Total	12,310	304	8,819	1,187	2,000	0	0	0	12,006	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost of \$12.3 million is being funded by Montgomery County (\$2.5 million), Prince Georges County (\$2.5 million), and WMATA (\$7.31 million).



MARC

Light Rail

Baltimore METRO

Bus

Multi-Modal



MTA DEVELOPMENT & EVALUATION PROJECTS



STATUS: Project has been abandoned due to right of way issues, funding has been transferred to other critical needs.

PROJECT: Cold Spring Light Rail Station Park and Ride

DESCRIPTION: Construct a new 300-space park and ride surface lot 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:

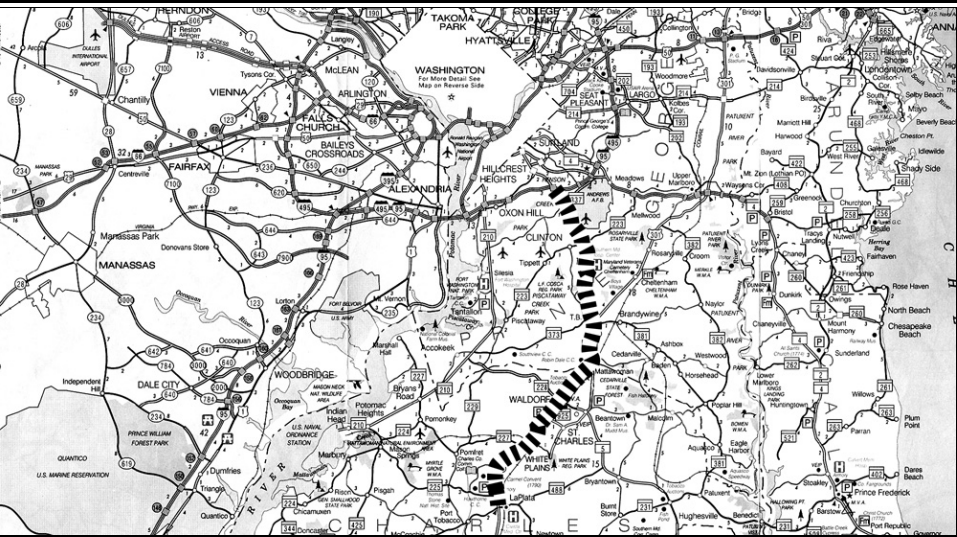
- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Project discontinued.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	403	403	0	0	0	0	0	0	0	0
Engineering	443	442	1	0	0	0	0	0	1	0
Right-of-way	36	36	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	882	881	1	0	0	0	0	0	1	0
Federal-Aid	455	455	0	0	0	0	0	0	0	0



STATUS: MTA advisory services underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Alternatives planning for mass transit improvements including preparation of a Corridor Transit Service Staging Plan for the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements 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.

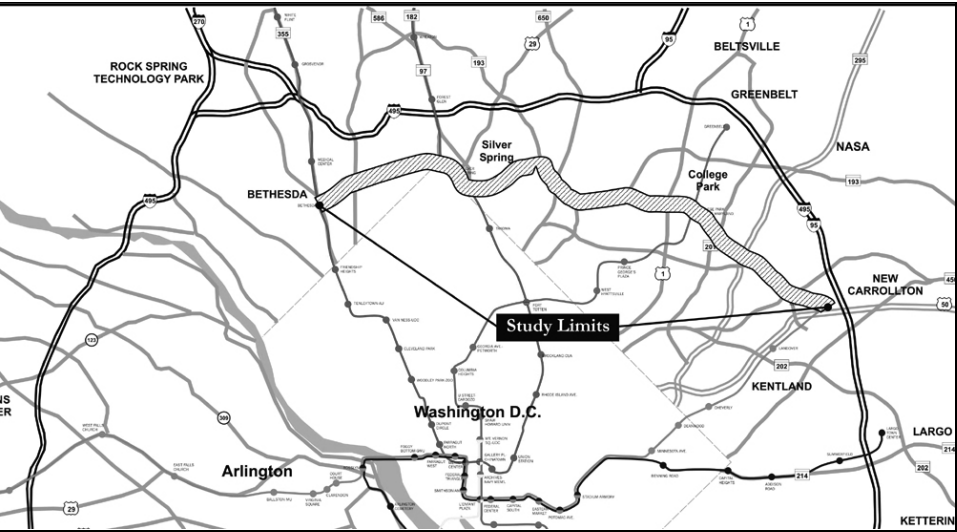
SMART GROWTH STATUS:

- ☐ 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 - I-95/I-495 Branch Avenue Metro Station Access Study
- SHA - MD 5, from US 301 Interchange at T.B. to north of I-95/I-495
- SHA - MD 5/MD 373/Brandywine Road Relocated Interchange

<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 COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	968	932	36	0	0	0	0	0	36	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	968	932	36	0	0	0	0	0	36	0
Federal-Aid	730	696	34	0	0	0	0	0	34	0



STATUS: The Alternatives Analysis and DEIS phase is ongoing for the entire 14-mile corridor. Public meetings on the alternatives retained for detailed study were all held in June 2006.

PROJECT: Bi-County Transitway Study

DESCRIPTION: Study of a 14-mile transitway between New Carrollton and Bethesda Metrorail Stations. This includes Alternatives Analysis, Draft Environmental Impact Statement and Preliminary Engineering/Final Environmental Impact Statement.

JUSTIFICATION: This transit line would serve a highly congested corridor in Prince George's and Montgomery Counties connecting the Metrorail Red, Green and Orange lines to key employment, residential and institutional destinations.

SMART GROWTH STATUS:

- ☐ Project 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 and MARC Station Relocation -- Line 8
Takoma/Langley Park Transit Center -- Line 33

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	30,845	14,931	8,887	7,027	0	0	0	0	15,914	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	30,845	14,931	8,887	7,027	0	0	0	0	15,914	0
Federal-Aid	20,752	7,811	7,319	5,622	0	0	0	0	12,941	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	M-5307	4,770
CO	2008	M-5307	3,928

Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.

1042



STATUS: Consultant selection process recently completed. Alternatives analysis underway.

PROJECT: Baltimore Corridor Transit Study - Green Line

DESCRIPTION: The Green Line Transit Corridor Study will address potential alignment and modal alternatives to provide service extension from the Johns Hopkins University Medical Campus to the vicinity of Morgan State University/Good Samaritan Hospital in Northeast Baltimore City. The study entails public involvement, environmental screening, right-of-way assessment, ridership forecasts, capital and annual operating cost evaluation, assess social/cultural impacts and project transit economic development benefits and impacts.

JUSTIFICATION: The Green Line is projected to improve mobility in Northeast Baltimore City, improve travel time and modal access, support the market for future transit-oriented economic development and revitalization efforts and address regional air quality issues.

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 Corridor Transit Study - Red Line - Line 32

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	12,945	654	2,000	4,291	3,500	2,500	0	0	12,291	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	12,945	654	2,000	4,291	3,500	2,500	0	0	12,291	0
Federal-Aid	6,357	0	1,564	2,793	0	2,000	0	0	6,357	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	1,564
CO	2008	5307	2,793
CO	2010	R5309NS	2,000



STATUS: Work has begun on a new environmental assessment document as required by FTA and FHWA. Transit ridership estimates are currently being computed to consider project revisions such as express toll lanes on I-270 and the phasing of the Corridor Cities Transitway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

PROJECT: I-270 Corridor Cities Transitway (CCT)

DESCRIPTION: Transit portion of a multi-modal corridor study to consider transit and highway improvements in the I-270/US 15 corridor in Montgomery and Frederick Counties from Shady Grove Metro Station to I-70. The Corridor Cities Transitway (CCT) would be either a light rail transit (LRT) or bus rapid transit (BRT) line along a 14-mile corridor from Rockville through Quince Orchard, Gaithersburg and Germantown to Clarksburg. Another option under study is "premium bus" service along proposed I-270 High Occupancy Vehicle (HOV)/managed lanes.

JUSTIFICATION: The purpose and need for the project is to relieve congestion and improve safety due to existing and projected growth within the I-270/US 15 Corridor. The CCT would also enhance mobility by serving existing and future transit-oriented land uses in the corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- SHA - I-70/I-270 Interchange
- SHA - I-70, MD 85 Extended and MD 355 Relocated
- SHA - MD 80 and MD 355 Relocated
- SHA - I-70, Mt. Phillip Road to MD 144

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	7,333	1,833	2,000	3,500	0	0	0	0	5,500	0
Engineering	3,667	0	0	0	3,667	0	0	0	3,667	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	11,000	1,833	2,000	3,500	3,667	0	0	0	9,167	0
Federal-Aid	766	0	766	0	0	0	0	0	766	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2007	5307	766

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried in the SHA program. Funding is contingent upon successfully securing a Full Funding Grant Agreement with the Federal Transit Administration.



STATUS: Draft Environmental Impact Statement (DEIS) is complete. Work has begun to initiate the Final Environmental Impact Statement (FEIS).

PROJECT: Maglev System Study

DESCRIPTION: Study feasibility and prepare environmental documentation involved with operating magnetic levitation trains between Baltimore and Washington, with a stop at BWI Thurgood Marshall Airport.

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, Washington and BWI Thurgood Marshall Airport.

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 2006 - 11 CTP: Consultant is also archiving project materials. Expect completion of activities by Spring 2007.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	17,095	15,994	1,101	0	0	0	0	0	1,101	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	17,095	15,994	1,101	0	0	0	0	0	1,101	0
Federal-Aid	13,162	12,099	1,063	0	0	0	0	0	1,063	0

Funds in the amount of \$100,000 were contributed to this project by the City of Baltimore.

0483



STATUS: Feasibility study completed, Transit Oriented Development proposal submitted to MDOT for review.

PROJECT: MARC Odenton Station Parking Garage D & E

DESCRIPTION: Planning and environmental documentation for a proposed 2500 - 3500 space parking garage at MARC Odenton Station.

JUSTIFICATION: Daily boardings currently average 2,063. Upon completion of an 700-space surface lot, the station will have a parking capacity of 1,985 spaces. A continued increase in ridership is anticipated due to local 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

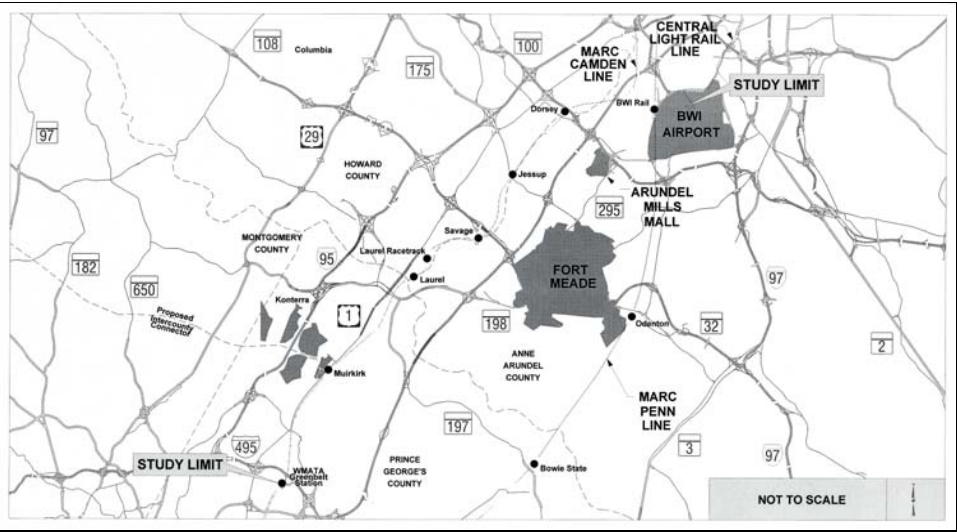
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	600	14	484	102	0	0	0	0	586	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	600	14	484	102	0	0	0	0	586	0
Federal-Aid	341	0	300	41	0	0	0	0	341	0

USAGE: An average of 2,063 patrons per day use the Odenton MARC Station.



STATUS: Workshops and the alignment feasibility study underway.

PROJECT: WMATA Green Line Extension

DESCRIPTION: Develop a feasibility study and environmental inventory review for a possible 20-mile extension of the Metrorail Green Line from its current terminus at Greenbelt to Laurel and continuing north to BWI Thurgood Marshall Airport. The corridor extends along a portion of the MARC Camden Line. (BRAC Related)

JUSTIFICATION: General Assembly has requested a preliminary study to analyze an extension of the WMATA Green Line from Greenbelt to BWI Thurgood Marshall Airport.

SMART GROWTH STATUS:

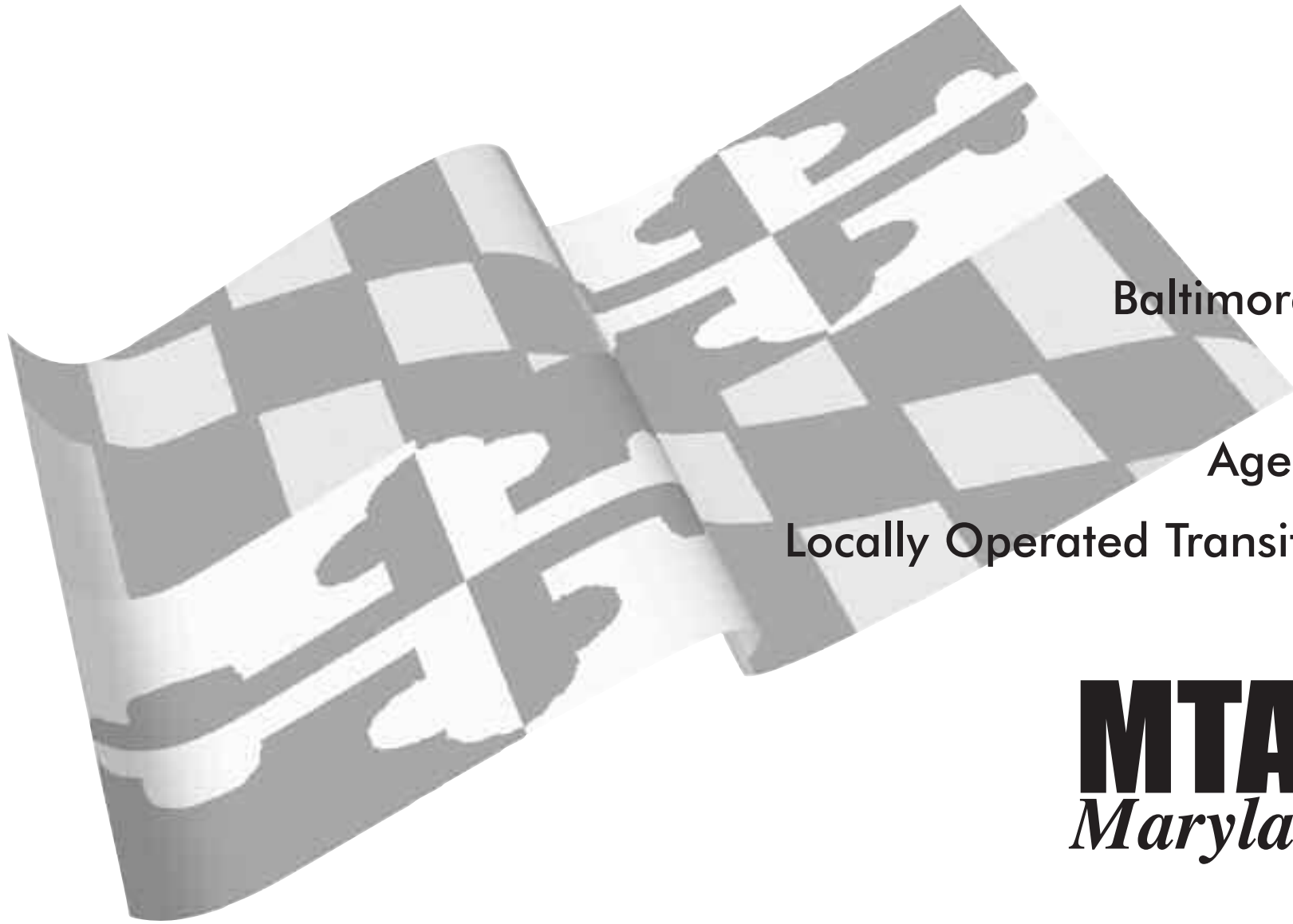
- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,000	0	808	1,192	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	808	1,192	0	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



MARC

Freight

Light Rail

Baltimore METRO

Bus

Agency Wide

Locally Operated Transit Systems



MTA MINOR PROJECTS

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2007 AND PRIOR</u>		
1	Fare Collection Equipment Staging and Storage (1034)	1,843	Complete
2	Homeland Security (1105)	903	Complete
3	Bush Division Sprinkler System Replacement (0844)	1,659	Complete
4	MAXIMO (1168)	2,200	Underway
5	Third Trunked Radio Site (0812)	2,217	Underway
6	Transit Station Development Incentive Program (0559)	3,236	Underway
7	System Preservation Process (1195)	300	Underway
8	Assessment of Transit Needs for MD BRAC (1190)	2,000	Underway
9	Owner-Controlled Insurance Program (0832)	1,320	Underway
10	Telephone Communications Systems (0493, 1163)	2,705	Underway
11	Environmental Compliance (1149)	3,343	Underway
12	Scheduling System (0513)	3,063	Underway
13	Document Control Imaging System (0184)	342	Underway
14	PA/LED Signs (0430)	311	Underway
15	Security Analysis and Improvements (1090)	1,714	Underway
16	Strategic and Other Transit Planning Studies (0221, 1047)	1,757	Underway
17	Fare Collection Maintenance Shop (1094)	485	Underway
18	Miscellaneous Planning Studies (0510)	493	Underway
19	CAD/AVL for Bus and Light Rail (0813)	2,406	Underway
20	New IT Equipment (1103)	1,740	Underway
21	ADA Compliance (0266)	484	Underway
22	Homeland Security Canine Team (1198)	401	Underway
23	Miscellaneous Parking Studies and Improvements (0177, 0519, 1080, 1160)	1,526	Underway
24	Center Plaza Rehabilitation (1106)	583	Underway
25	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	450	Underway
26	Adopt a Shelter (0470)	1,151	Underway
27	Police Dispatching Communication (1163)	220	Underway
28	Lexington Market Transit Improvement/West Side Development (1060)	5,350	Underway
29	Roof Rehab (0300)	362	Underway
30	Mondawmin Transit Center (0447)	500	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2007 AND PRIOR (cont'd)</u>		
31	Safety and Infrastructure (1070)	1,037	Underway
32	Charlotte Hall Park and Ride Preliminary Engineering (1041)	875	Underway
33	Automatic Entrance and Exit Gates (1111)	540	Underway
34	Homeland Security Grant 3 (1151)	3,760	Underway
35	Station Direction/WayFinding Signage (0843)	540	Underway
36	LaPlata Park and Ride (1040)	5,746	Spring, 2007
37	Value Capture Analysis (1176)	1,000	Spring, 2007
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2008</u>		
38	Assessment of Transit Needs for MD BRAC (1190)	2,500	Summer, 2007
39	Safety & Infrastructure Improvements D & E (1070)	500	Summer, 2007
40	Third Trunked Radio Site (0812)	3,000	Summer, 2007
41	Owner-Controlled Insurance Program (0832)	600	Summer, 2007
42	Strategic and Other Transit Planning Studies (0221)	200	Summer, 2007
43	Transit Facilities Improvements (0300, 0447, 0843)	1,538	Summer, 2007
44	ADA Compliance (0266)	500	Fall, 2007
45	Vango Transfer Facility (1184)	0	Fall, 2007
46	New Market Park and Ride (1036)	5,012	Fall, 2007
47	Waldorf Park and Ride (1038)	8,107	Fall, 2007
48	Roof Rehab (0300)	198	Fall, 2007
49	Dunkirk Park and Ride (1035)	6,751	Fall, 2007
50	Prince Frederick Park and Ride (1037)	4,746	Fall, 2007
51	Safety and Infrastructure (1070)	500	Fall, 2007
52	Miscellaneous Parking Studies and Improvements (0177)	500	Fall, 2007
53	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,103	Winter, 2008
54	PA/LED Signs (0430)	2,625	Winter, 2008
55	Environmental Compliance (1149)	4,236	Winter, 2008
56	Miscellaneous Planning Studies (0510)	327	Winter, 2008
57	New IT Equipment (1103)	819	Winter, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>AGENCYWIDE IMPROVEMENTS -- FY 2008 (cont'd)</u>		
58	Security Analysis and Improvements (1090)	4,545	Spring, 2008
59	CAD/AVL for Bus and Light Rail (0813)	2,400	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2007 AND PRIOR</u>		
1	Bus S-1 Guards (1118)	696	Complete
2	Kirk and Eastern HVAC Improvements (0567)	2,997	Complete
3	Bus Master Plan (1072)	252	Complete
4	Articulated Bus Purchase D & E (1157)	150	Underway
5	Systemwide Improvements and Rehabilitation (0193, 0547, 0781, 0783, 0845, 0849, 1027, 1099, 1148)	2,804	Underway
6	Bus Wheelchair Restraint System Retrofit/9700 Series (1057)	550	Underway
7	Comprehensive Bus Stop Sign Replacement (1074, 1077)	2,350	Underway
8	Bus Automatic Vehicle Monitoring System (1071)	1,771	Underway
9	Bus Equipment and Non Revenue Vehicles (1096, 1180)	2,626	Underway
10	Bus Maintenance Support Improvement Fund (0554)	784	Underway
11	Bus Facilities Rehabilitation (0705, 1076)	204	Underway
12	Enhanced Bus Service (1174)	3,000	Spring, 2007
13	Bus Fuel/Fluids Management System (1120)	750	Spring, 2007
14	NABI Articulated Bus Transmissions Retrofit (1158)	1,100	Spring, 2007
15	BUS NABI Bus Wheelchair Lift Rehab (1155)	1,000	Spring, 2007
16	Voice Communications System for Mobility Bus (1165)	778	Spring, 2007
17	BUS Operators' Seat Replacement (1122)	250	Spring, 2007
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2008</u>		
18	Comprehensive Bus Stop Sign Replacement (1074, 1077)	1,750	Summer, 2007
19	Systemwide Improvements and Rehabilitation (0193, 0547, 0783, 0849, 1148)	2,580	Summer, 2007
20	Northwest Yard Repaving (1179)	1,500	Summer, 2007
21	Bus Maintenance Support Improvement Fund (0554)	623	Summer, 2007
22	Bus Maintenance Facility Exhaust Fans (1073)	600	Summer, 2007
23	Bus Facilities Rehabilitation (0705, 1076)	3,248	Fall, 2007
24	Bus Non Revenue Vehicles (1079)	400	Fall, 2007
25	Mobility Disaster Recovery (1193)	1,000	Fall, 2007
26	New Main Shop (1196)	500	Spring, 2008
27	Replace/Add Trapeze Servers and Workstations (1194)	438	Spring, 2008

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FREIGHT IMPROVEMENTS -- FY 2007 AND PRIOR</u>		
1	Freight/LTR Rail Abandonment (1100)	701	Underway
2	Freight Capital Improvement Program (0590)	2,930	Underway
3	Freight Line Stabilization and Improvement Program (0876)	2,070	Underway
	<u>FREIGHT IMPROVEMENTS -- FY 2008</u>		
4	Freight Capital Improvement Program (0590)	3,774	Summer, 2007
5	Dorchester Airport Expansion (1191)	600	Fall, 2007
6	Freight/LTR Rail Abandonment (1100)	593	Fall, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 46

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LIGHT RAIL IMPROVEMENTS -- FY 2007 AND PRIOR</u>			
1	Facilities and Station Rehab/Improvements (0005, 0248, 0870, 1188, 1189)	3,091	Underway
2	Signal Priority (1142)	2,158	Underway
3	Communications Upgrade (0581, 0790, 1015)	621	Underway
4	Drainage Improvements (0856)	800	Underway
5	Rail Purchase and Installation (0660, 0797, 1013)	4,403	Underway
6	Howard Street Safety Improvements (0489)	925	Underway
7	Substation Installation (0341)	800	Underway
8	Light Rail Vehicle and Equipment Overhaul/Replacement (0116, 1097)	1,049	Underway
9	Parking Garage at N. Linthicum (1086)	100	Underway
10	Light Rail Parking Expansion D & E (0871)	2,505	Underway
11	Grade Crossing Repair/Rehabilitation (1169)	900	Underway
12	Yard Switches and Rehabilitation (0451, 1140)	3,038	Underway
13	Electrical Equipment Overhaul and Upgrade (1185, 1187)	2,320	Spring, 2007
<u>LIGHT RAIL IMPROVEMENTS -- FY 2008</u>			
14	Facilities and Station Rehab/Improvements (0005, 0248)	1,642	Summer, 2007
15	Rail Purchase and Installation (0660, 0797, 1013)	371	Summer, 2007
16	Substation Installation (0341)	3,199	Summer, 2007
17	Communications Upgrades (0790)	225	Fall, 2007
18	Grade Separations and Crossings (1082, 1083, 1084)	795	Fall, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 47

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2007 AND PRIOR</u>		
1	Roof Rehabilitation (1066)	258	Complete
2	Homeland Security Measures (1104)	1,020	Complete
3	Miscellaneous Facility Improvements and Rehab. (0199, 1170)	655	Underway
4	ADA Equipment (0684)	302	Underway
5	MARC IIB Railcar Overhaul (0181)	4,387	Underway
6	MARC System Preservation Fund (0634)	1,520	Underway
7	Passenger Warning System @ CSX Stations (0420)	204	Underway
8	Laurel Station Platform Replacement (1098)	1,850	Underway
9	MARC Parking Lot Improvements (1006)	600	Underway
10	Rolling Stock Maint. Tracking & Recordkeeping System (1052)	550	Spring, 2007
11	MARC IIA Vehicles Replacement D & E (1161)	125	Spring, 2007
12	Procurement of Riverside Facility from CSX (1177)	1,841	Spring, 2007
13	MARC Electric Locomotive Parts Purchase (0348)	730	Spring, 2007
14	Aberdeen Station Enhancements D & E (1182)	1,000	Spring, 2007
	<u>MARC IMPROVEMENTS -- FY 2008</u>		
15	Miscellaneous Facility Improvements and Rehab. (0199, 1170)	1,149	Summer, 2007
16	MARC System Preservation Fund (0634)	4,693	Summer, 2007
17	Procurement of Riverside Facility from CSX (1177)	2,720	Summer, 2007
18	MARC Electric Locomotive Parts Purchase (0348)	500	Summer, 2007
19	MARC Parking Lot Improvements (1006)	600	Summer, 2007
20	Passenger Warning System @ CSX Stations (0420)	500	Summer, 2007
21	MARC IIB Railcar Overhaul (0181)	5,500	Summer, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 48

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>METRO IMPROVEMENTS -- FY 2007 AND PRIOR</u>			
1	Cable Assessment/Evaluation/Replacement (0839)	873	Underway
2	Wayside and Station Emergency Telephones (1093)	964	Underway
3	Electrical Substation Improvements (0474)	1,330	Underway
4	Bridge & Elevated Structures Rehab. Fund (0239)	375	Underway
5	Rail Shop Equipment Improvements (0838)	2,793	Underway
6	Rail Inspection and Installation Program (0194, 0868)	279	Underway
7	On-going Railcar Overhaul and Train Control Programs (0091, 0840)	1,121	Underway
8	Direct Fixation Rail Fastener Replacement--Phase II (0455)	2,968	Underway
9	Miscellaneous System Preservation Improvements (0179, 0328, 0529, 1183, 1186)	1,956	Underway
10	Twin Block Tie Replacement Phase II (0368)	2,639	Underway
11	Replacement of Street Gratings (1178)	900	Spring, 2007
<u>METRO IMPROVEMENTS -- FY 2008</u>			
12	Miscellaneous System Preservation Improvements (0179, 0529, 1186)	1,810	Summer, 2007
13	Cable Assessment/Evaluation/Replacement (0839)	625	Summer, 2007
14	Bridge & Elevated Structures Rehab. Fund (0239)	375	Summer, 2007
15	On-going Railcar Overhaul and Train Control Programs (0091, 0840)	1,184	Summer, 2007
16	Electrical Substation Improvements (0474)	3,200	Summer, 2007
17	Rail Inspection and Installation Program (0194, 0868)	239	Fall, 2007

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR</u>		
	<u>ALLEGANY COUNTY</u>		
1	Bus Parts	20	Underway
2	Preventive Maintenance	110	Underway
3	Vehicles to Non-Profit Organizations--Allegany Co., HRDC, In and Friends Aware, Inc.	91	Underway
	<u>CITY OF ANNAPOLIS</u>		
4	Equipment - Facility Rehap - Security	50	Underway
5	Miscellaneous Equipment	6	Underway
6	Preventive Maintenance	110	Underway
7	Road side support vehicle	25	Underway
8	Vehicles - Replacement of 3 trolleys	993	Underway
	<u>BALTIMORE COUNTY</u>		
9	Dispatching Software	80	Underway
10	Vehicles to Non-Profit Organizations - National Multiple Sclerosis, Associated Catholic Charities	104	Underway
	<u>CALVERT COUNTY</u>		
11	Facility improvements (canopy)	417	Underway
12	Passenger amenities	1	Underway
13	Vehicles - Replacement of Vehicle 16-2	59	Underway
14	Wheel chair securement devices	1	Underway
	<u>CAROLINE COUNTY</u>		
15	(Also, see Mid-Shore Regional Council)		
16	Office furniture	30	Underway
17	Vehicles - 1 16/2 Replacement vehicle	59	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>		
	<u>CARROLL COUNTY</u>		
18	Facility renovations	10	Underway
19	Preventive Maintenance	50	Underway
20	Vehicles - 2 - 12/2 replacement vehicle	102	Underway
21	Vehicles to Non-Profit Organizations - Senior Overland Services Inc.	50	Underway
	<u>CECIL COUNTY</u>		
22	Communication equipment	2	Underway
23	Vehicles - Replacement bus 16-2	57	Underway
24	Vehicles to Non-Profit Organizations - Chesapeake Care Resources, Union Hospital Adult Day Care	100	Underway
	<u>CHARLES COUNTY</u>		
25	Ridesharing (See St. Mary's County)		
26	Passenger stop amenities	8	Underway
27	Radio equipment	1	Underway
28	Vehicles - Small Bus	323	Underway
29	Vehicles to Non-Profit Organizations - Spring Dell Center	100	Underway
	<u>DORCHESTER COUNTY</u>		
30	Equipment - Shop Equipment	13	Underway
31	Vehicles - 1 16/2 replacement	56	Underway
32	Vehicles to Non-Profit Organizations - Delmarva Community Services, Dorchester Comm. on Aging	148	Underway
	<u>FREDERICK COUNTY</u>		
33	Equipment - Radios, Fareboxes	5	Underway
34	Preventive Maintenance	280	Underway
35	Vehicles	109	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>		
	<u>GARRETT COUNTY</u>		
36	Dispatch software	45	Underway
37	Shop equipment	72	Underway
38	Vehicles	95	Underway
39	Vehicles to Non-Profit Organizations - Appalachian Parent Assoc.	46	Underway
	<u>HARFORD COUNTY</u>		
40	Preventive Maintenance	100	Underway
41	Road side support vehicle	15	Underway
42	Sewer hookup for facility	216	Underway
43	Vehicles - 2 replacement buses 29' - 27-2	279	Underway
44	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake, Family & Children Services	79	Underway
	<u>HOWARD COUNTY</u>		
45	Preventive Maintenance	130	Underway
46	Vehicles to Non-Profit Organization - HUMANIM	54	Underway
	<u>KENT COUNTY</u>		
47	(See Caroline County for Projects)		
	<u>MONTGOMERY COUNTY</u>		
48	Preventive Maintenance	1,165	Underway
49	Vehicles	350	Underway
50	Vehicles to Non-Profit Organizations - CHI Center	49	Underway
	<u>PRINCE GEORGE'S COUNTY</u>		
51	Vehicles	275	Underway
52	Vehicles for Corridor Transportation Corporation	750	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

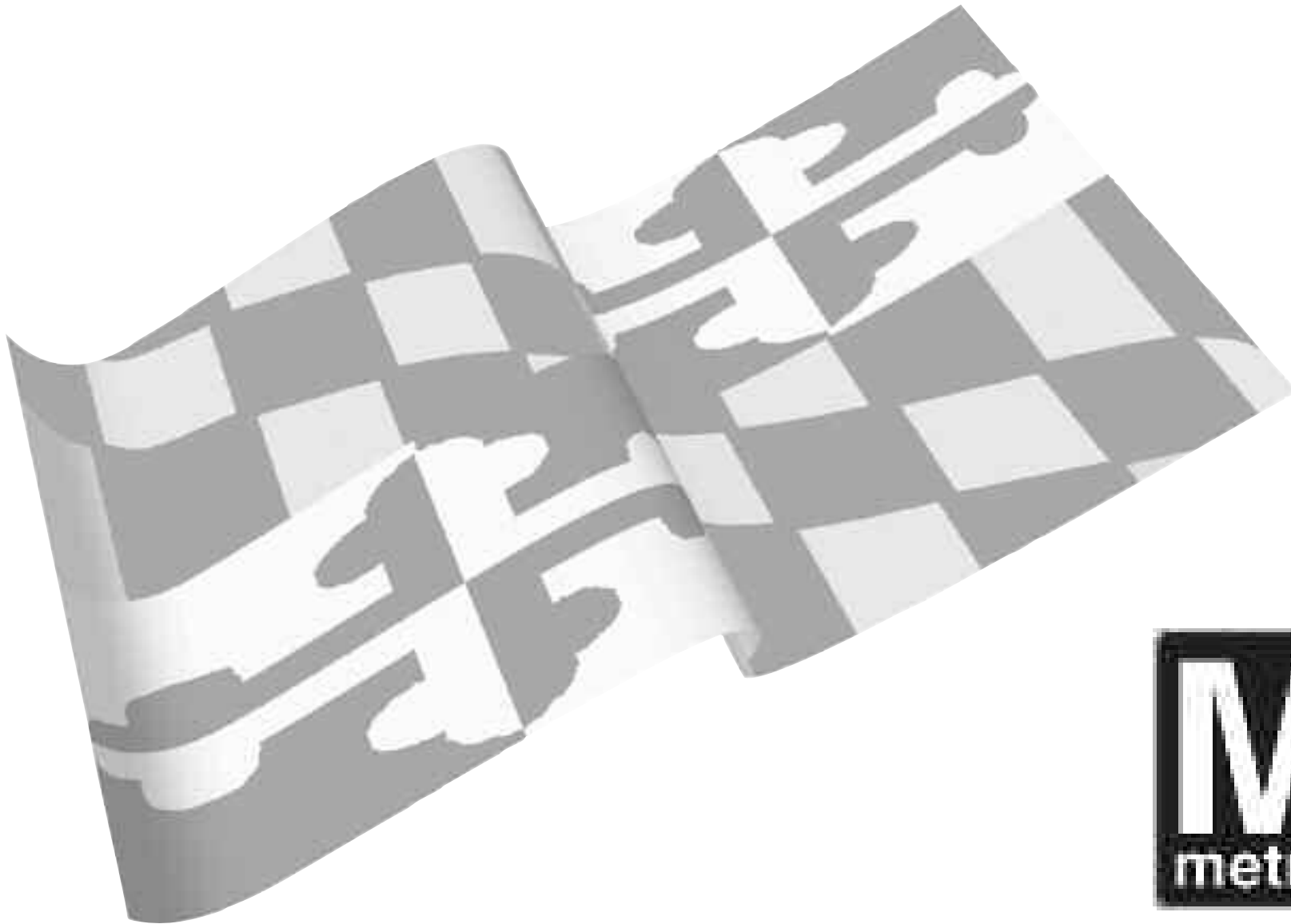
MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>		
	<u>QUEEN ANNE'S COUNTY</u>		
53	Shelters	7	Underway
54	Vehicle safety equipment	2	Underway
55	Vehicles	90	Underway
	<u>ST. MARY'S COUNTY</u>		
56	Dispatch software	50	Underway
57	Vehicle maintenance diagnostic equipment	9	Underway
58	Vehicles	163	Underway
59	Vehicles to Non-Profit Organization - St. Mary's Nursing Center	52	Underway
	<u>SOMERSET COUNTY</u>		
60	(See Tri County Council for the Lower Eastern Shore for Projects)		
61	Vehicles to Non-Profit Organizations - Somerset Community Services	47	Underway
	<u>TALBOT COUNTY</u>		
62	(See Caroline County and Mid-Shore Regional Council for Projects)		
	<u>WASHINGTON COUNTY</u>		
63	3 - 30 ft. replacement buses	600	Underway
64	Facility Rehabilitation	35	Underway
65	Money counter	3	Underway
66	Preventive Maintenance	15	Underway
67	Farebox repair	5	FY 2006
	<u>WICOMICO COUNTY</u>		
68	(See Tri County Council for the Lower Eastern Shore for Projects)		
69	Vehicles to Non-Profit Organizations - Shore Up	53	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 49 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2007 AND PRIOR (cont'd)</u>		
	<u>WORCESTER COUNTY</u>		
70	(See Tri County Council for the Lower Eastern Shore for Projects)		
71	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center	96	Underway
	<u>TOWN OF OCEAN CITY</u>		
72	Bus parts	40	Underway
73	Facility rehabilitation -- Overhead doors	30	Underway
74	Shelter parts	25	Underway
75	Vehicles	855	Underway
	<u>BALTIMORE CITY</u>		
76	Vehicles to Non-Profit Organizations - Augsburg Lutheran Home of MD, Inc.	48	Underway
	<u>TRI COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u>		
77	Dispatch software	60	Underway
78	Equipment - Shop Equip.	20	Underway
79	Facility design and property acquisition	500	Underway
80	Vehicles - 2 - 30 ft. replacement vehicles	220	Underway



WASHINGTON METROPOLITAN AREA TRANSIT

**WASHINGTON METROPOLITAN AREA TRANSIT
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	135.8	174.9	175.5	189.0	192.0	202.0	1,069.2
Special Funds	54.6	63.9	67.7	74.6	82.6	92.6	436.0
Federal Funds	16.4	16.4	16.4	16.4	16.4	16.4	98.4
Federal Funds - WMATA *	64.8	94.6	91.4	98.0	93.0	93.0	534.8

* These federal funds are received by WMATA directly and are not included in the MDOT budget.



STATUS: Annual payments are made for debt service by MDOT in accordance with legislation enacted in 1980 and amended by the General Assembly. Maryland's share increased from 75% to 100% effective FY 2000.

PROJECT: Metrorail Debt Service

DESCRIPTION: Maryland Department of Transportation's share of Metrorail payments, which supplemented the 103-mile rail system's construction.

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December of 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:

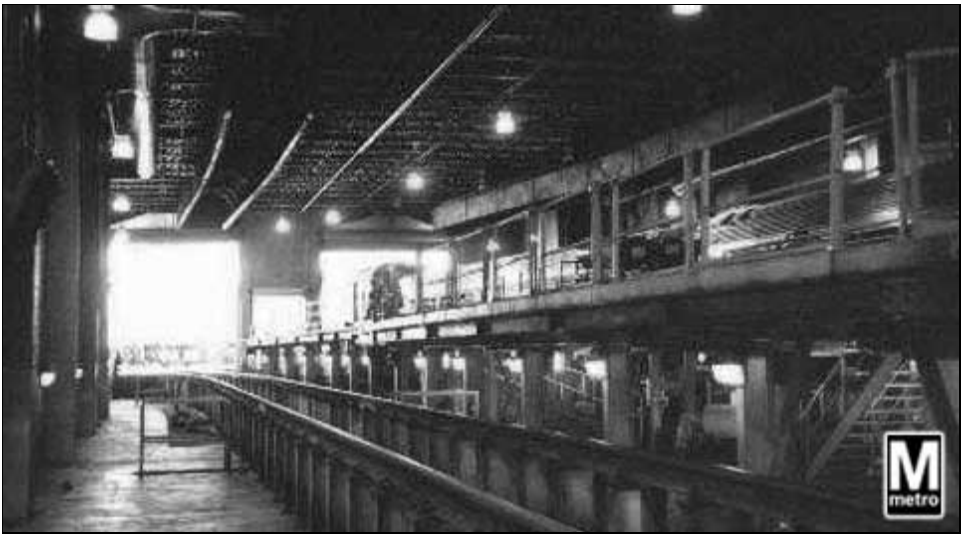
Metro Matters -- Line 3

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	647,887	570,322	9,741	9,741	9,741	9,741	9,741	9,741	58,446	19,119
Total	647,887	570,322	9,741	9,741	9,741	9,741	9,741	9,741	58,446	19,119
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal funds are received directly by WMATA.

8002



STATUS: Mid-life overhaul of rail cars is nearing completion, extending lifetime by 15 years. A 120 new rail car option was exercised in November 2004. Delivery expected through FY 2008. Clean diesel and hybrid-electric buses delivery began in 2006, with exceptional results.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The Maryland share of the cost of this regional capital program is approximately \$370 million through FY 2011 and \$667 million through 2024. This new agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program).

PROJECT: Metro Matters Capital Program

DESCRIPTION: The Metro Matters Program now includes both the former Infrastructure Renewal Program and the System Access Plan. The Metro Matters Funding Agreement was executed in October 2004 and outlines an integrated financial plan that will fund the IRP and SAP through FY 2010. The plan will rely on local, state and federal funding and short and long term debt as necessary. Projects include all system infrastructure, rolling stock, vehicles and equipment.

JUSTIFICATION: All Metrorail lines are experiencing overcrowded conditions that will continue to worsen, according to WMATA projections. The Metrorail system now carries 700,000 passengers daily and ridership growth continues. This program will allow WMATA to increase capacity by operating 8 car trains and bring buses within FTA guidelines for age and mileage to provide greater reliability and support for the rail 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:

Metrorail Debt Service -- Line 2

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	1,128,032	198,809	115,729	153,943	155,735	169,272	167,272	167,272	929,223	0
Total	1,128,032	198,809	115,729	153,943	155,735	169,272	167,272	167,272	929,223	0
Federal-Aid	129,080	30,680	16,400	16,400	16,400	16,400	16,400	16,400	98,400	0

A total of \$654.4 million in Federal funds are to be received directly by WMATA. The \$129.1 million in Federal funds shown above are Congestion Mitigation and Air Quality (CMAQ) funds provided by MDOT.
9003, 9004, 9005, 9006, 9007



STATUS: WMATA has completed testing and acceptance of all of the 48 car (6000 series) order. All cars are expected to be in service during FY 2007.

PROJECT: Rail Cars/Capital Improvement Program

DESCRIPTION: One portion of this program funds Maryland's share of 48 new rail cars that were ordered in FY 2003. This procurement program is separate from and preceded Metro Matters. This program also provides for preliminary design and planning of Maryland directed projects within the WMATA region. The remaining funds will allow the Department to manage and potentially reduce the amount of long term debt that may be required within Metro Matters.

JUSTIFICATION: The addition of new rail cars has started to provide significant relief to certain severe overcrowding conditions, both at the outer Green Line terminating at Branch Avenue and all along the Red Line in Maryland. This 48 car order provided WMATA a continuity of rail car procurements at an affordable unit cost and provided the transition to the larger MM rail car order currently underway.

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

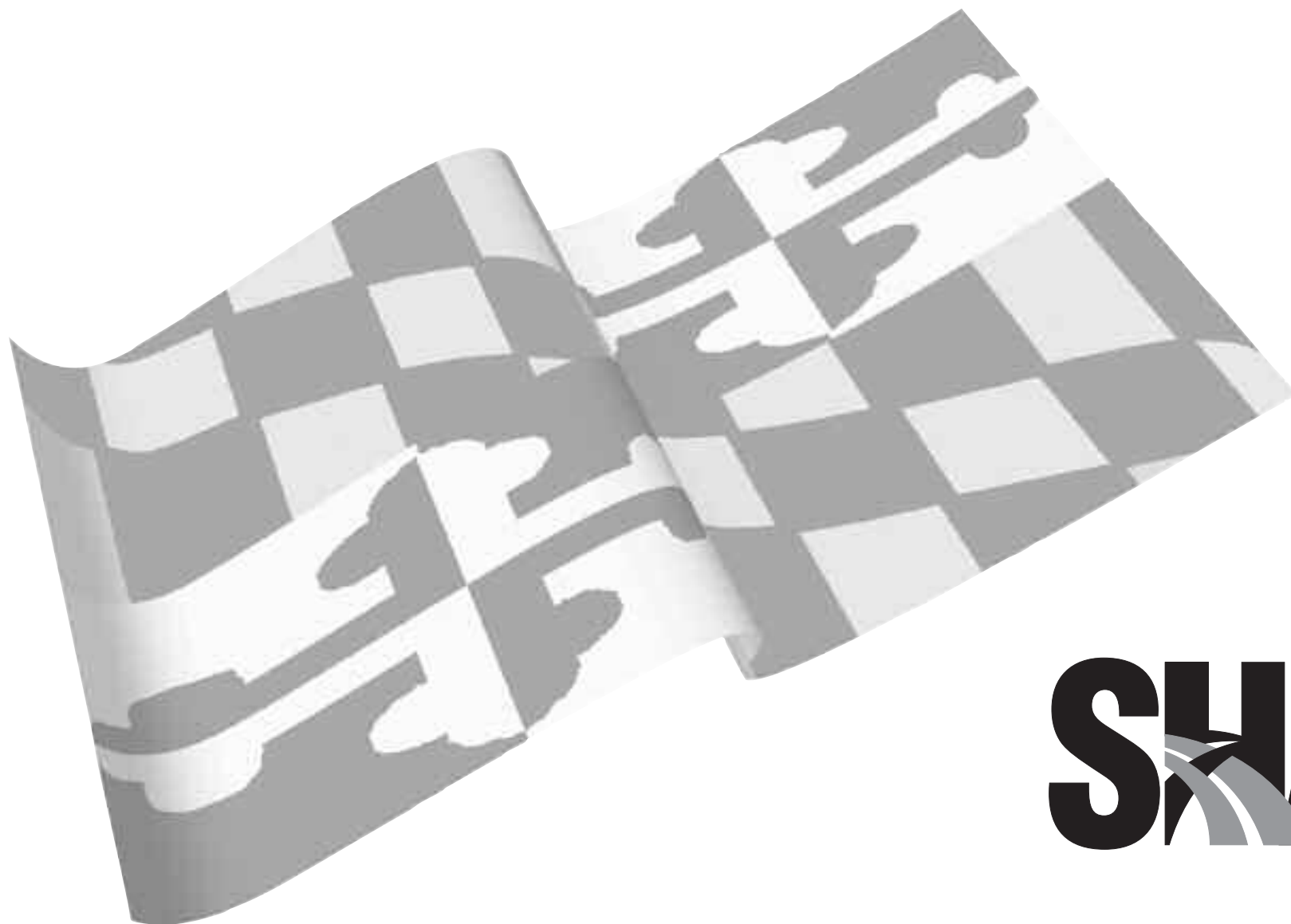
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost reduced by \$66.1 million due to the fact that WMATA has indicated a delay in cashflow expenditures reducing the need for long term debt.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
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	127,158	45,638	10,320	11,200	10,000	10,000	15,000	25,000	81,520	0
Total	127,158	45,638	10,320	11,200	10,000	10,000	15,000	25,000	81,520	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

8011, 8013, 8014



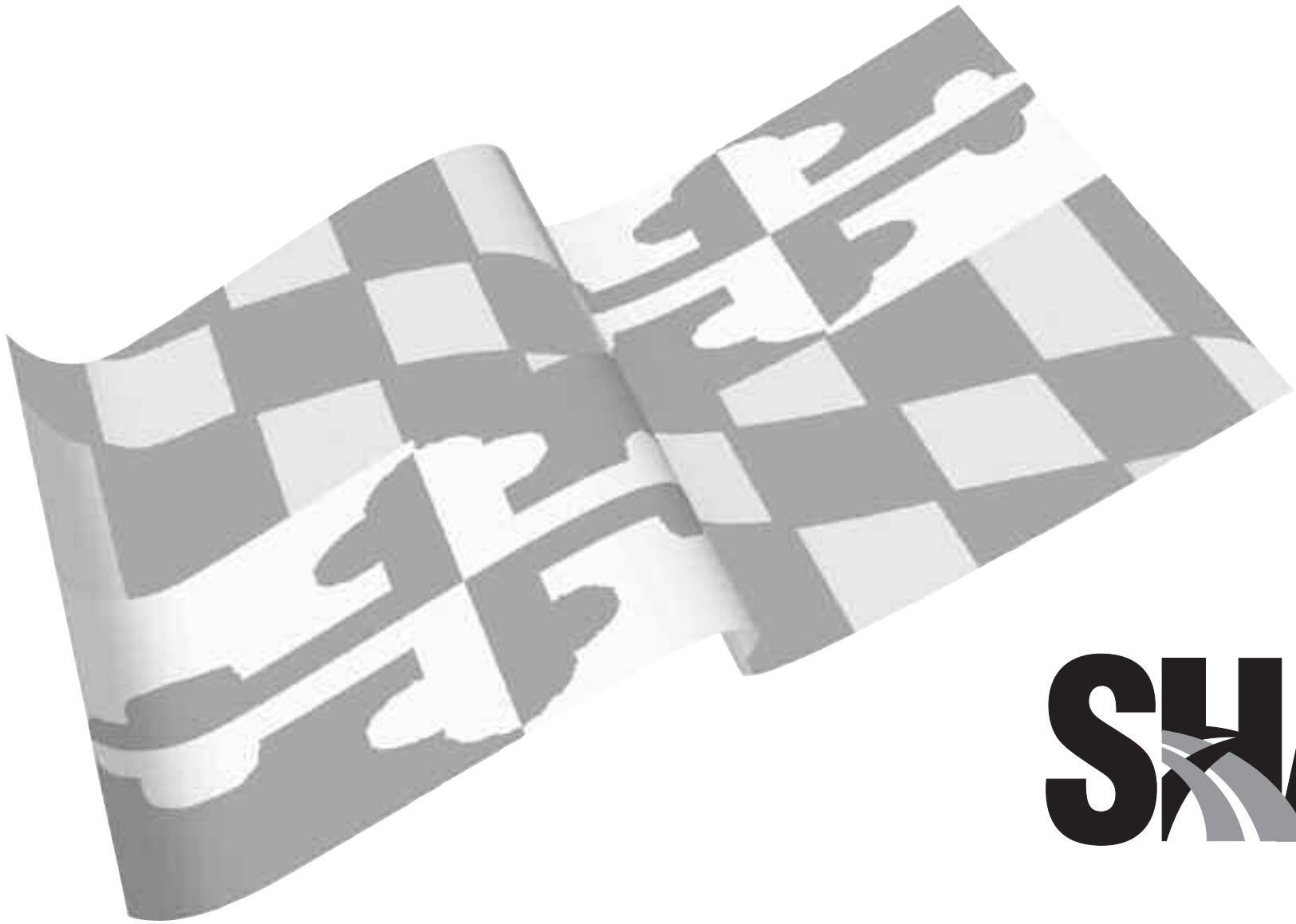
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STATE HIGHWAY ADMINISTRATION

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

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	SIX-YEAR TOTAL
<u>Construction Program</u>							
Major Projects	425.0	407.9	307.2	197.1	94.4	60.3	1,491.9
Safety, Congestion Relief and Community Enhancements	429.0	451.0	410.4	413.0	423.5	473.0	2,599.9
Other System Preservation	98.9	100.5	77.6	75.9	75.2	75.9	504.0
<u>Development & Evaluation Program</u>	<u>33.5</u>	<u>85.7</u>	<u>60.0</u>	<u>52.7</u>	<u>9.9</u>	<u>11.5</u>	<u>253.3</u>
 TOTAL	986.4	1,045.1	855.2	738.7	603.0	620.7	4,849.1
 Special Funds	478.1	537.5	469.4	425.4	360.2	388.3	2,658.9
Federal Funds	508.3	507.6	385.8	313.3	242.8	232.4	2,190.2



SHA



SHA STATEWIDE



PROJECT: Coordinated Highway Action Response Team (CHART)

DESCRIPTION: Install advanced traffic management system (ATMS) and advanced traffic information system (ATIS) technologies on Interstate highways and arterials statewide. Technologies include cameras, traffic detectors, weather sensors, dynamic message signs, highway advisory radios, web sites and telecommunication networks. CHART is comprised of five major components: 1) Traffic and Roadway Monitoring; 2) Incident Management; 3) Traveler Information; 4) System Integration and Communication; 5) Traffic Management.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2640	2640	2640	2640	5280	CMAQ/STP
RW	0	0	0	0	0	----
CO	10208	5808	5896	2728	8624	CMAQ/STP

STATUS: Engineering and Construction underway. This represents a summary of the Statewide CHART program. Individual corridor work is shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added funding in FY12.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL				PROJECT CASH FLOW						
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	COST	THRU	YEAR	YEAR					YEAR	TO
	(\$000)	2006	2007	2008	....2009....	....2010....	....2011....	....2012....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	51,891	33,891	3,000	3,000	3,000	3,000	3,000	3,000	18,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	190,940	153,140	11,600	6,600	6,700	3,100	2,600	7,200	37,800	0
Total	242,831	187,031	14,600	9,600	9,700	6,100	5,600	10,200	55,800	0
Federal-Aid	206,790	157,686	12,848	8,448	8,536	5,368	4,928	8,976	49,104	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT: N/A



PROJECT: Community Safety and Enhancement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3900	6100	4900	6000	11800	STP

STATUS: Engineering, Right-of-way and Construction underway. This sheet represents a summary of this program. Individual projects are shown in the State Highway Administration's Safety, Congestion Relief, Highway and Bridge Preservation Program.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added funding in FY12.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL		PROJECT CASH FLOW								
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	COST	THRU	YEAR	YEAR					YEAR	TO
	(\$000)	2006	2007	2008	.....2009.....	.....2010.....	.....2011.....	.....2012.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	65,963	34,913	5,300	7,250	4,000	4,750	4,750	5,000	31,050	0
Right-of-way	9,887	4,997	840	1,100	630	760	760	800	4,890	0
Construction	281,613	156,353	18,860	33,450	15,870	18,990	19,090	19,000	125,260	0
Total	357,463	196,263	25,000	41,800	20,500	24,500	24,600	24,800	161,200	0
Federal-Aid	77,321	44,621	3,900	6,100	4,900	6,000	5,800	6,000	32,700	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT: N/A



PROJECT: Sidewalk Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added funding in FY12.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2009....	....2010....	....2011....	....2012....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	4,350	3,150	200	200	200	200	200	200	1,200
Right-of-way	395	245	25	25	25	25	25	25	150
Construction	37,823	26,373	1,775	1,775	1,775	1,875	1,975	2,275	11,450
Total	42,568	29,768	2,000	2,000	2,000	2,100	2,200	2,500	12,800
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 (2005) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT: N/A



PROJECT: Sound Barrier Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3100	2900	6300	1900	4600	NHS

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added funding in FY12.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
TOTAL		PROJECT CASH FLOW								
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	34,172	28,312	960	1,600	800	600	400	1,500	5,860	0
Right-of-way	336	336	0	0	0	0	0	0	0	0
Construction	285,555	252,455	6,300	6,000	10,200	3,600	1,900	5,100	33,100	0
Total	320,063	281,103	7,260	7,600	11,000	4,200	2,300	6,600	38,960	0
Federal-Aid	211,798	192,998	3,100	2,900	6,300	1,900	700	3,900	18,800	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<p style="text-align: center;"><u>Fiscal Year 2006 Completions</u></p> <p style="text-align: center;"><u>Enhancements</u></p> <p><u>Archaeological Planning & Research</u></p>		
1		National Road National Register Nomination - documentation of National Road properties and sites	20	Completed
		<u>Pedestrian and Bicycle Safety and Educational Activities</u>		
2		Smart Moves - a pedestrian safety campaign throughout Maryland promoting awareness through the new Street Smarts, Smart Moves campaign	550	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>C.H.A.R.T. Projects</u>		
3		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	Underway
4		Statewide CCTV Camera Deployment	2,255	Underway
		<u>Environmental Preservation</u>		
5	I 70	Eisenhower Memorial Highway; Hollow Road to MD 68 in Washington County; reforestation	360	FY 2007
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>		
6		SHA's 100 Year History Project - full color commemorative book of roads and bridges in Maryland encompassing the years of 1908-2008	500	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Archaeological Planning & Research</u>		
7		National Road Nomination Phase II; documentation of 50 National Road properties and sites to be sent to the National Register of Historic places as a multiple Property submission	61	FY 2007
8		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development	182	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
9		Maryland Roadside Debris and Safety Campaign; educate the motoring public about the dangers and hazards of roadside debris	323	FY 2007
10		Environmental stewardship Initiative - Statewide Native Meadows Establishment - establishment of over 1,000 acres of native meadows statewide	785	Underway
		<u>Environmental Mitigation</u>		
11		GIS and Predictive Modeling for Cultural Resources; for Cecil, Caroline, and Talbot Counties; develop cultural GIS resource	52	Underway
12		Stormwater Management Visual and Environmental Enhancements - make improvements to existing stormwater management facilities and improve the visual appearance, environmental diversity and water quality of nine sites in SHA Districts 4 and 5	609	FY 2007
13		Watershed Revitalization Partnership - an initiative to expand existing efforts to protect and restore in-stream fish and wildlife habitat in targeted urban/suburban watersheds in partnership with the Maryland Department of Natural Resources	4,692	Underway

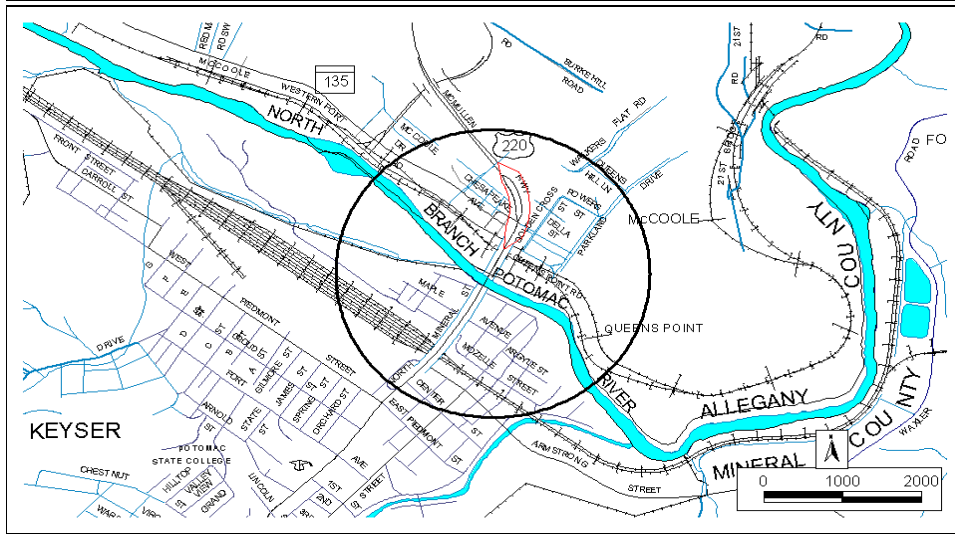
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
14		Civil War Driving Tour - Antietam - develop a driving tour associated with the Battle of Antietam, including trail blazer signing, mapping, waysides and interpretive signing	690	Underway
15		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives	322	Underway
16		Civil War Driving Tour - Gettysburg - develop a driving tour to Gettysburg, including trail blazer signing, mapping, waysides, interpretive signing, and interactive signs and displays for the Emmitsburg Welcome Center	531	Underway

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 220, McMullen Highway

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

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	9240	0	0	HP

STATUS: Engineering underway by West Virginia. Project schedule is controlled by West Virginia. The cost shown is the estimated cost for Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program from the 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							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,004	4	125	1,000	875	0	0	0	2,000	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	11,846	0	0	0	963	4,009	4,100	2,774	11,846	0	
Total	13,850	4	125	1,000	1,838	4,009	4,100	2,774	13,846	0	
Federal-Aid	10,803	3	98	780	1,433	3,127	3,198	2,164	10,800	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

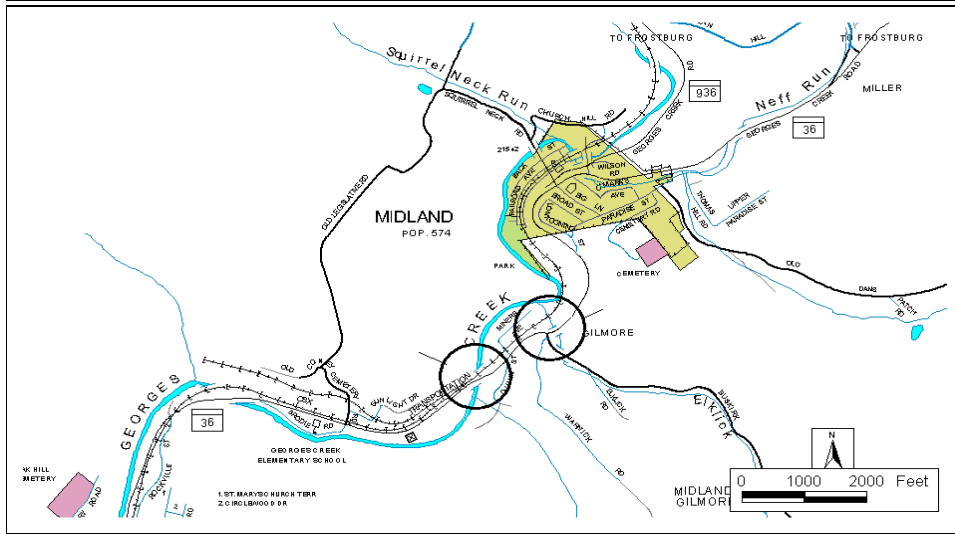
CURRENT (2005) - 12,900

PROJECTED (2030) - 21,160

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 2

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 36, Lower George's Creek Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
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	912	746	115	41	10	0	0	0	166	0	
Construction	5,360	362	4,027	971	0	0	0	0	4,998	0	
Total	6,272	1,108	4,142	1,012	10	0	0	0	5,164	0	
Federal-Aid	4,993	857	3,318	810	8	0	0	0	4,136	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

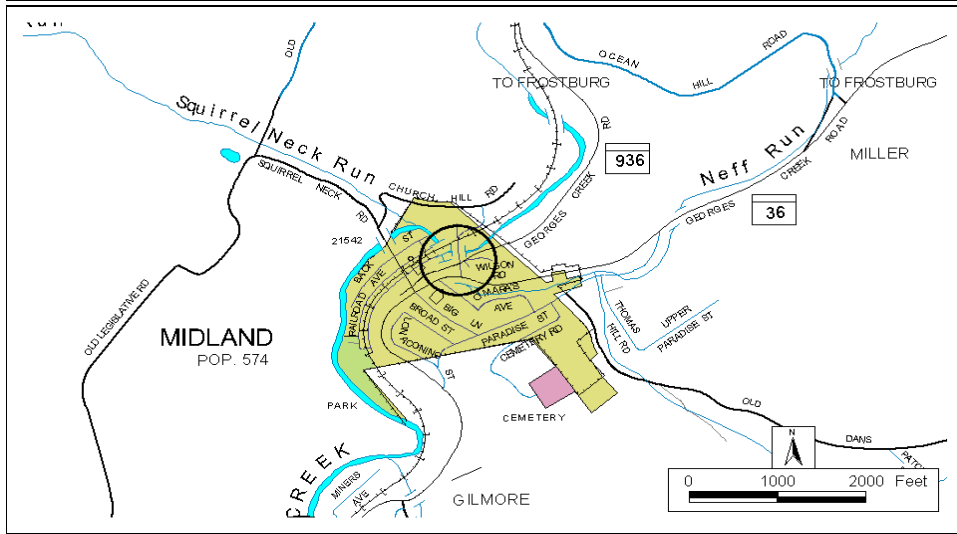
CURRENT (2005) - 8,650

PROJECTED (2030) - 12,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 3

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 936, Upper George's Creek Road

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

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
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	167	128	39	0	0	0	0	0	39	0	
Construction	1,808	6	1,802	0	0	0	0	0	1,802	0	
Total	1,975	134	1,841	0	0	0	0	0	1,841	0	
Federal-Aid	1,442	1	1,441	0	0	0	0	0	1,441	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

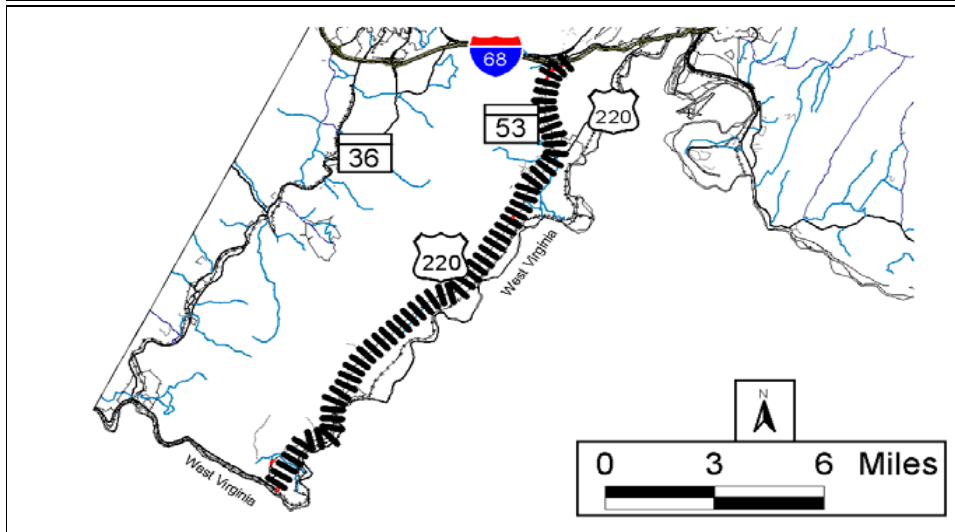
CURRENT (2005) - 1,650

PROJECTED (2030) - 2,120

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 220, McMullen Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	3,021	75	375	711	660	600	600	0	2,946	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	3,021	75	375	711	660	600	600	0	2,946	0	
Federal-Aid	2,417	60	300	569	528	480	480	0	2,357	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

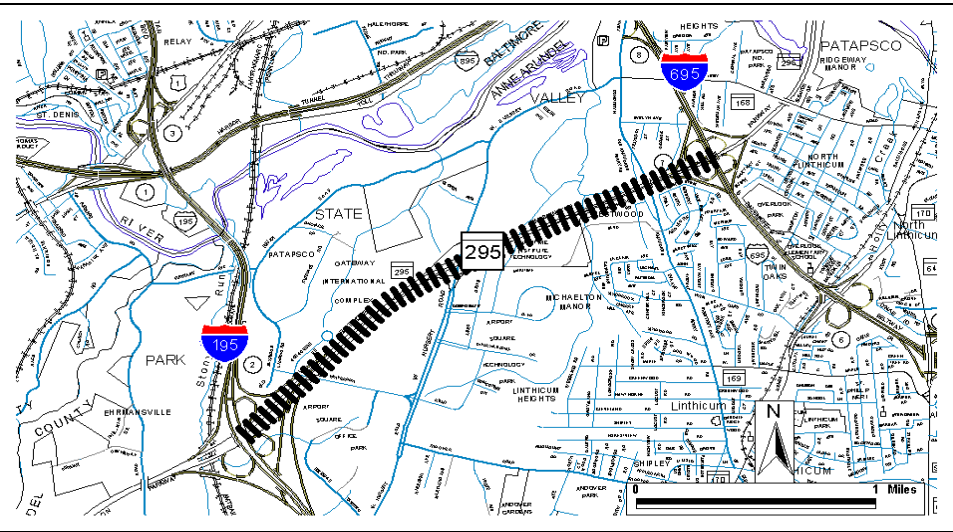
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 7,600 - 19,900

PROJECTED (2030) - 11,800 - 32,650

OPERATING COST IMPACT: N/A



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 295, MD 100 to I-195 (Line 6)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	13481	0	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$4.8 million is due to reduced inflation estimates and right-of-way needs.

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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,038	300	500	0	0	0	0	800	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	17,283	0	1,000	4,732	6,461	5,090	0	0	17,283	0
Total	19,121	1,038	1,300	5,232	6,461	5,090	0	0	18,083	0
Federal-Aid	14,951	830	1,040	4,091	5,039	3,951	0	0	14,121	0

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway/Expressway

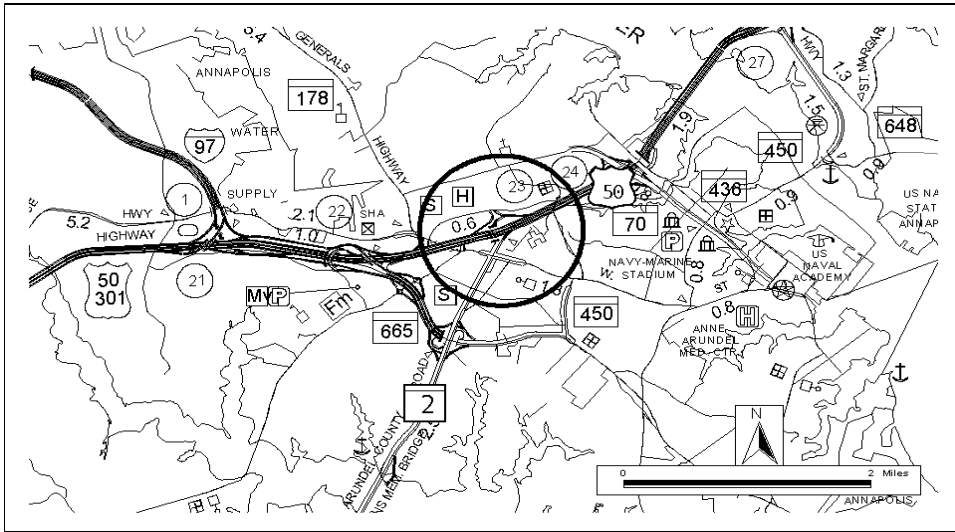
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 90,550

PROJECTED (2030) - 138,500

OPERATING COST IMPACT: \$70,000 per year



PROJECT: US 50, John Hanson Highway

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

JUSTIFICATION: Constructed an additional ramp movement to improve the operation of the US 50/MD 2 South interchange. The two-way connection between MD 450 and Jennifer Road improved traffic circulation in the Parole area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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. Anne Arundel County contributed \$10 million toward the total project cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,898	1,898	0	0	0	0	0	0	0	0	
Right-of-way	890	886	4	0	0	0	0	0	4	0	
Construction	7,253	7,172	81	0	0	0	0	0	81	0	
Total	10,041	9,956	85	0	0	0	0	0	85	0	
Federal-Aid	5,128	5,052	76	0	0	0	0	0	76	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

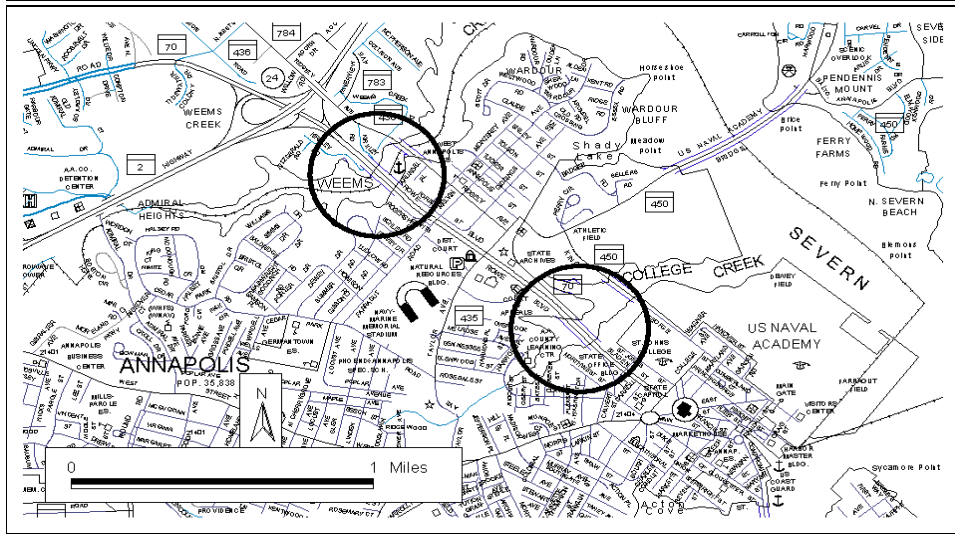
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 118,500

PROJECTED (2030) - 159,900

OPERATING COST IMPACT: \$8,000 per year



PROJECT: MD 70, Rowe Boulevard

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

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

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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,534	2,534	0	0	0	0	0	0	0	0	0
Right-of-way	383	383	0	0	0	0	0	0	0	0	0
Construction	33,277	30,633	2,644	0	0	0	0	0	2,644	0	0
Total	36,194	33,550	2,644	0	0	0	0	0	2,644	0	0
Federal-Aid	26,553	24,707	1,846	0	0	0	0	0	1,846	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

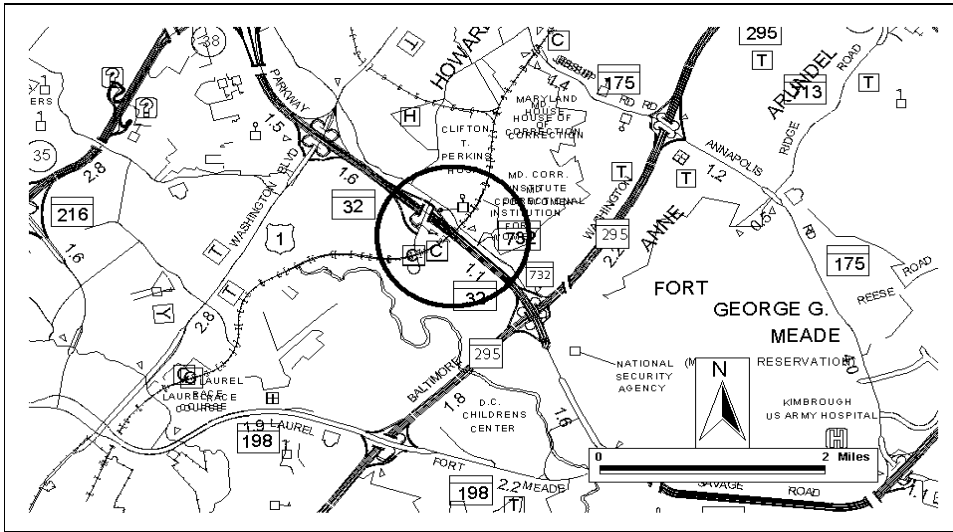
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 41,300

PROJECTED (2030) - 53,500

OPERATING COST IMPACT: N/A



PROJECT: MD 732, Guilford Road

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

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Construction delayed from FY06 to FY07 due to a delay in the acquisition of needed Right-of-way.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....		0	0
Engineering	58	58	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	930	0	688	242	0	0	0	0	0	930	0
Total	988	58	688	242	0	0	0	0	0	930	0
Federal-Aid	43	43	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

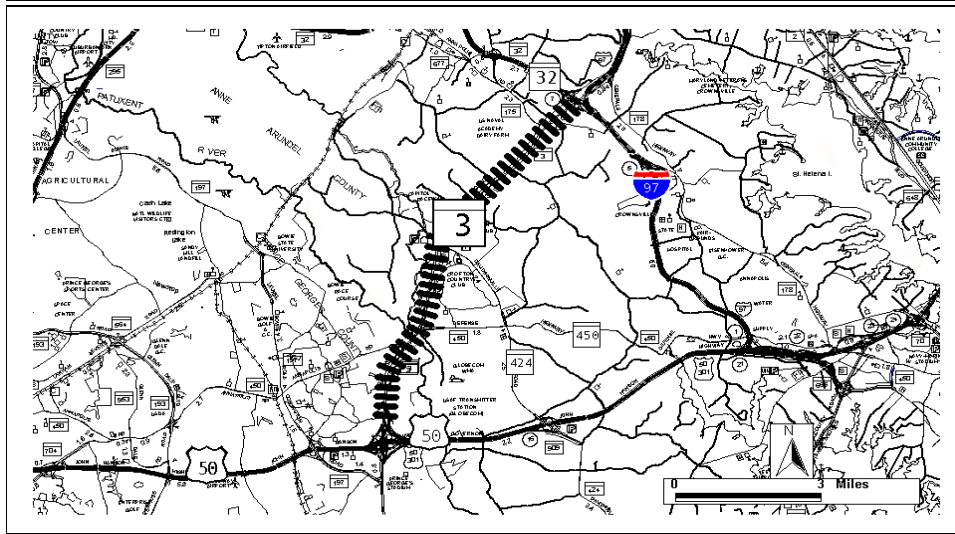
CURRENT (2005) - 12,100

PROJECTED (2030) - 34,100

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 5

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. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Prince George's County - Line 22)
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 23)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$3.4 million was for the advanced acquisition of the Berkshire property.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012	2013		
Planning	3,117	2,867	150	100	0	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,643	4,643	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,760	7,510	150	100	0	0	0	0	0	250	0
Federal-Aid	2,182	2,007	105	70	0	0	0	0	0	175	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

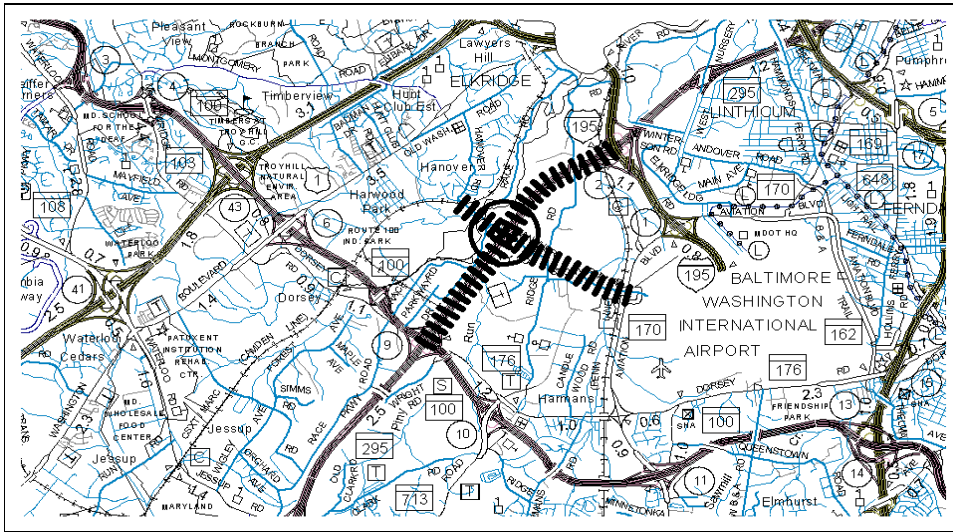
CURRENT (2005) - 74,500

PROJECTED (2030) - 124,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 6

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 295, I-695 to I-195 (Line 1)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	2,500	558	400	700	842	0	0	0	1,942	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,500	558	400	700	842	0	0	0	1,942	0
Federal-Aid	2,000	446	320	560	674	0	0	0	1,554	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

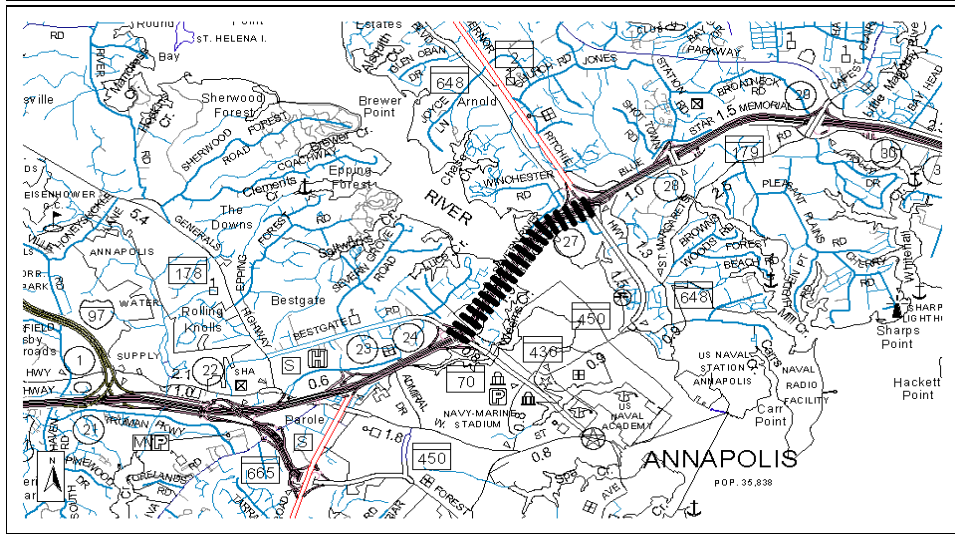
CURRENT (2005) - 84,900 - 96,000

PROJECTED (2030) - 123,700 - 134,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 7

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 50, John Hanson Highway

DESCRIPTION: Study to investigate options for alleviating congestion on US 50 from MD 70 to MD 2 (north), including the Severn River/Pearl Harbor Memorial Bridge. (1.7 miles)

JUSTIFICATION: The approaches to the US 50 Severn River/Pearl Harbor Memorial Bridge experience severe congestion, particularly the eastbound direction in the evening peak period.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the 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		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY			
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008		.....2009.....	.....2010.....	.....2011.....	.....2012.....
Planning	1,000	0	100	500	400	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	1,000	0	100	500	400	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Urban Freeway/Expressway

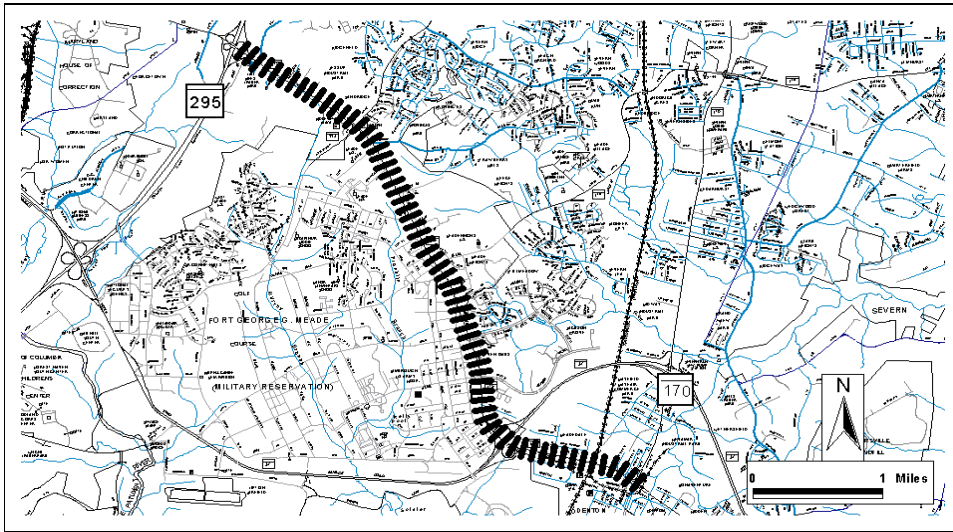
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 118,500

PROJECTED (2030) - 159,900

OPERATING COST IMPACT: N/A



PROJECT: MD 175, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: Additional Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	2,470	3	400	1,167	550	350	0	0	2,467	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,470	3	400	1,167	550	350	0	0	2,467	0	
Federal-Aid	1,927	2	312	910	429	273	0	0	1,924	1	

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

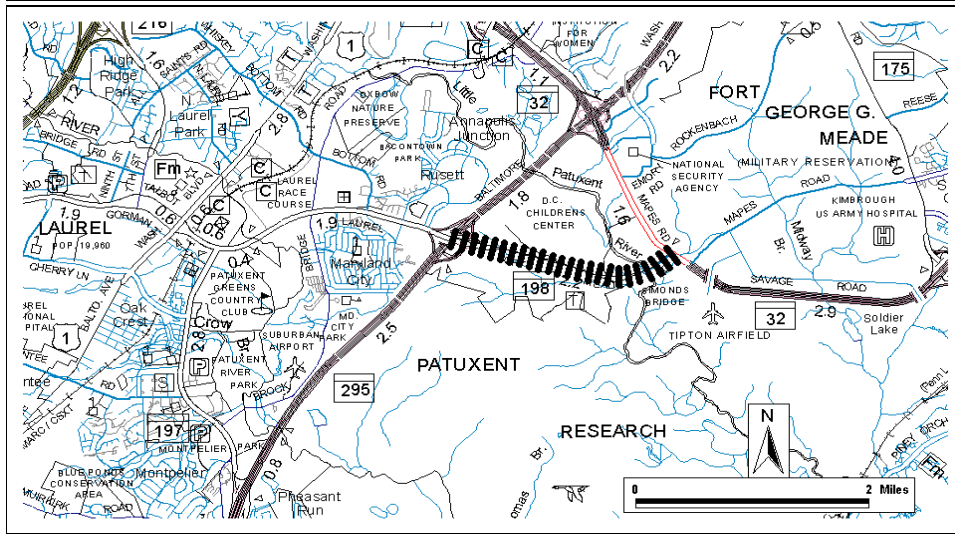
CURRENT (2005) - 35,300

PROJECTED (2030) - 57,900

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 9

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 198, Laurel Fort Meade Road

DESCRIPTION: Study to address capacity needs on MD 198 from MD 295 to MD 32 (2.66 miles). Bicycle and pedestrian access will be provided where appropriate. (BRAC Related)

JUSTIFICATION: MD 198 is a key link to Fort Meade from points south and west. The area in and around Fort Meade will experience substantial growth as a result of BRAC.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 175, MD 295 to MD 170 (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing up to \$4.5 million for the planning phase.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

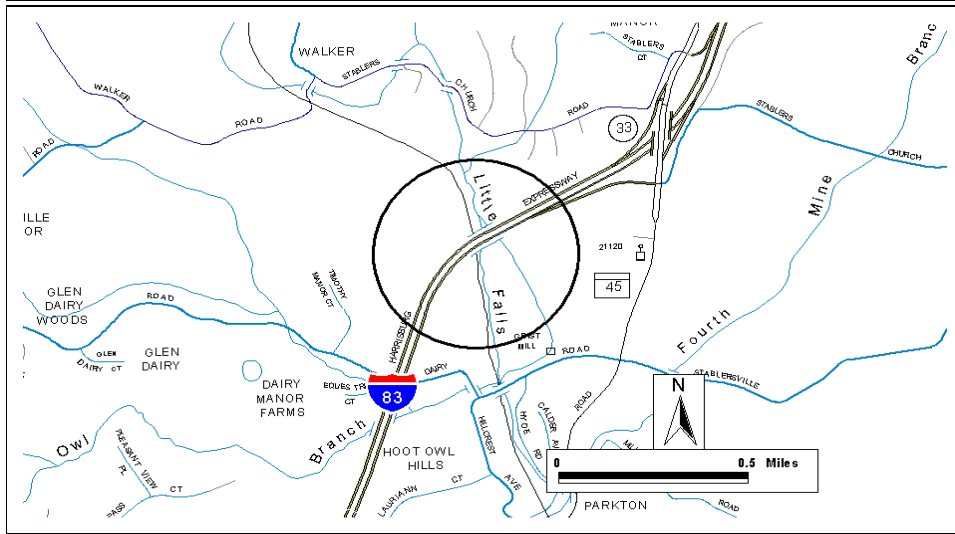
CURRENT (2005) - 23,950

PROJECTED (2030) - 41,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-83, Harrisburg Expressway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	340	337	3	0	0	0	0	0	3	0
Right-of-way	31	30	1	0	0	0	0	0	1	0
Construction	11,228	9,734	1,494	0	0	0	0	0	1,494	0
Total	11,599	10,101	1,498	0	0	0	0	0	1,498	0
Federal-Aid	9,208	8,018	1,190	0	0	0	0	0	1,190	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

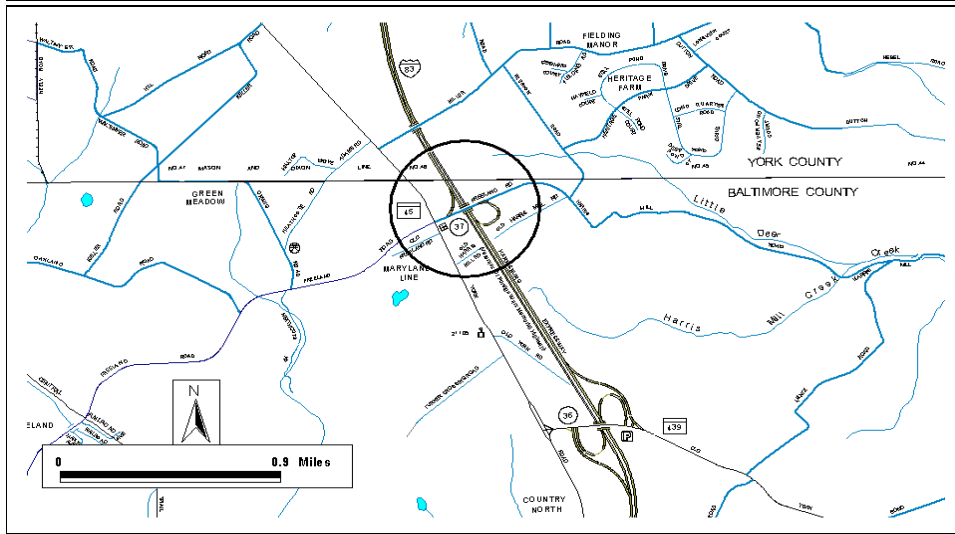
CURRENT (2005) - 48,000

PROJECTED (2030) - 79,200

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 2

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 3207 on Freeland Road over I-83.

JUSTIFICATION: This project will replace the existing deteriorated bridge 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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2702	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	176	163	13	0	0	0	0	0	13	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,011	0	1,821	1,190	0	0	0	0	3,011	0
Total	3,187	163	1,834	1,190	0	0	0	0	3,024	0
Federal-Aid	2,823	112	1,643	1,068	0	0	0	0	2,711	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

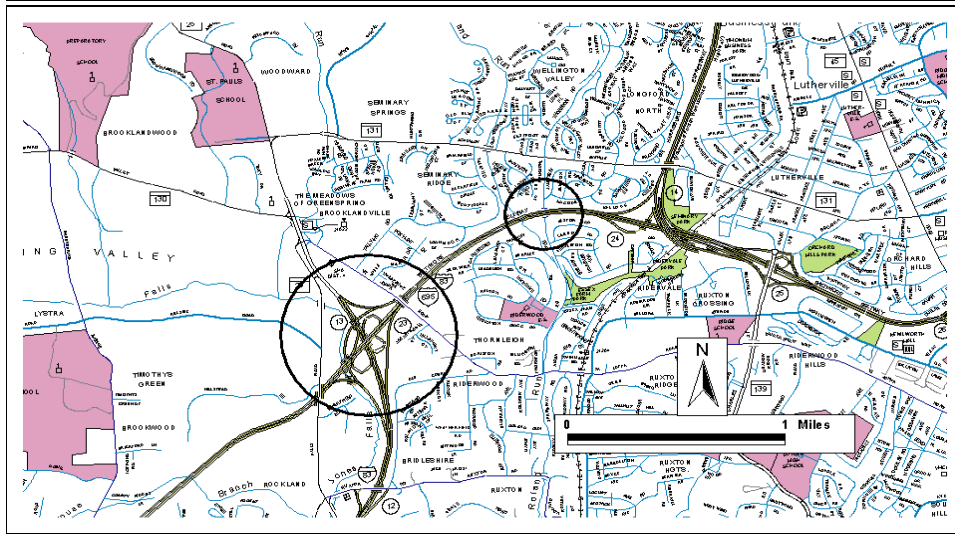
CURRENT (2005) - 42,175

PROJECTED (2030) - 70,750

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 3

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

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

JUSTIFICATION: This project provided 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, I-83(JFX) to I-95 (Line 8)
 I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: The cost increase of \$2.9 million was due to additional noise walls and drainage needs.

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 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,591	1,591	0	0	0	0	0	0	0	0	0
Right-of-way	213	121	92	0	0	0	0	0	0	92	0
Construction	23,022	22,231	791	0	0	0	0	0	0	791	0
Total	24,826	23,943	883	0	0	0	0	0	0	883	0
Federal-Aid	20,698	20,011	687	0	0	0	0	0	0	687	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

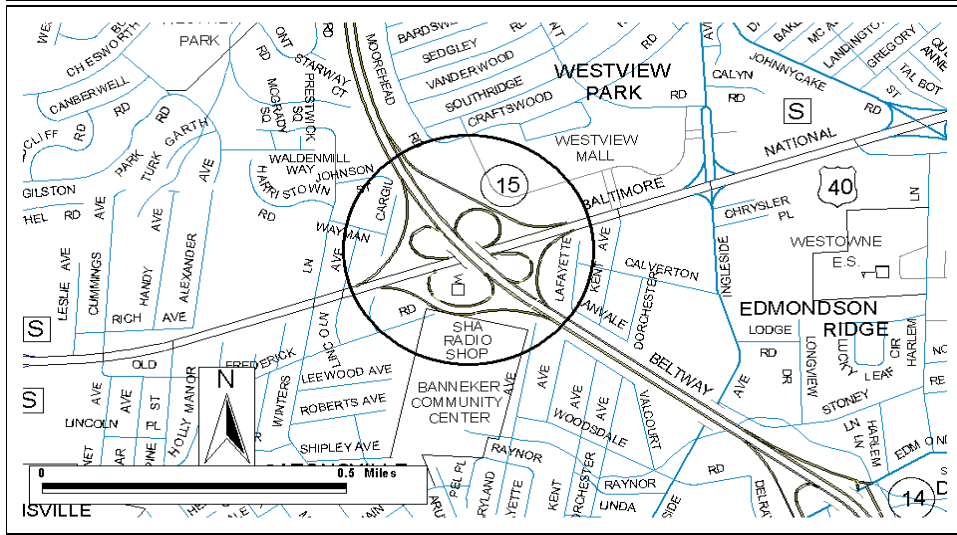
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 182,000

PROJECTED (2030) - 238,900

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

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

JUSTIFICATION: This project improved the safety and operational issues associated with this interchange.

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-695, I-95 to MD 122 (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	676	676	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,362	5,254	108	0	0	0	0	0	108	0
Total	6,038	5,930	108	0	0	0	0	0	108	0
Federal-Aid	4,846	4,753	93	0	0	0	0	0	93	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

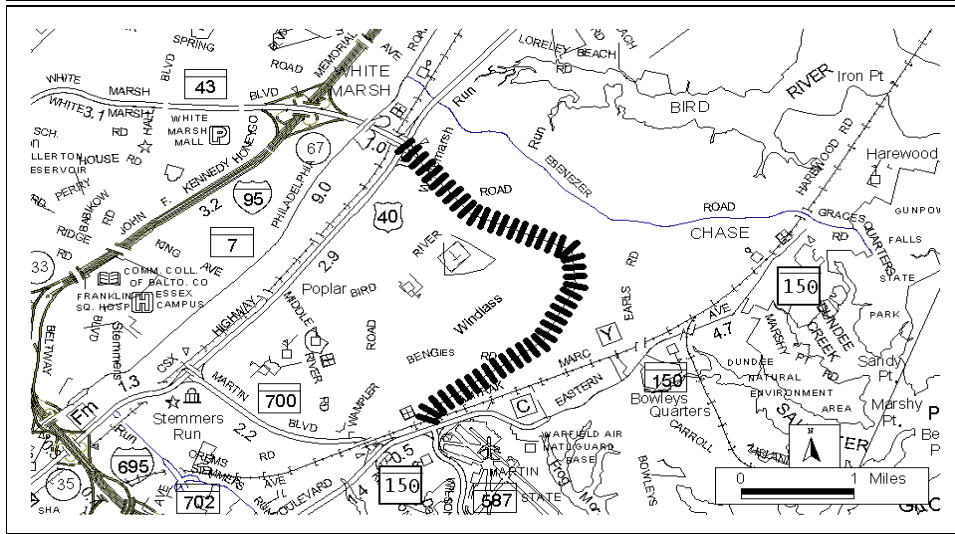
CURRENT (2005) - 188,300

PROJECTED (2030) - 269,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 5

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 43 Extended

DESCRIPTION: Constructed a partially access controlled highway between MD 150 and US 40. Sidewalks were included where appropriate. Wide outside curb lanes will accommodate bicycles (3.60 miles).

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

US 40, MD 43 to Ebenezer Road (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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. County and State split PP and PE costs and County contributed \$12.0 million towards Right-of-way. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	1,425	1,425	0	0	0	0	0	0	0	0
Engineering	1,956	1,956	0	0	0	0	0	0	0	0
Right-of-way	8,719	4,336	2,816	1,567	0	0	0	0	4,383	0
Construction	43,688	42,275	1,413	0	0	0	0	0	1,413	0
Total	55,788	49,992	4,229	1,567	0	0	0	0	5,796	0
Federal-Aid	36,603	33,109	2,599	895	0	0	0	0	3,494	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Urban Principal Arterial

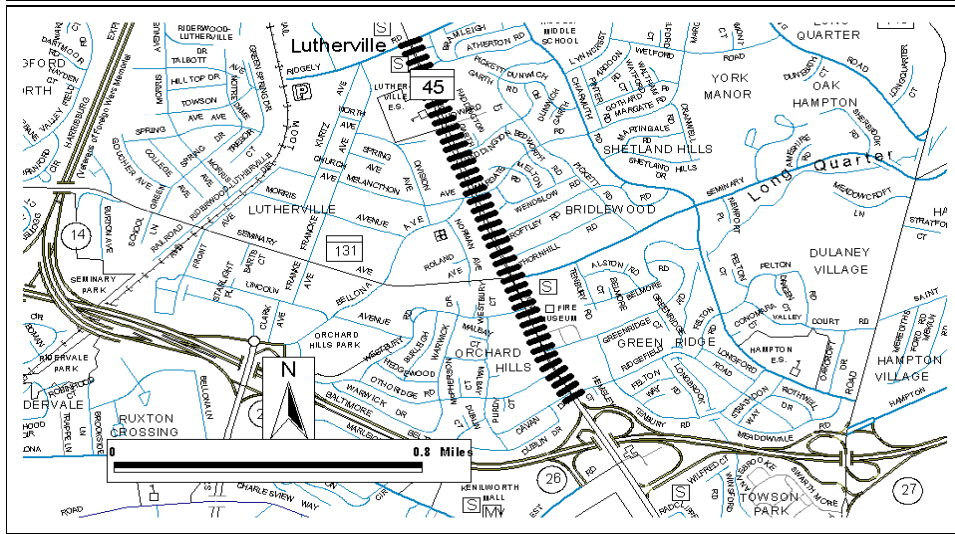
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,300 (Ebenezer Road)

PROJECTED (2030) - 56,800

OPERATING COST IMPACT: \$18,000 per year



PROJECT: MD 45, York Road

DESCRIPTION: Widen MD 45 to provide a center turn lane from Cavan Drive to Ridgely Road. Project will include streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8362	0	0	0	0	STP/HP

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$4.8 million is due to additional utility needs, increased property values and an unfavorable bid price. Construction includes additional FY06 Federal Appropriation Act Funds.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,094	2,035	59	0	0	0	0	0	59	0	
Right-of-way	4,764	2,496	1,081	626	561	0	0	0	2,268	0	
Construction	10,287	3	3,294	4,354	2,636	0	0	0	10,284	0	
Total	17,145	4,534	4,434	4,980	3,197	0	0	0	12,611	0	
Federal-Aid	12,142	1,998	3,526	4,034	2,584	0	0	0	10,144	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

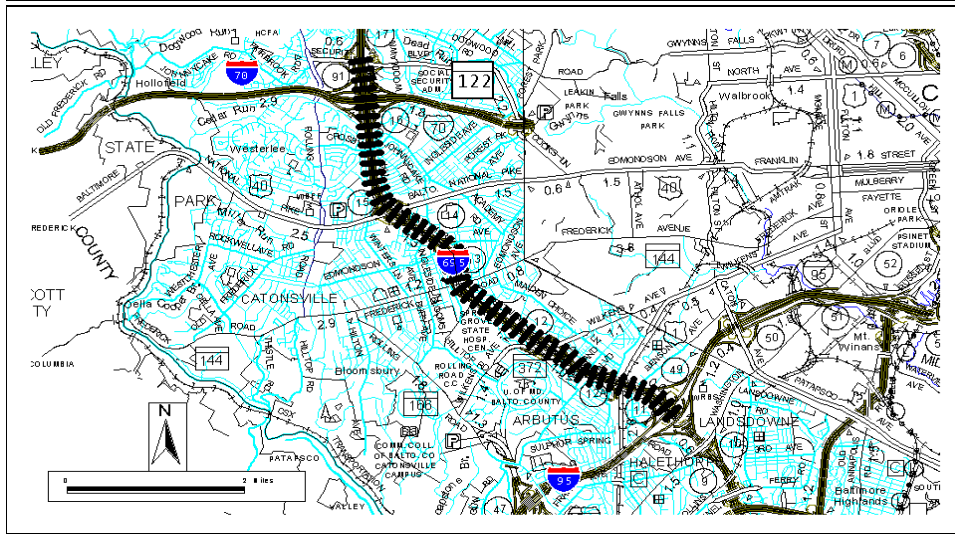
CURRENT (2005) - 42,500

PROJECTED (2030) - 58,900

OPERATING COST IMPACT: \$1,400 per year

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 7

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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-695, Interchange at US 40 (Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2200	0	0	0	0	HP
RW	0	1234	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$36.1 million is needed to complete Engineering. Right-of-way for the segment from MD 144 to Ingleside Ave. to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	13,795	9,997	800	800	800	1,398	0	0	3,798	0
Right-of-way	1,913	293	0	828	792	0	0	0	1,620	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,134	11,716	800	1,628	1,592	1,398	0	0	5,418	0
Federal-Aid	11,118	6,999	624	1,241	1,241	1,013	0	0	4,119	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

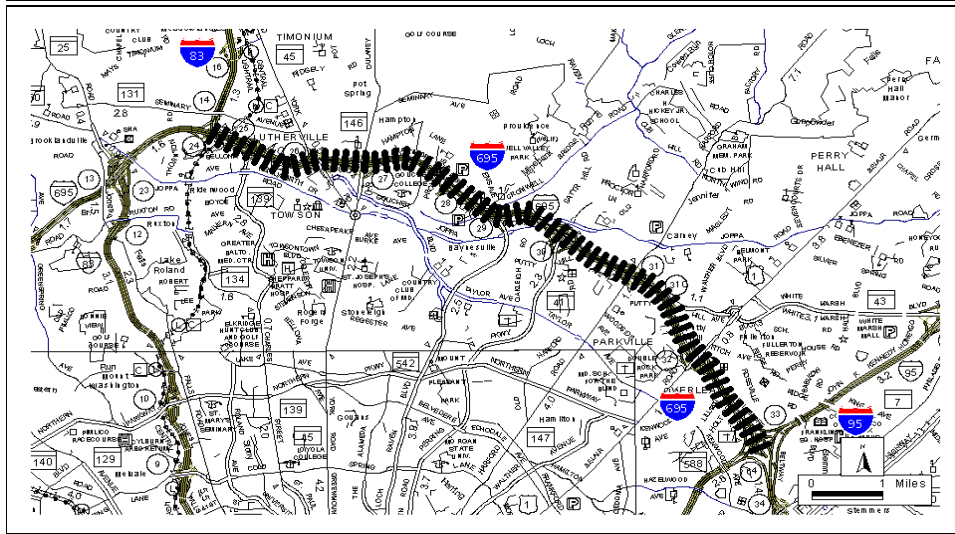
CURRENT (2005) - 206,900

PROJECTED (2030) - 284,500

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 8

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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-695, Bridges over MD 25A & Joppa Road (Line 3)
- I-695, at MD 139 (Line 9)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The Charles Street bridge replacement was added to the Development and Evaluation Program (Line 9) as a breakout project.

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 2006			2009	2010	2011	2012		
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	6,506	5,464	150	200	692	0	0	0	1,042	0
Right-of-way	18	18	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,039	6,997	150	200	692	0	0	0	1,042	0
Federal-Aid	4,899	4,491	62	62	284	0	0	0	408	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

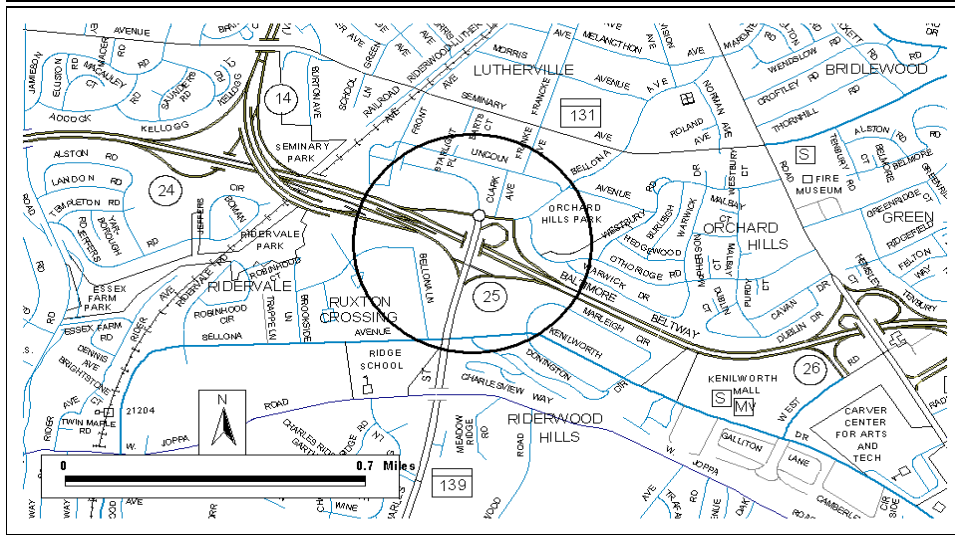
CURRENT (2005) - 178,200

PROJECTED (2030) - 234,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 9

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace existing bridge at MD 139 (Charles Street).

JUSTIFICATION: The existing bridge is deteriorated and in need of replacement. The new bridge will be designed to accommodate the future widening of the Baltimore Beltway.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, Bridges over MD 25A & Joppa Road (Line 3)
 I-695, I-83 to I-95 (Line 8)
 I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: This project was added to the Development and Evaluation Program as a breakout project of I-695 from I-83 to I-95 (Line 8).

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0
Engineering	6,882	563	800	800	4,719	0	0	0	6,319	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	6,882	563	800	800	4,719	0	0	0	6,319	0
Federal-Aid	5,206	394	592	592	3,628	0	0	0	4,812	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

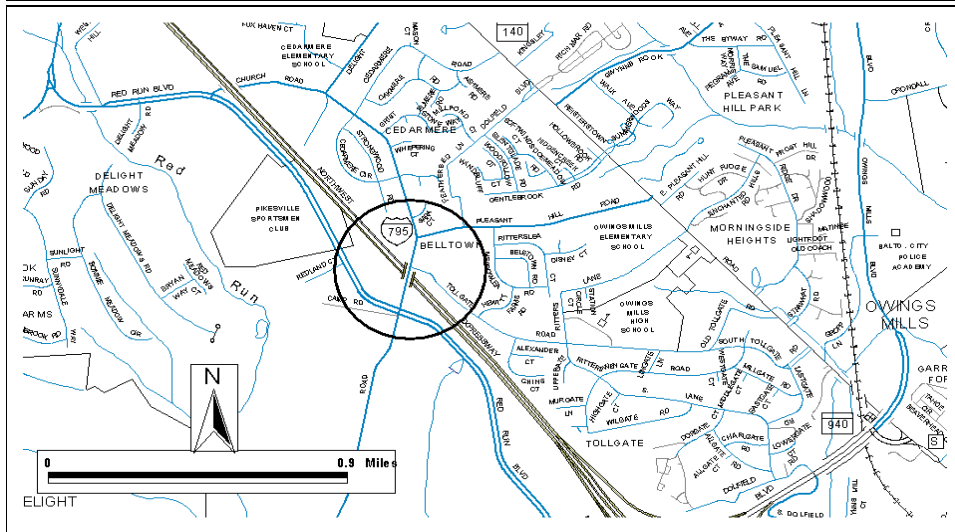
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 179,900

PROJECTED (2030) - 225,600

OPERATING COST IMPACT: N/A

**PROJECT:** I-795, Northwest Expressway**DESCRIPTION:** Study to develop interchange options at Dolfield Road.**JUSTIFICATION:** This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.**SMART GROWTH STATUS:**

- | | |
|---|--|
| <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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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: Initiation of Project Planning is dependent upon private funding.**SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP:** Added to the Development and Evaluation Program. Project Planning to be funded by private developers.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	.....2013.....	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

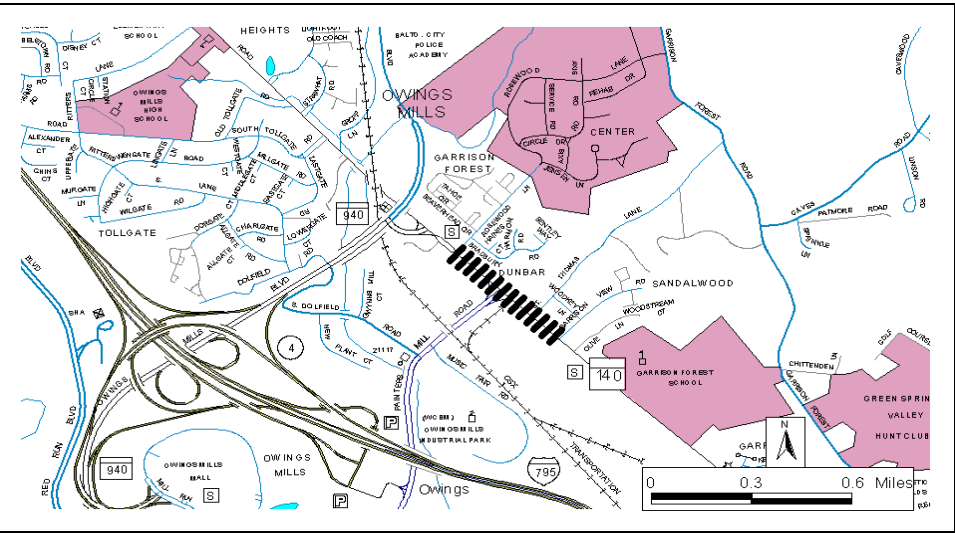
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,400

PROJECTED (2030) - 110,600

OPERATING COST IMPACT: N/A



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center and the Owings Mills Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way acquisition to begin during current fiscal year. An additional \$6.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added additional Engineering and partial Right-of-way funds.

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 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	477	250	265	750	750	0	0	0	2,015	0
Right-of-way	7,000	0	100	6,900	0	0	0	0	0	7,000	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,492	477	350	7,165	750	750	0	0	0	9,015	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)

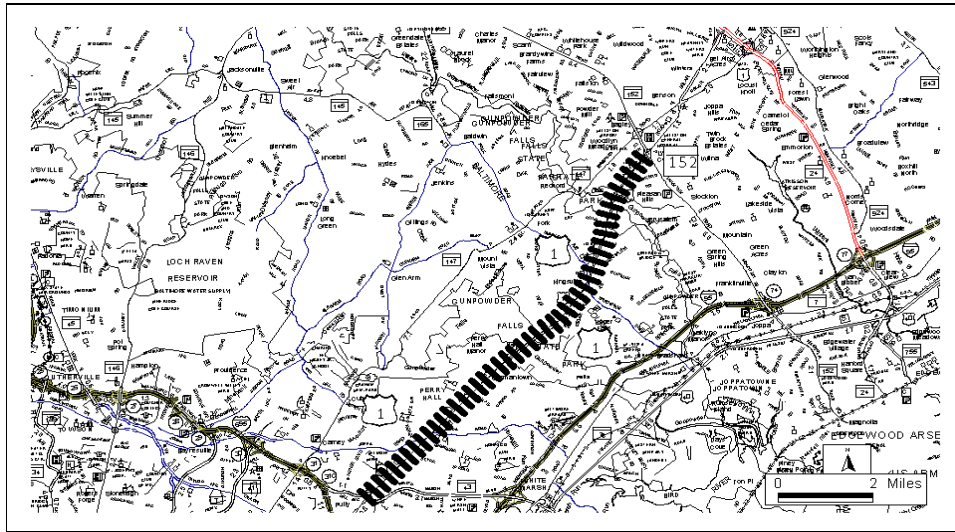
CURRENT (2005) - 37,300 (MD 140)

PROJECTED (2030) - 72,100 (MD 140)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 12

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). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006			2009	2010	2011	2012		
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	1,202	1,202	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	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)

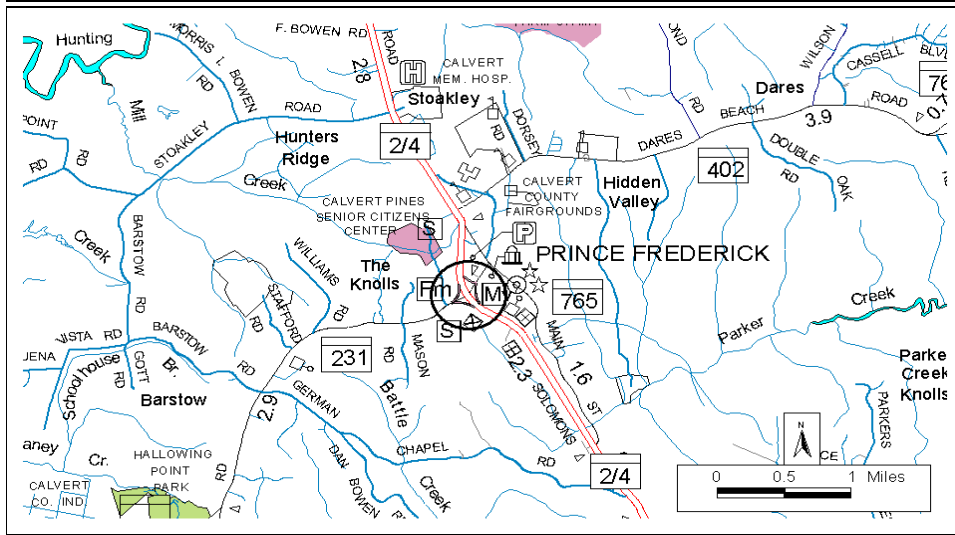
CURRENT (2005) - 35,300

PROJECTED (2030) - 62,200

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 2/4, Solomons Island Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 2/4, MD 765 to North of Stoakley Road (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8766	0	0	0	0	NHS

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Construction advanced from FY 08 to FY 07. The cost increase of \$2.2 million is due to additional stream restoration needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0
Engineering	1,306	1,020	286	0	0	0	0	0	286	0
Right-of-way	13,165	3,529	5,208	3,222	1,206	0	0	0	9,636	0
Construction	11,239	0	3,084	3,983	4,172	0	0	0	11,239	0
Total	25,710	4,549	8,578	7,205	5,378	0	0	0	21,161	0
Federal-Aid	10,048	0	2,930	3,806	3,312	0	0	0	10,048	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

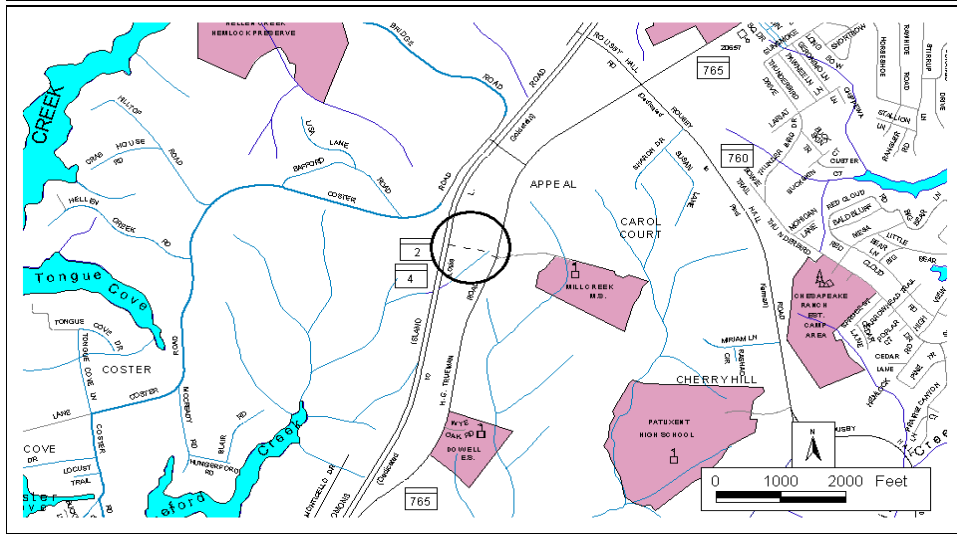
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 43,625

PROJECTED (2030) - 75,850

OPERATING COST IMPACT: \$1,500 per year



PROJECT: Lusby Connector

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

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

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:

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

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$0.5 million is due to reduced inflation estimates.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,542	333	400	809	0	0	0	0	1,209	0
Right-of-way	668	0	380	113	175	0	0	0	668	0
Construction	8,740	0	10	4,269	4,461	0	0	0	8,740	0
Total	10,950	333	790	5,191	4,636	0	0	0	10,617	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

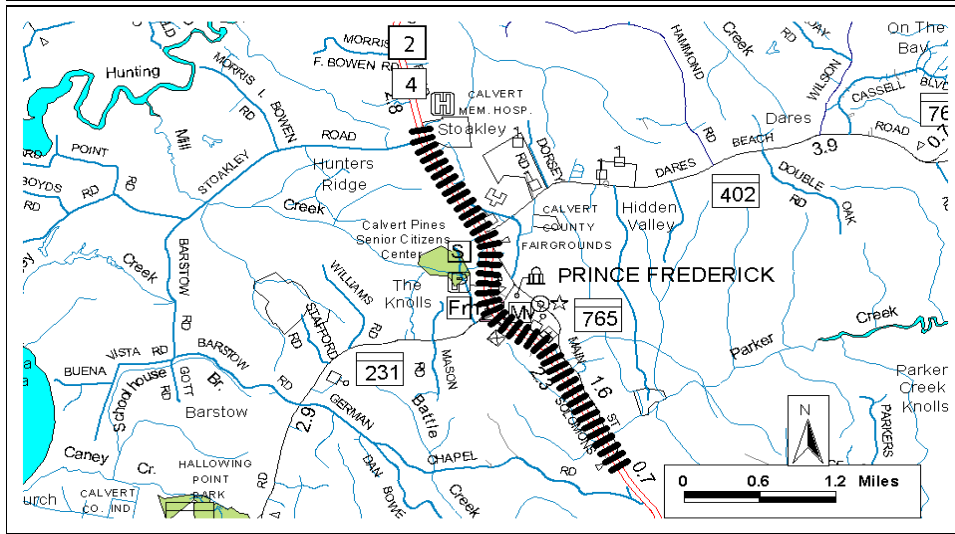
CURRENT (2005) - N/A

PROJECTED (2030) - 21,725 (MD2/4)

OPERATING COST IMPACT: \$400 per year

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 3

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 Stokley Road, to a 6 lane divided highway with auxiliary lanes (3.79 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering on hold. An additional \$9.9 million is needed to complete Engineering and an additional \$23.2 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	1,971	1,971	0	0	0	0	0	0	0	0
Engineering	1,356	1,356	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,971	3,971	0	0	0	0	0	0	0	0
Federal-Aid	3,243	1,553	0	0	0	0	0	0	0	1,690

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

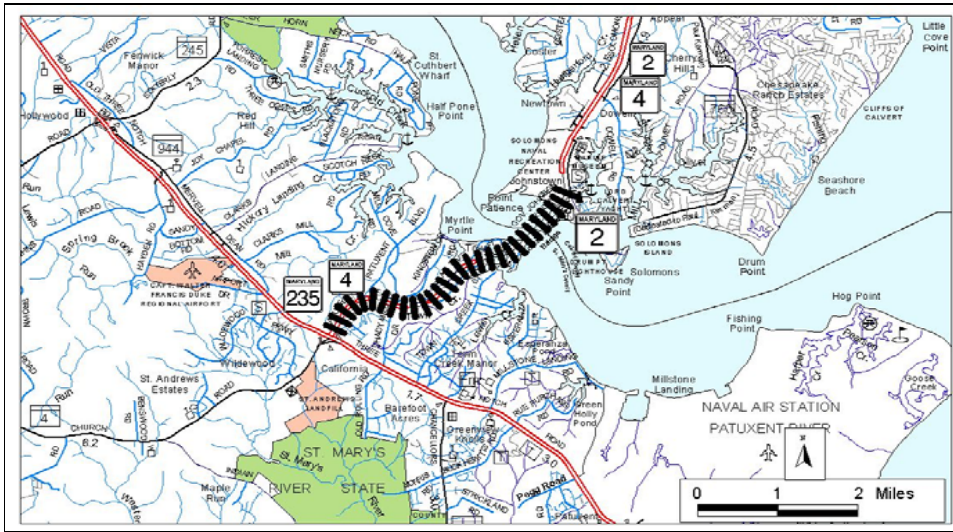
CURRENT (2005) - 48,150

PROJECTED (2030) - 83,600

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles. (BRAC Related)

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning to begin during current fiscal year. An additional \$3.5 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the 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											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,500	0	200	600	700	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	200	600	700	0	0	0	0	1,500	0
Federal-Aid	0	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)

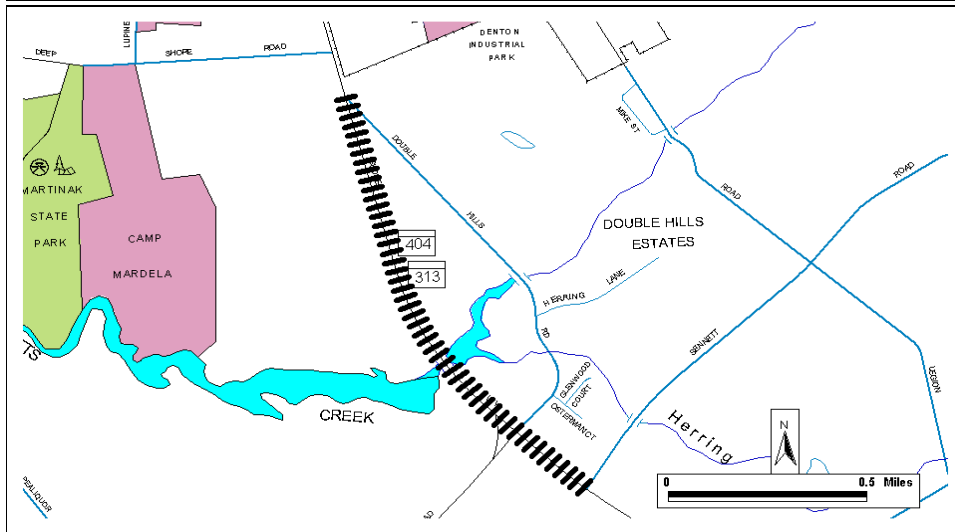
CURRENT (2005) - 28,400

PROJECTED (2030) - 49,375

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 404, Shore Highway

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

JUSTIFICATION: This project will supplement the Denton Bypass, 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, Cemetery Road to MD 480 (Line 2)
 MD 404, US 50 to MD 404 Business (Line 5)
 MD 404, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: The cost decrease of \$1.0 million is due to a more detailed Right-of-way estimate.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,248	1,223	25	0	0	0	0	0	25	0	
Right-of-way	2,366	1,804	277	285	0	0	0	0	562	0	
Construction	12,428	4,832	4,578	3,018	0	0	0	0	7,596	0	
Total	16,042	7,859	4,880	3,303	0	0	0	0	8,183	0	
Federal-Aid	11,381	5,024	3,837	2,520	0	0	0	0	6,357	0	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

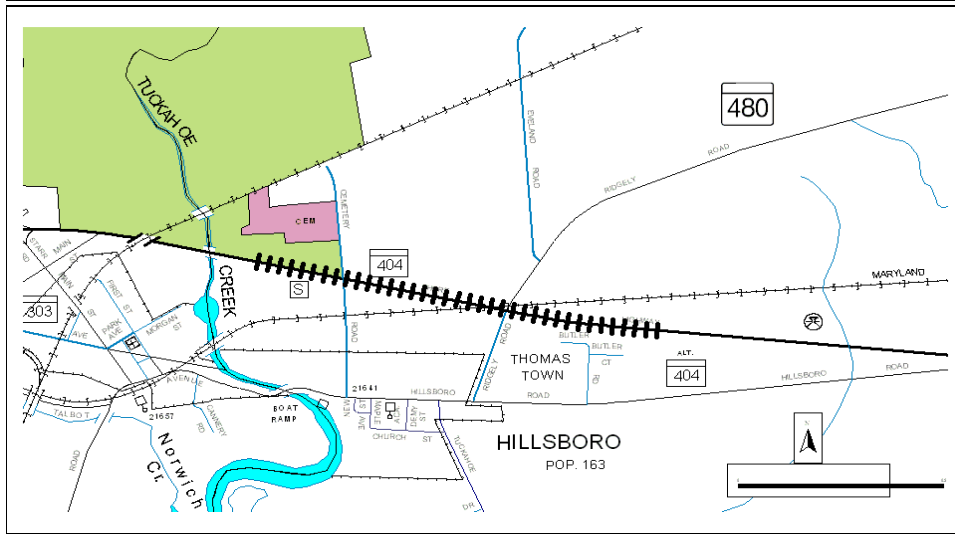
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 16,300
 21,600 (Summer)

PROJECTED (2030) - 26,750
 30,700 (Summer)

OPERATING COST IMPACT: \$7,800 per year



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to MD 404 Bus. (Line 5)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2168	0	0	0	0	NHS/HP
RW	1300	0	0	0	0	HP
CO	0	0	15160	0	0	NHS/HP

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program.

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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,779	0	50	300	300	2,129	0	0	2,779	0
Right-of-way	1,666	0	106	1,055	505	0	0	0	1,666	0
Construction	21,435	0	0	0	3,446	10,077	7,912	0	21,435	0
Total	25,880	0	156	1,355	4,251	12,206	7,912	0	25,880	0
Federal-Aid	18,627	0	122	1,057	3,316	9,521	4,611	0	18,627	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

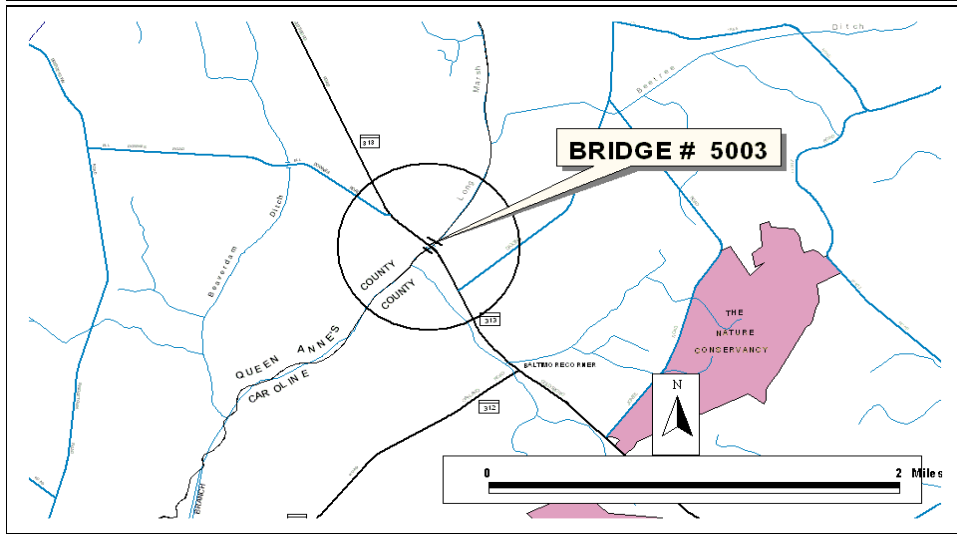
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 16,025 (Summer)

PROJECTED (2030) - 26,300 (Summer)

OPERATING COST IMPACT: N/A



PROJECT: MD 313, Greensboro Road

DESCRIPTION: Replace Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure is deteriorated and requires replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2448	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	597	520	77	0	0	0	0	0	77	0	0
Right-of-way	47	0	47	0	0	0	0	0	47	0	0
Construction	3,111	0	1,303	1,808	0	0	0	0	3,111	0	0
Total	3,755	520	1,427	1,808	0	0	0	0	3,235	0	0
Federal-Aid	2,488	0	1,042	1,446	0	0	0	0	2,488	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

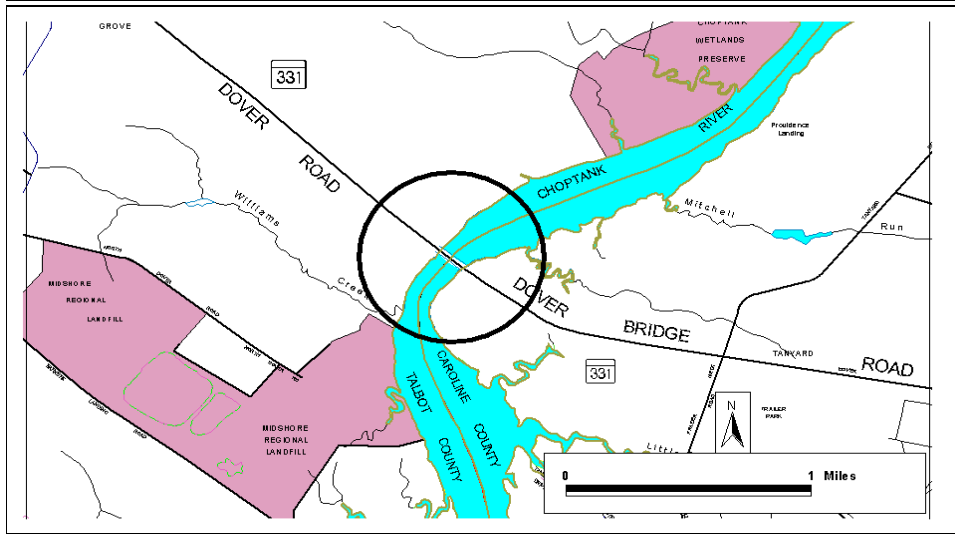
CURRENT (2005) - 1,500

PROJECTED (2030) - 2,475

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 4

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 331, Dover Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	798	0	0	NHS
CO	0	0	0	32242	0	NHS/HP

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$3.6 million is due to reduced inflation and a more detailed Engineering estimate.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0
Engineering	1,502	170	416	416	500	0	0	0	1,332	0
Right-of-way	997	0	0	0	111	775	111	0	997	0
Construction	41,335	0	0	0	0	5,557	20,005	15,773	41,335	0
Total	43,834	170	416	416	611	6,332	20,116	15,773	43,664	0
Federal-Aid	34,241	136	333	333	489	4,955	15,693	12,302	34,105	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

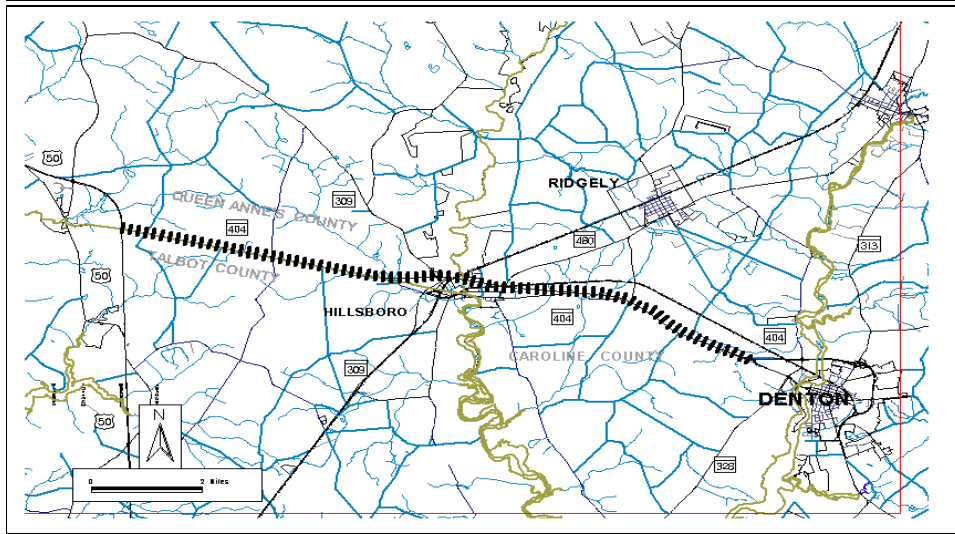
CURRENT (2005) - 12,700

PROJECTED (2030) - 19,000

OPERATING COST IMPACT: \$55,400 per year

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 5

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, Double Hills Road to east of MD 16 South (Line 1)
 MD 404, Cemetery Road to MD 480 (Line 2)
 MD 404, Access Controls (System Preservation Program)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 4)

STATUS: Partial Engineering underway. An additional \$18.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Moved \$5.6 million to Phase 1A, Cemetery Road to MD 480 (Caroline County Line 2).

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	540	540	0	0	0	0	0	0	0	0	0
Engineering	5,000	859	750	250	250	2,891	0	0	4,141	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	5,540	1,399	750	250	250	2,891	0	0	4,141	0	0
Federal-Aid	3,900	670	585	195	195	2,255	0	0	3,230	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

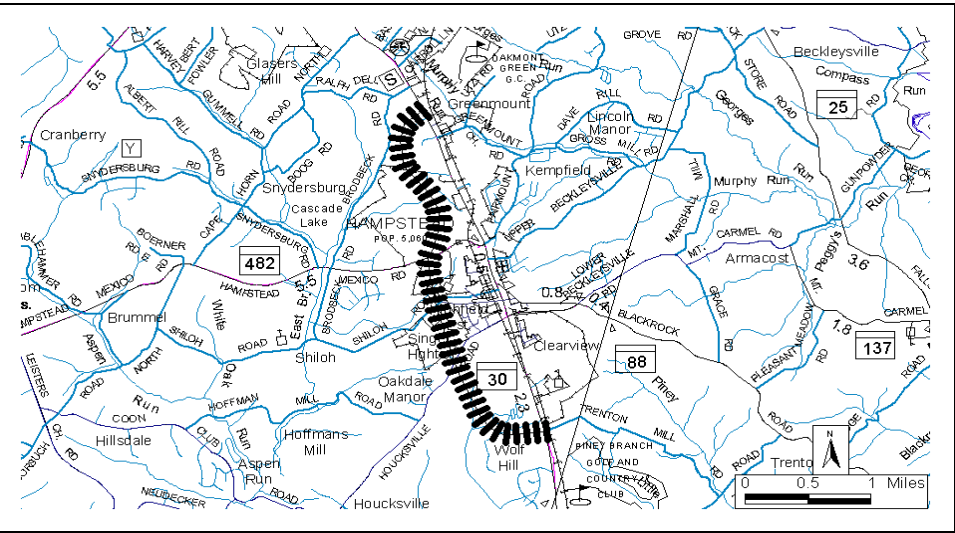
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,750
22,200 (Summer)

PROJECTED (2030) - 25,600
28,500 (Summer)

OPERATING COST IMPACT: N/A



PROJECT: MD 30 Relocated, Hampstead Bypass

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: The cost decrease of \$2.1 million is due to a more detailed Right-of-way estimate.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,603	7,561	42	0	0	0	0	0	42	0
Right-of-way	27,823	17,951	2,555	6,123	1,194	0	0	0	9,872	0
Construction	47,629	3,372	13,204	17,794	12,744	66	81	117	44,006	251
Total	83,055	28,884	15,801	23,917	13,938	66	81	117	53,920	251
Federal-Aid	46,861	7,382	11,975	15,978	11,124	51	64	91	39,283	196

FUNCTION:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

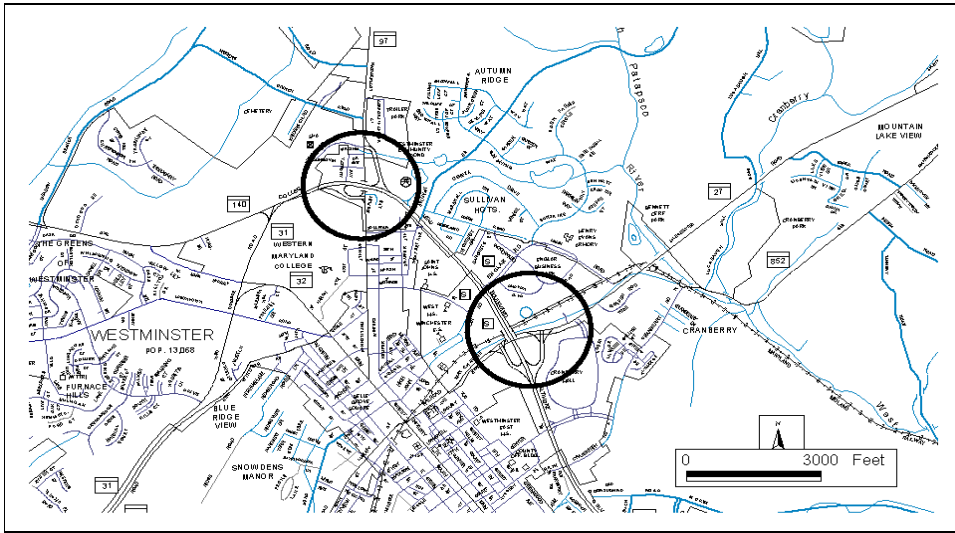
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 18,900 - 23,900 (MD30)

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

OPERATING COST IMPACT: \$14,500 per year



PROJECT: MD 140, Baltimore Boulevard

DESCRIPTION: Widened and reconstructed the bridges over MD 97 North and MD 27. Sidewalks included on the bridges. Wide curb lanes provided to accommodate bicycles.

JUSTIFICATION: This project replaced the deteriorated bridges and provides for future capacity improvements on 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:

MD 140, Capacity improvements between Market Street and Sullivan Road (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: Cost increase of \$1.2 million was due to additional paving needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	994	994	0	0	0	0	0	0	0	0	0
Right-of-way	1,212	1,212	0	0	0	0	0	0	0	0	0
Construction	14,628	14,586	42	0	0	0	0	0	42	0	0
Total	16,834	16,792	42	0	0	0	0	0	42	0	0
Federal-Aid	11,562	11,528	34	0	0	0	0	0	34	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

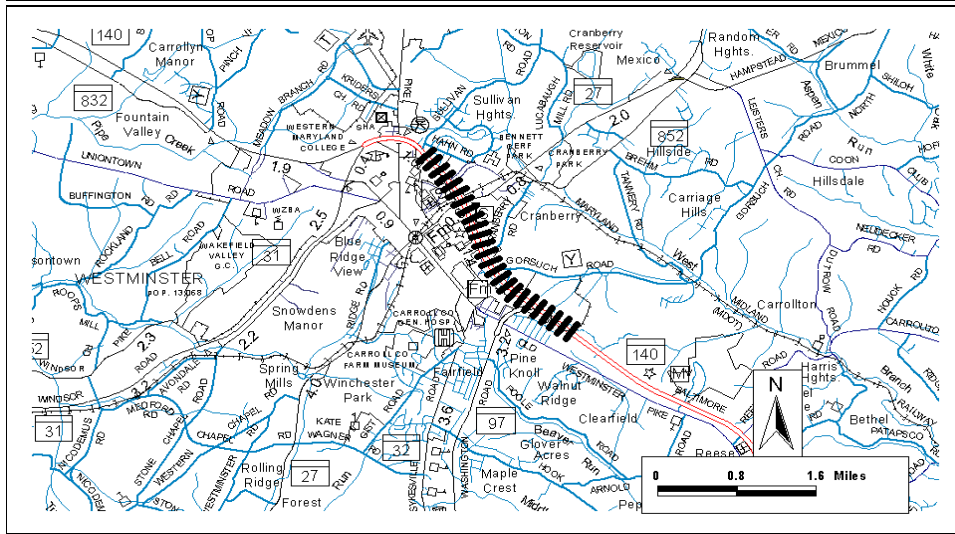
CURRENT (2005) - 45,400 - 56,100

PROJECTED (2030) - 87,400

OPERATING COST IMPACT: \$13,600 per year

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 3

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 140, Baltimore Boulevard

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

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

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	1,584	1,171	100	313	0	0	0	0	413	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	1,584	1,171	100	313	0	0	0	0	413	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)

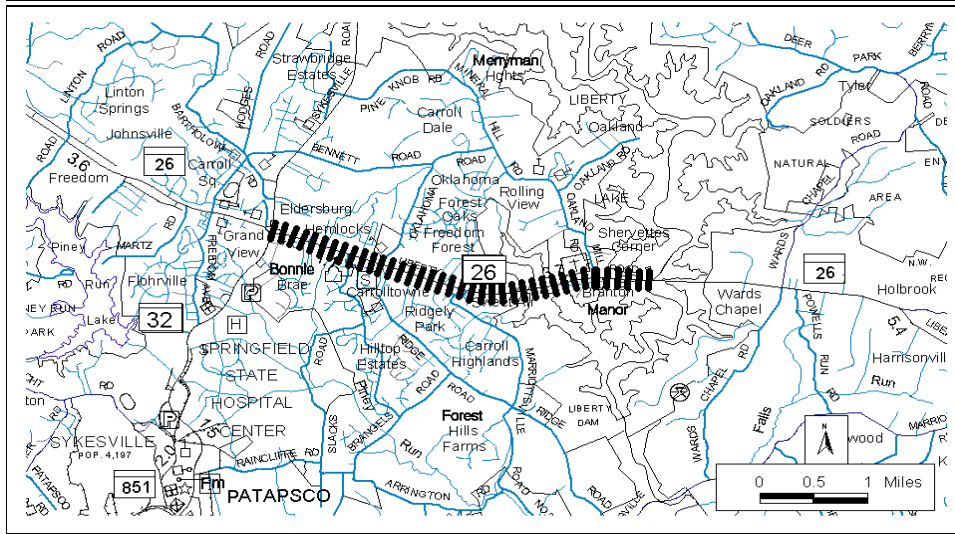
CURRENT (2005) - 45,400 - 56,100

PROJECTED (2030) - 63,900 - 87,400

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 4

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 26, Liberty Road

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 26 to MacBeth Way (System Preservation Program)

STATUS: Partial Engineering underway. An additional \$3.1 million needed to complete Engineering. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	282	282	0	0	0	0	0	0	0	0
Engineering	600	77	95	185	243	0	0	0	523	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	882	359	95	185	243	0	0	0	523	0
Federal-Aid	197	197	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

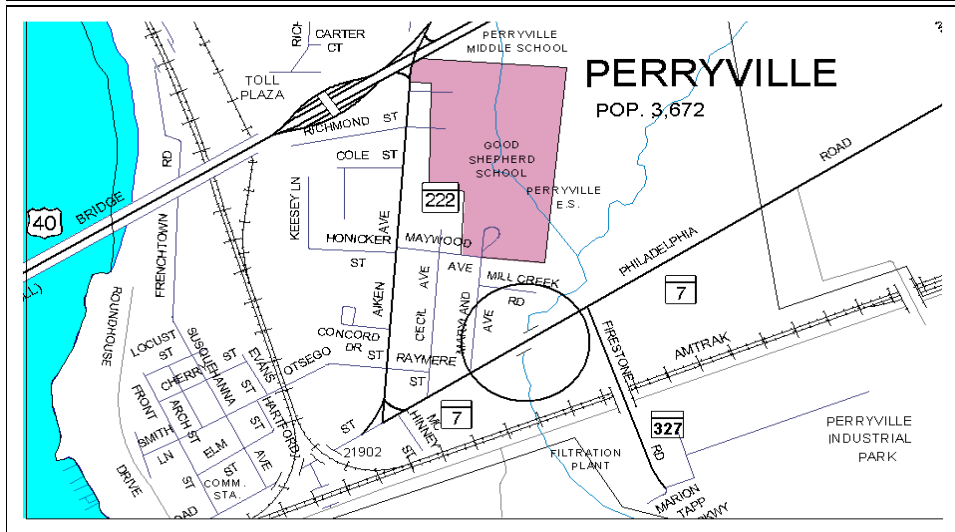
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 18,300 - 33,100

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

OPERATING COST IMPACT: N/A



PROJECT: MD 7B, Philadelphia Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	.....2013.....	0	0
Engineering	816	812	4	0	0	0	0	0	0	4	0
Right-of-way	105	94	11	0	0	0	0	0	0	11	0
Construction	3,046	160	2,877	9	0	0	0	0	0	2,886	0
Total	3,967	1,066	2,892	9	0	0	0	0	0	2,901	0
Federal-Aid	2,347	127	2,220	0	0	0	0	0	0	2,220	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

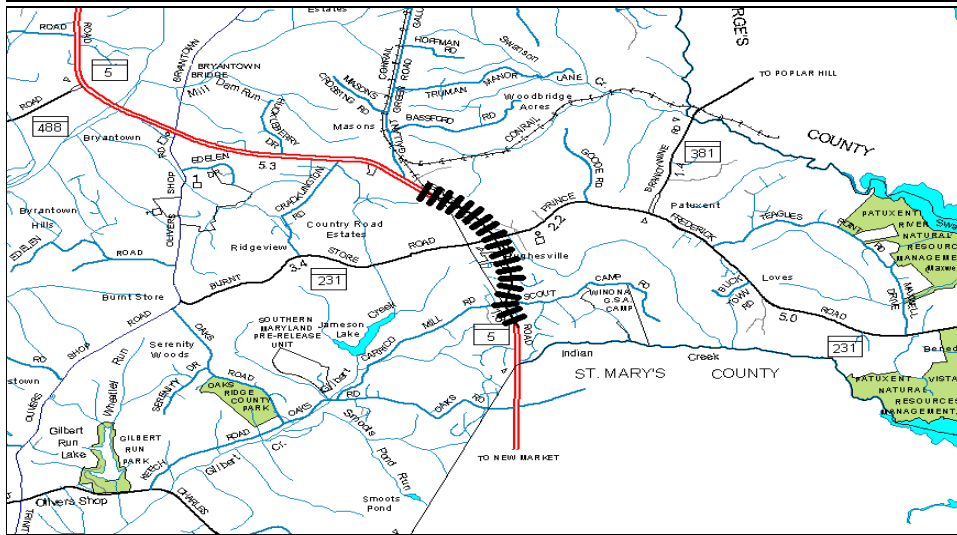
CURRENT (2005) - 5,450

PROJECTED (2030) - 7,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Charles County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 5 Relocated at Hughesville

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	1,990	1,990	0	0	0	0	0	0	0	0	
Engineering	4,395	4,395	0	0	0	0	0	0	0	0	
Right-of-way	13,117	11,705	1,243	169	0	0	0	0	1,412	0	
Construction	34,740	18,571	9,522	6,647	0	0	0	0	16,169	0	
Total	54,242	36,661	10,765	6,816	0	0	0	0	17,581	0	
Federal-Aid	39,036	25,479	8,124	5,433	0	0	0	0	13,557	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

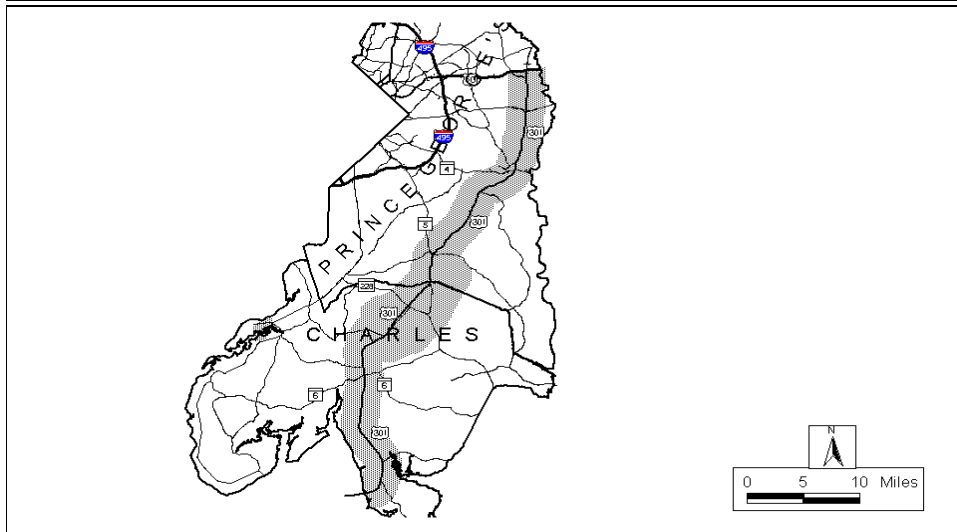
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 41,400

PROJECTED (2030) - 67,800

OPERATING COST IMPACT: \$11,400 per year



PROJECT: US 301 South Corridor Transportation Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$5.0 million is due to additional protective Right-of-way funds.

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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	10,497	10,397	50	50	0	0	0	0	100	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	59,018	34,246	5,400	2,600	4,000	4,000	4,000	4,772	24,772	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	69,515	44,643	5,450	2,650	4,000	4,000	4,000	4,772	24,872	0	0
Federal-Aid	7,348	7,278	35	35	0	0	0	0	70	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

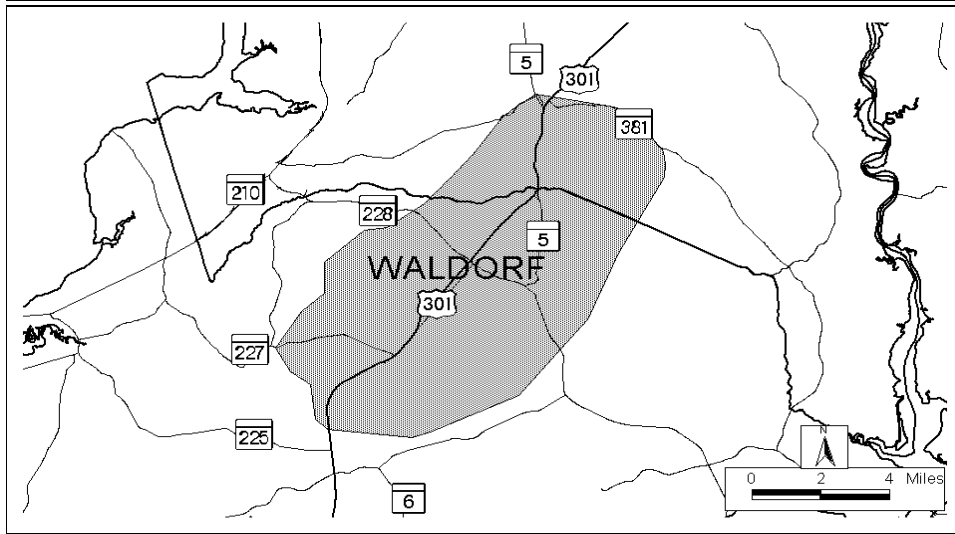
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 85,100

PROJECTED (2030) - 114,300

OPERATING COST IMPACT: N/A



PROJECT: US 301, Waldorf Area Project

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	4,667	670	1,000	1,895	1,102	0	0	0	3,997	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,667	670	1,000	1,895	1,102	0	0	0	3,997	0
Federal-Aid	3,267	469	700	1,327	771	0	0	0	2,798	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

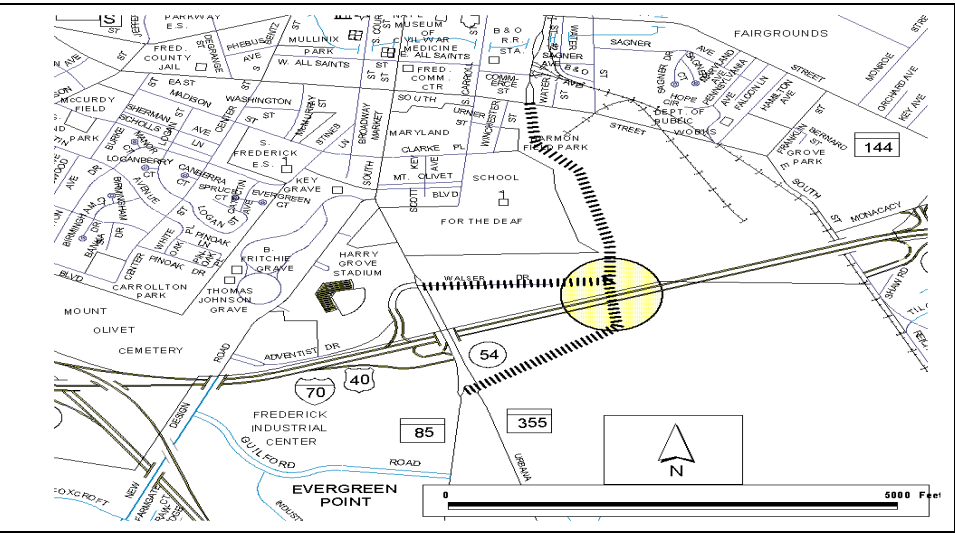
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 85,100

PROJECTED (2030) - 114,200

OPERATING COST IMPACT: N/A



PROJECT: I-70, Baltimore National Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, Mt. Phillip Road to MD 144 FA (Line 6)
I-270 and US 15 Multi-Modal Corridor Study (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,141	7,955	368	200	618	0	0	0	1,186	0
Right-of-way	17,056	16,227	629	200	0	0	0	0	829	0
Construction	68,163	18,197	14,132	16,731	19,103	0	0	0	49,966	0
Total	94,360	42,379	15,129	17,131	19,721	0	0	0	51,981	0
Federal-Aid	76,907	32,878	12,669	14,595	16,765	0	0	0	44,029	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

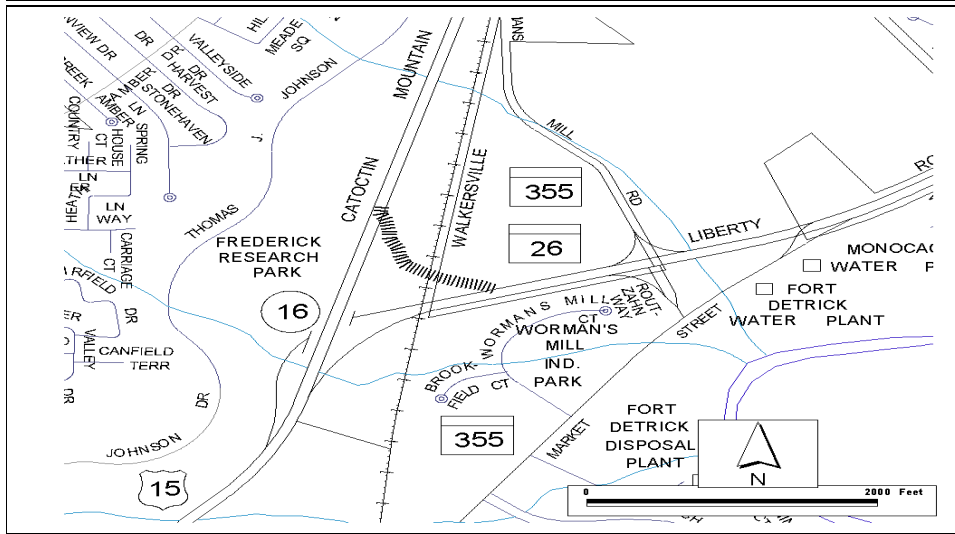
CURRENT (2005) - N/A

PROJECTED (2030) - 8,300 to 21,600 (Monocacy Blvd.)

OPERATING COST IMPACT: \$17,600 per year

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 2

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Provided the missing movement from westbound MD 26 to northbound US 15. (BRAC Related)

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

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, Mount Phillip Road to MD 144 (Line 6)
I-270 and US 15 Multi-Modal Corridor Study (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service. This project was a breakout from the I-270/US 15 Multi-Modal Corridor Study (Line 7). The City and County provided 50% of project funding. Funding shown was SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	241	241	0	0	0	0	0	0	0	0
Engineering	42	42	0	0	0	0	0	0	0	0
Right-of-way	110	103	8	0	0	0	0	0	8	-1
Construction	1,622	1,060	562	0	0	0	0	0	562	0
Total	2,015	1,446	570	0	0	0	0	0	570	-1
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)

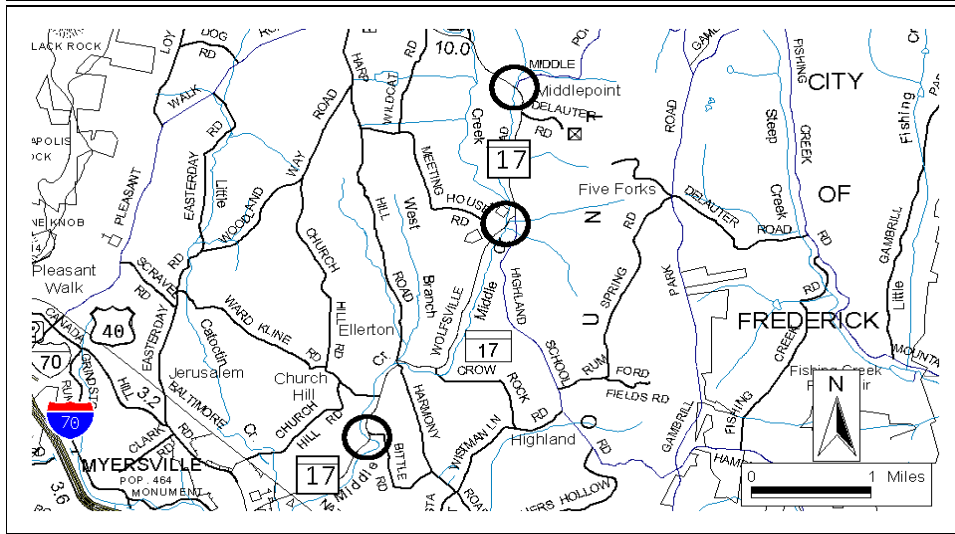
CURRENT (2005) - 40,500 - 75,900 (US 15)
33,700 (MD 26)

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

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 3

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 17, Wolfsville Road

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

JUSTIFICATION: The existing structures were structurally deficient and required 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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....		0	0
Engineering	1,059	1,059	0	0	0	0	0	0	0	0	0
Right-of-way	205	159	46	0	0	0	0	0	0	46	0
Construction	4,674	4,649	25	0	0	0	0	0	0	25	0
Total	5,938	5,867	71	0	0	0	0	0	0	71	0
Federal-Aid	4,496	4,476	20	0	0	0	0	0	0	20	0

FUNCTION :

STATE - Rural Major Collector

FEDERAL - Rural Major Collector

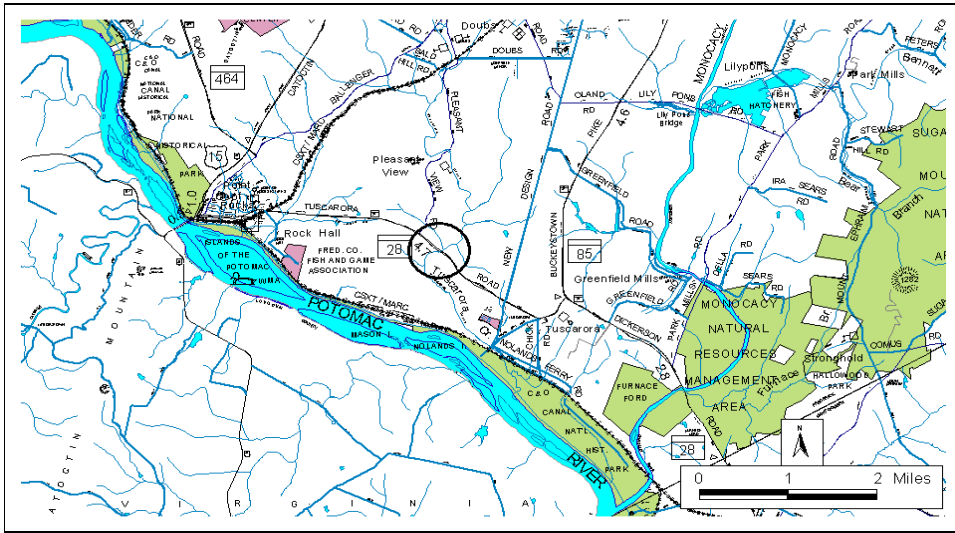
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 2,600

PROJECTED (2030) - 4,000

OPERATING COST IMPACT: N/A



PROJECT: MD 28, Tuscarora Road

DESCRIPTION: Replace Bridge 10014 over Tuscarora Creek. Stream restoration will be included as part of the project. Shoulders will be included to accommodate pedestrians and bicyclists.

JUSTIFICATION: The existing bridge is structurally deficient and functionally obsolete.

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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2692	0	0	0	0	BR

STATUS: Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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				FOR PLANNING PURPOSES ONLY				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	.....2009.....	.....2010.....	.....2011.....	.....2012.....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	354	292	62	0	0	0	0	0	62	0
Right-of-way	208	4	204	0	0	0	0	0	204	0
Construction	3,367	0	971	2,396	0	0	0	0	3,367	0
Total	3,929	296	1,237	2,396	0	0	0	0	3,633	0
Federal-Aid	2,957	216	826	1,915	0	0	0	0	2,741	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

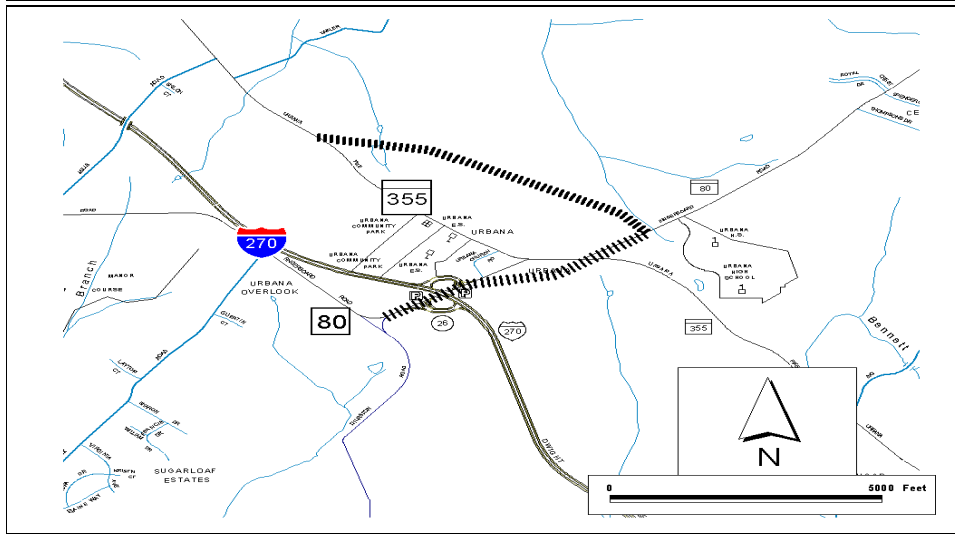
CURRENT (2005) - 3,600

PROJECTED (2030) - 6,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 5

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 80 and MD 355 Relocated

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

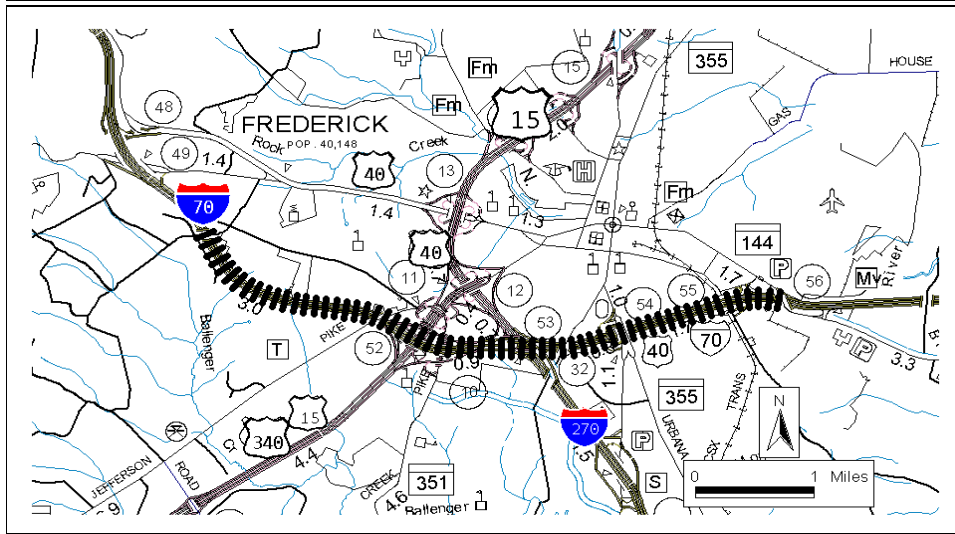
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 9,900 (MD 355)
14,300 (MD 80)

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

OPERATING COST IMPACT: \$11,800 per year

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 6
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: I-70, Baltimore National Pike

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

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing 4 lane section to 6 lanes and reconstruction of the interchanges.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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, Phase 2B, 2C and MD 475 from South St. to Monocacy Blvd. (Line 1)
I-270 and US 15 Multi-Modal Corridor Study (Line 8)

STATUS: Partial Engineering underway. An additional \$6.0 million is needed to complete Engineering and \$0.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	270	0	0	0	0	IM
RW	0	0	589	0	0	IM
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 2006			2009	2010	2011	2012		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,942	6,640	77	175	50	0	0	0	302	0
Right-of-way	22,154	21,485	14	0	655	0	0	0	669	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	30,347	29,376	91	175	705	0	0	0	971	0
Federal-Aid	14,442	13,567	83	158	634	0	0	0	875	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

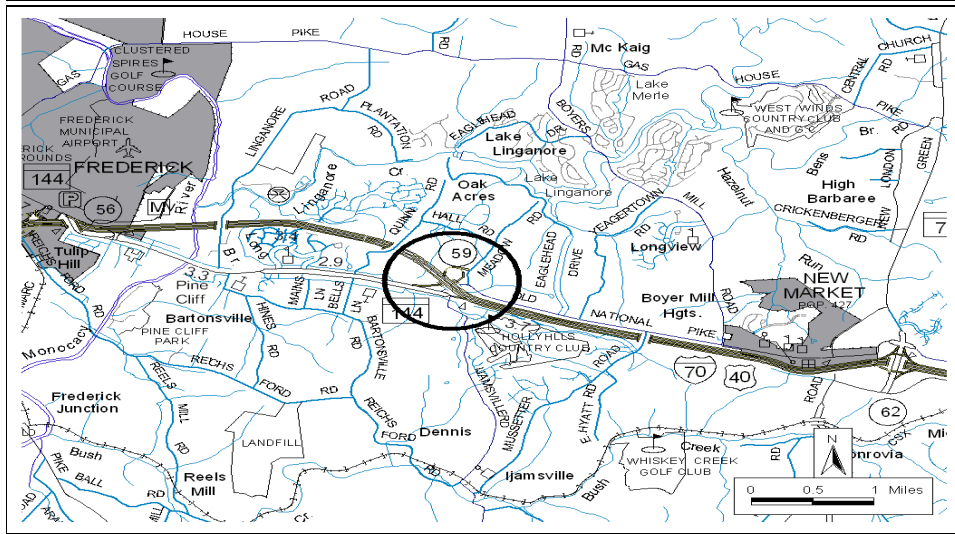
CURRENT (2005) - 79,300

PROJECTED (2030) - 127,500

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 7

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Interchange at Meadow Road.

JUSTIFICATION: This project will look at providing the missing westbound ramps to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year. SHA and County to share Planning costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the 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							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	500	0	75	300	125	0	0	0	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	500	0	75	300	125	0	0	0	500	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Urban Interstate

FEDERAL - Principal Arterial

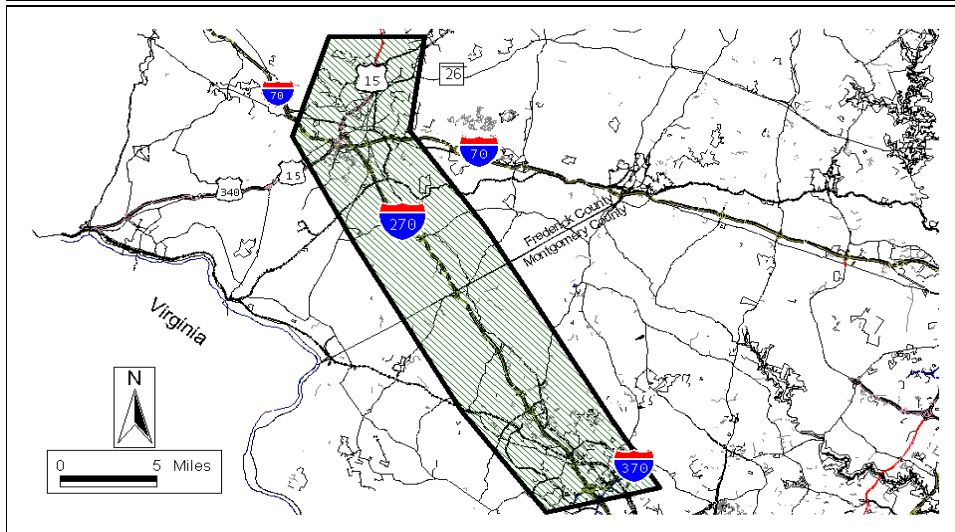
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 63,000

PROJECTED (2030) - 94,500

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 8
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 Station to north of Biggs Ford Road (27.90 miles). (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)
 MD 80 and MD 355 Relocated (Line 5)
 I-70, Mt. Phillip Road to MD 144 (Line 6)
 US 15, Interchange at Monocacy Boulevard (Line 9)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The US 15/Monocacy Boulevard interchange study was added to the Development and Evaluation Program as a breakout project (Frederick County - Line 9).

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012	2013		
Planning	17,172	13,378	1,565	1,300	929	0	0	0	0	3,794	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,226	14,432	1,565	1,300	929	0	0	0	0	3,794	0
Federal-Aid	12,020	9,365	1,096	910	649	0	0	0	0	2,655	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

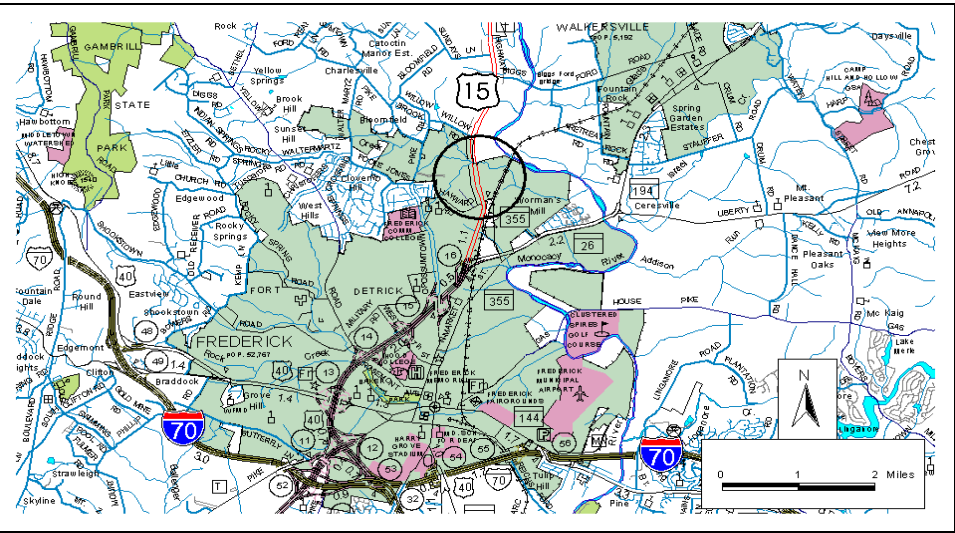
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 44,075 - 86,575 (US -15)
 86,575 - 219,375 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
 109,500 - 261,900 (I-270)

OPERATING COST IMPACT: N/A



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Study to develop interchange options at Monocacy Boulevard. (BRAC Related)

JUSTIFICATION: This project will examine a new interchange in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/US 15, Multi-Modal Corridor Study (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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. Engineering to begin during budget fiscal year. SHA, County and City sharing Planning and Engineering costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program as a breakout project of the I-270/US 15 Multi-Modal Corridor Study (Line 8).

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 2006			2009	2010	2011	2012			
Planning	700	0	300	400	0	0	0	0	700	0	0
Engineering	2,000	0	0	100	267	267	1,366	0	2,000	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	2,700	0	300	500	267	267	1,366	0	2,700	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

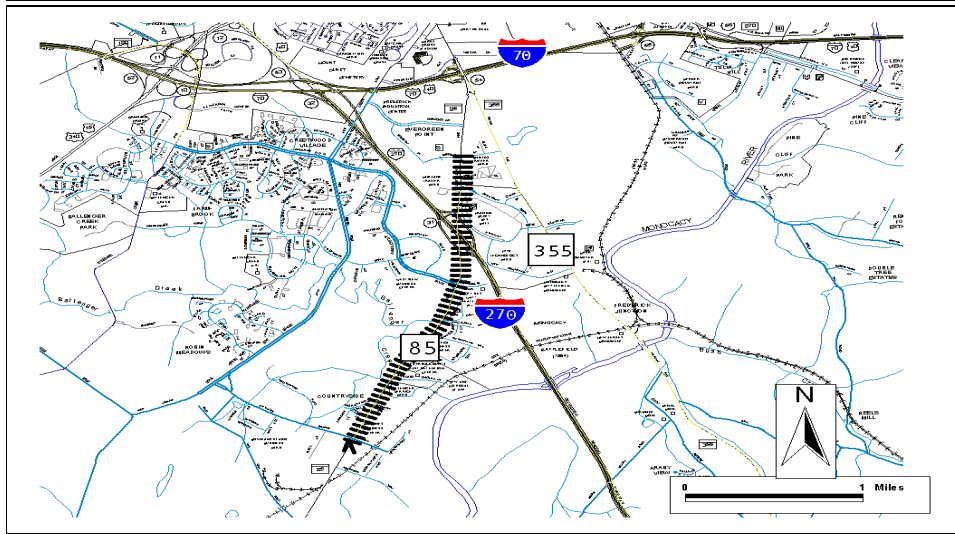
CURRENT (2005) - 36,100

PROJECTED (2030) - 60,250

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 10

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 85, Buckeystown Pike

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

JUSTIFICATION: This project would relieve congestion and provide capacity for planned commercial development along 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 (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	3930	0	0	0	0	HP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$7.4 million is needed to complete Engineering. County funding Project Planning and partial Engineering for \$2.1 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	531	531	0	0	0	0	0	0	0	0
Engineering	5,133	628	355	355	3,795	0	0	0	4,505	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	5,664	1,159	355	355	3,795	0	0	0	4,505	0
Federal-Aid	3,930	0	355	355	3,220	0	0	0	3,930	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

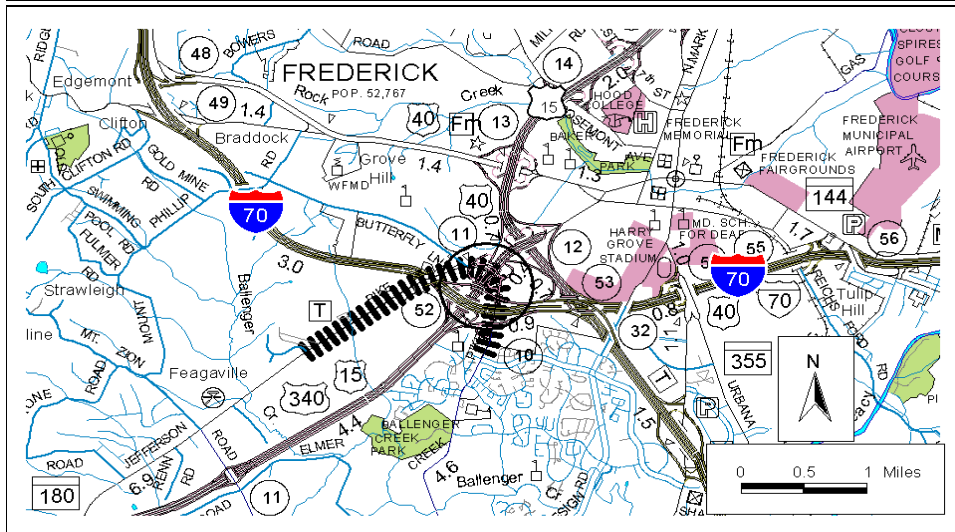
CURRENT (2005) - 8,500 - 45,300

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

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 11

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development.

JUSTIFICATION: Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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, Mt. Phillip Road to MD 144 (Line 6)
- I-270/US 15, Multi-Modal Corridor Study (Line 8)
- Butterfly Lane Improvements (Frederick County)

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	1,000	32	68	450	450	0	0	0	968	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	32	68	450	450	0	0	0	968	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Collector

FEDERAL - Collector

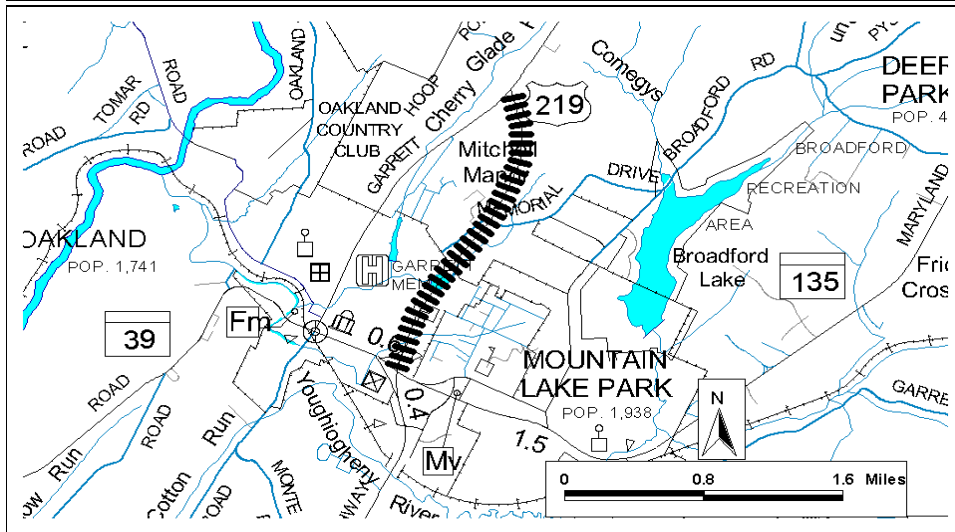
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 24,600

PROJECTED (2030) - 40,600

OPERATING COST IMPACT: N/A



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate. Shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances, intersections and restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	24078	0	NHS

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$0.9 million is due to increased Right-of-way needs and increased property values.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,272	1,272	0	0	0	0	0	0	0	0
Engineering	3,623	1,215	750	750	750	158	0	0	2,408	0
Right-of-way	6,802	933	20	3,480	2,369	0	0	0	5,869	0
Construction	30,868	0	0	0	0	2,131	6,468	7,982	16,581	14,287
Total	42,565	3,420	770	4,230	3,119	2,289	6,468	7,982	24,858	14,287
Federal-Aid	28,121	808	10	1,958	1,268	1,662	5,046	6,226	16,170	11,143

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

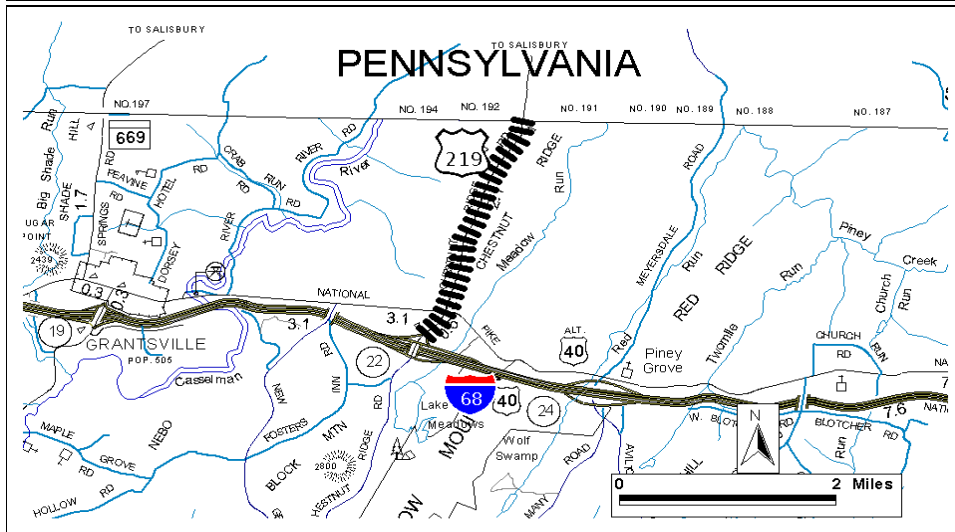
CURRENT (2005) - 6,950 - 15,850

PROJECTED (2030) - 7,800 (Bypass)
18,200 (US 219)

OPERATING COST IMPACT: \$11,900 per year

STATE HIGHWAY ADMINISTRATION -- Garrett County -- Line 2

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	2126	0	0	0	0	APD
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Right-of-way funding available for protective purchases. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only. \$0.8 million needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	3,088	1,712	408	618	350	0	0	0	1,376	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,725	0	0	1,363	1,362	0	0	0	2,725	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,813	1,712	408	1,981	1,712	0	0	0	4,101	0
Federal-Aid	4,533	1,335	318	1,545	1,335	0	0	0	3,198	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

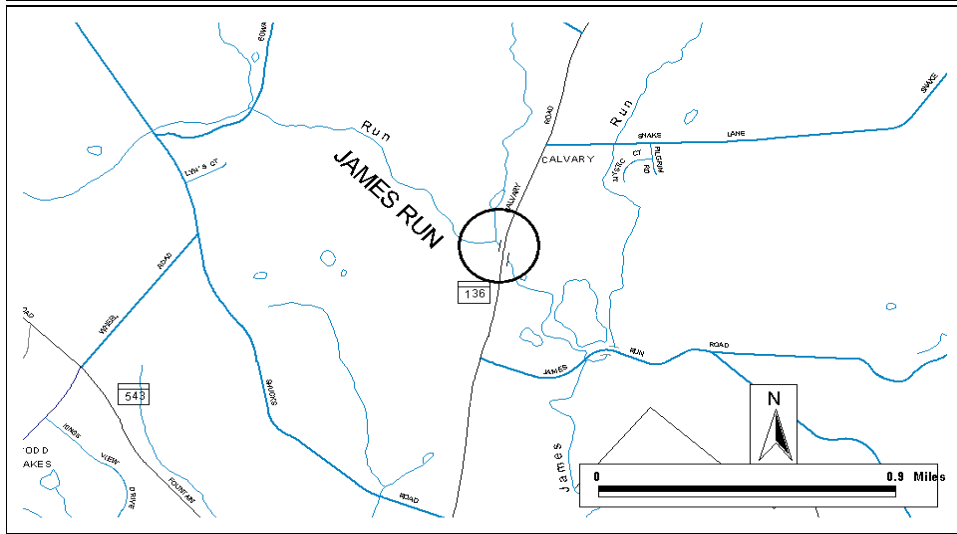
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 4,250

PROJECTED (2030) - 6,970

OPERATING COST IMPACT: N/A



PROJECT: MD 136, Calvary Road

DESCRIPTION: Replaced Bridge 12034 over James Run.

JUSTIFICATION: Built in 1931, the existing bridge was narrow and in deteriorated condition. The new bridge provided needed safety improvements.

SMART GROWTH STATUS:

- ☐ Project 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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	590	588	2	0	0	0	0	0	0	2	
Right-of-way	78	26	17	30	5	0	0	0	0	52	
Construction	2,598	485	2,113	0	0	0	0	0	0	2,113	
Total	3,266	1,099	2,132	30	5	0	0	0	0	2,167	
Federal-Aid	2,261	701	1,560	0	0	0	0	0	0	1,560	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

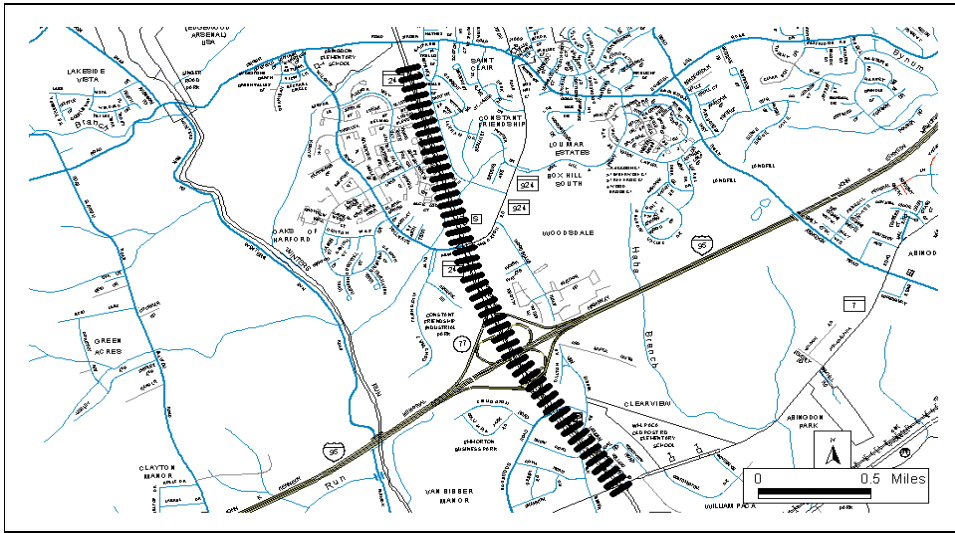
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 9,400

PROJECTED (2030) - 16,300

OPERATING COST IMPACT: N/A



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade-separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study.

JUSTIFICATION: This project would provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95, Section 200 (MdTA) - Development & Evaluation Program (Line 15)
 I-95, Interchange at MD 24 (MdTA)

STATUS: Engineering and Right-of-way underway. Construction to begin in budget fiscal year. Jointly funded with MdTA (SHA cost is \$43.8 million and MdTA cost is \$24.9 million). The Authority will transfer funds to MDOT equal to the SHA portion of the costs. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$43.8 million for Engineering, Right-of-way and Construction.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	1,556	1,534	22	0	0	0	0	0	22	0
Engineering	7,792	70	4,221	1,522	1,522	457	0	0	7,722	0
Right-of-way	1,086	0	1,086	0	0	0	0	0	1,086	0
Construction	35,013	0	0	15,033	15,033	4,947	0	0	35,013	0
Total	45,447	1,604	5,329	16,555	16,555	5,404	0	0	43,843	0
Federal-Aid	1,089	1,074	15	0	0	0	0	0	15	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Expressway

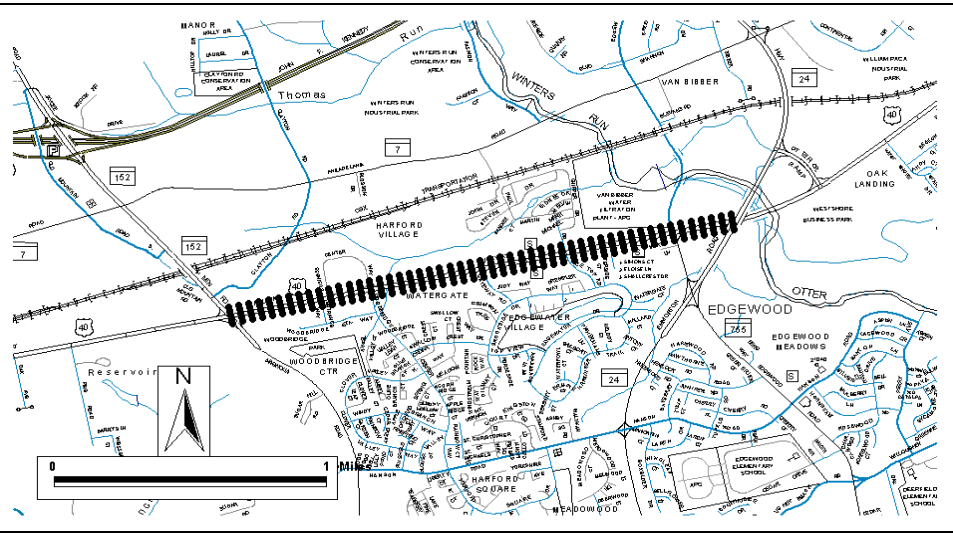
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 69,600

PROJECTED (2030) - 118,200

OPERATING COST IMPACT: N/A



PROJECT: US 40, Pulaski Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....			
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,030	1,030	0	0	0	0	0	0	0	0	
Right-of-way	384	0	288	96	0	0	0	0	384	0	
Construction	9,352	3,108	4,108	2,136	0	0	0	0	6,244	0	
Total	10,766	4,138	4,396	2,232	0	0	0	0	6,628	0	
Federal-Aid	8,275	2,589	3,768	1,918	0	0	0	0	5,686	0	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

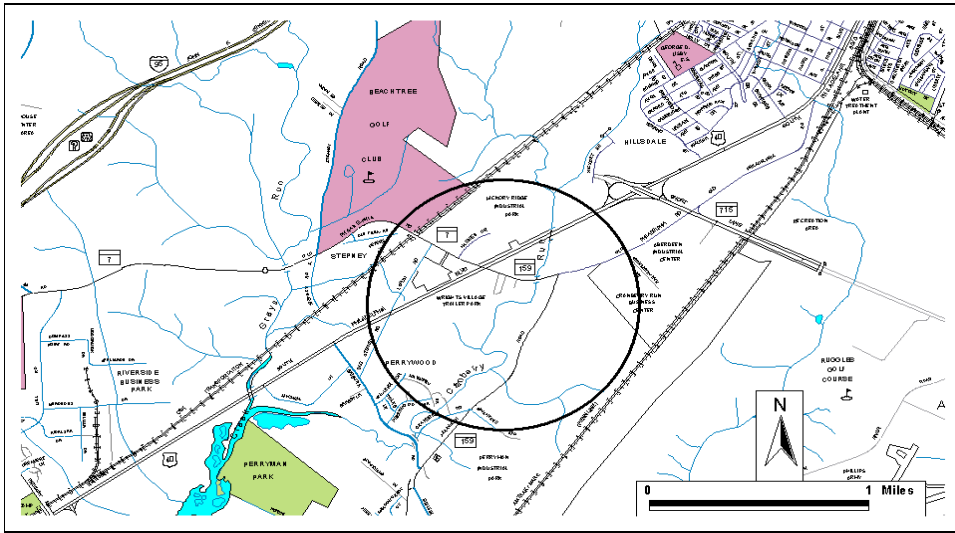
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 28,500

PROJECTED (2030) - 52,200

OPERATING COST IMPACT: N/A



PROJECT: Perryman Access Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 40, Interchange at MD 715 (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012	2013		
Planning	225	217	8	0	0	0	0	0	0	8	0
Engineering	200	0	20	180	0	0	0	0	0	200	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	425	217	28	180	0	0	0	0	0	208	0
Federal-Aid	158	152	6	0	0	0	0	0	0	6	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

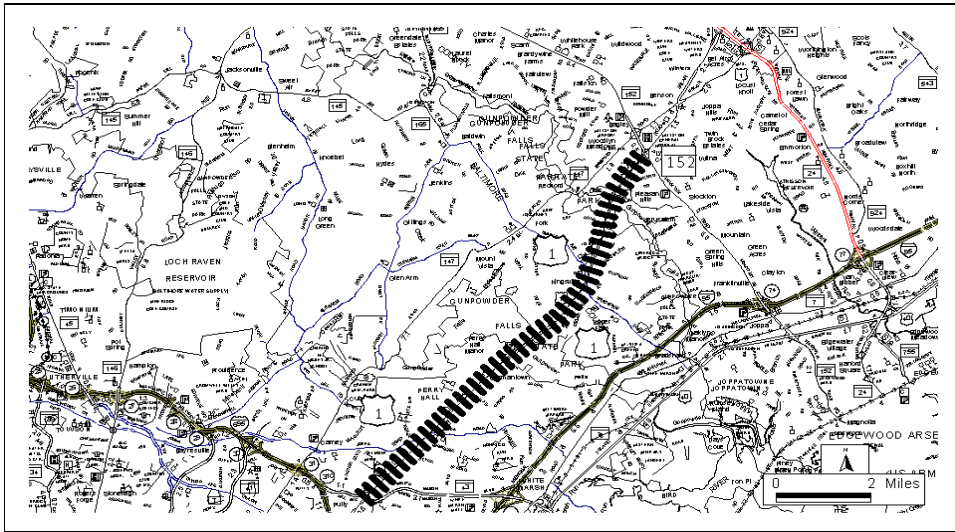
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 6,100

PROJECTED (2030) - 27,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 5
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). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 Hickory Bypass (Line 6)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006			2009	2010	2011	2012		
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	1,202	1,202	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	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)

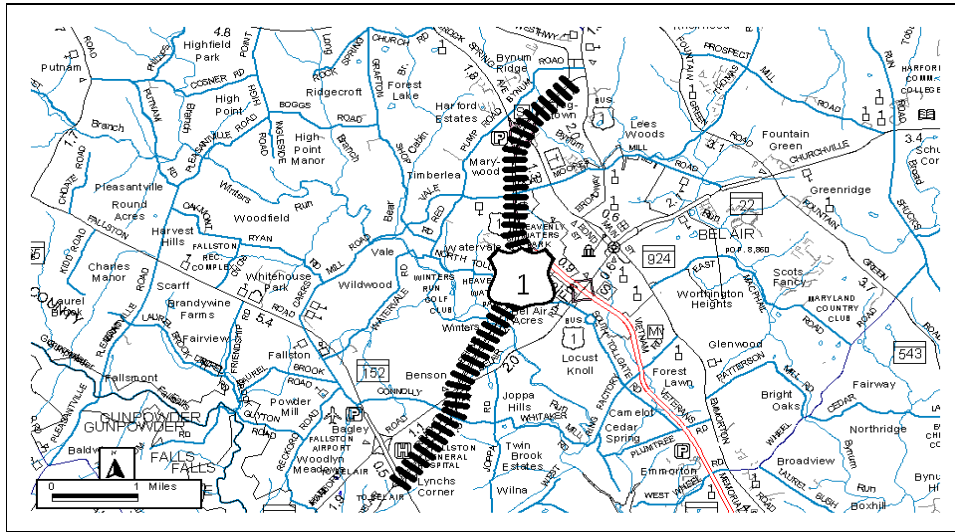
CURRENT (2005) - 35,300

PROJECTED (2030) - 62,200

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 6

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Belair Road

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

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

SMART GROWTH STATUS:

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

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

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,269	2,269	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,555	2,555	0	0	0	0	0	0	0	0	0
Federal-Aid	5,639	1,588	0	0	0	0	0	0	0	0	4,051

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

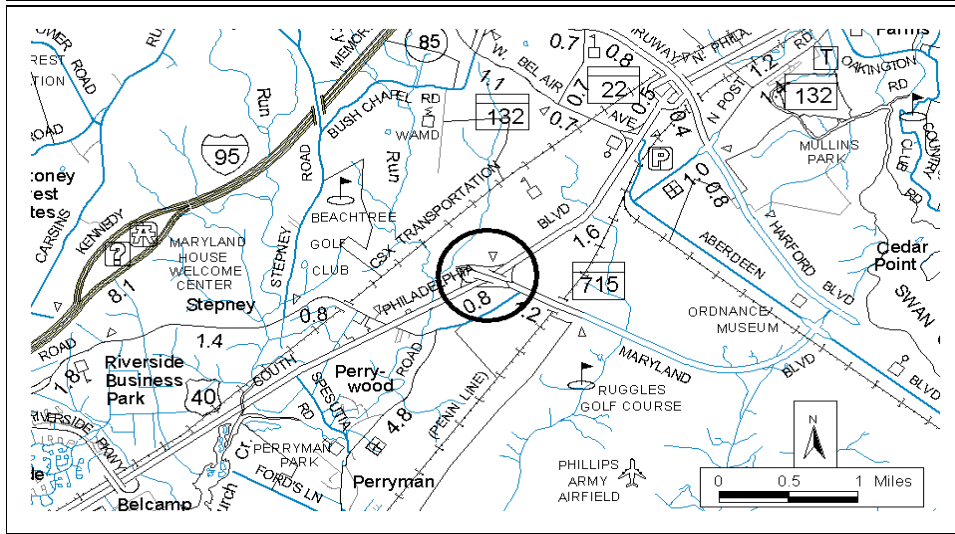
CURRENT (2005) - 38,400

PROJECTED (2030) - 65,600

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 7

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Study to construct interchange improvements to address operational issues at MD 715. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Perryman Access Study (Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,206	203	50	200	753	0	0	0	1,003	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	1,206	203	50	200	753	0	0	0	1,003	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

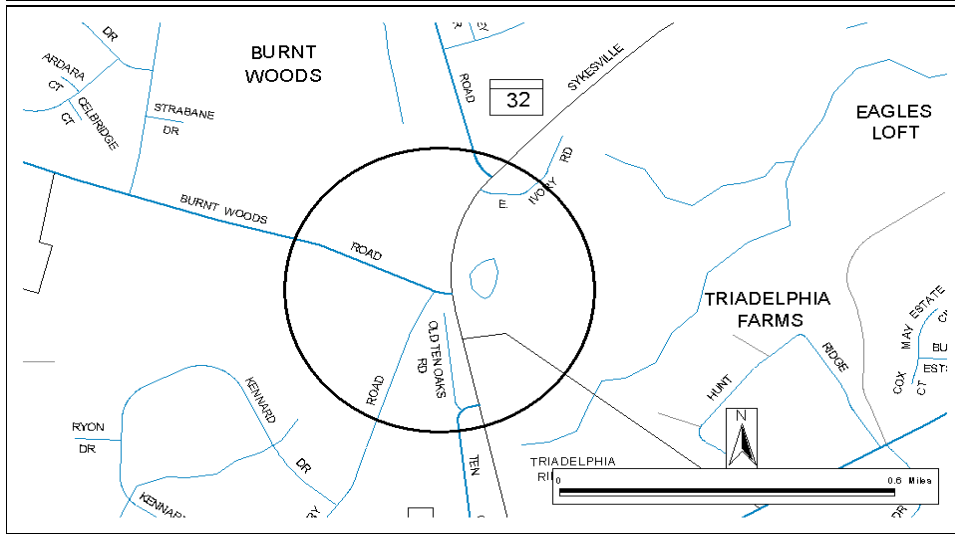
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 31,300

PROJECTED (2030) - 75,900

OPERATING COST IMPACT: N/A



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Burntwoods Road. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 32, Wellworth Way Access Management (Line 2)
 MD 32, Interchange at Linden Church Road (line 3)
 MD 32, MD 108 to I-70 (Line 6)

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$2.3 million is due to increased property values and utility costs.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	20671	0	0	0	0	NHS/HP

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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,228	1,378	850	0	0	0	0	0	850	0
Right-of-way	5,314	765	4,300	249	0	0	0	0	4,549	0
Construction	26,503	0	2,315	13,322	10,866	0	0	0	26,503	0
Total	34,045	2,143	7,465	13,571	10,866	0	0	0	31,902	0
Federal-Aid	24,816	597	5,159	10,585	8,475	0	0	0	24,219	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

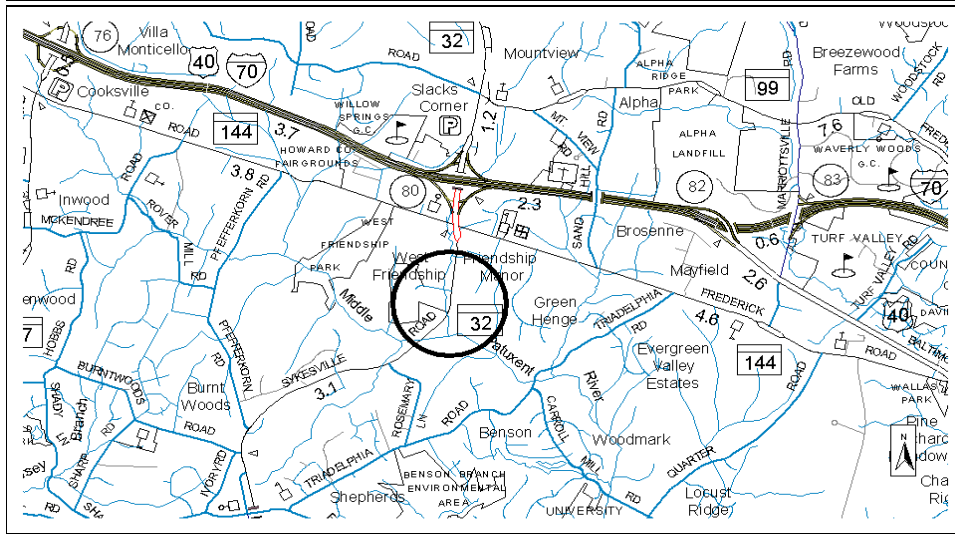
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 27,400 - 30,050

PROJECTED (2030) - 49,650 - 51,550

OPERATING COST IMPACT: \$15,000 per year



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Contract access management improvements by relocating private driveways from MD 32 to Wellworth Way, a local road.

JUSTIFICATION: This project will improve safety and operations by removing direct private driveway access to 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 type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Interchange at Linden Church Road (Line 3)
- MD 32, MD 108 to I-70 (Line 6)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program.

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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	100	300	500	0	0	0	900	0
Right-of-way	633	0	0	317	316	0	0	0	633	0
Construction	6,443	0	0	0	683	2,410	3,157	193	6,443	0
Total	7,976	0	100	617	1,499	2,410	3,157	193	7,976	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)

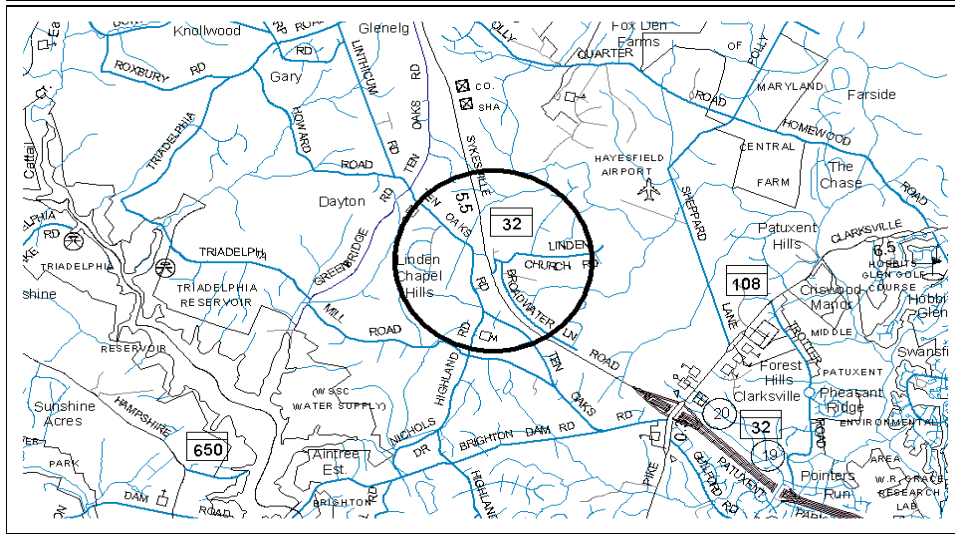
CURRENT (2005) - 24,600

PROJECTED (2030) - 53,600

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 3

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Linden Church Road.

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Wellworth Way Access Improvements (Line 2)
- MD 32, MD 108 to I-70 (Line 6)

STATUS: Engineering underway. County to fund \$15 million of Construction in FY11-12. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,077	0	77	1,000	1,000	1,000	0	0	3,077	0
Right-of-way	468	0	0	0	244	224	0	0	468	0
Construction	8,589	0	0	0	0	0	0	60	60	8,529
Total	12,134	0	77	1,000	1,244	1,224	0	60	3,605	8,529
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

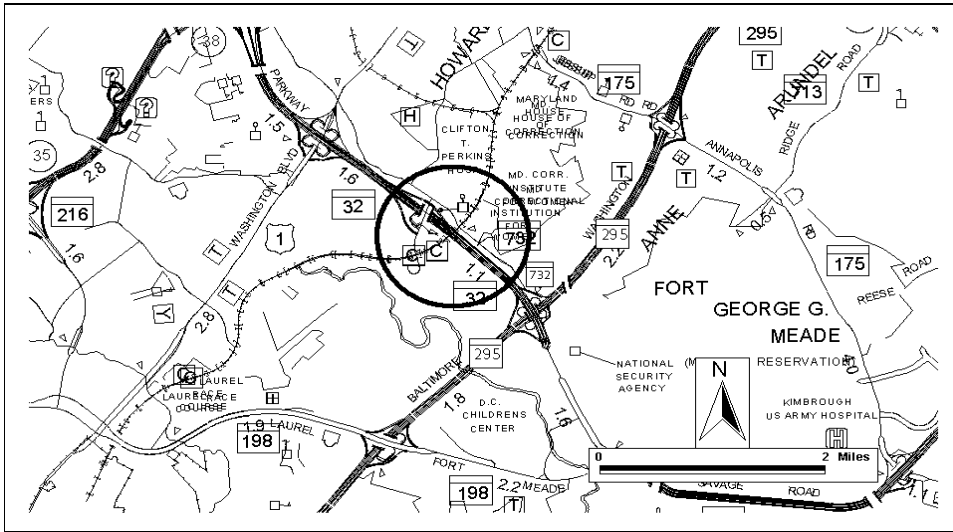
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 28,600

PROJECTED (2030) - 51,700

OPERATING COST IMPACT: \$15,000 per year



PROJECT: MD 732, Guilford Road

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

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Construction delayed from FY06 to FY07 due to a delay in the acquisition of needed Right-of-way.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	58	58	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	930	0	688	242	0	0	0	0	930	0	
Total	988	58	688	242	0	0	0	0	930	0	
Federal-Aid	43	43	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

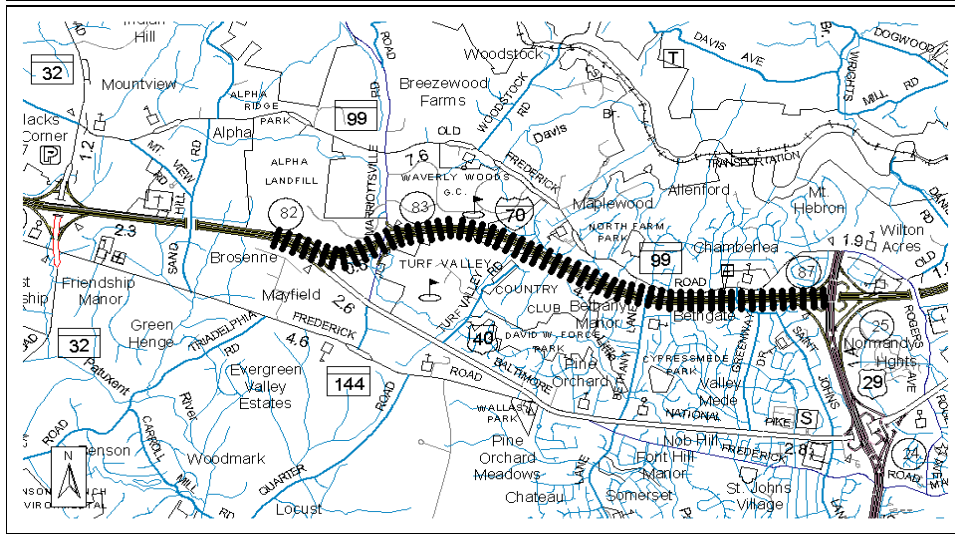
CURRENT (2005) - 12,100

PROJECTED (2030) - 34,100

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 5

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to address current and future capacity needs on I-70 between US 40 and US 29 (6.0 miles)

JUSTIFICATION: This project would ease increasing congestion and improve safety along this segment of I-70.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Marriottsville Road, US 40 to MD 99 (County Project)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year,

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	3,000	0	200	700	1,100	1,000	0	0	3,000	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	3,000	0	200	700	1,100	1,000	0	0	3,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Urban Interstate

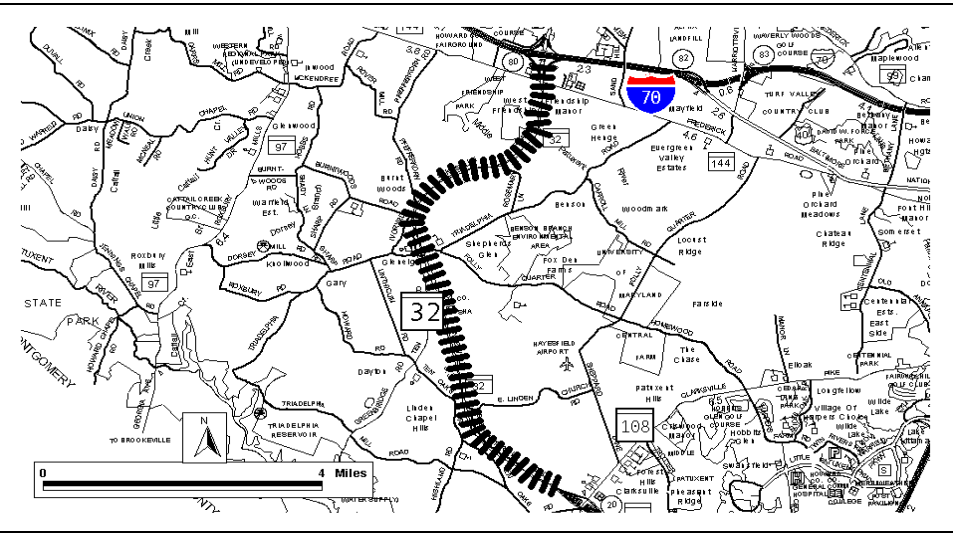
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 110,300

PROJECTED (2030) - 141,900

OPERATING COST IMPACT: N/A



PROJECT: MD 32, Patuxent Freeway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- MD 32, Interchange at Burntwoods Road (Line 1)
- MD 32, Wellworth Way Access Management (Line 2)
- MD 32, Interchange at Linden Church Road (Line 3)

STATUS: Project Planning complete. Protective Right-of-way funding to be used as properties become available.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$2.5 million is due to the transfer of Right-of-way funds to the MD 32, Wellworth Way Access Improvements project (Line 2).

Federal Funding By Year of Obligation					
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012
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 ESTIMATED COST (\$000)		CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				BALANCE TO COMPLETE
		THRU 2006			2009	2010	2011	2012	
Planning	3,490	3,430	60	0	0	0	0	0	60
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	6,161	1,136	10	1,303	928	928	928	928	5,025
Construction	0	0	0	0	0	0	0	0	0
Total	9,651	4,566	70	1,303	928	928	928	928	5,085
Federal-Aid	2,443	2,401	42	0	0	0	0	0	42

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

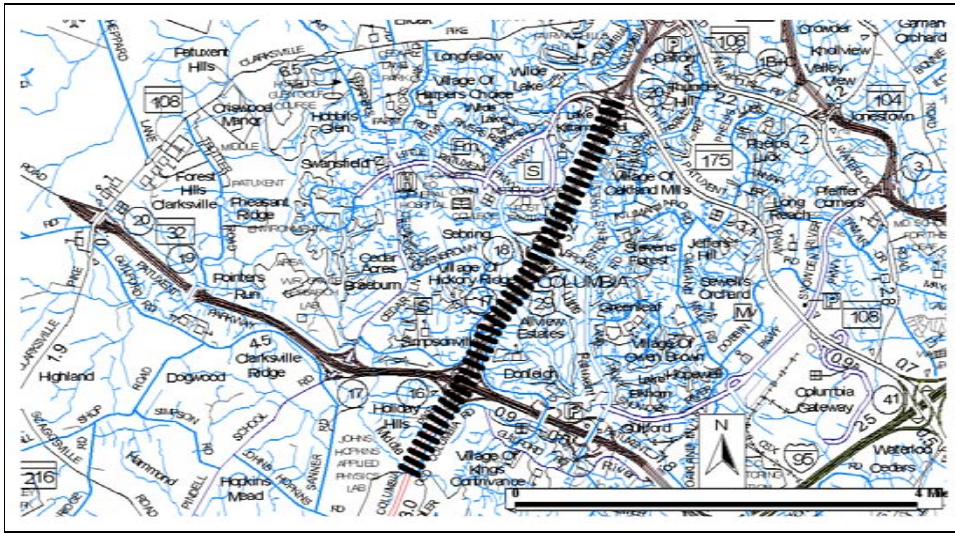
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 30,050

PROJECTED (2030) - 51,550

OPERATING COST IMPACT: N/A



PROJECT: US 29, Columbia Pike

DESCRIPTION: Widen the northbound section of US 29 from the Middle Patuxent River to MD 175 from 2 to 3 lanes (4.5 miles).

JUSTIFICATION: This project will improve safety and reduce congestion by upgrading northbound US 29 to match the southbound section, which is currently 3 lanes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Federal High Priority Project Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0	0
Engineering	2,532	100	260	560	1,612	0	0	0	2,432	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	2,532	100	260	560	1,612	0	0	0	2,432	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

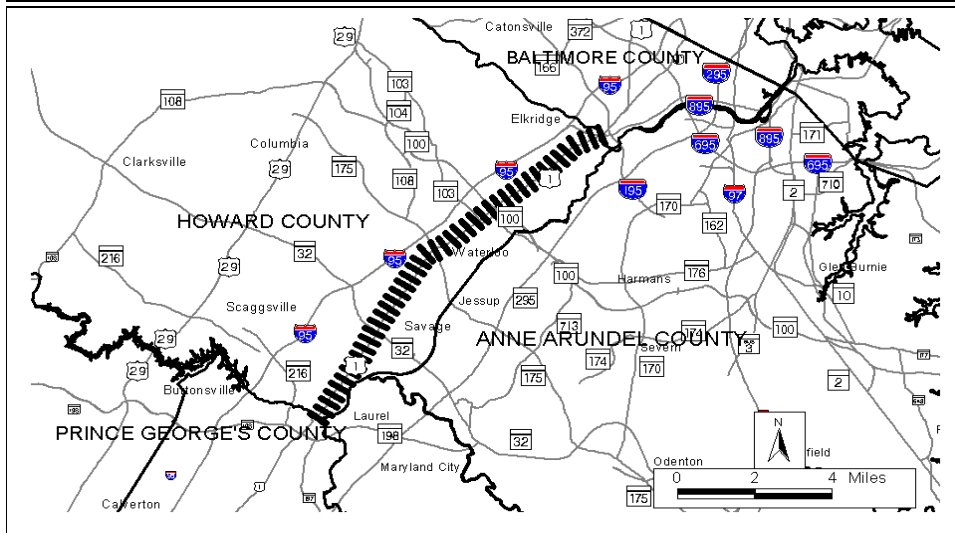
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 75,325

PROJECTED (2030) - 90,950

OPERATING COST IMPACT: N/A

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Washington Boulevard

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

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

SMART GROWTH STATUS:

- | | | | |
|-------------------------------------|--|--------------------------|---|
| <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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning (Corridor Planning) underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	1,250	152	211	300	250	250	87	0	1,098	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,250	152	211	300	250	250	87	0	1,098	0	
Federal-Aid	1,000	135	173	234	195	195	68	0	865	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

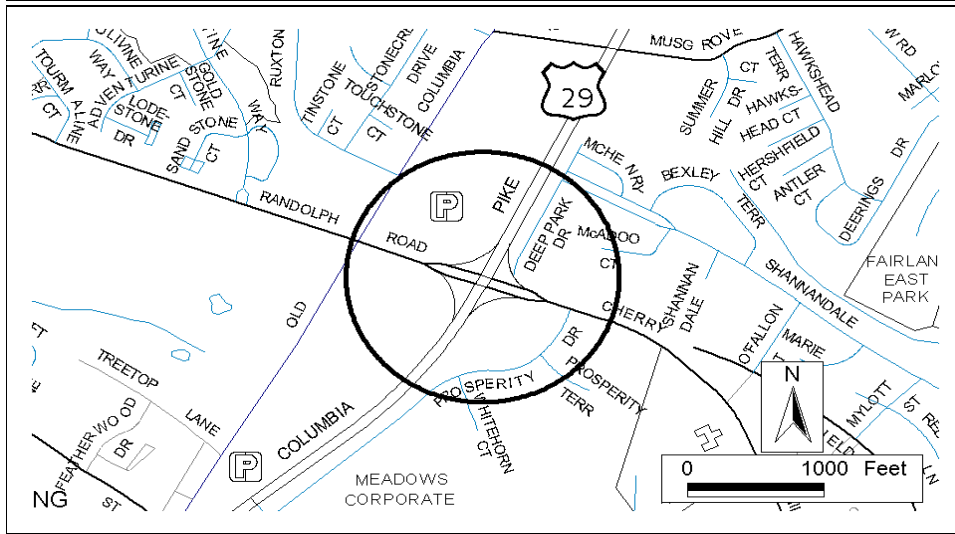
CURRENT (2005) - 35,600

PROJECTED (2030) - 51,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 29, Columbia Pike

DESCRIPTION: Constructed a new interchange at Randolph/Cherry Hill Roads. Sidewalks were included where appropriate. Wide curb lanes will accommodate bicycles. Bicycle trail is included. (BRAC Related)

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

US 29, Interchanges (Lines 2,10,11)
InterCounty Connector (Line 3)
MD 28/MD 198, MD 97 to I-95 (Line 12)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,937	2,937	0	0	0	0	0	0	0	0
Right-of-way	17,399	15,639	1,013	747	0	0	0	0	1,760	0
Construction	26,534	26,005	529	0	0	0	0	0	529	0
Total	46,870	44,581	1,542	747	0	0	0	0	2,289	0
Federal-Aid	35,891	34,077	1,232	582	0	0	0	0	1,814	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

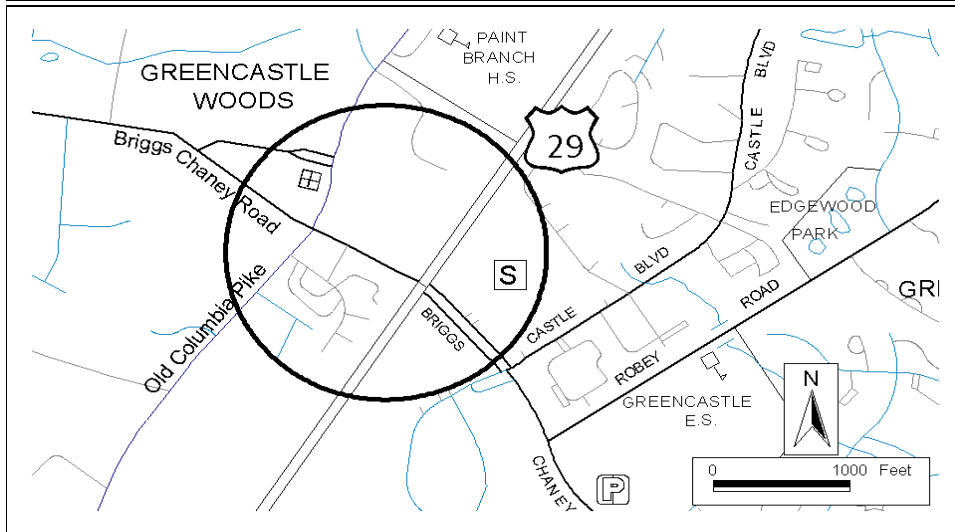
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 58,700

PROJECTED (2030) - 81,100

OPERATING COST IMPACT: \$7,000 per year



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 1,10,11)
 InterCounty Connector (Line 3)
 MD 28/MD 198, MD 97 to I-95 (Line 12)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,101	4,101	0	0	0	0	0	0	0	0	0
Right-of-way	11,353	10,823	530	0	0	0	0	0	0	530	0
Construction	33,763	23,338	10,425	0	0	0	0	0	0	10,425	0
Total	49,217	38,262	10,955	0	0	0	0	0	0	10,955	0
Federal-Aid	38,195	29,099	9,096	0	0	0	0	0	0	9,096	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

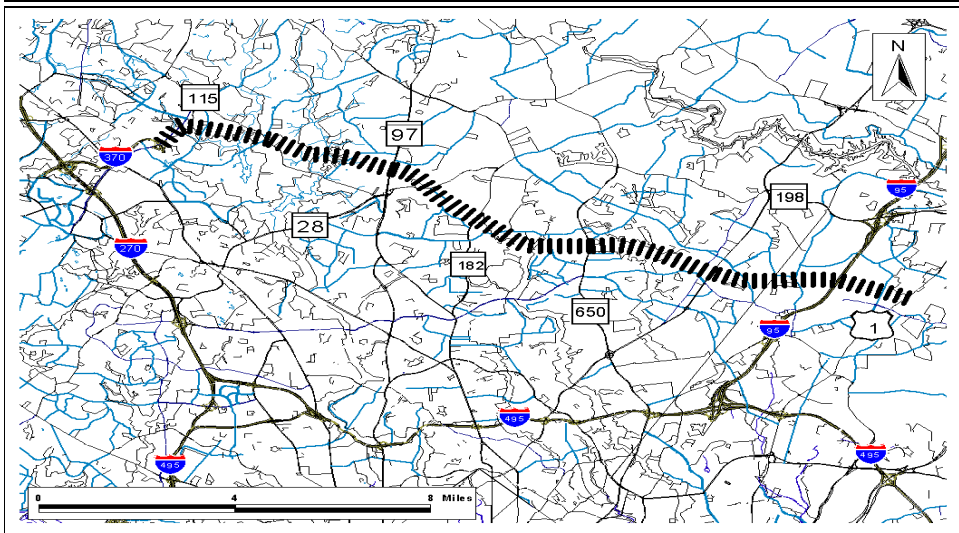
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 58,400

PROJECTED (2030) - 77,300

OPERATING COST IMPACT: \$7,000 per year

PRIMARY CONSTRUCTION PROGRAM



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

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

<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 checked="" type="checkbox"/>	Exception Approved by BPW/MDOT
<input type="checkbox"/>	Grandfathered		

US 29 Interchanges (Lines 1,2,10,11)
MD 115, MD 28 to MD 124 (Line 4)
MD 124, Airpark Road to Fieldcrest Road (Line 5)
MD 28/MD 198, MD 97 to I-95 (Line 12)
I-95/Contee Road Interchange (Prince George's County - Line 12)
MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 27)

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

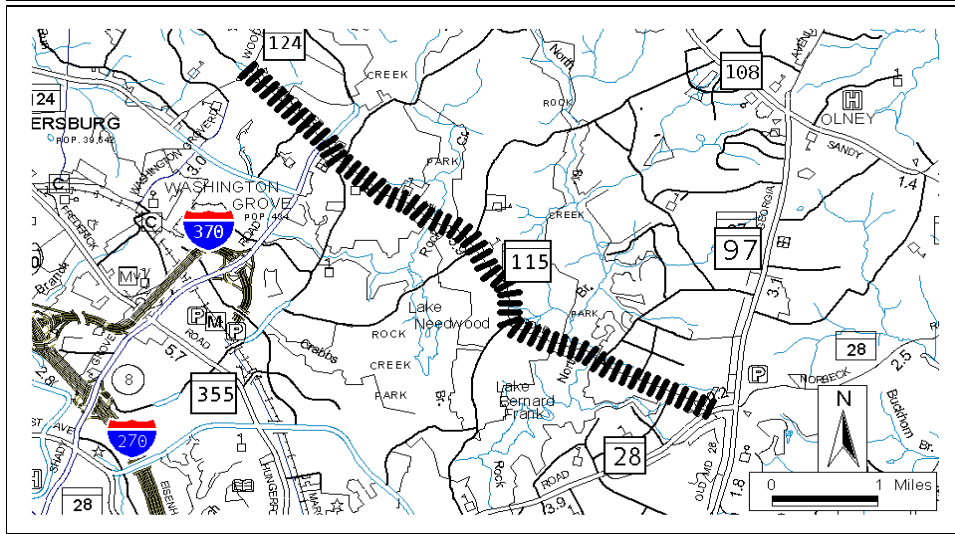
<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	18670	0	0	0	STP/HP
CO	0	0	0	0	0	----

[illegible]

STATE - Principal Arterial
FEDERAL - Freeway - Expressway
STATE SYSTEM : Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2005) - N/A

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

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 4
SECONDARY CONSTRUCTION PROGRAM


PROJECT: MD 115, Muncaster Mill Road

DESCRIPTION: Provided safety improvements along MD 115 from MD 28 to MD 124. Improvements concentrated on horizontal and vertical deficiencies in the road as well as spot intersection improvements. Project included sidewalks and wide curb lanes to accommodate pedestrians and bicyclist (5.80 miles).

JUSTIFICATION: MD 115 experienced a high number of accidents and several intersections were identified as high accident intersections. MD 115 had poor vertical and horizontal alignments 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 type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 3)
MD 28/MD 198, MD 97 to I-95 (Line 12)
MD 97/MD 28 Interchange Improvement (Line 14)

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,457	1,457	0	0	0	0	0	0	0	0
Right-of-way	2,229	1,605	253	371	0	0	0	0	624	0
Construction	6,314	5,463	851	0	0	0	0	0	851	0
Total	10,000	8,525	1,104	371	0	0	0	0	1,475	0
Federal-Aid	4,989	4,750	239	0	0	0	0	0	239	0

FUNCTION:

STATE - Urban - Minor Arterial

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

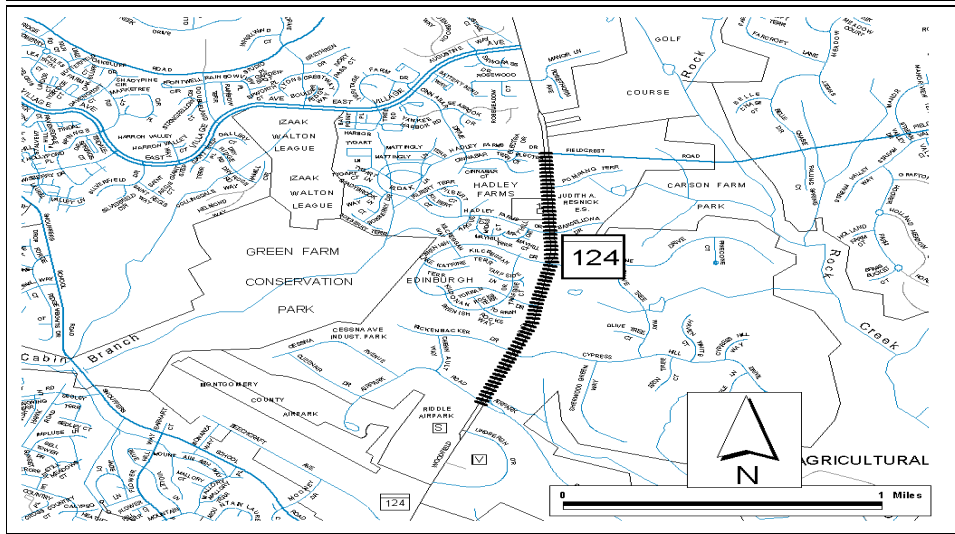
CURRENT (2005) - 15,600

PROJECTED (2030) - 24,400

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 5

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 124, Woodfield Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 3)
MD 124, Midcounty Highway to Warfield Road (Line 18)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	23748	0	0	0	0	STP

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$8.5 million is due to increased property values and the addition of noise barriers.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,096	2,096	0	0	0	0	0	0	0	0
Engineering	2,411	1,666	300	445	0	0	0	0	745	0
Right-of-way	18,102	3,505	9,347	5,250	0	0	0	0	14,597	0
Construction	30,445	0	100	8,365	12,178	9,802	0	0	30,445	0
Total	53,054	7,267	9,747	14,060	12,178	9,802	0	0	45,787	0
Federal-Aid	38,100	2,804	7,413	10,738	9,499	7,646	0	0	35,296	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

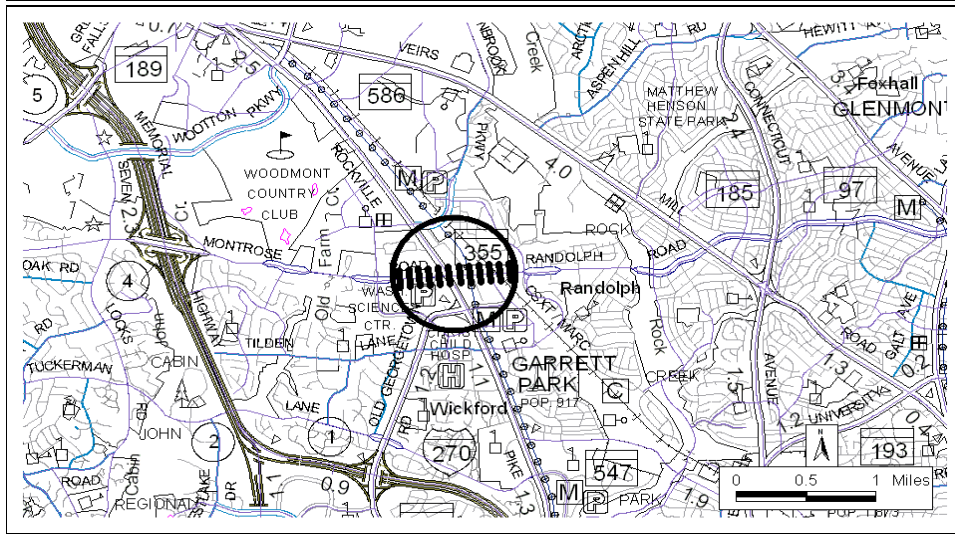
CURRENT (2005) - 31,700

PROJECTED (2030) - 58,800

OPERATING COST IMPACT: \$3,500 per year

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 6

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 355, Rockville Pike

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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:

InterCounty Connector (Line 3)
MD 355, CSX Railroad/ Parklawn Drive (Line 19)
Montrose Parkway (Montgomery County Project)

STATUS: Engineering and Right-of-way underway. Construction to begin during budget fiscal year. County to provide funds to advance construction to FY08. SHA to reimburse County in FY 10-12 for advancing construction. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$3.1 million is due to reduced inflation estimates and reduced right-of-way needs. The project was advanced from FY08 to FY06 with funds provided by the County.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	21714	0	STP/HP

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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,543	1,128	300	100	2,015	0	0	0	2,415	0
Right-of-way	11,411	4,096	4,746	2,569	0	0	0	0	7,315	0
Construction	28,074	175	61	0	0	6,273	10,598	10,967	27,899	0
Total	43,028	5,399	5,107	2,669	2,015	6,273	10,598	10,967	37,629	0
Federal-Aid	24,194	790	210	70	1,411	4,893	8,267	8,553	23,404	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

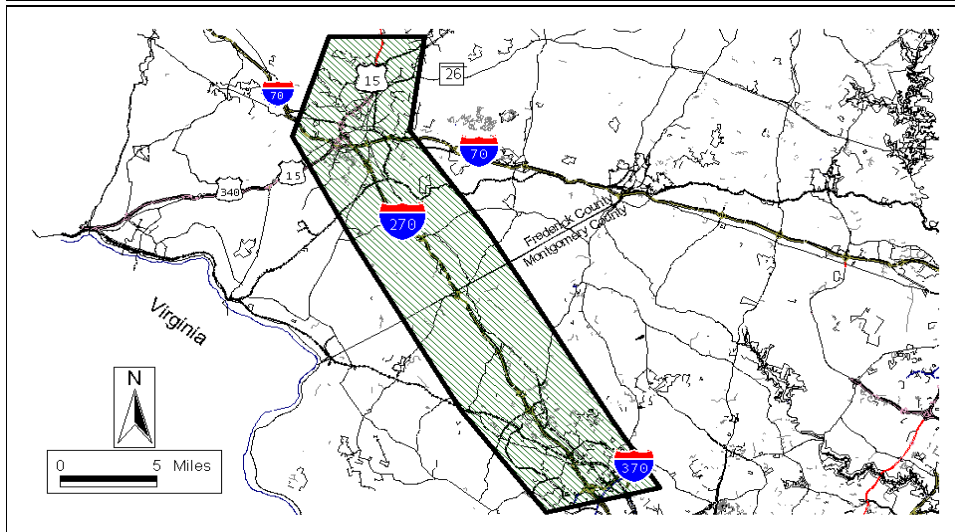
CURRENT (2005) - 72,400

PROJECTED (2030) - 90,300

OPERATING COST IMPACT: \$7,500 per year

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 7

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 Station to north of Biggs Ford Road (27.90 miles). (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B,2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Frederick County - Line 1)
 I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 6)
 I-270/Watkins Mill Road Extended Interchange (Line 8)
 US 15, Interchange at Monocacy Boulevard (Frederick County - Line 9)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The US 15/Monocacy Boulevard interchange study was added to the Development and Evaluation Program as a breakout project (Frederick County - Line 9).

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	17,172	13,378	1,565	1,300	929	0	0	0	3,794	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	18,226	14,432	1,565	1,300	929	0	0	0	3,794	0
Federal-Aid	12,020	9,365	1,096	910	649	0	0	0	2,655	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

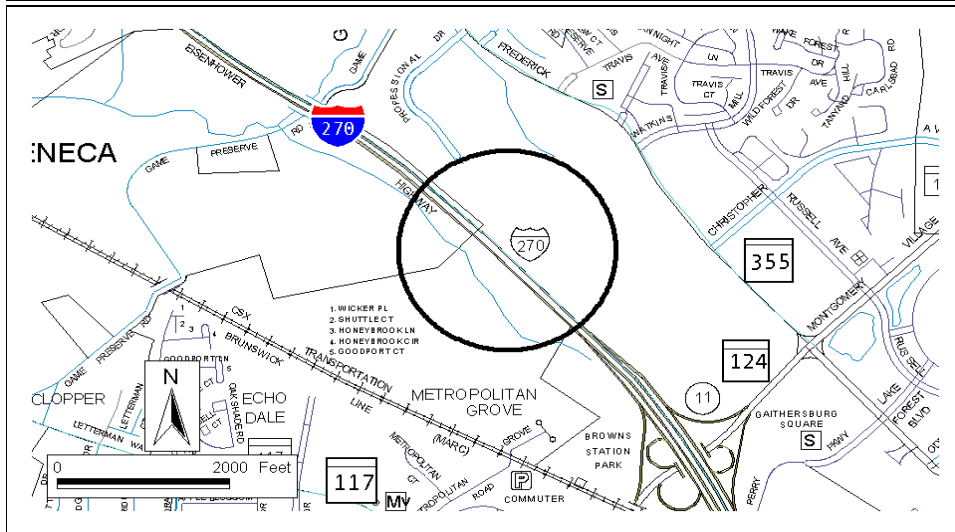
CURRENT (2005) - 44,075 - 86,575 (US -15)
 86,575 - 219,375 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
 109,500 - 261,900 (I-270)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 8

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-270/Watkins Mill Road Extended

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 3)
 I-270 and US 15 Multi-Modal Corridor Study (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$7.6 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	1,166	1,166	0	0	0	0	0	0	0	0
Engineering	2,166	367	100	500	500	699	0	0	1,799	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	3,332	1,533	100	500	500	699	0	0	1,799	0
Federal-Aid	816	816	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

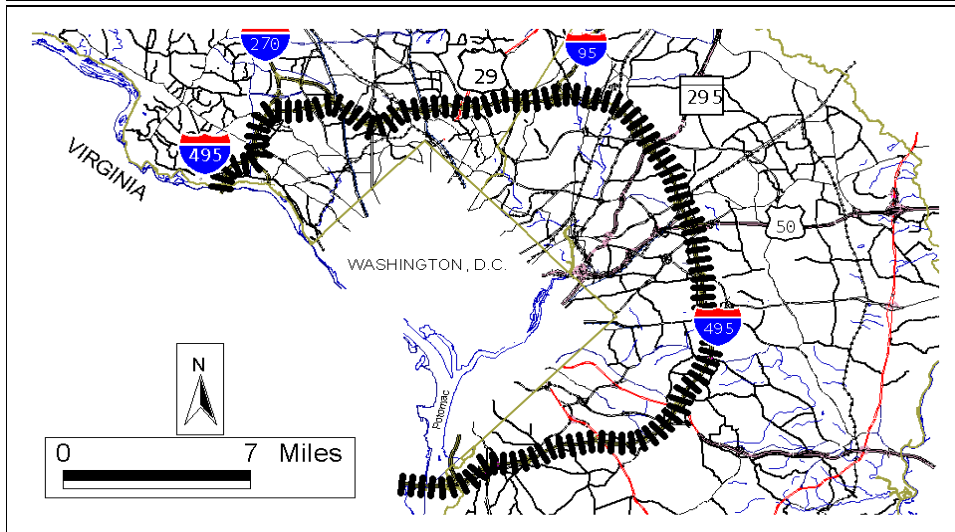
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 142,500

PROJECTED (2030) - 192,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 9
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


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

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles). (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Prince George's County - Line 1)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 5,17)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Prince George's County - Line 18)
 Bi-County Transit Way (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	14,980	10,846	250	1,700	1,121	813	250	0	4,134	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,980	10,846	250	1,700	1,121	813	250	0	4,134	0
Federal-Aid	10,486	7,592	175	1,190	785	569	175	0	2,894	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

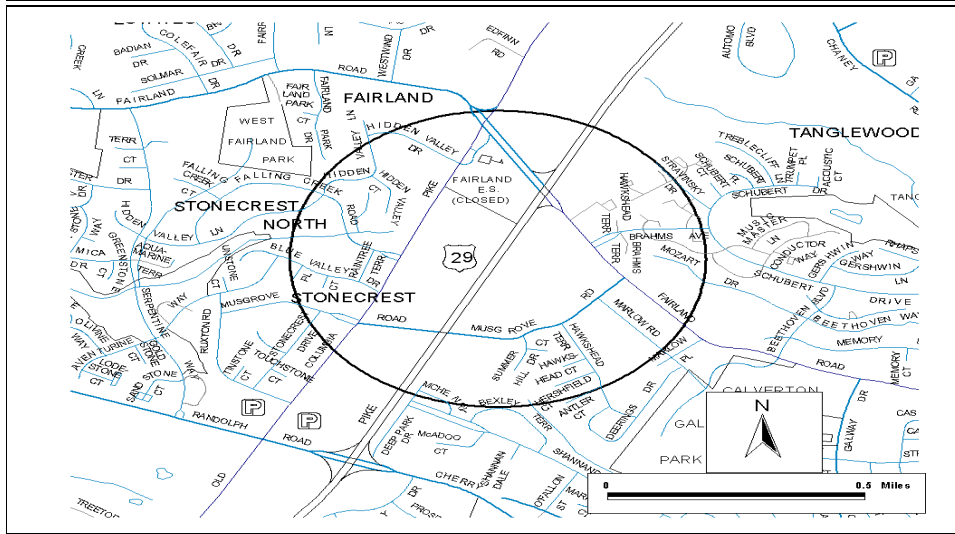
CURRENT (2005) - 137,775 - 255,800

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

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 10

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 Interchanges (Lines 1,2,11)
InterCounty Connector (Line 3)
MD 28/MD 198, MD 97 to I-95 (Line 12)

STATUS: Engineering and partial Right-of-way underway. An additional \$2.0 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,108	974	50	50	100	1,934	0	0	2,134	0
Right-of-way	7,857	6,557	50	1,250	0	0	0	0	1,300	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,965	7,531	100	1,300	100	1,934	0	0	3,434	0
Federal-Aid	9,809	5,796	74	1,010	70	1,354	0	0	2,508	1,505

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

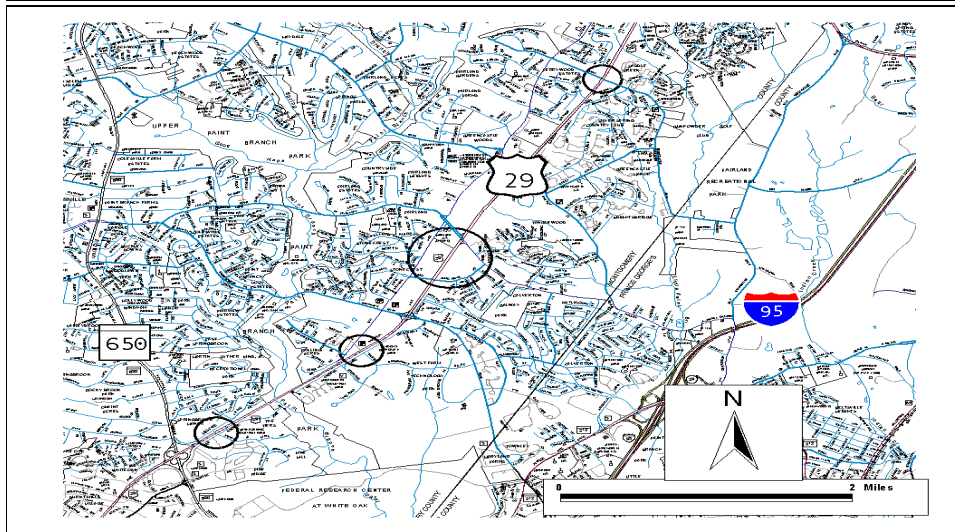
CURRENT (2005) - 58,700

PROJECTED (2030) - 81,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 11

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 1,2,10)
 InterCounty Connector (Line 3)
 MD 28/MD 198, MD 97 to I-95 (Line 12)

STATUS: Partial Engineering underway. An additional \$23.6 million is needed to complete Engineering and \$17.2 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012	2013		
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	6,367	4,015	150	150	200	1,852	0	0	0	2,352	0
Right-of-way	545	545	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,400	7,048	150	150	200	1,852	0	0	0	2,352	0
Federal-Aid	4,243	2,591	107	107	141	1,297	0	0	0	1,652	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

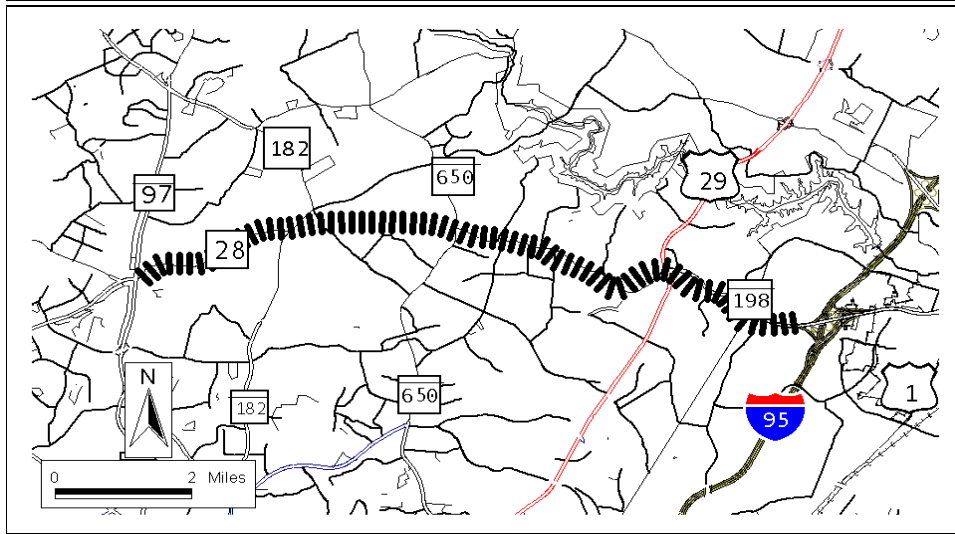
CURRENT (2005) - 59,600

PROJECTED (2030) - 73,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 12

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 1,2,10,11)
 InterCounty Connector (Line 3)
 MD 97/MD 28 Interchange (Line 14)
 I-95/Contee Road Interchange (Prince George's County - Line 11)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 27)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	3,380	2,870	220	210	80	0	0	0	0	510	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	109	2	0	107	0	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,489	2,872	220	317	80	0	0	0	0	617	0
Federal-Aid	2,366	2,009	154	147	56	0	0	0	0	357	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

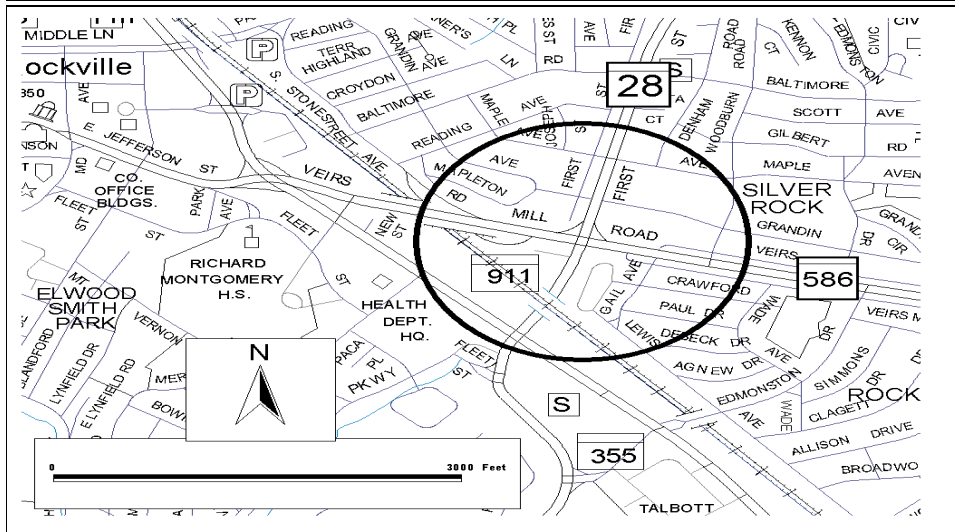
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,500 - 33,600 (MD 28)
 18,000 - 65,700 (MD 198)

PROJECTED (2030) - 29,800 - 42,000 (MD 28)
 24,500 - 75,100 (MD 198)

OPERATING COST IMPACT: N/A



PROJECT: MD 28, Rockville Town Center

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,003	1,591	150	262	0	0	0	0	412	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	2,003	1,591	150	262	0	0	0	0	412	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

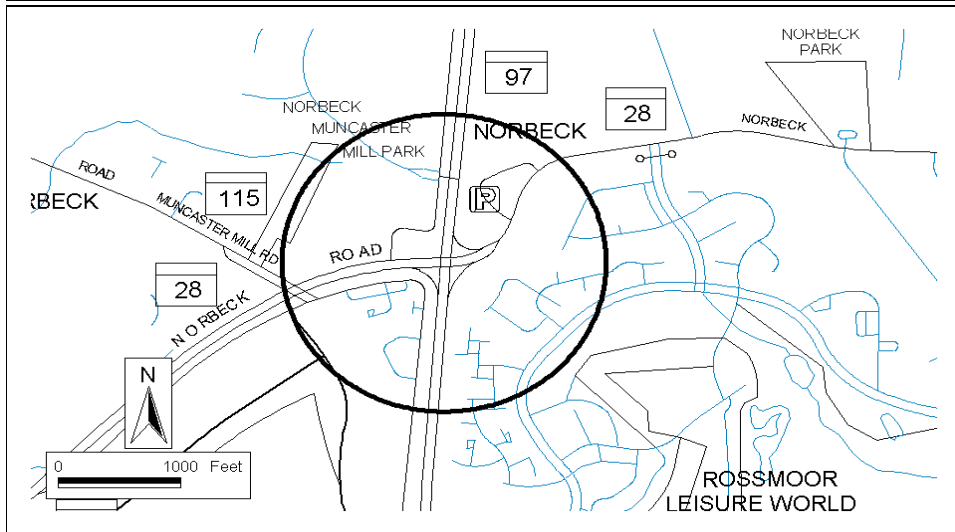
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 37,100

PROJECTED (2030) - 38,100

OPERATING COST IMPACT: N/A



PROJECT: MD 97, Georgia Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 3)
 MD 115, MD 28 to MD 124 (Line 4)
 MD 28/MD 198, MD 97 to I-95 (Line 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	1,979	1,979	0	0	0	0	0	0	0	0	
Engineering	2,083	631	100	100	100	1,152	0	0	1,452	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	4,062	2,610	100	100	100	1,152	0	0	1,452	0	
Federal-Aid	2,843	1,827	70	70	70	806	0	0	1,016	0	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

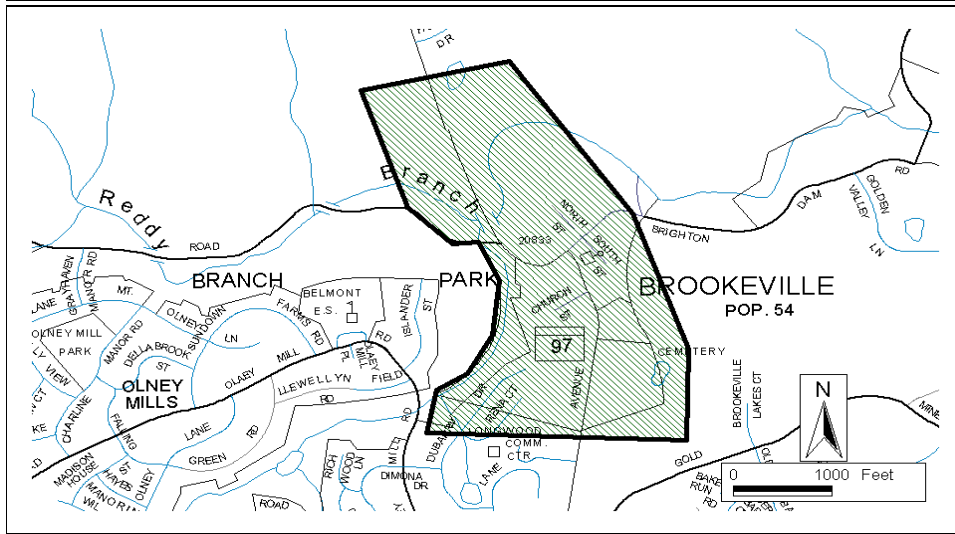
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 41,600

PROJECTED (2030) - 56,700

OPERATING COST IMPACT: N/A



PROJECT: MD 97 (Brookeville Bypass)

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	2,052	2,052	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,052	2,052	0	0	0	0	0	0	0	0
Federal-Aid	1,436	1,436	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

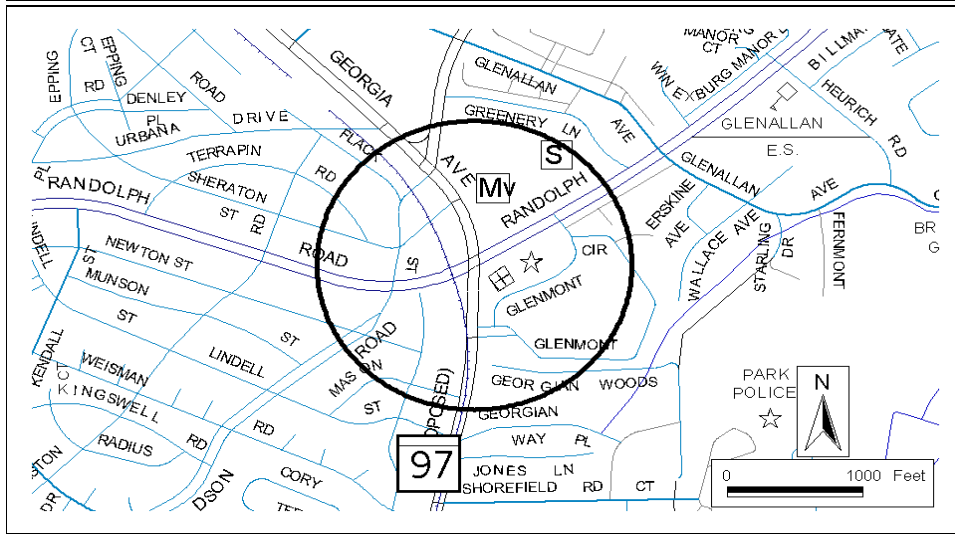
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 18,000

PROJECTED (2030) - 25,600

OPERATING COST IMPACT: N/A



PROJECT: MD 97, Georgia Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 partial Right-of-way underway. An additional \$8.8 million is needed to complete Right-of-way. County provided \$14.4 million in FY07-08 for Right-of-way and Utilities. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added funding for Right-of-way and Utilities.

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 2006			2009	2010	2011	2012		
Planning	1,082	1,082	0	0	0	0	0	0	0	0
Engineering	2,700	2,205	300	100	95	0	0	0	495	0
Right-of-way	9,119	1,477	1,519	6,123	0	0	0	0	7,642	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,901	4,764	1,819	6,223	95	0	0	0	8,137	0
Federal-Aid	2,647	2,301	210	70	66	0	0	0	346	0

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

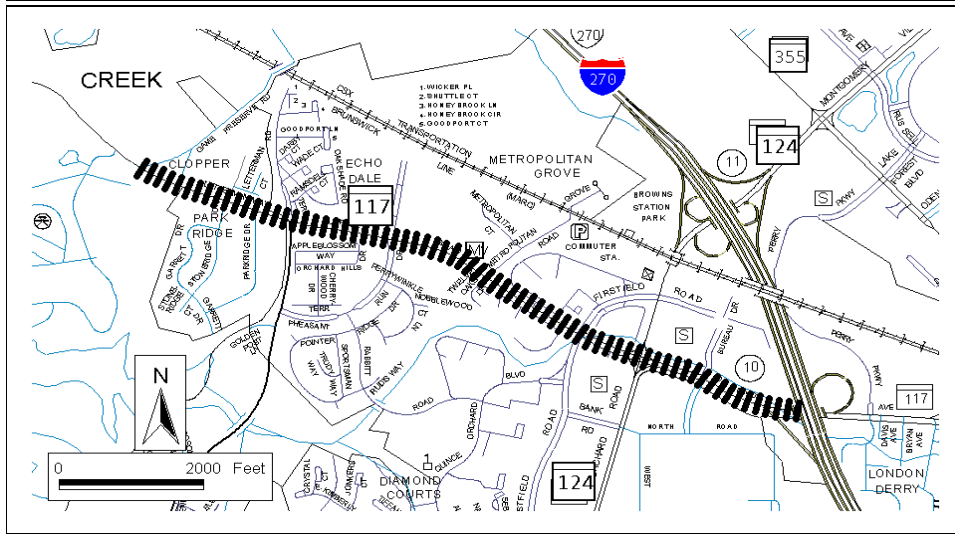
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 50,200

PROJECTED (2030) - 59,100

OPERATING COST IMPACT: N/A



PROJECT: MD 117, Clopper Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/Watkins Mill Road Extended Interchange (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	1,030	1,030	0	0	0	0	0	0	0	0
Engineering	4,056	1,668	125	550	1,713	0	0	0	2,388	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	5,086	2,698	125	550	1,713	0	0	0	2,388	0
Federal-Aid	721	721	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

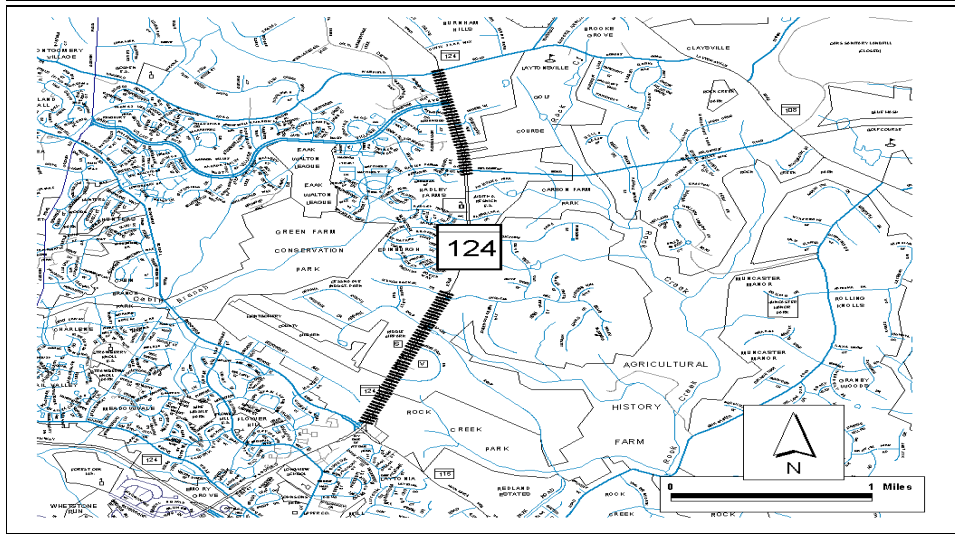
CURRENT (2005) - 44,900

PROJECTED (2030) - 57,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 18

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 124, Woodfield Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 3)
MD 124, Airpark Road to Fieldcrest Road (Line 5)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Partial Right-of-way to begin during current fiscal year. An additional \$9.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,096	2,096	0	0	0	0	0	0	0	0
Engineering	2,089	29	200	550	1,310	0	0	0	2,060	0
Right-of-way	1,900	0	10	1,890	0	0	0	0	1,900	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,085	2,125	210	2,440	1,310	0	0	0	3,960	0
Federal-Aid	1,677	0	8	1,474	195	0	0	0	1,677	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

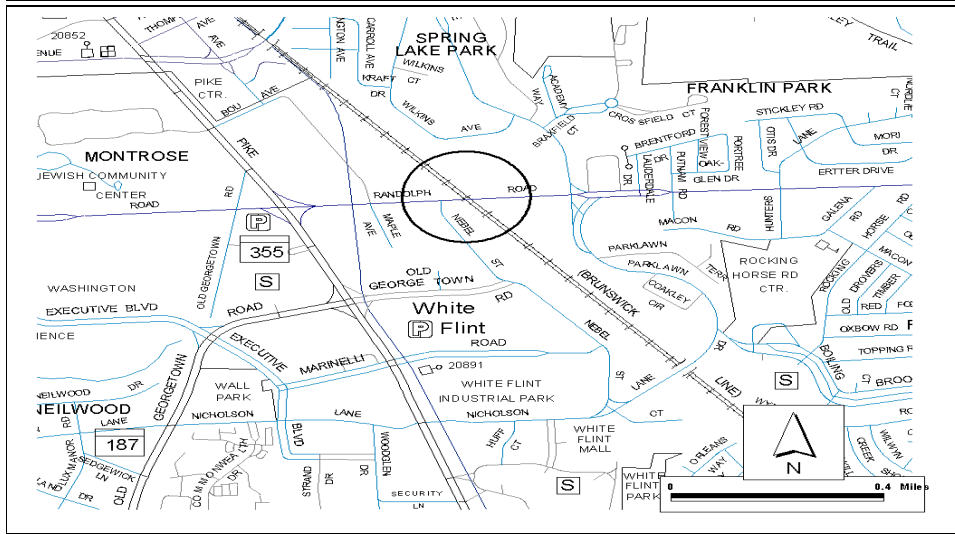
CURRENT (2005) - 31,700

PROJECTED (2030) - 58,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 19

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 355, Rockville Pike

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

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

SMART GROWTH STATUS:

- | | |
|---|---|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input checked="" 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:

InterCounty Connector (Line 3)
MD 355, Interchange at Randolph Road/Montrose Parkway (Line 6)
Montrose Parkway (Montgomery County Project)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	1,824	1,824	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	1,824	1,824	0	0	0	0	0	0	0	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)

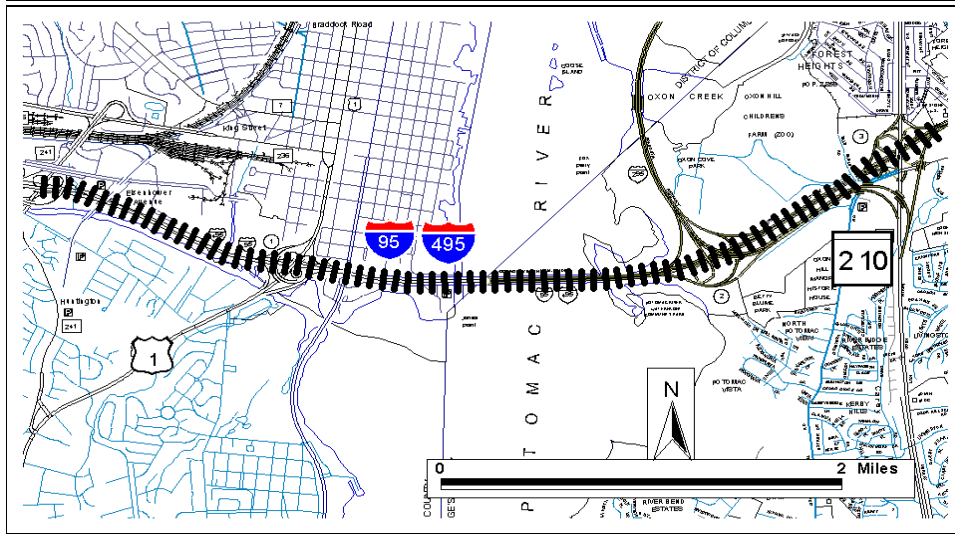
CURRENT (2005) - 72,400 (MD 355)

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

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



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

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, MD 228 to I-95/I-495 (Line 20)
 MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	16264	42968	26435	17052	0	WWB/HP

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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	98,193	86,476	5,365	1,494	1,414	3,444	0	0	11,717	0
Right-of-way	3,642	3,535	107	0	0	0	0	0	107	0
Construction	1,216,457	791,158	175,003	131,819	35,000	23,949	0	0	365,771	59,528
Total	1,318,292	881,169	180,475	133,313	36,414	27,393	0	0	377,595	59,528
Federal-Aid	1,147,241	810,341	164,478	123,130	29,578	19,714	0	0	336,900	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

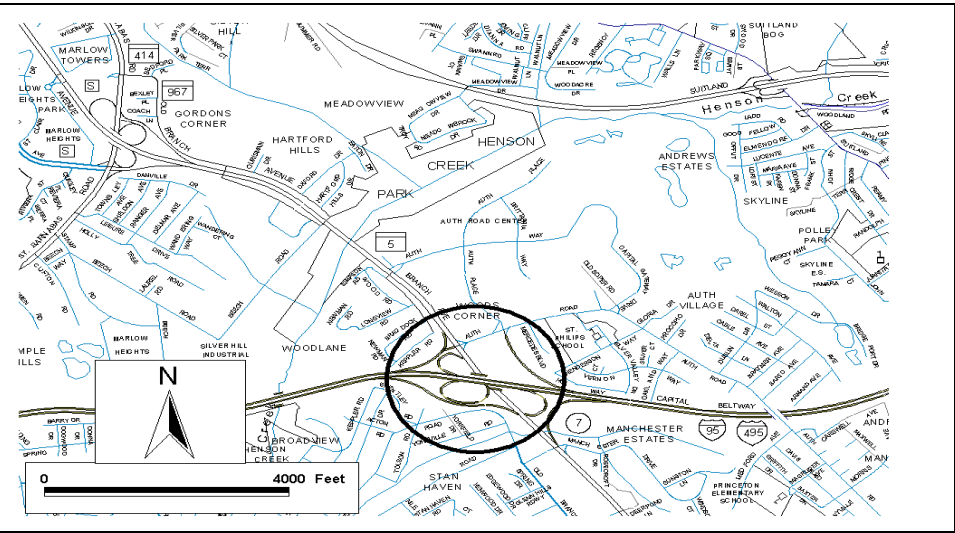
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 213,500

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$700,000 per year



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 13)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: The cost decrease of \$1.6 million is due to reduced utility needs.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,384	3,374	10	0	0	0	0	0	10	0
Right-of-way	10,832	7,136	1,034	2,662	0	0	0	0	3,696	0
Construction	36,492	5,225	7,457	8,252	8,362	7,196	0	0	31,267	0
Total	50,708	15,735	8,501	10,914	8,362	7,196	0	0	34,973	0
Federal-Aid	35,238	7,063	6,682	7,452	7,551	6,490	0	0	28,175	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

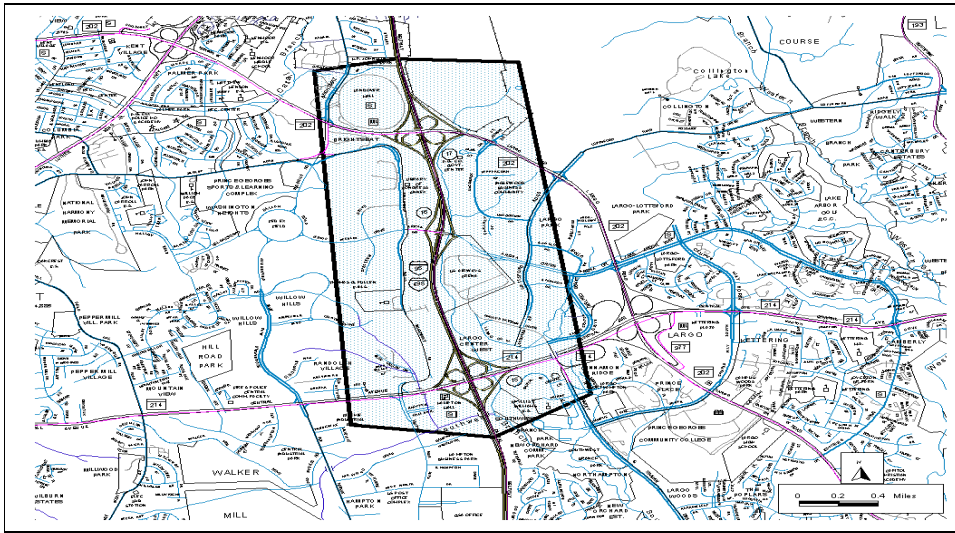
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 120,575 (MD 5)
185,725 (I-95/495)

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

OPERATING COST IMPACT: \$42,700 per year



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 202, Brightseat Road to Technology Way (Line 28)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	23912	0	0	0	0	IM

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$2.5 million is due to updated Engineering estimates and reduced Right-of-way needs.

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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,353	1,053	300	0	0	0	0	0	300	0
Right-of-way	20	1	19	0	0	0	0	0	19	0
Construction	26,569	0	2,453	11,709	12,407	0	0	0	26,569	0
Total	27,942	1,054	2,772	11,709	12,407	0	0	0	26,888	0
Federal-Aid	23,912	0	2,208	10,538	11,166	0	0	0	23,912	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

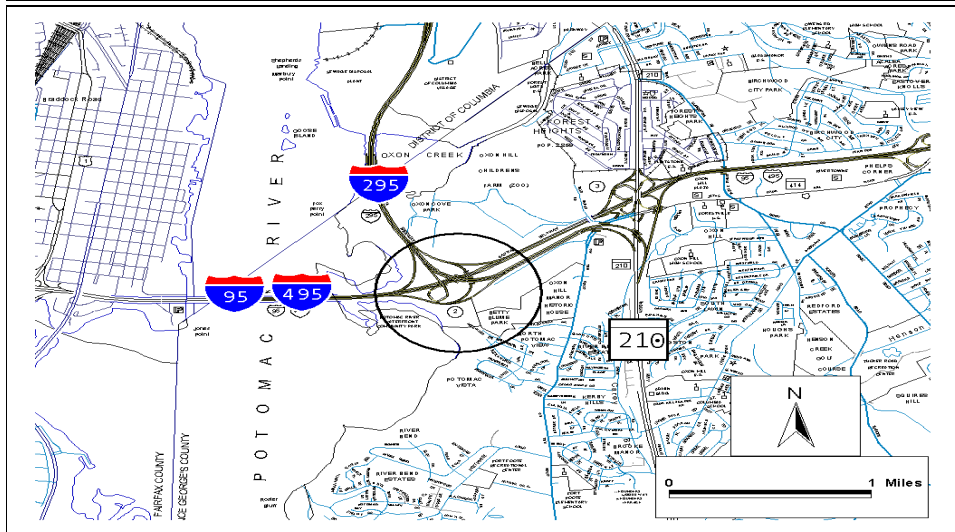
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 194,400

PROJECTED (2030) - 222,600

OPERATING COST IMPACT: \$1,500 per year



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

DESCRIPTION: Construct access improvements and MD 414 Extended.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, MD 228 to I-95/I-495 (Line 20)
 MD 210, Interchange at Kerby Hill/Livingston Road (Line 21)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	300	0	2,900	0	0	0	0	2,900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	50,150	14,542	15,808	0	9,200	9,100	1,500	0	35,608	0
Total	53,350	14,842	15,808	2,900	9,200	9,100	1,500	0	38,508	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

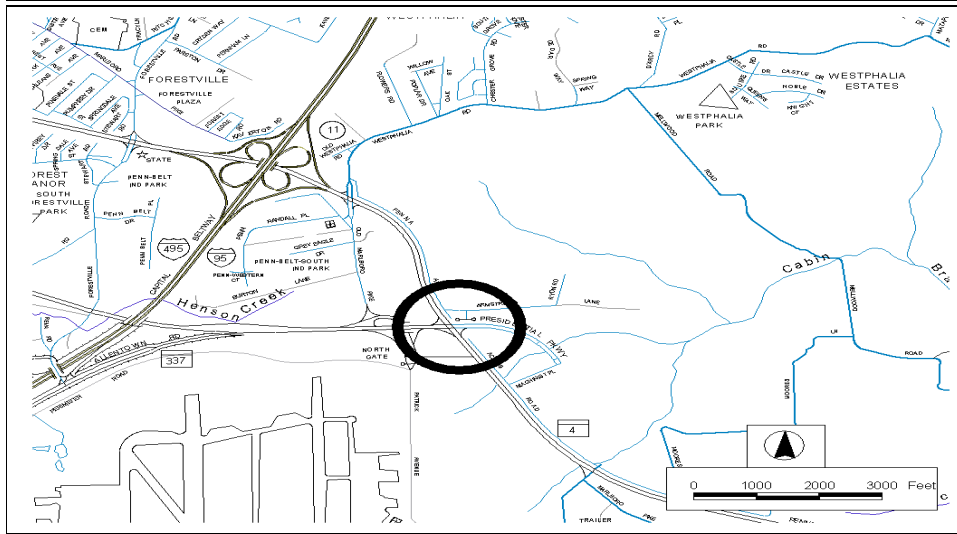
CURRENT (2005) - 192,625

PROJECTED (2030) - 278,100

OPERATING COST IMPACT: \$3,900 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 5

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Construct a new interchange at MD 4 and Suitland Parkway. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
MD 4, MD 223 to I-95/I-495 (Line 17)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	14700	0	0	0	0	NHS/STP
CO	0	52602	0	0	0	NHS/HP

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,721	588	1,000	1,000	4,133	0	0	0	6,133	0
Right-of-way	18,443	3	1,500	10,943	4,853	1,144	0	0	18,440	0
Construction	67,438	0	0	8,767	33,269	25,402	0	0	67,438	0
Total	92,602	591	2,500	20,710	42,255	26,546	0	0	92,011	0
Federal-Aid	72,197	113	1,980	16,318	33,056	20,730	0	0	72,084	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

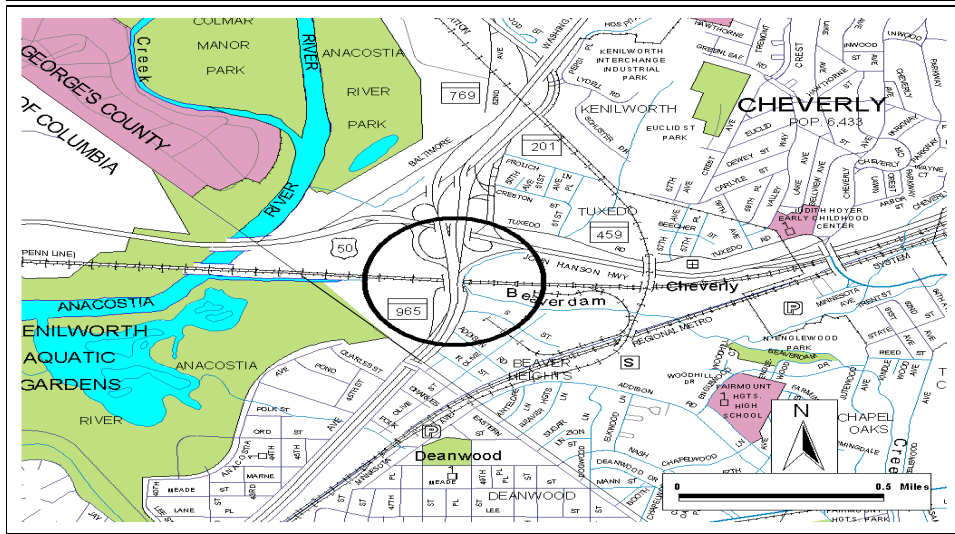
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,700

PROJECTED (2030) - 99,350

OPERATING COST IMPACT: \$9,600 per year



PROJECT: MD 201, Kenilworth Avenue

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012
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 2006 - 11 CTP: The cost increase of \$1.2 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
		PROJECT CASH FLOW							
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2009.....	.....2010.....	.....2011.....	.....2012.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	872	872	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	23,614	22	8,645	11,153	3,794	0	0	0	23,592
Total	24,486	894	8,645	11,153	3,794	0	0	0	23,592
Federal-Aid	19,667	707	6,940	8,967	3,053	0	0	0	18,960

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Urban Freeway Expressway

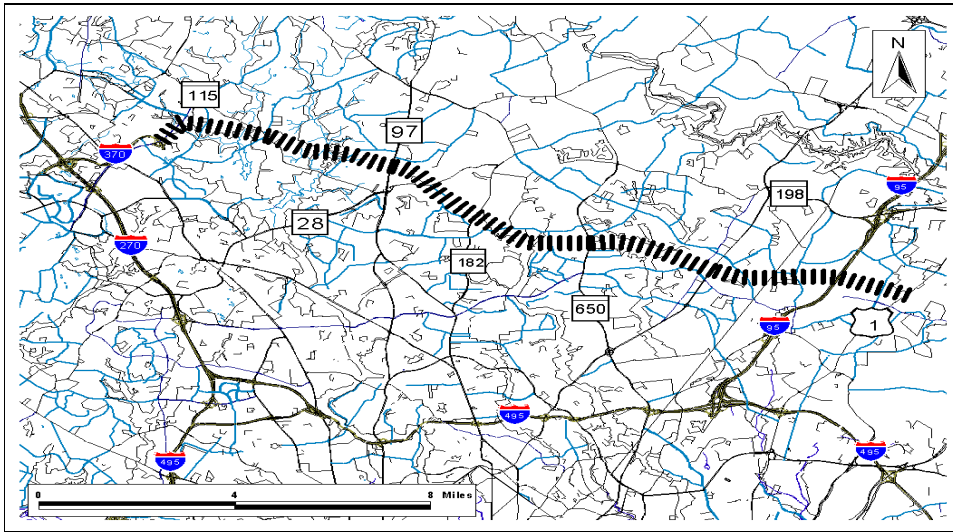
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 104,350

PROJECTED (2030) - 118,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 7
PRIMARY CONSTRUCTION PROGRAM


PROJECT: InterCounty Connector

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

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

SMART GROWTH STATUS:

- | | |
|--|--|
| <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 checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-95/Contee Road Interchange (Line 11)
MD 28/MD 198, MD 97 to I-95 (Line 25)
MD 201 Ext/US 1, I-95 to Contee Road (Line 27)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	18670	0	0	0	STP/HP
CO	0	0	0	0	0	----

STATUS: Project Planning complete. Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority Project Funds.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	19,270	600	0	18,670	0	0	0	0	18,670	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	19,270	600	0	18,670	0	0	0	0	18,670	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

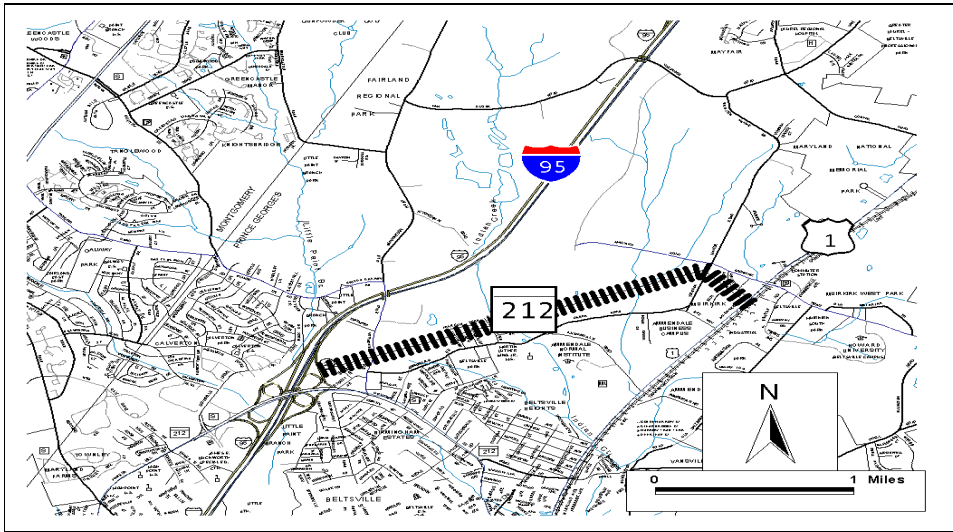
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - N/A

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

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 8
SECONDARY CONSTRUCTION PROGRAM


PROJECT: MD 212 Relocated

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 (Line 27)
US 1, College Avenue to Sunnyside Avenue (Line 31)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction by Prince George's County underway. The cost shown is SHA's share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	155	155	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,000	7,000	0	0	0	0	0	0	0	0	0
Total	7,155	7,155	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - N/A

FEDERAL - N/A

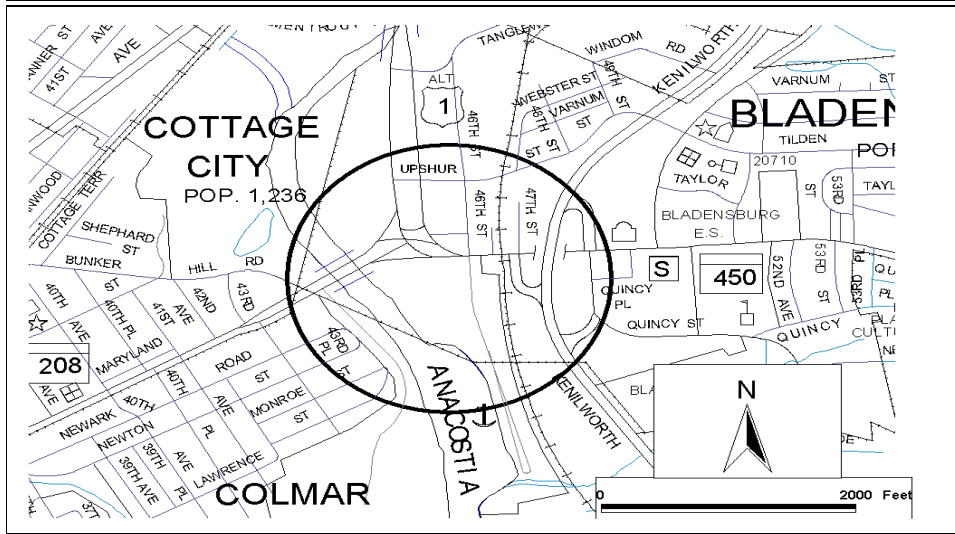
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 34,100

PROJECTED (2030) - 55,350

OPERATING COST IMPACT: \$10,000 per year



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	574	574	0	0	0	0	0	0	0	0	
Engineering	3,171	3,171	0	0	0	0	0	0	0	0	
Right-of-way	11,206	7,121	2,794	1,291	0	0	0	0	4,085	0	
Construction	53,742	18,829	14,655	12,132	8,126	0	0	0	34,913	0	
Total	68,693	29,695	17,449	13,423	8,126	0	0	0	38,998	0	
Federal-Aid	59,357	25,140	15,236	11,672	7,309	0	0	0	34,217	0	

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

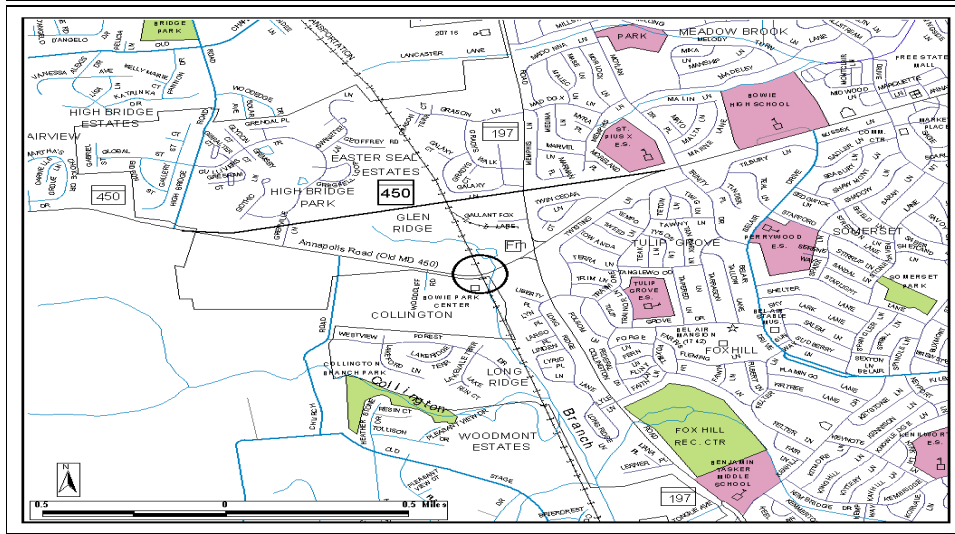
CURRENT (2005) - 38,000

PROJECTED (2030) - 62,475

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 10

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0	0
Engineering	443	439	4	0	0	0	0	0	4	0	0
Right-of-way	1,814	1,052	368	338	56	0	0	0	762	0	0
Construction	4,077	2,774	1,303	0	0	0	0	0	1,303	0	0
Total	6,334	4,265	1,675	338	56	0	0	0	2,069	0	0
Federal-Aid	5,047	3,389	1,343	270	45	0	0	0	1,658	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

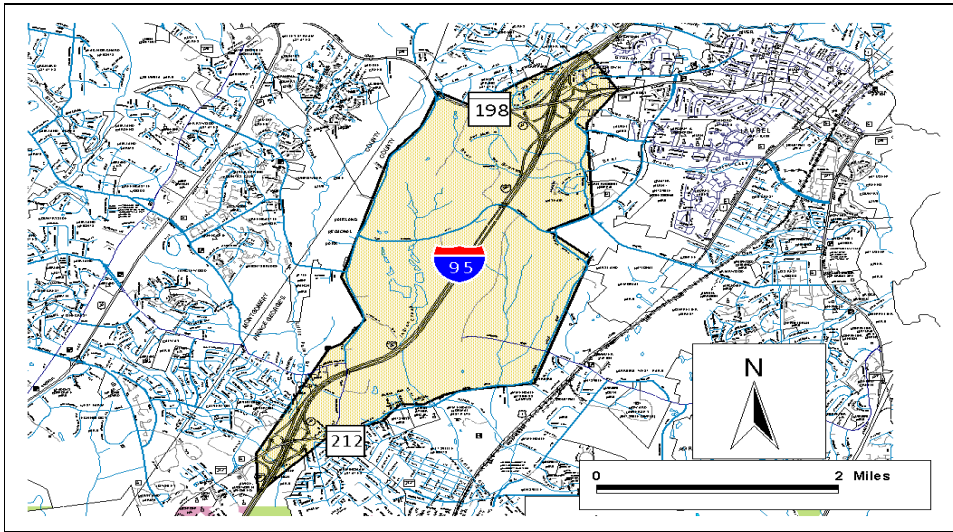
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 7,025

PROJECTED (2030) - 8,000

OPERATING COST IMPACT: N/A

**PROJECT:** I-95

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 MD 28/MD 198, MD 97 to I-97 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 27)

STATUS: Project Planning and partial Engineering underway. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$1.1 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,034	1,928	106	0	0	0	0	0	106	0
Engineering	4,060	809	25	750	2,476	0	0	0	3,251	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	6,094	2,737	131	750	2,476	0	0	0	3,357	0
Federal-Aid	4,755	2,406	91	525	1,733	0	0	0	2,349	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

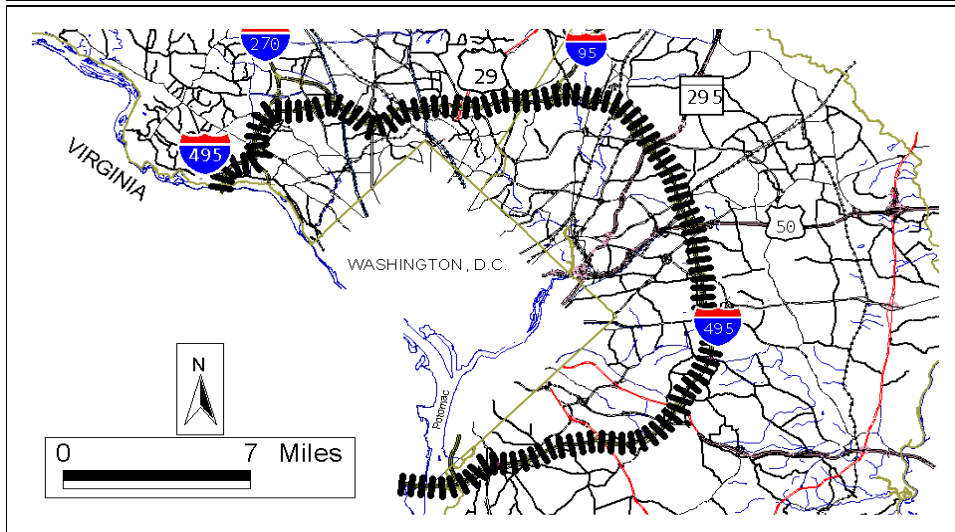
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 180,400

PROJECTED (2030) - 245,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 12
INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM


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

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles). (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
 I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
 MD 4, Interchange at Suitland Parkway (Line 5)
 I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 13)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	14,980	10,846	250	1,700	1,121	813	250	0	4,134	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	14,980	10,846	250	1,700	1,121	813	250	0	4,134	0
Federal-Aid	10,486	7,592	175	1,190	785	569	175	0	2,894	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

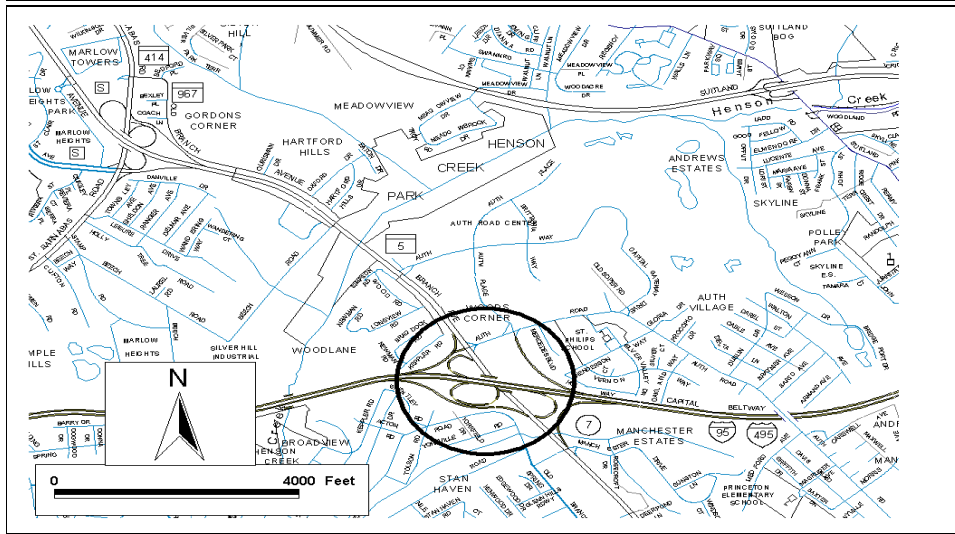
CURRENT (2005) - 137,775 - 255,800

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

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 13

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate. (BRAC Related)

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3257	0	0	0	0	NHS
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	777	777	0	0	0	0	0	0	0	0
Engineering	3,832	250	300	1,000	2,282	0	0	0	3,582	0
Right-of-way	4,071	0	10	1,919	1,902	240	0	0	4,071	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,680	1,027	310	2,919	4,184	240	0	0	7,653	0
Federal-Aid	6,309	187	248	2,335	3,347	192	0	0	6,122	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

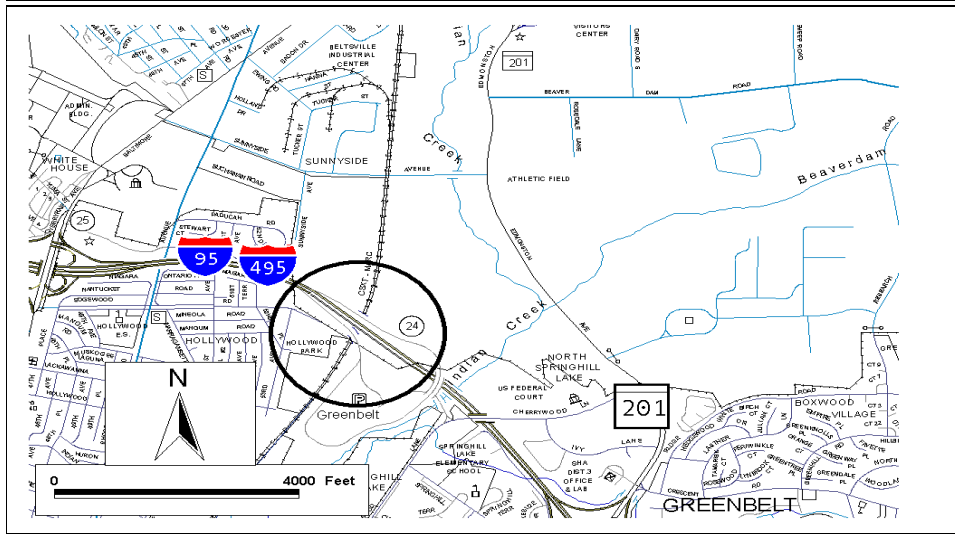
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 120,575 (MD 5)
185,725 (I-95/495)

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

OPERATING COST IMPACT: N/A



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold. Possible Developer contributions for Engineering, Right-of-way and Construction.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	1,559	1,559	0	0	0	0	0	0	0	0
Engineering	6,780	179	20	300	500	5,781	0	0	6,601	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,339	1,738	20	300	500	5,781	0	0	6,601	0
Federal-Aid	7,040	1,237	16	234	390	5,163	0	0	5,803	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

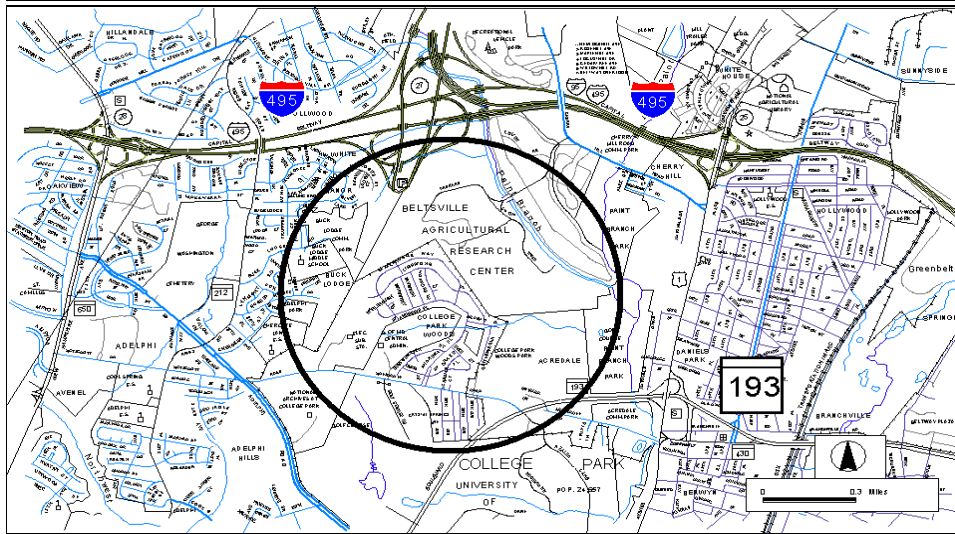
CURRENT (2005) - 236,575

PROJECTED (2030) - 282,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 15

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 1, College Avenue to Sunnyside Avenue (Line 31)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. MDOT will coordinate the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012	2013		
Planning	1,000	52	248	400	200	100	0	0	0	948	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	52	248	400	200	100	0	0	0	948	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)

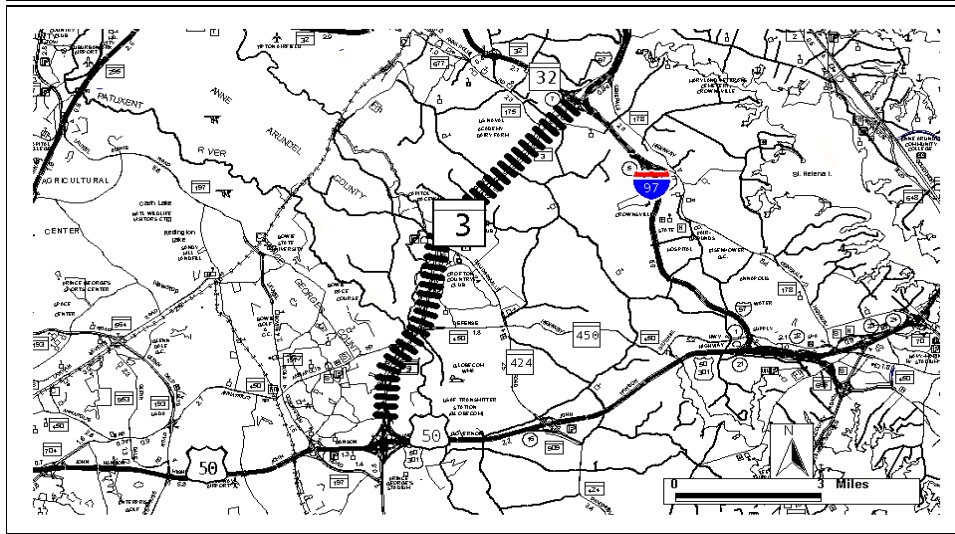
CURRENT (2005) - N/A

PROJECTED (2030) - 38,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 16

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. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 22)
 US 301, North of Mount Oak Road to US 50 (Line 23)
 US 301, Waldorf Area Project (Line 24)
 MD 450, Stonybrook Drive to west of MD 3 (Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$3.4 million was for the advanced acquisition of the Berkshire property.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	3,117	2,867	150	100	0	0	0	0	250	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,643	4,643	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,760	7,510	150	100	0	0	0	0	250	0
Federal-Aid	2,182	2,007	105	70	0	0	0	0	175	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

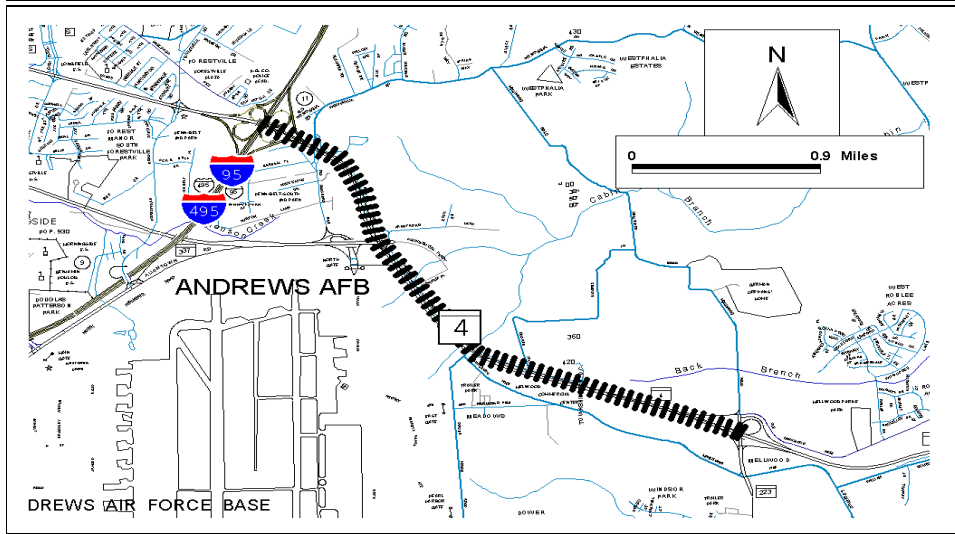
CURRENT (2005) - 74,500

PROJECTED (2030) - 124,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 17

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 5)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	1,615	1,615	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

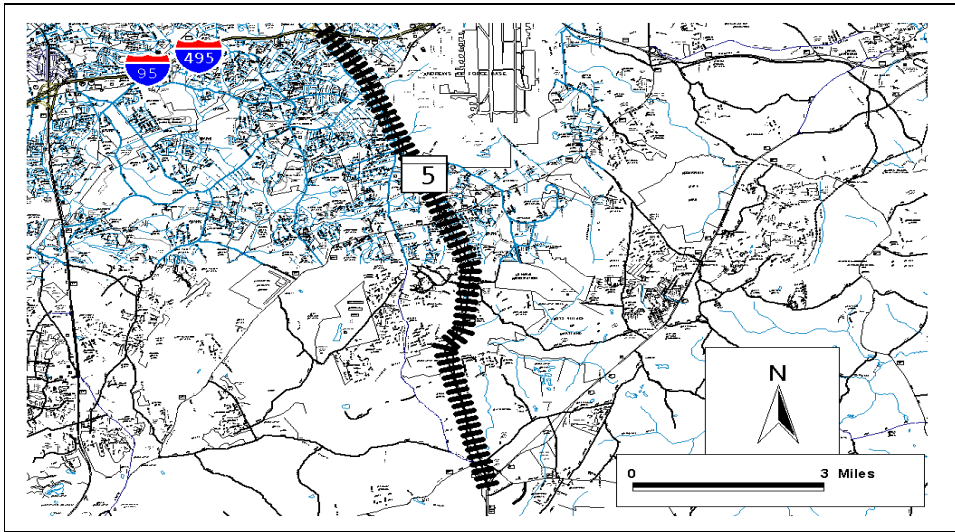
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,700

PROJECTED (2030) - 99,325

OPERATING COST IMPACT: N/A



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate. (BRAC Related)

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
 I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 13)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
 US 301, South Corridor Transportation Study (Line 22)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$1.0 million is needed to complete Project Planning.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,322	394	599	879	250	200	0	0	1,928	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0
Right-of-way	8,196	8,166	30	0	0	0	0	0	30	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,237	10,279	629	879	250	200	0	0	1,958	0
Federal-Aid	6,392	6,369	23	0	0	0	0	0	23	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

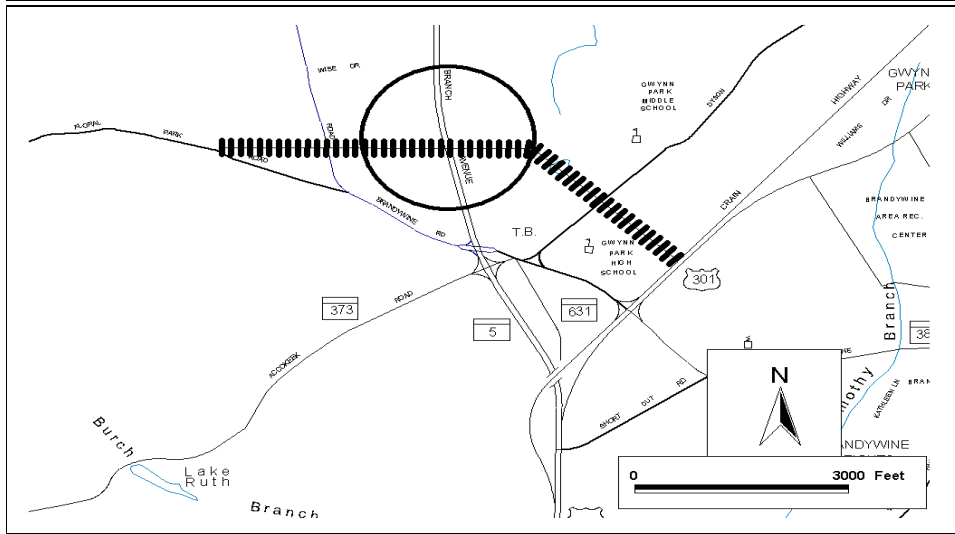
CURRENT (2005) - 120,575

PROJECTED (2030) - 141,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 19

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Branch Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 18)
 US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The remaining Federal High Priority Project Funds and Federal Appropriation Funds will be programmed as the project progresses.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	7,681	739	200	500	500	5,742	0	0	6,942	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,681	739	200	500	500	5,742	0	0	6,942	0	
Federal-Aid	5,946	531	156	390	390	4,479	0	0	5,415	0	

FUNCTION :

STATE - Principal Arterial
FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

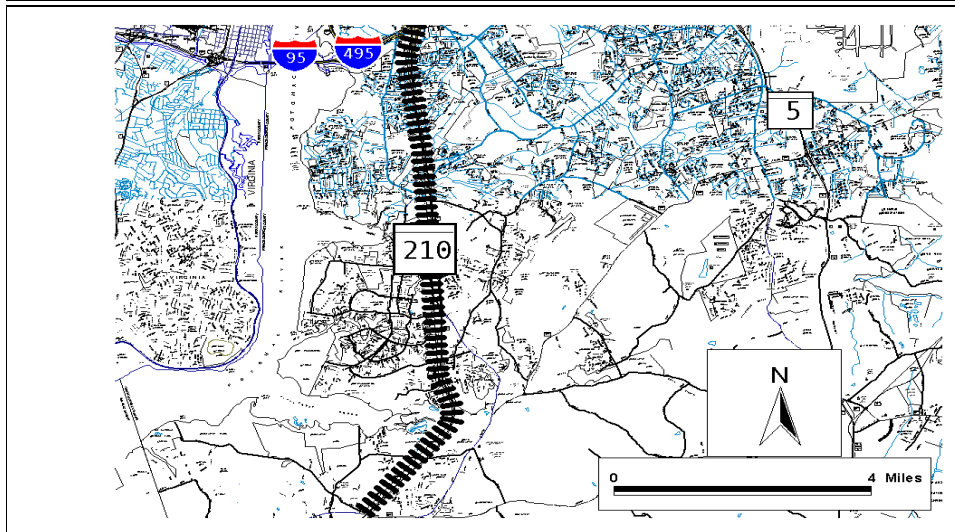
CURRENT (2005) - 59,800

PROJECTED (2030) - 114,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 20

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 210, Indian Head Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 1)
 I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, Interchange at Kerby Hill/Livingston Roads (Line 21)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$0.6 million is due to the advanced acquisition of the Flaherty property.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	2,855	2,830	25	0	0	0	0	0	25	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,362	635	727	0	0	0	0	0	727	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,217	3,465	752	0	0	0	0	0	752	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

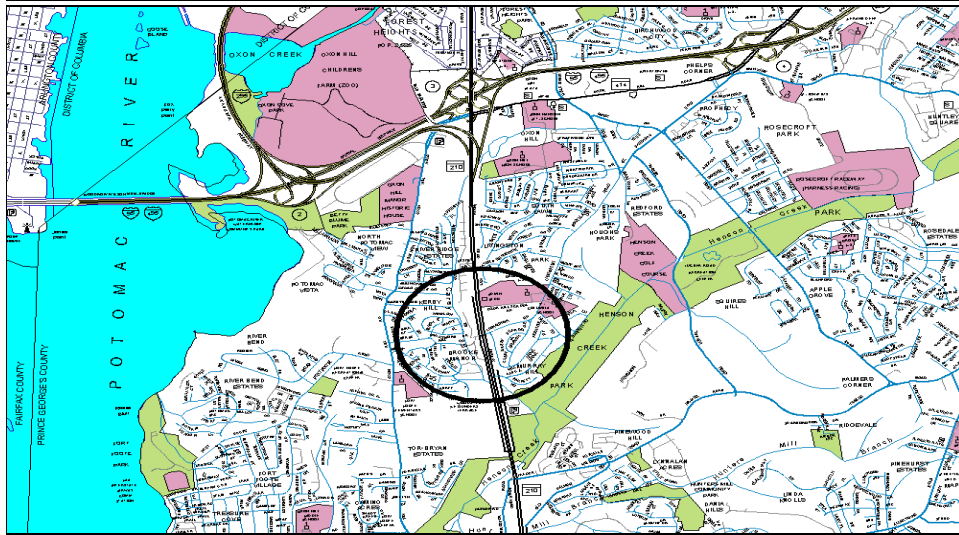
CURRENT (2005) - 77,100

PROJECTED (2030) - 126,350

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 210, Indian Head Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 1)
 I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)
 MD 210, MD 228 to 95/I-495 (Line 20)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,410	10	700	1,000	1,000	3,700	0	0	6,400	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	6,410	10	700	1,000	1,000	3,700	0	0	6,400	0
Federal-Aid	5,000	8	546	780	780	2,886	0	0	4,992	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

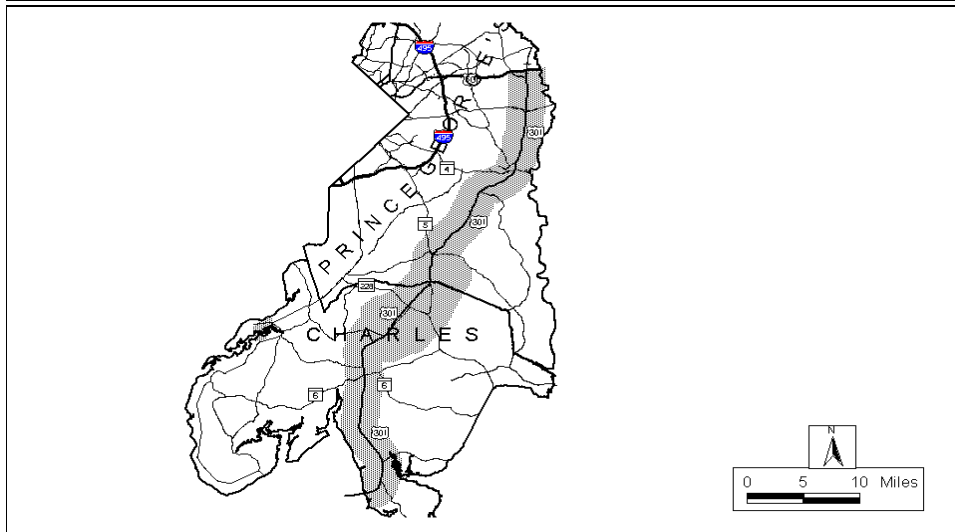
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,100

PROJECTED (2030) - 126,350

OPERATING COST IMPACT: N/A



PROJECT: US 301 South Corridor Transportation Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to North of I-95/I-495 (Line 18)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)
 US 301, North of Mount Oak Road to US 50 (Line 23)
 US 301, Waldorf Area Project (Line 24)

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$5.0 million is due to additional protective Right-of-way funds.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		YEAR	COMPLETE
Planning	10,497	10,397	50	50	0	0	0	0	100	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	59,018	34,246	5,400	2,600	4,000	4,000	4,000	4,772	24,772	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	69,515	44,643	5,450	2,650	4,000	4,000	4,000	4,772	24,872	0	0
Federal-Aid	7,348	7,278	35	35	0	0	0	0	70	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

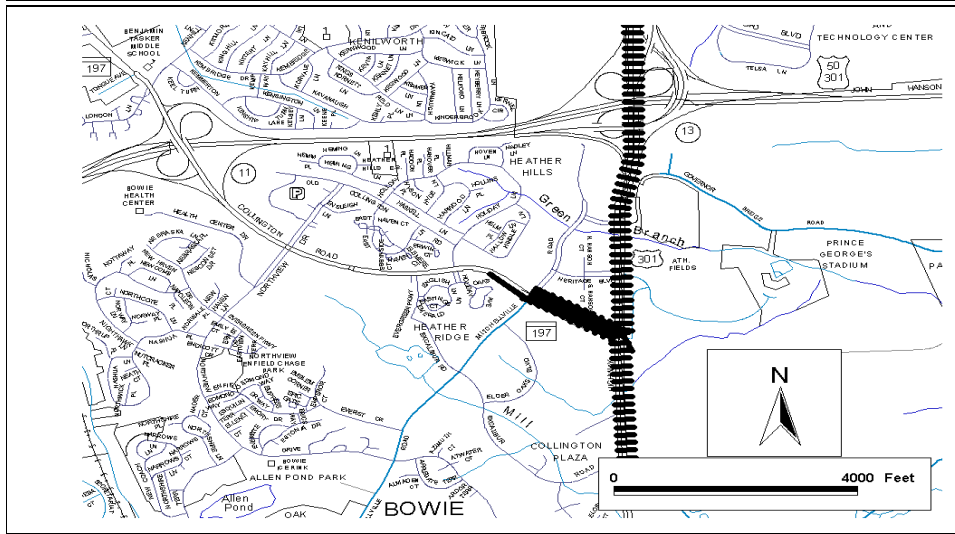
CURRENT (2005) - 85,100

PROJECTED (2030) - 114,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 23

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, Crain Highway

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 3, US 50 to MD 32 (Line 16)
US 301, South Corridor Transportation Study (Line 22)
US 301, Waldorf Area Project (Line 24)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	2,118	1,884	84	100	50	0	0	0	234	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	2,118	1,884	84	100	50	0	0	0	234	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

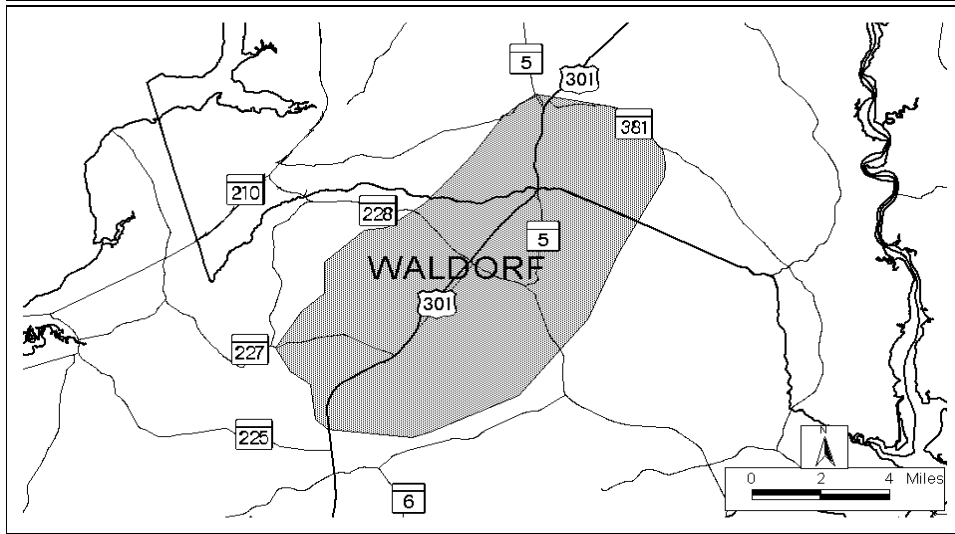
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 73,000

PROJECTED (2030) - 176,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 24
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: US 301, Waldorf Area Project

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 22)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	4,667	670	1,000	1,895	1,102	0	0	0	3,997	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,667	670	1,000	1,895	1,102	0	0	0	3,997	0
Federal-Aid	3,267	469	700	1,327	771	0	0	0	2,798	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

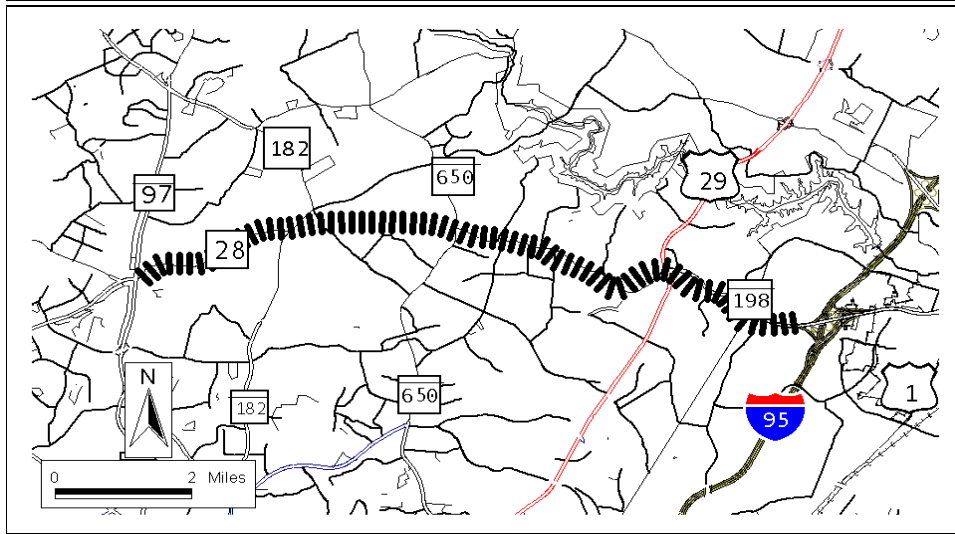
CURRENT (2005) - 85,100

PROJECTED (2030) - 114,200

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 25

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 I-95/Contee Road Interchange (Line 11)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 27)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	3,380	2,870	220	210	80	0	0	0	0	510	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	109	2	0	107	0	0	0	0	0	107	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,489	2,872	220	317	80	0	0	0	0	617	0
Federal-Aid	2,366	2,009	154	147	56	0	0	0	0	357	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

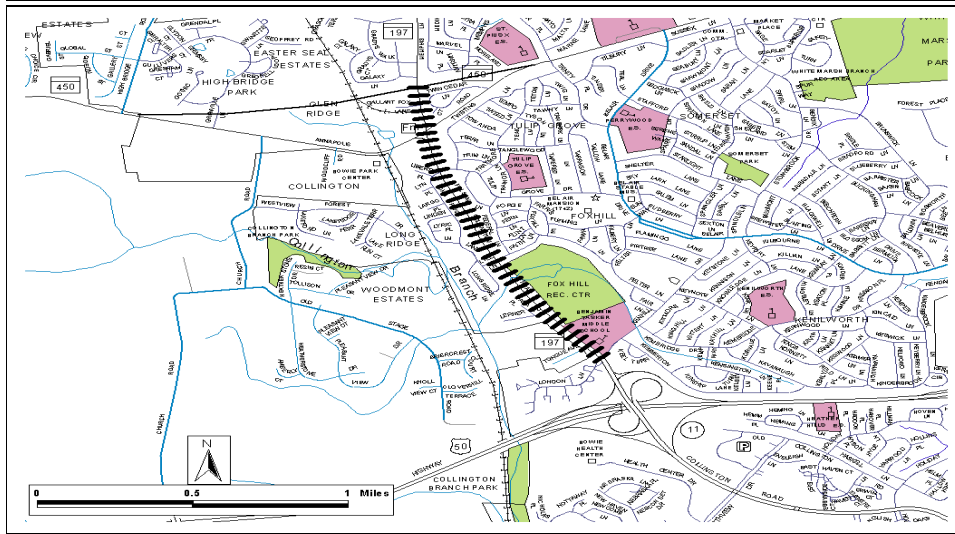
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,500 - 33,600 (MD 28)
18,000 - 65,700 (MD 198)

PROJECTED (2030) - 29,800 - 42,000 (MD 28)
24,500 - 75,100 (MD 198)

OPERATING COST IMPACT: N/A



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, Bridge over CSX Railroad (Line 10)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	700	52	118	228	177	125	0	0	648	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	700	52	118	228	177	125	0	0	648	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

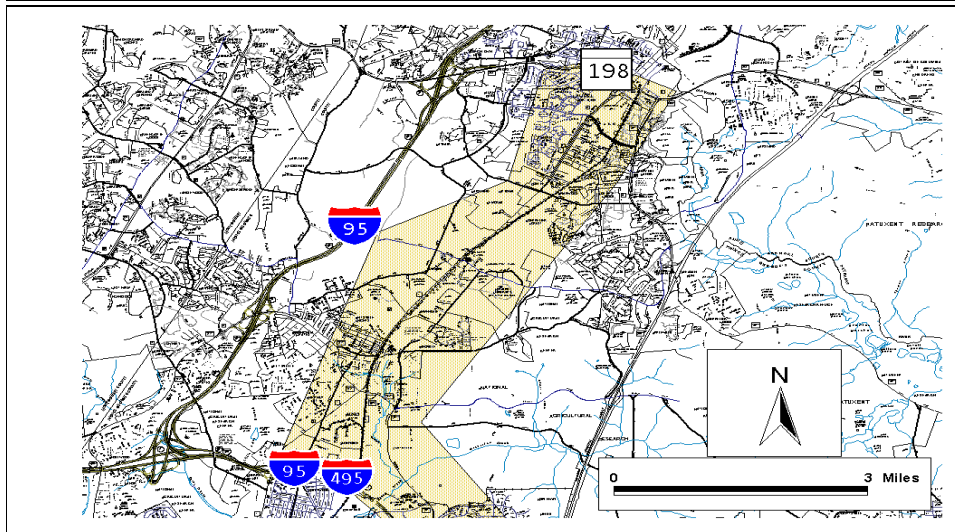
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 38,600

PROJECTED (2030) - 58,150

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 27
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM


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

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 MD 212 Relocated, US 1 to I-95 (Line 8)
 MD 28/MD 198, MD 97 to I-95 (Line 25)
 US 1, College Avenue to Sunnyside Avenue (Line 31)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$1.5 million is needed to complete Project Planning.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	7,220	4,660	508	1,132	510	410	0	0	2,560	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	7,220	4,660	508	1,132	510	410	0	0	2,560	0
Federal-Aid	5,054	3,262	356	792	357	287	0	0	1,792	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

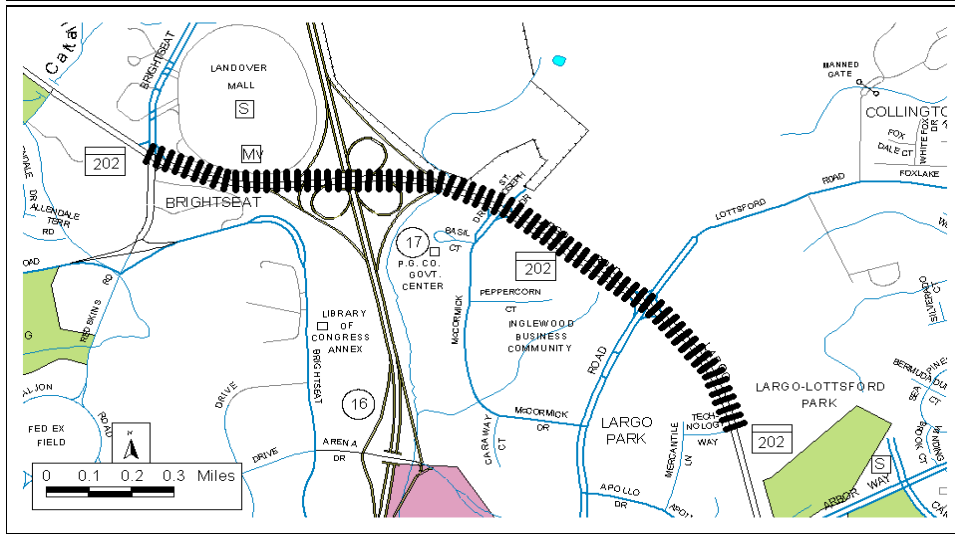
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 58,975

PROJECTED (2030) - 71,800

OPERATING COST IMPACT: N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way (2.1 miles). These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Largo Town Center Metro Station, which was opened in the Winter of 2005, and will also relieve congestion along MD 202 during peak periods.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	94	50	100	100	1,756	0	0	2,006	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	2,100	94	50	100	100	1,756	0	0	2,006	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

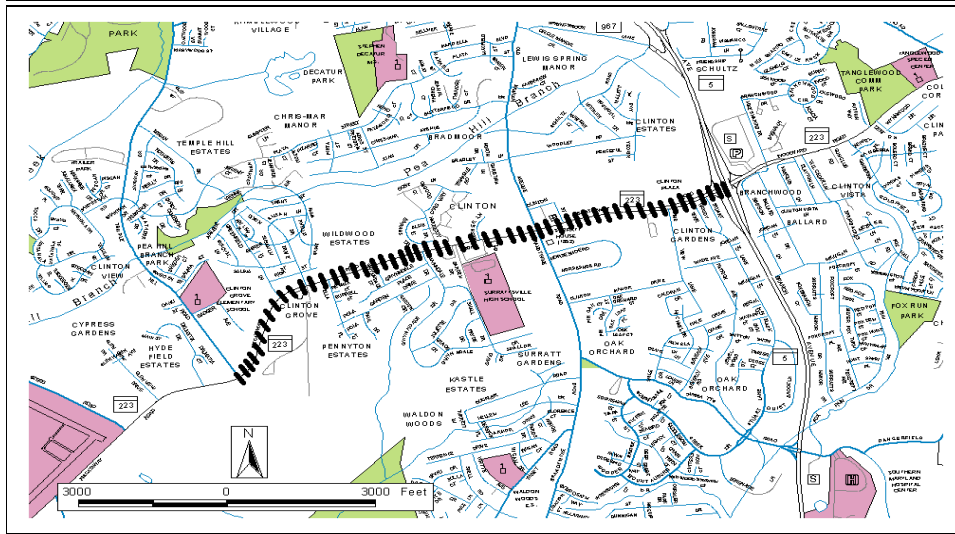
CURRENT (2005) - 70,000

PROJECTED (2030) - 75,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 29

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 223, Piscataway Road

DESCRIPTION: Reconstruct MD 223 from Temple Hill Road to MD 5.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 @ TB to I-95/495 (Line 18)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 19)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

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 2006			2009	2010	2011	2012	2013		
Planning	3,100	0	200	600	1,300	1,000	0	0	0	3,100	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,100	0	200	600	1,300	1,000	0	0	0	3,100	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - N/A

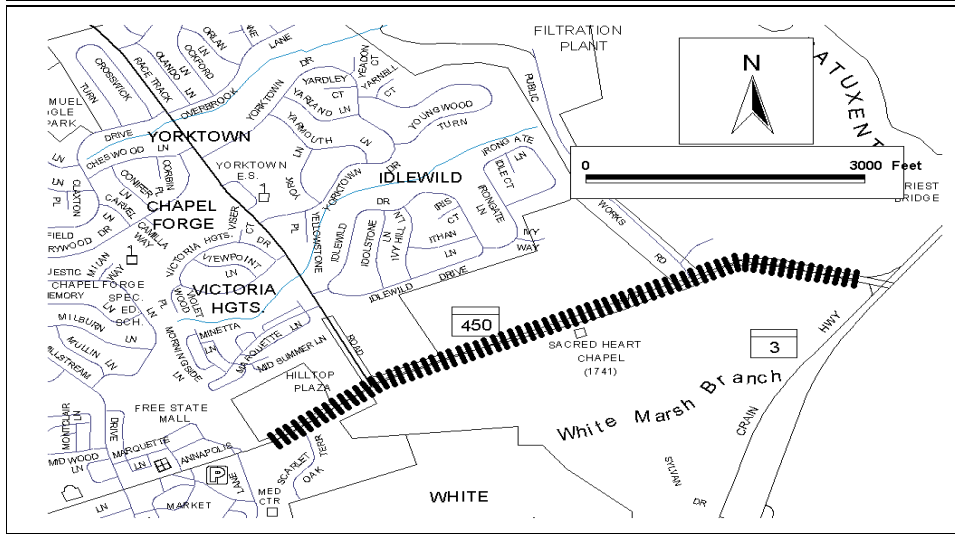
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 42,050

PROJECTED (2030) - 48,200

OPERATING COST IMPACT: N/A



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 3, US 50 to MD 32 (Line 16)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006			2009	2010	2011	2012		
Planning	1,334	1,334	0	0	0	0	0	0	0	0
Engineering	3,656	786	150	25	25	2,670	0	0	2,870	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	4,990	2,120	150	25	25	2,670	0	0	2,870	0
Federal-Aid	2,925	629	120	20	20	2,136	0	0	2,296	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

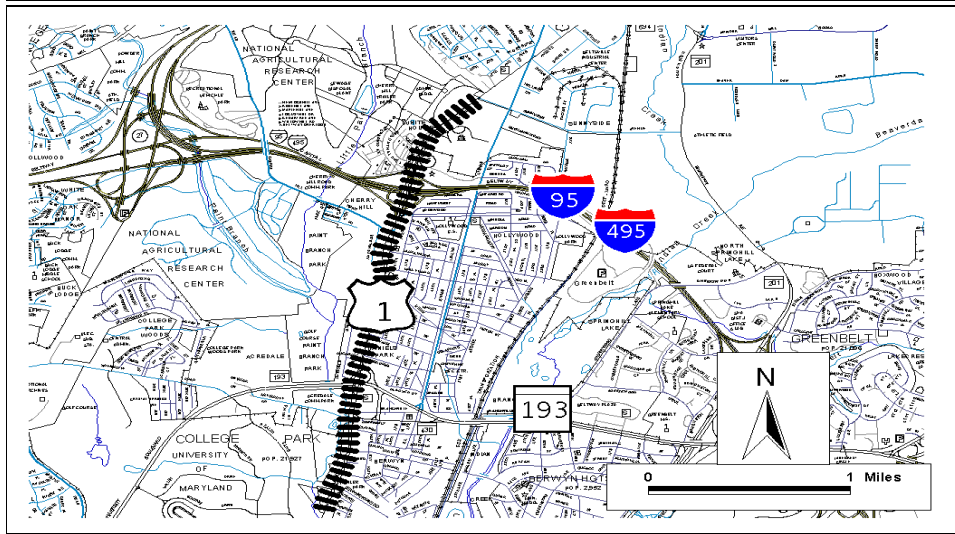
CURRENT (2005) - 28,700

PROJECTED (2030) - 58,850

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 31

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Baltimore Avenue

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 (Line 8)
MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 27)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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 2006			2009	2010	2011	2012	2013		
Planning	1,334	1,329	5	0	0	0	0	0	0	5	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,334	1,329	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)

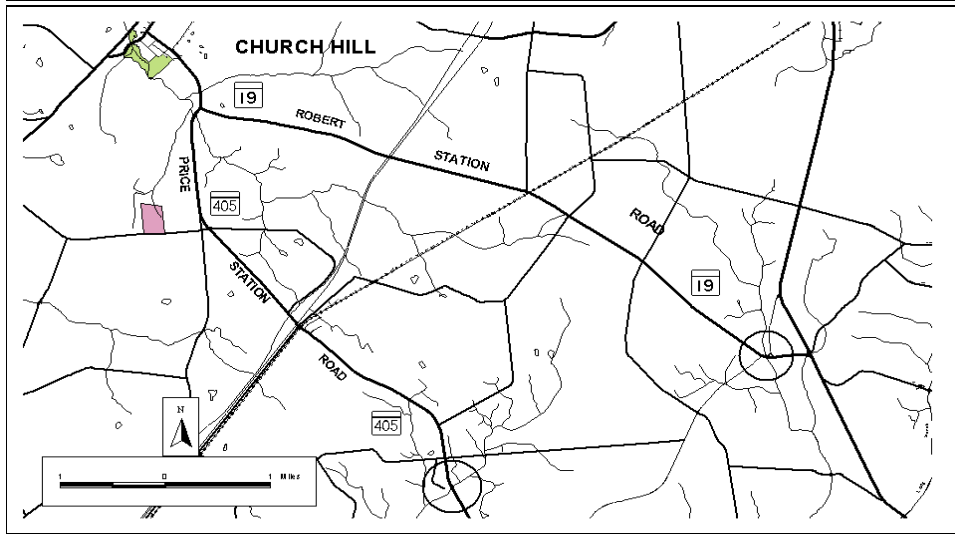
CURRENT (2005) - 60,300

PROJECTED (2030) - 71,800

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 1

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 19, Robert Station Road and MD 405, Price Station Road

DESCRIPTION: Replaced Bridge 17003 on MD 19 over Beaverdam Ditch and Bridge 17034 on MD 405 over German Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Both structures required replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 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	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2009....	.....2010....	.....2011....	.....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	292	292	0	0	0	0	0	0	0	0	
Right-of-way	160	158	2	0	0	0	0	0	2	0	
Construction	2,026	1,931	95	0	0	0	0	0	95	0	
Total	2,478	2,381	97	0	0	0	0	0	97	0	
Federal-Aid	1,545	1,469	76	0	0	0	0	0	76	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

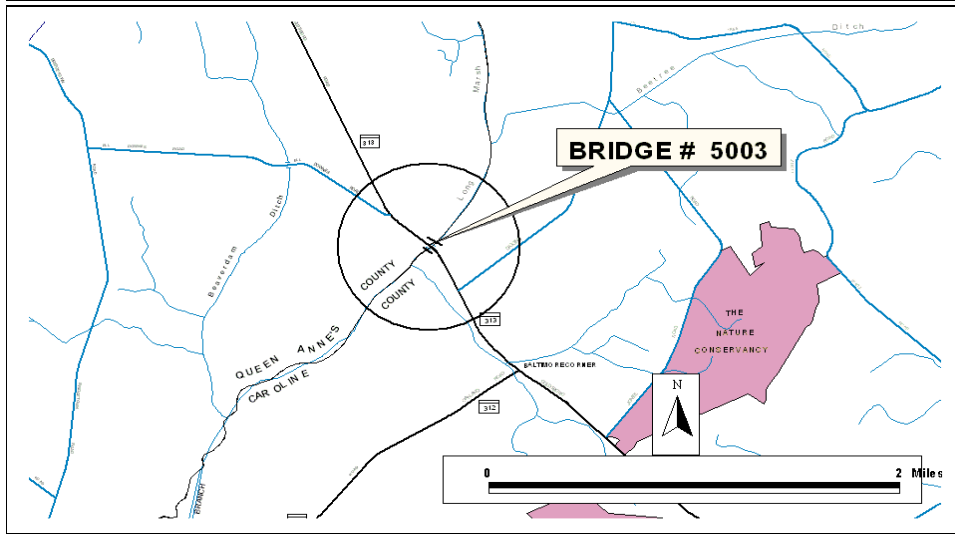
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 1980 (MD 405)
2960 (MD 19)

PROJECTED (2030) - 3850 (MD405)
4100 (MD 19)

OPERATING COST IMPACT: N/A



PROJECT: MD 313, Greensboro Road

DESCRIPTION: Replace Bridge 5003 over Long Marsh Ditch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This structure is deteriorated and requires replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2448	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	597	520	77	0	0	0	0	0	77	0	
Right-of-way	47	0	47	0	0	0	0	0	47	0	
Construction	3,111	0	1,303	1,808	0	0	0	0	3,111	0	
Total	3,755	520	1,427	1,808	0	0	0	0	3,235	0	
Federal-Aid	2,488	0	1,042	1,446	0	0	0	0	2,488	0	

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

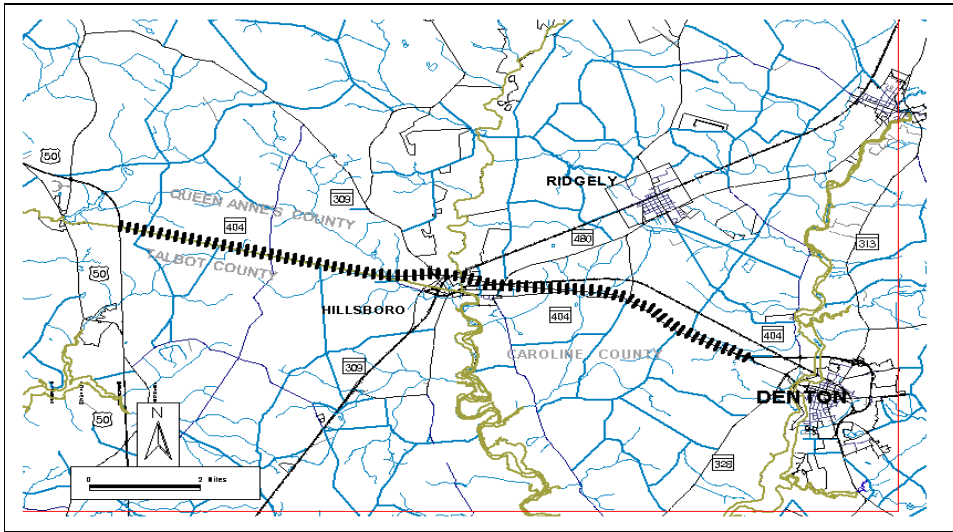
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 1,500

PROJECTED (2030) - 2,475

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 3
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, US 301 to MD 404 (Line 4)
 MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
 MD 404, Cemetery Road to MD 480 (Caroline County Line 2)
 MD 404, Access Controls (System Preservation Program)

STATUS: Partial Engineering underway. An additional \$18.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Moved \$5.6 million to Phase 1A, Cemetery Road to MD 480 (Caroline County Line 2).

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012	2013		
Planning	540	540	0	0	0	0	0	0	0	0	0
Engineering	5,000	859	750	250	250	2,891	0	0	0	4,141	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,540	1,399	750	250	250	2,891	0	0	0	4,141	0
Federal-Aid	3,900	670	585	195	195	2,255	0	0	0	3,230	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

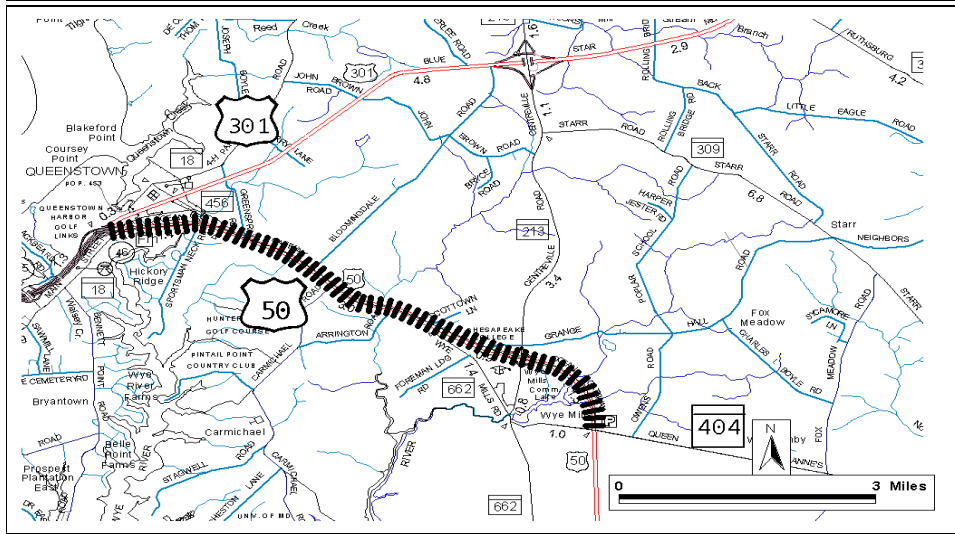
CURRENT (2005) - 17,750
22,200 (Summer)

PROJECTED (2030) - 25,600
28,500 (Summer)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 MD 404 Business (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$13.9 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$48.9 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	1,557	1,557	0	0	0	0	0	0	0	0
Engineering	7,784	6,458	120	155	1,051	0	0	0	1,326	0
Right-of-way	11,328	6,770	1,230	1,916	1,412	0	0	0	4,558	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	20,669	14,785	1,350	2,071	2,463	0	0	0	5,884	0
Federal-Aid	11,036	6,682	1,039	1,588	1,727	0	0	0	4,354	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

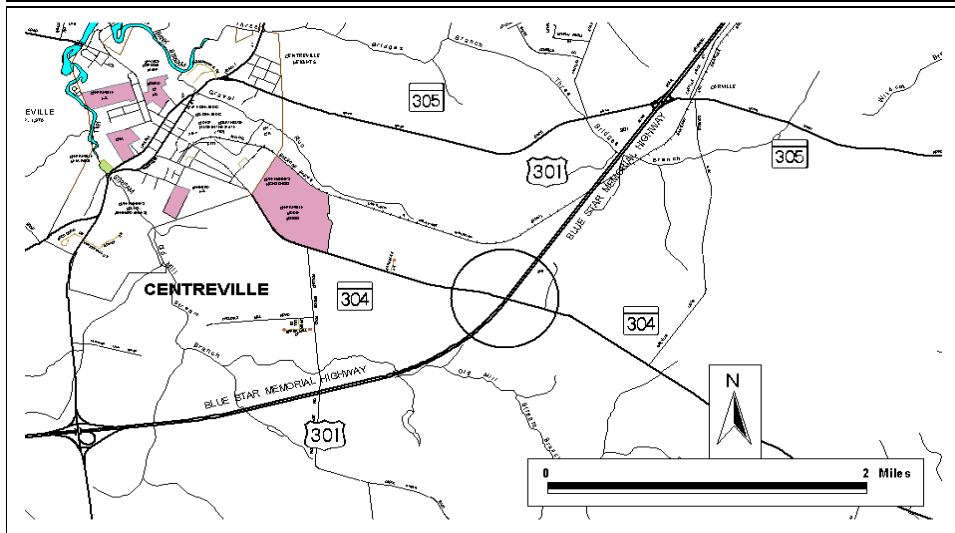
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 54,000
81,900 (Summer)

PROJECTED (2030) - 87,400
134,400 (Summer)

OPERATING COST IMPACT: N/A



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on this high speed arterial. This project will improve safety and access control on US 301.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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. Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added Engineering 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	1,325	320	250	755	0	0	0	0	1,005	0	
Engineering	4,500	0	100	800	800	2,800	0	0	4,500	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	5,825	320	350	1,555	800	2,800	0	0	5,505	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

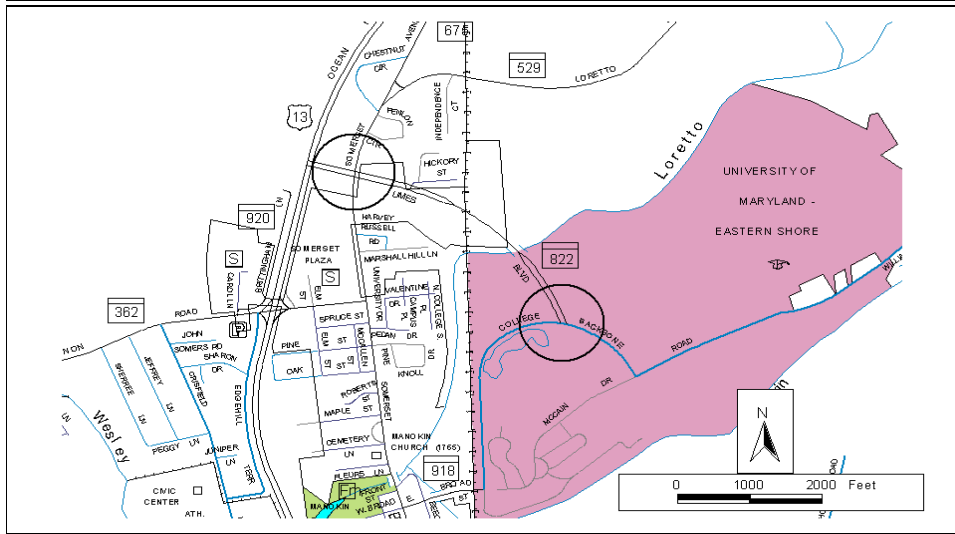
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 19,400 (US 301)
4,400 (MD 304)

PROJECTED (2030) - 32,400 (US 301)
7,350 (MD 304)

OPERATING COST IMPACT: N/A



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct roundabouts at the MD 675 and College Backbone Road intersections.

JUSTIFICATION: This project will improve safety and operation of these intersections.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	.....	0	0
Engineering	408	351	57	0	0	0	0	0	0	57	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	408	351	57	0	0	0	0	0	0	57	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Urban Minor Collector

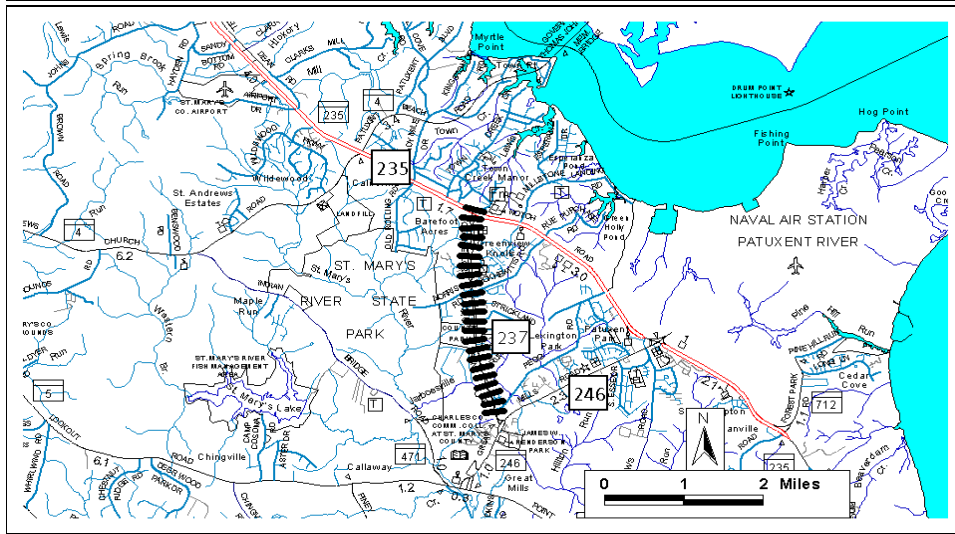
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 4,600

PROJECTED (2030) - 9,500

OPERATING COST IMPACT: N/A



PROJECT: MD 237, Chancellors Run Road

DESCRIPTION: Upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.71 miles). Sidewalks will serve pedestrians. Wide curb lanes will accommodate bicycles. (BRAC Related)

JUSTIFICATION: The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	24838	0	0	0	STP/HP

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$3.3 million is due to the addition of noise barriers and additional reconstruction and resurfacing at the MD 235/237 intersection.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	747	747	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0	0
Engineering	2,544	2,242	302	0	0	0	0	0	302	0	
Right-of-way	21,459	1,309	8,842	9,081	2,227	0	0	0	20,150	0	
Construction	31,844	0	0	4,140	9,044	10,177	8,483	0	31,844	0	
Total	56,594	4,298	9,144	13,221	11,271	10,177	8,483	0	52,296	0	
Federal-Aid	28,348	739	2,217	3,783	7,054	7,938	6,617	0	27,609	0	

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

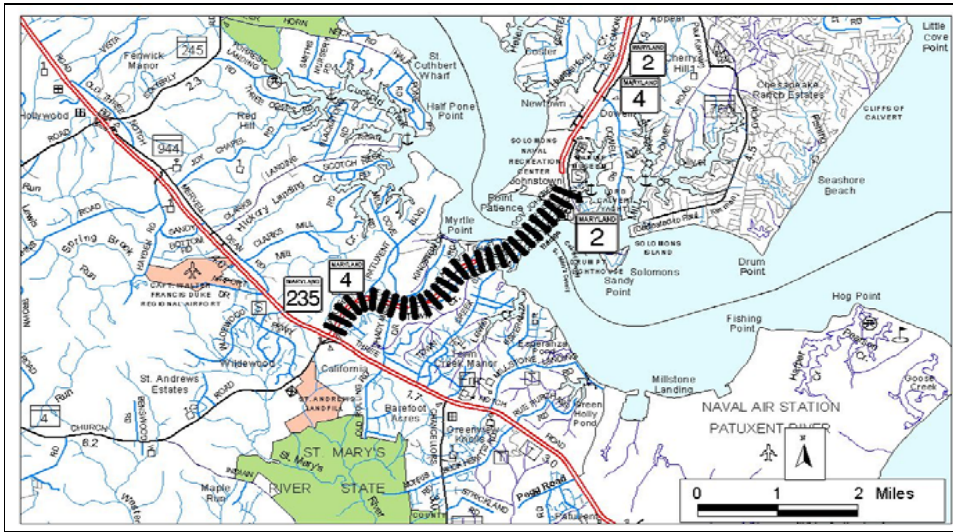
CURRENT (2005) - 17,300

PROJECTED (2030) - 33,000

OPERATING COST IMPACT: \$6,700 per year

STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Solomons Island Road

DESCRIPTION: Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders or wide curb lanes will accommodate bicycles. (BRAC Related)

JUSTIFICATION: Projected traffic volumes generated by planned growth will result in increasing 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 type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning to begin during current fiscal year. An additional \$3.5 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the 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											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	1,500	0	200	600	700	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	200	600	700	0	0	0	0	1,500	0
Federal-Aid	0	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)

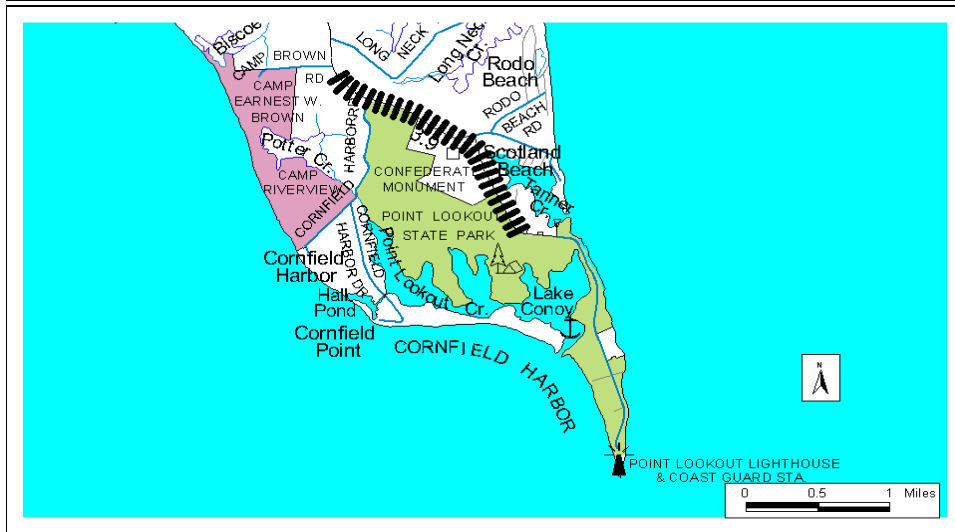
CURRENT (2005) - 28,400

PROJECTED (2030) - 49,375

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 3

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from south of Camp Brown Road to the Ranger Station. (2.0 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009....	.....2010....	.....2011....	.....2012....		
Planning	453	453	0	0	0	0	0	0	0	0	
Engineering	900	712	20	168	0	0	0	0	188	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	1,353	1,165	20	168	0	0	0	0	188	0	
Federal-Aid	630	498	14	118	0	0	0	0	132	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

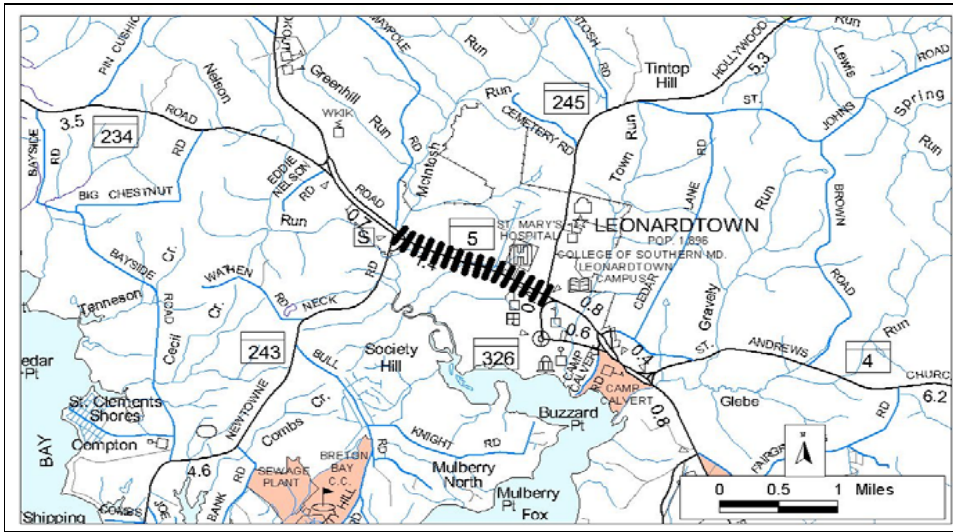
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 4,075 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 4
SECONDARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by area growth will result in congestion. Safety problems associated with roadside development are expected to increase.

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Planning to begin during current fiscal year. An additional \$1.3 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	750	0	150	600	0	0	0	0	750	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	750	0	150	600	0	0	0	0	750	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

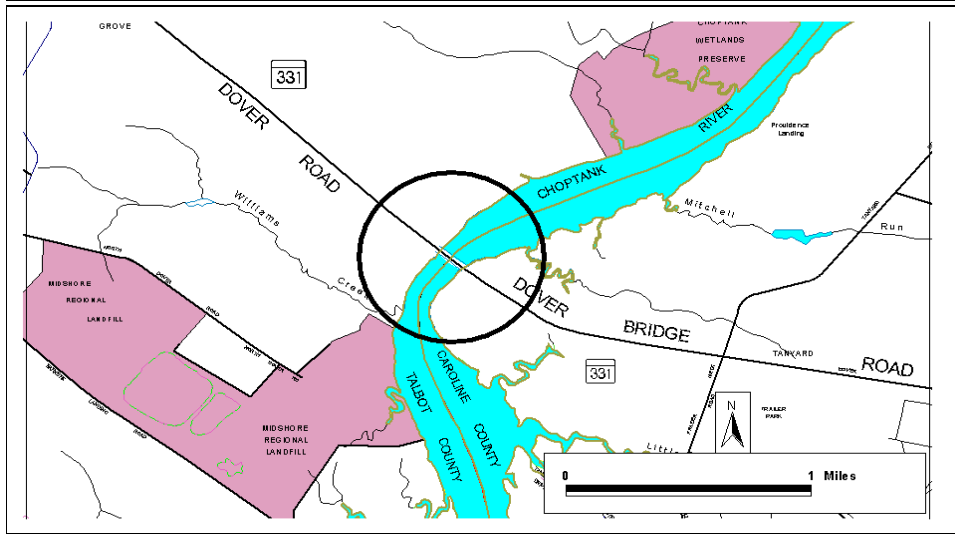
CURRENT (2005) - 28,750

PROJECTED (2030) - 46,250

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Talbot County -- Line 1

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 331, Dover Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	798	0	0	NHS
CO	0	0	0	32242	0	NHS/HP

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$3.6 million is due to reduced inflation and a more detailed Engineering estimate.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0
Engineering	1,502	170	416	416	500	0	0	0	1,332	0
Right-of-way	997	0	0	0	111	775	111	0	997	0
Construction	41,335	0	0	0	0	5,557	20,005	15,773	41,335	0
Total	43,834	170	416	416	611	6,332	20,116	15,773	43,664	0
Federal-Aid	34,241	136	333	333	489	4,955	15,693	12,302	34,105	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

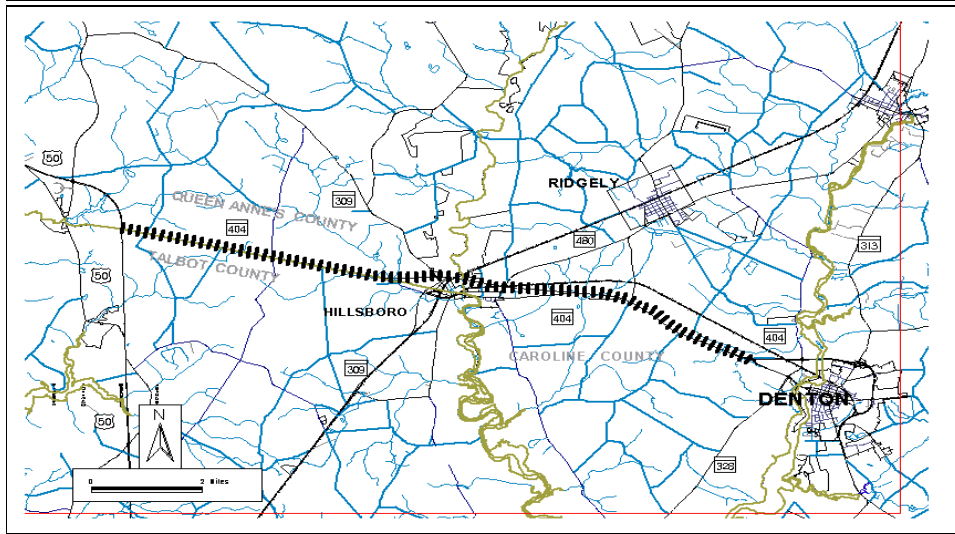
CURRENT (2005) - 12,700

PROJECTED (2030) - 19,000

OPERATING COST IMPACT: \$55,400 per year

STATE HIGHWAY ADMINISTRATION -- Talbot County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
 MD 404, Cemetery Road to MD 480 (Caroline County Line 2)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 4)
 US 50, Access Control (System Preservation Program)

STATUS: Partial Engineering underway. An additional \$18.8 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Moved \$5.6 million to Phase 1A, Cemetery Road to MD 480 (Caroline County Line 2).

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	540	540	0	0	0	0	0	0	0	0
Engineering	5,000	859	750	250	250	2,891	0	0	4,141	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	5,540	1,399	750	250	250	2,891	0	0	4,141	0
Federal-Aid	3,900	670	585	195	195	2,255	0	0	3,230	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

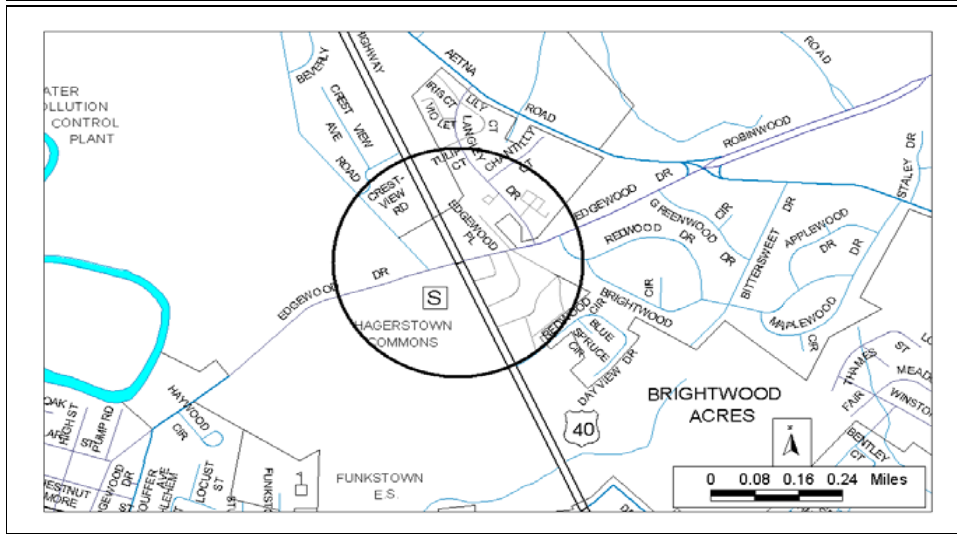
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,750
22,200 (Summer)

PROJECTED (2030) - 25,600
28,500 (Summer)

OPERATING COST IMPACT: N/A



PROJECT: US 40, Dual Highway

DESCRIPTION: Widen US 40 at Edgewood Drive intersection. Wide curb lanes will be provided for bicycles and sidewalks will serve pedestrians.

JUSTIFICATION: This is one of several intersections along this section of US 40 east of Hagerstown that experiences congestion. Increased development and moving the hospital to a new location will add additional traffic volumes.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year. The City and County will participate in 50% of project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program from the Systems Preservation Program.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	3,213	0	50	2,500	663	0	0	0	3,213	0	
Construction	2,900	0	0	150	2,000	750	0	0	2,900	0	
Total	6,113	0	50	2,650	2,663	750	0	0	6,113	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)

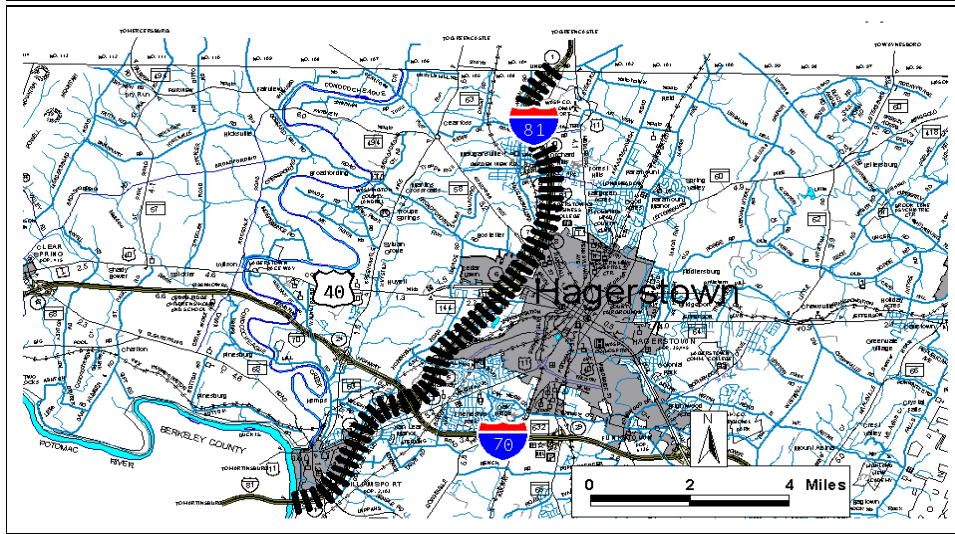
CURRENT (2005) - 36,900

PROJECTED (2030) - 49,300

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 2

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 freeway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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:

Hagerstown Regional Airport expansion
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012		
Planning	3,350	2,920	205	225	0	0	0	0	430	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	3,350	2,920	205	225	0	0	0	0	430	0
Federal-Aid	2,345	2,044	144	157	0	0	0	0	301	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

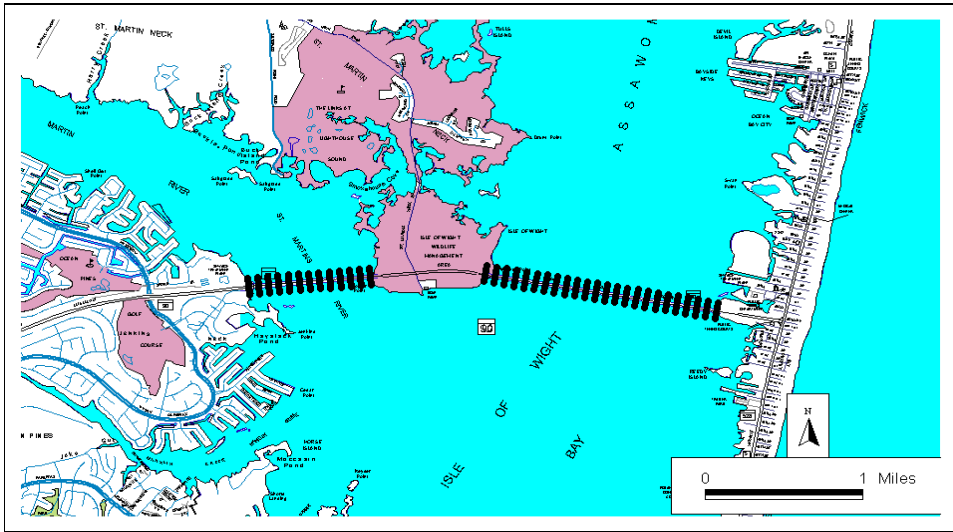
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 51,750 - 66,800

PROJECTED (2030) - 71,500 - 96,900

OPERATING COST IMPACT: N/A



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Rehabilitated Bridge 23020 over St. Martin River and Bridge 23021 over Assawoman Bay. This remedial action prevented further deterioration and strengthen the piers.

JUSTIFICATION: Underwater inspection had revealed these 35 year old structures had progressive pier deterioration.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, Bridge over Sinepuxent Bay (Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: The cost increase of \$1.4 million is due to a change in scope to include patching and resurfacing of the bridge deck.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
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	8,455	6,771	1,684	0	0	0	0	0	1,684	0	0
Total	8,455	6,771	1,684	0	0	0	0	0	1,684	0	0
Federal-Aid	5,770	4,607	1,163	0	0	0	0	0	1,163	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

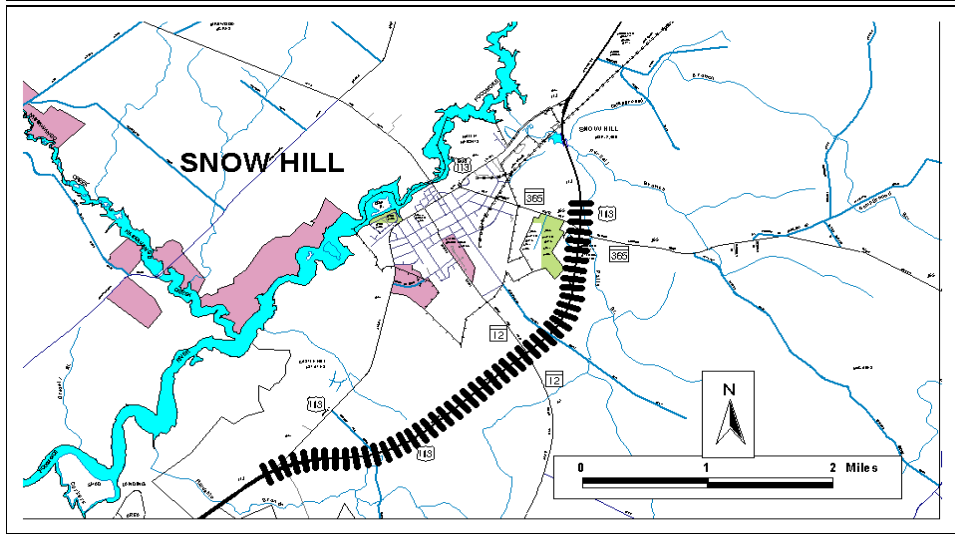
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 18,900
28,550 (Summer)

PROJECTED (2030) - 31,000
35,000 (Summer)

OPERATING COST IMPACT: N/A



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 to a 4 lane divided highway with access controls from US 113 Business (Market Street) to north of MD 365 (Public Landing Road) (4.0 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 113, Hayes Landing Road to Goody Hill Road (Line 3)
 US 113, North of MD 365 (Public Landing Road) to Goody Hill Road (Line 5)
 US 113, Access Controls (System Preservation Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,520	1,520	0	0	0	0	0	0	0	0	0
Right-of-way	51	51	0	0	0	0	0	0	0	0	0
Construction	17,889	8,269	8,068	1,552	0	0	0	0	0	9,620	0
Total	19,460	9,840	8,068	1,552	0	0	0	0	0	9,620	0
Federal-Aid	15,374	7,678	6,454	1,242	0	0	0	0	0	7,696	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

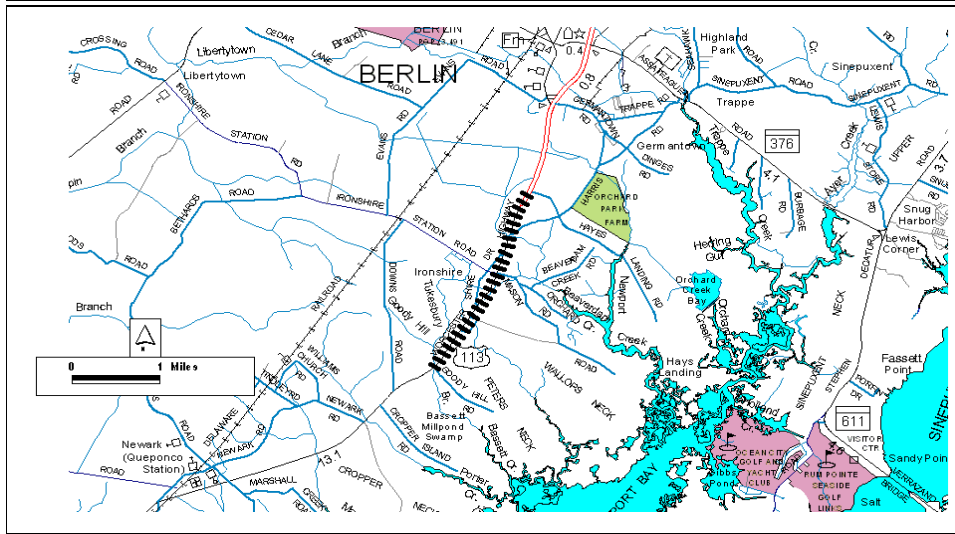
CURRENT (2005) - 9,400 - 17,000

PROJECTED (2030) - 11,000 - 22,000
14,500 - 31,000 (Summer)

OPERATING COST IMPACT: \$9,900 per year

STATE HIGHWAY ADMINISTRATION -- Worcester County -- Line 3

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 to a 4 lane divided highway with access controls from Hayes Landing Road to Goody Hill Road (2.5 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 113, Market Street to Public Landing Road (Line 2)
- US 113, Public Landing Road to Goody Hill Road (Line 5)
- US 113, Access Controls (System Preservation Program)

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

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program as a breakout of US 113 from Public Landing Road to Hayes Landing Road. (Line 6).

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	7239	0	0	0	NHS/HP

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 2006			2009	2010	2011	2012		
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	13,601	0	0	1,619	2,480	2,925	3,011	3,566	13,601	0
Total	13,601	0	0	1,619	2,480	2,925	3,011	3,566	13,601	0
Federal-Aid	7,239	0	0	1,263	1,934	2,281	904	857	7,239	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

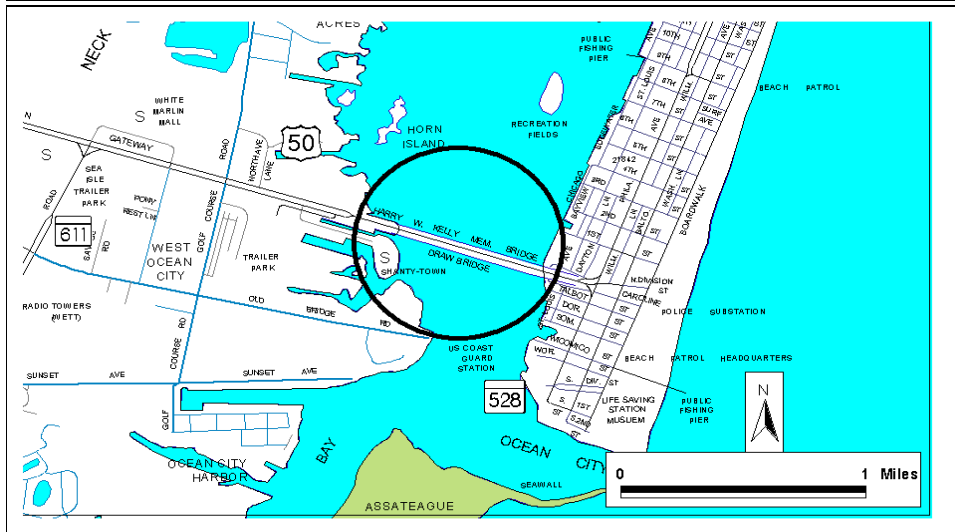
CURRENT (2005) - 14,750

PROJECTED (2030) - 32,000

OPERATING COST IMPACT: \$2,480 per year

STATE HIGHWAY ADMINISTRATION -- Worcester County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate options to eliminate/upgrade the drawspan structure. Shoulders, wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 62 year old draw span is estimated to have 15 to 20 years of serviceability left. This high traffic volume arterial has experienced mechanical problems with the draw span during peak seasonal traffic. This project would improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 90, Bridges over St. Martin River and Assawoman Bay (Line 1)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
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 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	2,500	615	550	800	535	0	0	0	1,885	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,500	615	550	800	535	0	0	0	1,885	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

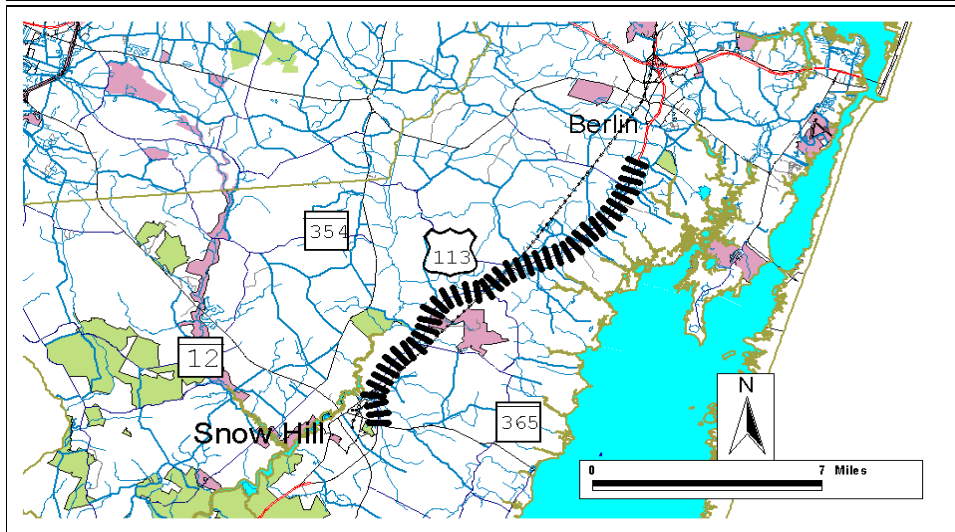
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 48,600 (Summer)
34,100 (Non Summer)

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

OPERATING COST IMPACT: N/A



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Goody Hill Road south of Berlin (6.6 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 113, Market Street to Public Landing Road (Line 2)
 US 113, Hayes Landing Road to Goody Hill Road (Line 3)
 US 113, Access Control (System Preservation Program)

STATUS: Partial Engineering and Right-of-way underway. An additional \$4.2 million is needed to complete Engineering. An additional \$5.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The Engineering cost decrease of \$1.7 million is due to the transfer of funds to the Construction Program for the segment from Hayes Landing Road to Goody Hill Road (Line 3). The Right-of-way increase of \$5.1 million is due to increased property values.

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	6014	0	0	0	0	NHS/HP
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 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,701	4,682	610	499	910	0	0	0	0	2,019	0
Right-of-way	11,202	52	4,038	3,060	2,451	1,601	0	0	0	11,150	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	17,903	4,734	4,648	3,559	3,361	1,601	0	0	0	13,169	0
Federal-Aid	13,161	3,246	3,520	2,535	2,611	1,249	0	0	0	9,915	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

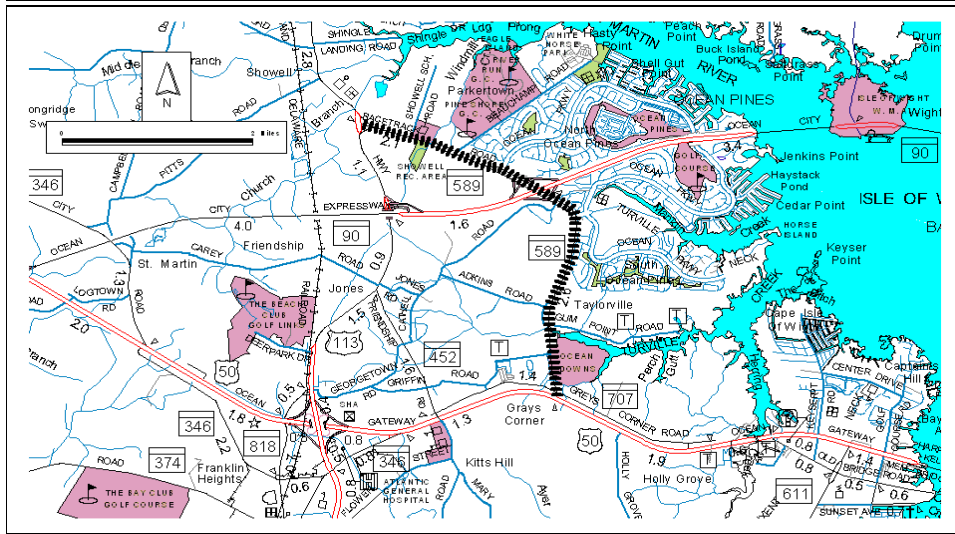
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 6,600 - 11,600

PROJECTED (2030) - 9,000 - 18,850
11,300 - 23,700 (Summer)

OPERATING COST IMPACT: N/A



PROJECT: MD 589, Racetrack Road

DESCRIPTION: Study to upgrade and widen existing MD 589 from US 50 to US 113 to a multi-lane highway (4.7 miles). Sidewalks will be included where appropriate. Wide curb lanes or shoulders will accommodate bicycles.

JUSTIFICATION: This project would relieve traffic congestion and improve traffic safety along the mainline and at the US 50 intersection.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Project Planning to begin during current fiscal year. An additional \$2.0 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the 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											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2009.....	.....2010.....	.....2011.....	.....2012.....			
Planning	1,000	0	150	600	250	0	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	150	600	250	0	0	0	1,000	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,675

PROJECTED (2030) - 27,650

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 220	McMullen Highway; Bridge 0106000 over Potomac River to MD 830A; resurface	1,516	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
2	MD 36	New George's Creek Road; 0.20 miles north of MD 935 to bridge 0101400; safety and resurface	950	FY 2008
3	MD 51	Industrial Boulevard; Howard Street to West Third Street; safety and resurface	1,349	FY 2008
4	MD 51	Oldtown Road; Pennsylvania Avenue to Evitts Creek bridge 0104400; resurface	828	Completed
5	I 68	National Freeway; Old Cumberland Road bridge 01144 to M.V. Smith Road bridge 01130; resurface	4,642	FY 2008
6	I 68	National Freeway; Street Road bridge to MD 948 bridge; safety and resurface	3,138	FY 2007
7	I 68	National Freeway; Garrett County Line to MD 936 bridge 0111303; resurface	3,165	Completed
8	I 68	National Freeway; MD 948 bridge 0107702 to east of Old Cumberland Road bridge 0114400; resurface	4,043	Completed
9	I 68	National Freeway; MD 936 bridge 0111300 to MD 55 bridge 0111500; resurface	2,989	Under construction
10	MD 135	Pratt Street; Garrett County Line to 0.08 mile west of MD 36; resurface	1,791	Completed
11	US 220	McMullen Highway; 0.41 miles north of MD 636 to Bunting Street; resurface	1,541	FY 2008
12	US 220	McMullen Highway; MD 830A to Mill Run bridge 0107500; resurface	1,391	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Resurface/Rehabilitate (cont'd)</u>		
13	MD 638	Parkersburg Road; MD 743 to MD 36; resurface	1,665	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
14	I 68 EB	National Freeway; MD 736 to MD 658; bridge deck overlay eastbound and westbound	4,002	FY 2007
		<u>Safety/Spot Improvement</u>		
15	MD 51	Oldtown Road; Collier Run Road to 0.09 mile west of Kirk Hall Road; superelevation correction of curve, signing and replace existing traffic barrier with concrete jersey barrier	406	Under construction
		<u>Community Safety and Enhancements</u>		
16	US 40 ALT	National Pike; MD 658 to Long Drive in LaVale; streetscape	7,055	FY 2007
17	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); streetscape	3,489	FY 2008
		<u>Sidewalks</u>		
18	MD 51	Industrial Boulevard; .15 miles east of White Oaks Avenue to Oldtown Road; retrofit sidewalk - 1,700 linear feet northbound	66	FY 2007
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
19		Allegheny Highlands Trail - Section 1 - construction of 9.35 miles from Cumberland to Woodcock Hollow Road	975	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
20		<p><u>Fiscal Years 2007 and 2008 (cont'd)</u></p> <p><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation</u></p> <p>MD 36 Jennings Run Tributary Stabilization; stabilization of 920 feet of the tributary</p>	275	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 3 SB	Robert Crain Highway; at Cronson Boulevard; resurface	564	Completed
2	MD 170	Belle Grove Road; MD 648 to 10th Street; resurface	600	Completed
3	MD 175	Annapolis Road; MD 3 to Odenton roundabout; resurface	291	Completed
4	MD 422	Bayard Road; beginning of state maintenance to MD 2; resurface	330	Completed
<u>Safety/Spot Improvement</u>				
5	MD 2	Solomons Island Road; at Brick Church Road/South River Clubhouse Road; realign intersection and provide center turn lane on MD 2	571	Completed
6	MD 32	From Bridge over MD 3 to NSA Entrance Road over MD 32 and MD 2 from 0.4 mile south of West Campus Drive to West Campus Drive; install new median barriers, rehabilitate existing median barriers and install appropriate end treatments	1,328	Completed
7	US 50	Blue Star Memorial Highway; at MD 450 interchange; lighting	50	Completed
8	MD 100	At ramp to MD 2 northbound; geometric improvements	342	Completed
9	I 695	Baltimore Beltway; MD 695 (Anne Arundel County) to MD 695 (Baltimore County); replace turndown end treatments and upgrade traffic barriers	798	Completed
<u>Environmental Preservation</u>				
10	MD 2	Governor Ritchie Highway; median of MD 2 from US 50 to Cypress Creek Road in Severna Park; landscaping	137	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2006
<u>Fiscal Year 2006 Completions (cont'd)</u>				
<u>Commuter Action Improvements</u>				
11	MD 665	At MTA Park and Ride Lot on Harry S. Truman Parkway; expand existing ridesharing facility	1,061	Completed
<u>Intersection Capacity Improvements</u>				
12	MD 424	Davidsonville Road; at MD 214; widen southbound MD 424 to provide separate turn lanes	794	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
13	MD 2	Governor Ritchie Highway; Robinson Road to MD 10; resurface	2,154	FY 2007
14	MD 2	Governor Ritchie Highway; South of MD 10 to MD 100; resurface	1,994	Under construction
15	US 50	John Hanson Highway; south of Haven Road to Severn River bridge; resurface	8,580	FY 2007
16	I 195 SB	Metropolitan Boulevard; US 1 to MD 170; resurface	3,978	FY 2007
17	MD 424	Davidsonville Road; MD 450 to MD 3; resurface	972	FY 2008
18	MD 450	West Street; MD 2 to South Brown Street; resurface	1,916	FY 2008
19	MD 648 E	Baltimore Annapolis Boulevard; I 695 to Baltimore City Line; resurface	366	FY 2007
<u>Safety/Spot Improvement</u>				
20		Stormwater management at various locations in Anne Arundel county; drainage improvement	1,135	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
21	MD 2	Solomons Island Road; at Friendship Road/Sansbury Road; intersection improvements	1,507	FY 2007
22	US 50	John Hanson Highway; stormwater management facilities along US 50; drainage improvement	748	FY 2007
23	US 50	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	72	Completed
24	I 97	MD 450 to I 695; resurface	9,236	Under construction
25	I 97	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	130	Completed
26	MD 100	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	163	Completed
27	I 195	Metropolitan Boulevard; various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers	53	Completed
28	MD 468	Shadyside Road; Snug Harbor Road to MD 255 (Phase II); safety improvements	5,489	Completed
<u>Community Safety and Enhancements</u>				
29	MD 170	Belle Grove Road; 10th Street to MD 648 in Pumphrey; urban street reconstruct	5,023	FY 2007
30	MD 256	Deale Churchton Road; MD 258 to Rock Hold Creek; streetscape/roundabout	1,878	Under construction
31	MD 648	Baltimore Annapolis Boulevard; Dorsey Road to MD 10 and MD 3 Business (Crain Highway) from 8th Avenue to Aquahart Road in Glen Burnie; streetscape (Funded for preliminary engineering only)	800	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Streetscapes and Minor Reconstruction</u>				
32		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost)	486	FY 2007
<u>Noise Barriers</u>				
33	I 97 NB	MD 648 to Wellham Avenue; noise barriers	1,567	FY 2008
<u>Traffic Management</u>				
34	MD 175	Annapolis Road; MD 170 to Reece Road; signal systemization	1,487	FY 2007
<u>Environmental Preservation</u>				
35	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscaping	114	Under construction
36	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	Under construction
37	I 695	Baltimore Beltway; I 97 and I 695 sound walls; landscape	204	Under construction
<u>Sidewalks</u>				
38	MD 2	Governor Ritchie Highway; Warfield Road to Shelly Road; sidewalk retrofit - 1,900 linear feet	125	FY 2007
39	MD 435	Taylor Avenue; in Annapolis/Admiral Heights neighborhood; retrofit sidewalk - 800 linear feet	108	FY 2007
<u>Enhancements</u>				
40		Whitehall Creek and Windsor Ridge Stream stabilization; providing a total of 1,250 LF of stream restoration	619	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL 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, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
41		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction	500	FY 2007
		<u>Environmental Mitigation</u>		
42		North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation	650	FY 2008
43		Stony Run Fish Passage and Stream Enhancement; 2 locations along Stony Run restoration of fish passages; environmental mitigation	711	FY 2007
44		Stormwater Management; for four existing stormwater management infiltration basins along US 50; conversion of infiltration basins to treat additional stormwater runoff; environmental mitigation	412	FY 2007
45		Functional Enhancement of Stormwater Management Facilities in Anne Arundel County - improvements to 28 existing stormwater management facilities	1,363	FY 2007
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
46		London Town Visitor's Center & Museum - construct a Visitor's Center and Museum at Historic London Town and Gardens in Edgewater	2,647	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40	Pulaski Highway; Martin Boulevard to Ebenezer Road; resurface westbound roadway	1,617	Completed
2	US 40	Pulaski Highway; Baltimore City Line to Chesaco Avenue; resurface	1,337	Completed
3	MD 45	York Road; Bridge 3043 over Beaver Dam Run to Thornton Mill Road; safety and resurface	1,672	Completed
4	MD 140	Reisterstown Road; I 795 to the Carroll County Line; resurface	1,725	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	I 195	Metropolitan Boulevard; Francis Avenue to CSX Railroad; bridge deck overlays on 4 bridges	1,811	Completed
6	MD 695/151	Baltimore Beltway/North Point Road; various bridges along MD 695 and MD 151; bridge rehabilitation	4,108	Completed
7	MD 702/695	Southeast Boulevard/Baltimore Beltway; rehabilitation of decks on 18 bridges along MD 702 and MD 695	6,100	Completed
<u>Safety/Spot Improvement</u>				
8	US 1	Belair Road; at New Cut Road; intersection improvements	108	Completed
9	US 1	Belair Road; at Mt. Vista Road; widen to provide left turn lanes and at Sunshine Avenue/Bradshaw Road; geometric improvements	1,237	Completed
10	I 95	At I 195 interchange; adjust cross slope of northbound I 95 median shoulder and widen northbound I 95 to increase the length of the acceleration lane from eastbound I 195 ramp	1,557	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
11	MD 150	Eastern Boulevard; at bridge 3096 over Middle River; aesthetic improvements	218	Completed
<u>Intersection Capacity Improvements</u>				
12	I 695	Baltimore Beltway (outer loop); MD 7 to I 95; geometric improvements	728	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
13	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	FY 2008
14	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	FY 2008
15	MD 147	Harford Road; Jomat Avenue to north of Cubhill Road; resurface	3,429	Under construction
16	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	3,818	FY 2007
17	MD 166	Rolling Road; Frederick Road to Bloomsbury Avenue; improve safety and traffic operations	752	Completed
18	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurfacing	4,780	FY 2008
19	I 695	Baltimore Beltway; Liberty Road to north of Old Court Road; resurface	3,818	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
20	MD 695	Baltimore Beltway; Bridge 3257 over Chesaco Avenue; rehabilitate bridge and provide superelevation around curve on northbound roadway	3,368	Completed
21	MD 695	Baltimore Beltway; Back River to Morse Lane; bridge deck overlays on 12 bridges	11,661	Under construction
<u>Safety/Spot Improvement</u>				
22	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	2,464	Under construction
23	US 40	Pulaski Highway; MD 43 to Ebenezer Road; widen roadway and bridge over Honeygo Run to provide an additional through lane westbound, resurfacing, drainage improvements, and traffic barrier upgrades	1,748	Under construction
24	US 40	Pulaski Highway; at Middle River Road; widen and re-stripe to provide a third through lane eastbound, reconstruct median to provide double left turn lanes westbound, and widen Middle River Road to provide two southbound through lanes and double right turn lanes northbound (Funded for preliminary engineering only)	470	PE Underway
25	I 70	Eastbound at ramp to I 695 northbound; widen existing ramp to provide 2 lanes	1,289	Completed
26	I 83	Harrisburg Expressway; Gunpowder Falls tributaries stream stabilization; drainage improvement	686	FY 2007
27	I 83	Harrisburg Expressway; various locations throughout Baltimore County; replace turn-down end treatments and upgrade traffic barriers	14	Under construction
28	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for both ramps from I 95 northbound and southbound by eliminating lane number 3 along I 695 innerloop prior to I 95 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695, and provide an optional double lane left exit along I 95 northbound at I 695 (Funded for preliminary engineering only)	694	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
29	MD 139	Charles Street; Sheppard Pratt to Charles Way Tributary to Towson Run; drainage	901	FY 2008
30	I 195	Metropolitan Boulevard; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	77	Under construction
31	I 695	Baltimore Beltway; Inner loop ramp to Greenspring Avenue; widen existing ramp to provide 2 left turn lanes and 1 right turn lane	514	Completed
32	I 695	Baltimore Beltway; Roland Run stabilization at Charles Street; drainage improvement	463	FY 2007
33	I 795	Northwest Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	139	Under construction
34	I 795	Northwest Expressway; at I 695; geometric improvements (Funded for preliminary engineering only)	100	PE Underway
<u>Community Safety and Enhancements</u>				
35	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only)	350	Concepts Underway
36	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	12,174	FY 2007
37	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering and right-of-way only. Right-of-way to start in FY 2007.)	500	PE Underway
38	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary engineering only)	600	PE Underway
39	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape	11,779	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
40	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; streetscape (Funded for preliminary engineering only)	500	PE Underway
<u>Noise Barriers</u>				
41	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,434	FY 2008
42	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,071	FY 2007
43	I 695	Baltimore Beltway (inner loop); 1600 feet south of Windsor Mill Road to Windsor Mill Road; noise barrier	1,854	FY 2008
44	MD 695 NB	Baltimore Beltway (outer loop); bridge over Amtrak to 400 feet northeast of Eastern Avenue interchange; noise barrier	2,814	FY 2008
<u>Environmental Preservation</u>				
45	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscape	159	Under construction
<u>Sidewalks</u>				
46	MD 26	Liberty Road; Live Oak Road to Deer Park Road; retrofit sidewalk - 10,205 linear feet	50	FY 2007
47	MD 134	Bellona Avenue; Labelle Avenue to Malvern Avenue; retrofit sidewalk - 820 linear feet	52	FY 2007
48	MD 134	Bellona Avenue; Boyce Avenue to Labelle Avenue; retrofit sidewalk - 760 linear feet	52	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
49	MD 140	Reisterstown Road; Chartley Drive to Franklin Boulevard; retrofit sidewalk - 100 linear feet	3	FY 2007
50	MD 140	Reisterstown Road; Old Cradock Lane to McDonogh Road; retrofit sidewalk - 600 linear feet	15	FY 2007
51	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	FY 2007
52	MD 140	Reisterstown Road; at Ritters Lane/Enchanted Hill Road; retrofit sidewalk - 30 linear feet	3	FY 2007
53	MD 295	Baltimore Washington Parkway; at pedestrian bridge 0330000; retrofit sidewalk - 1,100 linear feet	97	FY 2007
54	MD 648	Old Annapolis Road; Anne Arundel County Line to Ohio Avenue; retrofit sidewalk - 6,340 linear feet	100	FY 2007
<u>Intersection Capacity Improvements</u>				
55	US 1	Belair Road; Cottingham Road to Joppa Road/India Avenue; capacity improvements	3,064	FY 2008
56	MD 7	Philadelphia Road; at Raphel Road; bypass lane	738	Completed
57	MD 26	Liberty Road; at Wards Chapel Road; geometric improvement (Funded for concept development only)	59	PE Underway
58	MD 30	Hanover Pike; at MD 91; widen to two lanes in each direction (Funded for concept development only)	59	PE Underway
59	US 40	Baltimore National Pike; Old Frederick Road to east of Winter's Lane; provide 3rd lane for eastbound and westbound	2,709	FY 2007
60	MD 45	York Road; at Timonium Road; intersection improvements	1,023	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
61	MD 146	Jarrettsville Pike; at MD 145 (Paper Mill Road); widen northbound MD 146 and eastbound MD 145 to provide additional through lanes	1,483	FY 2008
62	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	275	PE Underway
63	MD 702	Southeast Boulevard; at Hyde Park Road; construct roundabout	1,371	Completed
64	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	3,100	FY 2008
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
65		I 83 Viewshed; Warns Farm Property; purchase of a scenic easement on the 76.86 acre property	177	FY 2007
66		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	Underway
67		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	Underway
<u>Historic Preservation</u>				
68		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2008
69		North Point Battlefield; Dundalk area acquisition of 9 acre parcel that is historically significant to the War of 1812; historic preservation	900	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation</u>		
70		Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites	475	FY 2007
71		MD 139 tributary to Towson Run Stabilization - stream stabilization of tributary to Towson Run along MD 139 (Charles Street) near the Greater Baltimore Medical Center.	452	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 2/4	Solomons Island Road; Broomes Island Road to Duke Street; resurface	820	Completed
2	MD 4	Southern Maryland Boulevard; Cortland Lane to Drury Lane; resurface southbound roadway	1,806	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 2/4	Solomons Island Road; MD 263 to Cox Road; resurface southbound lanes	1,029	Completed
<u>Safety/Spot Improvement</u>				
4	MD 2	Solomons Island Road; south of Flag Pond Parkway to north of Parran Road; guard rail	443	Completed
5	MD 2/4	Solomons Island Road; at MD 263; geometric improvements	1,442	Under construction
6	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane (Funded for preliminary engineering only)	150	PE Underway
7	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane	60	FY 2007
<u>Community Safety and Enhancements</u>				
8	MD 261	Bayside Road; First Street to Old Bayside Road and MD 260 from MD 261 to Cox Road in Chesapeake Beach; streetscape	4,804	FY 2007
9	MD 760/765	Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); streetscape (Funded for concept development and preliminary engineering only. Preliminary engineering to begin in FY 2007.)	500	Concepts Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Environmental Preservation</u>				
10	MD 765	St. Leonard Road; Trueman Drive at Calvert County mitigation site search; reforestation	69	FY 2007
<u>Sidewalks</u>				
11	MD 2	Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median	46	FY 2007
<u>Access Controls</u>				
12	MD 2/4	Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls	1,143	FY 2007
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
13		Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over Fishing Creek and boardwalks	1,630	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Year 2006 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 304	Bridgetown Road; Queen Anne's County Line to Bridgetown; resurface	75	Completed
2	MD 312	Oakland Road; MD 304 to MD 313; resurface	410	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Access Controls</u>		
3	MD 404	Shore Highway; Queen Anne's County Line to the Delaware State Line; purchase right-of-way for access controls	240	FY 2007
		<u>Intersection Capacity Improvements</u>		
4	MD 404	Shore Highway; at MD 313; widening for left turn lanes	692	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 75	Green Valley Road; Frederick County line to Union Bridge town limit; resurface	144	FY 2007
2	MD 97	Old Washington Road; Streaker Road to MD 850H; resurface	500	FY 2007
3	MD 482	Hampstead Mexico Road; Gablehammer Road to Brilhart Road; resurface	710	FY 2007
<u>Bridge Replacement/Rehabilitation</u>				
4	MD 832	Old Taneytown Road; over Big Pipe Creek; bridge deck replacement	1,144	FY 2007
<u>Safety/Spot Improvement</u>				
5	MD 26	Liberty Road; at Klee Mill Road; construct left turn lanes (Funded for preliminary engineering only)	176	PE Underway
6	MD 27	Ridge Road; at Watkins Park; construct left turn lanes (Funded for preliminary engineering only)	20	FY 2008
7	MD 27	Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (Funded for preliminary engineering only)	118	PE Underway
8	MD 32	Sykesville Road; north of MD 32/MD 851 intersection to south of MD 32/Main Street intersection; reconstruct intersection (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost and the SHA share increased \$2.7 million)	6,100	FY 2007
9	I 70	Baltimore National Pike; various locations throughout Carroll County; replace turndown end treatments and upgrade traffic barriers	19	Completed
10	MD 97	Littlestown Pike; at Stone Road; reconstruct shoulders to provide left turn lanes (Funded for preliminary engineering only)	140	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
11	MD 30	Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only)	700	PE Underway
12	MD 31	High Street Extended; MD 31 to MD 75 in New Windsor; extension/streetscape	1,722	FY 2007
13	MD 140	Baltimore Street; through Taneytown; streetscape	11,104	FY 2007
<u>Intersection Capacity Improvements</u>				
14	MD 27	Ridge Road; at Twin Arch Road/Park Avenue; widening for additional through lane on northbound MD 27 (Funded for preliminary engineering only)	30	PE Underway
15	MD 32	Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32; signalize intersection (Cost shown represents SHA share. County contributing \$2.5 million.)	2,042	FY 2007
16	MD 140	Baltimore Boulevard; at Sandymount Road; widening to extend left turn lanes (Funded for preliminary engineering only)	188	FY 2007
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
17		Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster	385	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
18		<u>Fiscal Years 2007 and 2008 (cont'd)</u>	77	FY 2007
		<p style="text-align: center;"><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation</u></p> <p>Carroll County Airpark Watershed Assessment and Restoration Project - Phase 1 - inlet and conveyance improvements east of MD 97; Phase 2 - conversion of the stormwater management facility inlet channel to a wetland forbay for water quality improvement; Phase 3 - dredging of the stormwater management basin to improve storage capacity; Phase 4 - modify the facility riser structure to improve downstream channel protection; Phase 5 - buffer plantings around the facility</p>		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 213	Augustine Herman Highway; at Basil Avenue; geometric improvements	151	Completed
2	MD 213	Singerly Road; MD 273 to the Pennsylvania State Line; resurface	862	Completed
3	MD 222	Susquehanna Road; Rock Run to US 1; resurface	594	Completed
4	MD 273	Telegraph Road; MD 213 to Big Elk Creek; resurface	452	Completed
<u>Safety/Spot Improvement</u>				
5	MD 273	Telegraph Road; at MD 213; widen to provide left and right turn lanes, pavement markings and modify signal phasing	798	Completed
<u>Community Safety and Enhancements</u>				
6	MD 273	Main Street; within the limits of Rising Sun; 2 lane urban street reconstruct	3,191	Completed
<u>Commuter Action Improvements</u>				
7	MD 213	Augustine Herman Highway; at Frenchtown Road (Cecil County) and US 301 at MD 302 (Queen Anne's County); construct ridesharing facilities	210	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
8	MD 7D	West Main Street; MD 213 to beginning of state maintenance; resurface	2,686	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
9	MD 286	2nd Street; Ferry Slip Road to Back Creek; slope stabilization	1,479	Under construction
		<u>Sidewalks</u>		
10	MD 222	North Main Street; Old Municipal Building to Vannort Drive; retrofit sidewalk - 495 linear feet	91	FY 2007
		<u>Truck Weight</u>		
11	US 301	Blue Star Memorial Highway; at MD 299; construct truck weight and inspection station	2,816	Under construction
		<u>Enhancements</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
12		Port Deposit Jetty and Marina Park - reconstruction of an existing jetty to provide multi-modal transportation services for the Lower Susquehanna Greenway, landscaping and improvements to the adjacent Marina Park in the Town of Port Deposit	1,499	Underway
13		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272	261	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Year 2006 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 5	Leonardtown Road; Forest Park Drive to St. Charles Parkway; resurface	840	Completed
2	MD 5	Leonardtown Road; Star Glazer Place to Forest Park Drive; resurface	1,100	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Resurface/Rehabilitate</u>		
3	MD 5 BUS	Leonardtown Road; St. Charles Parkway to US 301; resurface	2,256	Under construction
4	MD 6	Charles Street; at railroad crossing in LaPlata; resurface	50	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
5	MD 234	Budds Creek Road; Bridge 8037 over Allens Fresh Run; bridge deck replacement	2,211	FY 2007
		<u>Safety/Spot Improvement</u>		
6	US 301	Crain Highway; at crossover north of MD 257; geometric improvements	279	FY 2007
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
7		Indian Head Boardwalk; construct a 1,375 linear feet of boardwalk parallel to the Potomac River into the town of Indian Head, construct secondary boardwalk of 900 linear feet around a tributary tidal basin	1,504	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 14	Rhodesdale Eldorado Road; Marshy Hope Creek to MD 313; resurface	83	Completed
2	MD 16	Mt. Holly Road; US 50 to MD 392, resurface	897	Completed
3	MD 307	Broad Street; Academy Street/N. Main Street to Caroline County Line; resurface	940	Completed
4	MD 331	Waddels Corner Road; MD 16 to Hurlock City Limits; resurface	350	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
5	MD 16	Church Creek Road; Laurie Lane to MD 335; resurface	578	FY 2007
6	MD 16	Church Creek Road; Brannocks Neck Road to US 50; resurface	1,518	FY 2007
7	MD 341	Race Street; MD 16 to MD 343; resurface	320	FY 2007
<u>Safety/Spot Improvement</u>				
8	MD 392	Finchville Reliance Road; at MD 313; roundabout (Funded for preliminary engineering only)	130	FY 2007
<u>Community Safety and Enhancements</u>				
9	MD 16	Church Creek Road; in Church Creek; streetscape (Funded for preliminary engineering only)	836	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Community Safety and Enhancements (cont'd)</u>		
10	MD 16/14	Mt. Holly Road/Academy Road/Railroad Avenue; MD 16 from Creamery Road to north corporate limits of East New Market and MD 14 from Conway Road to the west limits of East New Market; urban street reconstruct	7,144	FY 2007
		<u>Access Controls</u>		
11	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	240	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 12

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Year 2006 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	US 15	Frederick Freeway; Rosemont Avenue to US 40 westbound; construct continuous auxiliary southbound lane	1,220	Completed
2	MD 85	Buckeystown Pike; south of Greenfield Road to MD 28; drainage	493	Completed
		<u>Environmental Preservation</u>		
3	US 40	West Patrick Street; Waverly Drive to west of Linden Avenue; landscape	78	Completed
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
4		US 15; 115th Infantry Regiment Memorial Highway sign installation of one sign to dedicate US 15	21	Completed
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
5		Emmitsburg Welcome Center - reconstruction of the existing welcome center facility on US 15 to provide improved capacity for visitors. Improvements include increased parking, information center facilities, landscaping and safety enhancements at North Seton Avenue (Note: Total cost of project is \$5.1 million, with additional funding from the Environmental Preservation Program)	2,445	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Resurface/Rehabilitate</u>		
6	MD 75	Green Valley Road; Handboard Road to Coppermine Road; resurface	841	Completed
7	MD 80	Fingerboard Road; Ed McClain Road to Thompson Road; resurface	1,168	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
8	MD 85	Buckeystown Pike; Geoffrey Way to Marcies Choice Lane; resurface	300	Completed
9	MD 85	Buckeystown Road; MD 80 to Oland Road; resurface	970	Completed
10	MD 351	Ballenger Creek Pike; Elmer Derr Road to the end of state maintenance; resurface	1,842	FY 2008
<u>Safety/Spot Improvement</u>				
11	US 15	Catoctin Mountain Highway; at MD 464; roundabout (Dependent on developers contribution)	546	FY 2008
12	US 15	Catoctin Mountain Highway; at Mountville Road; signalized intersection	593	FY 2007
13	US 40	Baltimore National Pike; at MD 17; signalize intersection (Funded for preliminary engineering only)	225	FY 2007
14	US 40	Baltimore National Pike; at Pacific Drive; intersection improvements - widen and overlay to provide left turn lanes	441	FY 2007
15	US 40 ALT	Old National Pike; Fern Lane to Hollow Road; widen for left turn lane (Funded for concept development only)	14	FY 2008
16	US 40 ALT	Old National Pike; Mt. Phillip Road to Old Camp Road; widen to provide left turn lanes (Funded for preliminary engineering only)	80	FY 2007
17	I 70	Baltimore National Pike; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers	67	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
18	I 70/I 270	Baltimore National Pike; west of Exit 54 to MD 27 and I 270 (Eisenhower Memorial Highway) from milepoint 0.31 to milepoint 3.91; install traffic barriers in the median, rehabilitate existing median barriers and install appropriate end treatments	4,748	Under construction
19	I 70 EB	Eisenhower Memorial Highway; Mountville Road to Mt. Tabor Road (Note: Preliminary Engineering Underway, construction to begin in Fiscal Year 2008); adjust super elevation	177	PE Underway
20	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes (Project is dependent upon County participation)	1,859	FY 2007
21	MD 85	Buckeystown Pike; at Guilford Road; lengthen existing left turn lanes (Funded for preliminary engineering only)	247	PE Underway
22	MD 140	Taneytown Pike; at Toms Creek Church Road; intersection improvements	1,072	Under construction
23	MD 144	Main Street; Community Park to Eastern Town Limits; drainage	332	Under construction
24	I 270	Eisenhower Memorial Highway; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers	120	Completed
25	MD 355	Urbana Pike; Lowes Lane to New Horizon Way; widen to provide double left turn lanes southbound and separate right turn lane and modify signal phasing	2,051	Completed
26	MD 550	Sabillasville Road; south of Eylers Valley Flint Road; geometric improvement	1,998	Completed
<u>Community Safety and Enhancements</u>				
27	MD 144 FB	Main Street; through Town of New Market; streetscape	4,000	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Community Safety and Enhancements (cont'd)</u>		
28	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only)	500	FY 2007
		<u>Commuter Action Improvements</u>		
29	US 340	Jefferson National Pike; at Lander Road; expansion of existing park and ride lot	311	FY 2007
		<u>Sidewalks</u>		
30	US 40	West Patrick Street; US 15 to Old Camp Road; retrofit sidewalk - 2,200 linear feet	123	FY 2007
31	US 40 ALT	West Main Street; Pine Street to Lombardy Drive; retrofit sidewalk - 625 linear feet	75	FY 2007
		<u>Intersection Capacity Improvements</u>		
32	US 15	Catoctin Mountain Highway; at Motter Avenue/Oppossumtown Pike; widening northbound ramp for double right turns (Funded for concept development only)	30	Concepts Underway
33	I 270	Eisenhower Memorial Highway; I 70 to MD 85; construct southbound auxiliary lane	2,737	FY 2007
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>		
34		Civil War Sites Easements - South Mountain II - acquisition of easements on the 0.07 acre Ceres-Bethel AME Church property	30	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Archaeological Planning & Research</u>		
35		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
		<u>Environmental Mitigation</u>		
36		Tuscarora Creek Stream stabilization between MD 180 and US 340; stabilization of stream banks and stream beds along 1300 linear feet of tributaries to Tuscarora Creek with rock vanes, rip rap walls, rock step pools and realignment of stream	290	FY 2008
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
37		Frederick Tourist Center on the Historic National Road; rehabilitate and adaption of a vacant warehouse as the tourist center	1,465	FY 2008
38		Eisenhower Memorial Highway (I-70) ; South Mountain Visitors Center; reconstruct expansion of one of the undersized and outmoded rest stops	9,688	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
1	I 68	National Freeway; MD 42 bridge 11039 to west of Old Morgantown Road bridge 11048; right-of-way fencing	4,215	FY 2008
2	US 219	Garrett Highway; Bumble Bee Road to south of corporate limits of Accident; resurface	1,159	Completed
<u>Bridge Replacement/Rehabilitation</u>				
3	I 68	National Freeway; Lower New Germany Road to Water Street; bridge deck overlay eastbound and westbound	3,252	FY 2007
<u>Safety/Spot Improvement</u>				
4	I 68	National Freeway; MD 42 bridge to west of Old Morgantown Road bridge; right-of-way fencing (Funded for preliminary engineering only)	123	FY 2008
<u>Community Safety and Enhancements</u>				
5	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for preliminary engineering only)	200	PE Underway
6	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only)	500	FY 2007
<u>Sidewalks</u>				
7	MD 39	Oak Street; 2nd Street to Pump Station; retrofit sidewalk	20	FY 2007
8	MD 495	South Yoder Street; South Street to Grant Street; repair and install curb and gutter on northbound lane	18	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
9		<u>Fiscal Years 2007 and 2008 (cont'd)</u>	207	FY 2007
		<u>Enhancements</u> <u>Scenic/Historic Highway Programs/Visitor Centers</u> Kitzmiller Company Store - rehabilitation of interior and exterior of the historic Kitzmiller Company Store into a visitor center along the Coal Heritage Scenic Byway		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1 BUS	Belair Road; South of Tollgate Road to MD 147 and along MD 147 to MD 152; resurface	1,187	Completed
2	US 40	Pulaski Highway; MD 755 to south of Otter Point Road; resurface (westbound only)	1,139	Completed
3	MD 155	Level Road/Superior Street/Ohio Street; Lapidum Road to US 40; resurface	1,640	Completed
4	MD 161	Main Street; Trappe Church Road to US 1; resurface	879	Completed
<u>Environmental Preservation</u>				
5	US 40	Pulaski Highway; MD 22 to Robin Hood Road; landscape	79	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
6	MD 7A	Revolution Street; Old Bay Lane to Union Avenue; resurface	981	Under construction
7	MD 24	Vietnam Veterans Memorial Highway; US 40 - connector road to railroad bridge 140810C; resurface	1,677	Under construction
8	MD 24	Vietnam Veterans Memorial Highway; Singer Road to W. MacPhail Road; safety and resurface	1,965	Under construction
9	MD 132	W. Belair Avenue; Beards Hill Road to MD 462; resurface	2,095	FY 2008
10	MD 152	Mountain Road; west of I 95 to Aberdeen Proving Ground Gate; resurface	2,571	Under construction
11	MD 155	Level Road; McCommons Road to I 95; resurface	1,876	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
12	MD 24	Emmorton Road; bridge 12071 over Amtrak and Sibert Road; bridge deck overlay	629	FY 2007
		<u>Safety/Spot Improvement</u>		
13	US 1	Belair Road; south of Connolly Road/Whitaker Mill Road to north of MD 147/US 1 Business; widen each intersection to provide separate left turn lanes and widen to provide a continuous center-turning lane in between	2,906	FY 2008
14	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety (Funded for preliminary engineering only)	294	PE Underway
15	MD 924	Emmorton Road; Ring Factory Road to McPhail Road; provide center turn lane	2,082	Under construction
		<u>Community Safety and Enhancements</u>		
16	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,000	FY 2007
17	MD 924	Main Street; Phase II - MD 22 to Maulsby Street in Bel Air; streetscape	8,580	FY 2007
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
18		Magness Farm Wetland Restoration; restoration of 6 acres of tidal wetlands	315	FY 2008
		<u>Pedestrian and Bicycle Safety and Educational Activities</u>		
19		Ma and Pa Heritage Trail Extension; Tollgate parking lot of Phase 1 to Edgeley Grove Farm; construction of additional two miles	776	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION 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, 2006
		<u>Fiscal Year 2006 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	US 29	Columbia Pike; Brokenland Parkway to MD 175; interchange lighting	200	Completed
		<u>Noise Barriers</u>		
2	US 29	Columbia Pike; 1000 feet north of MD 175 to Diamond Back Road; noise barrier along northbound roadway (Guilford Downs)	1,370	Completed
		<u>Environmental Preservation</u>		
3	MD 100	West of Snowden River Parkway to I 95; landscape	177	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Resurface/Rehabilitate</u>		
4	US 1	Washington Boulevard; CSX railroad to Gatewood Drive; resurface	710	FY 2007
5	US 1	Washington Boulevard; Prince George's County Line to south of Whiskey Bottom Road; resurface	1,067	Completed
6	US 1	Washington Boulevard; 200 feet north of Whiskey Bottom Road to bridge 13099 over CSX Railroad; resurface	2,834	Completed
7	MD 32	Patuxent Parkway; 2500 ft. east of I-95 to west of I-95; resurface	4,408	Under construction
8	I 95	South of MD 32 to north of MD 100; resurface	14,300	FY 2007
9	MD 108	Clarksville Pike; MD 32 to Linden Linthicum Lane; resurface	530	FY 2008
10	MD 175	Waterloo Road; US 1 to I 95; resurface	716	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION 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, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
11	MD 216	Scaggsville Road; I 95 to flyover bridge; resurface	1,000	Completed
<u>Safety/Spot Improvement</u>				
12	US 29	Columbia Pike; at Old Columbia Road; geometric improvements (Funded for preliminary engineering only)	211	FY 2008
13	US 40	Baltimore National Pike; at MD 144; widen to provide double left turn lanes westbound	839	FY 2007
14	I 95	at MD 100; widen I 95 northbound for compressed collective distributor lane, widen southbound I 95 for decel lane to eastbound MD 100 (Funded for preliminary engineering only)	250	FY 2007
15	MD 97	Roxbury Mills Road; at Burntwood Road; geometric improvements (Funded for concept development only)	24	FY 2007
16	MD 99	Old Frederick Road; at Liter Drive and at Tiller Drive; intersection improvements	881	Under construction
17	MD 108	Clarksville Pike; MD 32 to Linden Linthicum Lane; widening and resurfacing (Funded for preliminary engineering only)(Howard County funding preliminary engineering for this project)	75	PE Underway
18	MD 108	Old Annapolis Road; Howard High School entrance to Centre Park Drive/Phelps Luck Drive; widen to provide westbound auxiliary lane	572	FY 2008
<u>Noise Barriers</u>				
19	US 29	Columbia Pike; from 3000 feet north of MD 216 to 3400 north of MD 216; correction of sound barrier	486	FY 2008
20	US 29 S	Columbia Pike; Seneca Drive to south of Brokenland Parkway; noise barrier	1,798	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION 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, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Noise Barriers (cont'd)</u>		
21	MD 100	Snowden River Parkway to Long Gate Parkway; retaining	387	Completed
		<u>Environmental Preservation</u>		
22	MD 32	Sykesville Road; Nixon Farm Mitigation site; wetland enhancement	1,099	FY 2008
		<u>Sidewalks</u>		
23	MD 175	Waterloo Road; US 1 to Pocomoke Avenue; sidewalk retrofit westbound - 360 linear feet	8	FY 2007
		<u>Intersection Capacity Improvements</u>		
24	MD 32	Sykesville Road; at I 70; widening to extend turn lanes on MD 32	506	FY 2007
25	MD 108	Clarksville Pike; Centennial Lane to Ten Mills Road; widen and realign (Funded for preliminary engineering only)(Howard County funding preliminary engineering for this project)	0	PE Underway
		<u>Truck Weight</u>		
26	MD 32	Sykesville Road; south of I 70; construct virtual weigh station	150	FY 2007
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
27		Centennial Access Pathway - construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road	250	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION 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, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Pedestrian/Bicycle Facilities (cont'd)</u>		
28		Broken Land Parkway Pathway; Cradlerock Way to Stevens Forest Road; construct an eight foot wide pathway	323	FY 2008
		<u>Environmental Mitigation</u>		
29		Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run	650	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 290	Crumpton Road; Queen Anne's County Line to MD 291; resurface	144	Completed
2	MD 297	Worton Road; MD 213 to MD 298; resurface	596	Completed
3	US 301	Blue Star Memorial Highway; north and south bound lanes from 635 feet south of MD 313 to Cecil County Line; resurface	3,810	Completed
<u>Safety/Spot Improvement</u>				
4	MD 20	High Street; at MD 291; geometric improvements	126	Completed
5	MD 213	Washington Avenue; at Spring Avenue; geometric improvements, sidewalk and pedestrian improvements (includes resurfacing from the Chester River Bridge to Greenwood Avenue)	1,225	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Safety/Spot Improvement</u>				
6	MD 213	West Cross Street; in Galena; geometric improvements	136	FY 2007
<u>Sidewalks</u>				
7	MD 213	West Cross Street; in town limits of Galena; retrofit sidewalk - 488 linear feet	135	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 20

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Year 2006 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	I 495	Capital Beltway; along the Inner Loop, adjacent to Thomas Branch; rehabilitate existing retaining wall	2,288	Completed
		<u>Community Safety and Enhancements</u>		
2	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	4,048	Completed
		<u>Noise Barriers</u>		
3	MD 28	Darnestown Road; Muddy Branch Road to 1000 feet east of Muddy Branch Road; noise barrier	609	Completed
		<u>Environmental Preservation</u>		
4	I 270	Eisenhower Memorial Highway; at MD 118 Interchange; landscape	145	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
5		North Bethesda Trail - construction of 3,500 linear feet of 10-foot wide missing trail segments in North Bethesda, between the I 495 and I 270 trail bridges	474	Completed
6		Rockville Millennium Trail - Phase III - Construction of a 3,600-feet long, 8-foot wide trail along Wootton Parkway, from West Edmonston Drive to Veirs Mill Road	678	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Resurface/Rehabilitate</u>		
7	US 29	Columbia Pike; MD 193 to Burnt Mills Avenue; resurface	2,800	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
8	MD 80	Kemptown Road; Frederick County Line to MD 27; resurface	690	Under construction
9	MD 97	Georgia Avenue; MD 586 to Randolph Road; resurface	4,089	FY 2008
10	MD 97	Georgia Avenue; I 495 to MD 586; resurface	3,367	Under construction
11	MD 109	Beallsville Road; MD 28 to the Little Monocacy River; joint sealing	3,358	FY 2008
12	MD 109	Old Hundred Road; Little Monocacy River to MD 355; resurface	4,370	Under construction
13	MD 121	Clarksburg Road; MD 117 to west of I 270 bridge; resurface	1,258	Under construction
14	MD 193	University Boulevard; MD 320 to Lebanon Street; resurface	1,836	Under construction
15	I 270	Eisenhower Memorial Highway; MD 189 to Muddy Branch Road; resurface	12,734	FY 2008
16	MD 396	Massachussetts Avenue; MD 614 to Onodaga Road; resurface	3,135	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
17	CO 326	Grosvenor Lane; over I 270; bridge deck replacement	2,585	FY 2007
18	MD 355	Rockville Pike; bridge 15119 on MD 355 nothbound over I 495 outer loop; bridge deck replacement	2,307	FY 2007
19	I 495	Capital Beltway; Ramp K over Cabin John Parkway and bridge 15110 on MD 190 over I 495; bridge rehabilitation	7,611	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
20	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost)	850	FY 2007
21	US 29	Various locations throughout Montgomery County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
22	MD 108	Sandy Spring Road; at Brooke Road; intersection improvements (Funded for preliminary engineering only)	150	PE Underway
23	MD 124	Mid-County Highway; at Goshen Road; widen to provide second eastbound left turn lane	1,057	Under construction
24	MD 182	Norwood Road; 1100 feet north of to 600 feet south of Norwood Road/Doctor Bird Road; geometric improvement (Funded for preliminary engineering only)	411	FY 2008
25	MD 190	River Road; over Rock Run; drainage	1,091	FY 2007
26	MD 198	Spencerville Road; Kruhm Road and MD 650; channelization improvements	407	FY 2007
27	I 270/270Y	Eisenhower Memorial Highway; various locations throughout Montgomery County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
28	MD 410	Montgomery Avenue; Pearl Street to Chelton Avenue; geometric improvements (Funded for preliminary engineering only)	24	PE Underway
29	I 495	Capital Beltway; at MD 190; lighting	1,046	Under construction
30	MD 614	Goldsboro Road; at Radnor Road; intersection improvements	229	FY 2007
31	MD 650	New Hampshire Avenue; at Elton Road; spur connecting to I 495 Outer Loop (Funded for preliminary engineering only)	206	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
32	MD 97	Georgia Avenue; north of MD 108 to Queen Elizabeth/Prince Phillip Drive; pedestrian safety improvements (Funded for preliminary engineering only)	58	FY 2007
33	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; streetscape	4,441	Under construction
34	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (also includes resurfacing MD 193 from MD 320 to MD 650) (Note: Project also shown in Prince George's County)	6,000	FY 2007
<u>Traffic Management</u>				
35	I 495	Capital Beltway; at MD 650; interchange lighting	1,404	FY 2007
<u>Environmental Preservation</u>				
36	MD 650	New Hampshire Avenue; Ruppert Road north to Northwest Drive; landscape	88	Under construction
<u>Sidewalks</u>				
37		Various locations in Montgomery County; construct bus stop pads -13,850 linear feet	346	FY 2007
38	MD 97	Georgia Avenue; Longwood Park Entrance to Market Street; retrofit sidewalk - 2,000 linear feet	25	FY 2007
<u>Intersection Capacity Improvements</u>				
39	MD 28	Norbeck Road; at Wintergate Drive; intersection improvements	449	Completed
40	MD 108	Sandy Spring Road; at MD 650; intersection reconstruct	2,288	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
41	MD 193	University Boulevard; at I 495; geometric improvements	1,326	FY 2007
42	MD 355	Rockville Pike; at Jones Bridge Road; widening to extend right turn lanes (Funded for preliminary engineering only)	100	PE Underway
43	I 495	Capital Beltway; at MD 355; geometric improvements	670	FY 2007
44	I 495	Capital Beltway; at MD 97; various geometric improvements	1,483	FY 2007
45	MD 586	Veirs Mill Road; at Twinbrook Parkway; widening for additional lanes (Funded for preliminary engineering only)	235	PE Underway
46	MD 650	New Hampshire Avenue; at Adelphi Road; widening for additional lanes (Funded for preliminary engineering only)	211	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
47		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,253	FY 2007
48		Rock Creek Hiker-Biker Trail Bridge - construction of a 1,060 linear feet long by 8 feet wide trail with a 610 feet long by 12 feet wide pedestrian bridge over Veirs Mill Road	2,368	FY 2008
49		Forest Glen Pedestrian Bridge - construction of a pedestrian bridge along the west side of MD 97 (Georgia Avenue) at I 495 (Capital Beltway)	2,878	Underway
50		Rockville I 270/MD 28 Bridges and Trail - construction of trail, boardwalk, and four bridges over I 270 and ramps	3,771	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 20 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
51		Olde Town Gaithersburg Rolling Stock Restoration; renovation and refurbishment of two historic rail cars	430	FY 2008
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
52		Rock Creek Watershed Restoration - stream restoration along Turkey Branch in the Rock Creek watershed	1,020	FY 2007
53		Rock Creek Watershed Restoration - stormwater management at National Institutes of Health in the Rock Creek watershed	425	FY 2007
		<u>Establishment of Transportation Museums</u>		
54		National Capital Trolley Museum Display Facility - expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park	250	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Safety/Spot Improvement</u>				
1	US 50	John Hanson Highway; at MD 197; improve eastbound ramp to MD 197	752	Completed
2	MD 410	Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting, and modify signal	662	Completed
3	MD 450	Annapolis Road; stabilization of unnamed tributary adjacent to Marne Lane; drainage improvement	557	Completed
4	MD 650	New Hampshire Avenue; at Metzerott Road; extend southbound left turn lane, widen northbound to provide separate right turn lane, and re-stripe Metzerott Road to provide triple left turns	259	Completed
<u>Community Safety and Enhancements</u>				
5	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,451	Completed
<u>Traffic Management</u>				
6	MD 410	East West Highway; Taylor Road to MD 212; traffic signal systemization	504	Completed
<u>Environmental Preservation</u>				
7	US 1	Baltimore Avenue; US 1 at MD 193; landscaping	164	Completed
<u>Intersection Capacity Improvements</u>				
8	US 301	Crain Highway; at Mitchellville Road; extend northbound left turn lane	131	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions (cont'd)</u>				
<u>Enhancements</u>				
<u>Landscaping/Scenic Beautification/Mitigation</u>				
9		Prince George's County Gateway Signs - construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50	307	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
10	I 95/495	Capital Beltway; Outer Loop - MD 193 to Montgomery County Line; resurface	12,121	Under construction
11	I 95/495	Capital Beltway; Inner Loop - MD 193 to the Montgomery County Line; resurface, safety and drainage	10,503	Completed
12	MD 197	Laurel Bowie Road; Muirkirk Road to MD 198; resurface, safety and pedestrian improvements	3,892	Under construction
13	MD 198	Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface, safety and pedestrian improvements	2,014	Under construction
14	MD 201	Kenilworth Avenue; MD 410 (Veterans Parkway) to Paint Branch/Good Luck Road; resurface	1,732	Completed
15	MD 210	Indian Head Highway; Livingston Road to D.C. Line; resurface, safety and pedestrian improvements	1,691	Completed
16	US 301	Blue Star Memorial Highway; Chrysler Drive to 600 feet south of CSX railroad; resurface	1,013	Completed
17	MD 704	Martin Luther King Jr. Highway; Greenleaf Road to Barlow Road; resurface	2,172	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
18	US 1 NB	Second Street; Bridge 16001 over the Patuxent River; bridge deck replacement	1,438	Completed
19	CO 127	Auth Road; Bridge 16163 over I 95; bridge deck replacement	2,970	Completed
<u>Safety/Spot Improvement</u>				
20	MD 4	Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
21	MD 4	Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements	2,228	Under construction
22	MD 5	Branch Avenue; at 32nd Avenue/Bonita Street; addition of an island	300	FY 2008
23	MD 5	Branch Avenue; at Beech Road; intersection beacon upgrade	54	Under construction
24	US 50	John Hanson Highway; MD 197 to US 301; interchange lighting	31	Completed
25	US 50	John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers	859	Under construction
26	I 95	Capital Beltway; at US 1; interchange lighting	1,200	Under construction
27	MD 193	University Boulevard; at Hanover Parkway; construct a second left turn lane (Funded for preliminary engineering only)	300	PE Underway
28	MD 193	University Boulevard; at MD 212; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only)	158	PE Underway
29	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements	686	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
30	MD 202	Largo Road; at Campus Way South; provide for double left turns southbound	1,608	Under construction
31	MD 212	Riggs Road; interchange at Sargent Road; widen median and restripe southbound MD 212 (Funded for preliminary engineering only)	33	PE Underway
32	MD 650	New Hampshire Avenue; at MD 320; reconstruct MD 320 median and island to provide third left turn lane, reconstruct southbound MD 650 to provide separate right turn lane and reconstruct northbound MD 650 median to extend left turn lane	680	Completed
33	MD 704	Martin Luther King Jr. Highway; DC Line to Hill Road; traffic calming (Funded for preliminary engineering only)	282	PE Underway
<u>Community Safety and Enhancements</u>				
34	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound)	2,244	FY 2007
35	MD 212	Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements	150	FY 2007
36	MD 650/193	New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County)	6,000	FY 2007
<u>Noise Barriers</u>				
37	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,697	Completed
38	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	3,558	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Noise Barriers (cont'd)</u>				
39	MD 197	Laurel Bowie Road; Contee Road and Montpelier Drive bridge 160360; noise abatement	1,332	FY 2007
40	MD 450	Annapolis Road; West of Moylan Drive to 600 feet east of Moylan Drive; (Note: Preliminary Engineering to begin in FY 2007, construction to begin in Fiscal Year 2009); noise abatement	75	PE Underway
<u>Traffic Management</u>				
41	US 1 ALT	Baltimore Avenue; MD 410 to Charles Amentrout Drive; traffic signal systemization	741	Under construction
42	MD 223	Woodyard Road; at Dower House Road; install traffic signal	90	FY 2007
43	MD 650	New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization	1,840	FY 2007
<u>Environmental Preservation</u>				
44	I 495	Capital Beltway; at Auth Road overpass; landscape	111	Under construction
<u>Sidewalks</u>				
45	MD 193	Greenbelt Road; Cherrywood Lane to Cunningham Drive; retrofit sidewalks	85	Under construction
46	MD 564	Chestnut Avenue; south of Amtrak bridge to north of the Amtrak bridge; retrofit sidewalk - 80 linear feet	6	FY 2007
47	MD 564	9th Street; Maple Avenue to west of Chapel Avenue; retrofit sidewalk - 300 linear feet	25	FY 2007
<u>Intersection Capacity Improvements</u>				
48	US 1	Baltimore Avenue; at Rhode Island Avenue; geometric improvements	686	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2005
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
49	MD 193	Enterprise Road; at Woodmore/Lottsford Road; extend existing northbound left turn lane (Note: The cost shown represents SHA share of project cost)	2,300	FY 2008
50	MD 197	Laurel Bowie Road; at Powdermill Road; widening for left turn lanes (Funded for preliminary engineering only)	246	PE Underway
51	MD 201	Edmonston Avenue; at Cherrywood Lane; widening for left turn lanes	840	Completed
52	MD 210	Indian Head Highway; Livingston and Palmer Road and Livingston and Swan Creek Road; geometric improvements	477	FY 2007
53	MD 223	Woodyard Road; at Rosaryville Road; intersection improvements (Funded for preliminary engineering only)	265	FY 2008
54	US 301	Crain Highway; Mill Branch Road/Excalibur Road; widening (Note: The cost shown represents SHA share of project cost)	400	FY 2008
55	MD 381	Brandywine Road; at Cedarville Road; improve sight distance (Note: The cost shown represents SHA share of project cost)	600	FY 2008
56	MD 410	East West Highway; at MD 500; widening for double left turn/realign lanes (Funded for preliminary engineering only)	300	PE Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
57		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail	830	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 32 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
58		College Park Trolley Trail - construction of 2,600 feet trail along Rhode Island from Albion Road to Rhode Island Avenue including plaza/gateway at Calvert Road	90	Underway
		<u>Environmental Mitigation</u>		
59		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities	1,318	Underway
60		Anacostia East Restoration - restoration of 22.5 acres of landfill to tidal wetlands to improve water quality from highway runoff	2,500	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 6

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 300	Sudlersville Road; Sudlersville Cemetery Road to the Delaware State Line; resurface	932	Completed
2	MD 304	Ruthsburg Road; US 301 to Caroline County Line; resurface	1,637	Completed
3	MD 404	Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Talbot County)	2,586	Completed
<u>Safety/Spot Improvement</u>				
4	US 50	Ocean Gateway; various locations throughout Queen Anne's County; replace turndown end treatments and upgrade traffic barriers	331	Completed
5	US 301	Blue Star Memorial Highway; at MD 544 and at MD 300; construct modified crossover, median acceleration/deceleration lanes and new crossovers for u-turns	2,232	Completed
6	US 301	Blue Star Memorial Highway; 1000 feet south of Maryland/Delaware railroad tracks to 1000 feet north of Maryland/Delaware railroad tracks; geometric improvements	449	Completed
<u>Environmental Preservation</u>				
7	US 301	Blue Star Memorial Highway; at MD 213 Interchange; landscape	189	Completed
<u>Commuter Action Improvements</u>				
8	US 301	Blue Star Memorial Highway; at MD 302 (Queen Anne's County) and MD 213 at Frenchtown Road (Cecil County); construct ridesharing facilities	210	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
9		MD 8 Corridor Hiker/Biker Trail - construction of a six-mile, 10-feet wide, hiking-bicycling trail from the Matapeake Park Complex to Romancoke Pier	440	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
10	US 50	Blue Star Memorial Highway; begin State maintenance to Kent Narrows; resurface	6,154	Under construction
11	US 301	Blue Star Memorial Highway; MD 305 to MD 302; resurface	2,000	FY 2007
12	US 301	Blue Star Memorial Highway; US 50 to Bloomindale Road; resurface	2,350	FY 2007
13	US 301	Blue Star Memorial Highway; MD 305 to MD 302; resurface northbound lane	1,951	Completed
<u>Safety/Spot Improvement</u>				
14	MD 8	Romancoke Road; at US 50/301; provide double left turn lanes from northbound MD 8 (Funded for preliminary engineering only)	150	PE Underway
15	US 301	Blue Star Memorial Highway; at MD 405; construct modified crossover, median acceleration/deceleration lanes and new crossovers for u-turns (Funded for preliminary engineering only)	422	PE Underway
16	US 301	Blue Star Memorial Highway; at MD 304; construct ramp from westbound MD 304 to northbound US 301	725	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 6 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
17	MD 19/19A	<p align="center"><u>Fiscal Years 2007 and 2008 (cont'd)</u></p> <p align="center"><u>Community Safety and Enhancements</u></p> <p>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</p>	2,822	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Year 2006 Completions</u>		
		<u>Safety/Spot Improvement</u>		
1	MD 4	St. Andrews Church Road; at Fairgrounds Road; geometric improvements	445	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Resurface/Rehabilitate</u>		
2	MD 5	Point Lookout Road; MD 245 to Moakley Street; resurface southbound and northbound	200	Under construction
3	MD 5	Point Lookout Road; MD 235 to Old Village Road; resurface	1,229	Under construction
4	MD 5 NB	Point Lookout Road; Old Village to Deborah Drive; resurface	2,271	FY 2007
5	MD 235	Three Notch Road; Cedar Lane to St. Jerome's Neck Road; resurface	520	FY 2007
		<u>Safety/Spot Improvement</u>		
6	MD 234	Budds Creek Road; at MD 238; construct single lane roundabout	1,795	FY 2007
7	MD 235	Three Notch Road; at MD 6; geometric improvements	812	Under construction
		<u>Community Safety and Enhancements</u>		
8	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape	5,203	FY 2007
9	MD 246	Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary engineering only)	472	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
10	MD 5	<u>Fiscal Years 2007 and 2008 (cont'd)</u>	18	FY 2007
		<u>Sidewalks</u> Three Notch Road; Golden Beach Road from 100 feet west of MD 5 to 175 feet east of MD 5; retrofit sidewalk - 350 linear feet		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
1	US 13	<u>Fiscal Year 2006 Completions</u>	2,529	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
		Ocean Highway; Bridge 19004 over the Norfolk Southern Railroad; bridge deck replacement		
2	US 13	<u>Fiscal Years 2007 and 2008</u>	1,107	Completed
		<u>Resurface/Rehabilitate</u>		
3	MD 673 A	Ocean Highway; Costen Road to Sam Barnes Road; resurface	93	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 33	St. Michaels Road; Oak Creek Bridge to MD 329; resurface	227	Completed
2	MD 33	St. Michaels Road; MD 579 to Dodson Avenue; resurface	391	Completed
3	MD 404	Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Queen Anne's County)	2,586	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Safety/Spot Improvement</u>				
4	US 50	Ocean Gateway; various locations throughout Talbot County; replace turndown end treatments and upgrade traffic barriers	115	Under construction
5	MD 328	Matthewstown Road; US 50 to Elliot Road; widen for an auxillary lane (Funded for concept development only)	24	Concepts Underway
<u>Community Safety and Enhancements</u>				
6	MD 333	Morris Street; Strand Street to Caroline Street in Oxford; urban street reconstruct	3,987	FY 2008
<u>Access Controls</u>				
7	US 50	Ocean Gateway; MD 404 to MD 322 north of Easton and MD 322 south of Easton to the Choptank River; purchase right-of-way for access controls	240	FY 2007
<u>Intersection Capacity Improvements</u>				
8	US 50	Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and re-stripe US 50 to replace existing right turn lanes with shared through/right turn lanes	4,958	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
9		<p><u>Fiscal Years 2007 and 2008 (cont'd)</u></p> <p><u>Enhancements</u></p> <p><u>Preservation of Abandoned Railway Corridors</u></p> <p>St. Michael's Nature Trail; construct a 6,860 linear feet, 8 foot wide trail on the remains of an old railroad bed within SHA owned property, the project will connect 3 public parks</p>	471	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Year 2006 Completions</u>		
		<u>Bridge Replacement/Rehabilitation</u>		
1	US 40	National Pike; Bridge 21010 over Licking Creek; bridge rehabilitation	1,877	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 77	Foxville Road; MD 64 to Hopkins Lane; super elevation curve correction, drainage and resurfacing	2,268	Completed
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Resurface/Rehabilitate</u>		
3	US 40 Alt	Frederick Streets; east corporate limits of Funkstown to West Baltimore Street; resurface	463	Under construction
4	MD 65	Sharpsburg Pike; MD 68 to I 70; resurface	1,368	Under construction
5	MD 67	Rohrersville Road; US 340 to Gapland Road; resurface	1,425	Under construction
6	MD 68	Clearspring Road; 0.35 mile west of Cedar Ridge Road to 0.01 mile west of Bottom Road; resurface	1,510	FY 2008
7	I 70	Eisenhower Memorial Highway; Pennsylvania State Line to 0.31 miles east of MD 144 bridge 21063; resurface	5,474	Under construction
		<u>Bridge Replacement/Rehabilitation</u>		
8	I 70	Baltimore National Pike; Bridge 21092 over Tonoloway Creek; stormwater management remediation	286	Completed
		<u>Safety/Spot Improvement</u>		
9	US 11	Virginia Avenue; Bower Avenue to Noland Drive; resurface	1,287	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
10	US 11	Virginia Avenue; at Englewood Road; drainage	635	FY 2007
11	MD 65	Sharpsburg Pike; Taylors Landing Road to north of MD 68; resurface includes intersection improvement at MD 68	2,958	FY 2007
12	I 70	Eisenhower Memorial Highway; at 1,500 feet east of MD 56, 500 feet west of MD 68 and 500 feet east of MD 66; construct deceleration lanes at three existing median emergency crossovers (Funded for preliminary engineering only)	133	PE Underway
13	I 70	Eisenhower Memorial Highway; Crystal Falls Road to MD 66; remove concrete swales on westbound I 70	625	FY 2007
14	I 70	Eisenhower Memorial Highway; various locations throughout Washington County; replace turndown end treatments and upgrade traffic barriers	14	Completed
15	I 81	Maryland Veterans Memorial Highway; at I 70; safety improvements ramp 2,4,5 and 6 (Funded for preliminary engineering only)	188	PE Underway
16	I 81	Maryland Veterans Memorial Highway; various locations throughout Washington County; replace turndown end treatments and upgrade traffic barriers	82	Completed
<u>Community Safety and Enhancements</u>				
17	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only)	550	PE Underway
<u>Sidewalks</u>				
18	MD 144WB	Western Pike; Limestone Road to Virginia Avenue in town of Hancock; retrofit sidewalks along eastbound roadway - 469 linear feet	26	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>		
19		Antietam Battlefield; acquire 8 properties totaling 828.17 acres; acquisition of scenic easements	1,656	FY 2007
		<u>Pedestrian/Bicycle Facilities</u>		
20		Western Maryland Rail Trail Phase IV; Big Pool to Pearre Station; construct trail	2,450	FY 2008
		<u>Historic Preservation</u>		
21		US 40; Bridge 0021010 over Licking Creek; cleaning and painting of a severely rusted historic bridge	200	Completed
		<u>Environmental Mitigation</u>		
22		I-70 Thermal Impact reduction; replacement of 1.9 miles of concrete lining of highway ditches along I-70 with vegetated lining systems to reduce the thermal impact from I-70 in the Beaver Creek Watershed	437	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 12	Snow Hill Road; Airport Road to Spearin Road; resurface	280	Completed
2	US 13	Salisbury Bypass; US 13 Business to MD 12; resurface northbound roadway	1,331	Completed
3	US 13 BUS	Salisbury Boulevard; Main Street to College Avenue; resurface	382	Completed
4	US 50 BUS	West Salisbury Boulevard; US 50 Bypass to Boundary Street; resurface eastbound roadway	329	Completed
5	MD 374	Burbage Crossing Road; MD 354 to Worcester County Line; resurface	163	Completed
6	MD 675B	BI State Boulevard; US 13 to MD 54; resurface	382	Completed
<u>Bridge Replacement/Rehabilitation</u>				
7	US 50 BUS	Salisbury Parkway; at Norfolk Southern Railroad bridge 22027; bridge rehabilitation	377	Completed
8	MD 991	Main Street; Bridge 22009 over the Wicomico River; upgrade electrical systems and perform structural and mechanical repairs	2,401	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
9	US 13	Salisbury Bypass; MD 12 to Mt. Hermon Road; resurface	950	FY 2008
10	US 13 SB	Salisbury Bypass; US 13 Business to MD 12; resurface southbound roadway	1,673	Under construction
11	US 50	Ocean Gateway; White Richardson Road to Worcester County Line; resurface	1,630	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
12	US 50 BUS	Salisbury Parkway; Boundary Street to East Main Street; resurface	2,001	Under construction
13	MD 54	E Line Road; Maryland maintenance to milepoint 19.79; resurface	1,424	Completed
<u>Safety/Spot Improvement</u>				
14	US 13	South Fruitland Boulevard; at Stockyard Road; construct accel lanes and right turn lane (Funded for preliminary engineering only)	41	PE Underway
15	US 13 BUS	South Salisbury Boulevard; Waverly Road, South Boulevard, Lloyd Street and Hanson Street to Wicomico River; drainage improvement	3,089	FY 2007
16	MD 349	Nanticoke Road; US 50 to Willing Drive; construct thru lane, left turn lane (Funded for preliminary engineering only)	45	PE Underway
17	MD 513	East Cedar Lane; at Division Street; construct roundabout	1,053	FY 2007
<u>Sidewalks</u>				
18	MD 12	Snow Hill Road; Johnson Road to Beaglin Park Drive; repair and install curb gutter and sidewalks in various locations	19	Completed
19	US 13 BUS	North Fruitland Boulevard; College Avenue to Cedar Lane; repair and install curb gutter and sidewalks in various locations	200	Under construction
20	US 13 BUS	South Salisbury Boulevard; Bateman Street to Milford Street; retrofit sidewalks - 1,500 linear feet	200	Under construction
21	US 50 BUS	Salisbury Parkway; East Main Street to Booth Street; repair and install curb gutter and sidewalks in various locations	25	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Access Controls</u>		
22	US 50	Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls	240	FY 2007
		<u>Bicycle Retrofit</u>		
23	US 13 BUS	South Salisbury Boulevard; Pollitt Drive to Kay Avenue; construct bicycle/pedestrian route	150	Under construction
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
24		Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path	225	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 12	Snow Hill Road; Reddens Curve to Stockton; resurface	485	Completed
2	US 13 BUS	Market Street; Bridge 23004 over Pocomoke River; resurface	377	Completed
3	US 113	Worcester Highway; US 50 to Hayes Landing Road; resurface	942	Completed
4	MD 374	Libertytown Road; Wicomico County Line to 1.2 miles west of Ironshire Station Road; resurface	942	Completed
5	MD 528	Coastal Highway; 64th Street to the Delaware State Line; resurface northbound roadway	3,282	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
6	US 113	Worcester Highway; Byrd Road to US 13; resurface	423	FY 2007
7	MD 250 A	Old Virginia Road; US 13 to US 13 Business; resurface	37	FY 2007
8	MD 528	Coastal Highway; 60th Street to 26th Street; milling and resurfacing	1,850	FY 2008
9	MD 354	Whiton Road; MD 12 to Wicomico County Line; resurface	1,378	FY 2007
10	MD 611	Stephen Decatur Road; MD 707 to MD 376; resurface	869	FY 2007
<u>Safety/Spot Improvement</u>				
11	MD 346	Old Ocean City Road; at Healthway Drive/Atlantic General Hospital; widen to provide left turn lane	512	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER 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, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
12	MD 589	Racetrack Road; at Showell Elementary School; widen to provide left turn lane	864	Completed
		<u>Community Safety and Enhancements</u>		
13	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only)	200	FY 2007
		<u>Access Controls</u>		
14	US 113	Worcester Highway; south of Snow Hill to Pocomoke City and MD 818 in Berlin to end of dual highway; purchase right-of-way for access controls	683	FY 2007
		<u>Bicycle Retrofit</u>		
15	MD 611	Stephen Decatur Road; Bayberry Drive to Sinepuxent Bay bridge; construct a bicycle/pedestrian route	810	Under construction
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
16		Watershed Enhancement Initiative Lizard Hill; create wetlands on a 28 acre site by grading, improving soil conditions, and modifying the hydrology to create an Atlantic Cedar wetland	225	FY 2008

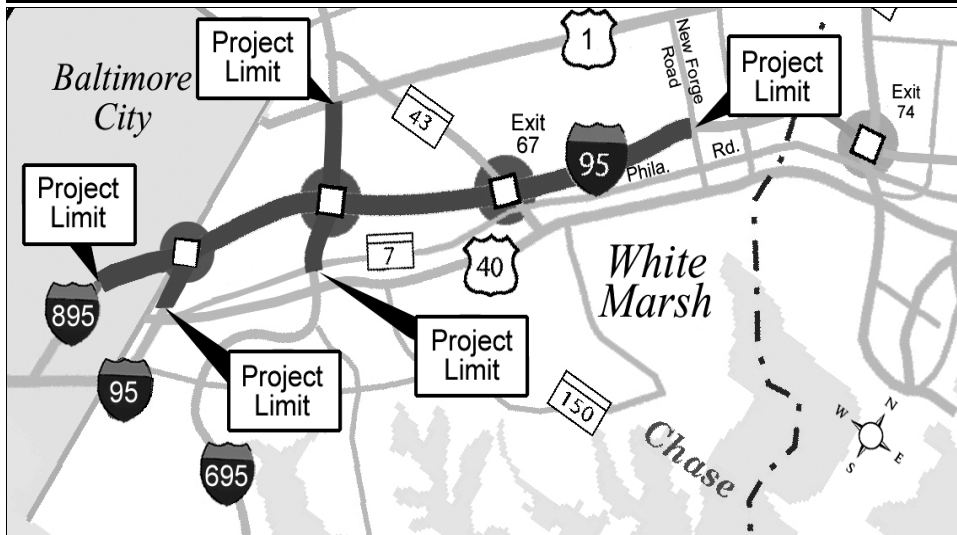
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
1		Key Highway; from I 95 to Lawrence Street; construct a ten foot wide bicycle pedestrian path	474	FY 2007
2		Jones Falls Trail - Phase III - construct a 2.75 mile extension of the Jones Falls Trail through Druid Hill Park to the Woodberry Light Rail stop	1,250	FY 2007
3		Baltimore Promenade - Union Wharf - construction of a segment of the Baltimore Waterfront Promenade at 901-933 South Wolfe Street in Fells Point	2,371	Underway
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
4		Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail	2,000	FY 2008
5		B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop	1,000	FY 2007
		<u>Environmental Mitigation</u>		
6		Lower Stony Run Stream; Cold Spring Lane to 1,400 feet south of University Parkway; stream restoration	951	FY 2008

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	502.0	838.5	975.8	965.2	422.3	246.9	3,950.7
System Preservation Minor Projects	110.8	96.5	115.8	75.8	74.0	75.4	548.3
<u>Development & Evaluation Program</u>	<u>8.6</u>	<u>8.2</u>	<u>6.1</u>	<u>1.6</u>	<u>1.6</u>	<u>1.6</u>	<u>27.7</u>
 TOTAL	 621.4	 943.2	 1,097.7	 1,042.6	 497.9	 323.9	 4,526.7



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Construction

DESCRIPTION: Improve the I-95 Interchanges with I-895, I-695 and MD 43 and construct two managed lanes in each direction on I-95 from I-895 North to north of MD 43 (9.63 miles).

JUSTIFICATION: This segment of I-95 is the most congested section of I-95 in Maryland north of Baltimore City. Currently, I-95, south of MD 43, operates at Level of Service F during the morning and evening rush hours. By 2025, this section is also expected to operate at Levels of Service E and F during weekend peak periods. High congestion levels increase the level of diversion to alternative routes, such as the community-oriented arterials US 1, US 40, and MD 7. If anticipated congestion levels in Section 100 are not addressed, an increase in congestion-related accidents would likely occur.

STATUS: The Authority adopted the I-95 Master Plan in April 2003. Engineering and right-of-way acquisitions are underway. Construction of ETL began in FY 2007.

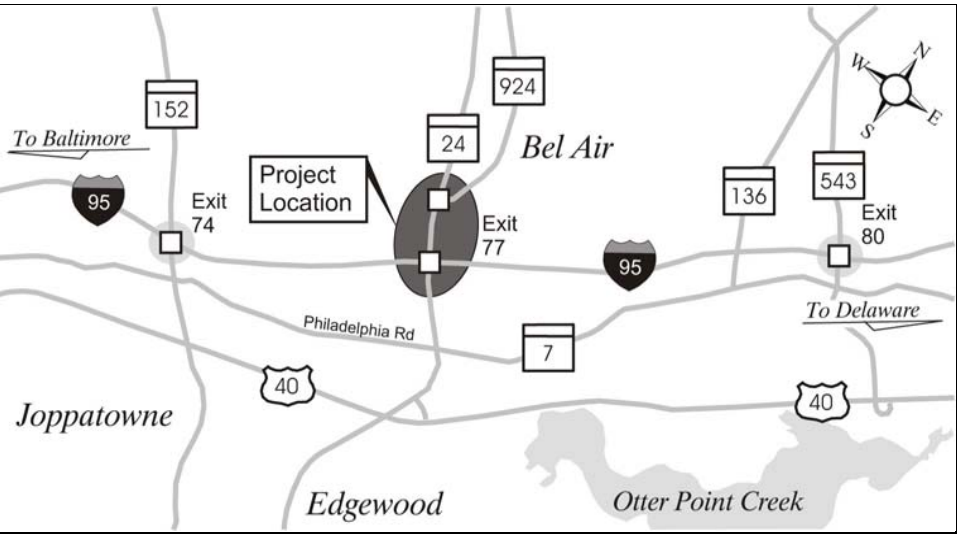
ASSOCIATED IMPROVEMENTS:

I-95 Section 200-Development and Evaluation Program (Line 15)

I-95 - Cowenton Avenue and Joppa Road Bridges Replacement-Construction Program (Line 4)

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The total cost increased by \$353.9 million due to design modifications, the availability of a more detailed estimate and an increase in material cost, construction management and right-of-way.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2009.....	.....2010.....	.....2011.....	.....2012.....	BALANCE TO COMPLETE
Planning	3,715	3,565	150	0	0	0	0	0	150
Engineering	153,972	31,355	12,585	47,628	24,944	22,730	11,309	3,421	122,617
Right-of-way	39,413	11,670	14,102	10,519	3,122	0	0	0	27,743
Construction	967,748	0	26,874	151,418	273,438	308,157	158,766	49,095	967,748
Total	1,164,848	46,590	53,711	209,565	301,504	330,887	170,075	52,516	1,118,258
Federal-Aid	0	0	0	0	0	0	0	0	0



STATUS: Engineering and right-of-way are underway. Construction to begin in FY 2008. Jointly funded with SHA. The SHA portion of the project cost is \$43.8 million. The MdTA cost is the balance at \$24.9 million. The Authority plans to transfer funds to MDOT equal to the SHA portion of costs in the program period (69%).

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost decrease of \$14.9 million and the delay in the construction start is due to a reevaluation of the project design.

PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Construction

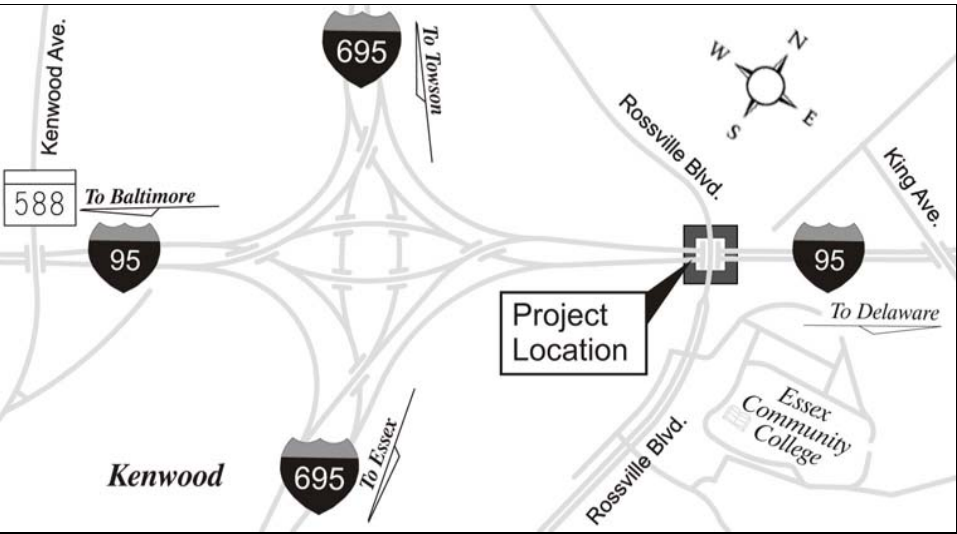
DESCRIPTION: Construct improvements to the I-95/MD 24 Interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD 24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study.

JUSTIFICATION: This project will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and integral to the I-95/MD 24 interchange operation.

ASSOCIATED IMPROVEMENTS:
I-95 Section 200 - Development and Evaluation Program (Line 15)

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					....2009....	....2010....	....2011....	....2012....	BALANCE TO COMPLETE
Planning	984	984	0	0	0	0	0	0	0
Engineering	13,160	2,022	6,078	2,200	2,200	660	0	0	11,138
Right-of-way	4,000	2,430	1,570	0	0	0	0	0	1,570
Construction	50,600	0	0	21,725	21,725	7,150	0	0	50,600
Total	68,744	5,436	7,648	23,925	23,925	7,810	0	0	63,308
Federal-Aid	0	0	0	0	0	0	0	0	0

The estimated cost of this project is also included in the SHA Program.
1111



STATUS: Construction is underway.

PROJECT: I-95 John F. Kennedy Memorial Highway - Rossville Boulevard Bridge Replacement

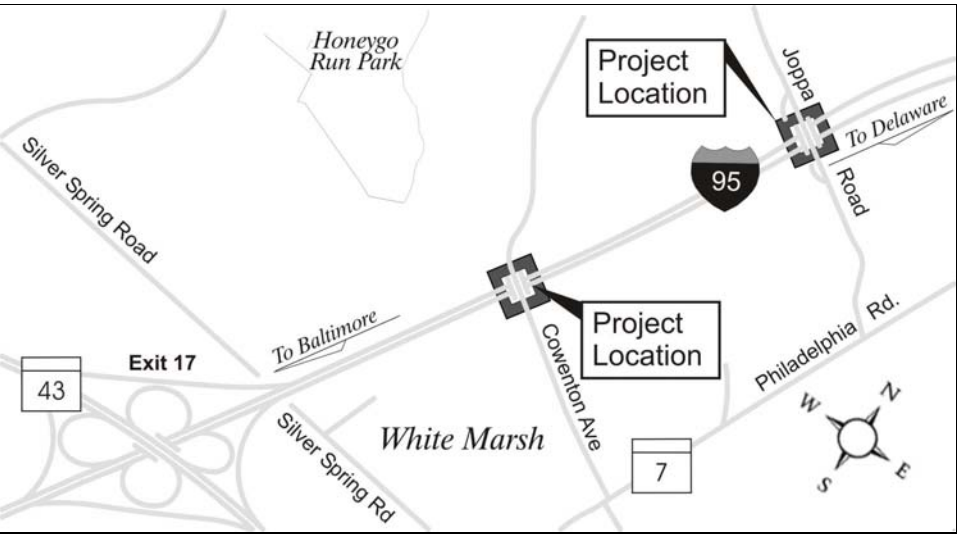
DESCRIPTION: Replace the Rossville Boulevard Bridge over I-95.

JUSTIFICATION: The bridge replacement is needed due to its deteriorated condition and to accommodate the widening of I-95 to be done as part of the I-95 Express Toll Lanes project.

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes-Construction Program (Line 1)

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased by \$1.4 million due to higher than anticipated bid cost.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,069	761	200	108	0	0	0	0	308	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,300	5,011	3,889	3,400	0	0	0	0	7,289	0
Total	13,369	5,772	4,089	3,508	0	0	0	0	7,597	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Cowenton Avenue and Joppa Road Bridges Replacement

DESCRIPTION: Replace the Cowenton Avenue and Joppa Road Bridges over I-95.

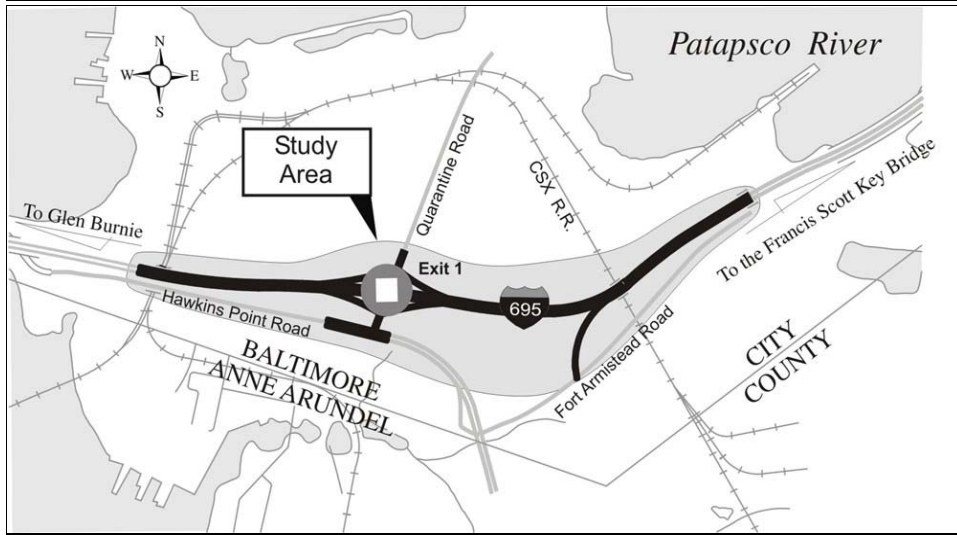
JUSTIFICATION: The bridge replacements are needed to accommodate the widening of I-95 to be done as part of the I-95 Express Toll Lanes project.

STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS:
I-95 Express Toll Lanes- Construction Program (Line 1)

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,769	2,052	584	133	0	0	0	0	717	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,420	1,442	5,884	8,094	0	0	0	0	13,978	0
Total	18,189	3,494	6,468	8,227	0	0	0	0	14,695	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Francis Scott Key - Interchange Improvements at MD 695 and Quarantine Road

DESCRIPTION: Construct interchange improvements on MD 695 (Baltimore Beltway) at Quarantine Road including a new commercial vehicles inspection facility. This will be complete in two phases. The first will include the road improvements and the second will include the construction of the inspection facility.

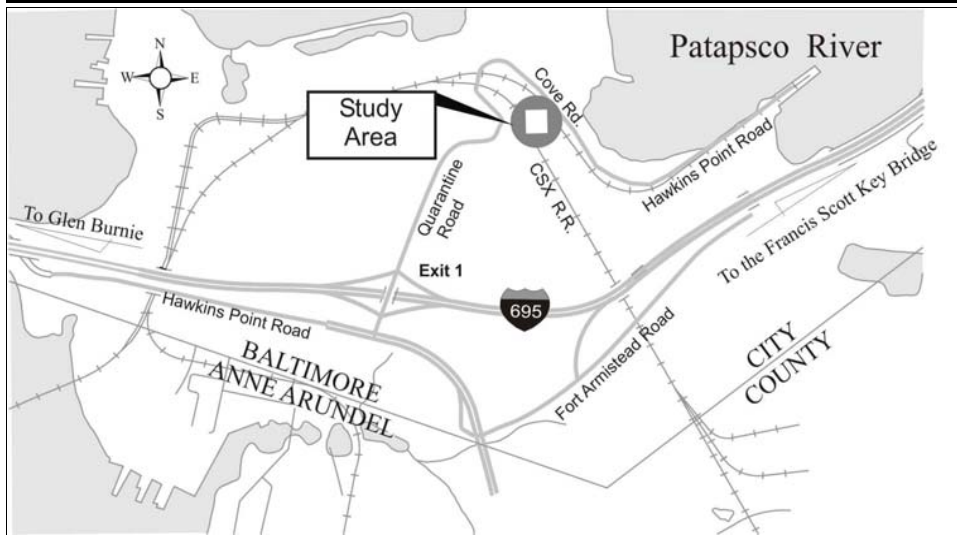
JUSTIFICATION: This project will improve safety by addressing constraints that result in ramp queues that extend onto MD 695. Also providing a commercial vehicle inspection station for homeland security and truck safety by providing facilities for checking trucks prior to crossing the Francis Scott Key Bridge in the eastbound direction.

STATUS: Engineering and Right-of-way acquisitions are underway. Construction on the interchange to begin in FY 2008.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$17.2 million is due to increased right-of-way costs, refined engineering estimates for structural replacements, the transfer of the cost of weighing equipment to this project from the Minor Projects Program and the need to separate the project into 2 phases due to a delay in the availability of necessary right-of-way.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	250	250	0	0	0	0	0	0	0	0
Engineering	5,080	2,234	519	1,337	990	0	0	0	2,846	0
Right-of-way	9,524	1,130	0	8,394	0	0	0	0	8,394	0
Construction	34,840	0	0	12,120	14,462	8,258	0	0	34,840	0
Total	49,694	3,614	519	21,851	15,452	8,258	0	0	46,080	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Francis Scott Key Bridge - Police Training Facility

DESCRIPTION: Construct new Police Training Facility for the Maryland Transportation Authority Police at Hawkins Point.

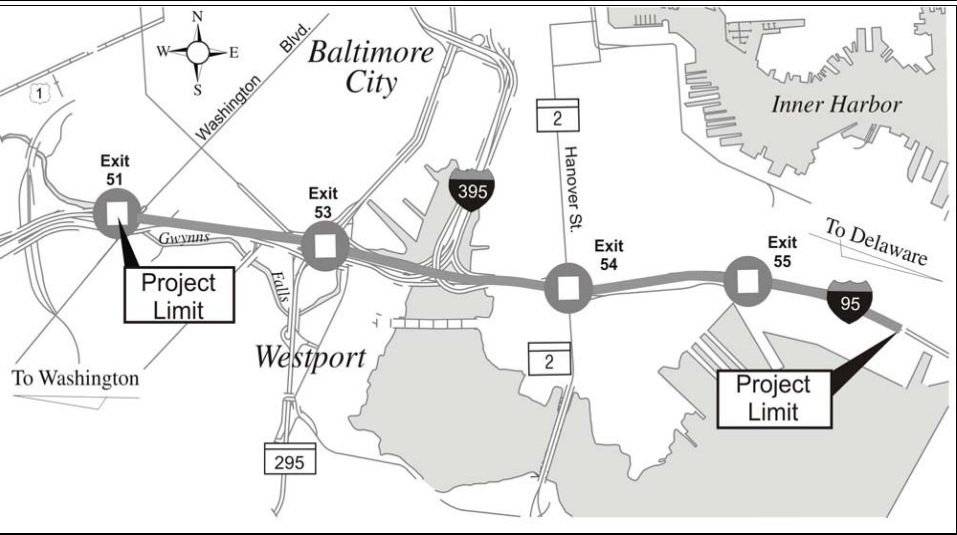
JUSTIFICATION: The project will improve capacity and training conditions for the Maryland Transportation Authority Police.

STATUS: Planning underway including review for property to proceed through the Voluntary Cleanup Program. Construction to begin in FY 2008.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Moved to the Construction Program from Minor Projects Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	150	50	100	0	0	0	0	0	100	0
Engineering	1,175	600	0	288	287	0	0	0	575	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	11,950	0	0	6,450	5,500	0	0	0	11,950	0
Total	13,275	650	100	6,738	5,787	0	0	0	12,625	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation on I-95 South of Tunnel

DESCRIPTION: Rehabilitate all of I-95 & I-395 south of the Tunnel. Includes resurfacing of 61 bridge decks and related structural repairs; resurfacing of roadways; replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of highmast light poles and sign structures.

JUSTIFICATION: Bridge decks have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

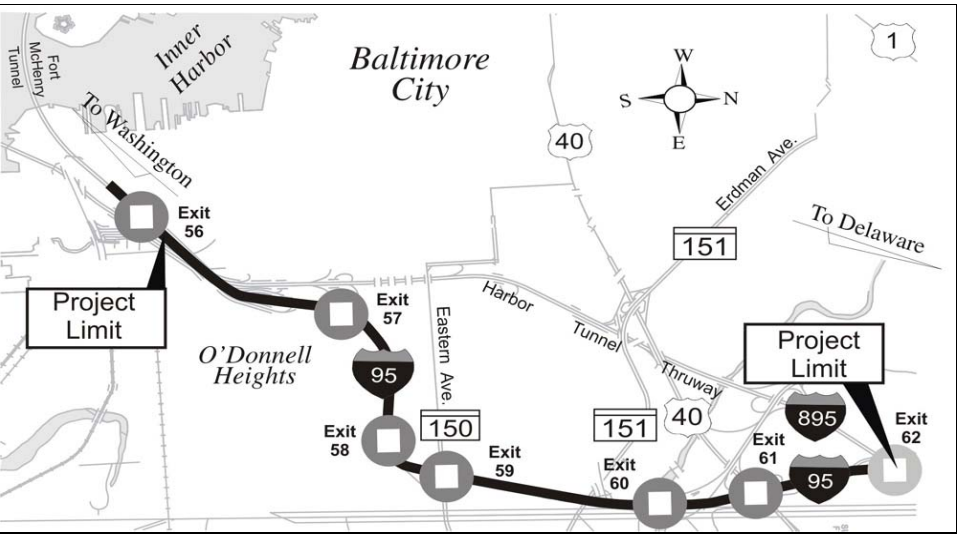
STATUS: Engineering and Construction underway.

ASSOCIATED IMPROVEMENTS:
I-95 Carroll Camden Access Study - Development and Evaluation Program (Line 18)

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	1,000	0	500	500	0	0	0	0	1,000	0
Engineering	12,722	3,399	2,487	2,214	2,264	1,464	894	0	9,323	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	100,941	6,741	5,237	16,890	23,497	16,424	16,424	15,728	94,200	0
Total	114,663	10,140	8,224	19,604	25,761	17,888	17,318	15,728	104,523	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1448, 1453, 1454, 1455, 2080



STATUS: Engineering and Construction are underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

PROJECT: Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation on I-95 North of Tunnel

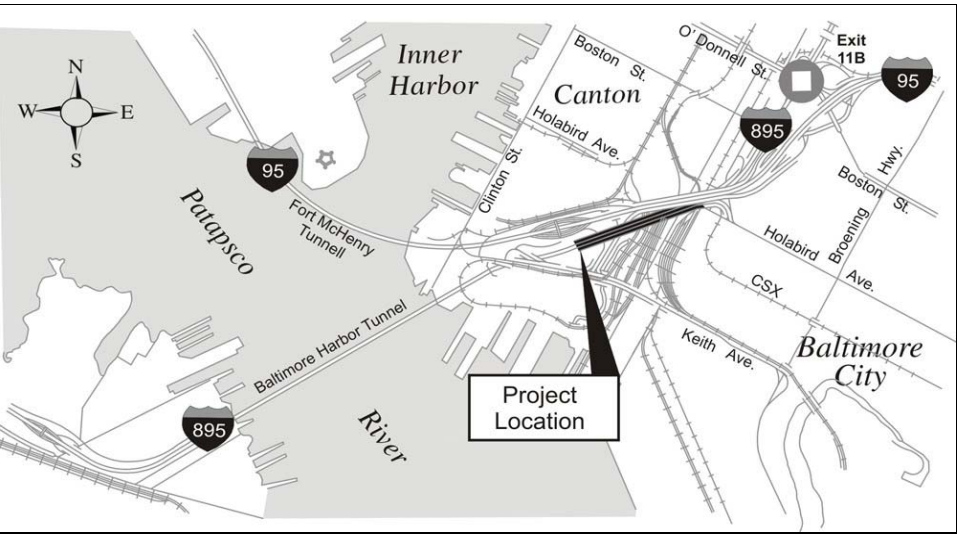
DESCRIPTION: Rehabilitate all of I-95 north of the Tunnel to I-895. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspect and repair of highmast light poles and sign structures.

JUSTIFICATION: Bridge decks and roadways have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

ASSOCIATED IMPROVEMENTS:
Structural Repairs to I-95 Viaduct Bridges from Canton Railroad to Herring Run - Minor Projects Program (Line 24)

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	25	0	25	0	0	0	0	0	25	0
Engineering	5,575	2,963	1,612	550	450	0	0	0	2,612	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	55,440	34,404	9,236	5,521	6,279	0	0	0	21,036	0
Total	61,040	37,367	10,873	6,071	6,729	0	0	0	23,673	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1446, 1447, 1466



PROJECT: Baltimore Harbor Tunnel Thruway - Canton Viaduct Bridge Deck Replacement

DESCRIPTION: Replace the deck on the Canton Viaduct Bridge from the north portal entrance to Holabird Avenue.

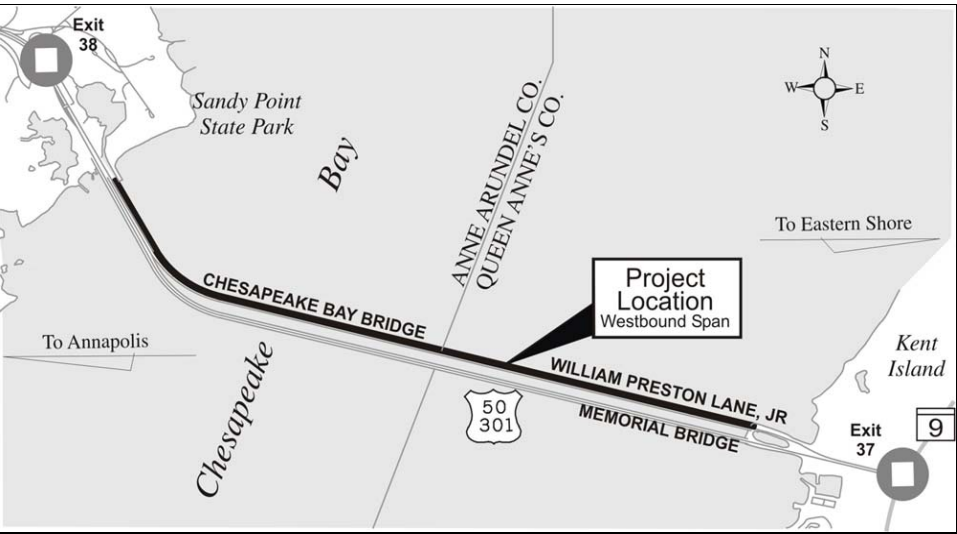
JUSTIFICATION: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

STATUS: Engineering is underway. Construction to begin in FY 2008.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Construction delayed due to change in scope from a rehabilitation of the deck to a replacement.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,900	197	1,438	815	250	200	0	0	2,703	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	40,080	0	0	14,000	20,000	6,080	0	0	40,080	0
Total	42,980	197	1,438	14,815	20,250	6,280	0	0	42,783	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction is underway

PROJECT: Bay Bridge US 50/301- Westbound Bridge Deck Rehabilitation

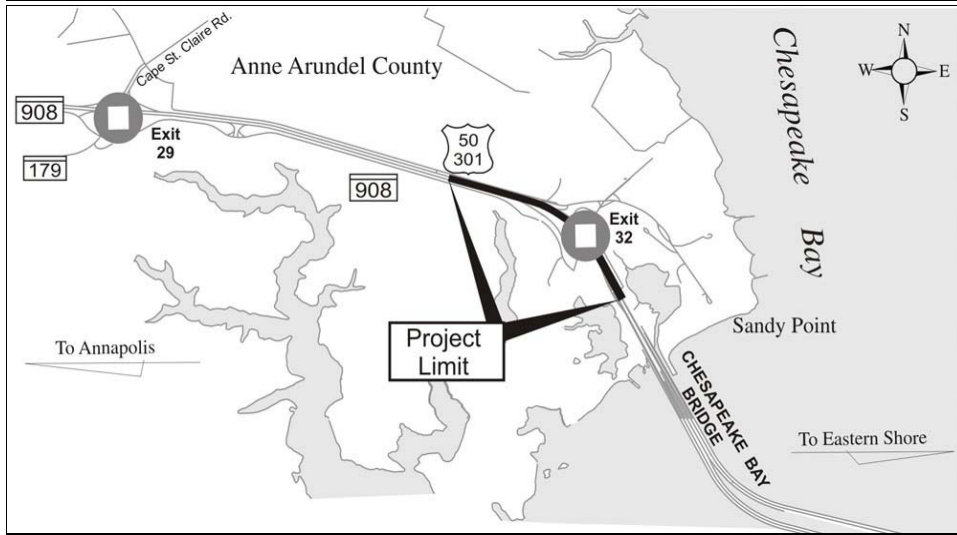
DESCRIPTION: Rehabilitate the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Thru-truss Spans. This project also includes selective painting of some structural steel.

JUSTIFICATION: The bridge deck on this structure has not been renovated since its opening in 1973. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased by \$10.3 million due to higher than anticipated contractor bids.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	8,905	4,638	2,042	1,900	325	0	0	0	4,267	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	110,761	52,307	25,409	20,000	13,045	0	0	0	58,454	0
Total	119,666	56,945	27,451	21,900	13,370	0	0	0	62,721	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301 - Toll Plaza Widening and EZPass Lane Extension

DESCRIPTION: Widen the toll plaza to improve the departure area and construct an additional 1/2 mile extension of the dedicated E-Z Pass lane. The total length of the dedicated E-Z Pass lane will be 1.0 miles.

JUSTIFICATION: Extension of the E-Z Pass lane and toll plaza improvements will improve operations at the toll plaza.

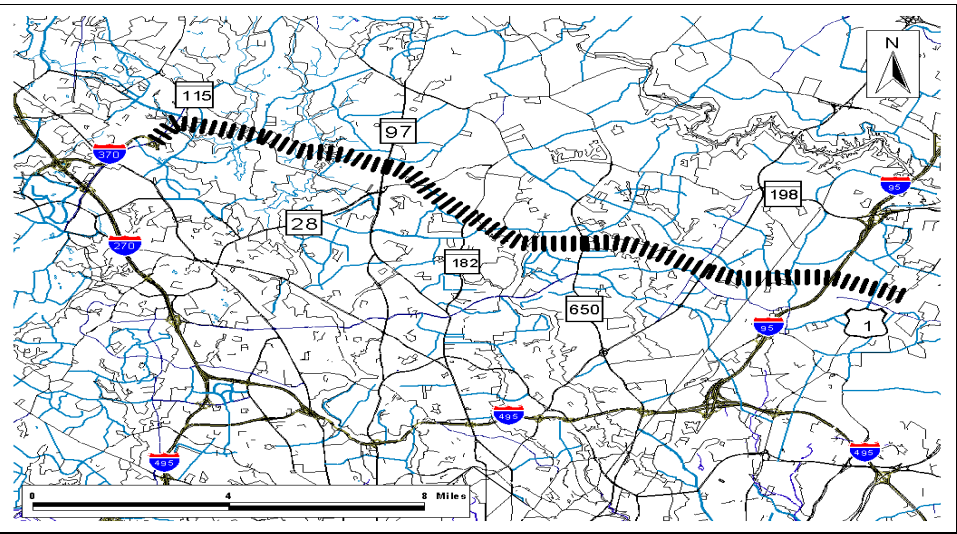
STATUS: Open to service.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	665	658	7	0	0	0	0	0	7	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,932	5,176	756	0	0	0	0	0	756	0
Total	6,597	5,834	763	0	0	0	0	0	763	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0502, 0662



PROJECT: Intercounty Connector - Construction

DESCRIPTION: Construction of a new east-west, multimodal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1. (BRAC Related)

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

STATUS: Project planning complete. Construction to begin during the Current Fiscal Year.

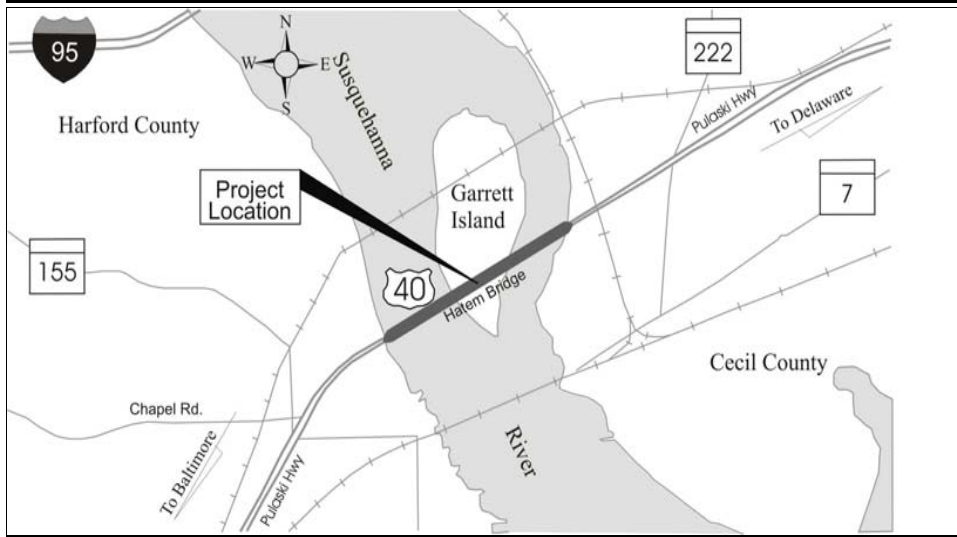
SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Costs shown include \$19.3 million in federal funds shown on SHA's portion of the CTP. Also included is \$180 million in state fund transfers from SHA to MdTA and approximately \$265 million in General Funds. \$750 million in Garvee Bonds.

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1,2,11,12, Montgomery County - SHA)
- MD 115, MD 28 to MD 124 (Line 4, Montgomery County - SHA)
- MD 124, Airpark Road to Fieldcrest Road (Line 5, Montgomery County - SHA)
- East/West Intersection Improvement Program (Line 7, Montgomery County - SHA)

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input checked="" type="checkbox"/> GENERAL	<input checked="" 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)	2006	2007	2008	....2009....	....2010....	....2011....	....2012....	TOTAL	COMPLETE
Planning	29,190	29,190	0	0	0	0	0	0	0	0
Engineering	69,208	36,609	20,978	11,621	0	0	0	0	32,599	0
Right-of-way	441,490	12,266	308,053	95,692	25,479	0	0	0	429,224	0
Construction	1,906,021	0	48,668	380,126	515,047	581,390	210,424	154,117	1,889,772	16,249
Total	2,445,909	78,065	377,699	487,439	540,526	581,390	210,424	154,117	2,351,595	16,249
Federal-Aid	19,270	600	0	18,670	0	0	0	0	18,670	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
RW	2008	STP/HP	18,670



PROJECT: Thomas J. Hatem Memorial Bridge US 40 - Deck Replacement

DESCRIPTION: Replace the 1.5 mile deck on the Hatem Bridge travelling between Perryville and Havre de Grace. Throughout construction, one 12 ft wide traffic lane will be maintained in each direction during construction. This maintenance of traffic plan was selected through coordination efforts with the Cecil/Harford Bridges Work Group.

JUSTIFICATION: The concrete and steel grate core are deteriorated, requiring replacement. The deck was last renovated in 1982.

STATUS: Engineering Underway. Construction to begin in FY 2008.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Construction start delayed to coordinate with efforts of the Cecil/Harford Bridges Work Group. Cost increased by \$6.8 million to reflect a refined cost estimate for labor and material costs.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	743	1,003	1,147	1,107	0	0	0	3,257	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	35,000	0	0	7,988	14,325	12,687	0	0	35,000	0
Total	39,000	743	1,003	9,135	15,432	12,687	0	0	38,257	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Fort McHenry Tunnel - Higher Speed Toll Plaza Modifications

DESCRIPTION: Install higher speed toll lanes at Fort McHenry Tunnel Plaza toll plaza Phase I. This improvements will enable E-Z Pass customers to pass through the toll plazas at 30 mph (similar to FSK Bridge toll plaza).

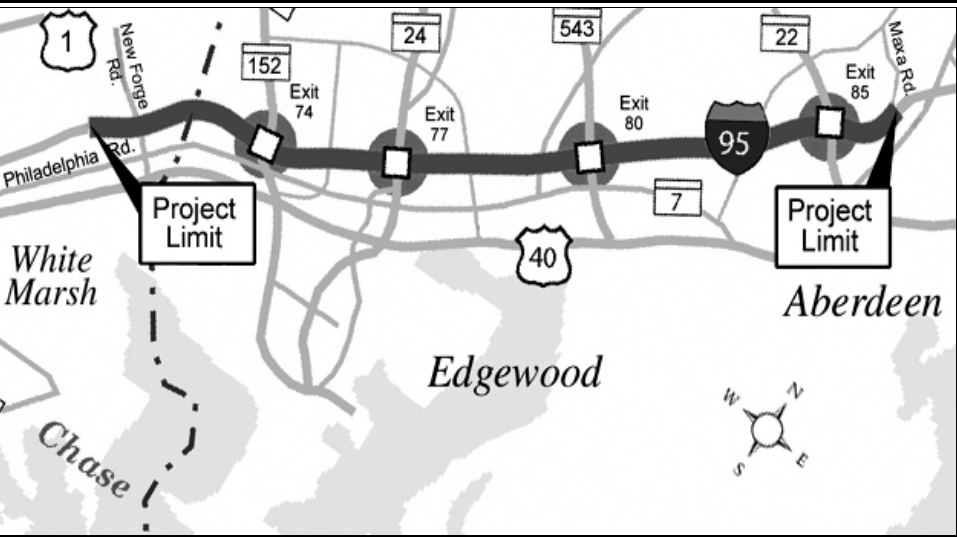
JUSTIFICATION: This project will improve traffic operations and capacity at the toll plazas.

STATUS: Engineering underway. Construction to begin in FY 2008.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost decreased by \$8.2 million due to scope change, modified to delete JFK Highway and Baltimore Harbor Tunnel Toll Plaza Modifications from this project. Construction delayed due to coordination with necessary software upgrades.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,900	182	1,018	700	0	0	0	0	1,718	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,100	0	0	5,000	7,100	0	0	0	12,100	0
Total	14,000	182	1,018	5,700	7,100	0	0	0	13,818	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The I-95 Master Plan was adopted by the Authority in April 2003. Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None

PROJECT: I-95 John F. Kennedy Memorial Highway - Section 200 Study

DESCRIPTION: Study to investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles).

JUSTIFICATION: South of MD 152, I-95 operates at Level of Service (LOS) E during weekday peak hours. Elsewhere, it operates at LOS D or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F during weekday and weekend periods.

ASSOCIATED IMPROVEMENTS:

- I-95 Express Toll Lanes - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	5,000	810	2,190	2,000	0	0	0	0	4,190	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	810	2,190	2,000	0	0	0	0	4,190	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 John F. Kennedy Memorial Highway - Highway Speed Toll Plaza Modifications

DESCRIPTION: Study for development of highway speed E-Z Pass lanes. This will enable E-Z Pass customers to drive through the toll plaza at normal highway speed maximizing customer convenience and improving highway capacity.

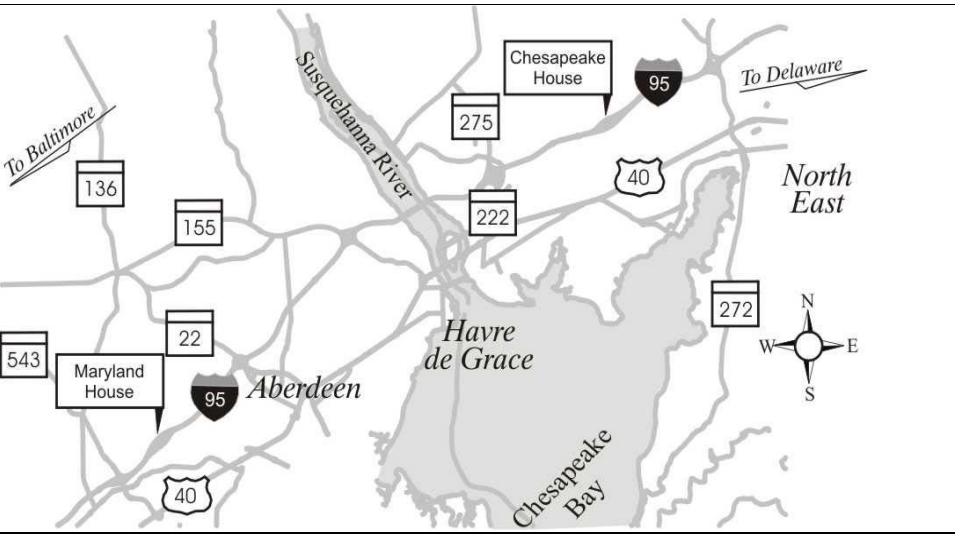
JUSTIFICATION: This project will improve capacity and traffic operations at the toll plaza.

STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Moved funding from engineering to planning and delayed start to FY 2007.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,900	0	500	1,200	1,200	0	0	0	2,900	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	2,900	0	500	1,200	1,200	0	0	0	2,900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The development of the scope of work for the solicitation is underway

PROJECT: John F. Kennedy Highway - Travel Plazas Redevelopment

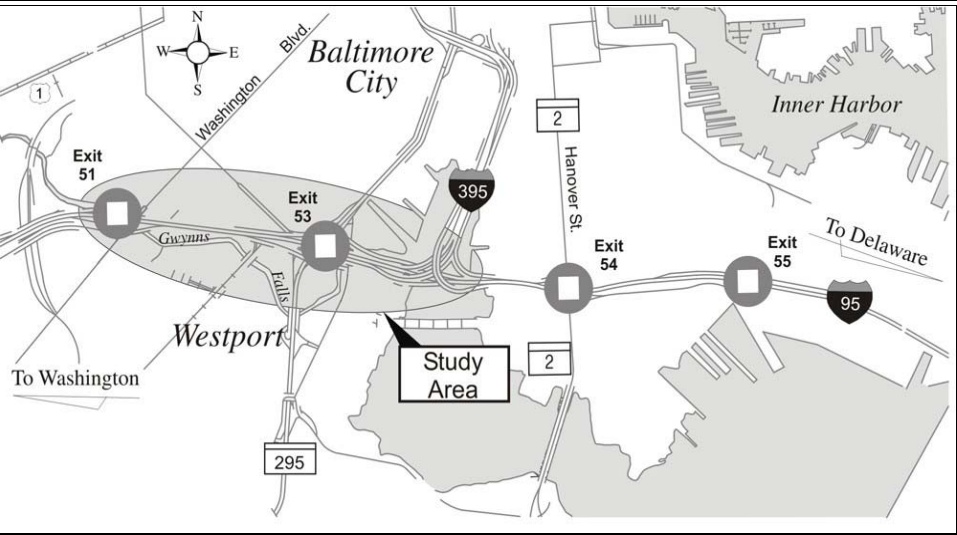
DESCRIPTION: New project to prepare for replacement and/or rehabilitation of Travel Plazas (Maryland House & Chesapeake House) and the development of the scope of services portion of a future solicitation. The solicitation will seek to obtain a comprehensive arrangement to provide for development and operation of the facilities beginning in late 2008 and extending approximately 20 years. (The current concessions vendor contract ends in October of 2008).

JUSTIFICATION: The Maryland House and Chesapeake House Travel Plazas have aged to the point in which redesign, and/or reconstruction is necessary to adequately meet public demand over the next 20 years.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	340	90	200	50	0	0	0	0	250	0
Engineering	1,550	0	0	50	1,500	0	0	0	1,550	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	1,890	90	200	100	1,500	0	0	0	1,800	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: I-95 Fort McHenry Tunnel - Carroll Camden Access Study

DESCRIPTION: Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

JUSTIFICATION: Improved access will facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

STATUS: Feasibility study completed in June 2004.

ASSOCIATED IMPROVEMENTS:
Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation on I-95 south of Tunnel - Construction Program (Line 7)

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	1,250	0	250	500	500	0	0	0	1,250	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,250	0	250	500	500	0	0	0	1,250	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Funding shown is the Authority's portion of the Project Planning phase. Start of planning is pending agreement with the City of Baltimore to share the cost of planning.



PROJECT: Bay Bridge US 50/301- Bay Crossing Study

DESCRIPTION: Study of traffic capacity needs across the Chesapeake Bay.

JUSTIFICATION: Studies are needed to contribute to the understanding of the traffic capacity needs across the Chesapeake Bay. This effort will explore the capacity needs in the context of statewide and regional plans, congestion management; transit; development and growth control measures; impacts to natural, cultural, and socio-economic resources; and opportunities for economic growth.

STATUS: Needs Report completed in December 2004. A Task Force was formed in December 2004 to review capacity needs across the Chesapeake Bay. Task Force work is complete and a final report has been released.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Cost increased by \$2 million to allow for additional planning studies.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	9,932	346	1,531	1,611	1,611	1,611	1,611	1,611	9,586	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	9,932	346	1,531	1,611	1,611	1,611	1,611	1,611	9,586	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Bay Bridge US 50/301- Westbound and Eastbound Commercial Vehicle Inspection Facilities.

DESCRIPTION: Planning for commercial vehicle inspection facilities along US 50/301 adjacent to the Bay Bridge.

JUSTIFICATION: This project will provide the Authority with adequate facilities to conduct safety and weighing activities. Current facilities do not allow for the level of enforcement necessary at the Bay Bridge, given the changes in legislation that are expected to improve safety by increasing overweight truck fines.

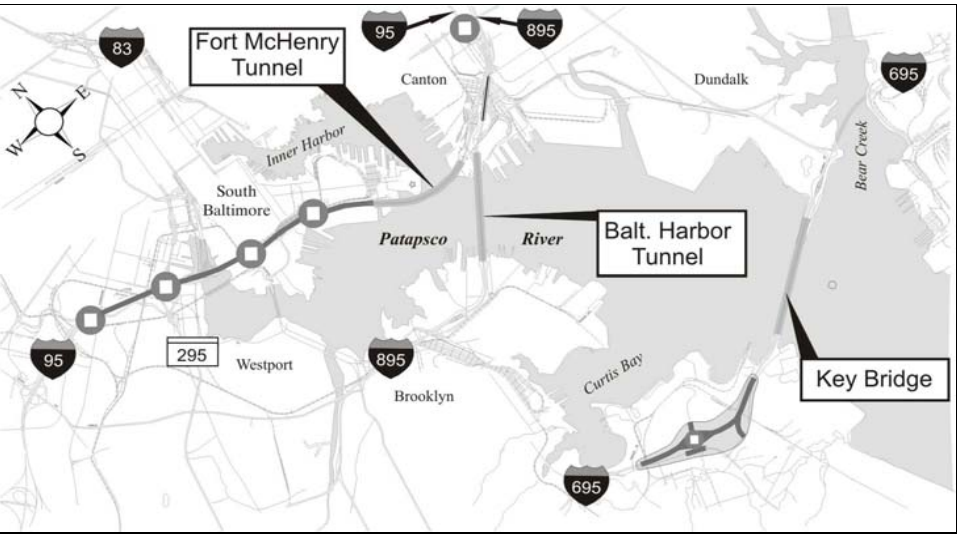
STATUS: Planning is underway.

ASSOCIATED IMPROVEMENTS:

Commercial Vehicle Inspection Facilities at BHT, FMT, FSK and the Nice Bridge (Line 23)

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The scope has been revised to include the planning for two safety and weighing inspection facilities adjacent to the Bay Bridge rather than a security staging area on Kent Island.

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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	2,170	714	1,456	0	0	0	0	0	1,456	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	2,170	714	1,456	0	0	0	0	0	1,456	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Planning is underway.

PROJECT: I-95, I-895 and MD 695 Harbor Crossings - Traffic Management Study

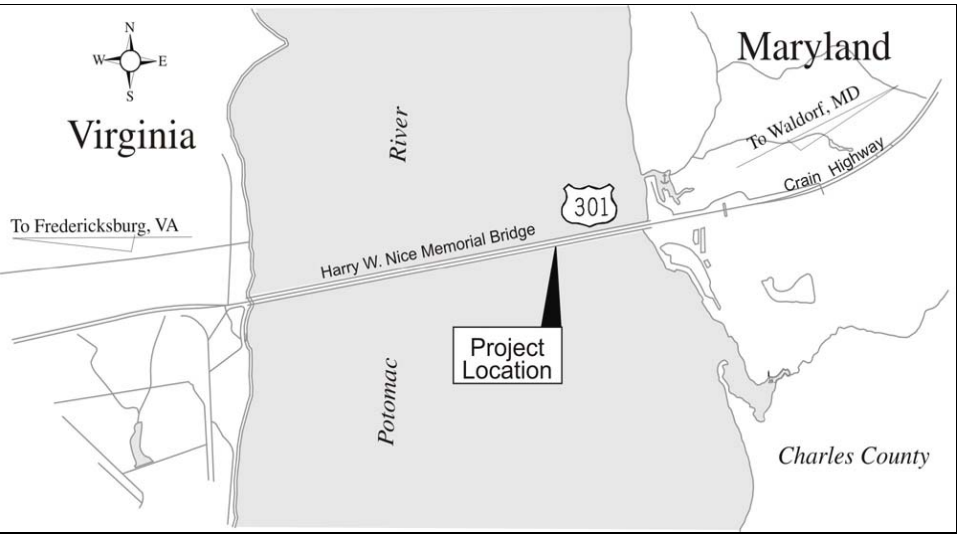
DESCRIPTION: Review of potential solutions to better manage traffic across the three Harbor Crossings.

JUSTIFICATION: There is capacity across all three facilities greater than the current traffic volumes, but at times one or more of the facilities can reach or exceed capacity.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	1,000	0	500	500	0	0	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	500	500	0	0	0	0	1,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Planning is underway.

PROJECT: Harry W. Nice Bridge - Improvement Study

DESCRIPTION: Study to investigate capacity and safety needs of the bridge and approaches.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	5,000	436	1,564	2,000	1,000	0	0	0	4,564	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,000	436	1,564	2,000	1,000	0	0	0	4,564	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Commercial Vehicle Inspection Facilities at BHT, FMT, FSK and the Nice Bridge

DESCRIPTION: Planning for the improvement of the existing Commercial Vehicle Inspection Facilities at Baltimore Harbor Tunnel (I-895 northbound and southbound), Fort McHenry Tunnel (northbound and southbound), Francis Scott Key Bridge (I-695 inner loop) and Nice Bridge (northbound and southbound)

JUSTIFICATION: The project will provide the Authority with adequate facilities to conduct safety and weighing activities. Current facilities do not allow for the level of enforcement necessary at these locations

STATUS: Planning is to begin in FY 2008.

ASSOCIATED IMPROVEMENTS: Bay Bridge US 50/301 Westbound and Eastbound Commercial Vehicle Inspection Facility - D&E Program - Line 20.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation 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 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	660	0	0	330	330	0	0	0	660	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	660	0	0	330	330	0	0	0	660	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior</u>		
	<u>F.S.KEY BRIDGE</u>		
1	Police HQ Command Post Enhancements and New Emergency Generator - Budget (1957)	405	Complete
2	Administration Building Annex - FSK (1988)	5,500	Complete
3	Paint FSK Bridge Main Span and Replace Drainage Troughs (0429)	21,875	Underway
4	Rehabilitation of Mechanical & Electrical Systems for the I-695 Drawbridge over Curtis Creek (0460)	4,950	Underway
5	Construction of Noise Wall along Broening Highway (0461)	5,805	Underway
6	Assessment of Grid Deck Condition @ I-695 Curtis Bridges - Study Only - KB (2019)	125	Underway
7	Replacement of Windows at Police Headquarters - FSK (0404)	788	Underway
8	Upgrade and Replace Signs FSK (0474)	4,800	Underway
9	Engineering Study on Existing Shoulder Problems - FSK (2025)	50	Underway
10	Northeast Approach Maintenance Access Road Improvements (0479)	453	Underway
11	Renovate Engineering Building - FSK (2028)	580	Underway
12	Study FSK Police Headquarters Revised Security Plan (2069)	25	Underway
13	Study Increasing Lower Maintenance Building Roof Height- FSK (2024)	25	Underway
14	Study to Install Drop Culverts on Overpasses - FSK (2023)	25	Underway
15	Study to Remove Underground Heating Fuel Tank - FSK (2027)	25	Underway
16	Study to Replace Roofs - Key Bridge (2020)	25	Underway
17	Study to Upgrade Safety Features of Existing Administration Building - FSK (2022)	25	Underway
18	HVAC Improvements to FSK Police Headquarters (0475)	850	Spring, 2007
19	Replace Condensing Units on Engineering/Finance Building (0477)	98	Spring, 2007
20	Replace Roof on Administration Building (0476)	164	Spring, 2007
	<u>FORT MCHENRY TUNNEL</u>		
21	Installation of Six Overhead Doors for the Maintenance Vehicle Storage Area (1469)	233	Complete
22	Structural Repairs to I-95 Viaduct Bridges from Canton Railroad to Herring Run (1465)	1,273	Complete
23	Study of Security Improvements Around Vent Buildings (1464)	125	Complete
24	Replacement Lenses and Tubes for Tunnel Light Fixtures - Budget (1472)	2,100	Complete
25	Study of Electrical Switchgear at FMT (1476)	200	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>FORT MCHENRY TUNNEL (cont'd)</u>		
26	Toll Booth HVAC Renovation (1471)	218	Complete
27	EZ Pass Way-Finding -FMT (2040)	200	Complete
28	Preliminary Engineering Study for Security Upgrades (1467)	200	Underway
29	Study of Paving and Miscellaneous Improvements to Tunnel Parking Lots (1470)	515	Underway
30	Miscellaneous Repairs to Air Ducts and Tile Removal Below Tunnel Walkway (1468)	2,250	Underway
31	Study to Install Fire Suppression System, First Floor, East Vent Building - FMT (2042)	25	Underway
32	Administration Building HVAC Replacement - FMT (1477)	1,090	Spring, 2007
33	Construct a Northbound Overweight and Oversized Staging Transfer Area on FMT (2041)	900	Spring, 2007
34	Removal of Canton RR Bridge (BCW585) over I-95 (1473)	1,190	Spring, 2007
35	Repairs to Fire Protection System in Tunnel (1401)	415	Spring, 2007
36	Replace East and West Vent Building Roofs (1402)	924	Spring, 2007
	<u>HARBOR TUNNEL</u>		
37	Replace Roofs on BHT Vent Buildings (0272)	260	Complete
38	Construct New Salt Dome and Metal Storage Building, and Modifications to Moravia Rd. Salt Barn (0270)	1,118	Complete
39	Remove Railroad Bridge over I-895 Fairfield Portal Ramp - HT (0234)	690	Complete
40	Study to Replace Retaining Wall NB and SB I-895 MM 12.0 to MM 12.2 - Engineering Only (0211)	50	Complete
41	Clean and Paint K-Truss Upper Section (0271)	3,388	Underway
42	Cleaning, Painting, and Miscellaneous Repairs at I-895 WB Ramp over I-95 Bridge (HOY004) (0283)	619	Underway
43	Design Roadway Rehabilitation between Portal and K-Truss Structure - Study - Harbor Tunnel (2037)	150	Underway
44	New Maintenance, Automotive and Sign Shop Building (0269)	12,500	Underway
45	Study Geometric Improvements for I-895 Exit Ramp at Holabird Avenue and Ponca Street - Harbor Tunnel (2038)	100	Underway
46	Flood Mitigation at Fairfield Ventilation and Service Buildings (0290)	500	Underway
47	Median Paving at I-895 Crossovers (Both sides of Tunnel) (0289)	1,300	Underway
48	Rehab Tunnel Lighting (0264)	1,975	Underway
49	Study of Portal and Roadway Rehabilitation - Harbor Tunnel (2029)	150	Underway
50	Study of Repair Roof of BHT Service Building - Harbor Tunnel (2036)	25	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>HARBOR TUNNEL (cont'd)</u>		
51	Replace Water Line - Frankfurst Avenue to Service Building - Harbor Tunnel (2034)	500	Spring, 2007
52	Widening and Superstructure Replacement of I-895 Bridges over Herring Run (0284)	10,350	Spring, 2007
	<u>HATEM BRIDGE</u>		
53	Study of Overheight Detection System Signing (0818)	50	Complete
54	Cecil/Harford Bridges Work Group (2017)	250	Complete
55	MD RT 222/40 Intersection Improvements - Study/Design (1299)	500	Underway
56	Replace Existing Salt Dome and Repave Parking Area (0802)	605	Underway
	<u>KENNEDY HIGHWAY</u>		
57	Upgrade and Replace Traffic Barrier W-Beam SB I-95 from the Tydings to the Delaware State Line (1281)	1,950	Complete
58	Sign Lighting and Maintenance Systems (1293)	250	Underway
59	Study of JFK Corridor Wide Maintenance Facility Needs (1202)	50	Underway
60	Engineering Support - CVISN-Pre-Pass at JFK (2057)	220	Underway
61	Replace HVAC Systems at Maryland House Service Stations and Restaurant (1294)	341	Underway
62	Replacement of Exterior Windows and Doors, and Roof at Chesapeake House and Service Area (1289)	680	Underway
63	Resurface NB I-95 from the Tydings Bridge to the Delaware Line (1277)	8,035	Underway
64	Resurface SB I-95 from the Tydings Bridge to the Delaware Line (1278)	9,164	Underway
65	Roofing, Gutter, Downspout and Rooftop HVAC Replacement - MD House (1295)	875	Underway
66	Study of Ground Water Recovery System at Maryland House (1264)	45	Underway
67	Study of Milling and Resurfacing on I-95 Northbound from Raphel Road to Bradshaw Road (1204)	750	Underway
68	Emergency Contract for Demolition of Property Adjacent to I-695 & I-95 Interchange (2081)	198	Underway
69	Expansion and Improvements for I-95/Rte. 152 Parking Lots (1206)	846	Underway
70	Travel Plaza Site/Truck Parking Facility Study (2082)	200	Underway
71	Pave Maintenance Yard at SB I-95 MM 81.6 (1205)	604	Spring, 2007
72	Rehabilitation of Curbs and Sidewalks at Park-and-Ride Facilities in Harford and Cecil Counties (1209)	540	Spring, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>KENNEDY HIGHWAY (cont'd)</u>		
73	Replace Tyding Bridge Deck Joints (2058)	5,800	Spring, 2007
	<u>MULTI-AREA</u>		
74	Upgrade and Replace Metal Barriers and Attenuators (Reserves) (1922)	1,890	Complete
75	Install Network Communications at FSK, TJH, and MTAG Customer Service Center - Budget (1978)	443	Complete
76	Inspection and Repairs to High Mast Light Poles and Sign Structures (1956)	2,693	Complete
77	Upgrade and Replace Existing Signing - Southern Region (1999)	2,301	Complete
78	Lighting Modifications in BHT and FMT Fresh Air Ducts (1991)	430	Complete
79	Fiber Plant Documentation - Multi-Area (2062)	100	Complete
80	Annual Inspection of Authority Facilities (1920)	8,118	Underway
81	Planning Studies - All Facilities - Reserves (1944)	2,900	Underway
82	Miscellaneous Paving Repairs - Reserves (1919)	4,400	Underway
83	Installation of Dynamic Signs (Phase V) & Misc Electrical & Lighting Improvements-Various Facilities (1950)	1,696	Underway
84	Purchase of Additional Electronic Toll Collection Transponders (1968)	4,200	Underway
85	Upgrade and Replace Highway Signs, Pavement Markers and RPM Replacement - Reserves (1980)	2,308	Underway
86	Install CCTV Systems and Fiber Optic Spurs along I-95 (1974)	6,387	Underway
87	Install Permanent Changeable Message Signs (1993)	576	Underway
88	Planning Studies for Strategic Development (1994)	5,717	Underway
89	Building Security Improvements at Various Facilities (1945)	2,800	Underway
90	GDOS Budget (1989)	1,350	Underway
91	Miscellaneous Paving Repairs (1967)	2,328	Underway
92	Miscellaneous Structural Repairs (On-Call) (1992)	5,000	Underway
93	Video Surveillance Systems under Bridges (1966)	755	Underway
94	Annual Facilities Inspection (Budget - Capital Costs Only) (1986)	10,000	Underway
95	Information Technology Strategic Plan Implementation (1942)	3,123	Underway
96	Install New Emergency Generators at JFK and TJH Facilities (1923)	1,006	Underway
97	Relocation of Median Crossovers, Miscellaneous Slope, Drainage & Median Repairs I-95, I-695 & I-895 (1951)	2,335	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>MULTI-AREA (cont'd)</u>		
98	Right of Way Fencing at Various Locations (1972)	508	Underway
99	Software for CHART and AOC (Budget) (1985)	3,000	Underway
100	Upgrade and Replace Metal Traffic Barriers and Attenuators (1965)	2,050	Underway
101	Upgrade Authority Operation Center at Fort McHenry Tunnel and Baltimore Harbor Tunnel (1954)	6,375	Underway
102	Concept of Operations Plan for Authority Security Initiative (2071)	50	Underway
103	Development of TS&L for Canton Railroad- DMT (2015)	100	Underway
104	Engineering and Construction Support for DBM (2013)	50	Underway
105	ETC System - Next Generation (1958)	23,400	Underway
106	Install CCTV Systems at FSK, HWN, TJH and WPL Facilities (1976)	5,089	Underway
107	Install Incident Detection Systems in Tunnels (1975)	1,140	Underway
108	Miscellaneous Engineering and Environmental Tasks and Studies (2010)	150	Underway
109	Miscellaneous Paving Repairs (1938)	2,587	Underway
110	Miscellaneous Slope and Drainage Repairs (1931)	1,492	Underway
111	Miscellaneous Structural Repairs to the Millard E. Tydings and Thomas J. Hatem Memorial Bridge (1907)	5,661	Underway
112	Miscellaneous Structural Studies (2064)	50	Underway
113	NPDES Environmental Compliance Inspection and Remediation - Study (2007)	1,000	Underway
114	Review of In-Car Digital Video System (2009)	55	Underway
115	Toll Facility Cost Allocation Study (2002)	185	Underway
116	Analyze Authority Facilities for Gas and Electric Energy Consumption (2078)	50	Underway
117	Assess Need and Scope Underwater Repairs and Flat Bridges - Multi-Area (2065)	200	Underway
118	On-Call Miscellaneous Structural Repairs at Various Facilities (1900)	2,700	Underway
119	Planning Studies for Strategic Development - Second Generation (2001)	9,407	Underway
120	Preliminary Planning for Camera and Codec Purchase (2014)	200	Underway
121	Preparation of Construction Contracts Mapping to Analyze the Maintenance of Traffic (2077)	50	Underway
122	Replace Authority Radio Communications System (1941)	18,700	Underway
123	Replace Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	963	Underway
124	Upgrade and Replace Metal Traffic Barrier and Attenuators (2011)	1,850	Underway
125	Construct, Deliver, and Commission Dynamic Message Signs (1949)	15,750	Spring, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>MULTI-AREA (cont'd)</u>		
126	Emergency Replacement of Light Poles at FMT and FSK (2066)	350	Spring, 2007
127	Installation of Highway Advisory Radio Transmitters and Signs - JFK and WPL (2008)	750	Spring, 2007
128	Maintenance and Repair of Security System Installed (2075)	417	Spring, 2007
129	Miscellaneous Structural Rehabilitation of I-895 and FSK Bridges (1940)	5,850	Spring, 2007
130	Replace UPS's Various Locations (1953)	1,315	Spring, 2007
131	Security Improvements Phase II (40 Buildings) (1983)	6,250	Spring, 2007
132	Substructure Repairs to Various Structures on I-95, I-695, and I-895 (1939)	3,165	Spring, 2007
133	Upgrade and Replace Signs and Sign Structures - BHT (2016)	9,500	Spring, 2007
	<u>NICE BRIDGE</u>		
134	Metal Storage Building & Renovations to Existing Metal Storage Bldg, New Truck Wash Bldg & Salt Dome (1022)	1,865	Complete
135	Miscellaneous Renovations to Administration Building (1025)	250	Underway
136	Nice Bridge Campus Master Plan (2070)	200	Underway
137	Substructure Repairs and Miscellaneous Modifications to the Harry W. Nice Memorial Bridge Facility (1028)	1,705	Underway
	<u>POINT BREEZE</u>		
138	Miscellaneous Renovations to Point Breeze Facility (1901)	375	Underway
139	Point Breeze Electrical Switchgear Replacement - Phase No. I (2000)	166	Underway
140	Rehabilitation of Point Breeze Railroad Track and Old Vail Street Entrance (1903)	675	Underway
	<u>W. P. LANE BRIDGE</u>		
141	Widening Toll Plaza Departure and Upgrade Weigh Station - Eastbound - Study (0641)	225	Complete
142	Grind and Resurface WPL Administration Parking Lot (0671)	130	Complete
143	Improvements to MD 8 from US 50 to Bay City Road - Budget (0661)	200	Complete
144	Replace 5KV Cables & Misc. Repairs & Upgrades to the WPL Electrical Systems (0650)	5,400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

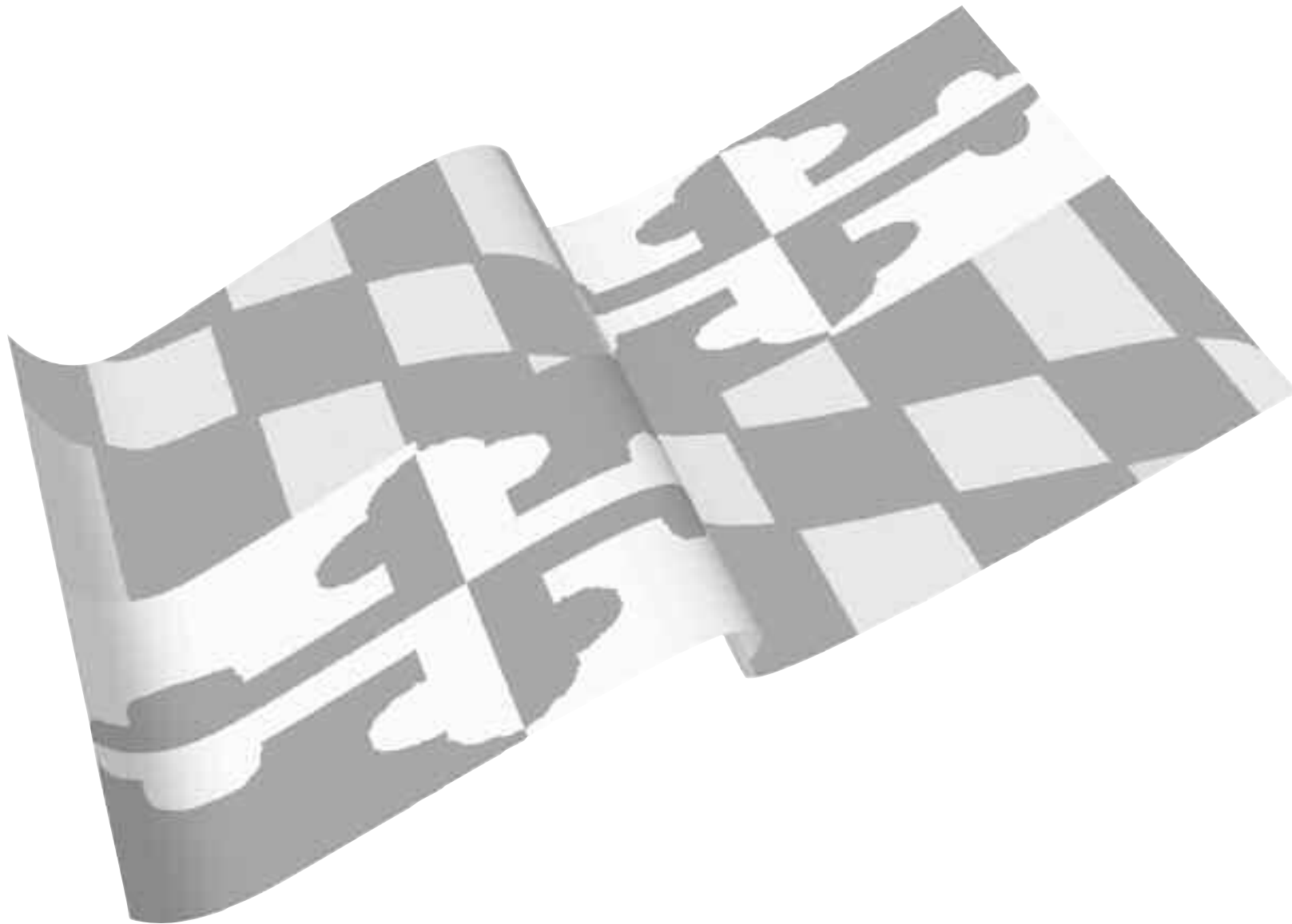
MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2007 and Prior (cont'd)</u>		
	<u>W. P. LANE BRIDGE (cont'd)</u>		
145	Police Building - Install Observation Windows in Holding Cells (0660)	21	Underway
146	Replace Lane Signals and Controllers at WPL (0651)	5,250	Underway
147	Replace Sewage Ejector Pumps and Pit (2079)	150	Underway
148	Study of Eastern Shore Building with Bays and Parking - Bay Bridge (2048)	50	Underway
149	Study to Correct Drainage in Wash Bay at Police/Automotive Building - Bay Bridge (2052)	25	Underway
150	Study to Install 4 Isolation Points and Access Ladder on EB Bridge - Bay Bridge (2054)	25	Underway
151	Study to Replace Heating Oil Fuel Tanks at Administration Building and Police West Garage - BB (2051)	50	Underway
152	Study to Replace Sub Base and Overlay on Eastern Shore Causeway - Bay Bridge (2053)	25	Underway
153	Replace Roof on Administration/Maintenance Building - Bay Bridge (2047)	450	Spring, 2007
	<u>FY 2008</u>		
	<u>F.S.KEY BRIDGE</u>		
154	FSK Bridge Patch and Seal (0302)	1,980	Summer, 2007
155	Roof Replacement at Police Headquarters - FSK (0478)	436	Summer, 2007
	<u>FORT MCHENRY TUNNEL</u>		
156	Electric Vault Renovations for Fort McHenry Tunnel Facility (1478)	1,050	Summer, 2007
157	Master Plan - FMT (2044)	100	Summer, 2007
158	Replace all DMS and Lane Use Signals with LED (1463)	1,670	Summer, 2007
159	Rehab Deteriorated Concrete in Tunnel Inside Ducts - FMT (2045)	19,500	Spring, 2008
	<u>HARBOR TUNNEL</u>		
160	Electric Vault Renovations for BHT (0265)	800	Summer, 2007
161	Replace all DMS and Lane Use Signals at BHT with LED Based Technology (0281)	1,025	Summer, 2007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 24 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2008 (cont'd)</u>		
	<u>MULTI-AREA</u>		
162	Law Enforcement IT Systems Plan - Multi-Area (2060)	11,688	Summer, 2007
163	Miscellaneous Highway Engineering Tasks and Studies (2012)	25	Summer, 2007
164	Navigation Lighting Renovations to Francis Scott Key, Nice Memorial Bridge and Bay Bridge (2074)	1,000	Summer, 2007
165	Replace Existing DMS, Install New DMS (1914)	486	Fall, 2007
166	Upgrade/Replace Existing Signing - Northern Region (1959)	16,300	Fall, 2007
	<u>NICE BRIDGE</u>		
167	Approach Roadway Rehabilitation, Realignment and Toll Booth Replacement (1029)	5,830	Summer, 2007
	<u>POINT BREEZE</u>		
168	Electric Service Upgrade - Phase II (2004)	257	Summer, 2007
	<u>W. P. LANE BRIDGE</u>		
169	Hardening of Suspension Cables - Bay Bridge (2046)	4,600	Summer, 2007
170	Replace Ten Existing Cameras on WPL Bridge (0657)	540	Fall, 2007



GLOSSARY

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Chesapeake Highway Advisories Routing Traffic – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.