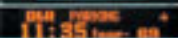
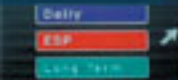




MARYLAND
MO

Maryland Department
of Transportation
www.marylandtransportation.com

FY 2005-2010 Maryland Consolidated Transportation Program



MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM

Maryland's economic well-being and its citizens' quality of life is directly impacted by the transportation system that moves people and commerce. As Maryland's citizens travel our highways, fly out of Baltimore-Washington International 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. 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, 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, the Maryland Transportation Plan (MTP), sets goals and policies to guide transportation decision making over the next 20 years. The MTP is updated every three years to reflect changes in transportation policy priorities. The 2004 update establishes 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, the draft CTP is presented to local elected officials and citizens throughout Maryland for review and comment. It is then revised and submitted as part of the Governor's budget to the General Assembly in January, for approval.

As a companion piece to the SRT, MDOT publishes an Annual Attainment Report on Transportation System Performance. This report documents how MDOT is achieving its goals and objectives based on a series of performance indicators. 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.

Maryland's economy is expected to continue to recover in 2005, and the long-term prospects for Maryland continue to be positive. Recognizing the need to ensure adequate funding for transportation projects, the Governor appointed a 29-member blue ribbon panel of legislative and business leaders to provide recommendations on transportation needs and funding options for Maryland. After seven meetings and public hearings the task force completed its review of the State's transportation systems, future transportation needs and potential revenue options. A final report of the committee's recommendations was submitted to the Secretary and Governor in late 2003.

In that report, the committee documented the strong support of state and local elected officials, the business community and the public for a \$300 million per year or greater increase in new revenues to support a \$4.7 billion increase in the capital program over the program period of 2005 - 2010. Delivering on his promise for a More Mobile Maryland in Every Corner of the State, the Governor introduced legislation based on these recommendations to the Maryland General Assembly. The result was the passage of a bill which provided for a \$237 million per year increase over the six-year program period.

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 direct resources to specific needs and seek multi-modal solutions, looking for the best mode or modes of transportation to address specific problems. 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 also 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 insure 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

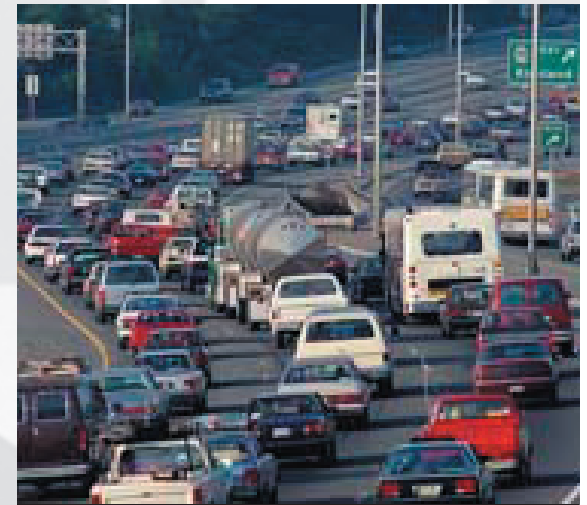


"Every mode has instituted improved safety measures and the Department is implementing a vast number of heightened security measures throughout the transportation system."

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.



"key gaps and bottlenecks within the State's transportation systems that are known to cause delay and congestion"

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 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, priced or special purpose facilities (e.g. Express Toll Lanes), improving mobility through technology (e.g. E-Z pass), alternative means of travel (e.g. bus rapid transit), and key system expansion (e.g. 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 schedule 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.



"The transportation needs of individuals throughout our State are varied and require transportation options...."

PRIORITY INITIATIVES

Intercounty Connector (ICC) Concept Plan

The Intercounty Connector, a new 17 to 18-mile facility connecting I-270 with I-95 and US 1, is one of the state's highest transportation priorities. A conceptual funding plan has been developed which is intended to assure that it can be built while allowing the maximum funding for other much needed transportation projects elsewhere in Maryland. The Intercounty Connector will be a toll highway, owned by the Maryland Transportation Authority. In addition to use in managing traffic demand and congestion, tolls are intended to help fund a significant portion of the ICC's capital, as well as operating cost. Accordingly, the concept-funding plan includes a mix of (a) Maryland Transportation Authority (MdTA) revenue bonds, backed by tolls on the ICC and other existing 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 sources.

Using 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 currently available federal highway funding can be used for other projects throughout Maryland, rather than to finance the cost of the ICC. Debt service payments on GARVEE bonds would come from a portion of the additional future federal funds Maryland expects to receive under reauthorization of the federal surface transportation program. Each year, a small portion of this federal funding would be used for payments on GARVEE bonds. This complex project requires a concept plan that allows for flexibility as the project progresses. Due to the early stage of this project, it is important to note that this funding scenario still is a concept plan and subject to ongoing review and modification.

Express Toll Lanes

Having some of the most congested urban highways in the country, Maryland is considering implementing Express Toll Lanes to manage traffic flows or traffic demand to improve the safety, mobility and efficiency of the State's highways. Express Toll Lanes offer motorists and transit users generally free-flowing traffic and reliable travel times.

Express Toll Lanes provide opportunities for vehicles to maintain free-flow travel on designated lanes outside of general-purpose lanes. Persons traveling in the Express Toll Lanes pay a fee for the use of the lane, and the level of usage in the lanes is regulated by the amount of the toll. This does not mean traditional toll roads with waits at tollbooths, as tolls would be collected 100 percent elec-

tronically via the use of electronic transponders at highway speeds. Toll rates would vary based on demand - either by time of day or based on actual traffic conditions - increasing when the lanes are relatively full and decreasing when the lanes have extra capacity. Due to the nature of Express Toll Lanes, their application is suited for limited access highways such as interstates and parkways. Some of the potential benefits of Express Toll Lanes include:

- Offering commuters a new viable travel choice and alternative to spending valuable time stuck in traffic.
- Travel time-savings and travel time reliability for all area motorists. Access for buses to free-flowing lanes - thus offering similar travel time-savings, travel time reliability, and enhanced operating efficiency for transit.
- The ability to manage demand and use of the lanes to keep traffic flowing smoothly and maintain the alternative over time, even as overall demand increases.
- The ability to generate revenue directly from users to help pay for construction, maintenance, and operation of the lanes.
- Improved traffic conditions and safety - by reducing traffic congestion and congestion - related accidents.
- Community and environmental benefits, including the potential for reduced impacts of highway expansion as well as possible air quality improvements resulting from lowered vehicle emissions on the less congested highway lanes.

Express Toll Lanes could offer Maryland's drivers and transit users a choice of relatively congestion-free travel whenever they need it most. An integrated system of Express Toll Lanes could help ease the impact of traffic congestion on Marylanders' lives and do so decades sooner than traditional approaches would allow.

Transit Studies

The Department is committed to expanding the transportation alternatives available to Marylanders and is showing this commitment by pursuing transit system expansion in both the Baltimore and Washington regions. In Baltimore, the Maryland Transit Administration (MTA) has intensified the Baltimore Region Transit Plan by splitting it into two separate projects. The Red Line Study and the Green Line Study both evaluate the options and feasibility of constructing new, separate transit lines to be incorporated into the city's current transit network. In the Washington region, the MTA is working with local and regional partners (most notably the Washington Metropolitan Transit Authority) on two major transit studies, the Corridor Cities Transitway and the Bi-

County Transitway. The Corridor Cities Transitway would extend from the end of the Metro Red Line at Shady Grove towards Clarksburg in Montgomery County, and was originally a portion of the joint I-270 Corridor Study with SHA. The Bi-County Transitway would be the first transit line to "connect the spokes" of the Washington Metro system, by traversing Montgomery and Prince George's Counties from Bethesda to New Carrollton. This line would be integrated into the proposed Silver Spring Transit Center. The Department and its partners are evaluating all of these proposed transit lines with great scrutiny, including alignments and best mode of travel.

Community Safety, and Enhancements Program:

Governor Ehrlich's Community Safety and Enhancement Program is designed to provide investment in the transportation infrastructure of existing communities to improve safety and enhance the appearance of those communities. Projects in this program work closely with the local community to identify current concerns and future needs based on the local jurisdiction's comprehensive improvement plan. Typical projects include traffic and pedestrian safety improvements, roadway resurfacing, drainage improvements, signalization, lighting and landscaping. Forty-three (43) projects throughout the State are included in the Community Safety and Enhancements Program in this CTP.

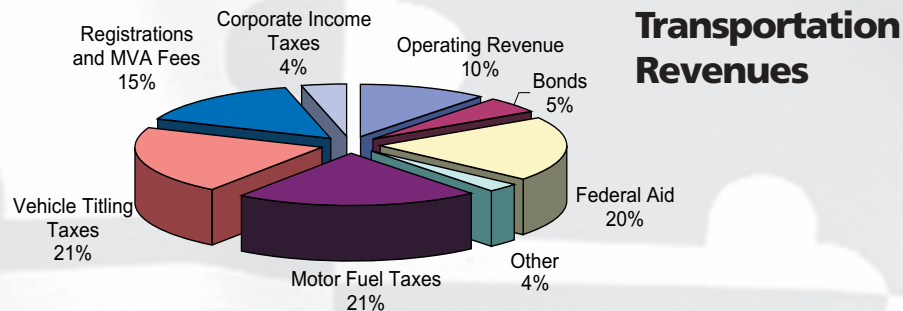
The Community Safety and Enhancements Program is an example of the many resources that may be drawn upon as part of the Governor's Priority Places Strategy. The Priority Places strategy is currently focused on Transit Oriented Development, brownfields, military base community development and community revitalization projects that have the potential to leverage or generate private investment and spur economic development and improvements to a larger area.



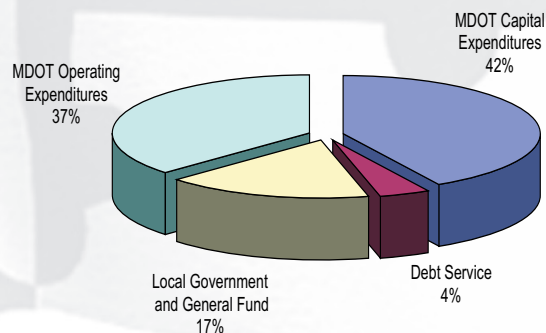
"Projects in this program work closely with the local community to identify current concerns and future needs..."

WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, 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 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 is currently in the process of developing the next 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 \$17.6 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 8 through 10.)



Transportation Expenditures



WHERE THE MONEY GOES...

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

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

This FY 2005-2010 CTP totals about \$9.3 billion; \$8.4 billion of which comes through the Trust Fund and \$0.9 billion from "Other" fund sources.

Capital Expenditures

FY 2005-2010 CTP SUMMARY (\$ MILLIONS)

	STATE FUNDS	FEDERAL AID	OTHER *	TOTAL	PERCENT OF TOTAL
TSO	96.5	27.3	—	123.8	1.3
MVA	150.0	—	—	150.0	1.6
MAA**	309.6	125.7	285.9	721.2	7.8
MPA	499.8	10.1	—	509.9	5.5
MTA	628.0	753.0	3.4	1,384.4	14.9
WMATA***	433.9	97.3	567.5	1,098.7	11.8
SHA	2,730.7	2,584.7	—	5,315.4	57.1
TOTAL	4,848.5	3,598.1	856.8	9,303.4	100.0

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

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

*** Federal funds for Addison Road go directly to WMATA and are now included in "Other Fund" 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 the Counties and Baltimore City to receive input on local priorities. Local jurisdictions submit priority lists. Regional bodies also provide input. Projects are more likely to be funded if there is a local consensus behind it. Local input is considered when revising the program before it is submitted to the Governor. The Governor then includes the CTP with his budget submission to the General Assembly in January.



Additionally, the public has many other opportunities to review and comment on specific projects, such as during 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 and Capital Programming, 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 Maryland Transportation Plan (MTP) serves as the Department's guiding policy document. The current Plan, which was adopted in 2004, is updated every three 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 TEA-21 and Clean Air Act Amendments.

In June 1998, the President signed into law the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for a period of six years which ended September 30, 2003. Since that time, surface transportation programs have been authorized via a series of short-term extensions. The current extension is valid through May 2005. TEA-21 is expected to be reauthorized and will likely build and improve upon current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels. Other initiatives will likely focus on protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. Congress continues to work on re-authorizing the TEA-21 legislation to provide federal funding to address the extensive needs of the nation's transportation system.

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 other lists, which can help the reader under-

stand changes in the CTP. One shows significant changes from last year's CTP. It lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP.

Also, there is information regarding the economic trends and assumptions the CTP is based upon and more information about revenue projections.

STATE HIGHWAY ADMINISTRATION - Montgomery County - Line 7

PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct a new interchange at Briggs Chaney Road as appropriate.

JUSTIFICATION: Rapid development along the US 29 corridor has re congestion. An interchange at this location will address falling levels of economic development.

SMART GROWTH STATUS:

☐ Project Not Location Specific or Location Not Determined

☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception Approved by BPWMI

☒ Grandfathered

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Construction Program)

East/West Link Improvements (D&E Program)

US 29, Interchanges (Construction and D&E Programs)

MD 28/ MD 198, MD 97 to I-95 (D&E Program)

STATUS: Final Engineering underway. Right-of-way to begin during t

SIGNIFICANT CHANGE FROM FY 2000 - 05 CTP: None.

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

PROJECT CASH FLOW

PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2000	CURRENT YEAR 2001	BUDGET YEAR 2002	2003	2004	2005	2006	2007	2008	2009	2010	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,709	20	700	1,000	889	100	0	0	0	0	0	2,689	0	0
Right-of-way	8,258	0	0	100	3,200	3,700	1,258	0	0	0	0	8,258	0	0
Construction	27,881	0	0	0	0	5,254	9,015	9,294	23,583	4,318	0	0	0	0
Total	38,848	20	700	1,100	4,089	9,054	10,273	9,294	34,510	4,318	0	0	0	0
Federal-Aid	30,084	14	490	778	3,118	7,054	8,013	7,249	28,702	3,368	0	0	0	0

STIP REFERENCE # 152048 12/01/2000

FUNCTION: STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPA

CURRENT (1999) - 57,300

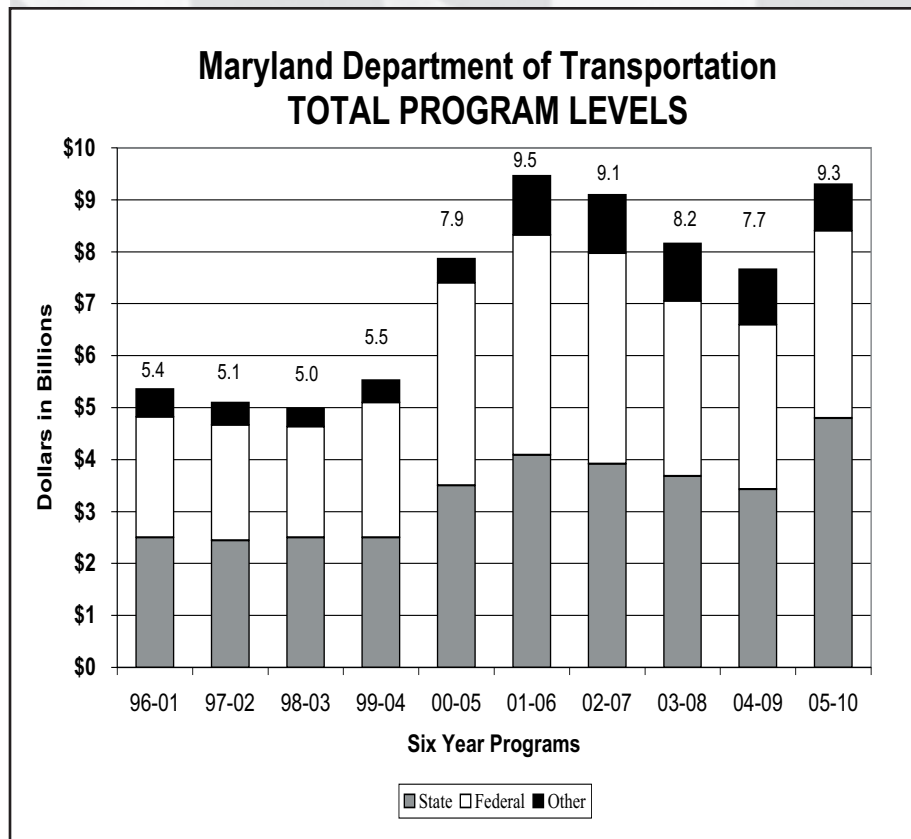
PROJECTED (2020) - 92,900

OPERATING COST IMPACT: t

A PROJECT INFORMATION FORM

PROGRAM HIGHLIGHTS

The FY 2005-2010 CTP totals about \$9.3 billion. About 45 percent of this capital program will be supported by federal funds, predominately 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 4.4 percent to 5.3 percent during the program period with inflation between 1.6 to 2.2 percent annually.

The nation's economy started an economic recovery in FY 2004. It is now believed to be entering a period of sustained growth. As it moves through this economic recovery, it 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.

There are plentiful supplies of gasoline in the marketplace. Gasoline consumption is projected to increase 2.25 percent in FY 2005 and FY 2006, and increase about 1 percent thereafter.

Auto sales had been increasing consistently due to the combination of good economic conditions, customer incentives, and increased consumer confidence. For FY 2005 and beyond, sales are expected to moderate and follow their normal cyclical pattern throughout the forecast period.

REVENUE PROJECTIONS

Total projected revenues amount to \$17.6 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 includes the revenue infusion enacted during the 2004 legislative session, but 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 \$3.6 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 \$2.3 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 2.5 percent every two-year cycle.
- **Corporate Income Tax:** The transportation share of corporate income tax revenues is estimated to be \$648 million. The Department receives a portion (24 percent) of the 7 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$3.9 billion for operating and capital programs. This amount does not include \$567 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital; only \$270 million is for operating assistance. Since federal aid supports approximately half of the capital program; a more detailed discussion of federal aid assumptions is presented in the next section of this summary.
- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.2 billion, with \$687 million from MTA; \$555 million from MPA; and \$1.0 billion from MAA. MTA revenues primarily include rail and bus fares. MPA revenues include terminal operations, the World Trade Center, and other port-related revenues. MAA revenues include flight activities, rent and user fees, parking, airport concessions, and other aviation-related

fees. These projections are forecast to include additional revenues from the garage and terminal expansion.

- **Bond Proceeds:** It is projected that \$1.1 billion of bonds will be sold in the six-year period. The level of bonds, which 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 \$278 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

The Transportation Equity Act for the 21st Century (TEA-21) authorized funding levels for transit and highways for federal fiscal years (FFY) 1998 through 2003. TEA-21 authorized a guaranteed minimum level of highway and transit funding, which has resulted in significantly higher funding than previous acts – 40 percent higher than the previous act.

TEA-21 expired September 30, 2003, and Congress has passed a series of short-term extensions of the authorization.

The next federal surface transportation authorization act will determine the program structures for a multi-year period, most likely for five or six years – beginning in FFY 2006. However, due to lack of consensus on new sources of federal revenues, there is some probability that Congress may enact a short-term six-month to two year extension of the existing act. Depending on congressional action, funding levels are expected to be slightly higher than current levels.

The ability to complete the program as scheduled, will, of course, depend upon actual federal appropriations. Transit funding is of particular concern. An estimated 50 percent of the transit funds are discretionary and are dependent on annual appropriation earmarks. Specific federal aid assumptions and issues relating to the Department's program are detailed as follows:

Transit:

The FFY 2005 FTA Urbanized Area capital assistance for Baltimore, Washington and Small Urban Systems for Bus, Metro, Light Rail, and MARC is \$55.5 million. An annual estimated amount of \$55.5 million is assumed for the FFY 2006.

The MTA has assumed an annual amount of \$27.9 million for FFY 2006 in rail modernization funds.

The TEA-21 authorized a maximum of \$185 million in New Starts funds for MARC improvements for FY 1998 to FY 2003. The actual appropriation for MARC was \$31 million in FFY 1998, \$17 million in FFY 1999, \$2.2 million in FFY 2000, \$10 million in FFY 2001, \$12 million in FFY 2002, and \$11.6 million for FFY 2003. There is no current authorization for MARC New Starts funding.

TEA-21 authorizes \$120 million for Baltimore Central Light Rail Double-tracking. There was an appropriation of \$1.0 million in FFY 1999, \$4.7 million in FFY 2000, \$3 million in FFY 2001, \$13.0 million in FFY 2002, \$18.0 million in FFY 2003, \$39.8 million in FFY 2004, and \$28.8 million in FFY 2005. A Full Funding Grant Agreement was approved in July 2001. The Department has estimated future federal appropriations of \$12.6 million.

Highways:

Federal highway programs are authorized by multiple-year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in a given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under ISTEA, which authorized funds from federal fiscal year 1992 through federal fiscal year 1997, OA ranged from 80.5 percent to 105.3 percent. This CTP assumes the level of OA from TEA-21 at 87 percent of apportioned funds for FFY 2006 and thereafter. The Department has taken advantage of a TEA-21 provision to proceed with some federal aid projects now even though federal aid will not be available until later. This "advanced construction" provision allows the use of State funds now, which will later be reimbursed with federal aid as it becomes available. This is done for selected projects in an effort to start construction as early as possible to help meet specific highway needs.

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

Washington Metropolitan Area Transit Authority:

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

TEA-21 authorizes construction of the Addison Road to Largo Extension of the Washington Metro. Prior to the Full Funding Grant Agreement (FFGA), there was an appropriation of \$1 million for the extension in FFY 1999 and \$4.7 million in FFY 2000. A Full Funding Grant Agreement (FFGA) was approved in December of 2000. FFGA appropriations include \$7.5 million in FFY 2001, \$55 million in FFY

2002, \$59 million in FFY 2003, \$64 million in FFY 2004, and \$76.2 million in FFY 2005. Funding obtained in FFY 2005 completes federal funding for the FFGA.

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

Aviation:

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 \$18 million for the six-year program period.

The MAA anticipates an additional \$97 million in new discretionary AIP funding for BWI and Martin State Airports during the six-year program period. If discretionary funds are not forthcoming as assumed, the schedule of impacted projects will be adjusted accordingly.

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 within the Department, including the Maryland Aviation Administration, the Motor Vehicle Administration, the Maryland Transit Administration, Washington Metropolitan Area Transit Authority, the State Highway Administration and the Maryland Port Administration. 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 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 and Capital Programming. 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: www.marylandtransportation.com

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MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2004-2009 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, \$4.15 billion worth of projects have been added to the CTP. Of that amount twenty-four projects at a cost of \$531.8 million were added to the Construction Program. Eleven projects at a cost of \$24.1 million were added to the Development and Evaluation Program (D&E). In addition, twenty projects were moved from the D&E Program to the Construction Program at a cost of \$3.60 billion. 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	
Hagerstown Airport Expansion	57.6
Maryland Port Administration	
Wallenius Wilhelmsen Improvements - Phase II	4.0
South Locust Point Cruise Terminal	13.2
Maryland Transit Administration	
MARC II Vehicle Mid-Life Overhaul	25.3
MARC Mid-Life Overhaul of GP40 and AEM7 Locomotives	71.1
State Highway Administration	
MD 47, Barrelville Road; Replace bridge over North Branch. (Allegany)	2.5
MD 295, Baltimore Washington Parkway; MD 295 from I-695 to I-195. (Anne Arundel)	23.7
I-83, Harrisburg Expressway; Replace bridges over NCR Trail and Little Falls. (Baltimore)	11.3
MD 45, York Road; MD 45 from Cavan Road to Ridgely Road. (Baltimore)	12.3

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION

TOTAL COST
(\$ MILLIONS)

State Highway Administration

MD 260, Chesapeake Beach Road; Replace bridge over MD 260. (Calvert)	1.8
MD 194, Francis Scott Key Highway; Replace bridge over Big Pipe Creek. (Carroll)	3.0
MD 7B, Philadelphia Road; Replace bridge over Mill Creek. (Cecil)	2.1
MD 874C, Old New London Road; Replace bridge over Ben's Branch. (Frederick)	1.5
US 40, Pulaski Highway; US 40 from MD 152 to MD 24 overpass (Harford)	8.2
MD 450, Annapolis Road; Replace bridge over CSX Railroad. (Prince George's)	4.6
I-95/I-495, Capital Beltway; Interchange improvements at Arena Drive (Interim improvements) (Prince George's)	29.7
MD 19, Robert Station Road/MD 405, Price Station Road; MD 19 & MD 405 over Beaverdam Ditch and German Branch. (Queen Anne's)	2.2
MD 331, Dover Road; Replace bridge over Choptank River. (Talbot)	48.4
MD 90, Ocean City Expressway; MD 90 bridges over Assawoman Bay and St. Martin River. (Worcester)	7.1

Maryland Transportation Authority

John F. Kennedy Memorial Highway - Rossville Boulevard Bridge	10.0
John F. Kennedy Memorial Highway - Cowenton Avenue Bridge	3.1
Fort McHenry Tunnel - South of Tunnel	106.3
Fort McHenry Tunnel - North of Tunnel	61.7
Baltimore Harbor Tunnel Thruway - Canton Viaduct	21.1

Total **531.8**

PROJECTS ADDED TO THE D&E PROGRAM

<u>PROJECT DESCRIPTION</u>	<u>PHASE</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Maryland Aviation Administration		
Concourse B/C Fully Integrated Baggage Screening System and Baggage Claim Expansion at BWI Airport	PE	4.6
State Highway Administration		
MD 295, Baltimore Washington Parkway; MD 295 from MD 100 to I-195. (Anne Arundel)	PP	2.2
MD 2/4 at Lusby Connector; MD 2/4 at Lusby Connector. (Calvert)	PE	1.0
MD 404, Shore Highway; Upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to the Denton Bypass. (Talbot)	PE	3.8
MD 26, Liberty Road; MD 26 from Liberty Reservoir to MD 32. (Carroll)	PE	0.6
US 29, Columbia Pike; US 29 from Middle Patuxent River to Broken Land Parkway (Howard)	PE	1.7
US 1, Washington Boulevard; US 1 Corridor Study (Howard)	PP	1.3
MD 450, Annapolis Road; MD 450 from Stonybrook Drive to MD 3 (Prince George's)	PE	3.7
US 301, Blue Star Memorial Highway; US 301 at MD 304 (Queen Anne's)	PP	1.5
US 50, Ocean Gateway; US 50 bridge over Sinepuxent Bay. (Worcester)	PP	2.5
Maryland Transportation Authority		
William Preston Lane Jr. Memorial Bridge - Traffic Capacity Study	PP	1.2
Total		24.1

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

Maryland Aviation Administration

Midfield Complex - Aircraft Hangar at Martin State Airport	7.2
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Maryland Transit Administration

Baltimore Corridor Transit Study - Red Line	239.6
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State Highway Administration

I-695, Baltimore Beltway; Replace bridge at US 40. (Baltimore)	5.5
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MD 2/4, Solomons Island Road; MD 2/4 intersection at MD 231. (Calvert)	16.3
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MD 404, Shore Highway; Study to upgrade MD 404 from Double Hills Road to MD 16. (Caroline)	14.6
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MD 30 Relocated, Hampstead Bypass; MD 30 Relocated from south of Hampstead to north of Hampstead. (Carroll)	63.4
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MD 5 Relocated at Hughesville; Hughesville Bypass. (Charles)	34.3
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I-70, Baltimore National Pike; I-70 Phase 2B, 2C, Walser Dr., MD 355, and MD 475 South St. to Monocacy Blvd. (Frederick)	80.1
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US 15, Catoctin Mountain Highway; Study to reconstruct the existing interchange at MD 26. (Frederick)	1.7
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US 219 Relocated, Oakland Bypass; Oakland Bypass. (Garrett)	35.5
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MD 32, Patuxent Freeway; MD 32 at Burntwoods Road (Howard)	25.4
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MD 355, Rockville Pike; MD 355 from Old Georgetown Road to Maple/Chapman Road (Phase 1) (Montgomery)	40.3
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MD 124, Woodfield Road; MD 124 from Airpark to Fieldcrest (Montgomery)	35.6
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MD 4, Pennsylvania Avenue; Interchange at Suitland Parkway (Prince George's)	81.7
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I-95/I-495, Capital Beltway; Interchange improvements at Branch Avenue Metro Station (Phase 1) (Prince George's)	49.6
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PROJECTS MOVED FROM THE D&E PROGRAM TO THE CONSTRUCTION PROGRAM (Cont'd)

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

State Highway Administration

MD 237, Chancellors Run Road; MD 237 from Pegg Road to MD 235 (St. Mary's)	41.2
US 113, Worcester Highway; US 113 from MD 394 (Market Street) to MD 365 (Public Landing Road). (Worcester)	18.0

Maryland Transportation Authority

John F. Kennedy Memorial Highway - Section 100	830.2
John F. Kennedy Memorial Highway - Interchange at MD 24	85.6
Intercounty Connector	1,891.4

Total	3,597.2
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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		
Mall Area Development at BWI Airport	PE	Development to be coordinated with Airport Master Plan.
Terminal Building Expansion at BWI Airport	PE	Components have been transferred to other projects.

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 Runway Reconstruction at Martin State Airport	PE, CO	Contingent on federal funding and resolution of environmental components with Federal Aviation Administration.

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2004-2009 CTP, for the following eight major projects.

<u>PROJECT DESCRIPTION</u>	<u>JUSTIFICATION</u>	<u>FISCAL YEAR</u>
Motor Vehicle Administration		
Electronic Lien, Title and Registration System (TARIS 2)	Revised schedule to start in FY 2007 due to re-phasing of the electronic lien portion of the project.	FY 2006 to FY 2007
National Motor Vehicle Title Information System (NVMTIS)	Delay based on American Association of Motor Vehicle Administrators (AAMVA) schedule.	FY 2006 to FY 2007
Maryland Aviation Administration		
Noise Zone Land Acquisition Program	Part 150 Noise Contour Map update required before land acquisitions resume.	FY 2004 to FY 2006
Midfield Complex - New Air Traffic Control Tower For Martin State Airport	Construction start dependent upon approved environmental assessment.	FY 2005 to FY 2007
People Mover System at BWI Airport	Planning delay to address scope re-phasing.	FY 2004 to FY 2005
Maryland Port Administration		
Niche Cargo Warehouse, Shed 6B	Delay of Shed 3B has impacted the construction start of Shed 6B.	FY 2005 to FY 2006
State Highway Administration		
MD 732, Guilford Road; Replace Bridge 13029 over CSX Railroad. (Anne Arundel, Howard)	Delay in acquisition of needed Right-of-Way.	FY 2004 to FY 2005
I-270/Watkins Mill Road Extended; I-270 at Watkins Mill Road extended. (Montgomery)	Delay due to approval of consultant design contract.	FY 2004 to FY 2005

COST & SCOPE CHANGES

In total, one-hundred-sixteen major construction projects experienced significant changes in project cost or scope, for a net increase of \$541.0 million. Eighty-three projects increased in cost by a total of \$381.1 million, while nineteen projects experienced a decrease in cost of \$51.0 million. The scope of fourteen projects changed, which caused a net increase totaling \$225.9 million, while three projects experienced a reduction in scope of \$14.4 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF).

FY 2004 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed thirty major projects in FY 2004, at a total cost of \$3.64 billion. These projects are listed below.

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
Motor Vehicle Administration	
Document Imaging and Workflow System (DIWS)	13.1
Commercial Vehicle Information System Network (CVISN)	1.1
Maryland Aviation Administration	
15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport	60.7
New Daily Public Parking Garage and Surface Lot at BWI Airport	161.9
Consolidated Rental Car Facility at BWI Airport	131.9
Central Utility Plant Expansion and Upgrade of Electrical Substation at BWI Airport	23.8
Full Buildout of Parking Guidance System in Hourly Parking Garage at BWI Airport	3.3
Comprehensive Roadway Sign System at BWI Airport	4.6
Purchase of New Bus Fleet For Shuttle Services at BWI Airport	15.4
Maryland Port Administration	
Forest Products Warehouse - Lot 5B - Dundalk Marine Terminal	9.7
Maryland Transit Administration	
Light Rail Control	9.1
Mobility Vehicle Procurement	13.6
Procure Lift-Equipped Over-the-Road Coaches	21.2
Washington Metropolitan Area Transit	
Metrorail Construction	2,483.8
Addison Road Metro Extension	433.9

FY 2004 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS (Cont'd.)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST</u> <u>(\$ MILLIONS)</u>
State Highway Administration	
MD 935, Legislative Road; Replace Bridge 1016 over George's Creek. (Allegany)	1.5
MD 2, Solomons Island Road; Upgrade existing MD 2 to a 4 - 6 lane highway from MD 214 to south of Virginia Avenue. (Anne Arundel)	15.7
MD 506, Sixes Road; Replace bridge over Battle Creek. (Calvert)	0.9
MD 84, Baust Church Road; Replace Bridge 6016 over Meadow Branch. (Carroll)	0.8
MD 32, Sykesville Road; Replace bridge over River Road, Patapsco River and CSX Railroad. (Carroll, Howard)	5.7
US 29, Columbia Pike; Reconstruct portions of US 29 between MD 100 and MD 99. (Howard)	21.5
MD 28, Darnestown Road; Riffle Ford Road to MD 119. (Montgomery)	38.7
I-270, Eisenhower Highway; Improvements to the I-270/MD 117 interchange. (Montgomery)	10.6
I-495, Capital Beltway; Replace Bridge 15115 over MD 187. (Montgomery)	9.3
I-270 (East Spur); Construct a new interchange on I-270 at the Rockledge Drive Connector, and upgrade the interchange at MD 187. (Montgomery)	27.6
I-270 (West Spur); Reconstruct and upgrade the I-270 Spur Interchange at Democracy Boulevard/new interchange at Westlake Terrace. (Montgomery)	23.9
US 50, John Hanson Highway; US 50 at Columbia Park Road. (Prince George's)	8.3
I-95/I-495, Capital Beltway; Construct a new interchange at I-95 / I-495 (Capital Beltway) and Ritchie Marlboro Road. (Prince George's)	18.5
US 13, Ocean Highway; Replace Bridge 22002 over Leonard Mill Pond. (Wicomico)	3.2
US 113, Worcester Highway; Widen US 113 from US 50 to Delaware State Line. (Worcester)	69.7
Total	3,643.0

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
Rehabilitation and resurfacing of eighty-six (86) segments of highway.	79.7
Rehabilitation of seven (7) bridges.	16.8
Safety and geometric Improvements at thirty-five (35) locations.	22.9
Seventy-five (75) 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.	64.2
Fifty-six (56) rehabilitation projects for aviation, railroad, port, transit, motor vehicle facilities and the Secretary's Office.	65.2
	<hr/>
Total	248.8

AWARDS

The Department awarded twenty-six major projects in FY 2004, at a total cost of \$276 million. These projects are listed below.

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
MVA Restroom and Heating, Venting Air Conditioning - Annapolis Branch	.8
MAA BWI - Sanitary Sewer System Upgrades	2.3
MAA BWI - Upgrade Communication & Electrical Closets	1.3
MAA BWI - Bus Maintenance Facility	6.9
MAA BWI - Baggage System Replacement	2.8
MAA BWI - Field & Vehicle Maintenance Complex Renovations	3.9
MAA BWI - Materials Acquisition Center Renovations	4.2
MAA Comprehensive Paving at BWI and Martin State Airport	2.8
MAA Interior Modifications at BWI and Martin State Airport	3.0
MPA Environmental Clean Up at Kurt Iron	2.3
MPA Agencywide Substructure Repairs	1.6
MTA Metro - Maintenance Facility at Old Court Station	10.7
MTA Light Rail - Traction Power Substations	2.8
MTA Light Rail - Double Track Sections 1, 2, 3 and 4	18.4
MTA Metro - Heavy Rail Cable Testing	2.8
SHA MD 36 - Bridge over Georges Creek (Allegany)	4.5
SHA MD 70 - Bridge over Weems and College creeks (Anne Arundel)	35.5
SHA I-695 - Bridges over MD 25A, Joppa Road, and Thornton Road deck. (Baltimore)	21.6

AWARDS (Cont'd)

<u>PROJECT DESCRIPTION</u>	<u>TOTAL COST (\$ MILLIONS)</u>
SHA I-695 - Interchange at MD 45 (Baltimore)	16.4
SHA MD 43 Ext. - MD 150 to US 40 (Baltimore)	53.6
SHA MD 140 - Bridges over MD 97 North and MD 27 (Carroll)	15.9
SHA MD 16 - Bridge over Parsons Creek (Dorchester)	2.0
SHA MD 165 - Bridges over West Branch (Harford)	2.2
SHA US 29 - Interchange at Briggs Chaney Road (Montgomery)	48.5
SHA MD 115 - MD 28 to MD 124 - not including MD 115 at Avery Road (Montgomery)	7.3
SHA US 13 - Bridge over Leonard Mill Pond - County Reimbursement (Wicomico)	3.2

**DEPARTMENT OF TRANSPORTATION
FY 2006 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

Construction Program		Facilities and Capital Equipment	J01A0103	36.5
Major Projects	249.7	WMATA Capital Grants	J01A0105	166.7
System Preservation Minor Projects	16.9	Other Funds	Other	64.9
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>1.5</u>			
TSO TOTAL	268.1			268.1

STATE HIGHWAY ADMINISTRATION

Construction Program		State System Construction and Equipment	J02B0101	1,074.0
Major Projects	479.5	County and Municipality Capital Program	J02B0103	4.5
System Preservation Minor Projects	536.5	Major IT Development	J02B0108	5.5
<u>Development and Evaluation Program</u>	<u>68.0</u>			
SHA TOTAL	1,084.0			1,084.0

MOTOR VEHICLE ADMINISTRATION

Construction Program		Motor Vehicle Facilities and Capital Equipment	J04E0003	15.3
Major Projects	4.3	Major IT Development	J04E0008	4.1
System Preservation Minor Projects	14.2			
Development and Evaluation Program	0			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>0.9</u>			
MVA TOTAL	19.4			19.4

MARYLAND TRANSIT ADMINISTRATION

Construction Program		Transit Facilities and Capital Equipment	J05H0105	269.0
Major Projects	201.3	Major IT Development	J05H0108	32.1
System Preservation Minor Projects	76.6	Other Funds	Other	0.5
Development and Evaluation Program	18.1			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.6</u>			
MTA TOTAL	301.6			301.6

MARYLAND PORT ADMINISTRATION

Construction Program		Port Facilities and Capital Equipment	J03D0002	85.0
Major Projects	45.2			
System Preservation Minor Projects	23.7			
Development and Evaluation Program	11.9			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>4.2</u>			
MPA TOTAL	85.0			85.0

MARYLAND AVIATION ADMINISTRATION

Construction Program		Airport Facilities and Capital Equipment	J06I0003	78.8
Major Projects	80.3	Major IT Projects	J06I0008	4.5
System Preservation Minor Projects	67.3	Other Funds	Other	77.4
Development and Evaluation Program	7.2			
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>5.9</u>			
MAA TOTAL	160.7			160.7

DEPARTMENT TOTAL

Construction Program		
Major Projects	1,060.3	
System Preservation Minor Projects	735.2	
Development and Evaluation Program	105.2	
<u>Capital Salaries, Wages and Other Support Costs</u>	<u>18.1</u>	
GRAND TOTAL	1,918.8	<u>1,918.8</u>

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2006 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	22.6	-	-	-	-	22.6
Operating Grants-in-Aid	11.1	-	-	-	-	11.1
Facilities and Capital Equipment	-	36.4	-	-	-	36.4
WMAT Operating Grants	168.2	-	-	-	-	168.2
WMAT Capital Grants	-	166.7	64.9	-	-	231.6
<u>Information Technology Services</u>	32.7	-	-	-	-	32.7
Subtotal	234.6	203.1	64.9	-	-	502.6
<u>Debt Service Requirements (J01A04)</u>						
Debt Service Requirements	-	-	-	-	150.7	150.7
<u>State Highway Administration (J02B01)</u>						
State System Construction and Equipment	-	1,074.0	-	-	-	1,074.0
State System Maintenance	170.8	-	-	-	-	170.8
County & Municipality Capital Program	-	4.5	-	39.8	-	44.3
Highway Safety Operating Program	14.1	-	-	-	-	14.1
County & Municipality Program	-	-	-	554.1	-	554.1
<u>Major IT Developments</u>	-	5.5	-	-	-	5.5
Subtotal	184.9	1,084.0	-	593.9	-	1,862.8

Maryland Port Administration (J03D00)

Port Operations	96.1	-	-	-	-	96.1
<u>Port Facilities and Capital Equipment</u>	-	85.0	-	-	-	85.0
Subtotal	96.1	85.0	-	-	-	181.1

Motor Vehicle Administration (J04E00)

Motor Vehicle Operations	129.7	-	-	-	-	129.7
Facilities and Capital Equipment	-	15.3	-	-	-	15.3
<u>Major IT Developments</u>	-	4.1	-	-	-	4.1
Subtotal	129.7	19.4	-	-	-	149.1

Maryland Transit Administration (J05H00)

Transit Administration	42.2	-	-	-	-	42.2
Bus Operations	189.7	-	-	-	-	189.7
Rail Operations (Includes MARC)	132.2	-	-	-	-	132.2
Capital Equipment (Includes MARC)	-	269.1	0.5	-	-	269.6
Statewide Programs Operations	75.2	-	-	-	-	75.2
<u>Major IT Developments</u>	-	32.0	-	-	-	32.0
Subtotal	439.3	301.1	0.5	-	-	740.9

Maryland Aviation Administration (J06I00)

Airport Operations	160.1	-	-	-	-	160.1
Facilities and Capital Equipment	-	78.8	77.4	-	-	156.2
<u>Major IT Developments</u>	-	4.5	-	-	-	4.5
Subtotal	160.1	83.3	77.4	-	-	320.8

DEPARTMENT TOTAL	1,244.7	1,775.9	142.8	593.9	150.7	3,908.0
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**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

	CURRENT YEAR <u>2005</u>	BUDGET YEAR <u>2006</u>	Planning Years				SIX - YEAR <u>TOTAL</u>
			<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
<u>OPERATING PROGRAM</u>							
The Secretary's Office ^A	71.4	66.4	70.0	72.0	73.0	75.0	427.8
WMATA Grants (WMAT) ^A	153.9	168.2	184.0	201.0	219.0	239.0	1,165.1
Motor Vehicle Administration	125.7	129.7	135.0	140.0	145.0	150.0	825.4
Maryland Aviation Administration	122.9	160.1	167.0	174.0	182.0	190.0	996.0
Maryland Port Administration	98.4	96.1	99.0	102.0	105.0	108.0	608.5
Maryland Transit Administration	423.9	439.3	458.0	479.0	501.0	525.0	2,826.2
State Highway Administration ^B	185.2	184.9	192.0	200.0	207.0	215.0	1,184.1
TOTAL OPERATING	1,181.4	1,244.7	1,305.0	1,368.0	1,432.0	1,502.0	8,033.1
Special Funds	1,105.3	1,170.2	1,275.0	1,338.0	1,402.0	1,472.0	7,762.5
Federal Funds	75.6	74.5	30.0	30.0	30.0	30.0	270.1
Reimbursable Funds	0.5	-	-	-	-	-	0.5
<u>CAPITAL PROGRAM</u>							
The Secretary's Office ^A	40.1	36.5	18.5	9.0	8.9	10.8	123.8
WMATA Grants (WMAT) ^{ADE}	257.1	231.6	153.5	160.8	147.9	147.8	1,098.7
Motor Vehicle Administration	15.5	19.4	27.1	28.9	27.9	31.2	150.0
Maryland Aviation Administration ^E	277.9	160.7	107.6	57.6	58.3	59.1	721.2
Maryland Port Administration	101.4	85.0	74.7	77.2	76.0	95.6	509.9
Maryland Transit Administration ^E	378.5	301.6	175.0	142.9	164.7	221.7	1,384.4
State Highway Administration ^C	1,019.1	1,084.0	989.0	866.0	709.8	647.5	5,315.4
TOTAL CAPITAL	2,089.6	1,918.8	1,545.4	1,342.4	1,193.5	1,213.7	9,303.4
Special Funds	966.9	1,037.5	796.3	690.8	675.3	681.8	4,848.6
Federal Funds	751.0	738.5	662.6	572.1	433.0	441.0	3,598.2
Other Funds ^G	371.7	142.8	86.5	79.5	75.2	90.9	846.6

	CURRENT YEAR <u>2005</u>	BUDGET YEAR <u>2006</u>	Planning Years				SIX - YEAR TOTAL
			<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
<u>DISTRIBUTION OF SHARED REVENUES</u>							
County and Municipality Program ^B	451.7	554.1	565.0	573.0	579.0	585.0	3,307.8
County and Municipality Capital ^C	32.1	44.3	-	-	-	-	76.4
TOTAL DISTRIBUTION OF SHARED REVENUES	483.8	598.4	565.0	573.0	579.0	585.0	3,384.2
Special Funds	456.2	558.6	565.0	573.0	579.0	585.0	3,316.8
Federal Funds	27.6	39.8	-	-	-	-	67.4
<u>DEBT SERVICE REQUIREMENTS</u>							
Debt Service Requirements ^F	175.9	150.7	135.0	143.0	159.0	170.0	933.6
Special Funds	175.9	150.7	135.0	143.0	159.0	170.0	933.6
<u>DEPARTMENT TOTAL</u>	<u>3,930.7</u>	<u>3,912.6</u>	<u>3,550.4</u>	<u>3,426.4</u>	<u>3,363.5</u>	<u>3,470.7</u>	<u>21,654.3</u>
Special Funds	2,704.3	2,917.0	2,771.3	2,744.8	2,815.3	2,908.8	16,861.5
Federal Funds	854.2	852.8	692.6	602.1	463.0	471.0	3,935.7
Other Funds	371.7	142.8	86.5	79.5	75.2	90.9	846.6
Reimbursable Funds	0.5	-	-	-	-	-	0.5

^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 information purposes.

^C - County and Municipality transfer funds from the Federal government are not included in FY 2007 - FY 2010.

^D - Capital program WMATA Grants line includes Federal funds received by WMATA directly and are not included in the MDOT budget.

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

^F - Debt Service for County Bonds is not included in FY 2007 - FY 2010.

^G - Funds not received through the Trust Fund. Includes some funds from Passenger Facility Charges, Maryland Economic Development Corporation (MEDCO), and Federal funds received directly by WMATA.

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 2005-FY 2010 CTP/STP.

	Federal Fiscal Year					<u>TOTAL</u>
	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009 - 10</u>	
Surface Transportation Program (STP)	106.0	145.0	179.0	105.0	316.0	851.0
National Highway System (NHS)	140.0	57.0	61.0	33.0	122.0	413.0
Interstate Maintenance (IM)	140.0	33.0	32.0	30.0	80.0	315.0
Bridge (BR)	29.0	29.0	29.0	29.0	60.0	176.0
Congestion Mitigation/Air Quality (CMAQ)	48.0	60.0	43.0	42.0	94.0	287.0
Enhancements	15.0	33.0	13.0	13.0	26.0	100.0
Appalachian Development (APD)	-	2.5	-	-	-	2.5
Statewide Planning & Research (SPR)	16.0	16.0	16.0	16.0	32.0	96.0
Consolidated Appropriation Act 2005	16.1	-	-	-	-	16.1
Urbanized Area Formula, Sec. 9	12.1	47.3	47.4	47.2	94.6	248.6
New Starts, Fixed Guideway, Modernization & Bus	53.2	28.9	31.5	31.7	61.1	206.4
Elderly and Persons with Disabilities	1.5	1.5	1.5	1.5	2.8	8.8
Rural Area Formula	1.8	1.8	2.3	2.3	3.0	11.2
Preventative Maintenance	35.0	-	-	-	-	35.0
Woodrow Wilson Bridge	51.7	59.5	-	-	-	111.2
TOTALS	665.4	514.5	455.7	350.7	891.5	2,877.8

**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>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009 - 10</u>	<u>Total</u>
<u>Agencywide Improvements</u>						
Urbanized Area Formula	-	1.4	1.4	2.7	4.2	9.7
<u>Bus System Improvements</u>						
Bus & Bus Facilities	-	-	-	-	-	-
Urbanized Area Formula	-	1.2	1.2	2.1	5.4	9.9
<u>Metrorail Improvements</u>						
Fixed Guideway	0.7	1.0	0.6	-	-	2.3
Urbanized Area Formula	-	1.8	2.9	2.2	6.0	12.9
<u>Central Corridor Light Rail Improvements</u>						
Fixed Guideway	-	-	-	-	-	-
Urbanized Area Formula	-	0.4	1.6	0.3	0.8	3.1
<u>MARC System Improvements</u>						
Fixed Guideway	8.5	2.1	-	-	0.5	11.1
Urbanized Area Formula	4.8	4.9	4.3	-	9.9	23.9
TOTAL	14.0	12.8	12.0	7.3	26.8	72.9

*Corresponding information for major projects is shown on the individual Project Information Forms.

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

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support system preservation in the FY 2005 - FY 2010 CTP/STIP.

SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES	Federal Fiscal Year					TOTAL
	2005	2006	2007	2008	2009 - 10	
<u>Environmental Projects</u>						
National Highway System	2.0	2.0	2.0	2.0	2.0	10.0
Surface Transportation System	3.0	3.0	3.0	3.0	6.0	18.0
Enhancement	15.0	33.0	13.0	13.0	26.0	100.0
<u>Safety and Spot Improvements</u>						
National Highway System	2.0	2.0	2.0	2.0	10.0	18.0
Surface Transportation Program	20.0	12.0	20.0	20.0	50.0	122.0
Interstate Maintenance	2.0	2.0	2.0	2.0	10.0	18.0
<u>Resurface and Rehabilitation</u>						
National Highway System	21.0	20.0	28.0	21.0	65.0	155.0
Surface Transportation Program	41.0	38.0	45.0	41.0	106.0	271.0
Interstate Maintenance	23.0	20.0	25.0	23.0	50.0	141.0
<u>Bridge Replacement and Rehabilitation</u>						
Bridge Replacement and Rehabilitation	29.0	29.0	29.0	29.0	60.0	176.0
Surface Transportation Program	2.0	2.0	2.0	2.0	6.0	14.0
Interstate Maintenance	5.0	5.0	5.0	5.0	20.0	40.0
National Highway System	2.0	2.0	2.0	2.0	6.0	14.0
<u>Urban Reconstruction/Revitalization</u>						
National Highway System	1.0	1.0	1.0	1.0	6.0	10.0
Surface Transportation Program	4.0	2.0	4.0	4.0	12.0	26.0
<u>Congestion Management</u>						
Surface Transportation Program	20.0	20.0	20.0	20.0	50.0	130.0
Congestion Mitigation/Air Quality	10.0	10.0	10.0	10.0	30.0	70.0
TOTALS	202.0	203.0	213.0	200.0	515.0	1,333.0

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

The following listing estimates system preservation program levels for FY 2005 through FY 2010. Anticipated projects for FY 2005 and FY 2006 within these totals are listed in the project detail section of this document.

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR TOTAL
	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
<u>The Secretary's Office</u>							
Minor Projects	30.5	16.9	6.6	5.4	5.2	7.1	71.7
<u>Motor Vehicle Administration</u>							
Building Improvements	7.0	14.2	22.5	23.5	23.0	25.1	115.3
<u>Maryland Aviation Administration</u>							
Rehabilitation at BWI	49.8	48.8	49.8	17.7	25.9	26.8	218.8
Rehabilitation at Martin State Airport	5.5	2.6	11.3	8.1	8.3	8.2	44.0
Aviation Grants	2.9	3.0	2.1	2.1	2.2	2.1	14.4
Equipment	7.6	5.9	4.2	4.4	4.6	4.7	31.4
Information Technology	6.3	4.5	2.0	0.3	-	-	13.1
Security	<u>4.6</u>	<u>2.6</u>	<u>2.1</u>	<u>0.6</u>	<u>-</u>	<u>-</u>	<u>9.9</u>
TOTAL	76.7	67.4	71.5	33.2	41.0	41.8	331.6
<u>Maryland Port Administration</u>							
Rehabilitation of Various Terminals	31.1	23.7	12.7	12.0	19.5	22.5	121.5
<u>Maryland Transit Administration</u>							
Commuter Rail and Station Improvements	13.7	7.3	3.8	1.4	8.2	28.4	62.8
Bus System Improvements	9.4	11.6	3.2	13.1	4.1	5.7	47.1
Light Rail Line Improvements	14.2	13.6	4.2	2.1	0.8	0.6	35.5
Freight Track Restoration and Construction	3.5	2.2	1.1	0.5	2.4	-	9.7

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				<u>SIX-YEAR TOTAL</u>
	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	
<u>Maryland Transit Administration</u>							
Metro Rail System Improvements	9.7	6.2	4.6	3.1	4.1	4.2	31.9
Agencywide	21.4	27.9	10.4	5.5	3.4	2.7	71.3
Information Technology	<u>5.0</u>	<u>7.8</u>	<u>0.9</u>	<u>0.8</u>	<u>1.0</u>	<u>0.9</u>	<u>16.4</u>
TOTAL	76.9	76.6	28.2	26.5	24.0	42.5	274.7
<u>State Highway Administration</u>							
Safety, Congestion Relief, Highway and Bridge	357.3	382.6	350.5	372.8	390.2	410.6	2,264.0
Capital Facilities	14.8	27.7	39.2	16.1	11.8	11.8	121.4
Highway Planning & Research	20.9	21.7	21.6	21.9	24.3	24.9	135.3
State Aid in Lieu of Federal	10.5	40.5	40.5	40.5	40.5	40.5	213.0
Community Safety and Enhancements	25.6	31.3	29.6	21.9	22.1	22.4	152.9
Noise Barriers	11.8	11.6	8.2	3.3	3.3	3.2	41.4
Enhancement Program	11.5	9.1	9.0	9.5	9.6	9.7	58.4
Access Controls	-	2.8	1.8	1.9	1.9	1.8	10.2
Truck Weight	4.5	3.7	3.5	4.0	4.2	4.5	24.4
Information Technology	<u>2.3</u>	<u>5.5</u>	<u>7.0</u>	<u>6.8</u>	<u>4.5</u>	<u>3.0</u>	<u>29.1</u>
TOTAL	459.2	536.5	510.9	498.7	512.4	532.4	3,050.1
CTP SYSTEM PRESERVATION PROJECTS	681.4	735.3	652.4	599.3	625.1	671.4	3,964.9

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

	CURRENT YEAR	BUDGET YEAR	Planning Years				SIX-YEAR
	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>TOTAL</u>
<u>Maryland Transportation Authority</u>							
Baltimore Harbor Tunnel	6.5	20.0	15.2	3.4	2.9	0.4	48.4
Francis Scott Key Bridge	15.9	26.9	8.2	7.0	2.3	0.3	60.6
William Preston Lane Jr. Memorial Bridge	2.6	3.9	11.4	2.3	0.3	0.3	20.8
Thomas J. Hatem Memorial Bridge	0.5	0.6	5.3	11.9	11.1	0.2	29.6
Harry W. Nice Memorial Bridge	2.0	1.4	4.1	0.1	0.1	0.1	7.8
John F. Kennedy Memorial Highway	14.8	16.1	0.7	1.3	0.5	0.5	33.9
Fort McHenry Tunnel	2.1	5.2	6.7	1.8	0.3	0.3	16.4
Multiple Area Projects (Equipment & Insurance)	<u>45.7</u>	<u>69.5</u>	<u>73.5</u>	<u>72.2</u>	<u>82.7</u>	<u>98.1</u>	<u>441.7</u>
TOTAL MARYLAND TRANSPORTATION AUTHORITY	90.1	143.6	125.1	100.0	100.2	100.2	659.2

MAJOR BRIDGE PROJECTS

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

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>(PIF) DESCRIPTION</u>
<u>Allegany County</u>		
<u>Construction Program</u>		
1.	MD 36, George's Creek Road -- Secondary	Replace Bridge 1010 over George's Creek.
2.	MD 47, Barrelville Road -- Secondary	Replace bridge over North Branch.
3.	MD 935, Legislative Road -- Secondary	Replace Bridge 1016 over George's Creek.
<u>Anne Arundel County</u>		
<u>Construction Program</u>		
4.	MD 70, Rowe Boulevard -- Secondary	Bridges over Weems and College creeks.
5.	MD 174, Quarterfield Road -- Secondary	Replace existing 2 lane bridge over I-97.
6.	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.
4.	I-695, Baltimore Beltway -- Interstate	Widen and reconstruct the I-695 bridges over MD 25A, Joppa Road, and Thornton Road deck.
<u>Calvert County</u>		
<u>Construction Program</u>		
2.	MD 260, Chesapeake Beach Road -- Secondary	Replace bridge over MD 260.
<u>Caroline County</u>		
<u>Construction Program</u>		
3.	MD 331, Dover Road -- Secondary	Replace bridge over Choptank River.

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>(PIF) DESCRIPTION</u>
<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.
3.	MD 32, Sykesville Road -- Secondary	Replace bridge over River Road, Patapsco River and CSX Railroad.
4.	MD 194, Francis Scott Key Highway -- Secondary	Replace bridge over Big Pipe Creek.
<u>Cecil County</u>		
	<u>Construction Program</u>	
1.	MD 7B, Philadelphia Road -- Secondary	Replace bridge over Mill Creek.
<u>Dorchester County</u>		
	<u>Construction Program</u>	
1.	MD 16, Taylors Island Road -- Secondary	Replace Bridge 9003 over Parsons Creek.
<u>Frederick County</u>		
	<u>Construction Program</u>	
4.	MD 17, Wolfsville Road -- Secondary	Replace Bridges 10068, 10069 and 10071 over Middle Creek.
6.	MD 874C, Old New London Road -- Secondary	Replace bridge over Ben's Branch.
<u>Harford County</u>		
	<u>Construction Program</u>	
1.	MD 165, Baldwin Mill Road -- Secondary	Replace bridges 12045 and 12046 over West Branch.

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>(PIF) DESCRIPTION</u>
<u>Howard County</u>		
	<u>Construction Program</u>	
2.	MD 32, Sykesville Road -- Secondary	Replace bridge over River Road, Patapsco River and CSX Railroad.
4.	MD 732, Guilford Road -- Secondary	Replace Bridge 13029 over CSX Railroad.
<u>Montgomery County</u>		
	<u>Construction Program</u>	
3.	I-495, Capital Beltway -- Interstate	Replace Bridge 15115 over MD 187.
<u>Prince George's County</u>		
	<u>Construction Program</u>	
1.	I-95/I-495 Woodrow Wilson Bridge Improvement -- Interstate	Joint project with VDOT, DCDPW and FHWA to develop a replacement facility.
11.	MD 450, Annapolis Road -- Secondary	Replace bridge over CSX Railroad.
<u>Queen Anne's County</u>		
	<u>Construction Program</u>	
1.	MD 19, Robert Station Road/MD 405, Price Station Road --	MD 19 & MD 405 over Beaverdam Ditch and German Branch.
<u>Talbot County</u>		
	<u>Construction Program</u>	
1.	MD 331, Dover Road -- Secondary	Replace bridge over Choptank River.
<u>Washington County</u>		
	<u>Construction Program</u>	
1.	I-70, Dwight D. Eisenhower Highway -- Interstate	Widen bridge over Great Tonoloway Creek.
2.	MD 34, Shepherdstown Pike -- Secondary	Replace Bridge 21002 over the Potomac River.

MAJOR BRIDGE PROJECTS (Cont'd.)

<u>PIF LINE#</u>	<u>PROGRAM/PROJECT</u>	<u>(PIF) DESCRIPTION</u>
<u>Wicomico County</u>		
	<u>Construction Program</u>	
1.	US 13, Ocean Highway -- Primary	Replace Bridge 22002 over Leonard Mill Pond.
<u>Worcester County</u>		
	<u>Construction Program</u>	
1.	MD 90, Ocean City Expressway -- Primary	MD 90 bridges over Assawoman Bay and St. Martin River.
	<u>Development and Evaluation Program</u>	
3.	US 50, Ocean Gateway -- Primary	US 50 bridge over Sinepuxent Bay.



Bicycle & Pedestrian Projects

BICYCLE AND PEDESTRIAN RELATED PROJECTS

STATE HIGHWAY ADMINISTRATION

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

Retrofit Sidewalk Program*

Cost

Allegany County

MD 36 - South of Paradise Avenue in Midland

\$61,000

MD 51 - White Oaks Ave to Cumberland

\$32,000

Baltimore County

MD 7 - Golden Ring Entrance to Fontana Lane

\$35,000

MD 150 - Bowley's Quarters Road to Tidewater Lane

\$178,000

MD 542 - Loch Hill Road to Hillen Road

\$55,000

MD 648 - Ohio Avenue to Pennsylvania Avenue

\$63,000

Charles County

MD 227 - MD 210 to JC Elementary School

\$50,000

Dorchester County

MD 392 - Pine Street to Miner Road

\$60,000

Garrett County

MD 495 - Corporate limits of Grantsville to Grant Street

\$67,000

Montgomery County

US 29 - Franklin Avenue to Sligo Creek Parkway

\$15,000

MD 97 - Brookville Road to Longwood Park

\$100,000

MD 191 - Seven Locks Road to Rising Ridge Way

\$25,000

MD 547 - Stillwater Avenue to MD 355

\$38,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Retrofit Sidewalk Program (Cont'd)

	Cost
<u>Prince George's County</u>	
US 1 - Charles Armentrout Drive to Crittenden Street	\$27,000
MD 193 - Frankfort Drive to Mandan Road	\$45,000
MD 193 - Cherrywood Lane to 62nd Avenue	\$65,000
MD 208 - 35th Place to 38th Place	\$68,000
MD 414 - I-95 to Arts Drive	\$65,000
MD 501 - Sargent Road to MD 500	\$70,000
<u>St. Mary's County</u>	
MD 246 - Md 235 to Coral Drive	\$41,000
<u>Somerset County</u>	
MD 675 - in Princess Anne	\$100,000
<u>Talbot County</u>	
MD 333 - Trippe Avenue to South Pennsfield Lane	\$65,000
<u>Washington County</u>	
US 11 - South limits of Hagerstown to Burhans Blvd.	\$47,000
US 40 - Cannon Avenue to Cleveland Avenue	\$43,000
US 40 - University of MD Education Center in Hagerstown	\$11,000
<u>Wicomico County</u>	
US 13 BUS - Bateman Street to Milford Street	\$50,000
US 13 BUS - US 50 to Zion Road	<u>\$25,000</u>
Total Retrofit Sidewalk Program*	\$1,501,000

* Funding for this program requires a 50% match from local and municipal sponsors except in urban revitalized areas except where projects are eligible for 100% funding.

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements

These projects include Sidewalks, however, the portion attributable to Sidewalks cannot be determined.

	Cost
<u>Allegany County</u>	
US 40 ALT - MD 658 to Long Drive	\$4,100,000
US 220 - Lee Street to MD 636	\$4,000,000
<u>Anne Arundel County</u>	
MD 170 - 10th Street to MD 648	\$5,100,000
MD 256 - Streetscape/roundabout at MD 258	\$1,900,000
<u>Baltimore County</u>	
MD 7 - US 40 to I-695	\$200,000
MD 45 - Baltimore City Line to Stevenson Lane	\$5,276,000
MD 147 - Baltimore City Line to Joppa Road	\$9,600,000
MD 150 - Bridge 3096 over Middle River	\$300,000
MD 151 - I-695 to Wise Avenue	\$2,332,000
<u>Calvert County</u>	
MD 261 - First Street to Old Bayside Road	\$5,000,000
<u>Carroll County</u>	
MD 31 - MD 31 to MD 75	\$3,400,000
MD 75 - in Union Bridge	\$2,311,000
MD 140 - in Taneytown	\$3,200,000
<u>Cecil County</u>	
MD 272 - Irishtown Road to Russell Street	\$2,817,000
MD 273 in Rising Sun	\$3,191,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Cont'd)

	Cost
<u>Dorchester County</u>	
MD 16/14 - East New Market	\$5,100,000
<u>Frederick County</u>	
MD 144 FB - New Market	\$4,500,000
<u>Harford County</u>	
MD 755 - MD 24 to Willoughby Beach Road	\$3,400,000
MD 394 - MD 22 to Maulsby Street	\$3,200,000
<u>Kent County</u>	
MD 445 - Rock Hall	\$2,098,000
<u>Prince George's County</u>	
US 1 - Talbot Avenue to Howard County Line in Laurel	\$2,748,000
<u>Queen Anne's County</u>	
MD 19/19A - at Linden Street in Sudlersville	\$65,000
<u>St. Mary's County</u>	
MD 5 BUS - in Leonardtown	\$3,200,000
<u>Talbot County</u>	
MD 333 - Strand Street to Caroline Street in Oxford	\$2,600,000
<u>Washington County</u>	
MD 62/804 B - Little Antietam Road to MD 64	\$550,000
Total Community Safety and Enhancements	\$80,188,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Streetscapes and Minor Reconstruction

Cost

Anne Arundel County

Bladen Street - College Creek Park to College Avenue

\$486,000

Carroll County

MD 30 - Beaver Street to Holland Drive

\$4,497,000

Total Streetscapes and Minor Reconstruction

\$4,983,000

Transportation Enhancements Program

These projects are funded with 50% Federal transportation enhancement funds and 50% from the local sponsor.

Distance (miles)

Cost

Allegheny County

Allegheny Highlands Trail - Section 1

9.35

\$34,000

Allegheny Highlands Trail - Section 2 & 3

5.83

\$2,343,000

Allegheny Highlands Trail - Section 5

5.20

\$276,000

Anne Arundel County

Jonas Green Trail

\$500,000

Baltimore City

Jones Falls Trail

2.75

\$800,000

Baltimore Promenade - Frederick Douglas/Myers Park

\$1,049,000

Baltimore Promenade - Swan's Wharf

\$1,250,000

Baltimore Promenade - Union Wharf

\$1,708,000

Gwynn's Falls Trail - Phase 3

\$1,500,000

Calvert County

Chesapeake Beach Railroad Trail

\$1,630,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont'd)	Cost
<u>Carroll County</u>	
Wakefield Valley Community Trail	\$385,000
<u>Howard County</u>	
Centennial Acres Pathway	\$250,000
<u>Montgomery County</u>	
Rock Creek Hiker-Biker Trail Bridge	\$2,368,000
Forest Glen Pedestrian Bridge	\$2,878,000
North Bethesda Trail	\$474,000
Rockville Millenium Trail - Phase II	\$736,000
Rockville I-270/MD 28 Bridges and Trail	\$3,124,000
Rockville Millenium Trail - Phase 3	\$678,000
<u>Prince George's County</u>	
North Gate Park at the Paint Branch	\$830,000
College Park Trolley Trail	\$90,000
<u>Queen Anne's County</u>	
MD 8 Corridor Hiker/Biker Trail	\$477,000
<u>Washington County</u>	
Hancock Trail Head	\$65,000
Total Transportation Enhancement Program	\$23,445,000
Retrofit Bicycle Program	
Statewide Projects including the designation of bicycle routes	\$1,200,000
Total Retrofit Bicycle Program	\$1,200,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program

	Distance (miles)	Cost
<u>Allegany County</u>		
MD 36 - Bridge over George's Creek Shoulders	0.10	\$15,000
MD 47 - Bridge over North Branch Shoulders	0.20	\$30,000
<u>Anne Arundel County</u>		
MD 50/MD 2/MD 450 interchange Parallel trail	0.50	\$57,500
MD 70 - over Weems and College creeks Sidewalk	1.00	\$137,280
MD 174/I-97 interchange Widen curb lanes	0.50	\$75,000
Sidewalk	0.50	\$68,640
MD 732 - Bridge over CSX railroad Sidewalk	0.50	\$68,640
Shoulder	0.50	\$75,000
<u>Baltimore County</u>		
I-695/MD 45 interchange wide curb lane	0.10	\$15,000
Sidewalk	0.10	\$13,728

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (cont'd)

	Distance (miles)	Cost
<u>Baltimore County (cont'd)</u>		
I-695/Old Harford Road Bridge		
Widen curb lanes	0.10	\$15,000
Sidewalk	0.10	\$13,728
MD 43 extended		
Widen curb lane	3.60	\$540,000
Parallel trail	3.60	\$414,000
MD 45		
wide curb lane	1.00	\$150,000
Sidewalk	1.00	\$137,280
<u>Calvert County</u>		
MD 2/4 at MD 231		
Widen curb lanes	0.50	\$75,000
Sidewalks	0.50	\$68,640
MD 260		
Shoulders	0.50	\$75,000
<u>Caroline County</u>		
MD 404 - Legion Road to Double Hills Road		
Shoulders	0.83	\$124,500
MD 404 - Double Hills Road to MD 16		
Shoulders	1.00	\$150,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont'd)	Distance (miles)	Cost
<u>Caroline County (cont'd)</u>		
MD 331 - Dover Bridge over the Choptank River		
Shoulders	0.30	\$45,000
<u>Carroll County</u>		
MD 30 Relocated, Hampstead Bypass		
Shoulders	5.84	\$876,000
MD 140 - Bridges over MD 27 and MD 97		
Widen curb	0.50	\$75,000
Sidewalks	0.50	\$68,640
MD 194 - Bridge over Big Pipe Creek		
Shoulders	0.10	\$15,000
<u>Cecil County</u>		
MD 7B - Bridge over Mill Creek		
Shoulders	0.10	\$15,000
Sidewalks	0.10	\$13,728
<u>Charles County</u>		
MD 5 Relocated at Hughesville		
Shoulders	2.30	\$345,000
<u>Dorchester County</u>		
MD 16 - Bridge over Parsons Creek		
Shoulders	0.10	\$15,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont'd)	Distance (miles)	Cost
<u>Frederick County</u>		
I-70/MD 85/MD 355 interchange	0.20	
Widen curb lanes	0.20	\$30,000
Sidewalks		\$27,456
I-70/MD 475/MD 85	0.50	
Widen curb lanes	0.50	\$75,000
Sidewalks		\$68,640
MD 874C - Bridge over Ben's Creek	0.10	
Shoulders		\$15,000
MD 17 - Bridge over Ben's Creek		
Shoulders	0.10	\$15,000
<u>Garrett County</u>		
US 219 Relocated at Oakland		
Widen curb lanes	1.20	\$180,000
Shoulders	1.20	\$180,000
Sidewalks	1.20	\$164,736
<u>Harford County</u>		
MD 165 - Bridges over West Branch		
Shoulders	0.20	\$30,000
US 40 - MD 152 and 24 overpass		
Shoulders	0.20	\$30,000

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont'd)	Distance (miles)	Cost
<u>Howard County</u>		
MD 216 - I-95 to US 29		
Widen curb lanes	2.80	\$420,000
Sidewalks	2.80	\$384,384
MD 732 - Bridge over CSX		
Sidewalks	0.20	\$27,456
Shoulders	0.20	\$30,000
<u>Montgomery County</u>		
US 29/Randolph Road interchange	1.00	
Widen curb lanes	1.00	\$150,000
Sidewalks	1.00	\$137,280
Parallel trail		\$115,000
US 29/Briggs Chaney Road interchange	1.00	
Widen curb lanes	1.00	\$150,000
Sidewalks	1.00	\$137,280
Parallel trail		\$115,000
US 29/MD 198/Blackburn Road interchange		
Widen curb lanes	1.00	\$150,000
Sidewalks	1.00	\$137,280
Parallel trail	1.00	\$115,000
MD 115 - MD 28 to MD 124		
Widen curb lanes	2.00	\$300,000
Sidewalks	2.00	\$274,560

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont'd)	Distance (miles)	Cost
<u>Montgomery County (Cont'd)</u>		
MD 124 - Airpark Road to Fieldcrest Road		
Widen curb lanes	1.90	\$285,000
Sidewalks	1.90	\$260,832
MD 355 - Randolph Rd./Montrose Parkway		
Widen curb lanes	1.00	\$150,000
Sidewalks	1.00	\$137,280
East-West Intersection Improvements		
Sidewalks	2.00	\$274,560
<u>Prince George's County</u>		
I-95/I-495/Woodrow Wilson Bridge		
Parallel pedestrian bridge		\$56,000,000
US 50/Columbia Pike int I-95/I-495/MD 5 interchange		
Widen curb lanes	0.50	\$75,000
Sidewalks	0.20	\$27,456
I-295/I-495/MD 414 interchange		
Widen curb lanes	0.20	\$30,000
Sidewalks	0.20	\$27,456
MD 4 - Suitland Parkway interchange		
Parallel trail	0.50	\$57,500
MD 212 - US 1 to I-95		
Widen curb lanes	2.00	\$300,000
Sidewalks	2.00	\$274,560

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont'd)	Distance (miles)	Cost
<u>Prince George's County (Cont'd)</u>		
MD 450 - Whitefield Chapel Road to Seabrook Road		
Widen curb lanes	0.95	\$142,500
Sidewalks	0.95	\$130,416
MD 450 - MD 193 to Stoneybrook Drive		
Widen curb lanes	5.80	\$870,000
Sidewalks	5.80	\$796,224
Parallel trail	5.80	\$667,000
MD 450 - CSX bridge over MD 450		
Widen curb lanes	0.10	\$15,000
Sidewalks	0.10	\$13,728
MD 450 - Bridge over CSX		
Shoulders	0.20	\$30,000
East/West Intersection Improvements		
Sidewalks	2.00	\$274,560
<u>Queen Anne's County</u>	0.10	\$15,000
MD 19 & MD 405		
Shoulders		
<u>St. Mary's County</u>		
MD 235 - MD 246 to MD 4		
Widen curb lanes	4.70	\$705,000
Sidewalk	4.70	\$645,216

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont'd)	Distance (miles)	Cost
<u>St. Mary's County (cont'd)</u>		
MD 237 from Pegg Road to MD 235		
Widen curb lanes	2.71	\$406,500
Sidewalks	2.71	\$372,029
<u>Washington County</u>		
MD 34 - Bridge over Potomac River		
Sidewalks	0.50	\$68,640
Shoulders	0.50	\$75,000
<u>Worcester County</u>		
US 113		
Shoulders	4.00	\$600,000
Widen curb lanes	36.00	\$5,364,000
Shoulders	21.50	\$2,800,500
Sidewalks	37.90	\$5,238,605
Parallel trails	13.40	\$1,541,000
Woodrow Wilson Bridge		\$56,000,000
Total Primary/Secondary Program		\$70,944,105

BICYCLE AND PEDESTRIAN RELATED PROJECTS

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

Retrofit Sidewalk Program	\$1,501,000
Community Enhancement and Safety	\$80,188,000
Streetscapes and Minor Reconstruction	\$4,983,000
Transportation Enhancements Program	\$23,445,000
Retrofit Bicycle Program	\$1,200,000
Primary/Secondary Program	<u>\$70,944,105</u>
TOTAL	\$182,261,105



Regional Aviation Grants

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2005

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)			
		Federal	State	Local/Owner	Total
Allegany County	Greater Cumberland Regional Airport	92	3	3	98
Anne Arundel County	Tipton Airport	1,621	43	43	1,707
	Lee Airport	-	232	26	258
Caroline County	Ridgely Airpark	502	13	13	528
Carroll County	Carroll County Regional	1,572	42	45	1,659
Dorchester County	Cambridge-Dorchester	111	3	3	117
Frederick County	Frederick Municipal Airport	700	19	19	738
Garrett County	Garrett County	935	25	25	985
Harford County	Harford County	-	72	8	80
Kent County	Massey Aerodrome	-	25	3	28
Montgomery County	Montgomery County Airpark	2,463	65	65	2,593

Fiscal Year 2005 (Cont'd)

<u>COUNTY</u>	<u>AIRPORT</u>	GRANT AMOUNT (000's)			Total
		Federal	State	Local/Owner	
Prince George's County	Freeway	-	256	29	285
	University Research Foundation	-	500	0	500
	College Park	100	3	3	106
Queen Anne's County	Bay Bridge	64	2	2	68
	Kentmorr	-	4	0	4
Talbot County	Easton Airport / Newnam Field	388	10	10	408
Washington County	Hagerstown Regional Airport	8,979	2,471	471	11,921
Wicomico County	Salisbury - Ocean City - Wicomico	1,688	44	44	1,776



The Secretary's Office

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

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	7.8	18.0	10.3	1.9	1.9	1.9	42.0
System Preservation Minor Projects	30.5	16.9	6.6	5.4	5.2	7.1	71.6
<u>Development & Evaluation Program</u>	<u>0.3</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>0.3</u>
SUBTOTAL	38.6	34.9	16.9	7.3	7.2	9.0	114.0
<u>Capital Salaries, Wages & Other Costs</u>	<u>1.5</u>	<u>1.5</u>	<u>1.6</u>	<u>1.7</u>	<u>1.7</u>	<u>1.8</u>	<u>9.8</u>
TOTAL	40.2	36.4	18.5	9.0	8.9	10.8	123.8
Special Funds	31.7	24.3	11.8	9.0	8.9	10.8	96.4
Federal Funds	8.4	12.2	6.7	-	-	-	27.3



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 Transportation Equity Act for the 21st century (TEA-21) 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 2004 - 09 CTP: Added \$6.8 million for further enhancement projects. The additional funds are from adding fiscal year 2010.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	160,878	102,478	11,500	9,100	9,000	9,500	9,600	9,700	58,400	0
Total	160,878	102,478	11,500	9,100	9,000	9,500	9,600	9,700	58,400	0
Federal-Aid	120,378	78,278	8,500	6,700	5,600	7,000	7,100	7,200	42,100	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	STP	13,022
CO	2006	STP	13,022
CO	2007	STP	13,022
CO	2008	STP	13,022
CO	2009	STP	13,022
CO	2010	STP	13,022

* The Construction line includes studies, planning, and design funds and are shown on the construction line for purposes of simplicity. **These funds are budgeted in the Highway Program, and are shown here for informational purposes.



STATUS: 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 TEA-21 require transportation programs to remain in step with State air quality plans. Thirteen Maryland counties are in air quality non-attainment status. In addition, worsening traffic congestion in the Baltimore/Washington metropolitan area negatively impacts the quality of life of Maryland citizens through lost time and increased costs. 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 2004 - 09 CTP: Cost increased mainly due to the addition of FY 2010 and the addition of several emission reduction projects.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	63,426	21,047	8,224	18,012	10,311	1,944	1,944	1,944	42,379	0
Total	63,426	21,047	8,224	18,012	10,311	1,944	1,944	1,944	42,379	0
Federal-Aid	25,819	0	6,951	12,174	6,694	0	0	0	25,819	0

0054, 0055, 0056, 0057, 0059, 0060, 0061, 0062, 0063,
0065, 0066, 0067, 0068, 0077, 0084, 0085



STATUS: Contract tasks for the initial contract are complete. Continuation of these efforts will be shown in the system preservation program.

PROJECT: Statewide Transportation Planning Studies

DESCRIPTION: These funds assist statewide planning efforts addressing Federally mandated TEA-21 requirements, actions required by the General Assembly, as well as adhoc multi-modal systems level planning. Many of these funds are dedicated to required study efforts that include preparation of the Maryland Transportation Plan, the Annual Attainment Report on Transportation System Performance, the Maryland Bicycle and Pedestrian Access Master Plan, Safe Routes to School and the Low Speed Vehicle Task Force. Another area of significant activity under this contract is monitoring studies to meet Federal air quality standards in Maryland.

JUSTIFICATION: This effort supports planning activities required by Federal and State directives, as well as study initiatives to meet statewide system planning 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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	6,780	6,447	333	0	0	0	0	0	333	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,780	6,447	333	0	0	0	0	0	333	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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0007

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

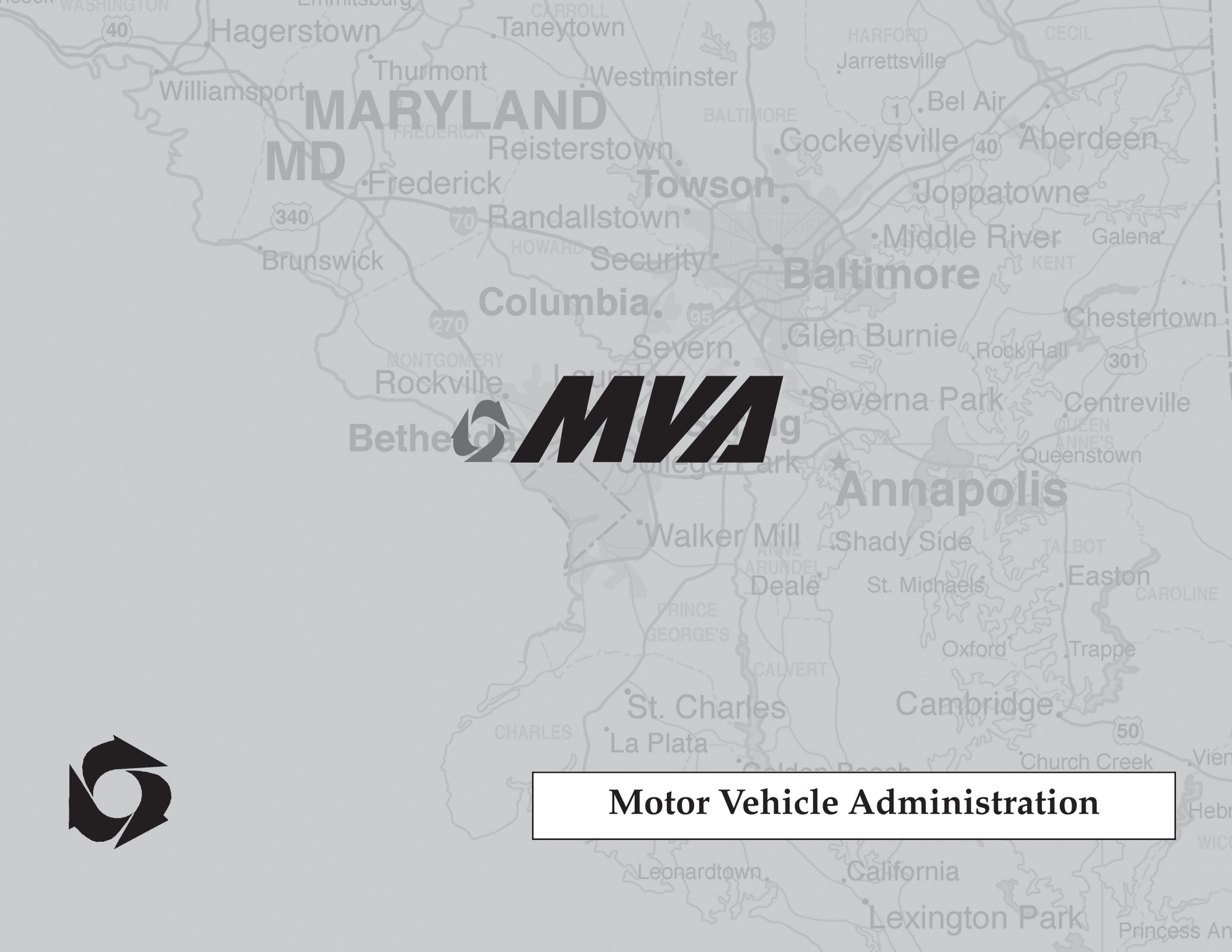
THE SECRETARY'S OFFICE - LINE 4

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office</u>		
	<u>FY 2005 and Prior</u>		
1	Port Land Use (HUD Grant) (0017)	600	Complete
2	CVISN (0034)	1,350	Complete
3	MAA WCOG Air Passenger Study (0044)	217	Complete
4	Bloomsbury Square Grant - DGS (0075)	246	Complete
5	Maryland Department of Planning (0080)	118	Complete
6	Port Deposit Flood Repairs (0107)	125	Complete
7	Air Quality Analysis (Edwards & Kelcey) - (0004)	1,200	Complete
8	Sheperds Mill Road - Grant to Allegany County (0039)	3,500	Underway
9	Mainframe Upgrade (0042)	6,400	Underway
10	Ripken Stadium - Gilbert Road (0046)	400	Underway
11	Bike and Pedestrian Trail Southern Maryland (0050)	50	Underway
12	Pathways to School (0051)	206	Underway
13	E-Business (0073)	1,128	Underway
14	Beaver Dam Trash Boom (0076)	100	Underway
15	LaPlata Improvements (0079)	2,482	Underway
16	Start Up Funds for MDOT Headquarters (0081)	500	Underway
17	Security/Emergency Management (0082)	350	Underway
18	MBE Disparity Study (0083)	1,500	Underway
19	Capital Program Management System - Maintenance (0086)	1,628	Underway
20	Consultant Contract Services (0087)	4,107	Underway
21	Real Estate Advisory Program (0005)	191	Underway
22	Clinton Street (0103)	2,000	Underway
23	Centerpoint Development (0008)	125	Underway
24	Program Management (0019)	310	Underway
25	Network Hardware/Software Replacement Costs (0020)	3,902	Underway
26	Rail Safety Oversight (0032)	54	Underway
27	Airport Citizens Committee (0078)	304	Underway
28	Center Plaza (0088)	400	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>The Secretary's Office (cont'd)</u>		
	<u>FY 2005 and Prior (cont'd)</u>		
29	Time Entry System (0095)	996	Underway
30	Registrar System Consolidation (0096)	250	Underway
31	MBE Database Redesign (0097)	100	Underway
32	SIGMA Systems Upgrade (0098)	80	Underway
33	TSO OA Replacements/OBJ 10 (0099)	774	Underway
34	Annapolis Garage (0106)	200	Underway
35	TSO OA Enhancements/OBJ 11 (0100)	313	Underway
36	Data Center Shared Services/OBJ 11 (0101)	3,183	Underway
37	MEDCO - New MDOT Building (0070)	5,388	Underway
38	Demonstration Bicycle Routes in Baltimore City (0102)	85	Spring, 2005
39	MARC Pedestrian Bridge (0108)	1,000	Spring, 2005
40	Oxford-Bellevue Ferry Emergency Stabilization of Loading Ramp (0110)	150	Spring, 2005
	<u>FY 2006</u>		
41	Real Estate Advisory Program (0005)	145	Fall, 2005
42	Centerpoint Development (0008)	125	Fall, 2005
43	Program Management (0019)	500	Fall, 2005
44	Network Hardware/Software Replacement Costs (0020)	3,247	Fall, 2005
45	Rail Safety Oversight (0032)	70	Fall, 2005
46	Airport Citizens Committee (0078)	300	Fall, 2005
47	Consultant Contract Services (0087)	5,500	Fall, 2005
48	Center Plaza (0088)	400	Fall, 2005



MARYLAND
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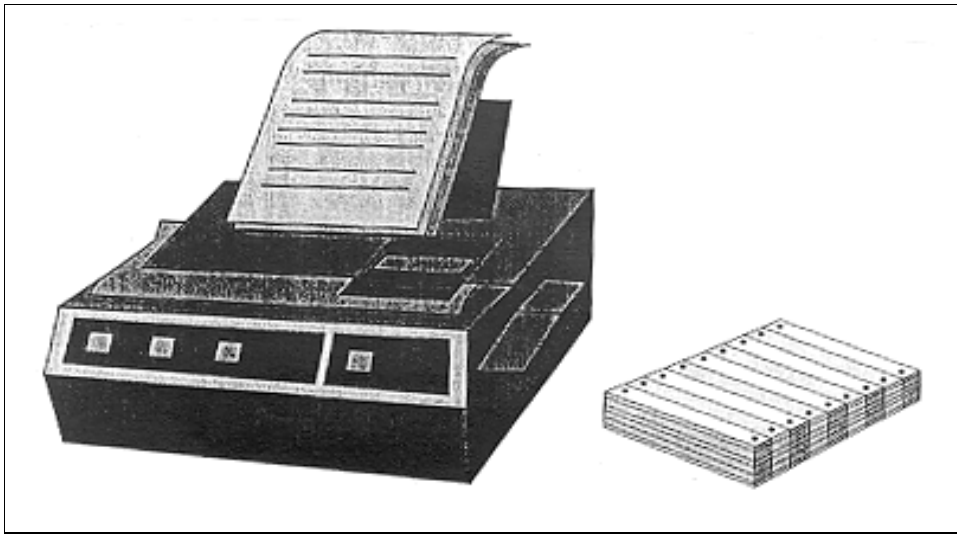


Motor Vehicle Administration



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

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	7.7	4.3	3.7	4.5	3.9	5.1	29.2
System Preservation Minor Projects	7.0	14.2	22.5	23.5	23.0	25.1	115.1
<u>Development & Evaluation Program</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
SUBTOTAL	14.6	18.5	26.2	27.9	26.9	30.2	144.4
<u>Capital Salaries, Wages & Other Costs</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>5.6</u>
TOTAL	15.5	19.4	27.1	28.9	27.9	31.2	150.0
Special Funds	15.5	19.4	27.1	28.9	27.9	31.2	150.0
Federal Funds	-	-	-	-	-	-	-



STATUS: Complete.

PROJECT: Document Imaging and Workflow System (DIWS)

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

JUSTIFICATION: Digital imaging provides the capability for interactive records availability transmission of information to distant sites, multi-user accessible for same record, reduced floor space for paper storage and improved efficiency 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

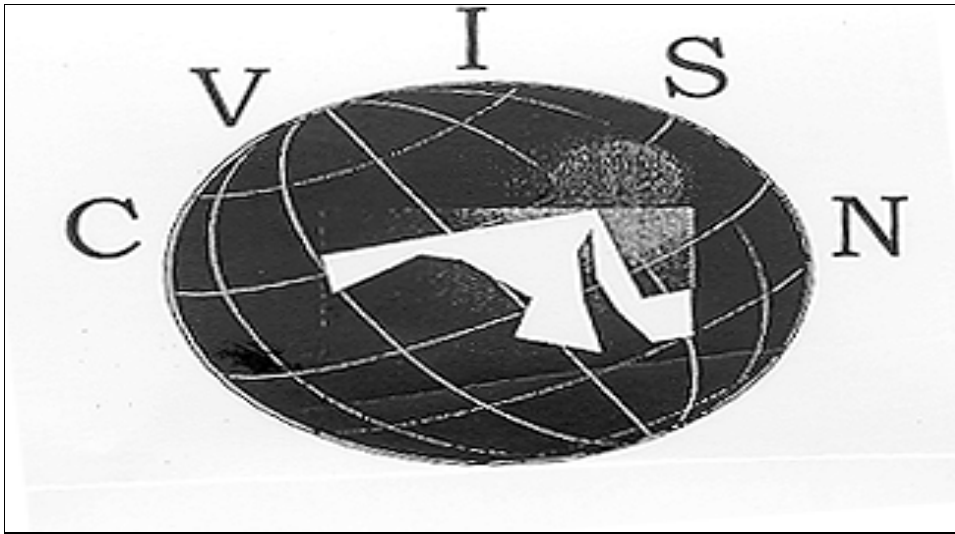
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	494	494	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	12,600	12,600	0	0	0	0	0	0	0	0
Total	13,094	13,094	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Over 91 million pages have been scanned. Approximately 12 million pages scanned per year.



STATUS: Complete.

PROJECT: Commercial Vehicle Information System Network (CVISN)

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	152	152	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	876	876	0	0	0	0	0	0	0	0
Total	1,028	1,028	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Motor Vehicle Administration -- Line 3

CONSTRUCTION PROGRAM



STATUS: Internal preliminary planning underway.

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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

National Motor Vehicle Title Information System - Line 7

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Implementation to begin in FY 2007.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	7,165	1,165	0	0	1,000	1,200	1,500	2,300	6,000	0
Total	7,165	1,165	0	0	1,000	1,200	1,500	2,300	6,000	0
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: System deployment to branch offices complete in August, 2003. Operating and system customer service improvements underway.

PROJECT: Drivers Licensing - Point-Of-Sale System

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

JUSTIFICATION: The upgraded security features in the new system includes 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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	44,825	42,447	2,312	66	0	0	0	0	2,378	0
Total	49,225	46,847	2,312	66	0	0	0	0	2,378	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: 1.1 million driver licenses issued annually.



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:

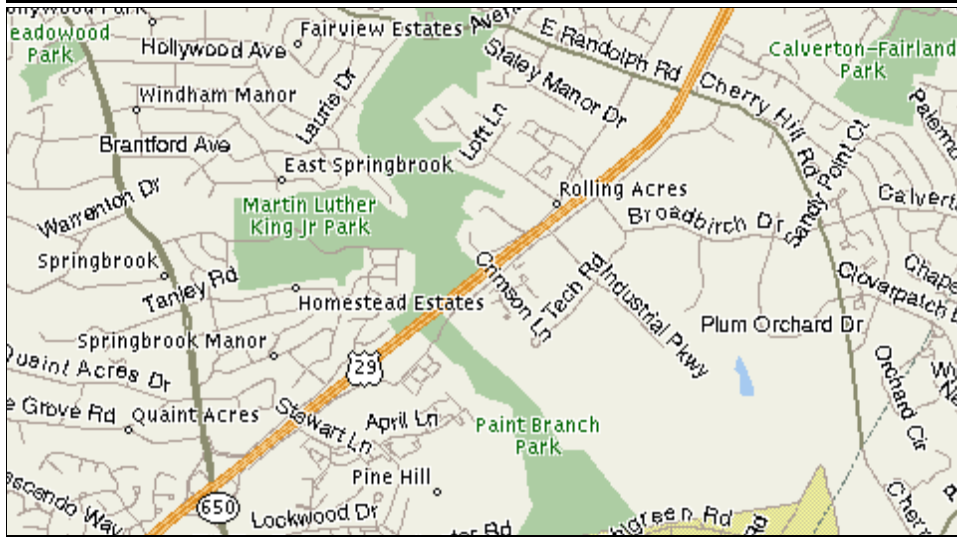
None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$5.1 million primarily in the planning years to address future project technology.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,430	1,213	271	315	361	410	422	438	2,217	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	15,098	4,063	1,039	2,806	2,257	1,849	1,515	1,569	11,035	0
Total	18,528	5,276	1,310	3,121	2,618	2,259	1,937	2,007	13,252	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Motor Vehicle Administration -- Line 6

CONSTRUCTION PROGRAM



STATUS: BPW Approval in September, 2004. Under construction with estimated opening in Fall, 2005.

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	339	188	101	50	0	0	0	0	151	0
Right-of-way	1	1	0	0	0	0	0	0	0	0
Construction	5,054	0	3,958	1,096	0	0	0	0	5,054	0
Total	5,394	189	4,059	1,146	0	0	0	0	5,205	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Transactions projected at 168,000 annually.

OPERATING COST IMPACT: Additional full-service office.

Motor Vehicle Administration -- Line 7

CONSTRUCTION PROGRAM



STATUS: Internal -preliminary planning with American Association of Motor Vehicle Administrators (AAMVA) underway.

PROJECT: National Motor Vehicle Title Information System (NVTIS)

DESCRIPTION: This system will allow for the verification of vehicle and title information on a nationwide basis.

JUSTIFICATION: The verification of vehicle and title information with a national database provides security against title fraud, salvage branding, stolen vehicles and odometer fraud.

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:

Electronic Lien Title and Registration System (TARIS2) - Line 3

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Revised schedule to start in FY 2007 based on AAMVA schedule.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,600	0	0	0	100	1,000	500	0	1,600	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,800	0	0	0	0	0	0	800	800	6,000
Total	8,400	0	0	0	100	1,000	500	800	2,400	6,000
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 8

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior</u>		
	<u>Building Improvements</u>		
5	Automated Compulsory Insurance System (ACIS) (0600)	3,443	Complete
7	OIR Office UPS Replacement (0634)	308	Complete
8	Waldorf Office Interior Modifications and Site Work (0619)	948	Complete
9	Glen Burnie Office Interior Improvements (0512)	8,173	Underway
10	Telecom Upgrade - Various Projects (0545)	776	Underway
11	Security Improvements (Various Offices) (0518)	2,461	Underway
11	Branch Office Roof Rehabilitation (0631)	615	Underway
13	Annapolis Office Interior Modifications and Site Work (0620)	951	Underway
14	Branch Office Parking Lot Reconstruction (6 offices) (0636)	828	Underway
15	Info MVA System (0627)	700	Underway
16	CDL Hazmat Fingerprinting Project (0653)	800	Underway
17	Computer Equipment Upgrades (0645)	552	Underway
18	Mail Room Equipment Replacement (0651)	557	Underway
19	Network Equipment Replacement (0638)	383	Underway
20	Data Storage Upgrade (0612)	2,250	Spring, 2005
21	Glen Burnie Branch Office Renovation (0540)	6,063	Spring, 2005
	<u>FY 2006</u>		
	<u>Building Improvements</u>		
21	Law Test Equipment Replacement at 9 Offices (0650)	260	Fall, 2005
21	Branch Office Emergency Generator Mods at 15 Offices (0652)	550	Summer, 2005
21	Largo Office Site Drainage Improvements (0633)	430	Summer, 2005
21	Towson Express Office Relocation (0647)	500	Summer, 2005
21	Gaithersburg Mechanical Renovation (0655)	750	Summer, 2005
22	Network Switch Replacement at 15 Branch Offices (0649)	692	Fall, 2005
23	Driver Test Study (0635)	250	Spring, 2006

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 8 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2006 (cont'd)</u>		
	<u>Building Improvements (cont'd)</u>		
24	Mobile Office Replacement (0549)	625	Spring, 2006
25	Accounts Receivable and Flag Fee Processing System (0646)	2,000	Spring, 2006
26	Office of Information Resources (OIR) (0535)	11,566	Spring, 2006
27	Comprehensive Planning A&E Services (0536)	489	Spring, 2006
28	Telecom Upgradese - Various Projects (0545)	514	Spring, 2006
29	Branch Office HVAC Replacement (0632)	1,668	Spring, 2006
30	Computer Equipment Upgrades (0645)	1,823	Spring, 2006

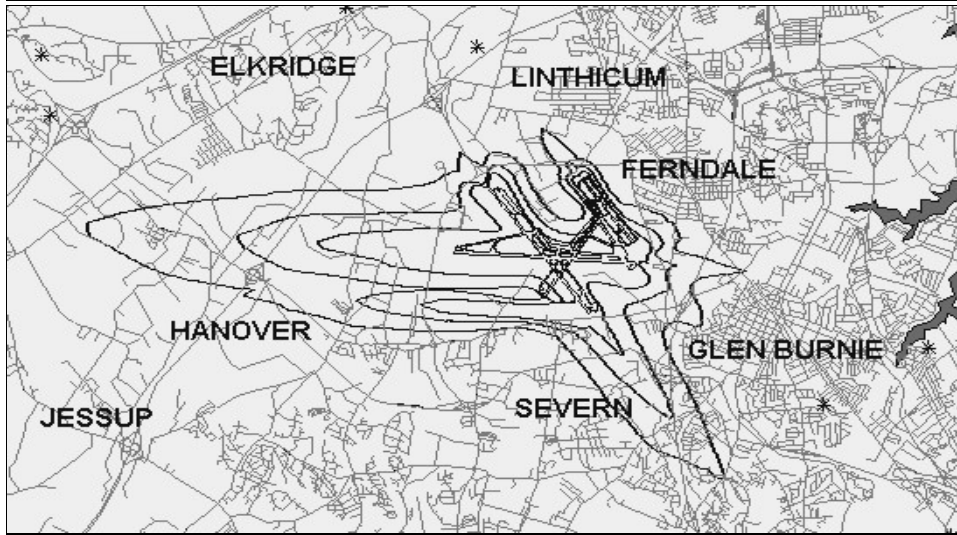


Maryland Aviation Administration

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

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	193.4	80.2	29.3	18.1	10.8	10.6	342.5
System Preservation Minor Projects	76.9	67.4	71.5	33.2	41.0	41.7	331.6
<u>Development & Evaluation Program</u>	<u>2.0</u>	<u>7.2</u>	<u>0.8</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>10.0</u>
SUBTOTAL	272.2	154.8	101.6	51.3	51.8	52.4	684.1
<u>Capital Salaries, Wages & Other Costs</u>	<u>5.6</u>	<u>5.9</u>	<u>6.1</u>	<u>6.3</u>	<u>6.5</u>	<u>6.7</u>	<u>37.1</u>
TOTAL	277.9	160.7	107.6	57.6	58.3	59.1	721.2
Special Funds	66.8	66.4	55.3	39.5	40.6	41.0	309.6
Federal Funds	38.0	16.9	34.9	12.1	11.7	12.1	125.7
Other Funding *	173.1	77.4	17.4	6.0	6.0	6.0	285.9

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



STATUS: MAA has acquired 249 properties through FY 2004.

PROJECT: Noise Zone Land Acquisition Program

DESCRIPTION: This program promotes compatible land use around Baltimore/Washington International Airport (BWI) through the purchase of residential properties offered voluntarily for sale by owners 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 Airport Noise Zone, consistent with local zoning.

SMART GROWTH STATUS:

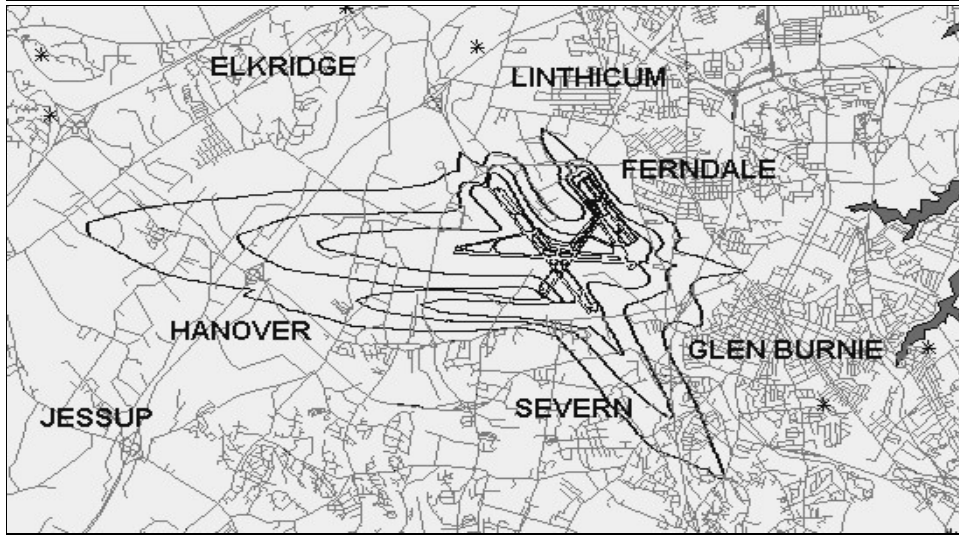
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Noise Contour Map update will delay federal funds until FY 2007. FY 2000 - FY 2006 expenditures will be reimbursed.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	34,551	33,707	375	375	94	0	0	0	844	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	34,600	33,756	375	375	94	0	0	0	844	0
Federal-Aid	26,613	23,687	0	0	2,926	0	0	0	2,926	0



STATUS: MAA has participated in the soundproofing of 571 properties and sales assistance for 113 homes through FY2004.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Noise Contour map update will delay federal funds until FY 2007. FY 2004 - FY2006 expenditures will be reimbursed.

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

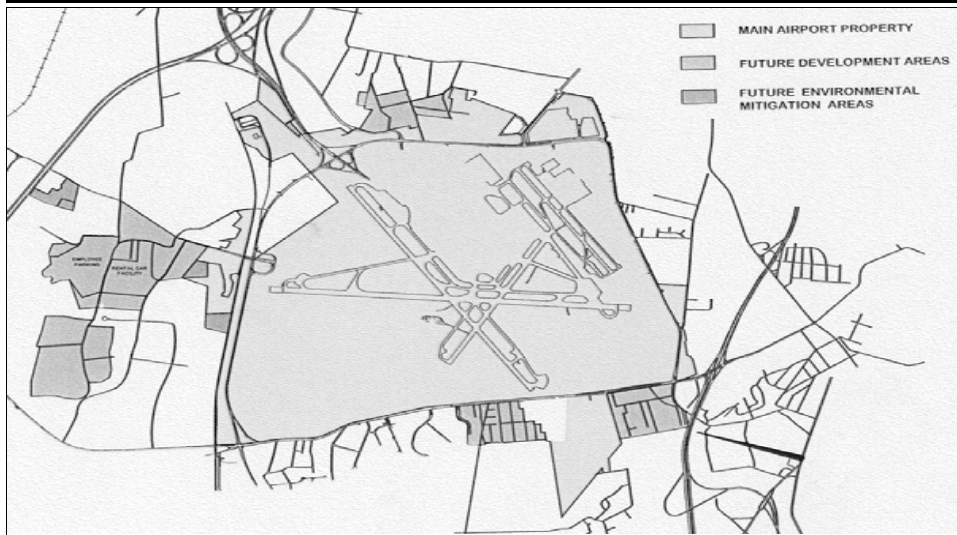
ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	431	254	177	0	0	0	0	0	177	0
Right-of-way	28,930	19,150	1,050	1,050	1,920	1,920	1,920	1,920	9,780	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,361	19,404	1,227	1,050	1,920	1,920	1,920	1,920	9,957	0
Federal-Aid	21,217	11,372	0	0	5,729	1,364	1,376	1,376	9,845	0



STATUS: Acquisitions ongoing.

PROJECT: Protective Land Acquisition Program

DESCRIPTION: This program provides for the purchase of property in the immediate vicinity of the 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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	27,058	12,058	2,500	2,500	2,500	2,500	2,500	2,500	15,000	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	27,058	12,058	2,500	2,500	2,500	2,500	2,500	2,500	15,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction started in FY 2003. Terminal/Concourse A to open in Spring 2005, with reconstruction of the Concourse B connector complete in late 2005.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Updated project cashflow reflects latest expenditure schedule.

PROJECT: New Terminal A/B Expansion at BWI 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:

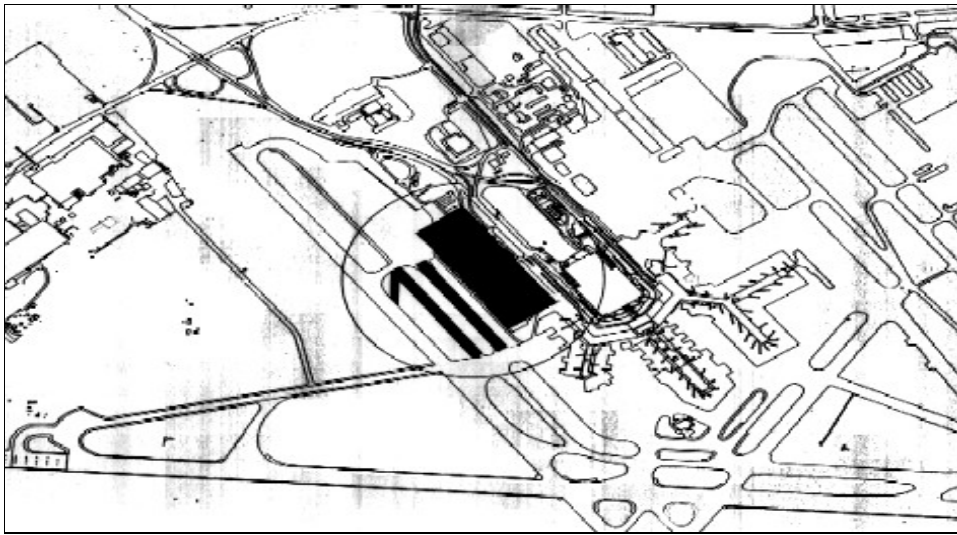
15R Parallel Taxiway and Aircraft Parking Ramp at BWI Airport -- Line 5
 Terminal Entrance Roadway Improvements, Phase II -- Line 6
 Central Utility Plant Expansion and Upgrade of Electrical Substations at BWI Airport -- Line 9

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	28,350	27,658	692	0	0	0	0	0	692	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	191,891	67,829	90,704	33,358	0	0	0	0	124,062	0
Total	220,241	95,487	91,396	33,358	0	0	0	0	124,754	0
Federal-Aid	9,000	0	9,000	0	0	0	0	0	9,000	0

USAGE: Accommodate projected 210 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: Construction completed in Fall 2004. Remaining funds are for final invoices and project closeout.

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

DESCRIPTION: This project provides for approximately 1,500 feet of taxiway parallel to Runway 15R. The project also provides new aircraft parking and deicing ramp adjacent to the new taxiway and immediately north of the new Terminal A/B. The new ramp will also accommodate the new Terminal A/B and will be fitted with a gate deicing collection system.

JUSTIFICATION: This project is the final segment to complete a two-way taxiway to the Runway 15R holdblock and threshold. This will improve airport capacity by providing dual aircraft flow to the runway threshold, thereby allowing alternative routing and sorting of departing aircraft. The new ramp will provide sufficient aircraft ramp and parking positions to facilitate the Terminal A/B expansion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,149	2,137	12	0	0	0	0	0	12	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	58,488	50,489	7,999	0	0	0	0	0	7,999	0
Total	60,637	52,626	8,011	0	0	0	0	0	8,011	0
Federal-Aid	38,113	22,539	15,574	0	0	0	0	0	15,574	0

USAGE: Accommodate projected 40% increase in passenger levels between 2000 and 2010.

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

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

1117



STATUS: Construction underway. Skywalk at Concourse D opened in November 2003, Concourse B Skywalk opened in May 2004, and Hourly Garage central spine opened November 2004. Roadway work to continue in multiple phases through FY 2006.

PROJECT: Terminal Entrance Roadway Improvements, Phase II, Upper Level Roadway Widening and Pedestrian Overpasses at BWI 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, and moving walkways in the Hourly Parking garage to enhance circulation. 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 Airport -- Line 4

Central Utility Plant Expansion and Electric Sub-Station Upgrade at BWI Airport -- Line 9

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

<u>POTENTIAL FUNDING SOURCE:</u>				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input 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)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,874	9,405	469	0	0	0	0	0	469	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	171,786	89,834	48,113	28,258	5,581	0	0	0	81,952	0
Total	181,660	99,239	48,582	28,258	5,581	0	0	0	82,421	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 40% increase in passenger levels between 2000 and 2010.

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: Surface lot complete. All garage spaces available as of July 2004. Project complete in December 2004.

PROJECT: New Daily Public Parking Garage and Surface Lot at BWI Airport

DESCRIPTION: This project provides for construction of an 8,400 space multi-level parking structure off the new Access/Return Roadway including entrance and exit helixes, revenue control plaza, elevators, and SmartPark wayfinding technology. The location of the new parking garage required the relocation of the MDOT Headquarters building including land acquisition, and roadway improvements. This project also includes construction of a 1,400 space surface lot at Elm Road and Aviation Boulevard, including a revenue control plaza, access/egress provisions, and shelters.

JUSTIFICATION: Provision of adequate parking near the terminal is critical for meeting business and other travelers' needs. This project will also provide needed capacity to replace parking capacity impacted by terminal expansion and airfield improvements.

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 2004 - 09 CTP: Cost decrease of \$10.7 million result of project completion. FY 2005 represents construction close out work.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,236	6,568	668	0	0	0	0	0	668	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	154,665	145,983	8,682	0	0	0	0	0	8,682	0
Total	161,901	152,551	9,350	0	0	0	0	0	9,350	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 40% increase in passenger levels between 2000 - 2010.

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

Other funding is revenue bonds supported by Airport Parking Revenue.



STATUS: Facility opened in December 2003.

PROJECT: Consolidated Rental Car Facility at BWI Airport

DESCRIPTION: This project provides for a new rental car facility located immediately west of the airport off Stoney Run Road. This site will consolidate rental car activities providing customer service facilities, an expanded area for vehicle ready/return, vehicle service and maintenance facilities, and vehicle storage areas. Shuttle bus service will be provided to the terminal. Project also includes purchase of 25 Clean Natural Gas buses and construction of bus maintenance facility exclusively for the rental car shuttle bus service.

JUSTIFICATION: BWI rental car facilities are at capacity and cannot accommodate projected passenger demand. The limited existing ready/return, maintenance and storage facilities cause a high level of inefficient operations and customer delay. New consolidated facilities will provide adequate space for immediate and future 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 2004 - 09 CTP: Updated project cashflow reflects latest expenditure schedule. FY 2005 represents construction close out work.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,864	6,864	0	0	0	0	0	0	0	0
Right-of-way	5,639	5,639	0	0	0	0	0	0	0	0
Construction	119,419	116,804	2,615	0	0	0	0	0	2,615	0
Total	131,922	129,307	2,615	0	0	0	0	0	2,615	0
Federal-Aid	563	563	0	0	0	0	0	0	0	0

USAGE: Accommodate projected increase of 40% in passenger levels between 2000 and 2010.

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

Other funding is revenue bonds supported by a Customer Facility Charge (CFC).

1015



STATUS: Project complete. Minor adjustments will continue through 2005.

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

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

JUSTIFICATION: Airport facility expansion requires additional heating/cooling and electrical capacity. Additional capacity is required for the new conditioned pedestrian skywalks, terminal building expansion and increase load due to increasing facility demand resulting from growth.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

New Terminal A/B Expansion at BWI Airport -- Line 4
 Terminal Entrance Roadway Improvements, Phase II -- Line 6

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost decrease of \$2.9 million due to favorable construction cost.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,580	1,453	127	0	0	0	0	0	127	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	22,224	19,700	2,524	0	0	0	0	0	2,524	0
Total	23,804	21,153	2,651	0	0	0	0	0	2,651	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected increase of over 40% in passenger levels between 2000 and 2010.

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

Other funding is revenue bonds supported by airport parking revenues.



STATUS: Installation complete with minor adjustments continuing into FY 2005.

PROJECT: Full Buildout of Parking Guidance System in Hourly Parking Garage at BWI Airport

DESCRIPTION: This project will provide for the completion of the installation of the SmartPark parking guidance system in the Hourly Parking Garage, immediately in front of the terminal. The electronic system consists of sensors above each parking space relaying real-time information concerning space availability upon approaching the garage, as well as, the number of available spaces on each level and in individual rows.

JUSTIFICATION: This system greatly enhances wayfinding for garage customers and allows for greater efficiency and higher capacity in the garage. Typically, parking facilities are closed when they reach 85 percent capacity to ensure availability in a reasonable search time. The precision and efficiency of the new systems allows for 100 percent capacity before the facility is closed.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Updated project cashflow reflects latest expenditure schedule.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,280	2,747	533	0	0	0	0	0	533	0
Total	3,280	2,747	533	0	0	0	0	0	533	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Approximately 4 million annual transactions.



STATUS: Complete.

PROJECT: Comprehensive Roadway Sign System at BWI Airport

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

JUSTIFICATION: The project will provide roadway guide signage incorporating Variable Message Signs (VMS) technologies and new graphic designs into Airport-area signage. This project will provide a method of informing patrons on parking lot availability in advance of key decision points and guiding them with VMS signs to alternate open parking facilities when needed. This project will introduce new graphic design for airport signage that will be unique and easily identified for airport wayfinding to parking and facilities. The project will also incorporate CHART II regional traffic messages for airport users.

SMART GROWTH STATUS:

- ☐ Project 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 2004 - 09 CTP: Updated project cashflow reflects latest expenditure schedule.

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)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....		TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0		0	0
Engineering	134	134	0	0	0	0	0	0		0	0
Right-of-way	0	0	0	0	0	0	0	0		0	0
Construction	4,507	4,022	485	0	0	0	0	0		485	0
Total	4,641	4,156	485	0	0	0	0	0		485	0
Federal-Aid	0	0	0	0	0	0	0	0		0	0



STATUS: Delivery complete. First buses accepted October 2004.

PROJECT: Purchase of New Bus Fleet For Shuttle Services at BWI Airport

DESCRIPTION: Purchase of fifty (50) clean diesel, low-floor buses, for Airport shuttle bus services to/from public and employee parking facilities, and Amtrak BWI Rail Station.

JUSTIFICATION: The current shuttle bus fleet is provided and operated by a private contractor. Maintaining a consistent and reliable fleet is becoming more difficult as the service demands increase. Purchase by the MAA of a new fleet will provide for a uniform and sufficiently sized fleet of energy-efficient vehicles which will improve reliability and reduce operating cost.

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 2004 - 09 CTP: Cost decrease of \$4.6 million reflects favorable contract price.

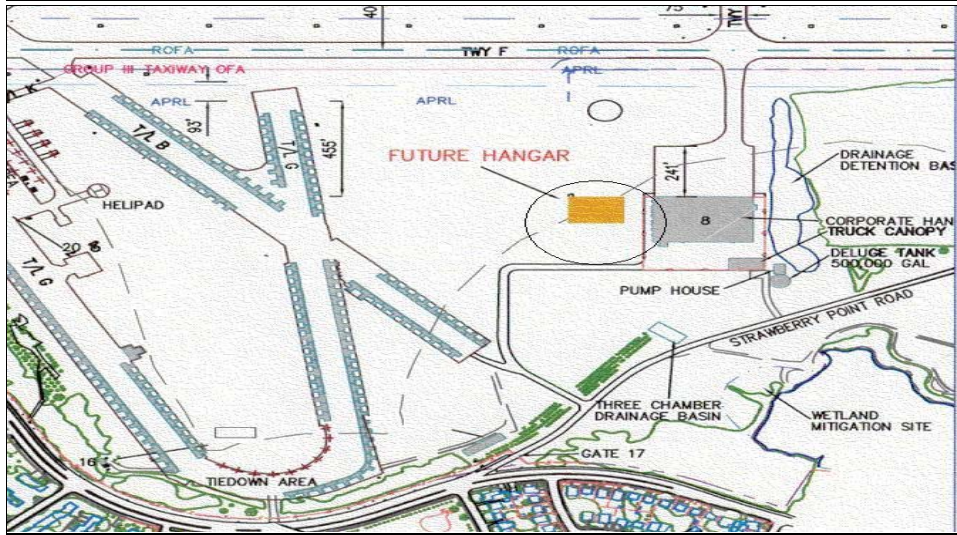
POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING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

USAGE: Over 1,000 daily trips with approximately 4 million transactions annually.

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

The other funding source is Certificate of Participation (COPS).

1243



STATUS: Design underway. Construction start projected for early FY 2006.

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.

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:

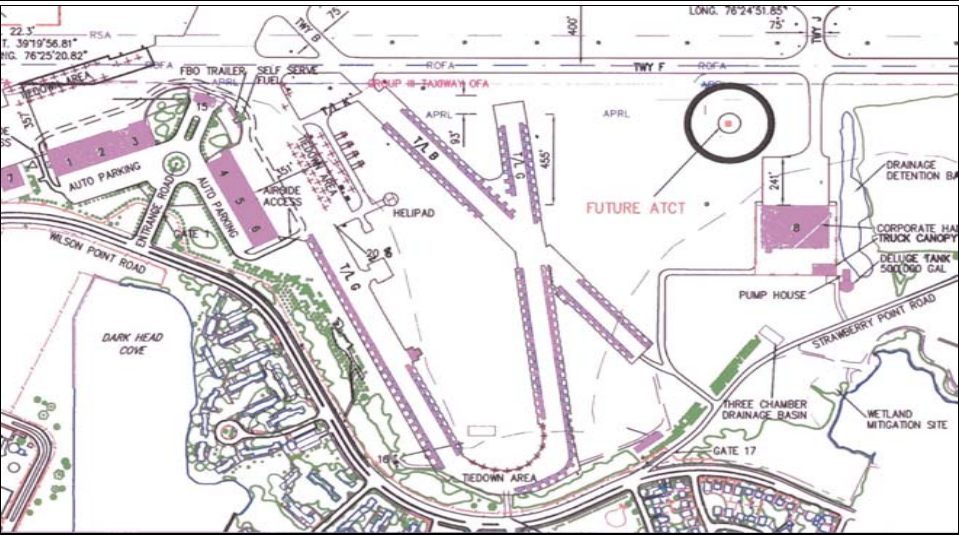
None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Moved from Development and Evaluation Program to Construction Program.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0
Engineering	500	0	163	299	38	0	0	0	500
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	7,150	0	0	2,145	5,005	0	0	0	7,150
Total	7,650	0	163	2,444	5,043	0	0	0	7,650
Federal-Aid	2,850	0	0	840	2,010	0	0	0	2,850

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

Anticipate Maryland Economic Development Corporation (MEDCO) financing.



STATUS: Design to begin in FY 2006 following completion of environmental analysis.

PROJECT: Midfield Complex - New Air Traffic Control Tower For Martin State Airport

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

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

SMART GROWTH STATUS:

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

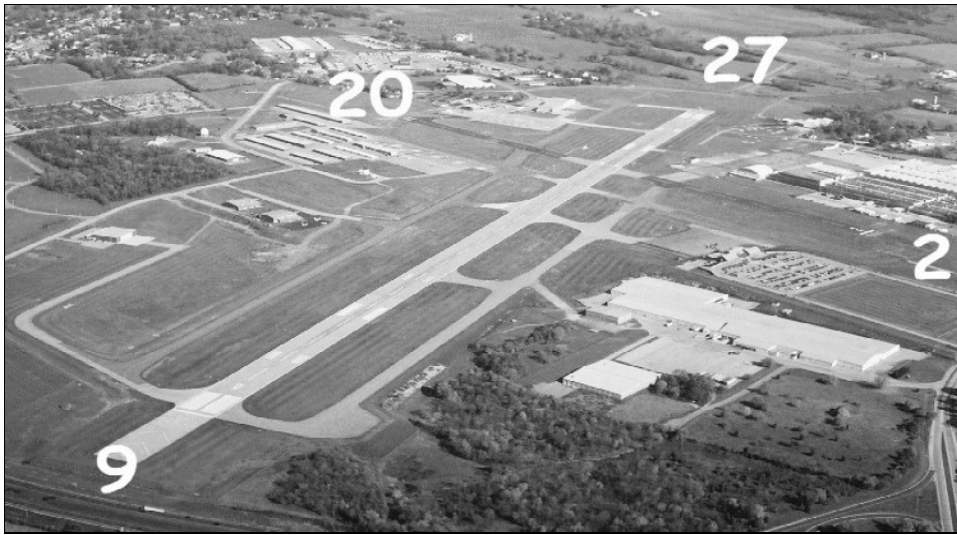
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increase of \$6.4 million due to need for higher tower and taxiway extension to resolve FAA line of site issues.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,170	0	24	519	519	108	0	0	1,170
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	7,850	0	0	0	2,641	5,209	0	0	7,850
Total	9,020	0	24	519	3,160	5,317	0	0	9,020
Federal-Aid	3,292	0	12	260	1,168	1,852	0	0	3,292

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



STATUS: Federal, State and Local commitments obtained. Preliminary design 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 acquisitions, 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 2004 - 09 CTP: Moved from System Preservation Minor Program to Construction program.

POTENTIAL FUNDING SOURCE:										
				<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER			
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	59	7,441	10,500	10,400	8,400	6,335	6,228	49,304	8,248
Total	57,611	59	7,441	10,500	10,400	8,400	6,335	6,228	49,304	8,248
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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

1462

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2005	AIP	8,000
CO	2006	AIP	8,000
CO	2007	AIP	6,000
CO	2008	AIP	6,000
CO	2009	AIP	6,000
CO	2010	AIP	4,000

USAGE: Approximately 59,000 annual passengers.



STATUS: Planning studies underway.

PROJECT: BWI Master Plan and Environmental Studies

DESCRIPTION: Study to identify long-term (20-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: The most recent BWI Master Plan was approved in 1987. Most projects envisioned in the 1987 Plan have been constructed. Future planning and programming is needed to maintain BWI's role in the national aviation system, and to accommodate passenger and airline demand well into the future.

SMART GROWTH STATUS:

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

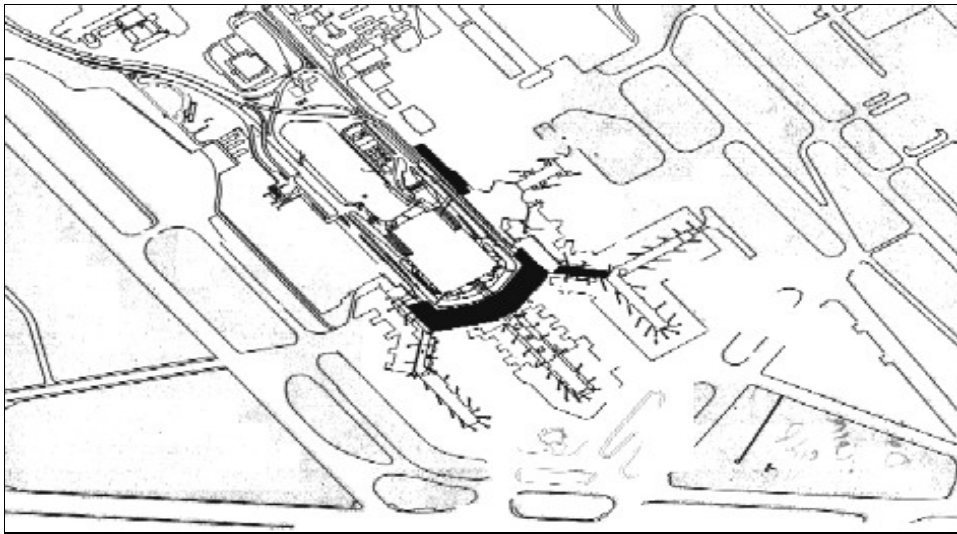
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	BALANCE TO COMPLETE
Planning	4,451	451	500	3,500	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	4,451	451	500	3,500	0	0	0	0	4,000 0
Federal-Aid	3,600	0	375	3,225	0	0	0	0	3,600 0

USAGE: Accommodate projected 40% increase in passenger levels between 2000 and 2010.



STATUS: Project planning for Concourse F, Concourse D Widening, People Mover, and Baggage Screening System have been concluded or transferred to other projects. Design for Baggage Screening has been removed and is now shown on Line 20.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Planning funds reallocated to related projects and planning contracts.

PROJECT: Terminal Building Expansion at BWI Airport

DESCRIPTION: This project will identify various expansion alternatives for the existing terminal building and address the feasibility and/or cost of each alternative, including potential impacts of new safety/security requirements and other facilities and/or services. Areas to be evaluated, along with preliminary design as warranted, include a new Concourse F, widening of Concourse D, and the possible reconfiguration and expansion of the central terminal for security and circulation/services improvements.

JUSTIFICATION: BWI has experienced significant growth with passenger levels projected to increase approximately 50 percent between 2000 and 2010. New federally mandated security requirements are also expected to impact terminal space usage. Undertaking planning and preliminary design at this time will provide MAA with the necessary expansion options to be responsive to passenger, airline and air service needs.

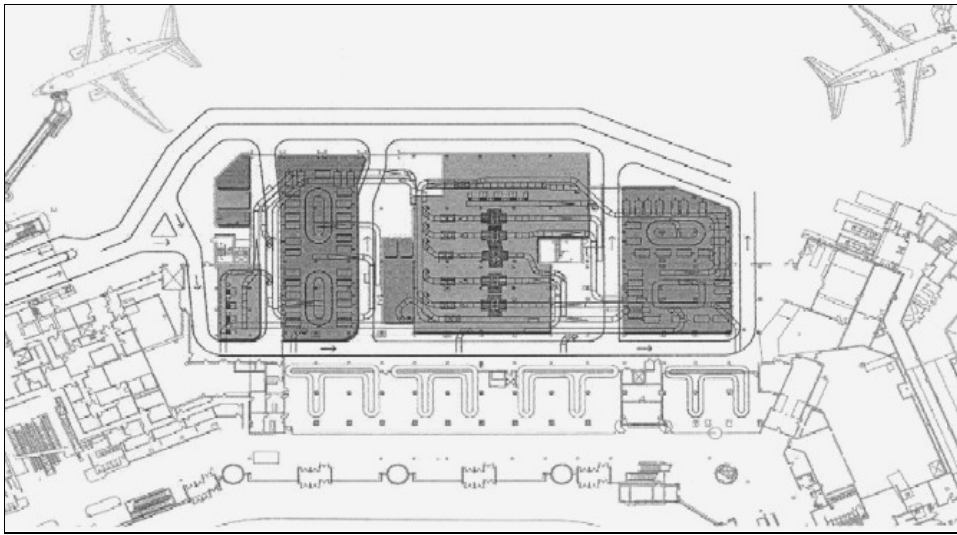
SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Fully Integrated Baggage Screening System at BWI Airport -- Line 18
 Comprehensive Aviation Planning Services -- Line 21 -- Item 42
 Comprehensive Intermodal and Terminal Planning Services -- Line 21 -- Item 43

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,515	2,515	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	2,515	2,515	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Design underway.

PROJECT: Concourse B/C Fully Integrated Baggage Screening System and Baggage Claim Expansion at BWI Airport

DESCRIPTION: This project will develop design for converting the existing baggage screening to in-line baggage handling systems with a fully integrated baggage security system.

JUSTIFICATION: The ability to maintain 100-percent electronic baggage screening, while maintaining projected airline departure flight schedules, is dependent upon BWI attaining the maximum utilization of bag screening technology.

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 Building Expansion at BWI Airport -- Line 17

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Formerly, design was part of Terminal Building Expansion project.

<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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,600	177	2,582	1,244	597	0	0	0	4,423	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	4,600	177	2,582	1,244	597	0	0	0	4,423	0
Federal-Aid	2,500	177	2,323	0	0	0	0	0	2,323	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
PE	2005	AIP	2,500
PE	2006	TSA	600
PE	2007	TSA	225



STATUS: Preliminary planning and environmental analysis underway.

PROJECT: People Mover System at BWI Airport

DESCRIPTION: The project involves environmental studies and conceptual design for a people mover system at BWI. The proposed Phase I system includes an alignment from the terminal building to the Consolidated Rental Car Facility including the BWI Rail Station and connections 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.

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

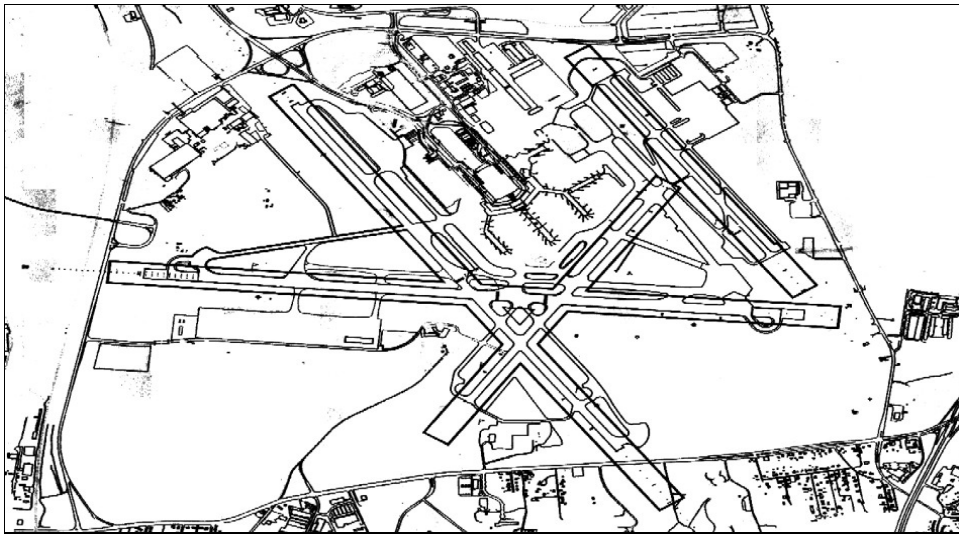
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Planning start delayed from FY 2004 to FY 2005 to address the scope rephasing.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	2,000	0	571	980	449	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	571	980	449	0	0	0	2,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Accommodate projected 40% increase in passenger levels between 2004 and 2010.



STATUS: Planning study underway as part of System Preservation Minor Projects Program. Environmental analysis to begin in FY 2005.

PROJECT: Runway Safety Area Environmental Assessment at BWI Airport

DESCRIPTION: This project provides for the study of improvements and environmental impact of bringing the Runway Safety Areas (RSA) at both ends of runways at BWI into compliance with current Federal Aviation Administration standards.

JUSTIFICATION: The RSA is intended to provide an extended level of safety at the end of all runways where overruns, veer-offs and undershoots are more likely to occur. To comply with the FAA's requirements, the MAA will evaluate methods to further enhance RSA's at BWI, and provide a safer operating area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project cashflow adjusted to reflect start of planning contract.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,000	0	907	2,720	373	0	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	907	2,720	373	0	0	0	4,000	0
Federal-Aid	3,000	0	0	0	3,000	0	0	0	3,000	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior</u>		
	<u>Airside Development</u>		
1	R/W 15L - 33R RPZ Obstruction Removal at BWI (1018)	852	Complete
2	Airport Triturator Building Rehab (1317)	1,043	Complete
3	BWI Sewage System Upgrade (1025)	3,180	Complete
4	15R Triturator Building (1439)	32	Complete
5	Loading Bridge Replacement (1175)	2,689	Complete
6	Sawmill Creek Watershed Enhancements (1087)	125	Underway
7	Wetland Mitigation (1024)	950	Underway
8	BWI Airport Gate Mgmt. Hardware/Software w/Bi-Directional Integration (1314)	564	Underway
9	Installation of Cable/Conduit for Airfield Lighting (1180)	418	Underway
10	Airfield Signs and Guardlights/Installation of Airfield Signs (1541)	232	Underway
11	BWI Aerial Survey & Obstruction Removal (1313)	475	Underway
12	Comp. Plan - Runway Safety Areas Study (1123)	101	Underway
13	15R Triturator and Power Gate A Access Improvement (1452)	4,105	Spring, 2005
14	Apron Lighting Improvements, Phase I (1286)	835	Spring, 2005
15	B/C Airfield Ramp Regrading (1510)	9,633	Spring, 2005
16	Fire Training Facility & Fire Pit Improvements (1454)	1,607	Spring, 2005
17	Lockout/Tagout for Airfield Lighting Regulators (1398)	175	Spring, 2005
	<u>Annual</u>		
18	Airfield Pvmt. Mgmt. System Update BWI/MTN (1389)	325	Underway
19	Acoustical Services Contract (1485)	1,000	Spring, 2005
	<u>Baltimore/Washington</u>		
20	Comprehensive Construction Mgmt & Inspection -AE98-007 (1048)	1,864	Complete
21	Comprehensive Design - AE 99-007 (1056)	394	Complete
22	Comprehensive Planning - FY2000 (1067)	6,993	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Baltimore/Washington (cont'd)</u>		
23	Comprehensive Commercial Facilities Planning (1085)	929	Complete
24	Comprehensive Design Services - AE01-007-010 (1185)	1,924	Complete
25	Comprehensive Design - AE 99-008 (1057)	643	Underway
26	Comprehensive Design - AE99-006 (1055)	1,730	Underway
27	Comprehensive Design Services- AE99-005 (1054)	2,725	Underway
28	Comprehensive Construction Management & Inspection Services (1188)	940	Underway
29	Comprehensive Planning- AE-01-006/013 (1186)	2,896	Underway
30	A/E Consultants for Building Permits (1390)	200	Underway
31	Comprehensive Acoustical Services- SV02-009 (1184)	540	Underway
32	Environment Consultant -AE02-003 (1183)	2,000	Underway
33	Wildlife Management Plan (1181)	435	Underway
34	Commercial Facilities Planning Consultant (1416)	1,000	Underway
35	Comprehensive Airport Facilities Planning (1459)	2,450	Underway
36	Comprehensive Environmental Planning (1460)	1,000	Underway
37	Fire Protection Engineer Services (1173)	200	Underway
38	MAA Airport Technology Master Plan & Strategic Plan (1330)	750	Underway
39	Comp. Architectural Engineering Design Services (1324)	3,300	Underway
40	Comprehensive Environmental Compliance Services (1461)	1,250	Underway
41	Landside Structures Program Management (1115)	86	Underway
42	Comprehensive Aviation Planning Services (1113)	3,000	Spring, 2005
43	Comprehensive Intermodal & Terminal Planning Services (1114)	3,000	Spring, 2005
	<u>Equipment</u>		
44	New 4,000 Gallon De-icer Truck (1201)	164	Complete
45	1989 Snow Blast Snow Vehicle Replacement (1343)	446	Complete
46	Replace 1985 Mack De-Icing Truck (1345)	158	Complete
47	Snowblower -1989 Idaho Norland Snow Vehicle Replacement (1341)	446	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Equipment (cont'd)</u>		
48	Street Sweeper Replacement - FY04 (1403)	129	Complete
49	Two Additional Snow Plows-FY04 (1399)	470	Complete
50	Emergency Call Box Replacement/Installation (1512)	450	Underway
51	Additional Front-End Loader FY04 (1400)	642	Underway
52	2000 Gallon Fuel Tanker - Replacement (1440)	126	Underway
53	4 x 4 Dump Truck - 6 Additional Snow Vehicles (1444)	1,422	Underway
54	4X4 Dump Trucks w/ 22' plow- 4 Addtl Snow Vehicles (1221)	1,200	Underway
55	Additional Solid Chemical Truck- Snow Removal- V Box Spreader (1231)	180	Underway
56	Crash Truck 434 - Replacement (1393)	670	Underway
57	IT Equipment (1455)	425	Underway
58	Replace 5 Ton Tow Truck (1442)	126	Underway
59	Replace Crash Truck 433 (1333)	670	Underway
60	Seven Runway Brooms- Snow Removal (1349)	2,800	Underway
61	Street Sweeper - Replacement Equipment (1443)	129	Underway
62	Three Additional Snowblowers (1224)	1,215	Underway
63	Three Hydraulic "V" Box Spreader Trucks for Snow (1445)	570	Underway
64	Two Additional Liquid Chemical Tanker-FY04 (1401)	438	Underway
65	V- Box Spreader Trucks /Two Snow Removal (1230)	500	Underway
	<u>Information Technology</u>		
66	CUTE for International Terminal Buildout (1244)	2,788	Complete
67	MUFIDS/BIDS Upgrade, Ph I (1335)	3,226	Underway
68	800 Mhz Emergency Digital Trunked Radio System (1334)	1,993	Underway
	<u>Landside Development</u>		
69	Long Term Parking Rehabilitation at BWI (1189)	333	Complete

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Landside Development (cont'd)</u>		
70	Traffic Flow Improvements (1387)	70	Complete
71	Bridge Inspection (SHA Consultant) (1023)	459	Underway
72	MdTA Police OT-Movement of Traffic (1378)	500	Underway
73	Comprehensive Paving, 2002 (1257)	2,298	Underway
74	BWI Landscaping (1377)	734	Underway
75	Redundant IT Facility/MIS Office Relocation (1222)	2,505	Underway
76	Tenant Mods (1277)	905	Underway
77	Comprehensive Paving at BWI- FY04 (1392)	2,764	Underway
78	BWI Airport Gateway Treatment Study (1591)	200	Underway
79	FY05 Comprehensive Paving (1448)	2,125	Underway
80	Hourly Parking Garage Renovation (1464)	4,265	Underway
81	IT Systems Design Services (1456)	300	Underway
82	Landside Operations Center (1446)	790	Underway
83	MAC Building Renovations (1161)	3,434	Underway
84	Maintenance Complex Rehab (1086)	4,362	Underway
85	Public Awareness Program (1254)	65	Underway
86	Terminal Bag Claim & Concourse Ltg Upgrade (1140)	1,460	Underway
87	CNG Fueling Station (1431)	2,290	Spring, 2005
	<u>Martin State</u>		
88	MTN Electr. Renovation to Hangar Doors 1-6 (1195)	825	Complete
89	Purchase of MTN Hangar (1136)	1,083	Complete
90	MTN Environmental Assessment (1411)	332	Underway
91	MTN Obstruction Survey (1508)	250	Underway
92	MTN Electrical Switch Gear Upgrades (1360)	702	Underway
93	MTN Rehab of Plumbing System (1365)	702	Underway
94	MTN Strawberry Point Lighting (1362)	311	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Martin State (cont'd)</u>		
95	MTN Aviation Self-Fueling Station (1526)	536	Underway
96	MTN Fire Hydrant Replacement (1509)	276	Underway
97	MTN Fuel Truck Containment Area (1528)	701	Underway
98	MTN HVAC Upgrade-Maint. Shop, Admin. Bldg. & Hangers 4-6 (1432)	1,289	Underway
99	MTN Runway Rehabilitation (1093)	170	Underway
100	MTN Tenant Mods (1199)	209	Underway
	<u>Regional Aviation</u>		
101	Cambridge/Dorchester County Airport Grant (1234)	977	Underway
102	State Public/Private Heliport-Vertiport System Plan Study (1235)	500	Underway
103	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Underway
104	Regional Airport Standardization Program (1227)	250	Underway
105	Regional Aviation Program (1107)	557	Underway
106	Statewide Aviation Grants (AIP-5%) (1105)	750	Underway
	<u>Security</u>		
107	Airfield Security Checkpoints (Sec. Booth) Impvmt. (1435)	245	Complete
108	Canine Facility at BWI Airport (1386)	820	Complete
109	Landside Communication & Security Upgrade, PH II (1380)	426	Complete
110	Terminal Security Checkpoint Modifications (1434)	3,140	Complete
111	Baggage Security Screening System Upgrades (1540)	3,570	Complete
112	Security Center Relocation (1396)	538	Complete
113	Security Initiatives (1298)	1,226	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Terminal Development</u>		
114	BWI Communication Closet Security Modification (1103)	1,760	Complete
115	Terminal Bldg Interior Mods/Improvements (1255)	2,163	Complete
116	Electrical Substation Feeder (1385)	1,562	Complete
117	Elevator Rehab. Program (1152)	979	Complete
118	Passenger Lounge/Club Renovation (1193)	936	Complete
119	Terminal Water Supply Sys Upgrade (1190)	289	Complete
120	Construction for CUTE in International Terminal (1524)	2,100	Complete
121	New Tenant Modifications (1157)	702	Underway
122	Tenant Modifications (1179)	731	Underway
123	Forced Main Sewer Line Installation - Parallel Line (D) (1407)	1,387	Underway
124	Tenant Modifications (1417)	925	Underway
125	Terminal Bldg Interior Mods (1447)	3,496	Underway
126	Airline Relocation (1511)	4,705	Underway
127	County Sewer and Water Capital Improvements (1028)	1,384	Underway
128	Terminal Piers Jetway Door Replacement (1410)	31	Underway
129	Heating & Ventilation, Water Heaters, and Controls Replacement at BWI (1302)	1,405	Spring, 2005
130	MUFIDS/BIDS Upgrade, Phase III (1604)	1,180	Spring, 2005
131	Tenant and Safety Modifications (1457)	770	Spring, 2005
132	Terminal Building Interior Modifications (1450)	3,000	Spring, 2005
	<u>FY 2006</u>		
	<u>Airside Development</u>		
133	Additional Glycol Collection Tank (1318)	1,455	Spring, 2006
134	Airfield Ramp Rehab/Airfield Concrete Structure & Drain Replacement (1465)	2,925	Spring, 2006
135	B/C Airfield Ramp Regrading, Ph.II (1610)	6,090	Spring, 2006
136	Underground Airfield Fire Hydrants at non-RSA locations (1521)	665	Spring, 2006

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2006 (cont'd)</u>		
	<u>Airside Development (cont'd)</u>		
137	UR - Airfield Lighting Cable Replacement (1351)	3,540	Spring, 2006
	<u>Annual</u>		
138	BWI Parking Pavement Rehab and Signage (1491)	200	Summer, 2005
139	Comprehensive Regional Air Passenger Survey (1486)	125	Summer, 2005
140	Inspection of BWI Parking Garage Structures (1463)	200	Summer, 2005
141	Airside Paving Rehab (1469)	6,364	Spring, 2006
	<u>Baltimore/Washington</u>		
142	BWI IT Infrastructure (1291)	400	Summer, 2005
143	BWI Security Fence (1245)	350	Summer, 2005
144	Revenue Control System Equipment (1270)	400	Summer, 2005
	<u>Equipment</u>		
145	Additional Debris Sweeper for Airfield Ramp (1564)	130	Summer, 2005
146	IT Equipment (1455)	832	Summer, 2005
147	Replace Glycol Recovery Vehicles (3) (1619)	810	Summer, 2005
148	Replace Paint Truck (1559)	264	Summer, 2005
	<u>Information Technology</u>		
149	800 Mhz Emergency Digital Trunked Radio System (1334)	4,376	Summer, 2005
	<u>Landside Development</u>		
150	MAC Building Renovations (1161)	548	Summer, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

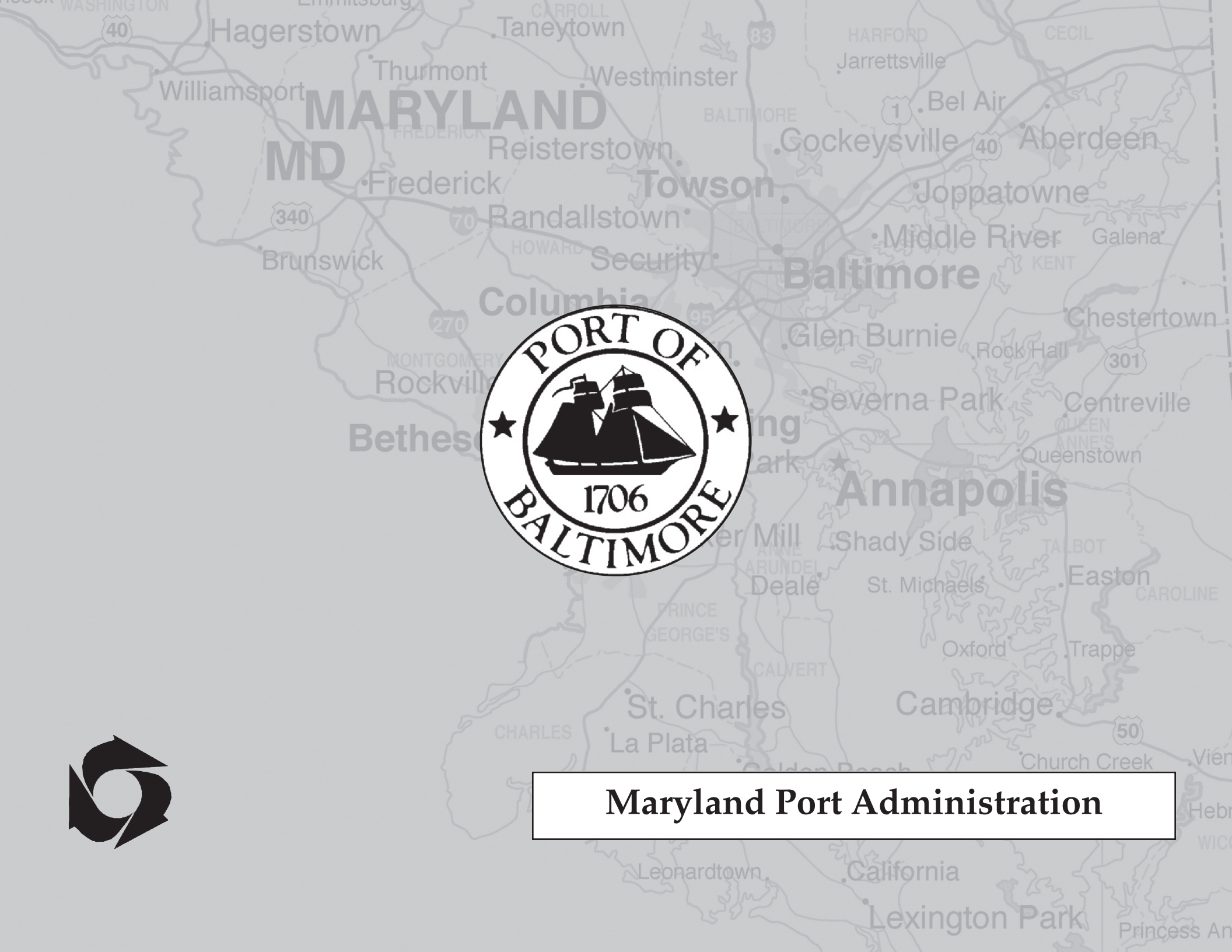
MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2006 (cont'd)</u>		
	<u>Landside Development (cont'd)</u>		
151	M-TAG Pilot Program (1397)	250	Summer, 2005
152	Plumbing Repairs at Self Maintenance & ARFF Buildings (1409)	214	Summer, 2005
153	Terminal Bag Claim & Concourse Ltg Upgrade (1140)	3,009	Summer, 2005
154	UR - Fire Protection - Hourly Garage Improvements (1474)	3,314	Summer, 2005
155	UR - Water System - Connect 24" AACO - 12" Main at Aviation Blvd. (1355)	417	Fall, 2005
	<u>Martin State</u>		
156	MTN Runway Rehabilitation (1093)	574	Summer, 2005
157	MTN Fuel Farm Renovations (1530)	523	Fall, 2005
158	MTN Connection to Airport Water Supply for Fire Suppression System (1433)	1,360	Spring, 2006
159	MTN Helicopter Landing Area (1529)	315	Spring, 2006
160	MTN Ramp Paving (1092)	512	Spring, 2006
161	MTN Stormwater Management Program (1094)	1,560	Spring, 2006
	<u>Regional Aviation</u>		
162	Aid to Public/Private Airports (MAPA-90%) (1106)	1,000	Summer, 2005
163	Regional Airport Standardization Program (1227)	125	Summer, 2005
164	Regional Aviation Program (1107)	225	Summer, 2005
165	St. Mary's County Airport (1108)	270	Summer, 2005
166	Statewide - Airport Pavement (1607)	200	Summer, 2005
167	Statewide - Airport System Plan (ASP) Update/Revision (1608)	500	Summer, 2005
168	Statewide Aviation Grants (AIP-5%) (1105)	750	Summer, 2005
	<u>Security</u>		
169	Security CCTV Upgrade (1246)	4,266	Spring, 2006

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 21 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2006 (cont'd)</u>		
	<u>Security (cont'd)</u>		
178	Two Perimeter Security Intrusion Detection Systems (PIDS) (1613)	1,100	Spring, 2006
	<u>Terminal Development</u>		
170	County Sewer and Water Capital Improvements (1028)	230	Summer, 2005
171	Sanitary Sewer Main Rehab Phase II (1453)	2,805	Summer, 2005
172	Terminal Piers Jetway Door Replacement (1410)	69	Summer, 2005
173	Engineering & Facilities Emergency Mapping Mgmt Phase I (1623)	600	Fall, 2005
174	Fire Protection - Sprinkler Zone Control Valve Relocation (1363)	460	Fall, 2005
175	Lightning Strike Equipment for Airport Electronics (1458)	373	Fall, 2005
176	Terminal Space Frame Lighting (1436)	768	Spring, 2006
177	UR - Electrical System - BWI SCADA System (1229)	2,465	Spring, 2006



Maryland Port Administration

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

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	57.1	45.3	48.7	57.0	48.2	64.6	320.8
System Preservation Minor Projects	31.1	23.7	12.7	12.0	19.5	22.5	121.5
<u>Development & Evaluation Program</u>	<u>8.9</u>	<u>11.9</u>	<u>9.0</u>	<u>3.7</u>	<u>3.6</u>	<u>3.7</u>	<u>40.8</u>
SUBTOTAL	97.1	80.8	70.3	72.7	71.4	90.8	483.2
<u>Capital Salaries, Wages & Other Costs</u>	<u>4.2</u>	<u>4.2</u>	<u>4.3</u>	<u>4.5</u>	<u>4.6</u>	<u>4.8</u>	<u>26.7</u>
TOTAL	101.4	85.0	74.6	77.2	76.0	95.6	509.9
Special Funds	99.2	77.5	74.2	77.2	76.0	95.6	499.8
Federal Funds	2.2	7.5	0.4	-	-	-	10.1



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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased by \$14.3 million due to the addition of FY 2010 and funding for the closure of the north HMI cell as a dredged material placement site.

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.

JUSTIFICATION: The disposal capacity of the island is needed to allow maintenance dredging of the Port's harbor and shipping channels. The capacity is also needed for selected harbor and channel improvement projects planned for the Port. Continued use of Hart-Miller Island represents one of the most cost efficient dredge disposal options available. Use of the site for the maintenance of the Port's channel ensure the safe and efficient operation of approximately 2,000 ships calling on the Port each year. Dredge material will no longer be placed at Hart Miller Island beyond 2009. Alternative dredged material placement sites are being evaluated.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Dredge Placement and Monitoring -- Line 2
 Dredge Material and Management Program -- Line 11

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,508	3,116	320	508	370	380	400	414	2,392	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	73,322	38,020	4,277	4,300	4,119	4,140	9,160	9,306	35,302	0
Total	78,830	41,136	4,597	4,808	4,489	4,520	9,560	9,720	37,694	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5002, 5003, 5010, 5013



STATUS: Funds will be allocated as specific placement sites for dredged material are identified. Studies are being conducted to investigate horizontal and lateral expansion of Poplar Island. The dike at Cox Creek are being raised to 24'. We are currently obtaining permits to allow operation and maintenance activities at Cox Creek.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$108.2 million due to the addition of FY 2010 funding and the funding of potential new dredge placement sites (such as Masonville, James and Barren Island).

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 2,000 ships a year calling on the Port of Baltimore's shipping lanes, there is a need to maintain the channels for the port to remain competitive and increase economic development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Hart-Miller Island Related Projects -- Line 1
Dredge Material and Management Program -- Line 11

<u>POTENTIAL FUNDING SOURCE:</u>					<input checked="" type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	391	391	0	0	0	0	0	0	0	0
Engineering	2,823	2,823	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	327,238	111,745	23,146	11,540	34,790	52,460	38,680	54,877	215,493	0
Total	330,452	114,959	23,146	11,540	34,790	52,460	38,680	54,877	215,493	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5101, 5103, 5206, 5207, 5208, 5211, 5214, 5215, 5218,
5221, 5230, 5231, 5232, 5233, 5234, 5300, 5301, 5302,
5305, 5306, 5307



STATUS: Construction for Phase I is underway, and should be completed in the spring of 2005. The completion of this project was delayed due to site conditions being different than anticipated.

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. It was last rehabilitated during the 1960's. This project will plan and design the work needed (in a phased approach) to renew and deepen the berths to meet future cargo and vessels needs. Heavy cargo vessels have grounded on the bottom at low tides. The berths will be designed to allow dredging to an eventual depth of 50 feet. The first phase funds reconstruction of Berths 5 and 6. (Berth 4 is the next phase, which is not yet funded.)

JUSTIFICATION: Berth 1-6 are essential to the Port because they handle a variety of cargoes, i.e. automobiles, forest products, roll-on/roll-off, other breakbulk (van packs) and passengers from cruise vessels. Age and harsh marine environment 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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	584	392	5	187	0	0	0	0	192	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	24,408	13,192	10,916	300	0	0	0	0	11,216	0
Total	24,992	13,584	10,921	487	0	0	0	0	11,408	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

USAGE: Increase in vessel calls.



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

PROJECT: Niche Cargo Warehouse, Shed 6B

DESCRIPTION: This warehouse 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 of the Dundalk Marine Terminal.

JUSTIFICATION: Only 29% 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. During 2003, MPA terminal's forest products increased 3.1 percent. 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 2004 - 09 CTP: Construction delayed from FY 2005 to FY 2006 due to operational issues delaying the demolition of Shed 3B - surcharge situated at the Shed 6B site will be moved to the Shed 3B site after demolition - the delay of the demolition of Shed 3B has delayed the start of Shed 6B.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	6,100	1,490	0	0	0	7,590	0
Total	7,590	0	0	6,100	1,490	0	0	0	7,590	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The 100,000 square foot shed was completed in FY 2004. Construction of the 300,000 square foot shed began in FY 2004.

PROJECT: North American Paper Hub

DESCRIPTION: Construct two sheds near the berth with rail and truck loading access. The large 300,000 square foot warehouse is to have 30 foot eave height and 1,500 pound/square foot floor load; the 100,000 square foot facility is a "first point of rest" transit shed. This project will also improve rail capability at the terminal with construction of the additional storage tracks.

JUSTIFICATION: A partnership of world-class northern European paper producers and shippers have consolidated their North American paper imports to one terminal complex. Paper volumes of 550,000 tons are forecast to arrive by both container and breakbulk vessels. During 2003 this commodity grew 10.8 percent and the MPA imported more paper than any other port in the north Atlantic region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Delays in the award of this contract caused a \$1.7 million increase in the project due to increase in the price of steel.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	26,150	11,310	14,340	500	0	0	0	0	14,840	0
Total	26,150	11,310	14,340	500	0	0	0	0	14,840	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1607, 1609, 1610



STATUS: This project is Complete.

PROJECT: Forest Products Warehouse - Lot 5B - Dundalk Marine Terminal

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

JUSTIFICATION: Forest Products have continued to be a success story at the Port of Baltimore. Our customer is eager to get additional covered storage for wood pulp. Forest product tonnage grew 3.1 percentage at MPA terminals during 2003. Site stabilization is necessary for the warehouse to support heavy rail cars and large warehouses with floor load ratings of 1,200 pounds per square foot.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,704	9,094	610	0	0	0	0	0	610	0
Total	9,704	9,094	610	0	0	0	0	0	610	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

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



STATUS: Dundalk Gate construction is underway. The Security Patrol boat will be procured in FY 2005. The Remote Video Surveillance system will be procured in February, 2005.

PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA terminal facilities against unauthorized intrusions. Currently, six projects are in this program: The Terminal Security Access project will manage Dundalk Marine Terminal incoming and outgoing trucks and cargo traffic. Terminal Video Surveillance System will allow comprehensive observations of four MPA terminals. The Security Water Craft will allow the MdTA Police to conduct waterside patrols of the MPA terminals and visiting ships. Recently added projects include Terminal Perimeter Security, Terminal Access (Seagirt) and Cargo and Information System Security.

JUSTIFICATION: Coast Guard Regulations enacted under the Maritime Transportation Security Act of 2002 require the MPA to develop a security plan for MPA terminals and facilities. These six 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. 80% of these costs are funded by Federal 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.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Program funding increased by \$4.1 million due to a change in project scope and additional security requirements.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	17,178	974	2,255	9,787	4,162	0	0	0	16,204	0
Total	17,178	974	2,255	9,787	4,162	0	0	0	16,204	0
Federal-Aid	10,716	974	2,178	7,183	381	0	0	0	9,742	0

1062, 1780, 1781, 1782, 1783, 1784



STATUS: Phase II to begin construction in FY 2006.

PROJECT: Wallenius Wilhelmsen Improvements - Phase II

DESCRIPTION: Funds will be made available for improvements to the Wallenius Wilhelmsen hub facility located at the Dundalk Marine Terminal. The improvements will pay for expenditures such as paving, fencing, lighting and expansion of the existing storage area.

JUSTIFICATION: The MPA is contractually committed to make these improvement when the customer expands into Phase II.

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 2004 - 09 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	4,000	0	0	1,742	2,258	0	0	0	4,000	0
Total	4,000	0	0	1,742	2,258	0	0	0	4,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The terminal is anticipated to be operational for the 2006 cruise season.

PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Project funding includes dredging, conversion of the existing cargo shed; demolition of ancillary structures, paving, striping, fencing and lighting to create 637 surface parking spaces located at the SLP terminal; security enhancements and relocation of the existing fixed gangway from Dundalk Marine Terminal. This project includes the acquisition of adjacent land; an 8-acre grass area to be used 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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	1,200	0	1,200	0	0	0	0	0	1,200	0
Construction	12,000	0	0	10,500	1,500	0	0	0	12,000	0
Total	13,200	0	1,200	10,500	1,500	0	0	0	13,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The Army Corp of Engineers is evaluating this project.

PROJECT: C&D Canal Deepening

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,930	1,880	50	0	0	0	0	0	50	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	1,930	1,880	50	0	0	0	0	0	50	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5500, 5501



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material and Management Program

DESCRIPTION: 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. The MPA must identify placement sites and uses for future dredge material. Studies and investigations are necessary to meet the requirements of the Dredge Material Management Act of 2001.

SMART GROWTH STATUS:

- ☒ 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 2004 - 09 CTP: Cost increased by \$6.2 million due to the addition of new Inner Harbor Sites Planning and Engineering projects, as well as the fact that the Dredge Material Management Act of 2001 phases out open-water placement of dredge material and establishes a preference for beneficial and innovative uses.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	50,266	16,445	7,703	10,693	7,537	2,600	2,600	2,688	33,821	0
Engineering	13,648	6,919	1,148	985	1,420	1,140	1,000	1,036	6,729	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	66,911	26,361	8,851	11,678	8,957	3,740	3,600	3,724	40,550	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

5216, 5217, 5219, 5220, 5223, 5224, 5226, 5227, 5228,
5400, 5401, 5402, 5403, 5404, 5405, 5406, 5410, 5411,
5412, 5413

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 12

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior</u>		
	<u>All Terminals</u>		
1	Crane Exterior Coating Preservation (1732)	473	Complete
2	Marylynn Electrical (1727)	73	Complete
3	Underwater Structure Inspection (1722)	200	Underway
4	Agency Wide Tenant Alteration - V (1737)	200	Underway
5	Agency Wide Tenant Alterations - IV (1736)	201	Underway
6	All Terminals - Hurricane Isabel Damage (1740)	380	Underway
7	Berth Substructure Repair III (1739)	1,600	Underway
8	Environmental Best Practices (1738)	441	Underway
9	Fresh Water Pits (1763)	388	Underway
10	Agency Wide Tenant Alteration - III (1731)	82	Underway
11	Cargo Handling Equipment - RTG (3003)	480	Underway
12	Microwave Transmission Tower (1764)	100	Underway
13	Paving Contract - FY 03 - 05 (1701)	1,077	Underway
14	Concrete Deck Repair (1786)	677	Spring, 2005
15	Paving Repair IV (1708)	6,000	Spring, 2005
	<u>Dundalk Marine Terminal</u>		
16	Slope Protection Colgate Creek (1023)	607	Complete
17	Emergency Repair of Berth 7 (1064)	496	Complete
18	POV Gate Improvement - DMT (1075)	60	Complete
19	Reimbursement for Repair of Fumigation Facility Duct (1076)	21	Complete
20	High Mast Lighting - Phase II DMT (1051)	1,373	Underway
21	Emergency Repair of 96 inch Storm Drain (1079)	453	Underway
22	Storm Drain Repair - DMT (1068)	500	Underway
23	Whirley Crane Relocation (1065)	3,750	Underway
24	Demolition - Sheds 3B (1032)	2,750	Underway
25	Dundalk Marine Terminal O&M (1011)	1,467	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Dundalk Marine Terminal (cont'd)</u>		
26	Gasoline Alley (Bldg 7) Demolition - DMT (1052)	532	Spring, 2005
27	Rail Improvements for RoRo (1081)	700	Spring, 2005
	<u>Environmental</u>		
28	Chrome Ore Removal (1102)	2,244	Underway
29	Ground Water Treatment (1104)	2,557	Underway
30	Hawkins Point O&M (1707)	448	Underway
	<u>Facilities and Equipment</u>		
31	Crane Dept Fork Lift (3026)	100	Complete
32	RTG Spreader Trailers (3023)	124	Complete
33	Emergency Repair Diesel Engine - Crane (3031)	47	Underway
34	Fuel Truck (3030)	140	Underway
35	Rehabilitation of Trolley Rails - SMT Cranes (3025)	537	Underway
36	Crane Electrical Rehabilitation - Cranes 7 & 8 (3013)	600	Underway
37	Loading Dock Levelers (3027)	203	Underway
38	Railroad Crane Inspection and Construction (3106)	150	Underway
39	RTG Truck and Snow Plow (3028)	60	Underway
	<u>Masonville Auto Terminal</u>		
40	Emergency Flooding and Pump Mitigation (1755)	71	Complete
41	KIM Diving Services (1744)	160	Underway
42	Kurt Iron Environmental Phase I - Clean-up (1210)	4,764	Underway
43	Fairfield Sheet Piling Repair (1741)	1,547	Underway
44	Kurt Iron Phase II - Terminal Development (1719)	4,250	Spring, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Masonville Auto Terminal (cont'd)</u>		
45	Masonville Road Construction (1750)	700	Spring, 2005
46	Mercedes Improvements at Masonville (1754)	1,290	Spring, 2005
	<u>North Locust Point</u>		
47	Demolition of Grain Pier and Gallery (1808)	3,001	Underway
	<u>Open-Ended Consulting</u>		
48	Claims Analysis (1213)	117	Complete
49	Portwide Engineering I (1220)	2,842	Underway
50	Miscellaneous Survey I (1224)	216	Underway
51	Miscellaneous Survey II (1225)	199	Underway
52	Portwide Engineering II (1221)	2,227	Underway
53	Portwide Engineering III (1222)	1,055	Underway
54	Portwide Engineering IV (1223)	1,109	Underway
55	Claims and Schedule Review (1230)	200	Underway
56	Construction Management Inspection (1226)	2,000	Underway
57	Misc Engineering Services - Small Procurement I (1231)	200	Underway
58	Misc. Engineering Services - Small Procurement II (1232)	200	Underway
59	Cruise Terminal Traffic Study (1238)	100	Underway
60	Portwide Engineering & Design A (1233)	3,000	Underway
61	Portwide Engineering & Design B (1234)	2,000	Underway
62	Portwide Engineering & Design C (1235)	1,000	Underway
63	Portwide Engineering & Design D (1236)	1,000	Spring, 2005
64	Portwide Engineering & Design E (1237)	1,000	Spring, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

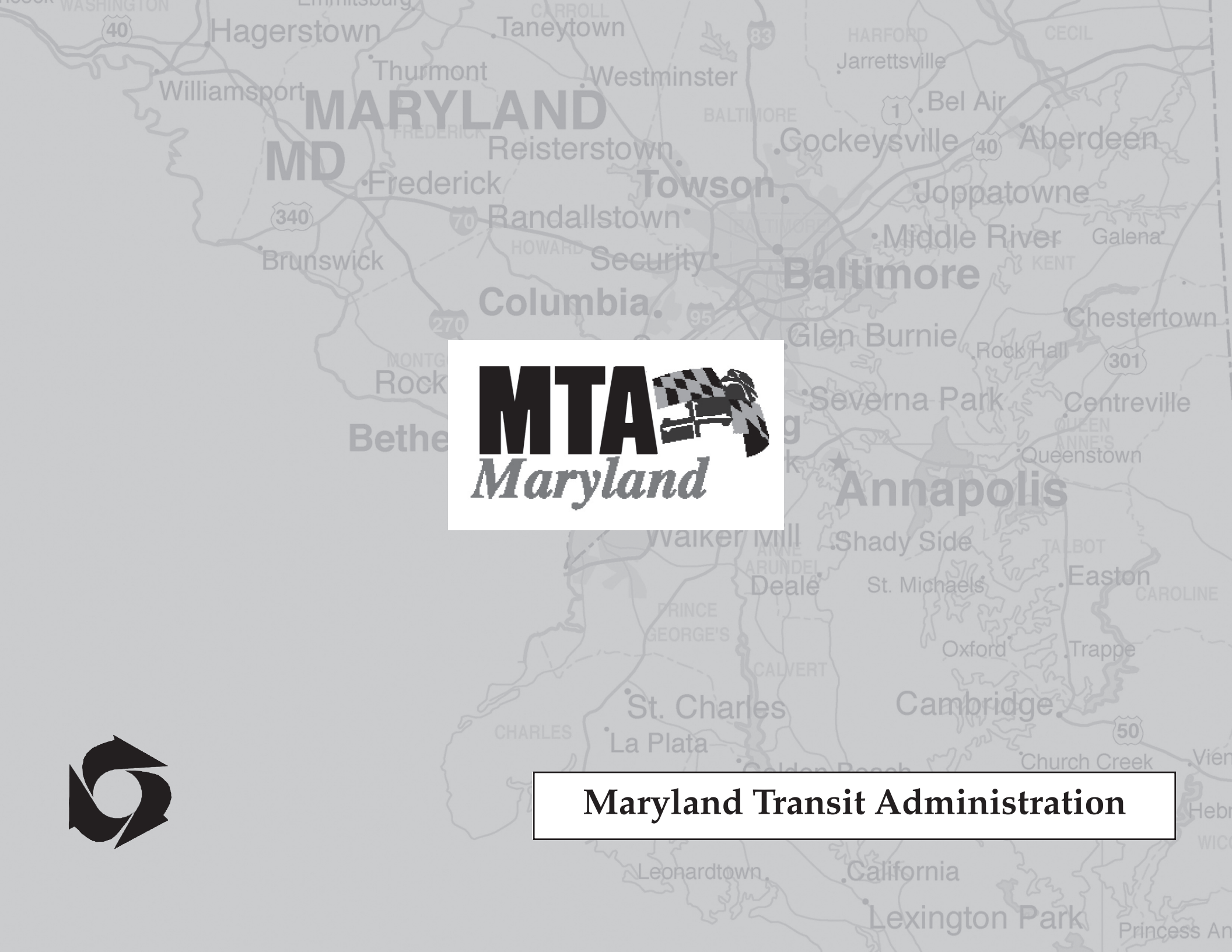
MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>Op-to-Capital</u>		
65	CTIPP Equipment (3124)	1,125	Spring, 2005
	<u>Port - Wide</u>		
66	Cruise Analysis (3118)	121	Complete
67	Open Ended Studies - Planning (3112)	2,004	Underway
	<u>Seagirt Marine Terminal</u>		
68	Emergency Generator - SMT (1306)	230	Underway
69	Substructure Repair SMT (1318)	3,700	Spring, 2005
	<u>South Locust Point</u>		
70	Wetlands Restoration - Ft. Mchenry (1613)	223	Complete
71	Ft. McHenry Wetlands Engineering (1612)	167	Underway
	<u>World Trade Center</u>		
72	Fire/Life Safety Code - Elevator Enhancements (1514)	2,941	Underway
73	Emergency Fire System (1525)	178	Underway
74	WTC - Security Improvement (1512)	1,334	Underway
75	Fire Pumps and Domestic Water Systems (1509)	1,670	Underway
76	WTC - Hurricane Isabel Expenditure (1531)	6,289	Underway
77	Tenant Renovation - Meridian WTC (3107)	3,288	Underway
78	WTC - HVAC (1511)	293	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 12 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2006</u>		
	<u>All Terminals</u>		
79	Berth Substructure Repair (1730)	1,000	Summer, 2005
	<u>Dundalk Marine Terminal</u>		
80	Dundalk Marine Terminal O&M (1011)	884	Summer, 2005
88	Sheds 11 and 12 Sprinkler Rehabilitation (1069)	400	Summer, 2005
	<u>Environmental</u>		
81	Chrome Ore Removal (1102)	3,363	Summer, 2005
82	Ground Water Treatment (1104)	1,000	Summer, 2005
83	Hawkins Point O&M (1707)	300	Summer, 2005
	<u>Facilities and Equipment</u>		
84	Railroad Crane Inspection and Construction (3106)	165	Summer, 2005
	<u>Open-Ended Consulting</u>		
85	Portwide Engineering and Design (1211)	120	Summer, 2005
	<u>Security Projects</u>		
86	Explosive Detection Equipment (1789)	450	Spring, 2006
	<u>World Trade Center</u>		
87	Miscellaneous Tenant Renovation (1529)	150	Fall, 2005



MARYLAND
MD



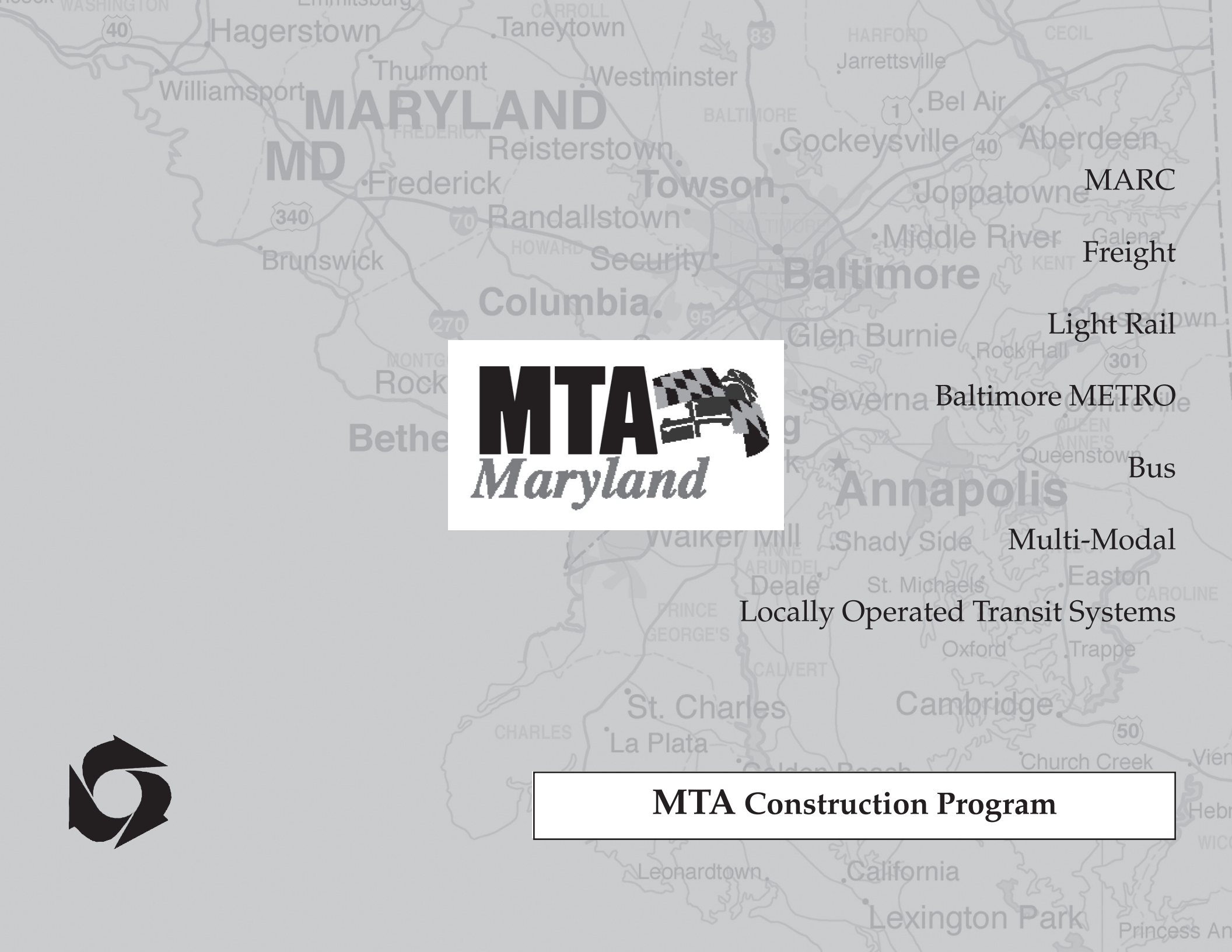
Maryland Transit Administration

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

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	273.0	201.7	129.8	118.0	131.3	158.9	1,012.7
System Preservation Minor Projects	86.7	72.3	29.2	15.5	27.9	57.5	289.2
<u>Development & Evaluation Program</u>	<u>12.9</u>	<u>21.9</u>	<u>11.0</u>	<u>4.0</u>	<u>-</u>	<u>-</u>	<u>49.8</u>
SUBTOTAL	372.6	296.0	170.0	137.5	159.2	216.4	1,351.7
<u>Capital Salaries, Wages & Other Costs</u>	<u>6.0</u>	<u>5.6</u>	<u>5.0</u>	<u>5.4</u>	<u>5.4</u>	<u>5.3</u>	<u>32.7</u>
TOTAL	378.6	301.6	175.0	142.9	164.6	221.8	1,384.5
Special Funds *	215.0	156.6	71.0	45.6	60.8	79.0	628.0
Federal Funds	162.2	144.5	103.6	96.7	103.3	142.7	753.0
Other Funding **	1.3	0.5	0.4	0.6	0.5	0.1	3.4

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

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



Locally Operated Transit Systems

MTA Construction Program





STATUS: Revenue service began December 2001. Close out tasks underway.

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 helps to meet travel demands in 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 ☐ Project Outside PFA; Subject to Exception
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Point of Rocks MARC Station Parking Expansion -- Line 9

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	676	676	0	0	0	0	0	0	0	0
Engineering	3,490	2,950	540	0	0	0	0	0	540	0
Right-of-way	6,216	6,038	178	0	0	0	0	0	178	0
Construction	45,708	39,364	2,728	3,616	0	0	0	0	6,344	0
Total	56,090	49,028	3,446	3,616	0	0	0	0	7,062	0
Federal-Aid	44,815	38,991	2,942	2,882	0	0	0	0	5,824	0

USAGE: Approximately 300 patrons per day use the MARC Frederick Extension.

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



STATUS: Planning and engineering underway for Baltimore MARC Maintenance Facility and Washington Mid-Day Storage.

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.

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:

- | | |
|---|--|
| <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: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Total cost decreased \$3.2 million due to elimination of the Penn-Camden Connection.

<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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	3,176	2,925	251	0	0	0	0	0	251	0
Engineering	5,213	2,045	1,378	895	895	0	0	0	3,168	0
Right-of-way	18,318	9,458	6,198	547	547	1,568	0	0	8,860	0
Construction	23,205	31	3	3,352	10,000	9,819	0	0	23,174	0
Total	49,912	14,459	7,830	4,794	11,442	11,387	0	0	35,453	0
Federal-Aid	36,464	7,059	6,571	4,050	9,405	9,379	0	0	29,405	0



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 to riders. Program is carried out through operating agreements with CSX and Amtrak.

JUSTIFICATION: Investments in passenger rail corridor infrastructure improvements are necessary to enable MARC to continue 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 2004 - 09 CTP: Cost increased \$2.4 million based on ongoing negotiations.

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)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,838	1,587	251	0	0	0	0	0	251	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	62,148	11,124	37,264	13,760	0	0	0	0	51,024	0
Total	63,986	12,711	37,515	13,760	0	0	0	0	51,275	0
Federal-Aid	51,188	9,916	30,235	11,037	0	0	0	0	41,272	0



STATUS: Engineering is planned to begin during current fiscal year.

PROJECT: MARC II Vehicle Mid-Life Overhaul

DESCRIPTION: 20-year mid-life overhaul of the 26 MARC II cars that were constructed by Nippon Sharyo and 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 2004 - 09 CTP: Portions of this project were in the Minor Projects. \$25 million has been added for construction.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	250	4	121	125	0	0	0	0	246	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,000	0	0	0	3,000	3,000	4,000	15,000	25,000	0
Total	25,250	4	121	125	3,000	3,000	4,000	15,000	25,246	0
Federal-Aid	20,200	0	98	102	2,400	2,400	3,200	12,000	20,200	0



STATUS: Engineering underway.

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 2004 - 09 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	100	0	100	0	0	0	0	0	100	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	71,000	0	0	14,000	8,500	8,500	15,000	25,000	71,000	0
Total	71,100	0	100	14,000	8,500	8,500	15,000	25,000	71,100	0
Federal-Aid	56,880	0	80	11,200	6,800	6,800	12,000	20,000	56,880	0



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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

PROJECT: Silver Spring Transit Center and MARC Station Relocation

DESCRIPTION: This is a two-phase project to provide a fully integrated transit center at the Silver Spring Metrorail Station. The first phase involved relocation of the MARC Station and included new platforms, a pedestrian bridge over the tracks and a temporary building for the ticket agent. Phase II includes the construction of a facility to house 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 increase their efficiency and ease of use. The project will support the ongoing revitalization of downtown Silver Spring.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
 Bi-County Transitway Study -- Line 35

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,054	1,054	0	0	0	0	0	0	0	0
Engineering	5,896	2,183	3,713	0	0	0	0	0	3,713	0
Right-of-way	605	605	0	0	0	0	0	0	0	0
Construction	33,679	6,178	2,069	10,000	15,432	0	0	0	27,501	0
Total	41,234	10,020	5,782	10,000	15,432	0	0	0	31,214	0
Federal-Aid	32,869	7,838	4,637	8,019	12,375	0	0	0	25,031	0



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 access for persons with disabilities.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	294	294	0	0	0	0	0	0	0
Engineering	1,001	586	415	0	0	0	0	0	415
Right-of-way	1,318	1,318	0	0	0	0	0	0	0
Construction	12,312	2,721	156	3,000	4,473	1,962	0	0	9,591
Total	14,925	4,919	571	3,000	4,473	1,962	0	0	10,006
Federal-Aid	10,886	2,874	454	2,403	3,583	1,572	0	0	8,012

USAGE: An average of 1,000 patrons per day used the Halethorpe MARC Station in FY 2004.



STATUS: Engineering underway, construction to begin in current fiscal year.

PROJECT: Odenton MARC Station Parking Expansion

DESCRIPTION: Expansion of parking facilities at Odenton Station on the MARC Penn Line. Project includes site selection, preparation of environmental documents, preliminary design and development of short-term solutions to overflow parking. 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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	578	573	5	0	0	0	0	0	5	0
Engineering	478	286	180	12	0	0	0	0	192	0
Right-of-way	1,887	25	1,862	0	0	0	0	0	1,862	0
Construction	3,277	0	783	2,494	0	0	0	0	3,277	0
Total	6,220	884	2,830	2,506	0	0	0	0	5,336	0
Federal-Aid	2,963	803	1,312	848	0	0	0	0	2,160	0

USAGE: An average of 2,000 patrons per day used the Odenton MARC Station in FY 2004.



STATUS: Engineering and property acquisition underway. Construction to begin during budget fiscal 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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	803	710	93	0	0	0	0	0	93	0
Engineering	455	148	307	0	0	0	0	0	307	0
Right-of-way	793	399	394	0	0	0	0	0	394	0
Construction	1,834	0	0	1,834	0	0	0	0	1,834	0
Total	3,885	1,257	794	1,834	0	0	0	0	2,628	0
Federal-Aid	3,108	915	726	1,467	0	0	0	0	2,193	0



STATUS: Design work initiated and construction will continue through FY 2007.

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 need and necessity.

JUSTIFICATION: A structural inspection of freight bridges throughout the State indicates a need for rehabilitation to maintain safe and efficient operations. These freight operations are essential to the economic welfare of the areas they serve.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cash flows adjusted to reflect on-going engineering and construction work.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2007.....	.....2008.....	.....2009.....	.....2010.....	0	0
Engineering	1,461	539	257	454	211	0	0	0	922	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,273	5,212	18	446	597	0	0	0	1,061	0
Total	7,734	5,751	275	900	808	0	0	0	1,983	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: The operating railroads, under the project management of SHA, will rehabilitate several priority crossings dependent upon funding availability.

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 that need to be rehabilitated include MD 313 at Barclay in Queen Anne's County, MD 318 at Federalsburg in Caroline County, and Cash Valley Road on the Western Maryland Scenic Railroad in Allegany County.

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

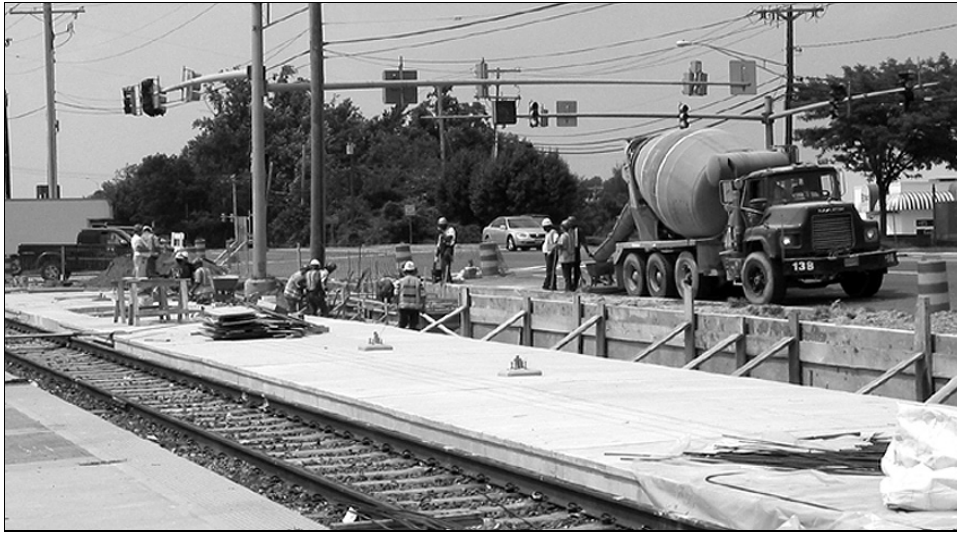
SMART GROWTH STATUS:

- ☒ 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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	40	0	40	0	0	0	0	0	40	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,138	447	910	600	650	285	246	0	2,691	0
Total	3,178	447	950	600	650	285	246	0	2,731	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Light Rail Double Track

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

JUSTIFICATION: Installation of double track on eight sections will enhance operations flexibility for improved service by eliminating train meets and delays at single track sections. The double track will also allow the opportunity to perform maintenance during revenue hours. The result of the double tracking will be improved service and increased ridership.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Light Rail Control -- Line 13
 Light Rail Cab Code Signal Systems -- Line 14
 Light Rail Safety Upgrades -- Line 15

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	7,819	7,819	0	0	0	0	0	0	0	0
Engineering	14,922	14,922	0	0	0	0	0	0	0	0
Right-of-way	1,083	602	481	0	0	0	0	0	481	0
Construction	129,836	75,803	26,082	19,422	8,529	0	0	0	54,033	0
Total	153,660	99,146	26,563	19,422	8,529	0	0	0	54,514	0
Federal-Aid	105,203	77,084	13,254	11,378	3,487	0	0	0	28,119	0



STATUS: Light rail control system is in service.

PROJECT: Light Rail Control

DESCRIPTION: Purchase and install computerized communications, train control and locator system at North Avenue Light Rail Facility.

JUSTIFICATION: This facility improves overall vehicle control and provides optimum safe operation of trains. In addition, the computerized system provides the ability to manage trains on a consistent schedule and level of service during extreme weather, high volume and special events. The system also monitors grade crossings.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 12
 Light Rail Cab Code Signal Systems -- Line 14

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project complete.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	853	853	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,201	8,201	0	0	0	0	0	0	0	0
Total	9,054	9,054	0	0	0	0	0	0	0	0
Federal-Aid	5,467	5,467	0	0	0	0	0	0	0	0



STATUS: Construction underway.

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 will provide a much safer and efficient means to control train separation and stopping.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 12
Light Rail Control -- Line 13

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	425	425	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	13,230	6,645	2,633	3,538	414	0	0	0	6,585	0	0
Total	13,655	7,070	2,633	3,538	414	0	0	0	6,585	0	0
Federal-Aid	744	744	0	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Light Rail Safety Upgrades

DESCRIPTION: Various upgrades for safety, communications and track operations including safety walks, railings, and guardrails on bridges; electrical substation enhancements; display information on status of overhead wires and fiber optic network; fiber optic drops at stations and minor flash modifications.

JUSTIFICATION: Improve safety, communications, operations and system reliability of the Light Rail line.

SMART GROWTH STATUS:

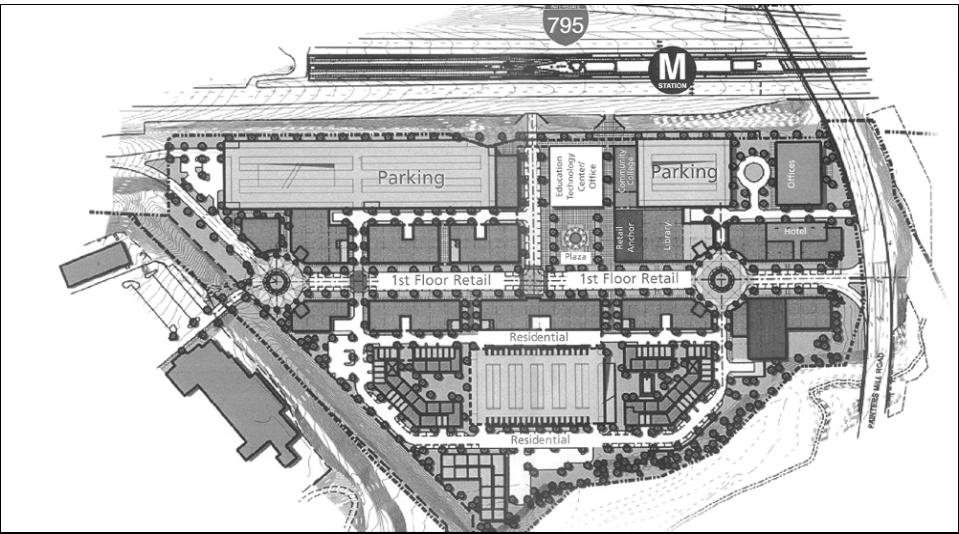
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track-- Line 12

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	600	119	481	0	0	0	0	0	481	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,024	3,986	470	568	0	0	0	0	1,038	0
Total	5,624	4,105	951	568	0	0	0	0	1,519	0
Federal-Aid	368	368	0	0	0	0	0	0	0	0



STATUS: The Master Development Agreement is being negotiated; conceptual designs for the garage and infrastructure are underway; and a ground lease has been executed.

PROJECT: Owings Mills Joint Development

DESCRIPTION: Master plan and site infrastructure for joint development on the existing 46-acre surface parking lot at Owings Mills Metro Station. Site infrastructure includes a replacement parking structure 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.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	826	826	0	0	0	0	0	0	0	0
Engineering	1,200	900	300	0	0	0	0	0	300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,400	43	11,308	2,049	0	0	0	0	13,357	0
Total	15,426	1,769	11,608	2,049	0	0	0	0	13,657	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Escalator work is proceeding.

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 requiring rehabilitation for continued 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 18

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	49,974	37,516	6,153	4,174	2,131	0	0	0	12,458	0
Total	51,209	38,751	6,153	4,174	2,131	0	0	0	12,458	0
Federal-Aid	35,056	29,591	445	3,320	1,700	0	0	0	5,465	0



STATUS: Construction underway.

PROJECT: Agencywide Elevator Rehabilitation

DESCRIPTION: Upgrade 33 elevators throughout MTA's facilities to meet current operating, safety and ADA standards. This rehabilitation will bring the units into compliance with various safety codes, improve the appearance of the equipment, stop water infiltration, and restore or upgrade machinery and controls.

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

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 17

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	7,822	7,125	697	0	0	0	0	0	697	0
Total	8,250	7,545	705	0	0	0	0	0	705	0
Federal-Aid	3,643	3,170	473	0	0	0	0	0	473	0



STATUS: Rail Yard and Facilities Maintenance Building are under construction.

PROJECT: Metro Operations Facilities

DESCRIPTION: Construction of a new Maintenance-of-Way (MOW) facility at the Old Court Metro Station. Project will include one 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 will also include installation of third-rail heaters within the yard.

JUSTIFICATION: The Metro Facilities Maintenance Department is currently operating from a number of open air sites and substandard facilities. Centralizing the location will improve productivity, efficiency and safety. The Wabash Rail Yard is over 20 years old and aging timber railroad ties have created unsafe conditions for operating trains in the Yard area. The absence of third-rail heating devices makes operating trains in heavy snow and icing conditions difficult. Major rehabilitation is 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 2004 - 09 CTP: Cost increased \$3.0 million to reflect revised construction estimate for the Facilities Maintenance Building.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	240	240	0	0	0	0	0	0	0	0
Engineering	4,071	3,995	76	0	0	0	0	0	76	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	27,525	8,881	13,369	5,275	0	0	0	0	18,644	0
Total	31,836	13,116	13,445	5,275	0	0	0	0	18,720	0
Federal-Aid	5,285	2,236	2,539	510	0	0	0	0	3,049	0



STATUS: Forty (40) out of one hundred (100) railcars have been overhauled and are in service.

PROJECT: Metro Railcar Mid-Life Overhaul

DESCRIPTION: Structural and systems overhaul of 100 Metro railcars. Project provides for the upgrading and installation of new selected vehicle systems (propulsion logic, passenger seating, flooring, audible and visual announcement system, 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 is required to enable the railcars to reach their useful life of 30 years. Numerous components are seriously deteriorated and some of the technology is obsolete.

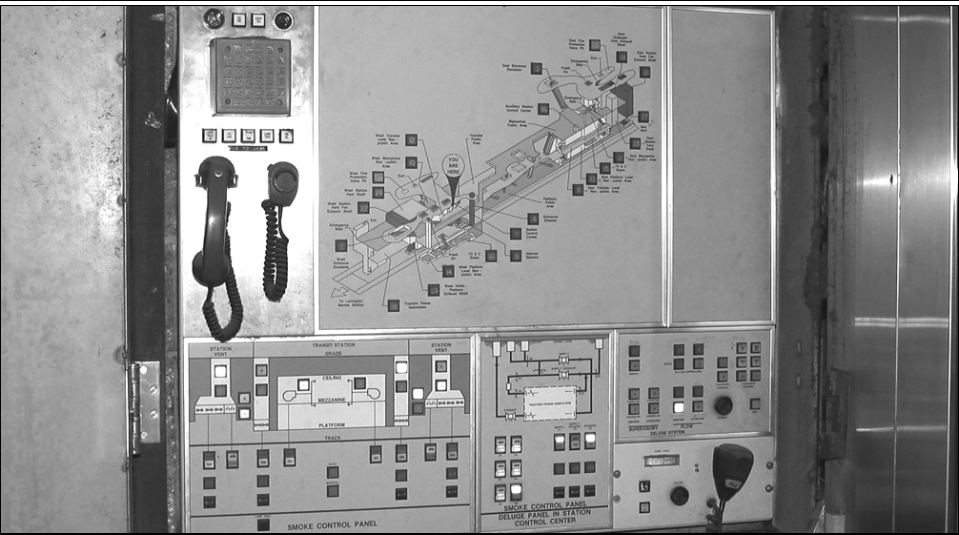
SMART GROWTH STATUS:

- ☒ 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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	44,824	26,643	16,726	7,621	0	0	0	50,990	0
Total	95,918	44,928	26,643	16,726	7,621	0	0	0	50,990	0
Federal-Aid	68,586	32,306	16,617	13,510	6,153	0	0	0	36,280	0



STATUS: Specifications are being developed for the electrical and mechanical components of the fire and security management system. Construction on the tunnel lighting and fire protection standpipes is underway.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: Replacement of the Supervisory Control and Data Acquisition (SCADA) equipment. This includes fire and security equipment and traction power monitoring and control equipment necessary for safe operation of the Metro system. Also, the project will replace the 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 being replaced under this project as well.

JUSTIFICATION: The present systems are in deteriorated condition, 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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:									
TOTAL									
PHASE	ESTIMATED	EXPEND	CURRENT	BUDGET	PROJECTED CASH REQUIREMENTS				SIX
	COST	THRU	YEAR	YEAR	FOR PLANNING PURPOSES ONLY				YEAR
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL
Planning	201	201	0	0	0	0	0	0	0
Engineering	1,495	766	729	0	0	0	0	0	729
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	66,797	5,743	8,226	3,293	7,000	10,635	14,500	14,500	58,154
Total	68,493	6,710	8,955	3,293	7,000	10,635	14,500	14,500	58,883
Federal-Aid	39,917	1,971	769	2,634	4,915	7,068	10,960	11,600	37,946



STATUS: First 100 buses have been placed in service.

PROJECT: Bus Procurement

DESCRIPTION: Purchase 40-foot buses to be used in an annual replacement program of buses in service 12 or more years.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and excessive major repair problems that arise from retaining buses beyond their useful life. The replacement program will serve to reduce the average age of the bus fleet from nine to six 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:

Replacement of Fare Collection Equipment -- 24

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cash flow adjustments reflect purchase of 125 buses during current fiscal year, 105 buses during FY 2006 and 100 buses in FY 2007.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	217	216	1	0	0	0	0	0	1	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	192,710	62,861	35,237	31,492	22,628	23,557	16,935	0	129,849	0
Total	192,927	63,077	35,238	31,492	22,628	23,557	16,935	0	129,850	0
Federal-Aid	150,911	48,029	27,160	25,218	18,110	18,846	13,548	0	102,882	0

0299, 0464, 0465, 0508, 0509, 0518, 0714



STATUS: 251 mobility vehicles have been procured and are in service.

PROJECT: Mobility Vehicle Procurement

DESCRIPTION: Procurement of vehicles for the delivery of paratransit services.

JUSTIFICATION: Mobility vehicles are required to operate MTA's paratransit service. An increase to the normal acquisition rate is required to provide replacements for aging vehicles to improve reliability.

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 2004 - 09 CTP: Total project cost increased \$9.4 million for purchase of additional vehicles.

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)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	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	13,610	7,610	6,000	0	0	0	0	0	6,000	0
Total	13,610	7,610	6,000	0	0	0	0	0	6,000	0
Federal-Aid	1,008	1,008	0	0	0	0	0	0	0	0



STATUS: Fare equipment has been installed and 'In Service Qualifications Testing' on the farebox and magnetic weekly and monthly bus passes of the New Fare Collection System is underway on several routes out of Eastern Bus Division.

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 with electronic fare collection option. Includes establishment of a financial clearinghouse to process transactions among participating agencies and users. Fareboxes will record pertinent ridership and revenue collection information. This information will improve revenue collection and the audit trail from point of deposit on the bus 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 that is experiencing poor reliability with a recent design that will use locally available parts as well as being stronger and better 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 22

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	408	337	71	0	0	0	0	0	71	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	82,054	27,673	25,921	19,463	8,997	0	0	0	54,381	0
Total	82,462	28,010	25,992	19,463	8,997	0	0	0	54,452	0
Federal-Aid	20,102	5,392	5,647	5,063	4,000	0	0	0	14,710	0

0287, 0884, 1062



STATUS: Construction is underway.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile and portable radio equipment; complete the conversion of the communication system from a conventional to a trunked system; add three frequencies to the radio system; replace tunnel antenna system.

JUSTIFICATION: Radio communication is critical for safe and reliable operations. A trunked system enables many more voice and data transmissions than a conventional system over the same number of channels.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	549	547	2	0	0	0	0	0	2	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,904	4,627	3,200	1,750	1,327	0	0	0	6,277	0
Total	11,453	5,174	3,202	1,750	1,327	0	0	0	6,279	0
Federal-Aid	6,525	3,779	284	1,400	1,062	0	0	0	2,746	0



STATUS: Revitalization activities are underway.

PROJECT: Community Safety and Enhancement Projects.

DESCRIPTION: Funding to meet existing commitments for transportation projects in designated revitalization areas, where enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and where these improvements will contribute to on-going revitalization activities. Project types 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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	150	80	70	0	0	0	0	0	70	0
Right-of-way	41	0	41	0	0	0	0	0	41	0
Construction	13,937	9,215	1,822	1,071	714	515	600	0	4,722	0
Total	14,128	9,295	1,933	1,071	714	515	600	0	4,833	0
Federal-Aid	850	47	803	0	0	0	0	0	803	0



STATUS: This is a yearly funding program. Funding for FY 2006 through FY 2010 is shown as a statewide total.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$4.6 million due to increased levels of funding.

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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2005 and Prior -- Line 45

<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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	780	145	635	0	0	0	0	0	635	0
Engineering	17,615	8,190	1,696	1,486	1,666	1,606	1,486	1,485	9,425	0
Right-of-way	702	0	702	0	0	0	0	0	702	0
Construction	116,436	36,683	24,370	17,808	11,863	10,966	8,551	6,195	79,753	0
Total	135,533	45,018	27,403	19,294	13,529	12,572	10,037	7,680	90,515	0
Federal-Aid	105,755	35,242	17,207	12,815	12,496	11,564	9,294	7,137	70,513	0

0041, 0044, 0045, 0145, 0148, 0211, 0214, 0217, 0218,
0826, 0828, 0869, 0877, 0878, 0885, 1025, 1061, 1143,
1144



STATUS: This is an annual funding program. A more detailed list of FY 2005 Non-Profit Agencies receiving vehicles is provided on Line 47. Funding for FY 2006 through FY 2010 is shown as a statewide total on this page only.

PROJECT: Locally Operated Transit Systems Capital Procurement Projects (Private Non-Profit Agencies)

DESCRIPTION: The MTA administers a grant program that provides funding to private non-profit agencies for the transportation of the elderly and persons with disabilities.

JUSTIFICATION: Program supports the State's goal of providing transportation services to the elderly and persons with disabilities.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2005 and Prior -- Line 45

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$1 million primarily due to the addition of FY 2010.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	21,588	9,384	1,490	1,917	2,149	2,518	2,450	1,680	12,204	0
Total	21,588	9,384	1,490	1,917	2,149	2,518	2,450	1,680	12,204	0
Federal-Aid	17,584	7,812	1,149	1,411	1,727	1,942	1,960	1,583	9,772	0



STATUS: The FY 2005 grant for the County's capital bus replacement program is currently under development.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement and integrated fareboxes that support the regional Smart Card technology program. The current program includes approximately 10 buses for replacement of existing Ride On vehicles. Sound system annunciators that communicate next stop information and interactive kiosks are programmed for FY 2006.

JUSTIFICATION: These investments will make Ride On a more convenient and user-friendly system, while improving passenger access to a Metrorail system that is being challenged by a lack of available parking.

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 2004 - 09 CTP: Cost increased \$2.6 million primarily due to the addition of FY 2010.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	37,213	14,524	6,241	5,240	2,740	2,740	2,740	2,988	22,689	0
Total	37,213	14,524	6,241	5,240	2,740	2,740	2,740	2,988	22,689	0
Federal-Aid	4,132	0	2,132	2,000	0	0	0	0	4,132	0

0892, 0894, 1075



STATUS: The FY 2005 grant for the County's capital bus program is currently under development.

PROJECT: Prince George's County Local Bus Program

DESCRIPTION: Annual funding for approximately 5 buses per year to replace existing vehicles in the County's "The Bus" fleet.

JUSTIFICATION: Buses will replace existing 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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,043	1,648	1,001	830	650	600	657	657	4,395	0
Total	6,043	1,648	1,001	830	650	600	657	657	4,395	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Project is complete.

PROJECT: Procure Lift-Equipped Over-the-Road Coaches

DESCRIPTION: Acquisition of 50 over-the-road lift-equipped coaches. These coaches will be utilized by private contractors to provide commuter bus service in the Baltimore and suburban Maryland regions.

JUSTIFICATION: Coaches are required to comply with the Americans with Disabilities 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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	21,226	21,208	18	0	0	0	0	0	18	0
Total	21,226	21,208	18	0	0	0	0	0	18	0
Federal-Aid	16,962	16,948	14	0	0	0	0	0	14	0



STATUS: Alternatives Analysis underway. Preparation of Draft Environmental Impact Statement to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project split out from Baltimore Region Transit Plan. Cost increased \$229 million to add additional phases to this project. Project is contingent upon a Full Funding Grant Agreement from the FTA. Moved from the D&E program.

PROJECT: Baltimore Corridor Transit Study - Red Line

DESCRIPTION: The Red Line Transit Study will identify and analyze several potential alignment and mode alternatives for an east-west rapid transit system from Social Security to Fells Point. The study includes conducting preliminary engineering and mode feasibility analyses; environmental screening; identification of right-of-way issues; ridership potential; capital and annual operating costs; and 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 Fells Point/Patterson Park. This project is intended to help address traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts, and help 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 36

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	39,616	3,302	18,384	10,214	7,716	0	0	0	36,314	0
Engineering	136,900	0	0	0	0	10,500	63,200	63,200	136,900	0
Right-of-way	21,400	0	0	0	0	19,500	1,900	0	21,400	0
Construction	41,700	0	0	0	0	0	0	41,700	41,700	0
Total	239,616	3,302	18,384	10,214	7,716	30,000	65,100	104,900	236,314	0
Federal-Aid	102,283	2,283	0	0	0	15,000	32,550	52,450	100,000	0



MTA Development & Evaluation Projects



STATUS: Negotiations for right of entry agreement and property acquisition underway.

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.

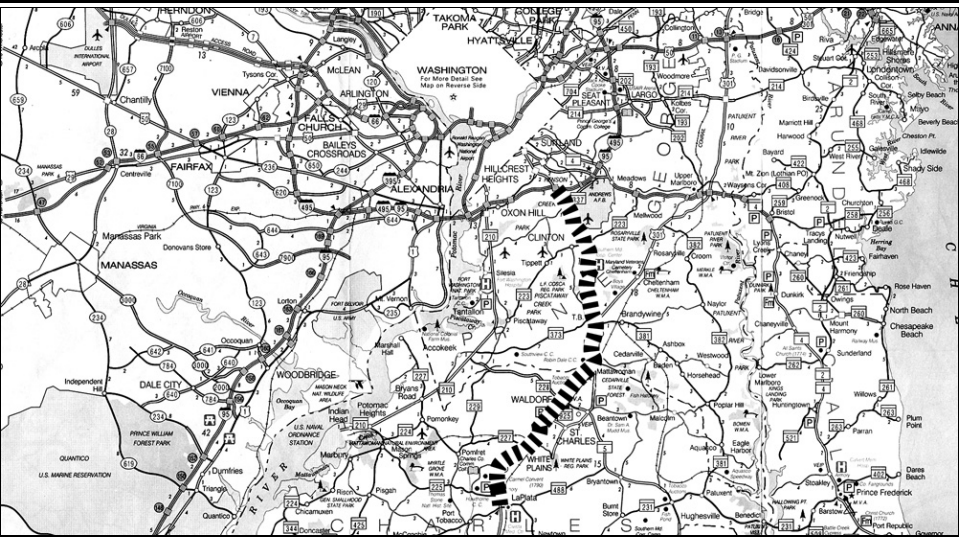
SMART GROWTH STATUS:

- ☐ 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 2004 - 09 CTP: Increase of \$1.5 million. Right-of-Way funds added to the project when agreement with BGE appeared imminent.

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)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	541	402	139	0	0	0	0	0	139	0
Engineering	550	435	115	0	0	0	0	0	115	0
Right-of-way	2,500	35	973	1,492	0	0	0	0	2,465	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	3,591	872	1,227	1,492	0	0	0	0	2,719	0
Federal-Aid	459	459	0	0	0	0	0	0	0	0



STATUS: Transit Service Staging Plan is complete. Studies of new commuter bus park and ride lots underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost decreased \$1.8 million to reflect funding for the five proposed commuter Park & Ride lots being moved to the Minor Projects.

PROJECT: Southern Maryland Mass Transportation Analysis

DESCRIPTION: Planning for preferred alternatives for mass transit improvements including preparation of a Corridor Transit Service Staging Plan in the MD 5/US 301 corridor from the Branch Avenue Metrorail station to the White Plains area. This work implements results of the Southern Maryland Mass Transportation Alternatives Study and the US 301 Corridor Task Force Final Report.

JUSTIFICATION: Planned service expansion to address increasing development in this area.

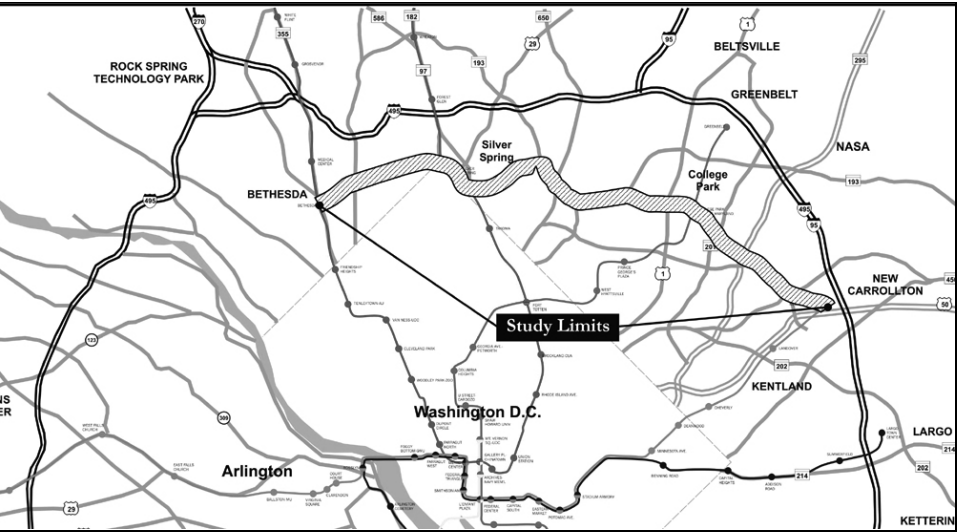
SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- SHA - 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

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,147	907	94	146	0	0	0	0	240	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	1,147	907	94	146	0	0	0	0	240	0
Federal-Aid	695	695	0	0	0	0	0	0	0	0



STATUS: The Alternatives Analysis and DEIS phases have been reinitiated for the entire 14-mile corridor. The scoping process and 'Purpose of Need' reports are complete.

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 6

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$12.0 million to the Planning phase due to the Revenue Increase. Project moving forward is contingent upon a Full Funding Grant Agreement with FTA.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	30,845	11,818	2,550	9,477	7,000	0	0	0	19,027	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	11,818	2,550	9,477	7,000	0	0	0	19,027	0
Federal-Aid	12,054	5,725	2,040	4,289	0	0	0	0	6,329	0



STATUS: Alternatives analysis underway. Preparation of Draft Environmental Impact Statement to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project split out from Baltimore Region Transit Plan. \$10.0 million has been added to the Planning phase as a result of the Revenue Increase. Project progress is contingent upon a Full Funding Grant Agreement.

PROJECT: Baltimore Corridor Transit Study - Green Line

DESCRIPTION: The Green Line Transit Study will identify and analyze several potential alignment and mode alternatives for a service extension from the Johns Hopkins Hospital Medical Campus to the Morgan State University or Good Samaritan Hospital. The study will include preliminary engineering and mode feasibility analysis; environmental screening; identification of right-of-way issues; ridership potential; capital and annual operating costs; and social, cultural and economic development benefits and impacts.

JUSTIFICATION: The Green Line will improve mobility in northeast Baltimore, improve travel and multi-modal access, prepare for future travel demand, support new and future transit-oriented economic development and revitalization efforts, and help to 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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL		CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	12,945	0	1,000	1,945	2,500	3,000	3,000	1,500	12,945	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	0	1,000	1,945	2,500	3,000	3,000	1,500	12,945	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Draft Environmental Impact Statement (DEIS) and Location/Design Public Hearings completed during FY 2002. Preparation of Final Environmental Impact Statement (FEIS) to begin during current fiscal year. Agency concurrence on a selected highway/transit alternative is scheduled during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$11.0 million for planning funds as part of the transit portion of this project. Project moving forward contingent upon a Full Funding Grant Agreement with FTA.

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 help 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
 SHA - I-270 and US 15

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	11,000	0	4,000	5,000	2,000	0	0	0	11,000	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	11,000	0	4,000	5,000	2,000	0	0	0	11,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

The estimated cost is for the entire project in Montgomery and Frederick Counties and is carried in the SHA program.



STATUS: Draft Environmental Impact Statement (DEIS) and preliminary engineering complete. All work will cease as of June 3, 2005 and no more funds will be expended.

PROJECT: Maglev System Study

DESCRIPTION: Study feasibility of operating magnetic levitation trains between Baltimore and Washington.

JUSTIFICATION: MTA has received special federal funding as part of a national demonstration of Maglev technology. If feasibility is demonstrated, Maglev could provide rapid and efficient transportation between Baltimore and Washington.

SMART GROWTH STATUS:

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

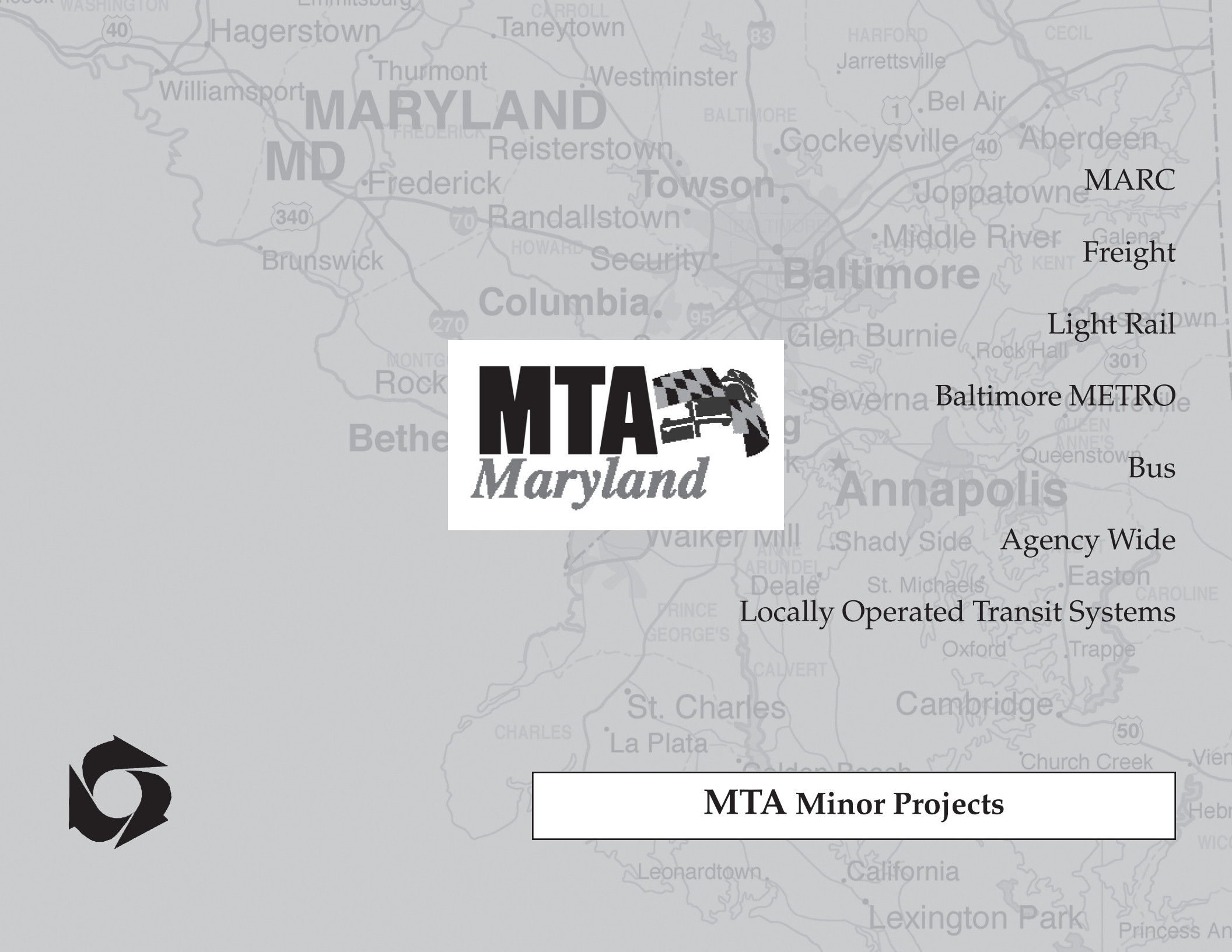
ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This cashflow is prepared to comply with the language of the Budget Reconciliation and Financing Act of 2004 that states "on or after July 1, 2005, the State may not spend any funds from any source for the purpose of studying, developing or constructing a Maglev system in the State."

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	17,095	15,995	1,100	0	0	0	0	0	1,100	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	17,095	15,995	1,100	0	0	0	0	0	1,100	0
Federal-Aid	13,162	12,062	1,100	0	0	0	0	0	1,100	0

Baltimore City contributed \$100k for FY 2005.

0483



MARYLAND
MD



Agency Wide
Locally Operated Transit Systems



MTA Minor Projects

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>MARC IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Union Station High Level Platform D&E (0834)	125	Complete
2	Martin Airport Station Parking Expansion (1087)	1,520	Complete
3	ADA Equipment (0684)	302	Underway
4	ADA Compliance (1065)	150	Underway
5	MARC Safety Compliance Reports (0120)	7	Underway
6	MARC II Vehicle Overhaul (0181)	4,118	Underway
7	Roof Rehabilitation (1066)	258	Underway
8	Passenger Warning System @ CSX Stations (0420)	80	Underway
9	Homeland Security Measures (1104)	1,038	Underway
10	MARC Master Plan, Needs Study and Safety Reports (0585)	1,762	Underway
11	Miscellaneous Facility Improvements and Rehab. (0199, 0634)	2,718	Underway
12	MARC Parking Lot Improvements (1006)	2,829	Underway
13	Edgewood Station Improvements (1059)	1,515	Underway
14	Laurel Station Northbound Platform Replacement (1098)	1,850	Spring, 2005
15	West Baltimore MARC Parking Improvements D & E (1089)	150	Spring, 2005
16	Rolling Stock Maint. Tracking & Recordkeeping System (1052)	550	Spring, 2005
	<u>MARC IMPROVEMENTS -- FY 2006</u>		
17	MARC Safety Compliance Reports (0120)	11	Fall, 2005
18	Miscellaneous Station Improvements and Rehab. (0199, 0634)	1,781	Fall, 2005
19	MARC II Vehicle Overhaul (0181)	3,510	Fall, 2005
20	Passenger Warning System @ CSX Stations (0420)	1,253	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 40

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Upgrade and Replace Electrical Connectors (0249)	404	Complete
2	Facilities and Station Rehab/Improvements (0005, 0248, 0857)	1,115	Underway
3	Front/Rear Vehicle Cameras (1011)	145	Underway
4	Signal Priority (1142)	1,883	Underway
5	Communications Upgrade (0581, 0790, 1015)	1,965	Underway
6	Drainage Improvements (0856)	800	Underway
7	UPS Signal Backup Power Replacement (1016)	3,921	Underway
8	Light Rail Parking Expansion D & E (0871)	1,277	Underway
9	Rail Installation (0797, 1013)	3,595	Underway
10	Power and Signal Improvements (0341)	3,110	Underway
11	Safety Improvements (0489, 0860, 0870)	2,829	Underway
12	Grade Crossing Repair/Rehabilitation (1048)	1,750	Underway
13	Conversion of Yard Switches (0451)	2,548	Underway
14	Light Rail Vehicle and Equipment Overhaul/Replacement (0116, 0570)	2,194	Underway
	<u>LIGHT RAIL IMPROVEMENTS -- FY 2006</u>		
15	Light Rail Vehicle and Equipment Overhaul/Replacement (0116)	1,137	Summer, 2005
16	UPS Signal Backup Power Replacement (1016)	2,340	Summer, 2005
17	Rail Purchase and Installation (0797, 1013)	2,902	Summer, 2005
18	Facilities and Station Rehab/Improvements (0005, 0248)	1,264	Summer, 2005
19	Parking Garage at N. Linthicum (1086)	100	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 41

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>METRO IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Storm Drain Pump Rehabilitation - Phase II (0501)	2,735	Complete
2	Bridge & Elevated Structures Rehab. Fund (0239)	804	Underway
3	Rail Inspection and Installation Program (0194, 0868)	462	Underway
4	Wayside and Station Emergency Telephones (1093)	900	Underway
5	On-going Railcar Overhaul and Train Control Programs (0091, 0840)	993	Underway
6	Direct Fixation Rail Fastener Replacement (0455)	2,985	Underway
7	Cable Assessment/Evaluation/Replacement (0839)	909	Underway
8	Miscellaneous System Preservation Improvements (0179, 1009)	2,898	Underway
9	Rail Shop Equipment Improvements (0838)	2,338	Underway
10	Electrical Substation Improvements (0312, 0474)	1,509	Spring, 2005
	<u>METRO IMPROVEMENTS -- FY 2006</u>		
11	Cable Assessment/Evaluation/Replacement (0839)	579	Fall, 2005
12	Bridge & Elevated Structures Rehab. Fund (0239)	525	Fall, 2005
13	On-going Railcar Overhaul and Train Control Programs (0091, 0840)	560	Fall, 2005
14	Rail Inspection and Installation Program (0194, 0868)	297	Fall, 2005
15	Electrical Substation Improvements (0474)	1,800	Winter, 2006
16	Miscellaneous Track and System Preservation Improvements (0179)	1,654	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 42

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Bus Engine Upgrade - EPA (0716)	2,761	Complete
2	Bus Master Plan (1072)	400	Underway
3	Bus Schedule Review (1099)	2,000	Underway
4	Bus Equipment and Non Revenue Vehicles (1096)	361	Underway
5	Bus Facilities Rehab - Kirk & Eastern (0567, 0705, 1076)	795	Underway
6	Systemwide Improvements and Rehabilitation (0193, 0547, 0781, 0783, 0845, 0849, 1027)	2,776	Underway
7	Bus Wheelchair Restraint System Retrofit/9700 Series (1057)	550	Underway
8	Bus Automatic Vehicle Monitoring System (1071)	1,600	Underway
9	Bus Maintenance Support Improvement Fund (0554)	1,666	Underway
10	Bush Maintenance Facility Exhaust Fans (1073)	600	Underway
11	Bus Fuel/Fluids Management System (1120)	375	Spring, 2005
	<u>BUS SYSTEM IMPROVEMENTS -- FY 2006</u>		
12	BUS Operators' Seat Replacement (1122)	250	Summer, 2005
13	BUS Facilities Rehab - Eastern & Kirk (0705, 1076, 1092)	3,000	Summer, 2005
14	BUS Lifts (1096)	323	Summer, 2005
15	Comprehensive Bus Stop Sign Replacement (1074, 1077)	3,542	Fall, 2005
16	Systemwide Improvements and Rehabilitation (0193, 0547, 0783, 0849)	830	Fall, 2005
17	Bus Fuel/Fluids Management System (1120)	375	Fall, 2005
18	Bus Maintenance Support Improvement Fund (0554)	1,561	Fall, 2005

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 2005 AND PRIOR</u>		
1	ADA Compliance (0266)	245	Underway
2	Strategic and Other Transit Planning Studies (0184, 0221, 1047)	2,120	Underway
3	Owner-Controlled Insurance Program (0832)	404	Underway
4	Automatic Passenger Counter Demo (1051)	131	Underway
5	Scheduling System (0513)	1,562	Underway
6	Telephone Communications Systems (0493)	2,105	Underway
7	Transit Facilities Improvements (0300, 0447, 0844, 1020, 1021, 1022)	3,155	Underway
8	Homeland Security (1101, 1105)	2,026	Underway
9	Transit Station Development Incentive Program (0559)	328	Underway
10	Third Trunked Radio Site (0812)	3,079	Underway
11	Miscellaneous Parking Studies and Improvements (0177, 0470, 0519, 1080)	1,729	Underway
12	Miscellaneous Planning Studies (0510)	233	Underway
13	Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752)	425	Underway
14	Real Estate Management & Development (0323, 1102)	1,100	Underway
15	Southern Maryland Park and Ride Lots (1035, 1036, 1037, 1038, 1040, 1041)	1,951	Underway
16	Rail Station and Rail Station Access Improvements (0461, 1060)	5,264	Underway
17	Safety & Infrastructure Improvements (1045, 1070, 1111)	1,729	Underway
18	PA/LED Signs (0430, 1024)	3,935	Underway
19	Southern Maryland Commuter Bus Park & Ride Lots (1035, 1036, 1037, 1038, 1040, 1041)	5,026	Underway
20	Fare Collection Maintenance Shop (1094)	1,485	Spring, 2005
21	New IT Equipment (1103)	1,070	Spring, 2005
22	Fare Collection Equipment Staging and Storage (1034)	300	Spring, 2005
23	Washington Blvd. Short Term Improvements D&E (1050)	130	Spring, 2005
24	Security Analysis (1069)	500	Spring, 2005
25	CAD/AVL for Bus and Light Rail (0813)	4,181	Spring, 2005

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 2006</u>		
26	Third Trunked Radio Site (0812)	6,000	Summer, 2005
27	ITP New IT Equipment (1103)	742	Summer, 2005
28	Transit Facilities Improvements (0300)	300	Summer, 2005
29	Miscellaneous Planning Studies (0510)	350	Summer, 2005
30	Miscellaneous Parking Studies and Improvements (0177)	500	Summer, 2005
31	Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752)	1,373	Summer, 2005
32	ADA Compliance (0266)	125	Summer, 2005
33	Strategic and Other Planning Studies (1047)	1,900	Fall, 2005
34	CAD/AVL for Bus and Light Rail (0813)	5,982	Fall, 2005
35	CCTV Improvements (0309, 1090)	4,017	Fall, 2005
36	Center Plaza Rehabilitation (1106)	583	Fall, 2005
37	Safety & Infrastructure Improvements D & E (1070)	1,000	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 44

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FREIGHT IMPROVEMENTS -- FY 2005 AND PRIOR</u>		
1	Freight Rail Safety Study (1056)	250	Complete
2	Freight Relocation S. Terminus of Massey-Centreville Line (0873)	1,002	Complete
3	Freight/LTR Rail Abandonment (1100)	670	Underway
4	Freight Capital Improvement Program (0590)	1,864	Underway
5	Maryland & Delaware RR Surface Rehabilitation (0879)	440	Underway
6	Freight Line Stabilization and Improvement Program (0876)	474	Underway
	<u>FREIGHT IMPROVEMENTS -- FY 2006</u>		
7	Freight Capital Improvement Program (0590)	1,679	Summer, 2005
8	Freight/LTR Rail Abandonment (1100)	428	Summer, 2005
9	Freight Line Stabilization and Improvement Program (0876)	98	Summer, 2005

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR</u>		
	<u>ALLEGANY COUNTY</u>		
1	Vehicles - Small Buses	50	Underway
2	Vehicles to Non-Profit Organizations - Allegany Co Human Resource Dev. Comm., Friends Aware	104	Underway
3	Equipment - Security and ADP	30	FY 2005
	<u>ANNE ARUNDEL COUNTY</u>		
4	Ridesharing	188	Underway
5	Equipment - Radio, Bike Rack	5	FY 2005
6	Vehicles - Small Bus	60	FY 2005
	<u>CITY OF ANNAPOLIS</u>		
7	Equipment - Security Gates	20	Underway
8	Preventive Maintenance	30	Underway
9	Vehicles - Buses and Vehicle Rehabilitation	59	Underway
	<u>BALTIMORE COUNTY</u>		
10	Ridesharing (Program operated by BMC - for Baltimore & Carroll Counties)	163	Underway
11	Vehicles to Non-Profit Organizations - Dulaney Station	49	Underway
	<u>CALVERT COUNTY</u>		
12	Equipment - Shop Equipment	100	Underway
13	Facility-Administration/Maintenance	450	Underway
14	Ridesharing	10	Underway
15	Vehicles - Small Bus	100	FY 2005
	<u>CAROLINE COUNTY</u>		
16	(See Kent County)		

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>			
<u>CARROLL COUNTY</u>			
17	Ridesharing (Program Operated by BMC - See Baltimore County)		Underway
18	Vehicles - Small Bus, Vehicle Rehab	100	Underway
19	Vehicles to Non-Profit Organizations - Senior Overland Services Inc., ARC of Carroll County	139	Underway
20	Equipment - Signs	5	FY 2005
21	Preventive Maintenance	40	FY 2005
<u>CECIL COUNTY</u>			
22	Equipment - Radio	20	Underway
23	Vehicles - Small Bus	190	Underway
24	Vehicles to Non-Profit Organizations - Chesapeake Care Resources	55	Underway
25	Facility - Renovation for Administration Building	14	FY 2005
<u>CHARLES COUNTY</u>			
26	Equipment - Radio, Shelters, Signs	35	Underway
27	Ridesharing (See St. Mary's County)		Underway
28	Vehicles to Non-Profit Organizations - Spring Dell Center	50	Underway
<u>DORCHESTER COUNTY</u>			
29	Vehicles - Small Buses	295	Underway
30	Vehicles to Non-Profit Organizations - Delmarva Community Services	105	Underway
31	Equipment - Shop Equipment, Radio System, ADP Hardware	100	FY 2005
<u>FREDERICK COUNTY</u>			
32	Equipment - Radios, Fareboxes, Signs, Bike Racks	29	Underway
33	Preventive Maintenance	167	Underway
34	Ridesharing	119	Underway
35	Vehicles - 30 Ft. Buses, Small Buses and Vehicle Rehab.	3,350	Underway
36	Facility - Parking Lot Expansion	100	FY 2005

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>			
<u>GARRETT COUNTY</u>			
37	Facility - Admin/Maintenance Building - D&E	68	Underway
38	Vehicles - Small Buses	250	Underway
<u>HARFORD COUNTY</u>			
39	Equipment - Bike Racks, ADP	20	Underway
40	Preventive Maintenance	225	Underway
41	Ridesharing	83	Underway
42	Vehicles - Small Buses	200	Underway
43	Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake	49	Underway
44	Facility - Renovations	8	FY 2005
<u>HOWARD COUNTY</u>			
45	AVL	428	Underway
46	Central MD Transit and Operations Maintenance Facility	635	Underway
47	Equipment - Shelters	65	Underway
48	Preventive Maintenance	117	Underway
49	Ridesharing	124	Underway
50	Vehicles - 35 Ft. & Small Buses	705	Underway
<u>KENT COUNTY</u>			
51	Equipment - Signs, Shelters	15	Underway
52	Vehicles - Small Buses	175	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>		
	<u>MONTGOMERY COUNTY</u>		
53	Bus Replacement	3,576	Underway
54	Farebox Readers	2,665	Underway
55	Ridesharing	364	Underway
56	Vehicles - 35 Ft. Buses	6,664	Underway
57	Vehicles to Non-Profit Organizations - ARC of Montgomery County, CHI Center	119	Underway
58	Commuter Choice Marketing	625	FY 2005
59	Telecommuting/Telework Expansion	105	FY 2005
	<u>PRINCE GEORGE'S COUNTY</u>		
60	Bus Replacement	1,001	Underway
61	Ridesharing	259	Underway
62	Vehicles - 32 Ft. Buses	996	Underway
63	Vehicles to Non-Profit Organizations - ARC of Prince George's County, Senior Network, Greater Baisden Medical Services	135	Underway
64	Commuter Choice Marketing	625	FY 2005
65	Telecommuting/Telework Expansion	105	FY 2005
	<u>QUEEN ANNE'S COUNTY</u>		
66	Facility - Maintenance Bay Addition	677	Underway
67	Vehicles - Small Buses	250	Underway
68	Equipment - ADP, Radios, Misc. Equipment	45	FY 2005
	<u>ST. MARY'S COUNTY</u>		
69	Facility - Bus Canopy	290	Underway
70	Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties)	102	Underway
71	Vehicles - Small Buses	251	Underway
72	Vehicles to Non-Profit Organization - The Center for Life Enrichment	59	FY 2005
73	Equipment - ADP Software	10	FY 2005

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>		
	<u>SOMERSET COUNTY</u>		
74	(See Tri County Council for the Lower Eastern Shore for Projects)		
75	Vehicles to Non-Profit Organizations - Somerset Co. Commission on Aging, Somerset Community Services	87	Underway
	<u>TALBOT COUNTY</u>		
76	(See Kent County for Projects)		
77	MUST - MD Upper Shore Transit - Coordination Study	133	Underway
	<u>WASHINGTON COUNTY</u>		
78	Facility - Rehab	20	Underway
79	Vehicles - Small Bus, Support Vehicle	150	Underway
80	Vehicles to Non-Profit Organizations - Easter Seal Society for Disabled Children	49	Underway
	<u>WICOMICO COUNTY</u>		
81	(See Tri County Council for the Lower Eastern Shore for Projects)		
82	Vehicles to Non-Profit Organizations - Dove Point	55	Underway
	<u>WORCESTER COUNTY</u>		
83	(See Tri County Council for the Lower Eastern Shore for Projects)		
84	Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center	90	Underway
	<u>TOWN OF OCEAN CITY</u>		
85	Equipment - AVL, ADP	489	Underway
86	Facility Rehabilitation	125	Underway
87	North Ocean City Transit Facility	912	Underway
88	Vehicles - 40 Ft. and 32 Ft. Transit Buses, Support Vehicle	1,530	Underway
89	Preventive Maintenance	25	FY 2005
	<u>BALTIMORE CITY</u>		
90	Ridesharing	74	Underway

LOCALLY OPERATED TRANSIT SYSTEMS

MARYLAND TRANSIT ADMINISTRATION -- LINE 45 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>LOCALLY OPERATED TRANSIT SYSTEMS FY 2005 AND PRIOR (cont'd)</u>		
	<u>TRI COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u>		
91	Equipment - Signs, Shelters, ADP for Somerset, Wicomico and Worcester Counties	107	Underway
92	Vehicles - Buses for Somerset, Wicomico and Worcester Counties	712	Underway
93	Facility - Admin/Maint - D&E for Somerset, Wicomico and Worcester Counties	88	FY 2005



Washington Metropolitan Area Transit

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

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	257.1	231.6	153.5	160.8	147.9	147.8	1,098.7
Special Funds	42.9	145.6	65.6	73.4	56.3	50.0	433.9
Federal Funds	16.8	21.1	19.1	14.4	13.0	12.9	97.2
Federal Funds - WMATA *	58.0	64.9	68.7	73.0	78.6	84.9	428.0
Federal/Addison Road Metrorail *	139.4	-	-	-	-	-	139.4

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



STATUS: The original 103-mile Adopted Regional System has been completed.

PROJECT: Metrorail Construction

DESCRIPTION: This funding is for the Maryland Department of Transportation's share of Metrorail construction for the six-year period. Funds are programmed to close out the remaining expenditures on the 103-mile system, including the new Branch Avenue (F) route in Maryland. Funds are programmed based on formula allocations.

JUSTIFICATION: To provide financial assistance for the construction of a heavy rail rapid transit system in the Washington region by the Washington Metropolitan Area Transit Authority (WMATA) subject to the availability of federal and local funds and approved budgets.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metrorail Debt Service -- Line 3
Metrorail Capital -- Line 4

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Project completed.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
TOTAL											
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
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	2,483,754	2,483,754	0	0	0	0	0	0	0	0	0
Total	2,483,754	2,483,754	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

Funds shown include federal funds received directly by WMATA. Maryland's share of the rail construction program is determined by regional formula.



STATUS: Project opened for revenue service in December 2004.

PROJECT: Addison Road Metro Extension

DESCRIPTION: Construction of a 3.0 mile Metrorail extension from the Addison Road Station to the Largo Town Center in Prince George's County. The project includes two new Metrorail stations- one at Morgan Boulevard and the second at Largo Town Center. The project has been amended to include the incremental additional cost of a parking garage at Largo.

JUSTIFICATION: The Addison Road extension will increase transit ridership in the corridor and assist in economic development in the Summerfield and Largo Town Center areas. WMATA estimates an additional 20,000 riders daily after six months of operation. This construction program is the first rail extension beyond the original 103-mile system, and is the final rail segment extension to the Capital Beltway.

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 2004 - 09 CTP: Funding for this project was based on the anticipated FFGA federal aid schedule. Federal funds now go to WMATA directly and are included as 'Other' funding. Cashflow adjustments reflect timing of federal payment to WMATA.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	433,870	294,464	139,406	0	0	0	0	0	139,406	0
Total	433,870	294,464	139,406	0	0	0	0	0	139,406	0
Federal-Aid	7,430	7,430	0	0	0	0	0	0	0	0

Construction contingent upon the availability of federal and general funds.
8001



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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

PROJECT: Metrorail Debt Service

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

JUSTIFICATION: Payments required to retire revenue bonds previously issued by the Washington Metropolitan Transit Authority to supplement construction costs of the Metrorail system. In December, 1993, WMATA refinanced its one-third share of these bonds to generate an additional \$54 million for the capital improvement program, while retaining the original net cost and maturity date of 2014.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metrorail Construction -- Line 1
 Metrorail Capital -- Line 4

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	641,887	550,840	9,741	9,741	9,741	9,741	9,741	9,741	58,446	32,601
Total	641,887	550,840	9,741	9,741	9,741	9,741	9,741	9,741	58,446	32,601
Federal-Aid	354,822	354,822	0	0	0	0	0	0	0	0

Federal Funds are received directly by WMATA.
 8002



STATUS: The mid-life major rehabilitation of the original 298 Rohr rail cars and the 364 Breda rail cars is ongoing. The majority of car rehabilitation is complete, but still awaits final work on the HVAC and electrical systems. The rail car life will now be extended approximately 15 years. WMATA is also undertaking extensive rehabilitation of track and station infrastructure.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Federal funds received by WMATA directly are now being shown as 'Other' funding. WMATA has revisited its federal funding assumptions. Cost increased \$20.4 million due to the addition of FY 2010.

PROJECT: Metrorail Capital - Infrastructure Renewal Program/Metro Matters

DESCRIPTION: A component of the WMATA Infrastructure Renewal Program (IRP). Also a component of the new Metro Matters Program.

Projects included are: overhaul and replacement of rail car subsystems and equipment, renovation of station structures and platforms, purchase of rail support equipment and track right-of-way and maintenance.

JUSTIFICATION: Sections of the Metrorail system are now over 30 years old. Various rail car components and station equipment are wearing out and are in need of renovation and replacement. Adequate maintenance and replacement of the rail system components is required to ensure safe, reliable operation. Replacement criteria are based on industry replacement cycles.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metrorail Construction - Line 1
 Metrorail Debt Service - Line 3

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	918,998	403,820	70,200	86,081	85,588	85,061	90,240	98,008	515,178	0
Total	918,998	403,820	70,200	86,081	85,588	85,061	90,240	98,008	515,178	0
Federal-Aid	92,174	10,217	14,280	18,500	16,550	11,881	10,436	10,310	81,957	0

A total of \$328.9 million in Federal funds are received directly by WMATA. There are \$86 million in Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds.

8003, 8004



STATUS: WMATA has awarded a contract for 250 CNG buses, with an expected delivery starting in late Summer 2005 and extending for six months thereafter. Funding to design a retrofit of a Maryland bus garage to provide for fueling and maintenance of CNG buses has been reprogrammed towards a future procurement of clean diesel and hybrid-electric buses.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The total cost shown includes federal funds received directly by WMATA which are shown as 'Other' funds. WMATA has revisited its federal funding assumptions. Cost increased \$19.0 million due to the addition of FY 2010 funding.

PROJECT: Metrobus Capital Infrastructure Renewal Program/Metro Matters

DESCRIPTION: A component of the WMATA Infrastructure Renewal Program (IRP). Also a component of the new Metro Matters Program.

Projects included are: purchase and/or mid-life overhaul of Metrobuses, procurement of support equipment for bus operations, farebox equipment, and the rehabilitation of bus facilities. WMATA manages the BCOP (Bus Capital Overhaul Program) on-site for major overhauls.

JUSTIFICATION: The average age of the WMATA bus fleet is 7.9 years. The FTA guidelines suggest a six year average based on a twelve year life expectancy. The mid-life bus overhaul program will extend the life of some of the Metrobuses to 15 years. Purchase and overhaul of the equipment will provide a fleet that supports safe, efficient, and reliable bus service.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	339,650	202,540	21,110	23,200	23,200	23,200	23,200	23,200	137,110	0
Total	339,650	202,540	21,110	23,200	23,200	23,200	23,200	23,200	137,110	0
Federal-Aid	47,704	32,416	2,488	2,560	2,560	2,560	2,560	2,560	15,288	0

A total of \$94.4 million in federal funds are received directly by WMATA. There are \$15.3 million in federal Congestion Mitigation and Air Quality (CMAQ) funds utilized by MDOT.

8005, 8006



STATUS: Ongoing Program.

PROJECT: Metrorail/bus Repairable Parts Infrastructure

DESCRIPTION: A component of the WMATA Infrastructure Renewal Program (IRP). Also a component of the new Metro Matters Program.

Projects included are: the replacement or rebuild of parts for railcars, facilities, system equipment, buses, and major components which have reaches the end of their useful life. The increase in parts inventories will support system expansion and greater fleet mileage, allow improved scheduling for the overhaul program, and provide greater reliability throughout the system.

JUSTIFICATION: The project funds the procurement of parts which are vital components of WMATA's bus and rail system. Adequate quantities of parts are required to perform corrective and preventative maintenance and overhauls.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$2.0 million due to the addition of FY 2010.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	18,934	6,987	1,917	1,962	2,016	2,016	2,016	2,020	11,947	0
Total	18,934	6,987	1,917	1,962	2,016	2,016	2,016	2,020	11,947	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: WMATA has begun testing of the first pilot cars that are part of the 48-car (6000 series) ordered several years ago. Design and engineering is complete. WMATA has already begun design and engineering of all systems required for 8-car train operation. WMATA exercised the option for 120 new rail cars in November, a major component of the MetroMatters program.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$73.0 million due to the addition of FY2010 as well as the revenue increase, allowing Maryland to contribute its share to the Metro Matters program.

PROJECT: System Access Plan - Infrastructure

DESCRIPTION: The WMATA System Access Plan (SAP) in its entirety. Also a component of the new Metro Matters Program (less the 48 rail car procurement as noted).

Capital funds are being identified for the pending purchase of an additional 120 rail cars. There are two separate options; one for 50 cars exercised in November, 2004 and another for 70 cars that will be executed in May, 2005. Also included is the related rail support equipment to begin operation of 8 car trains. The SAP also includes additional bus purchases and related support equipment to provide

JUSTIFICATION: The Metropolitan Washington Council of Governments (MWGOC) forecasts that ridership demand on the Metro System will increase by 49 percent over the next 25 years. To accommodate this growth, improvements must be made to a system that has been challenged by parking shortages, operational failures and structural decline of an aging rail system, and unprecedented residential and employment growth throughout the Washington region. Failure to make these investments will increase traffic gridlock in one of the nation's most congested regions.

SMART GROWTH STATUS:

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

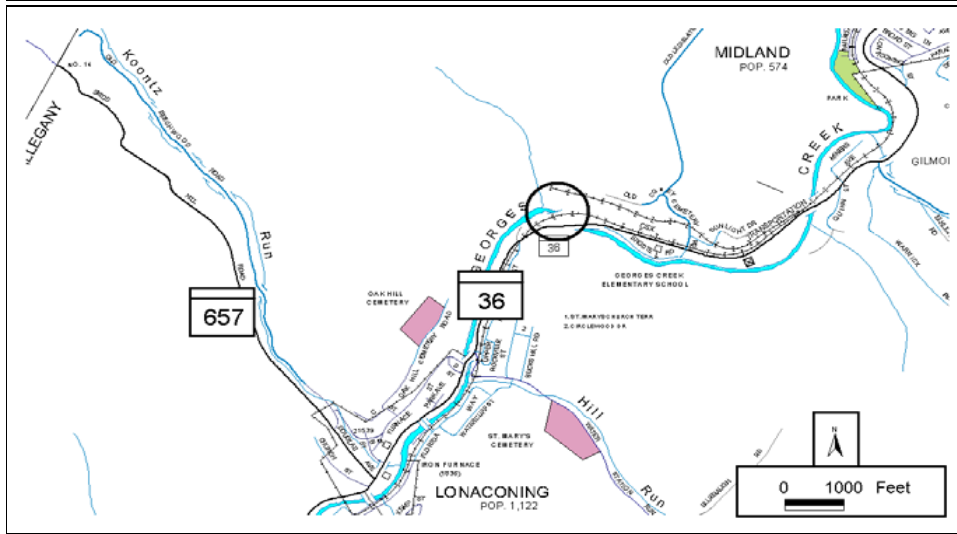
ASSOCIATED IMPROVEMENTS: None.

POTENTIAL FUNDING SOURCE:										
	<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	261,075	24,506	14,700	110,649	32,920	40,800	22,700	14,800	236,569	0
Total	261,075	24,506	14,700	110,649	32,920	40,800	22,700	14,800	236,569	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

Includes funds received by WMATA directly.
 8011, 8012, 8013, 8014



Allegany



PROJECT: MD 36, George's Creek Road

DESCRIPTION: Replace Bridge 1013 over George's Creek. 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					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004 - 09 CTP: Cost increase of \$1.0 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	244	204	24	9	7	0	0	0	40	0
Construction	4,287	25	4,176	86	0	0	0	0	4,262	0
Total	4,531	229	4,200	95	7	0	0	0	4,302	0
Federal-Aid	3,601	164	3,356	76	5	0	0	0	3,437	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

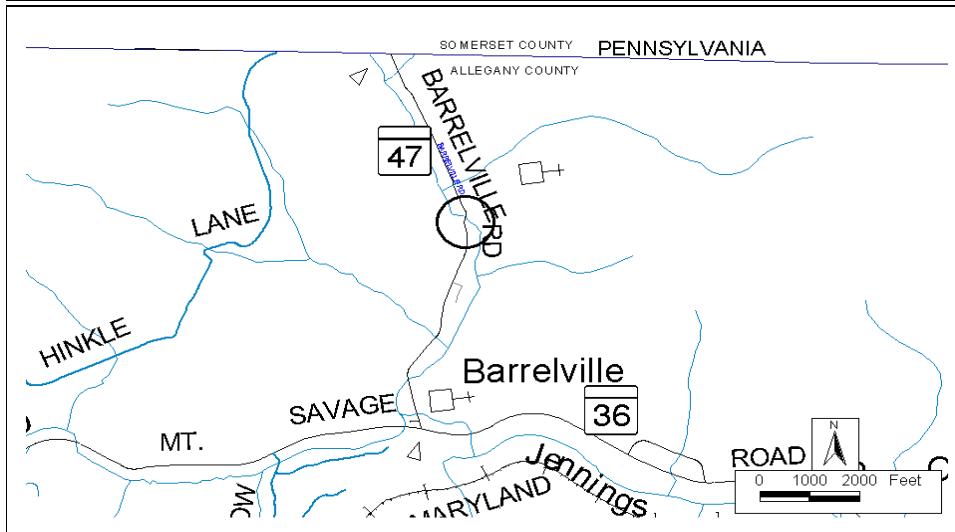
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 8,400

PROJECTED (2030) - 14,100

OPERATING COST IMPACT N/A

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 47, Barrelville Road

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

JUSTIFICATION: The existing bridge is structurally deficient and the approaches have poor horizontal alignment.

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1371	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	562	272	290	0	0	0	0	0	290	0	
Right-of-way	174	0	115	56	3	0	0	0	174	0	
Construction	1,713	0	713	1,000	0	0	0	0	1,713	0	
Total	2,449	272	1,118	1,056	3	0	0	0	2,177	0	
Federal-Aid	1,634	66	768	800	0	0	0	0	1,568	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

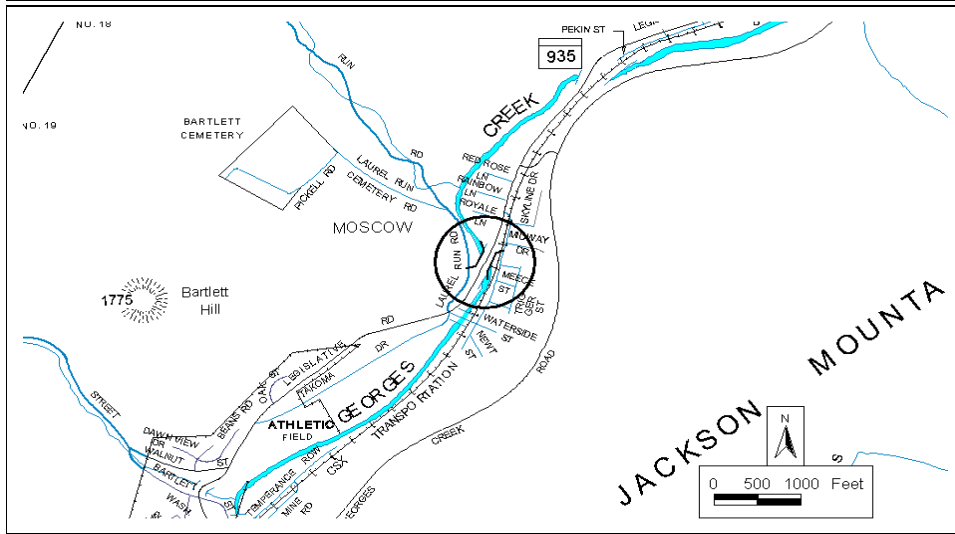
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 2,200

PROJECTED (2030) - 3,200

OPERATING COST IMPACT	N/A
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PROJECT: MD 935, Legislative Road

DESCRIPTION: Replaced Bridge 1016 over George's Creek. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The old bridge was structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	46	46	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,474	1,462	12	0	0	0	0	0	12	0	0
Total	1,520	1,508	12	0	0	0	0	0	12	0	0
Federal-Aid	942	933	9	0	0	0	0	0	9	0	0

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

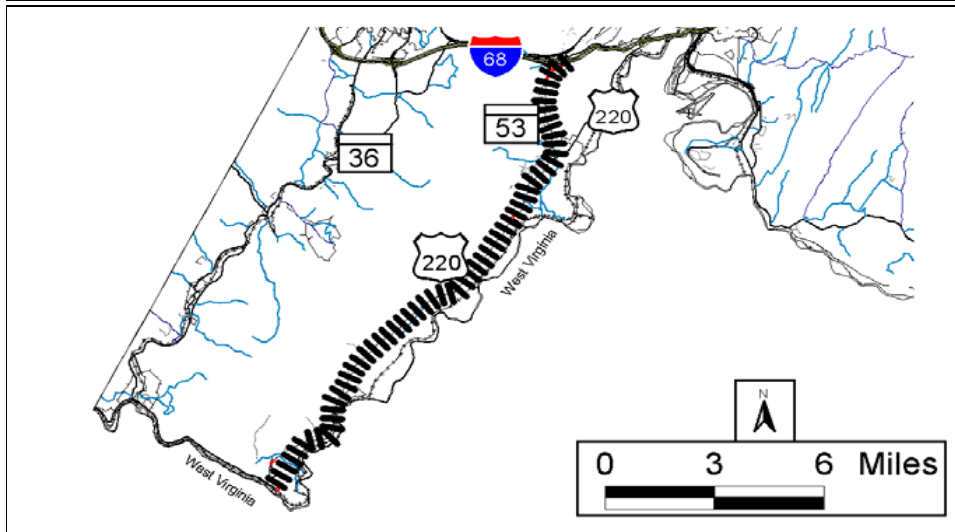
CURRENT (2003) - 3,200

PROJECTED (2030) - 4,800

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 benefit economic development in the Appalachian region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	
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 2004 - 09 CTP: Added \$2.4 million to Project Planning due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		BALANCE TO COMPLETE
Planning	3,021	19	227	1,400	1,375	0	0	0	3,002	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	19	227	1,400	1,375	0	0	0	3,002	0
Federal-Aid	2,417	15	182	1,120	1,100	0	0	0	2,402	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 7,500 - 17,500

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

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, 2004
		<u>Fiscal Year 2004 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	US 40 ALT	National Pike; 0.47 mile east of Red Hill Road to MD 658; resurface	953	Completed
		<u>Safety/Spot Improvement</u>		
2	MD 36	Main Street; through Town of Midland; replace curb, gutter and sidewalks	50	Completed
3	I 68	National Freeway; at Exit 43; replace impact attenuators	60	Completed
4	US 220	McMullen Highway; 0.29 mile north of Milnor Avenue; drainage improvement	530	Completed
		<u>Traffic Management</u>		
5	I 68	National Freeway; at various locations; modify signing	14	Completed
		<u>Sidewalks</u>		
6	MD 51	Industrial Boulevard; Vancouver Street to 0.20 miles west of White Oak Avenue in Cumberland; retrofit sidewalks along northbound roadway - 1,489 linear feet	130	Completed
		<u>Enhancements</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
7		Allegany & Garrett County Welcome Signs - construction of 4 monumental welcome signs, one each on westbound I 68 and eastbound I 68 at both the Allegany and Garrett County lines.	68	Completed

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, 2004
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
8	MD 51	Industrial Boulevard; West Third Street to Pennsylvania Avenue in Cumberland; reconstruct roadway	1,991	Under construction
9	MD 135	Pratt Street; Garrett County Line to 0.08 mile west of MD 36; resurface (Note: Project is dependent upon agreement with Town.)(Cost shown represents SHA share.)	1,947	FY 2006
10	US 220	McMullen Highway; Bridge 1060 over Potomac River to MD 830A; resurface (Revenue Increase Project)	1,719	FY 2006
11	MD 638	Parkersburg Road; MD 743 to MD 36; resurface	1,602	FY 2006
12	MD 658	Vocke Road; MD 53 to MD 49 (includes MD 53 - Winchester Road; US 40 Alternate to MD 658); resurface	2,027	Under construction
<u>Safety/Spot Improvement</u>				
13	MD 51	Oldtown Road; Collier Run Road to 0.11 mile west of Kirk Hall Road; superelevation correction of curve, signing and replace existing traffic barrier with concrete jersey barrier (Funded for preliminary engineering only)	100	FY 2005
14	MD 51	Industrial Boulevard; MD 61 (Canal Parkway) to 0.1 mile east of Lamont Street (includes CSX Railroad Bridge); construct median barrier (Funded for preliminary engineering only)	60	PE Underway
15	I 68	National Freeway; various locations throughout Allegany County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	197	FY 2005
<u>Community Safety and Enhancements</u>				
16	US 40 ALT	National Pike; MD 658 (Campground Road) to Long Drive in LaVale; urban street reconstruct (Revenue Increase Project)	4,100	FY 2006

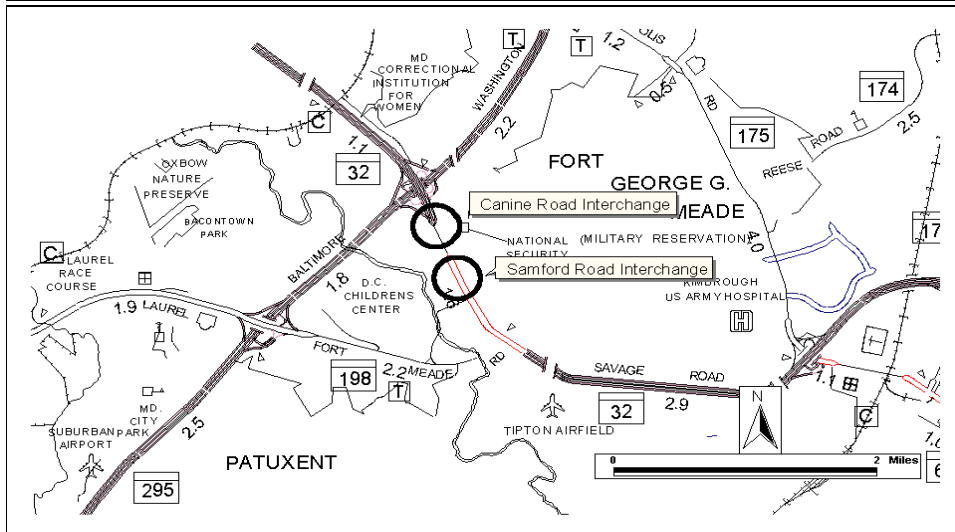
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
17	US 220	McMullen Highway; Lee Street to 0.38 mile north of MD 636 near Allegany Career Center (Cresaptown - Phase 1); urban street reconstruct (Revenue Increase Project)	4,000	FY 2006
<u>Sidewalks</u>				
18	MD 36	Georges Creek Road; from 0.9 mile south of Paradise Street to Paradise Street in Midland; retrofit sidewalks along northbound roadway - 522 linear feet	61	FY 2005
19	MD 51	Industrial Boulevard; 0.20 mile west of White Oaks Avenue to White Oaks Avenue in Cumberland; retrofit sidewalks along westbound roadway - 1,056 linear feet	32	FY 2005
<u>Intersection Capacity Improvements</u>				
20	US 220	McMullen Highway; at MD 53; widen MD 53 to provide additional right turn lane and provide left turn lane from US 220 to southbound Winchester Road	629	FY 2005
<u>Enhancements</u>				
<u>Preservation of Abandoned Railway Corridors</u>				
21		Allegheny Highlands Trail - Section 1 - construction of 9.35 miles from Cumberland to Woodcock Hollow Road.	34	FY 2006
22		Allegheny Highlands Trail - Sections 2 and 3 - [Section 2] Construction of Woodcock Hollow Rest Stop and 300-foot trail connection. [Section 3] Construction of 5.83 miles from Woodcock Hollow Road to New Hope Road overpass in Frostburg.	2,668	FY 2005
23		Allegheny Highlands Trail - Section 5 - construction of 5.20 miles from New Hope Road overpass in Frostburg to Mason-Dixon Line.	164	Completed



Anne Arundel



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct interchanges at Canine and Samford Roads.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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: Interchange at Samford Road is open to service. Construction underway for interchange at Canine Road.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,471	1,471	0	0	0	0	0	0	0	0	
Right-of-way	816	808	8	0	0	0	0	0	8	0	
Construction	21,952	19,125	2,827	0	0	0	0	0	2,827	0	
Total	24,239	21,404	2,835	0	0	0	0	0	2,835	0	
Federal-Aid	19,678	17,320	2,358	0	0	0	0	0	2,358	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

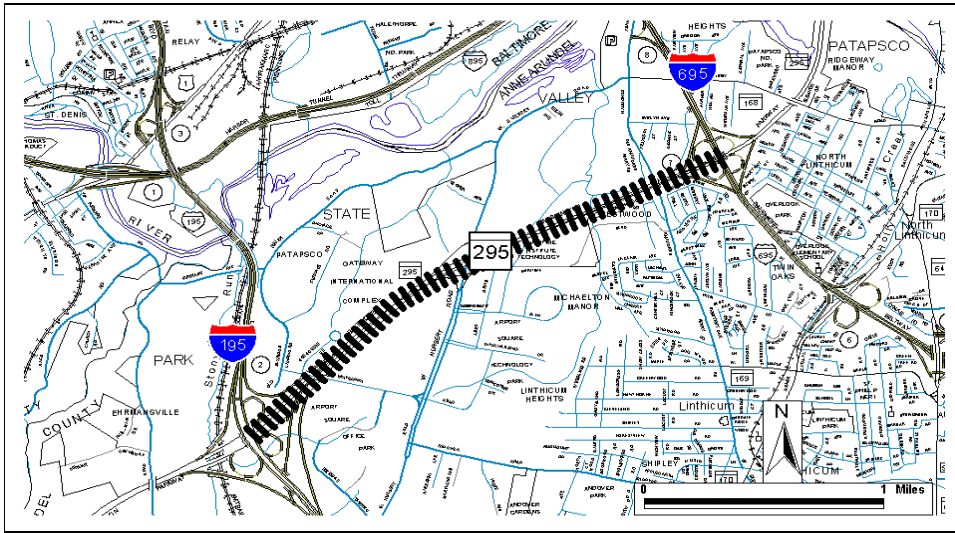
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 48,000

PROJECTED (2030) - 84,300

OPERATING COST IMPACT \$7,000 per year



PROJECT: MD 295, Baltimore Washington Parkway

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

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

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 295, MD 100 to I-195 (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	2797	0	0	0	NHS
CO	0	0	14161	0	0	NHS

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,490	3	600	1,392	495	0	0	0	0	2,487	0
Right-of-way	3,497	0	0	347	2,725	425	0	0	0	3,497	0
Construction	17,701	0	0	0	4,810	5,665	7,226	0	0	17,701	0
Total	23,688	3	600	1,739	8,030	6,090	7,226	0	0	23,685	0
Federal-Aid	18,950	2	480	1,391	6,424	4,872	5,781	0	0	18,948	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

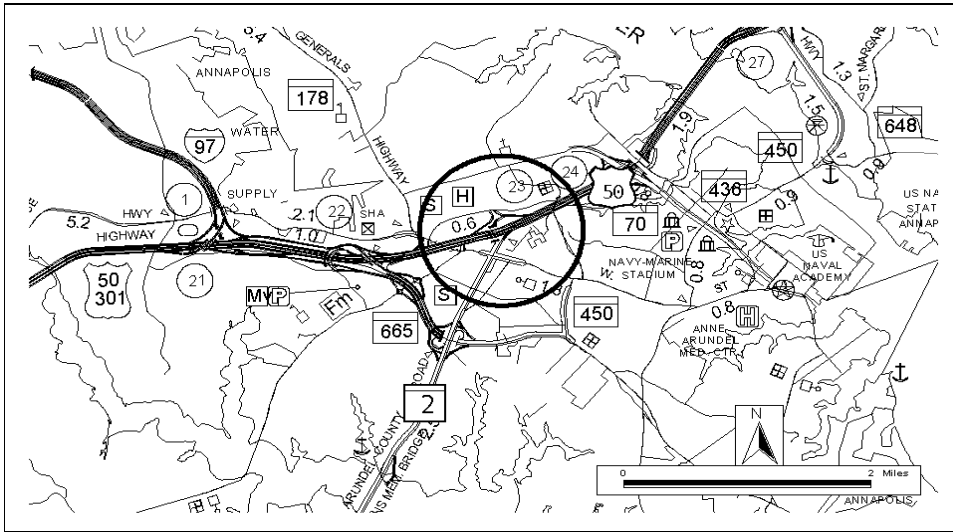
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 92,300

PROJECTED (2030) - 152,100

OPERATING COST IMPACT \$70,000 per year



PROJECT: US 50, John Hanson Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
TOTAL		PROJECT CASH FLOW							
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,898	1,898	0	0	0	0	0	0	0
Right-of-way	1,097	39	1,029	29	0	0	0	0	0
Construction	6,511	1,671	2,825	2,015	0	0	0	0	0
Total	9,506	3,608	3,854	2,044	0	0	0	0	0
Federal-Aid	5,582	282	3,425	1,875	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

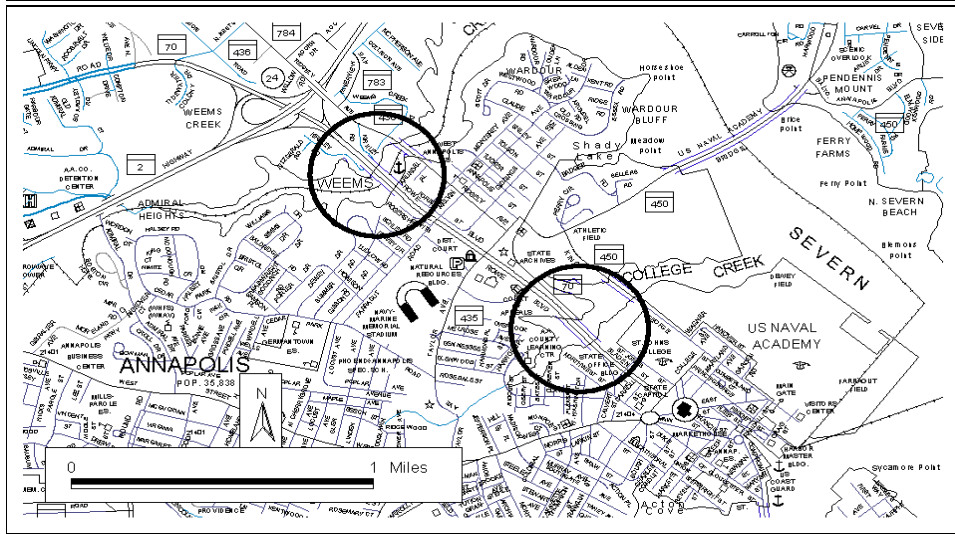
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 142,200

PROJECTED (2030) - 188,300

OPERATING COST IMPACT \$8,000 per year



PROJECT: MD 70, Rowe Boulevard

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004 - 09 CTP: Cost increase of \$13.3 million is due to an unfavorable bid price.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2007	2008	2009	2010	2011	0	0
Engineering	2,517	2,517	0	0	0	0	0	0	0	0	0
Right-of-way	255	255	0	0	0	0	0	0	0	0	0
Construction	32,734	3,681	10,956	13,467	4,630	0	0	0	0	29,053	0
Total	35,506	6,453	10,956	13,467	4,630	0	0	0	0	29,053	0
Federal-Aid	25,965	3,142	8,598	10,583	3,642	0	0	0	0	22,823	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

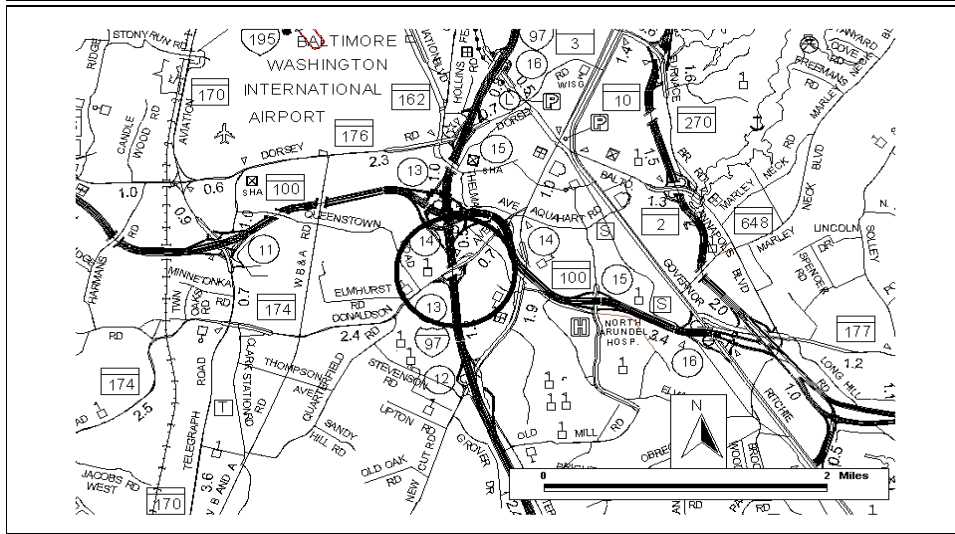
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 41,500

PROJECTED (2030) - 55,300

OPERATING COST IMPACT N/A



PROJECT: MD 174, Quarterfield Road

DESCRIPTION: Replaced existing 2 lane bridge over I-97 with a 6 lane structure compatible with the adjacent roadway sections. Interchange ramp improvements and sidewalks were included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This project replaced the existing deteriorating bridge and improved traffic operations.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Project partially funded by developer. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	1,139	1,139	0	0	0	0	0	0	0
Right-of-way	3,092	3,082	10	0	0	0	0	0	10
Construction	9,082	7,246	1,836	0	0	0	0	0	1,836
Total	13,313	11,467	1,846	0	0	0	0	0	1,846
Federal-Aid	3,062	3,054	8	0	0	0	0	0	8

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

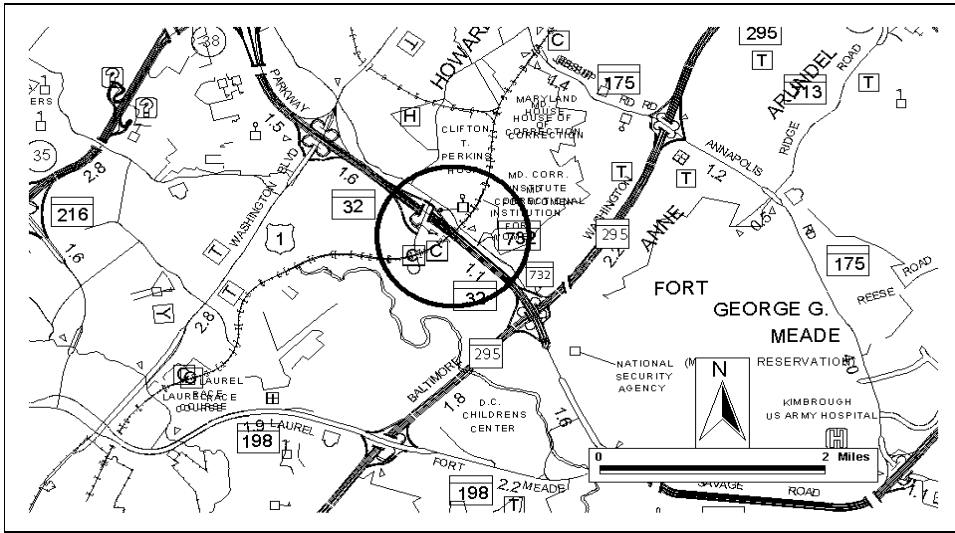
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 24,100

PROJECTED (2030) - 46,900

OPERATING COST IMPACT \$10,000 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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Construction delayed from FY04 to FY05 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	930	0	158	772	0	0	0	0	930
Total	988	58	158	772	0	0	0	0	930
Federal-Aid	147	147	0	0	0	0	0	0	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

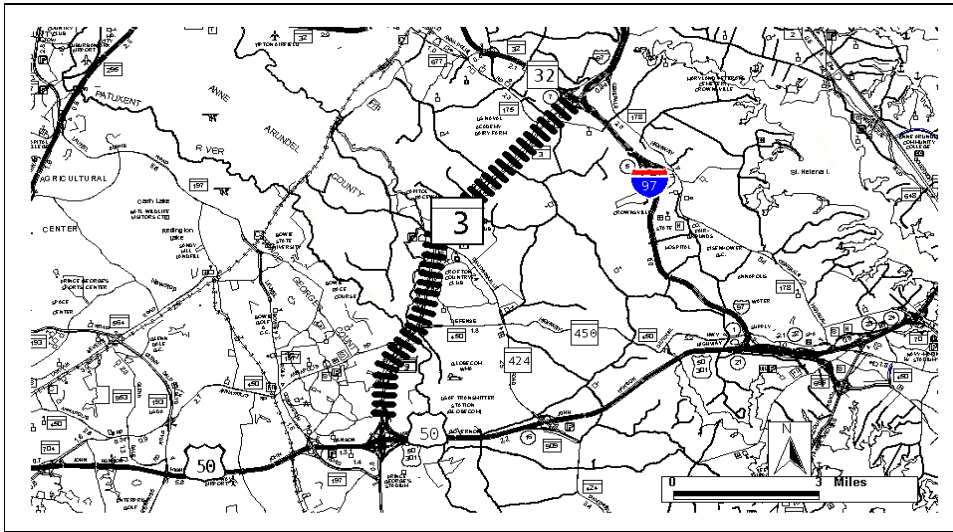
CURRENT (2003) - 13,800

PROJECTED (2030) - 36,200

OPERATING COST IMPACT N/A

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

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 3, Robert Crain Highway

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

JUSTIFICATION: This project would improve safety and 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 23)
 US 301, North of Mount Oak Road to US 50 (Prince George's County - Line 24)
 MD 450, Stonybrook Drive to west of MD 3 (Prince George's County - Line 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	2,682	2,177	455	50	0	0	0	0	0	505	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,682	2,177	455	50	0	0	0	0	0	505	0
Federal-Aid	1,842	1,590	252	0	0	0	0	0	0	252	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

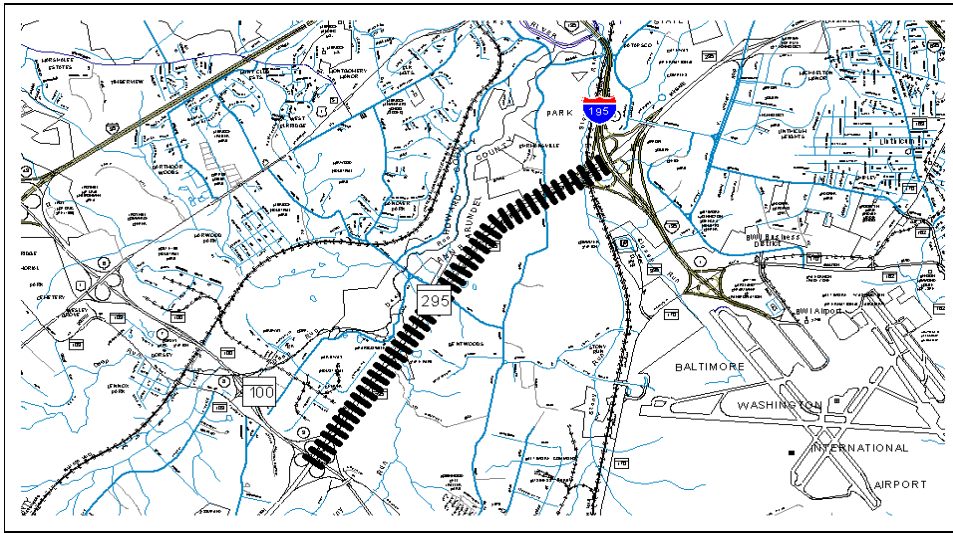
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 67,700

PROJECTED (2030) - 113,100

OPERATING COST IMPACT N/A



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	1760	0	0	0	0	NHS
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)				.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	2,200	0	500	1,000	700	0	0	0	2,200	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,200	0	500	1,000	700	0	0	0	2,200	0
Federal-Aid	1,760	0	400	800	560	0	0	0	1,760	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 84,800

PROJECTED (2030) - 164,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 4 NB	Southern Maryland Boulevard; Lower Pindell Road to MD 258; resurface	172	Completed
2	MD 70	Bestgate Road; Lawrence Avenue through light at Tidewater Colony Drive; resurface	65	Completed
3	MD 170	Aviation Boulevard; Old Donaldson Avenue to Minnetonka Road; resurface	189	Completed
4	MD 170	Aviation Boulevard; Stoney Run Road to I 95; resurface	260	Completed
5	MD 174	Reece Road; Jacobs Road to Disney Road; resurface	181	Completed
6	MD 174	Donaldson Avenue/Quarterfield Road; MD 170 to Parke West Drive; resurface	543	Completed
7	MD 174	Reece Road; MD 170 to New Disney Road; resurface	211	Completed
8	MD 255	Owensville Road; MD 2 to Tent House Court; resurface	400	Completed
9	MD 424	Davidsonville Road; MD 214 to MD 450; resurface	1,231	Completed
10	MD 648A	Baltimore Annapolis Boulevard; Jonas Green to Greenbury Point Road; resurface	53	Completed
11	MD 665	Aris T. Allen Boulevard; US 50 to Bywater Road; resurface	1,455	Completed
<u>Safety/Spot Improvement</u>				
12	MD 2 SB	Governor Ritchie Highway; at East West Boulevard; channelization	15	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions (cont'd)</u>				
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
13		Navy-Marine Corps Memorial Stadium Mitigation Project - construction of bio-retention ponds at the Brigade Entrance, Northeast and Cedar Park bio-retention facilities.	591	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
14	MD 2	Governor Ritchie Highway; South of MD 10 to MD 100; resurface	1,098	FY 2006
15	MD 2	Governor Ritchie Highway; MD 100 to 5th Avenue; resurface	1,881	Completed
16	MD 2	Governor Ritchie Highway; 5th Avenue to MD 270; resurface	1,830	Under construction
17	US 50	John Hanson Highway; Prince George's County Line to Admiral Drive; safety and resurface	1,559	Under construction
18	MD 100	MD 10 to MD 177; resurface	951	FY 2005
19	MD 175	Annapolis Road; Railroad Bridge 2048 to Reece Road; resurface	1,881	Completed
20	MD 175	Annapolis Road; roundabout at MD 677 to Amtrak Railroad Bridge; resurface	652	FY 2006
21	MD 198	Laurel Fort Meade Road; Prince George's County Line to MD 295; resurface	2,120	FY 2005
22	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; resurface northbound roadway	950	FY 2006
23	MD 295	Baltimore Washington Parkway; MD 175 to MD 100; resurface southbound roadway	819	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
24	MD 100	Bridge 2106 on Catherine Avenue over MD 100; bridge widening/rehabilitation including adjacent ramp and intersection improvements	1,736	Completed
25	MD 181	Sixth Street; Bridge 2053 over Spa Creek; bridge deck rehabilitation (Revenue Increase Project)	909	Under construction
26	MD 295	Baltimore Washington Parkway; Bridges 0201801 and 0201802 over Amtrak and Stoney Run; bridge rehabilitation	1,261	Completed
<u>Safety/Spot Improvement</u>				
27	MD 2	Solomons Island Road; at Friendship Road/Sansbury Road; intersection improvements (Funded for preliminary engineering only)	300	FY 2005
28	MD 2	Solomons Island Road; at Brick Church Road/South River Clubhouse Road; realign intersection and provide center turn lane on MD 2 (Revenue Increase Project)	690	FY 2005
29	MD 3 BUS	Crain Highway; at Greenbranch Lane; reconstruct median to provide double left turns into Wal-Mart (Revenue Increase Project)	570	FY 2006
30	MD 3 NB	Robert Crain Highway; at MD 450; geometric improvements	60	Completed
31	MD 32	General Aviation Drive to MD 32 eastbound; fencing	84	FY 2005
32	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 (Revenue Increase Project)	1,193	FY 2005
33	MD 32	At MD 175; interchange modifications (Note: The cost shown represents SHA share of project cost.)	300	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
34	US 50	Blue Star Memorial Highway; at MD 450 interchange; lighting	50	FY 2005
35	US 50	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	72	FY 2005
36	I 97	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	130	FY 2005
37	MD 100	Various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	163	FY 2005
38	MD 100	At ramp to MD 2 northbound; geometric improvements (Funded for preliminary engineering only)	80	FY 2005
39	MD 170	Telegraph Road; at MD 174; resurface northbound roadway, reconstruct shoulders and restripe to extend left turn lane (Revenue Increase Project)	212	FY 2006
40	I 195	Metropolitan Boulevard; various locations throughout Anne Arundel County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	53	FY 2005
41	MD 450	Defense Highway; MD 424 to Broad Creek; drainage improvements at 6 sites (east of MD 424 approximately 1,000 feet east of Hallmark Road, east of MD 424 approximately 2,000 feet east of Hallmark Road, east of MD 424 approximately 500 feet east of Huntwood Drive, east of MD 424 approximately 500 feet east of Haverford Drive, east of MD 424 approximately 1,300 feet east of the Ridges Gateway and West of Broad Creek approximately 2,000 feet east of I 97) (Revenue Increase Project)	2,557	Under construction
42	MD 450	Defense Highway; MD 424 to Broad Creek; drainage improvements at 3 sites (Approximately 4,500 feet east of the MD 450/MD 424 intersection and two adjacent sites approximately 5,000 feet west of the MD 450/Crownsville Road intersection)	679	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
43	MD 468	Shadyside Road; Snug Harbor Road to MD 255 (Phase II); safety improvements	5,489	Under construction
44	I 695	Baltimore Beltway; MD 695 (Anne Arundel County) to MD 695 (Baltimore County); replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	798	FY 2005
45	I 695	Baltimore Beltway; Inner Loop - at ramp to MD 295 north; mill and resurface ramp to correct superelevation	991	Completed
46	MD 710	Ordnance Road; at Chesapeake Center Drive/Arundel Corporation Road; widen eastbound roadway to provide separate right turn lane and modify signal phasing (Revenue Increase Project)	246	FY 2005
<u>Community Safety and Enhancements</u>				
47	MD 170	Belle Grove Road; 10th Street to MD 648 in Pumphrey; urban street reconstruct (Revenue Increase Project)	5,100	FY 2006
48	MD 256	Deale Churchton Road; at MD 258; streetscape/roundabout	1,651	FY 2006
49	MD 648	Baltimore Annapolis Boulevard; Dorsey Road to MD 10 and MD 3 Business (Crain Highway) from 8th Avenue to Aquahart Road in Glen Burnie; streetscape (Funded for preliminary engineering only)	800	FY 2006
<u>Streetscapes and Minor Reconstruction</u>				
50		Bladen Street; College Creek Park to College Avenue (Bloomsbury Square); streetscape (Note: The cost shown represents SHA share of project cost.)	486	FY 2005
<u>Environmental Preservation</u>				
51	MD 295	Baltimore Washington Parkway; I-695 to the Baltimore City Line; landscaping	118	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Environmental Preservation (cont'd)</u>		
52	MD 295	Baltimore Washington Parkway; at MD 713F (Arundel Mills Boulevard) interchange; landscape	184	FY 2005
53	MD 468	Shadyside Road; at Franklin Point Park; reforestation	62	FY 2006
54	MD 665	Aris T. Allen Boulevard; Vineyard Road to Chinquapin Round Road; landscape	76	Under construction
		<u>Commuter Action Improvements</u>		
55	MD 665	At MTA Park and Ride Lot on Harry S. Truman Parkway; expand existing ridesharing facility	1,602	FY 2006
		<u>Intersection Capacity Improvements</u>		
56	MD 424	Davidsonville Road; at MD 214; widen southbound MD 424 to provide separate turn lanes (Revenue Increase Project)	595	FY 2006
57	MD 435	Taylor Avenue; at MD 70 (Rowe Boulevard); geometric improvements	1,546	Completed
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
58		Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction.	500	FY 2006
		<u>Environmental Mitigation</u>		
59		Functional Enhancement of Stormwater Management Facilities in Anne Arundel County - improvements to 28 existing stormwater management facilities.	1,363	FY 2006

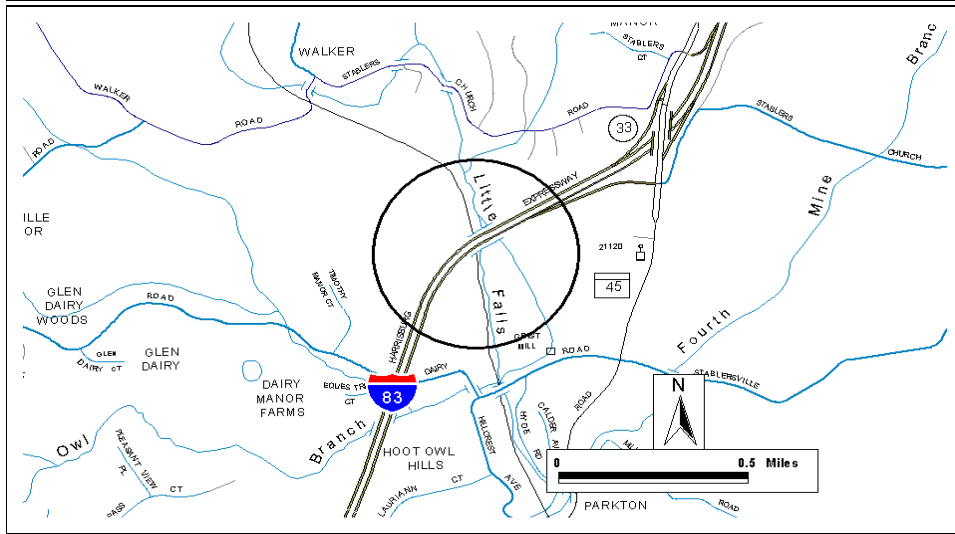
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation (cont'd)</u>		
60		Weems Creek Restoration - restoration of 1,200 linear feet of stream channels along the Porter Drive Outfall in the Admiral Heights Community of the City of Annapolis.	202	FY 2005
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
61		London Town Visitor's Center & Museum - construct a Visitors Center and Museum at Historic London Town and Gardens in Edgewater.	2,647	Underway



Baltimore



PROJECT: I-83, Harrisburg Expressway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	308	261	47	0	0	0	0	0	47	0	
Right-of-way	25	21	4	0	0	0	0	0	4	0	
Construction	10,934	0	3,497	5,427	2,010	0	0	0	10,934	0	
Total	11,267	282	3,548	5,427	2,010	0	0	0	10,985	0	
Federal-Aid	8,994	216	2,828	4,342	1,608	0	0	0	8,778	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Principal Arterial

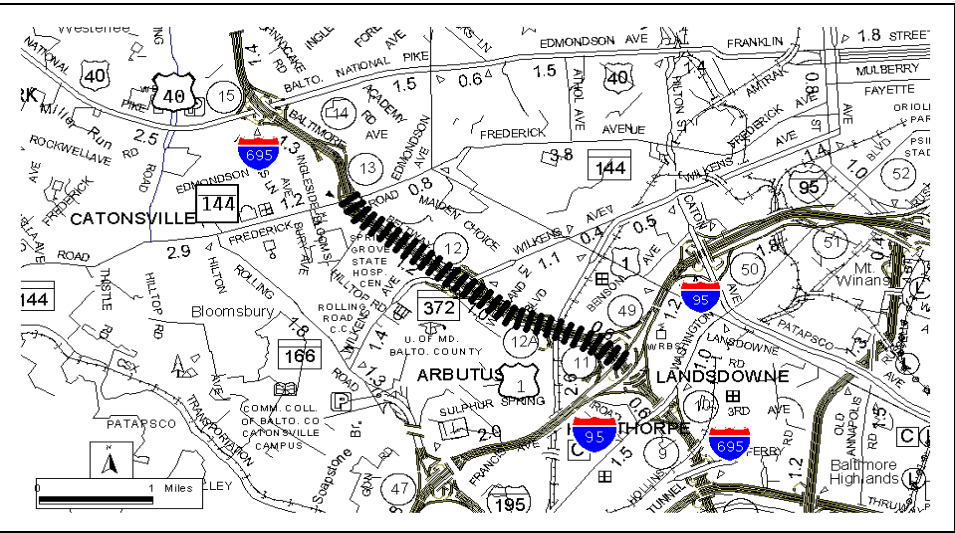
STATE SYSTEM : Interstate

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 46,500

PROJECTED (2030) - 85,400

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 26 (Line 3)
- I-695, I-95 to MD 122 (Line 9)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					2007	2008	2009	2010	
Planning	0	0	0	0	0	0	0	0	0
Engineering	3,497	3,497	0	0	0	0	0	0	0
Right-of-way	7,016	3,169	3,847	0	0	0	0	0	3,847
Construction	57,431	50,889	6,542	0	0	0	0	0	6,542
Total	67,944	57,555	10,389	0	0	0	0	0	10,389
Federal-Aid	58,046	50,138	7,908	0	0	0	0	0	7,908

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

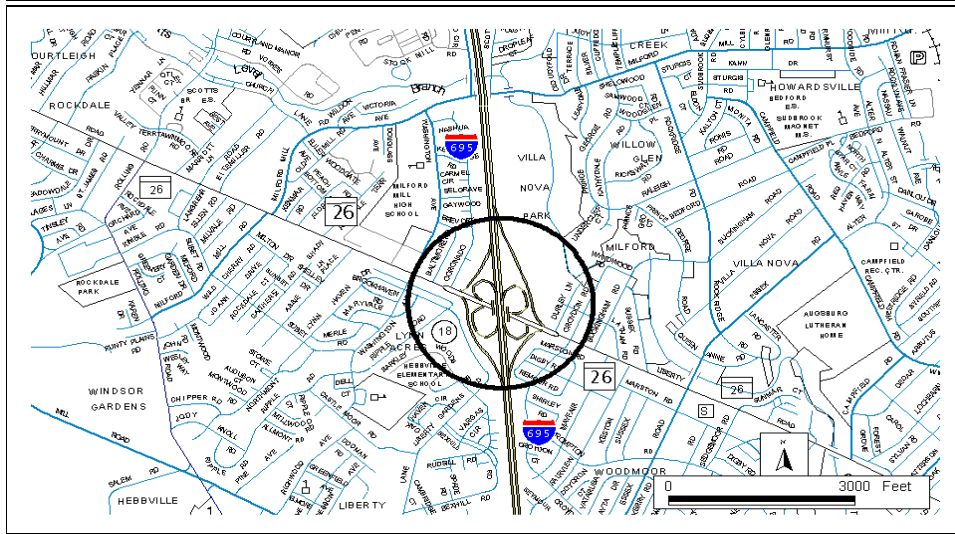
CURRENT (2003) - 187,300

PROJECTED (2030) - 270,400

OPERATING COST IMPACT \$20,000 per year

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 3

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Constructed improvements at the MD 26/Washington Avenue intersection and the I-695 Outer Loop ramp to westbound MD 26. Project included the removal of the interchange loop ramp from southbound I-695 to eastbound MD 26.

JUSTIFICATION: This project provided safety and operational improvements for the I-695 interchange and MD 26. It also enhanced the ongoing revitalization efforts in the MD 26 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-695, I-95 to MD 144 (Line 2)
I-695, I-95 to MD 122 (Line 9)

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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. Baltimore County funded the widening of Washington Avenue on the north side of MD 26. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$0.7 million is due to additional subgrade work.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	930	930	0	0	0	0	0	0	0	0	
Right-of-way	147	88	59	0	0	0	0	0	59	0	
Construction	4,841	4,705	136	0	0	0	0	0	136	0	
Total	5,918	5,723	195	0	0	0	0	0	195	0	
Federal-Aid	4,891	4,744	147	0	0	0	0	0	147	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

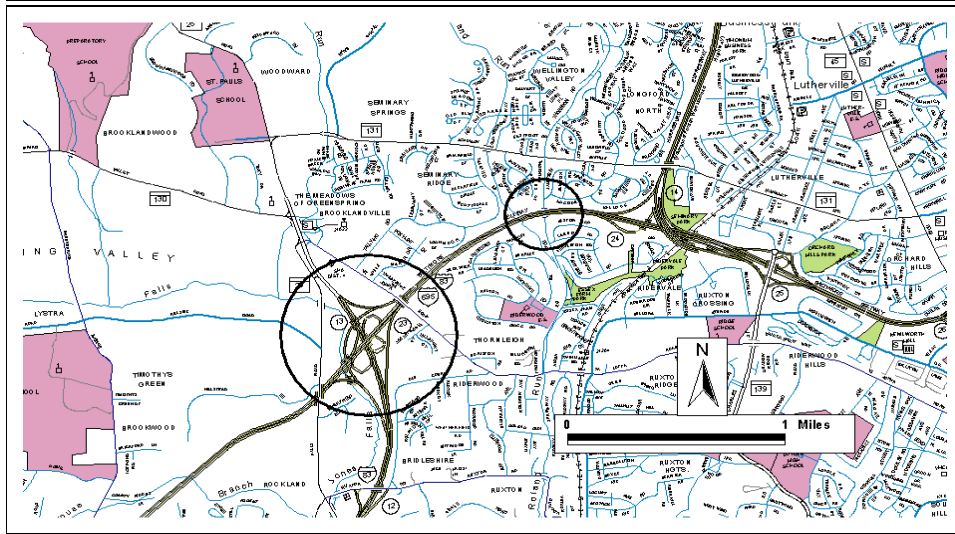
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 192,300 (I-695)
52,500 (MD 26)

PROJECTED (2030) - 285,800 (I-695)
62,400 (MD 26)

OPERATING COST IMPACT \$1,000 per year



PROJECT: I-695, Baltimore Beltway

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

JUSTIFICATION: This project will provide for future Beltway widening to improve the capacity, operation and safety of this segment of I-695. The project will also replace the ramp bridge to southbound I-83.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-695, Interchange at MD 45 (Line 5)
 I-695, I-83(JFX) to I-95 (Line 10)
 I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,587	1,587	0	0	0	0	0	0	0	0	0
Right-of-way	213	0	191	22	0	0	0	0	0	213	0
Construction	19,832	4,932	11,413	3,487	0	0	0	0	0	14,900	0
Total	21,632	6,519	11,604	3,509	0	0	0	0	0	15,113	0
Federal-Aid	18,103	5,325	9,776	3,002	0	0	0	0	0	12,778	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

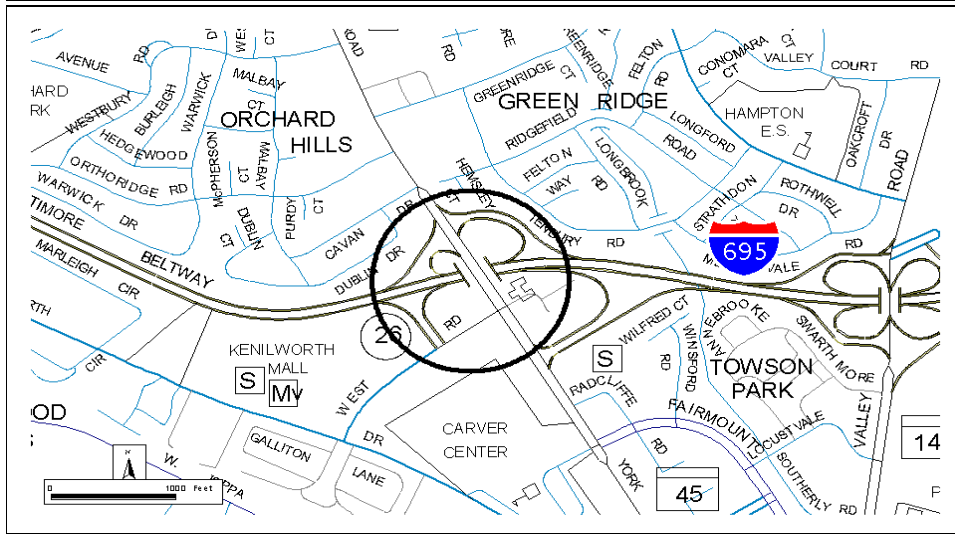
CURRENT (2003) - 185,000

PROJECTED (2030) - 253,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 5

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

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

JUSTIFICATION: This project will provide additional capacity and improve safety and operations for this segment of I-695 and the associated 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, Bridges at MD 25A (Line 4)
 I-695, I-83(JFX) to I-95 (Line10)
 I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,032	1,032	0	0	0	0	0	0	0	0	0
Right-of-way	646	571	61	14	0	0	0	0	75	0	0
Construction	14,754	5,465	6,296	2,993	0	0	0	0	9,289	0	0
Total	16,432	7,068	6,357	3,007	0	0	0	0	9,364	0	0
Federal-Aid	14,182	6,027	5,542	2,613	0	0	0	0	8,155	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

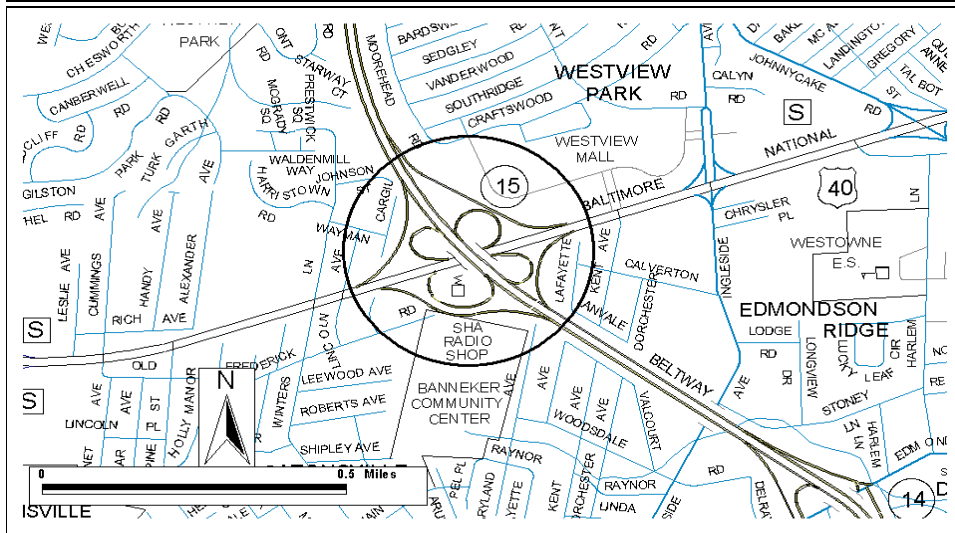
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 159,200 (I-695)
 59,000 (MD 45)

PROJECTED (2030) - 217,700 (I-695)
 82,900 (MD 45)

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, MD 144 to I-95 (Line 2)
- I-695, Interchange at MD 26 (Line 3)
- I-695, I-95 to MD 122 (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Construction to begin during the current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 9) due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2007.....	.....2008.....	.....2009.....	.....2010.....	0	0	0
Engineering	770	466	304	0	0	0	0	0	0	304	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	4,730	0	1,028	3,702	0	0	0	0	0	4,730	0
Total	5,500	466	1,332	3,702	0	0	0	0	0	5,034	0
Federal-Aid	4,257	0	925	3,332	0	0	0	0	0	4,257	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

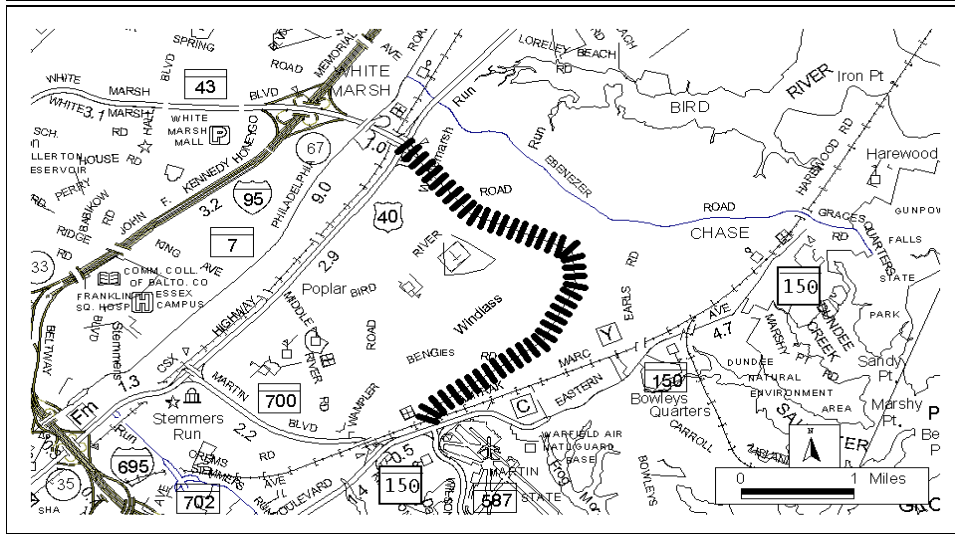
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 186,400

PROJECTED (2030) - 272,000

OPERATING COST IMPACT N/A



PROJECT: MD 43 Extended

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction underway. County and State split PP and PE costs and County contributed \$12.0 million towards R/W and Construction. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$2.5 million is due to additional right-of-way settlements.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,425	1,425	0	0	0	0	0	0	0	0	
Engineering	1,937	1,937	0	0	0	0	0	0	0	0	
Right-of-way	9,402	1,612	4,920	2,460	410	0	0	0	7,790	0	
Construction	40,883	13,616	8,803	8,714	9,750	0	0	0	27,267	0	
Total	53,647	18,590	13,723	11,174	10,160	0	0	0	35,057	0	
Federal-Aid	37,675	9,913	10,013	9,264	8,485	0	0	0	27,762	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Urban Principal Arterial

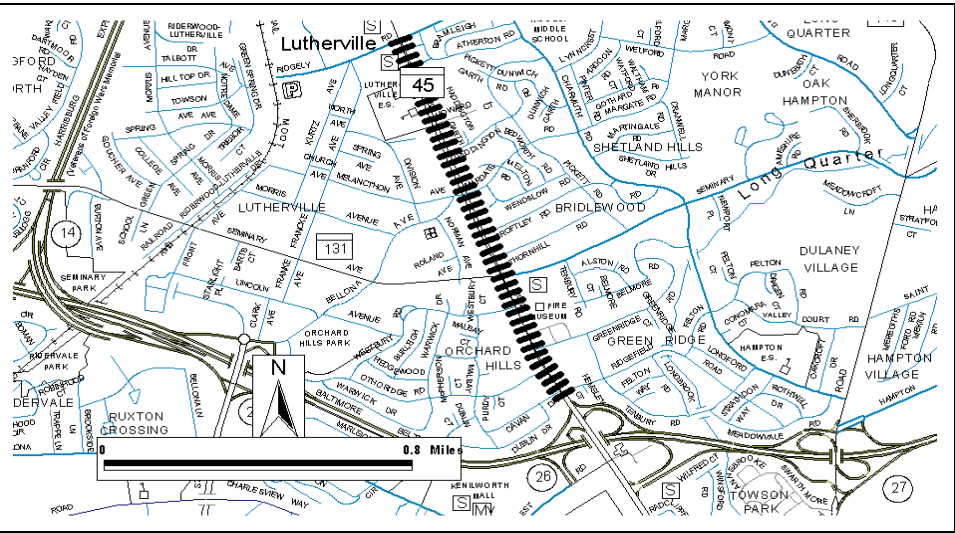
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 15,400 (Ebenezer Road)

PROJECTED (2030) - 72,700

OPERATING COST IMPACT \$18,000 per year



PROJECT: MD 45, York Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
I-695, Interchange at MD 45 (Line 5)

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	1512	0	0	0
CO	0	0	7104	0	0

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,300	0	650	650	0	0	0	0	1,300	0
Right-of-way	1,890	0	0	105	1,575	210	0	0	1,890	0
Construction	9,108	0	0	0	6,264	2,844	0	0	9,108	0
Total	12,298	0	650	755	7,839	3,054	0	0	12,298	0
Federal-Aid	8,616	0	0	84	6,146	2,386	0	0	8,616	0

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

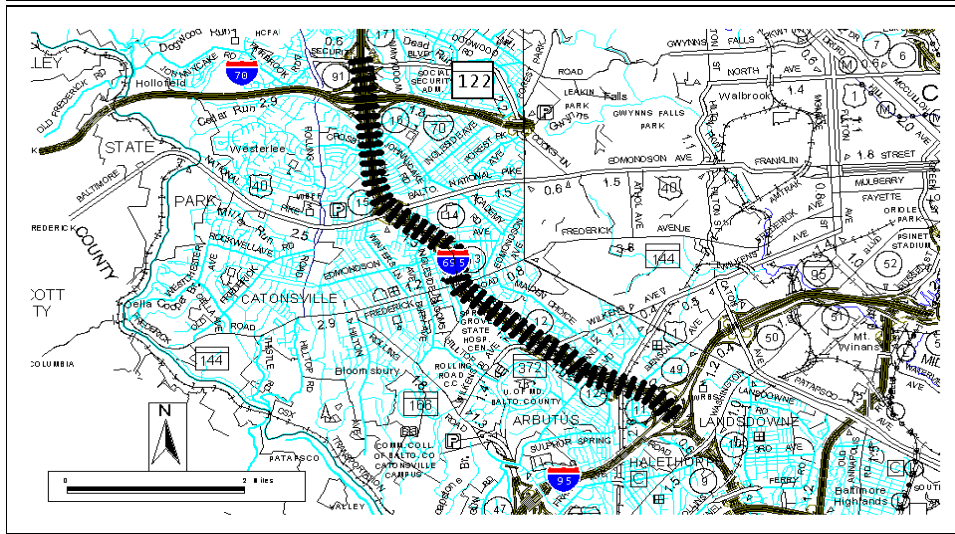
CURRENT (2003) - 47,400

PROJECTED (2030) - 66,600

OPERATING COST IMPACT \$1,400 per year

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 9

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 checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-695, I-95 to MD 144 (Line 2)
I-695, Interchange at MD 26 (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 \$38.1 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The interchange at I-695 and US 40 moved to the Construction Program (Line 6) as a breakout project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	11,046	8,336	1,570	1,140	0	0	0	0	2,710	0
Right-of-way	332	259	73	0	0	0	0	0	73	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	12,804	10,021	1,643	1,140	0	0	0	0	2,783	0
Federal-Aid	7,732	5,835	1,099	798	0	0	0	0	1,897	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

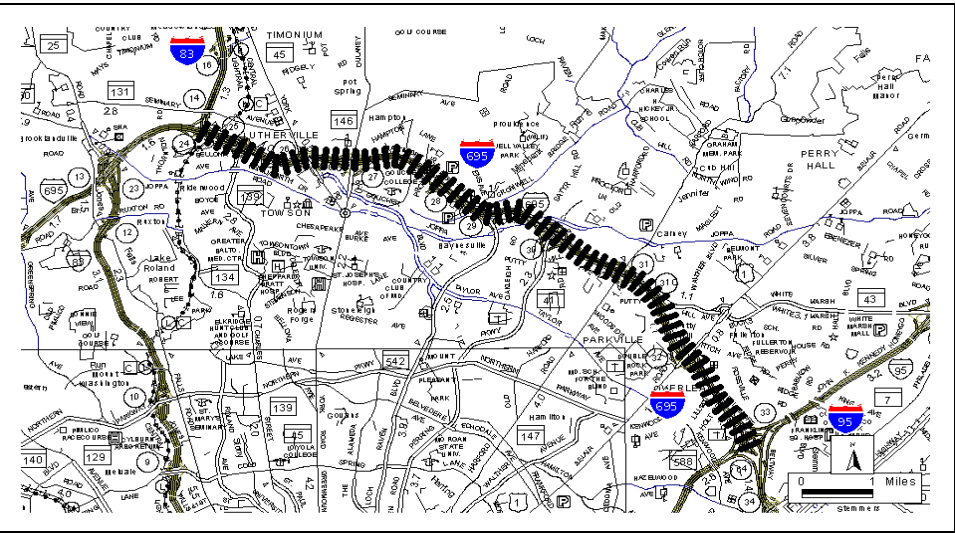
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 190,950

PROJECTED (2030) - 280,400

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, Interchange at MD 25A (Line 4)
- I-695, Interchange at MD 45 (Line 5)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1000	0	0	0	0	IMD
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway for the Segment from MD 141 to MD 147 and the evaluation of the Charles Street Interchange. An additional \$47.9 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$2.0 million for the evaluation of the Charles Street Interchange. Also, added \$1.3 million for the design of the segment from MD 41 to MD 147 due to the Federal Consolidated Appropriation Act of 2005.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2004			2007	2008	2009	2010	SIX YEAR TOTAL
Planning	1,515	1,515	0	0	0	0	0	0	0
Engineering	8,505	4,120	1,800	2,585	0	0	0	0	4,385
Right-of-way	16	16	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	10,036	5,651	1,800	2,585	0	0	0	0	4,385
Federal-Aid	6,311	3,940	822	1,549	0	0	0	0	2,371

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

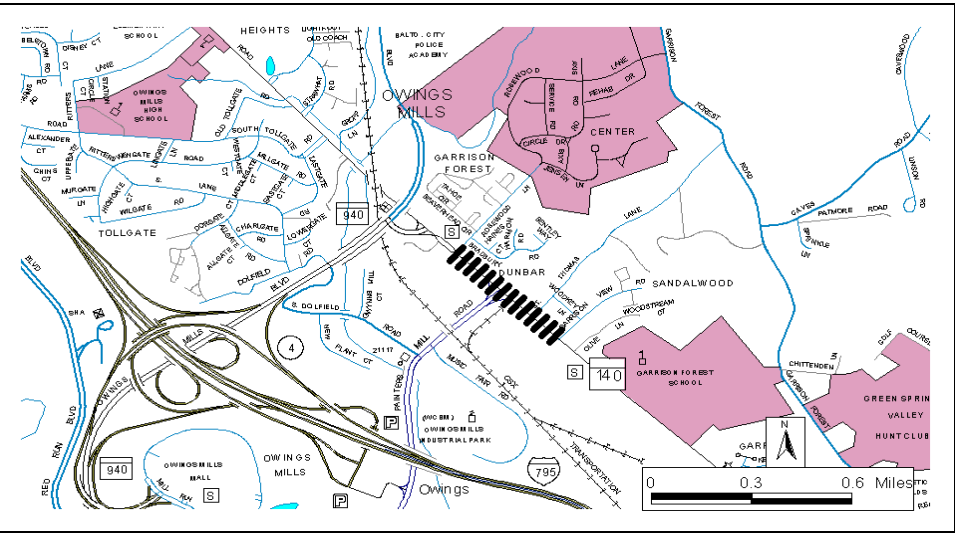
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 189,800

PROJECTED (2030) - 275,300

OPERATING COST IMPACT N/A



PROJECT: MD 140, Reisterstown Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,492	355	450	487	200	0	0	0	1,137	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	1,492	355	450	487	200	0	0	0	1,137	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

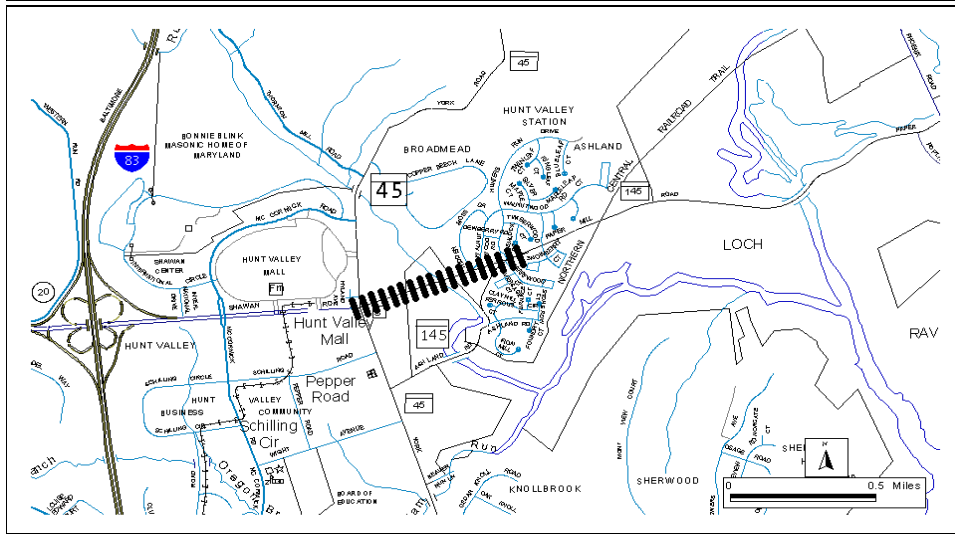
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 43,800 (MD 140)

PROJECTED (2030) - 74,300 (MD 140)

OPERATING COST IMPACT N/A



PROJECT: MD 145, Paper Mill Road

DESCRIPTION: Study to relocate MD 145, from MD 45 at Shawan Road to Hunters Run Drive (0.84 miles). Includes wide curb lanes to accommodate bicycles and sidewalks where appropriate. Bicycle and pedestrian facilities will be provided.

JUSTIFICATION: This improvement would reduce turning movements and conflicts on MD 45 between existing MD 145 and Shawan Road, improve east/west travel in Baltimore County, and provide improved access to I-83, the Hunt Valley commercial area and the northern terminus of the North Central Light Rail Line from the east.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 45, at Shawan Road (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 reevaluation complete.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,019	994	25	0	0	0	0	0	0	25	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	1,019	994	25	0	0	0	0	0	0	25	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

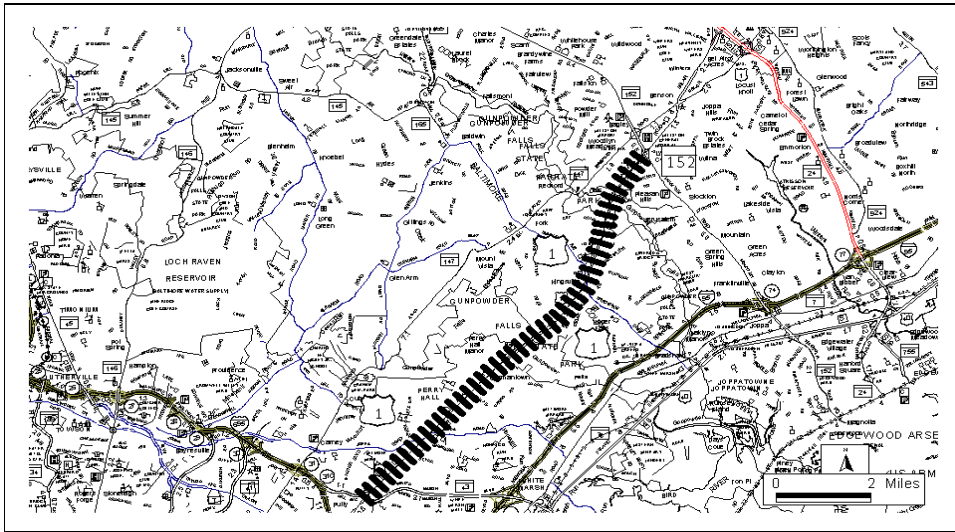
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 13,300

PROJECTED (2030) - 30,300 (Relocated)

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2011		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 35,300

PROJECTED (2030) - 56,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Southwestern Boulevard; structure 3005 over Sulphur Spring Road to the Baltimore City Line; resurface	847	Completed
2	MD 26	Liberty Road; McDonogh Road to Offutt Road; resurface	126	Completed
3	MD 30	Hanover Pike; MD 91 to the Carroll County Line; resurface	584	Completed
4	MD 125	Old Court Road; Howard County Line to end of SHA maintenance; resurface	114	Completed
5	MD 129	Park Heights Avenue; MD 130 to Velvet Valley Way; resurface	109	Completed
6	MD 133	Old Court Road; Park Heights Avenue to Greenspring Avenue; resurface	591	Completed
7	MD 144	Frederick Road; I-695 to Baltimore City Line; resurface	134	Completed
8	MD 150	Eastern Boulevard; Selig Avenue to MD 700; resurface (Note: The cost shown represents SHA share of project cost.)	5,279	Completed
9	MD 695	Baltimore Beltway; Outer Loop - Cove Road to end of SHA maintenance; resurface	804	Completed
10	MD 700	Martin Boulevard; US 40 to MD 150; resurface	89	Completed
<u>Bridge Replacement/Rehabilitation</u>				
11	CO 219	Cold Bottom Road; Bridge 3052 over I 83; bridge deck replacement	1,503	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
12		Various locations along I 695, MD 695 and I 95 in Anne Arundel, Baltimore and Howard Counties; guard rail	328	Completed
13	MD 166	Rolling Road; at Highfields Drive; provide median acceleration lane	194	Completed
<u>Noise Barriers</u>				
14	I 83	Harrisburg Expressway; (southbound) 3,100 feet north of Seminary Avenue to Seminary Avenue Bridge; noise barrier	2,841	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
15	MD 25	Falls Road; Baltimore City Line to Old Court Road; resurface	1,541	Under construction
16	US 40	Pulaski Highway; Baltimore City Line to Chesaco Avenue; resurface	1,529	Under construction
17	US 40	Pulaski Highway; Martin Boulevard to Ebenezer Road; resurface westbound roadway	1,966	Under construction
18	US 40	Pulaski Highway; Ebenezer Road to Days Cove Road; resurface westbound roadway	970	Under construction
19	MD 45	York Road; Structure 3043 over Beaver Dam Run to Structure 3042 over Western Run; safety and resurface	1,373	FY 2006
20	MD 88	Blackrock Road; Mt. Zion Road to MD 25 (Falls Road); resurface	1,030	Under construction
21	MD 128	Butler Road; MD 30 (Old Hanover Road) to Worthington Avenue; resurface	1,583	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
22	MD 140	Reisterstown Road; I 795 to the Carroll County Line; resurface	1,875	FY 2005
23	MD 542	Loch Raven Boulevard; Joppa Road to Cromwell Bridge Road; concrete patching	737	Completed
24	I 695	Baltimore Beltway; south of Old Court Road overpass to north of MD 140 (Reisterstown Road); resurface	2,068	FY 2005
<u>Bridge Replacement/Rehabilitation</u>				
25	I 70	Bridge 3229 over the Patapsco River and CSX Transportation; bridge rehabilitation	2,793	Completed
26	I 195	Metropolitan Boulevard; Francis Avenue to CSX Railroad; bridge deck overlays on 4 bridges (Revenue Increase Project)	4,613	FY 2006
27	MD 695	Baltimore Beltway; Back River to Morse Lane; bridge deck overlays on 12 bridges (Revenue Increase Project)	17,226	Under construction
28	MD 695	Baltimore Beltway; Bridge 3257 over Chesaco Avenue; rehabilitate bridge and provide superelevation around curve on northbound roadway (Revenue Increase Project)	3,819	FY 2005
29	MD 695/151	Baltimore Beltway/North Point Road; various bridges along MD 695 and MD 151; bridge rehabilitation (Revenue Increase Project)	4,860	FY 2005
30	MD 702/695	Southeast Boulevard/Baltimore Beltway; rehabilitation of decks on 18 bridges along MD 702 and MD 695 (Revenue Increase Project)	9,580	Under construction
<u>Safety/Spot Improvement</u>				
31	US 1	Belair Road; at New Cut Road; intersection improvements (Funded for preliminary engineering only)	50	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
32	US 1	Belair Road; at Mt. Vista Road; widen to provide left turn lanes and at Sunshine Avenue/Bradshaw Road; geometric improvements (Revenue Increase Project)	1,266	FY 2005
33	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction (Revenue Increase Project)	1,000	FY 2006
34	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 guardrail upgrades (Revenue Increase Project)	1,700	FY 2006
35	US 40	Pulaski Highway; at Middle River Road; widen and restripe 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
36	MD 45	York Road; at Timonium Road; intersection improvements (Funded for preliminary engineering only)	100	FY 2005
37	I 70	Eastbound at ramp to I 695 northbound; widen existing ramp to provide 2 lanes (Revenue Increase Project)	1,278	FY 2006
38	I 83	Harrisburg Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	14	Under construction
39	I 83	Harrisburg Expressway; (northbound) south of Seminary Avenue to south of Timonium Road; widen to add lane and construct noise barrier for community of Country Club Park	6,631	Under construction
40	I 95	At I 695 interchange (south); extend deceleration lanes for northbound and southbound I 95 (Funded for preliminary engineering only)	869	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
41	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 (Funded for preliminary engineering only)	265	FY 2005
42	MD 139	Charles Street; at Towsontown Boulevard; intersection improvements	2,441	Completed
43	MD 140	Reisterstown Road; Tollgate Road to Ritters Lane; geometric improvements (Funded for preliminary engineering only)	150	PE Underway
44	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for concept development only)	26	Concepts Underway
45	MD 150	Eastern Boulevard; at Taylor Avenue; reconstruct median and provide left turn lanes (Revenue Increase Project)	505	FY 2006
46	MD 158	Sparrows Point Boulevard; MD 151B to end of SHA maintenance; lighting	295	FY 2005
47	I 195	Metropolitan Boulevard; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	77	Under construction
48	I 695	Baltimore Beltway; MD 695 (Anne Arundel County) to MD 695 (Baltimore County); replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	798	FY 2005
49	I 695	Baltimore Beltway; at I-95; interchange lighting	55	FY 2005
50	I 695	Baltimore Beltway; Inner loop ramp to Greenspring Avenue; widen existing ramp to provide 2 left turn lanes and 1 right turn lane (Funded for concept development only)	59	FY 2005
51	I 695	Baltimore Beltway; at US 1; geometric improvements (Funded for concept development only)	24	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
52	I 695	Baltimore Beltway (outer loop); MD 7 to I 95; geometric improvements (Funded for preliminary engineering only)	212	FY 2005
53	I 695	Baltimore Beltway; Roland Run stabilization at Charles Street; drainage improvement	463	FY 2006
54	I 795	Northwest Expressway; various locations throughout Baltimore County; replace turnout end treatments and upgrade traffic barriers (Revenue Increase Project)	139	Under construction
55	I 795	Northwest Expressway; at I 695; geometric improvements (Funded for concept development only)	20	FY 2005
<u>Community Safety and Enhancements</u>				
56	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only)	200	FY 2005
57	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape (Revenue Increase Project)	16,210	FY 2006
58	MD 45	York Road; north of Northern Parkway to Stevenson Lane in Anneslie; streetscape (Baltimore City portion of project is in Maryland Transit Administration program.)	5,276	Under construction
59	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 2006.)	800	FY 2005
60	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary engineering only)	600	FY 2005
61	MD 147	Harford Road; Baltimore City Line to Joppa Road in Parkville; streetscape (Revenue Increase Project)	10,067	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
62	MD 150	Eastern Boulevard; at Bridge 3096 over Middle River; aesthetics (Revenue Increase Project)	281	FY 2005
63	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	FY 2005
64	MD 151	North Point Boulevard; Morse Lane to Wise Avenue; streetscape (Note: The cost shown represents SHA share of project cost.)	2,332	Under construction
<u>Environmental Preservation</u>				
65	MD 43 EXT	White Marsh Boulevard; US 40 to MD 150; reforestation	236	FY 2005
66	I 83	Harrisburg Expressway; at Shawan Road Interchange; landscape	345	Under construction
67	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscape	118	FY 2005
68	I 695	Baltimore Beltway; 1,500 feet east of Stevenson Road to MD 25 (Falls Road); landscape	238	Under construction
<u>Sidewalks</u>				
69	MD 7	Philadelphia Road; entrance to Golden Ring Mall to Fontana Lane; retrofit sidewalks - 200 linear feet	35	FY 2005
70	MD 150	Eastern Avenue; Bowley's Quarters Road to Tidewater Lane; retrofit sidewalks - 1,768 linear feet	178	FY 2005
71	MD 542	Loch Raven Boulevard; Loch Hill Road to Hillen Road; retrofit sidewalk - 640 linear feet	55	FY 2005
72	MD 648	Annapolis Road; Ohio Avenue to Pennsylvania Avenue; retrofit sidewalks - 1,170 linear feet	63	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

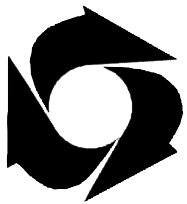
STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Intersection Capacity Improvements</u>				
73	US 1	Belair Road; Cottingham Road to Joppa Road/India Avenue; capacity improvements (Funded for concept development only)	353	Concepts Underway
74	MD 7	Philadelphia Road; at Raphael Road; bypass lane (Funded for concept development only)	59	FY 2005
75	US 40	Baltimore National Pike; Pine Street to east of Winter's Lane; provide 3rd lane for eastbound and westbound	266	PE Underway
76	MD 45	York Road; at MD 145 (Ashland Road); capacity improvements (Funded for concept development only)	59	Concepts Underway
77	MD 45	York Road; at Padonia Road; widen to provide double left turn lanes northbound and maintain existing sidewalk (Revenue Increase Project)	740	Under construction
78	MD 146	Jarrettsville Pike; at MD 145 (Paper Mill Road); widen northbound MD 146 and eastbound MD 145 to provide additional through lanes and add eastbound and westbound right turn lanes to MD 145 (Funded for preliminary engineering only)	263	PE Underway
79	MD 146	Jarrettsville Pike; at Dulaney Valley Road; remove channelization island from westbound approach, restripe intersection to provide double westbound left turns (Revenue Increase Project)	638	FY 2005
80	MD 166	Rolling Road; Frederick Road to Bloomsbury Avenue; improve safety and traffic operations (Funded for concept development only)	254	Concepts Underway
81	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements (Funded for preliminary engineering only)	218	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>		
82		I-83 Viewshed Protection - purchase of a scenic easement on a 234-acre farm known as Bacon Hall, located adjacent to I-83 between Belfast Road and Mount Carmel Road.	592	Completed
		<u>Environmental Mitigation</u>		
83		MD 139 tributary to Towson Run Stabilization - stream stabilization of tributary to Towson Run along MD 139 (Charles Street) near the Greater Baltimore Medical Center.	452	FY 2006



Baltimore City

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

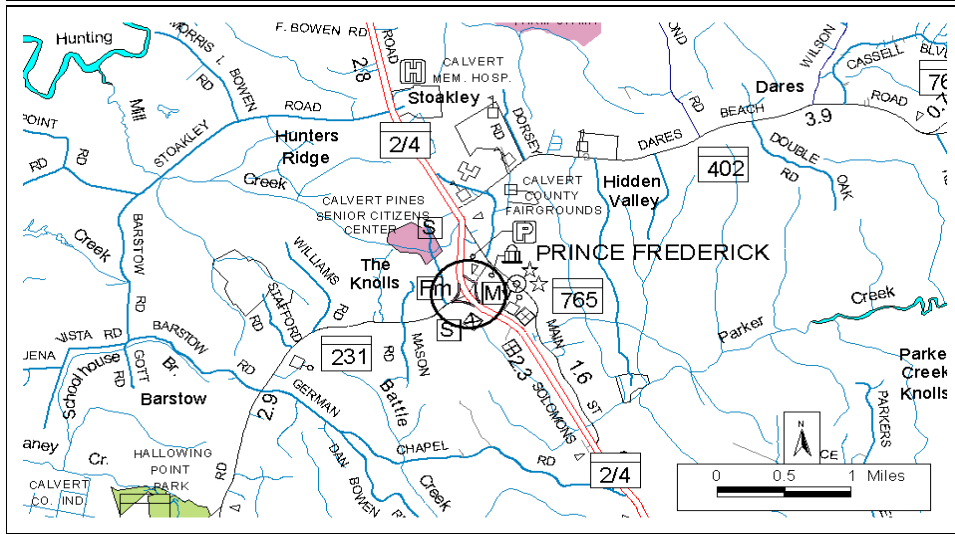
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
1		Jones Falls Trail - Phase III - construct a 2.75 mile extension of the Jones Falls Trail through Druid Hill Park to the Woodberry Light Rail stop.	800	FY 2006
2		Baltimore Promenade - Frederick Douglass/Isaac Myers Park - construction of a segment of the Baltimore Waterfront Promenade.	1,049	Underway
3		Baltimore Promenade - Swan's Wharf - construction of a 700 feet segment of the Baltimore Waterfront Promenade and bulkhead at 951 Fells Street.	1,250	Completed
4		Baltimore Promenade - Union Wharf - construction of a segment of the Baltimore Waterfront Promenade at 901-933 South Wolfe Street in Fells Point.	1,708	FY 2005
5		Gwynns Falls Trail Phase III - construction of a five mile section of the Gwynns Falls Trail from Carroll Park to the Baltimore Inner Harbor.	1,500	Underway
		<u>Rehabilitation/Operation of Historic Transportation Structures</u>		
6		Mount Royal Station Renovation - rehabilitation of the 1896 B&O Station and Train Shed.	896	FY 2006
7		B&O Railroad Museum - Car Shop II - restoration and renovation of the Baltimore and Ohio Railroad Passenger Car Works building walls and windows.	1,000	Completed



Calvert

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 2/4, Solomons Island Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 2/4, MD 765 to North of Stoakley Road (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	1160	0	0	0	NHS
CO	0	0	8004	0	0	NHS

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 3) due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX	BALANCE
	COST	THRU	YEAR	YEAR					YEAR	TO
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	800	7	420	320	53	0	0	0	793	0
Right-of-way	10,200	6	2,000	2,710	4,719	765	0	0	10,194	0
Construction	10,262	0	0	0	0	3,875	2,578	2,475	8,928	1,334
Total	21,262	13	2,420	3,030	4,772	4,640	2,578	2,475	19,915	1,334
Federal-Aid	9,164	0	0	244	732	3,207	2,010	1,930	8,123	1,041

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

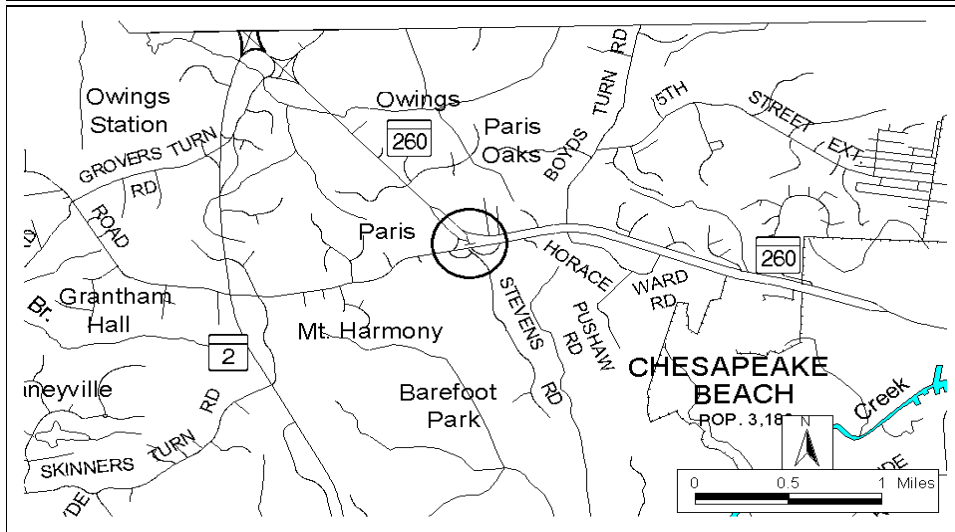
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 41,100

PROJECTED (2030) - 75,850

OPERATING COST IMPACT \$1,500 per year



PROJECT: MD 260, Chesapeake Beach Road

DESCRIPTION: Replace Bridge 4022 over MD 260. Shoulders will accommodate pedestrians and bicycles.

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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1085	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	261	211	50	0	0	0	0	0	50	0	0
Right-of-way	4	1	2	1	0	0	0	0	3	0	0
Construction	1,487	0	0	935	552	0	0	0	1,487	0	0
Total	1,752	212	52	936	552	0	0	0	1,540	0	0
Federal-Aid	1,085	0	0	682	403	0	0	0	1,085	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

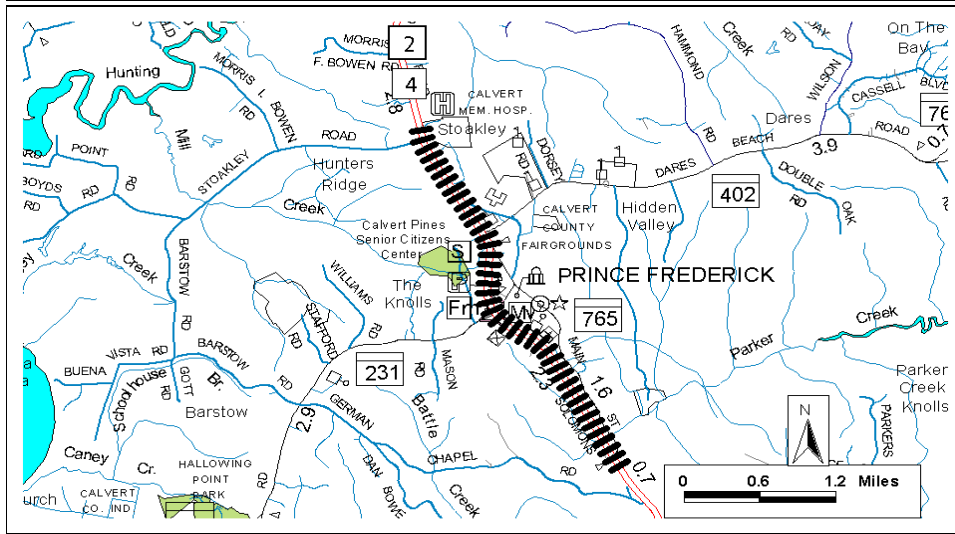
CURRENT (2003) - 6,775

PROJECTED (2030) - 11,600

OPERATING COST IMPACT N/A

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 Stoakley Road, to a 6 lane divided highway with auxiliary lanes (3.79 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering on hold. An additional \$1.5 million is needed to complete Engineering and an additional \$24.0 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The intersection at MD 2/4 and MD 231 was moved to the Construction Program (Line 1) as a breakout project.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2011		
Planning	1,960	1,960	0	0	0	0	0	0	0	0	0
Engineering	1,348	1,348	0	0	0	0	0	0	0	0	0
Right-of-way	625	625	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,933	3,933	0	0	0	0	0	0	0	0	0
Federal-Aid	1,532	1,532	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

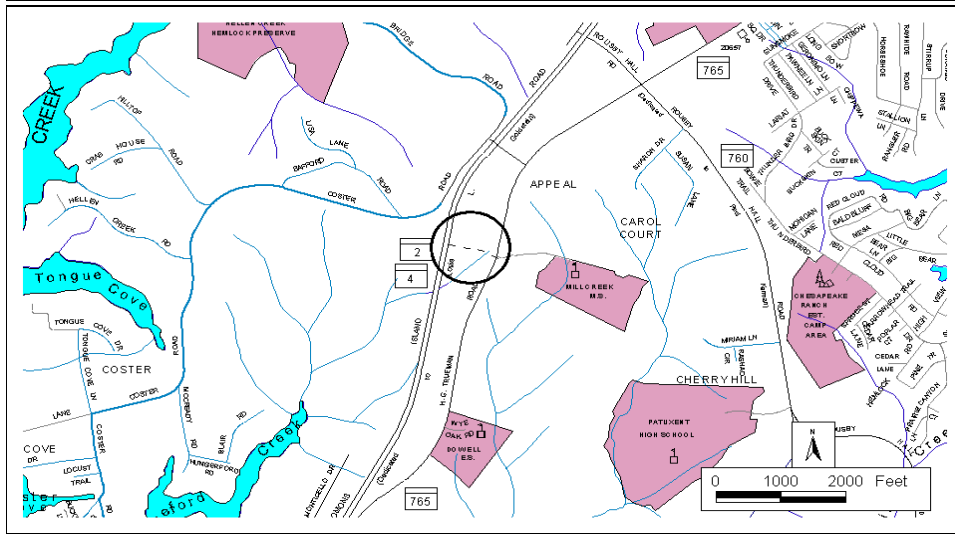
CURRENT (2003) - 47,200

PROJECTED (2030) - 83,600

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 2/4 at Lusby Connector

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004 - 09 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2007.....	.....2008.....	.....2009.....	.....2010.....	.....2011.....	0	0
Engineering	1,000	0	400	600	0	0	0	0	0	1,000	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	0	400	600	0	0	0	0	0	1,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - N/A

PROJECTED (2030) - N/A

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 2	Solomons Island Road; Lore Road to Solomons Landing Road; resurface	75	Completed
2	MD 4	Southern Maryland Boulevard; Ward Road to the Anne Arundel County Line; resurface northbound roadway	983	Completed
3	MD 524	Old Town Road; Cox Road to MD 2; resurface	184	Completed
4	MD 765A	Main Street; MD 2 to Church Street; resurface	85	Completed
<u>Safety/Spot Improvement</u>				
5	MD 2/4	Solomons Island Road; at Westlake Boulevard; drainage improvement	55	Completed
6	MD 2/4	Solomons Island Road; at Ponds Wood Road; geometric improvements (Note: Cost shown represents SHA share.)	202	Completed
7	MD 2/4SB	Solomons Island Road; at White Sands Road; intersection improvement	26	Completed
<u>Commuter Action Improvements</u>				
8	MD 497	Cove Point Road; at MD 765Q; expand existing ridesharing facility	87	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
9	MD 2/4	Solomons Island Road; MD 263 to Cox Road; resurface northbound roadway	551	Completed

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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 2/4	Solomons Island Road; Dowell Road to MD 765 (St. Leonard Road); resurface (Revenue Increase Project)	4,415	FY 2005
11	MD 2/4	Solomons Island Road; Thomas Johnson Bridge to Dowell Road; resurface	1,042	Under construction
12	MD 4	Southern Maryland Boulevard; structure 4018 over Hall Creek to the Anne Arundel County Line; resurface (Revenue Increase Project)	1,487	FY 2006
<u>Safety/Spot Improvement</u>				
13	MD 2/4	Solomons Island Road; at MD 263; intersection improvements (Funded for preliminary engineering only)	259	FY 2005
14	MD 2/4	Solomons Island Road; MD 524 to Walnut Creek Road; construct southbound auxiliary lane (Funded for preliminary engineering only)	150	PE Underway
15	MD 402	Dares Beach Road; at Elks Lodge; widen to provide right turn lane (Revenue Increase Project)	60	FY 2005
<u>Community Safety and Enhancements</u>				
16	MD 261	Bayside Road; First Street to Old Bayside Road and MD 260 from MD 261 to Cox Road in Chesapeake Beach; streetscape (Revenue Increase Project)	4,600	FY 2006
17	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. Concept development to begin in FY 2005, preliminary engineering to begin in FY 2006.)	500	FY 2005

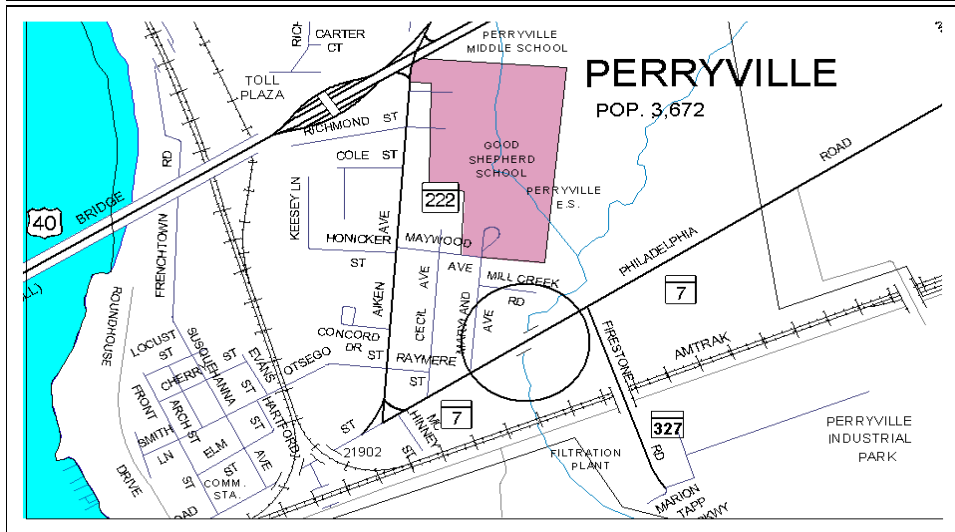
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Traffic Management</u>		
18	MD 2/4	Solomons Island Road; Oakfield Lane to Stoakley Road; systemization (Revenue Increase Project)	1,200	FY 2006
		<u>Environmental Preservation</u>		
19	MD 765	St. Leonard Road; Trueman Drive at Calvert County mitigation site search; reforestation	69	FY 2006
		<u>Access Controls</u>		
20	MD 2/4	Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls	953	FY 2005
		<u>Enhancements</u>		
		<u>Preservation of Abandoned Railway Corridors</u>		
21		Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over fishing creek and boardwalks.	1,630	FY 2006



Cecil



PROJECT: MD 7B, Philadelphia Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2088	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	443	413	30	0	0	0	0	0	30	0
Right-of-way	46	0	11	16	16	3	0	0	46	0
Construction	2,860	0	0	906	1,954	0	0	0	2,860	0
Total	3,349	413	41	922	1,970	3	0	0	2,936	0
Federal-Aid	2,088	0	0	661	1,427	0	0	0	2,088	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

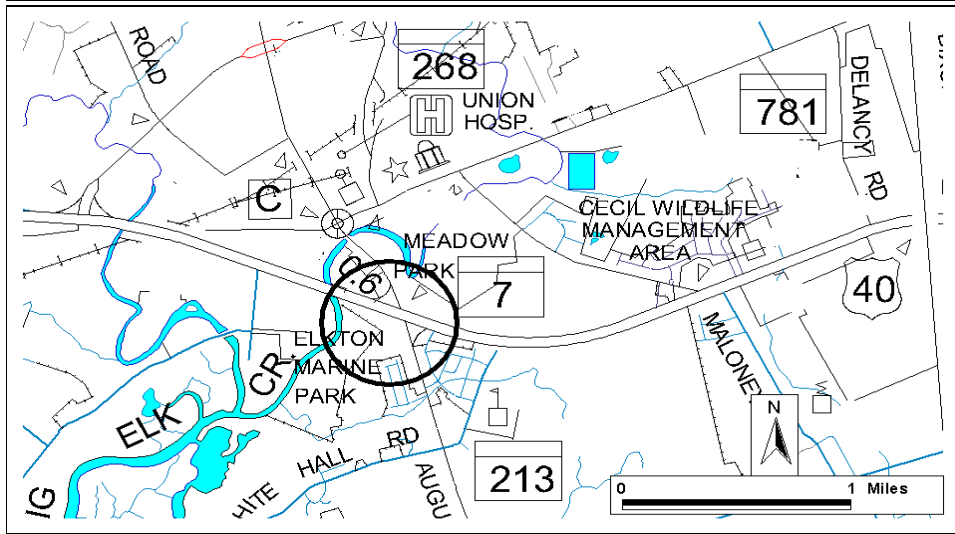
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 4,800

PROJECTED (2030) - 7,100

OPERATING COST IMPACT N/A

**PROJECT:** US 40, Pulaski Highway**DESCRIPTION:** Study to examine intersection improvements at MD 213.**JUSTIFICATION:** The existing at-grade intersection is severely congested.**SMART GROWTH STATUS:**

- ☐ Project 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 studying other alternatives.**SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2007.....	.....2008.....	.....2009.....	.....2010.....	0	0	0
Engineering	200	200	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	200	200	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary**DAILY TRAFFIC : (USAGE IMPACTS)**CURRENT (2003) - 30,450 (US 40)
15,950 (MD 213)PROJECTED (2030) - 53,000 (US 40)
24,900 (MD 213)**OPERATING COST IMPACT** N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Year 2004 Completions</u>		
		<u>Resurface/Rehabilitate</u>		
1	MD 268	North Street; MD 279 to MD 7D; resurface	169	Completed
		<u>Sidewalks</u>		
2	MD 282	Crystal Beach Road; from entrance of park on north side to existing sidewalk in Cecilton; retrofit sidewalks - 465 linear feet	70	Completed
		<u>Fiscal Years 2005 and 2006</u>		
		<u>Resurface/Rehabilitate</u>		
3	MD 7D	West Main Street; MD 213 to Landing Lane; resurface	801	FY 2006
4	MD 213	Singerly Road; MD 273 to the Pennsylvania State Line; resurface (Revenue Increase Project)	1,127	FY 2005
5	MD 213	Bridge Street; Elk Creek to MD 279; resurface	377	Completed
6	MD 276	Jacob Tome Memorial Highway; Chiefs Mountain Lane to Thruway Drive; resurface (Revenue Increase Project)	465	Completed
		<u>Bridge Replacement/Rehabilitation</u>		
7	MD 286	2nd Street; Ferry Slip Road to Back Creek; slope stabilization (Revenue Increase Project)	350	FY 2005
		<u>Safety/Spot Improvement</u>		
8	MD 273	Telegraph Road; at MD 213; widen to provide left and right turn lanes, pavement markings and modify signal phasing (Revenue Increase Project)	655	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

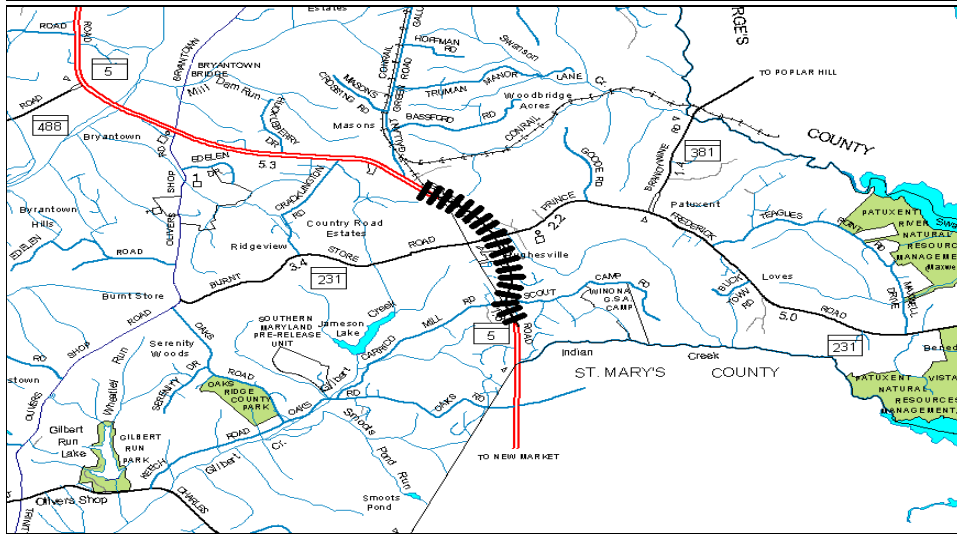
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
9	MD 272	Mauldin Avenue; Irishtown Road to 300 feet north of Russell Street; streetscape	2,817	Under construction
10	MD 273	Main Street; within the limits of Rising Sun; 2 lane urban street reconstruct	3,191	Under construction
<u>Commuter Action Improvements</u>				
11	MD 213	Augustine Herman Highway; at Frenchtown Road (Cecil County) and US 301 at MD 302 (Queen Anne's County); construct ridesharing facilities	210	FY 2005
<u>Truck Weight</u>				
12	US 301	Blue Star Memorial Highway; at MD 299; construct truck weight and inspection station	3,757	FY 2005
<u>Enhancements</u>				
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
13		Port Deposit Jetty and Marina Park - reconstruction of an existing jetty to provide multi-modal transportation services for the Lower Susquehanna Greenway, landscaping and improvements to the adjacent Marina Park in the Town of Port Deposit.	1,199	FY 2006
14		Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272.	261	FY 2006



Charles

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.

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,990	1,990	0	0	0	0	0	0	0	0	
Engineering	4,026	3,917	109	0	0	0	0	0	109	0	
Right-of-way	11,262	7,399	2,914	949	0	0	0	0	3,863	0	
Construction	34,787	1	4,867	10,692	11,707	7,520	0	0	34,786	0	
Total	52,065	13,307	7,890	11,641	11,707	7,520	0	0	38,758	0	
Federal-Aid	37,681	7,913	5,447	8,692	9,517	6,112	0	0	29,768	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

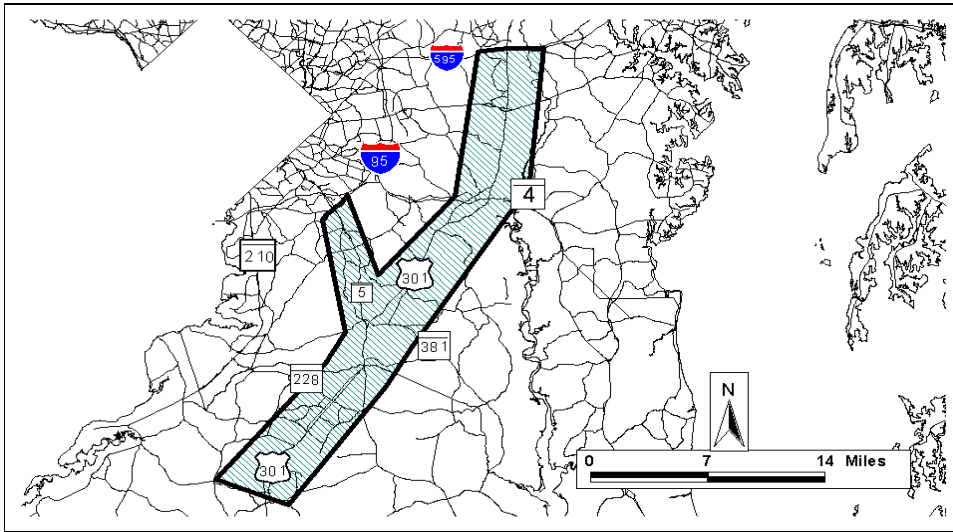
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 37,550

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 south of LaPlata to US 301/US 50 interchange in Bowie and to Branch Avenue Metro Station (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Southern Maryland Mass Transportation Analysis (MTA)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$7.3 million is due to additional Planning funds to study the Waldorf Bypass and 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 2004			2007	2008	2009	2010		
Planning	15,164	9,613	958	1,468	1,250	1,250	625	0	5,551	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	49,849	24,674	0	8,275	5,000	7,300	2,300	2,300	25,175	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	65,013	34,287	958	9,743	6,250	8,550	2,925	2,300	30,726	0
Federal-Aid	10,615	6,729	671	1,028	875	875	437	0	3,886	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 88,900

PROJECTED (2030) - 176,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 3

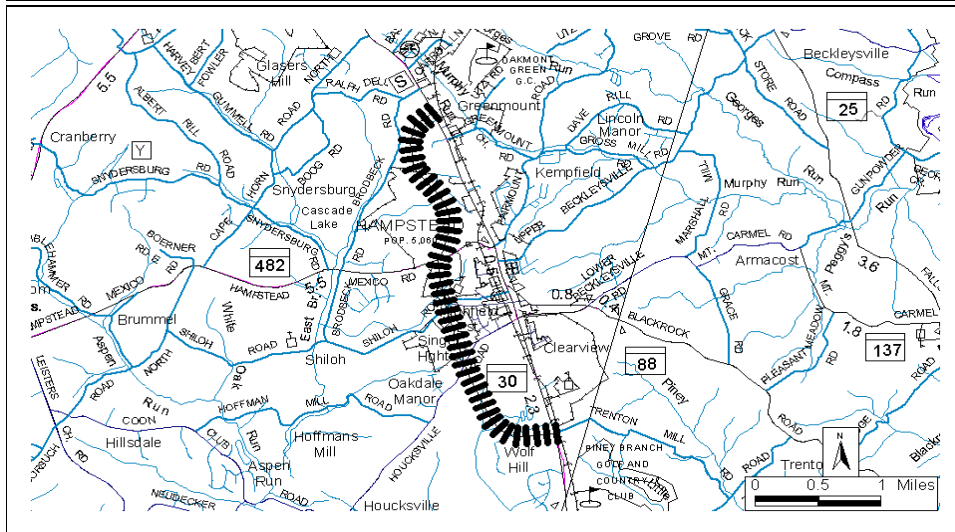
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 6	Charles Street; at railroad crossing west of Graves Avenue; mill and resurface rail crossing approaches in both directions	23	Completed
2	MD 224	Chicamuxen Road; Creeds Mill Road to MD 225 Spur; resurface	368	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 5	Leonardtwn Road; MD 488 to Star Gazer Place; resurface	907	FY 2005
4	MD 5 BUS	Leonardtwn Road; St. Charles Parkway to US 301; resurface (Revenue Increase Project)	915	FY 2006
<u>Safety/Spot Improvement</u>				
5	US 301	Crain Highway; at MD 6 (Charles Street/Port Tobacco Road); geometric improvements	654	Completed
6	US 301	Crain Highway; at crossover north of MD 257; geometric improvements (Funded for preliminary engineering only)	30	PE Underway
<u>Commuter Action Improvements</u>				
7	MD 5	Mattawoman Beantown Road Park and Ride; expansion of existing facility	1,280	Under construction
<u>Sidewalks</u>				
8	MD 227	Livingston Road; MD 210 to JC Parks Elementary School; retrofit sidewalks - 10,000 linear feet	50	FY 2005



Carroll

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



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 capacity problems on MD 30 in the Town of Hampstead.

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	38541	0	0	0	0	NHS

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	408	408	0	0	0	0	0	0	0	0	
Engineering	6,274	5,356	768	150	0	0	0	0	918	0	
Right-of-way	19,876	3,646	11,000	3,000	2,230	0	0	0	16,230	0	
Construction	49,411	0	0	6,423	25,529	17,459	0	0	49,411	0	
Total	75,969	9,410	11,768	9,573	27,759	17,459	0	0	66,559	0	
Federal-Aid	45,272	6,162	476	5,103	19,913	13,618	0	0	39,110	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

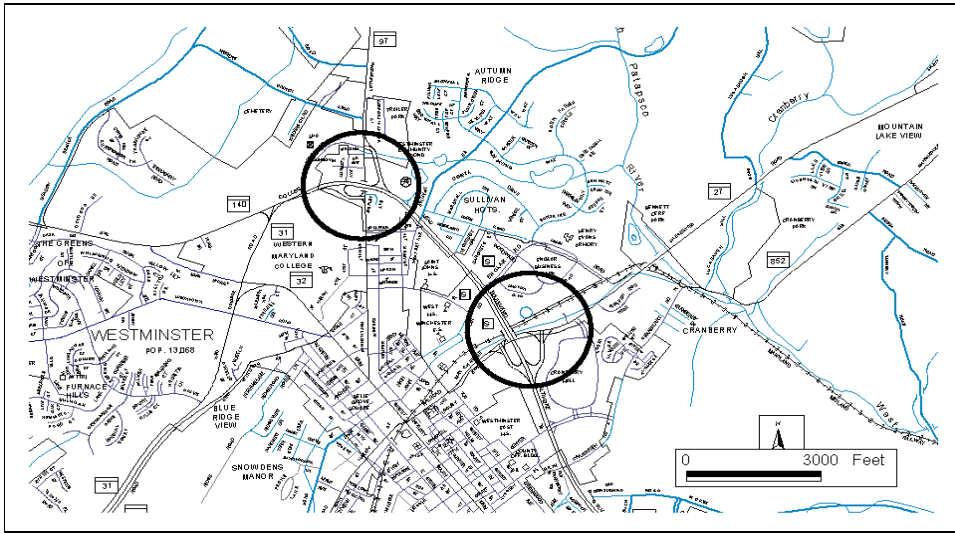
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 18,900 - 23,900

PROJECTED (2030) - 18,000 (Bypass)
12,000 (MD 30)

OPERATING COST IMPACT N/A



PROJECT: MD 140, Baltimore Boulevard

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

JUSTIFICATION: This project will replace the deteriorated bridges and provide for future capacity improvements on MD 140 through 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 5)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	990	990	0	0	0	0	0	0	0	0	0
Right-of-way	1,495	648	702	145	0	0	0	0	0	847	0
Construction	13,403	5,444	5,873	2,086	0	0	0	0	0	7,959	0
Total	15,888	7,082	6,575	2,231	0	0	0	0	0	8,806	0
Federal-Aid	11,074	4,376	4,929	1,769	0	0	0	0	0	6,698	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

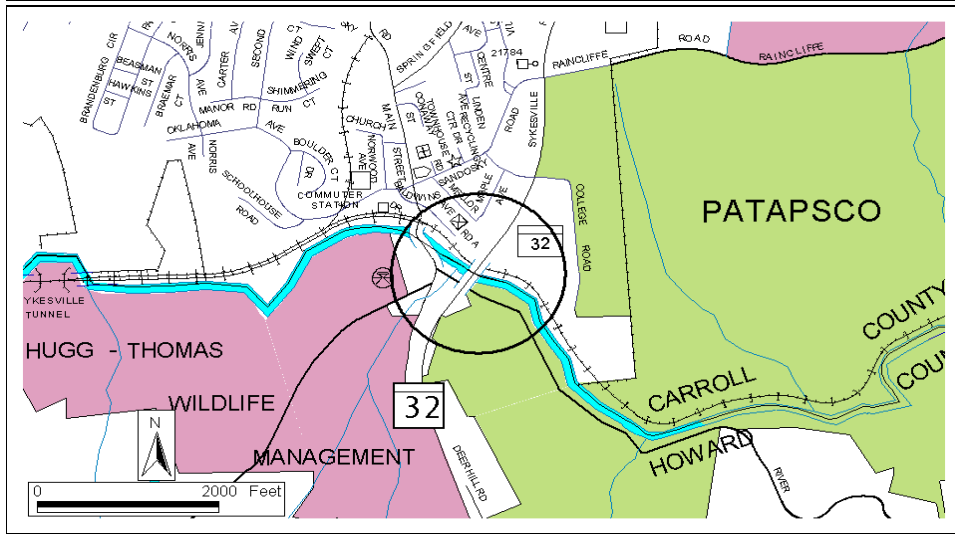
CURRENT (2003) - 43,000 - 51,000

PROJECTED (2030) - 72,200

OPERATING COST IMPACT \$13,600 per year

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 3

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Replaced Bridge 13046 over River Road, Patapsco River and CSX Railroad, immediately west of its existing location. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the existing deteriorating aluminum bridge. The existing bridge is historic and will remain in place.

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	722	722	0	0	0	0	0	0	0	0
Right-of-way	244	187	57	0	0	0	0	0	57	0
Construction	4,842	4,739	103	0	0	0	0	0	103	0
Total	5,808	5,648	160	0	0	0	0	0	160	0
Federal-Aid	4,544	4,507	37	0	0	0	0	0	37	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

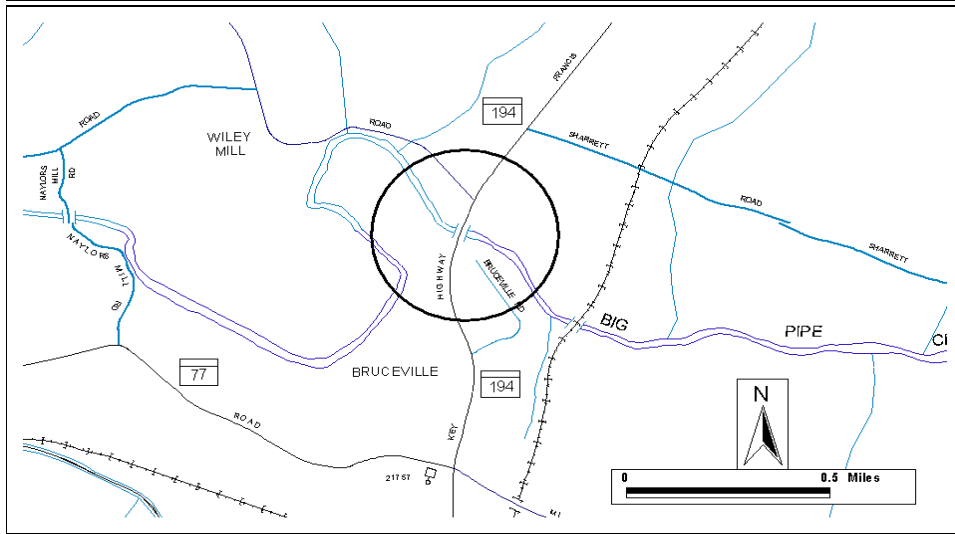
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 22,300

PROJECTED (2030) - 29,500

OPERATING COST IMPACT N/A



PROJECT: MD 194, Francis Scott Key Highway

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

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2067	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	371	317	54	0	0	0	0	0	54	0	
Right-of-way	32	6	26	0	0	0	0	0	26	0	
Construction	2,587	0	1,388	1,199	0	0	0	0	2,587	0	
Total	2,990	323	1,468	1,199	0	0	0	0	2,667	0	
Federal-Aid	2,327	232	1,137	958	0	0	0	0	2,095	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

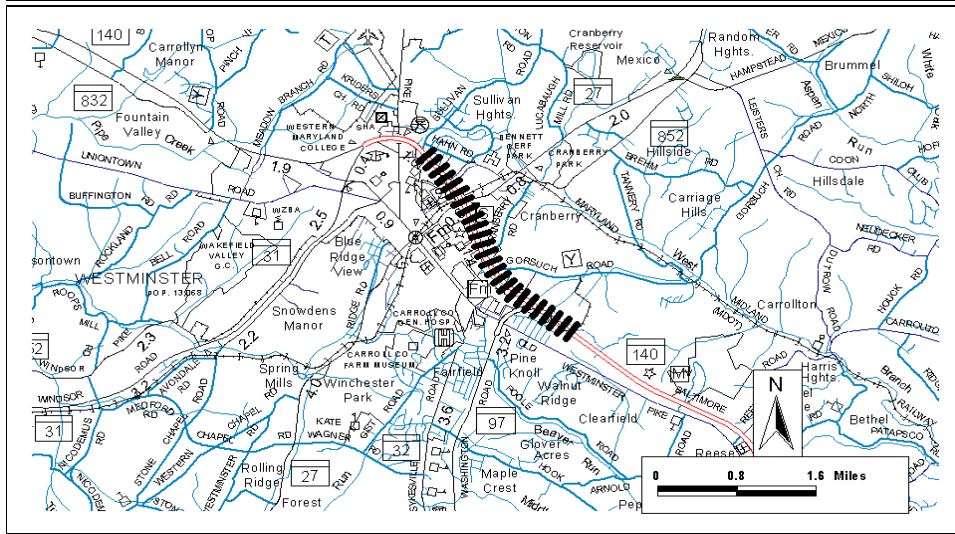
CURRENT (2003) - 4,825

PROJECTED (2030) - 8,300

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 5

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 Westminster. Bicycle and pedestrian facilities will be provided (2.46 miles).

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,384	730	454	200	0	0	0	0	654	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	1,384	730	454	200	0	0	0	0	654	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)

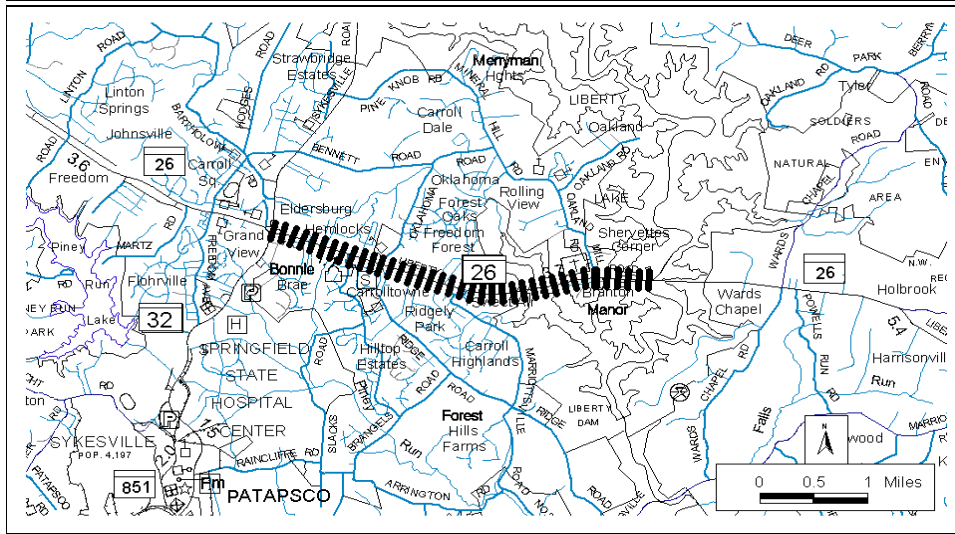
CURRENT (2003) - 41,000 - 51,000

PROJECTED (2030) - 55,100 - 82,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 6

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:

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Partial engineering to begin during current fiscal year. An additional \$0.7 million needed to complete engineering. County and State split planning cost and County contributing \$2.5 million towards engineering cost. The cost shown is for SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added partial engineering funding.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	278	278	0	0	0	0	0	0	0	0	
Engineering	600	0	20	350	230	0	0	0	600	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	878	278	20	350	230	0	0	0	600	0	
Federal-Aid	195	195	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 18,300 - 33,100

PROJECTED (2030) - 27,300 - 40,800

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 32	Sykesville Road; Grandview Avenue to MD 26; resurface	252	Completed
2	I 70	Baltimore National Pike; west of the Howard County Line to the MD 97 structure; resurface (Revenue Increase Project)	5,428	Under construction
<u>Safety/Spot Improvement</u>				
3	MD 26	Liberty Road; at Klee Mill Road; intersection improvements (Funded for concept development only)	20	Concepts Underway
4	MD 27	Manchester Road; at MD 140 ramps; geometric improvements (Funded for concept development only)	35	FY 2005
5	MD 27	Ridge Road; at Sams Creek Road; widen to provide left turn lanes and reduce over-vertical curve	979	Completed
6	MD 30	Hanover Pike; at Cape Horn Road; intersection improvements and turn lanes on MD 30 (Funded for preliminary engineering only)	180	PE Underway
7	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. SHA share increased \$2.7 million due to the Revenue Increase.)	5,400	FY 2005
8	I 70	Baltimore National Pike; various locations throughout Carroll County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	19	Under construction
9	MD 97	Littlestown Pike; at Stone Road; reconstruct shoulders to provide left turn lanes (Funded for preliminary engineering only)	140	FY 2005
10	MD 97	Old Washington Road; at MD 850H (Old Liberty Road); construct roundabout (Revenue Increase Project)	800	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
11	MD 31	High Street Extended; MD 31 to MD 75 in New Windsor; extension/streetscape (Revenue Increase Project)	3,100	FY 2006
12	MD 75	Main Street; south limits of Union Bridge to north of Bridge 6013 over Little Pipe Creek; streetscape	2,311	Completed
13	MD 140	Baltimore Street; through Taneytown; streetscape (Revenue Increase Project)	2,900	FY 2006
<u>Streetscapes and Minor Reconstruction</u>				
14	MD 30	South Main Street; Beaver Street to Holland Drive in Manchester; streetscape and intersection improvements	4,497	Under construction
<u>Intersection Capacity Improvements</u>				
15	MD 32	Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32 (Funded for concept development only)	24	Concepts Underway
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
16		Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster.	385	FY 2006
<u>Landscaping/Scenic Beautification/Mitigation</u>				
17		Little Pipe Creek Restoration - stream restoration activities located along Little Pipe Creek.	102	Underway

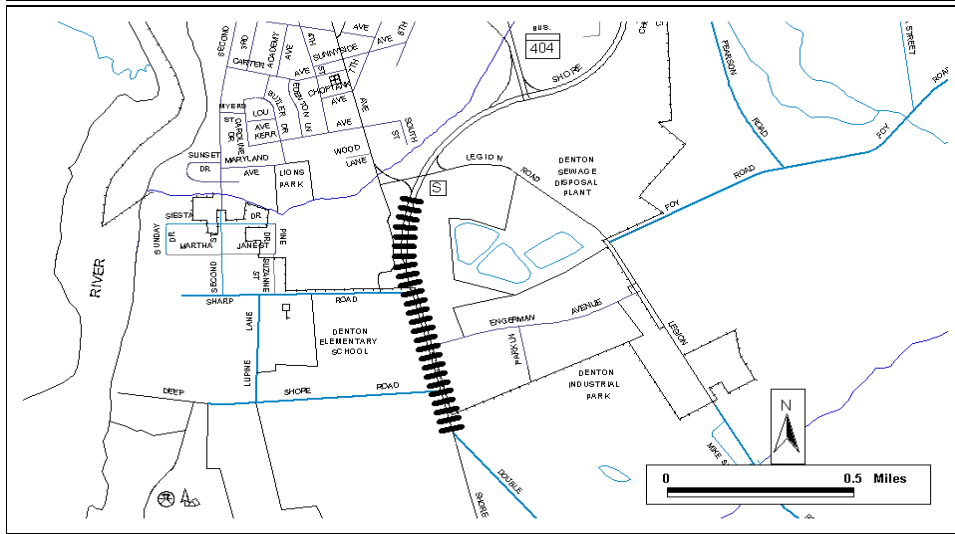
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL 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, 2004
18		<p align="center"><u>Fiscal Years 2005 and 2006 (cont'd)</u></p> <p 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>	67	FY 2006



Caroline



PROJECT: MD 404, Shore Highway

DESCRIPTION: Upgraded existing MD 404 to a 4 lane divided highway with access controls from south of Legion Road to south of Double Hills Road. (0.83 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project supplemented the Denton Bypass. It eliminated traffic congestion caused by high seasonal peaks associated with summer resort traffic and improved safety and service to business 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:

MD 404, South of Double Hills to east of MD 16 South (Line 2)

MD 404, US 50 to Denton Bypass (Line 4)

MD 404, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,539	1,539	0	0	0	0	0	0	0	0	0
Right-of-way	3,325	3,310	15	0	0	0	0	0	0	15	0
Construction	4,852	3,170	1,682	0	0	0	0	0	0	1,682	0
Total	9,716	8,019	1,697	0	0	0	0	0	0	1,697	0
Federal-Aid	2,545	2,180	365	0	0	0	0	0	0	365	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

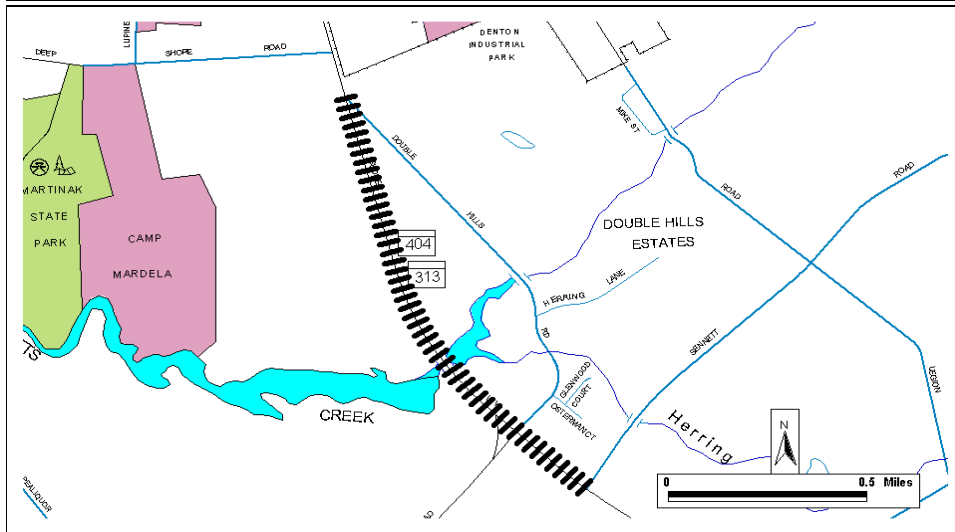
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 15,100
20,000 (Summer)

PROJECTED (2030) - 23,700
29,800 (Summer)

OPERATING COST IMPACT \$2,500 per year

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. It is proposed to eliminate traffic congestion caused by high seasonal peaks associated with summer resort traffic and improve safety and service to business development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, South of Legion Road to south of Double Hills Road (Line 1)

MD 404, US 50 to Denton Bypass (Line 4)

MD 404, Access Controls (System Preservation Program)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2000	0	0	0	0	TCSP

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program due to the Revenue Increase and the Federal Consolidated Appropriation Act of 2005.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,494	408	870	216	0	0	0	0	1,086	0	
Right-of-way	4,305	569	863	2,460	413	0	0	0	3,736	0	
Construction	11,489	0	0	2,106	5,897	3,486	0	0	11,489	0	
Total	17,288	977	1,733	4,782	6,310	3,486	0	0	16,311	0	
Federal-Aid	12,818	691	1,301	3,268	4,840	2,718	0	0	12,127	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

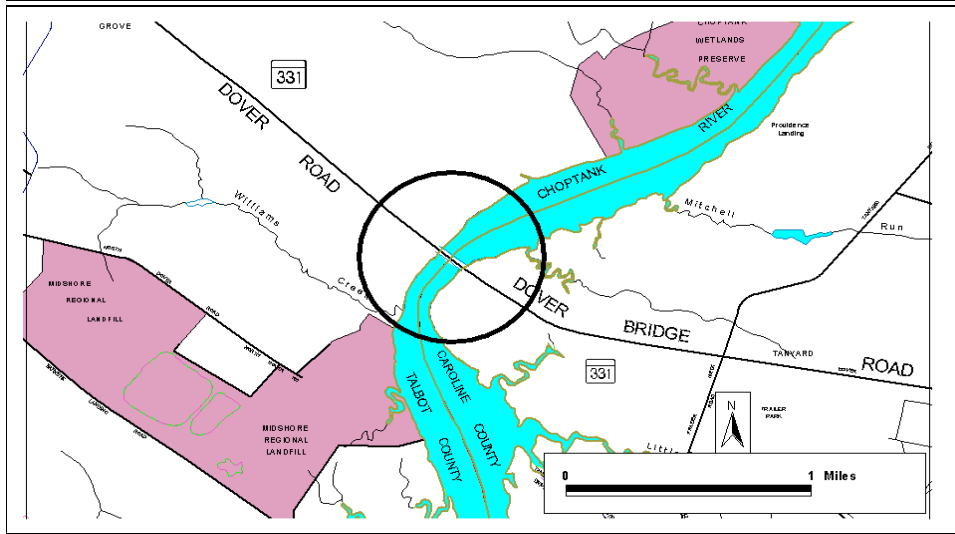
CURRENT (2003) - 15,100
20,000 (Summer)

PROJECTED (2030) -	23,700
	29,800 (Summer)

OPERATING COST IMPACT \$7,800 per year

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 3

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 water 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	-----
PE	2880	0	0	0	0	BR/STP
RW	0	0	0	0	871	BR/STP
CO	0	0	0	0	34122	BR/STP

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	0	300	825	825	825	825	0	3,600	0
Right-of-way	1,089	0	0	0	0	0	121	847	968	121
Construction	43,748	0	0	0	0	0	0	10,940	10,940	32,808
Total	48,437	0	300	825	825	825	946	11,787	15,508	32,929
Federal-Aid	37,873	0	240	660	660	660	757	9,210	12,187	25,686

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 13,200

PROJECTED (2030) - 19,000

OPERATING COST IMPACT \$55,400 per year

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



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

<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		

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

STATUS: Project Planning reevaluation complete. Partial Engineering to begin during current fiscal year. An additional \$24.0 million is needed to complete Engineering.

POTENTIAL FUNDING SOURCE:

PROJECT CASH FLOW

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 17,300
22,400 (Summer)

PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A

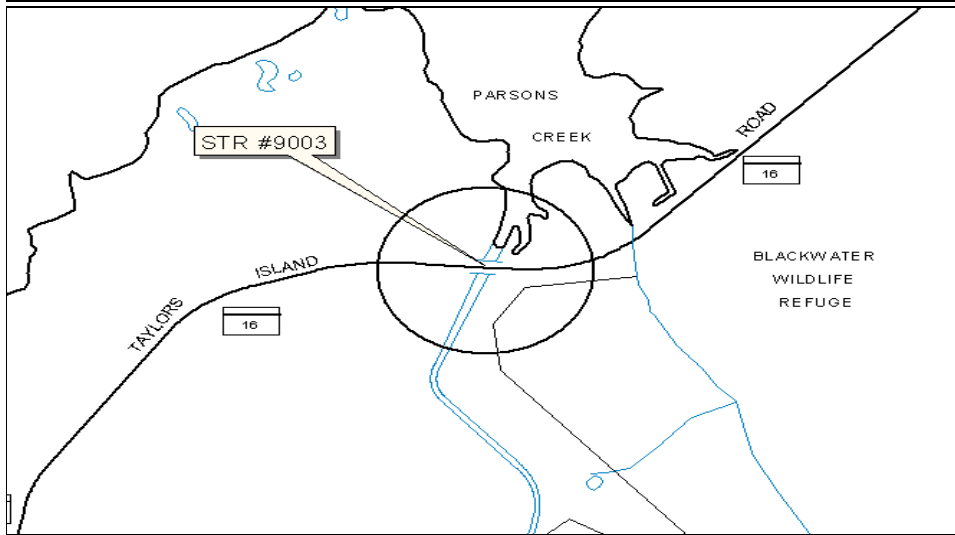
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 313	Goldsboro Road; MD 287 to the Queen Anne's County Line; resurface	514	Completed
<u>Sidewalks</u>				
2	MD 480	Main Street; at the south end of Greensboro across from Park Avenue; remove and replace deteriorated and uneven sidewalks - 250 linear feet	10	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 304	Bridgetown Road; Queen Anne's County Line to Bridgetown; resurface (Revenue Increase Project)	107	FY 2006
4	MD 312	Oakland Road; MD 304 to MD 313; resurface (Revenue Increase Project)	479	FY 2006
5	MD 331	Dover Bridge Road; Bethlehem Road to Carrs Creek Lane; resurface	430	FY 2005
6	MD 480	Sixth Street/Ridgely Road/Main Street; Maple Avenue in Ridgely to Maple Avenue in Greensboro; resurface	615	Completed
<u>Access Controls</u>				
7	MD 404	Shore Highway; Queen Anne's County Line to the Delaware State Line; purchase right-of-way for access controls	200	FY 2006



Dorchester



PROJECT: MD 16, Tylors Island Road

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

JUSTIFICATION: Concrete beams have deteriorated. This project will replace the existing structurally deficient bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: Cost decrease of \$0.3 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	215	215	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	1,781	493	1,038	250	0	0	0	0	1,288	0	
Total	1,996	708	1,038	250	0	0	0	0	1,288	0	
Federal-Aid	1,422	393	829	200	0	0	0	0	1,029	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 850

PROJECTED (2030) - 1,400

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

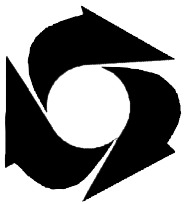
STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 335	Hooper Island Road/Golden Hill Road; north of Meekins Neck Road to Structure 9013 over Honga River and milepost 9.00 to milepost 9.50; resurface	77	Completed
2	MD 392	Finchville-Reliance Road; MD 313 to the Delaware State Line; resurface	321	Completed
<u>Bicycle Retrofit</u>				
3	US 50	Sunburst Highway/Ocean Gateway; Choptank River Bridge to Bucktown Road; construct bicycle path	274	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 14	Secretary Road; MD 16 to Secretary Bridge; resurface	201	FY 2005
5	MD 16	Church Creek Road; west of Egypt Road to MD 341; resurface/rehabilitate	197	Completed
6	MD 16	East New Market/Ellwood Road; Old Stagecoach Road to MD 331; resurface	148	FY 2005
7	MD 343	Washington Street; Leonard's Lane to Morris Neck Road; resurface	864	FY 2005
<u>Safety/Spot Improvement</u>				
8	US 50	Ocean Gateway; various locations throughout Dorchester County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	106	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

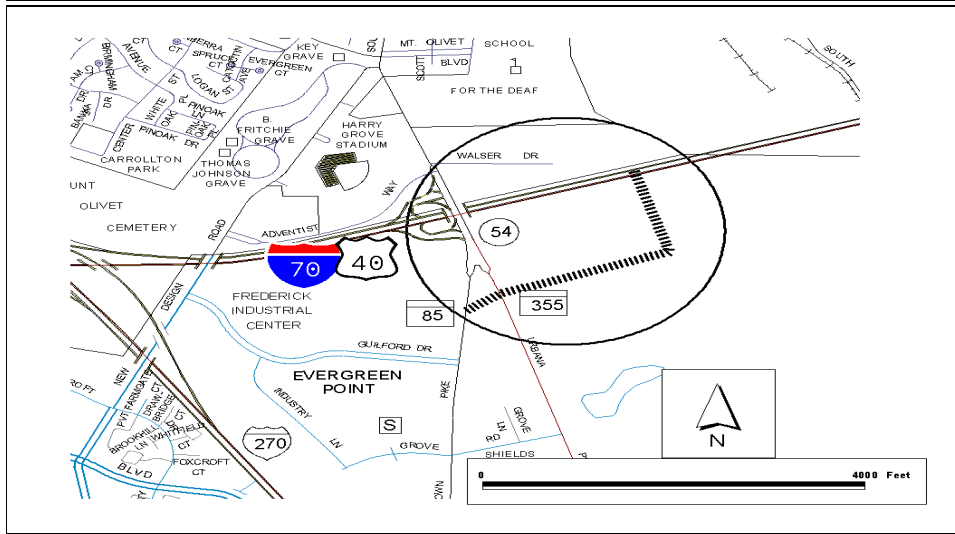
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Community Safety and Enhancements</u>		
9	MD 16/14	Mt. Holly Road/Academy Road/Railroad Avenue; MD 16 from Creamery Road 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 (Revenue Increase Project)	5,237	FY 2006
		<u>Sidewalks</u>		
10	MD 392	Delaware Avenue/Harrison Ferry Road; Pine Street to Miner Road in Hurlock; retrofit sidewalks - 1,450 linear feet	60	FY 2005
		<u>Access Controls</u>		
11	US 50	Ocean Gateway; MD 16 North to the Vienna Bypass; purchase right-of-way for access controls	200	FY 2006



Frederick

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Phase 2A constructed relocated MD 85 and the eastbound ramps from I-70/MD 355. Constructed relocated MD 85 at the MD 355 intersection, and widened MD 355 south of I-70 for approximately 2,000 feet. Sidewalks were included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This interim improvement addresses congestion and safety issues until the Monocacy Boulevard, formerly Walser Drive, interchange can be funded.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, Phase 2B, 2C and MD 475 from South St. to Monocacy Blvd. (Line 2)
 I-70, Mt. Phillip Road to MD 144 FA (Line 7)
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	675	675	0	0	0	0	0	0	0	0	0
Right-of-way	752	751	1	0	0	0	0	0	0	1	0
Construction	16,592	13,564	3,028	0	0	0	0	0	3,028	0	0
Total	18,019	14,990	3,029	0	0	0	0	0	3,029	0	0
Federal-Aid	15,676	12,896	2,780	0	0	0	0	0	2,780	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

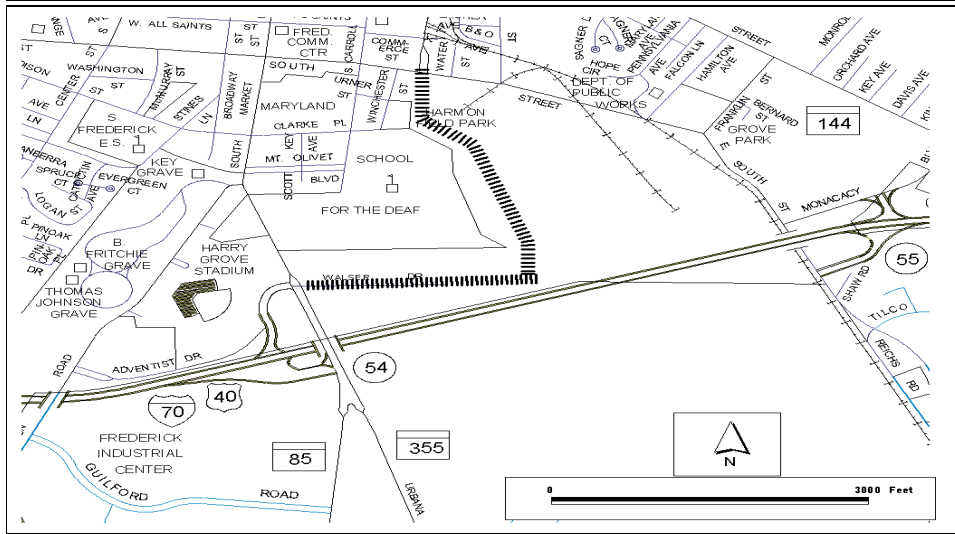
CURRENT (2003) - 37,900 (MD 85/MD 355)

PROJECTED (2030) - 56,000 (MD 85/MD 355)

OPERATING COST IMPACT \$5,300 per year

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 2

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project will construct an extension of MD 475 (East Street) from South Street to proposed Monocacy Boulevard formerly Walsler Drive. This project also will include construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project will also include an urban diamond interchange at MD 85. 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 7)
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	63512	0	0	0	0	IM/STP/IMD

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program (Line 7) due to the Revenue Increase and the Federal Consolidated Appropriation Act of 2005.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,114	5,833	585	696	0	0	0	0	1,281	0
Right-of-way	17,028	12,722	2,165	727	1,414	0	0	0	4,306	0
Construction	79,390	0	0	15,606	26,792	26,845	10,147	0	79,390	0
Total	103,532	18,555	2,750	17,029	28,206	26,845	10,147	0	84,977	0
Federal-Aid	81,775	14,007	2,099	13,538	22,537	21,476	8,118	0	67,768	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

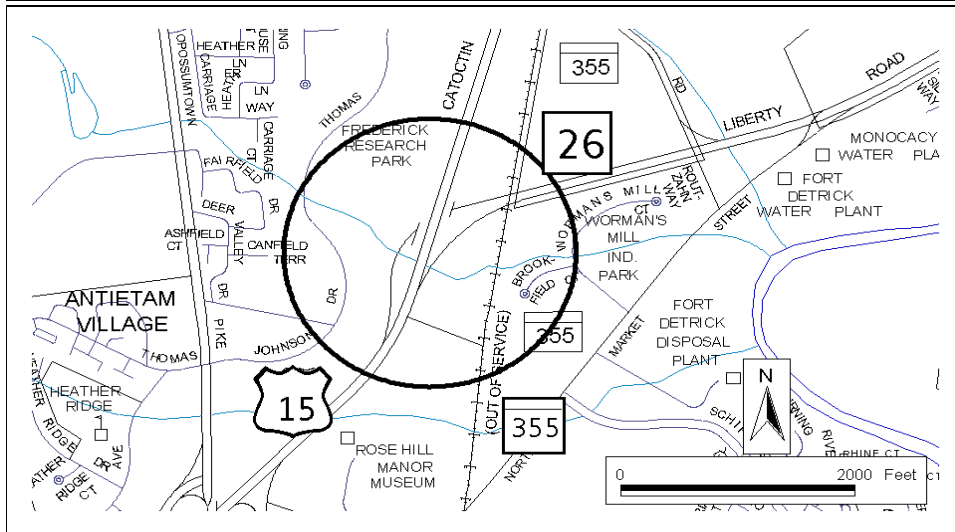
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 0

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

OPERATING COST IMPACT \$17,600 per year



PROJECT: US 15, Catocin Mountain Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, MD 85 Extended and MD 355 Interchange (Line 1)
 I-70, Mount Phillip Road to MD 144 (Line 7)
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

STATUS: Engineering underway. Construction to begin during budget fiscal year. This project is a breakout from the I-270/US 15 Multi-Modal Corridor Study (Line 8). The City and County will participate in 50% of project funding. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program due to the Revenue Increase.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	240	240	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	228	0	200	28	0	0	0	0	228	0	0
Construction	1,435	0	0	424	688	323	0	0	1,435	0	0
Total	1,903	240	200	452	688	323	0	0	1,663	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)

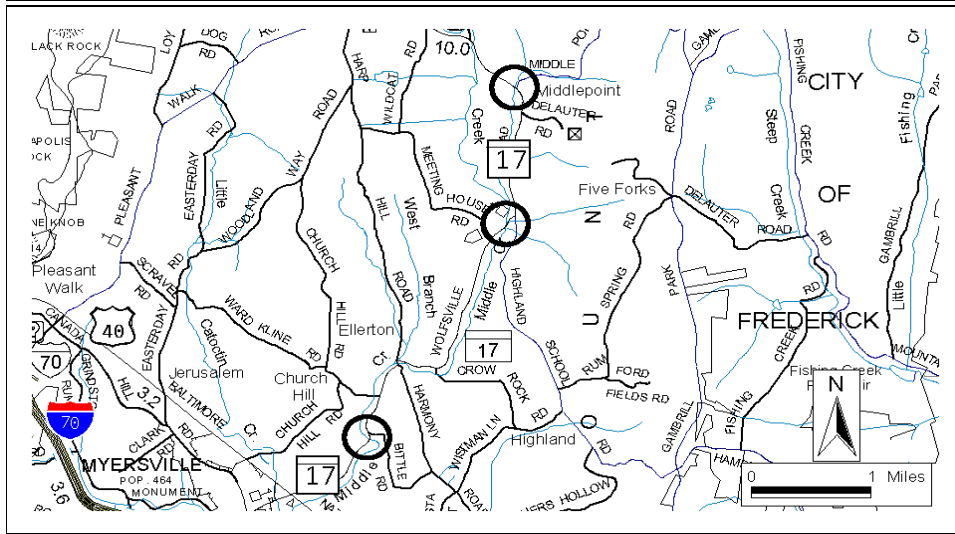
CURRENT (2003) - 38,775 - 71,400 (US 15)
32,625 (MD 26)

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 4

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 17, Wolfsville Road

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: The cost increase of \$1.2 million is due to cost adjustments based on recent bid prices for similar type projects and final engineering costs.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010	2011	
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,009	985	24	0	0	0	0	0	0	24
Right-of-way	240	110	81	30	19	0	0	0	0	130
Construction	4,717	3	3,219	1,495	0	0	0	0	0	4,714
Total	5,966	1,098	3,324	1,525	19	0	0	0	0	4,868
Federal-Aid	4,513	727	2,591	1,195	0	0	0	0	0	3,786

FUNCTION :

STATE - Rural Major Collector

FEDERAL - Rural Major Collector

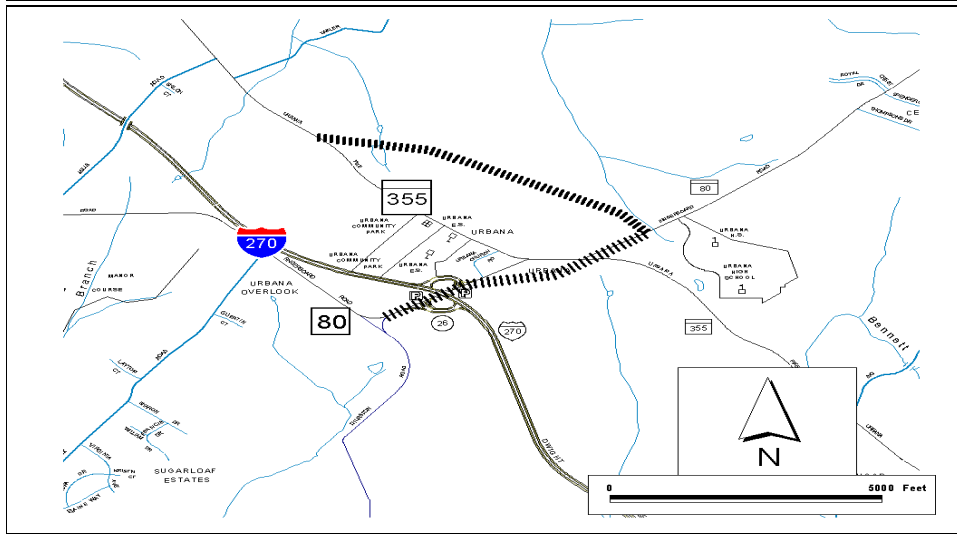
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 2,450

PROJECTED (2030) - 4,000

OPERATING COST IMPACT N/A



PROJECT: MD 80 and MD 355 Relocated

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

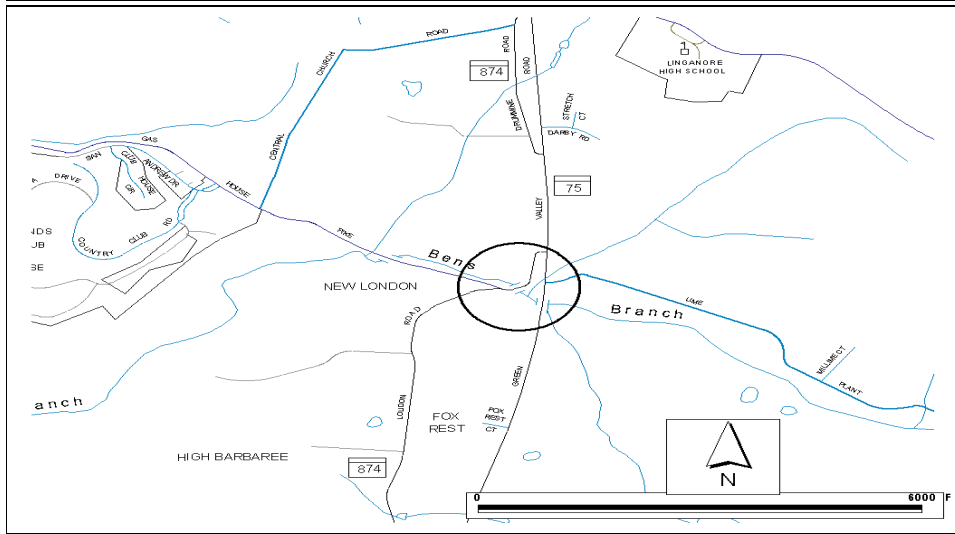
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 8,900 (MD 85)
12,400 (MD 80)

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

OPERATING COST IMPACT \$11,800 per year



PROJECT: MD 874C, Old New London Road

DESCRIPTION: Replace Bridge 10043 over Ben's Branch.

JUSTIFICATION: The existing structure is structurally deficient 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	242	218	24	0	0	0	0	0	24	0
Right-of-way	27	10	17	0	0	0	0	0	17	0
Construction	1,200	0	634	566	0	0	0	0	1,200	0
Total	1,469	228	675	566	0	0	0	0	1,241	0
Federal-Aid	1,062	85	524	453	0	0	0	0	977	0

FUNCTION :

STATE - Local

FEDERAL - Local

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

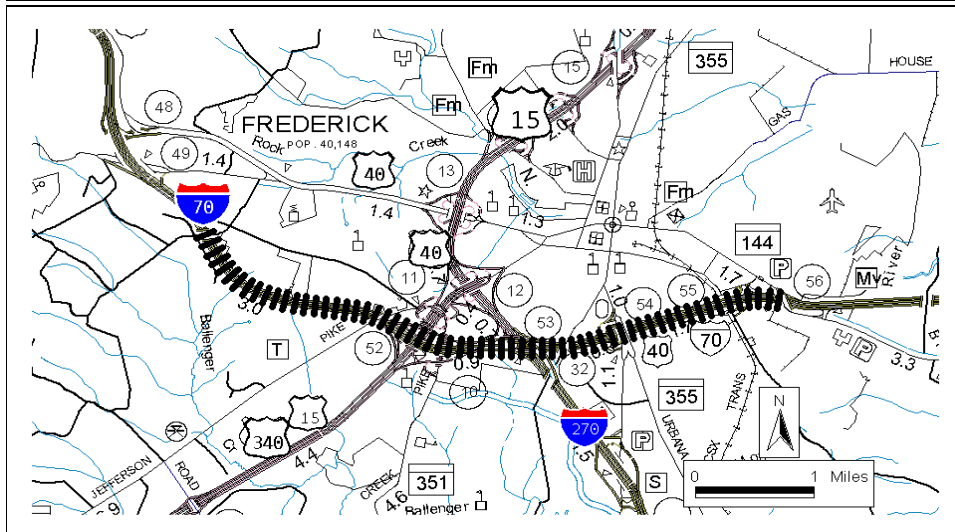
CURRENT (2003) - 400

PROJECTED (2030) - 700

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 7

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).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-70, MD 85 Extended and MD 355 Interchange (Line 1)
- I-70, Phase 2B, 2C and MD 475 from South St. to Monocacy Blvd. (Line 2)
- I-270 and US 15 Multi-Modal Corridor Study (Line 8)

STATUS: Partial Engineering underway. An additional \$6.3 million is needed to complete Engineering and \$1.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The improvements at MD 85, Monocacy Boulevard, and MD 475 from South Street to Monocacy Boulevard were added to the Construction Program (Line 2) from the Development and Evaluation Program.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,919	6,499	194	226	0	0	0	0	0	420	0
Right-of-way	21,902	20,602	1,300	0	0	0	0	0	0	1,300	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	30,072	28,352	1,494	226	0	0	0	0	0	1,720	0
Federal-Aid	14,176	12,608	1,410	158	0	0	0	0	0	1,568	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

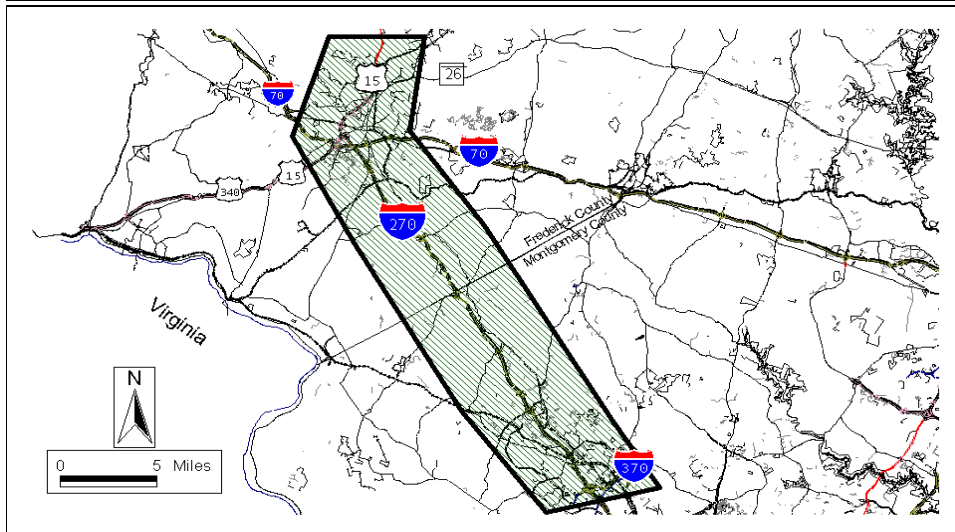
CURRENT (2003) - 75,875

PROJECTED (2030) - 127,500

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).

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, MD 85 Extended and MD 355 Interchange (Line 1)
 I-70, Phase 2B, 2C and MD 475 from South St. to Monacacy Blvd. (Line 2)
 MD 80 and MD 355 Relocated (Line 5)
 I-70, Mt. Phillip Road to MD 144 (Line 7)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$5.6 million is due to additional funding to study managed lanes on I-270.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PROJECT CASH FLOW							BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	17,172	10,970	3,000	2,000	1,202	0	0	0	6,202	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	12,024	3,000	2,000	1,202	0	0	0	6,202	0
Federal-Aid	12,020	7,679	2,100	1,400	841	0	0	0	4,341	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

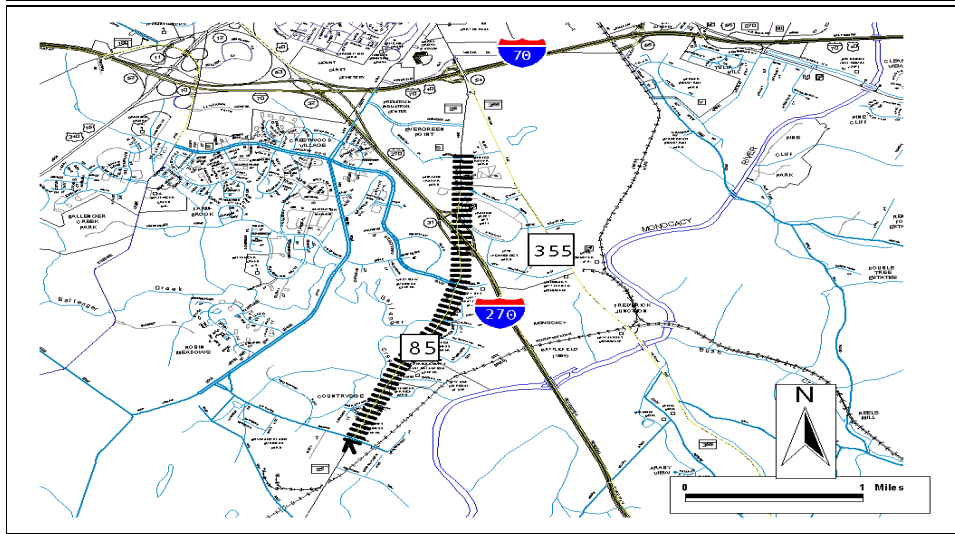
CURRENT (2003) - 40,400 - 98,100 (US 15)
 76,000 - 197,000 (I-270)

PROJECTED (2030) - 138,600 (US 15)
 300,900 (I-270)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 9

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.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-70, MD 85 Extended and MD 355 Interchange (Line 1)
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 \$11.0 million is needed to complete Engineering. County to fund Project Planning and partial Engineering for \$1.1 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	529	529	0	0	0	0	0	0	0	0	0
Engineering	625	209	66	350	0	0	0	0	0	416	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	1,154	738	66	350	0	0	0	0	0	416	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 8,300 - 43,900

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

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
1	MD 194	<u>Fiscal Year 2004 Completions</u>	233	Completed
		<u>Commuter Action Improvements</u>		
		Woodsboro Pike; at Main Street in Woodsboro; construct ridesharing facility - 24 spaces		
2		<u>Enhancements</u>	119	Completed
		<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>		
		Civil War Site Easements - South Mountain Battlefield - acquisition of conservation easements on four properties (204 acres) in the Turners Gap area of the South Mountain Civil War Battlefield.		
3		<u>Landscaping/Scenic Beautification/Mitigation</u>	35	Completed
		Korean War Veterans Memorial Signs - construction of two monumental signs indicating dedication of the Frederick County section of I-70 as the Korean War Veterans Memorial Highway; one in the median of eastbound I-70 west of Myersville and the other in the median of eastbound I-70 at MD 27 in Mt. Airy.		
		<u>Fiscal Years 2005 and 2006</u>		
4	US 15	<u>Resurface/Rehabilitate</u>	343	FY 2005
		Catoctin Mountain Highway; between Mountville Road and Basford Road near ATR Station 68; replace 400 feet of pavement for future weigh-in-motion station along northbound roadway		
5	US 340		1,649	Completed
		Jefferson National Pike; MD 17 to Structure 10112 over Catoctin Creek; resurface westbound roadway		
6	US 15	<u>Safety/Spot Improvement</u>	1,098	FY 2006
		Frederick Freeway; Rosemont Avenue to US 40 westbound; construct continuous auxiliary southbound lane (Revenue Increase Project)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
7	US 15	Catoctin Mountain Highway; at Mountville Road; intersection improvements (Funded for preliminary engineering only)	263	PE Underway
8	US 40	Baltimore National Pike; at Pacific Drive; intersection improvements - widen and overlay to provide left turn lanes (Funded for preliminary engineering only)	75	FY 2005
9	I 70	Baltimore National Pike; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	67	FY 2005
10	I 70/I 270	Baltimore National Pike; west of Exit 54 to Bill Moxley Road 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 (Revenue Increase Project)	2,192	FY 2005
11	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes (Funded for preliminary engineering only)	144	FY 2005
12	MD 85	Buckeystown Pike; at Adamstown Road; widen and overlay to provide left and right turn lanes (Funded for concept development only)	24	FY 2005
13	MD 85	Buckeystown Pike; at Guilford Road; widen to provide double left turn lanes (Funded for concept development only)	24	Concepts Underway
14	MD 140	Taneytown Pike; at Toms Creek Church Road; intersection improvements (Funded for preliminary engineering only)	40	PE Underway
15	I 270	Eisenhower Memorial Highway; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	120	FY 2005
16	US 340	Jefferson National Pike; 4,200 linear feet west of I-70; cross-over construction (Revenue Increase Project)	286	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
17	US 340	Jefferson National Pike; eastbound at Ramp 4 from MD 17 northbound; drainage improvement	110	Completed
18	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 (Revenue Increase Project)	1,624	FY 2006
19	MD 550	Sabillasville Road; south of Eylers Valley Flint Road; safety	2,372	FY 2006
<u>Community Safety and Enhancements</u>				
20	MD 144 FB	Main Street; through Town of New Market; streetscape (Revenue Increase Project)	4,000	FY 2006
21	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only)	500	FY 2005
<u>Intersection Capacity Improvements</u>				
22	US 40 ALT	Old National Pike; Middletown Parkway to I-70 off ramp; widen for 5 lane section, construct reversible lane system west of Braddock Mountain (Funded for preliminary engineering only)	220	PE Underway
23	I 270	Eisenhower Memorial Highway; I-70 to MD 85; construct southbound auxiliary lane (Funded for preliminary engineering only)	250	FY 2005
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements & Scenic/Historic Sites</u>				
24		Civil War Sites Easements - South Mountain II - acquisition of easements on the 31 acre Robertson and 0.07 acre Ceres-Bethel AME Church properties.	393	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

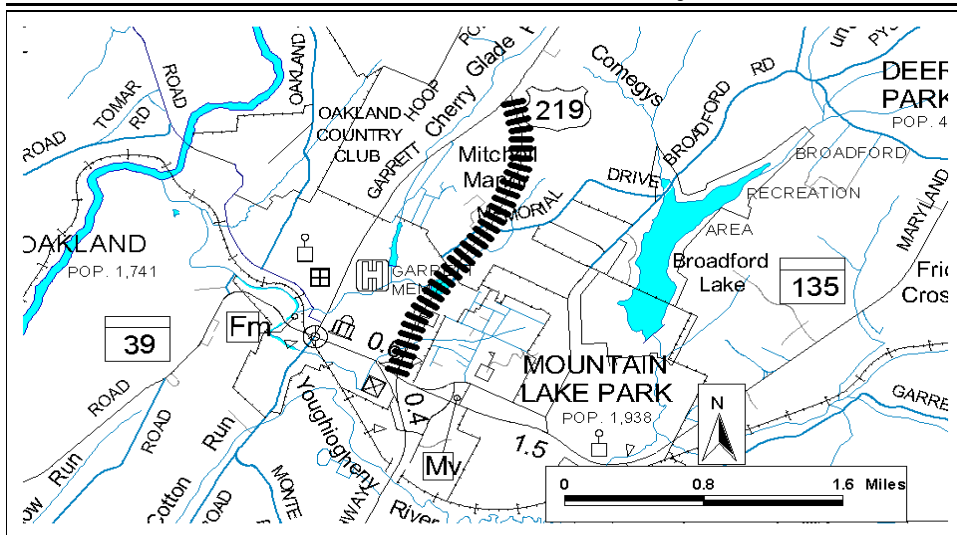
STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Archaeological Planning & Research</u>		
25		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities.	169	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
26		East Street Landscaping - landscaping of East Street between East Patrick Street and north of East 5th Street in the City of Frederick.	570	Underway
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
27		Emmitsburg Welcome Center - reconstruction of the existing welcome center facility on US 15 to provide improved capacity for visitors. Improvements include increased parking, information center facilities, landscaping and safety enhancements at North Seton Avenue. (Note: Total cost of project is \$5.1 million, with additional funding from the Environmental Preservation Program.)	2,445	Underway



Garrett

PRIMARY CONSTRUCTION PROGRAM



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 and wide curb lanes will accommodate bicycles. Shoulders will accommodate pedestrians in open sections.

JUSTIFICATION: Traffic on existing US 219 through Oakland experiences congestion because of the frequency of entrances, intersections and restricted roadway width. The bypass will divert through traffic and heavy truck volumes from downtown Oakland.

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	-----
PE	0	0	0	0	0	-----
RW	0	0	0	0	0	-----
CO	0	0	0	0	22959	NHS

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER					
PHASE	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY							
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,249	1,249	0	0	0	0	0	0	0	0	0	
Engineering	3,880	44	600	1,280	1,356	600	0	0	3,836	0		
Right-of-way	5,408	43	200	500	500	3,000	1,165	0	5,365	0		
Construction	29,435	0	0	0	0	0	0	2,183	2,183	27,252		
Total	39,972	1,336	800	1,780	1,856	3,600	1,165	2,183	11,384	27,252		
Federal-Aid	26,288	325	112	280	280	1,680	652	1,703	4,707	21,256		

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

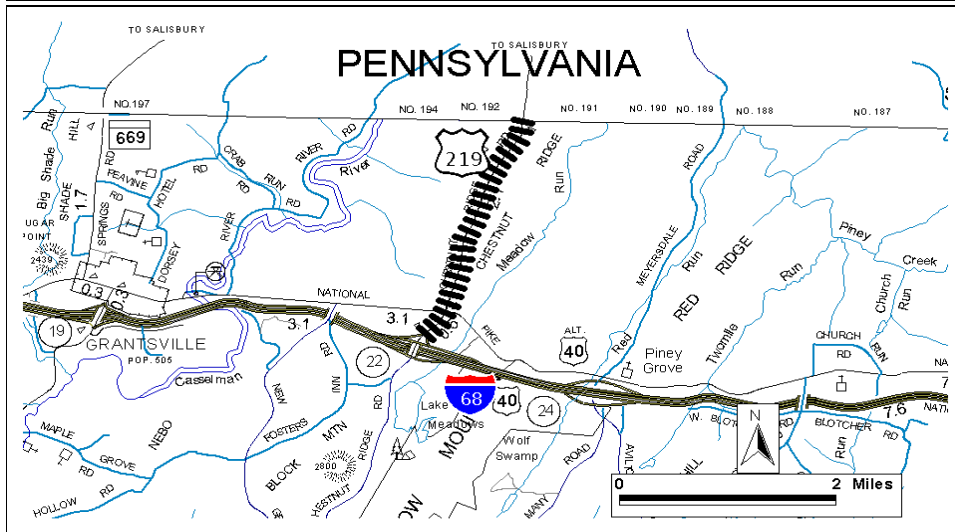
CURRENT (2003) - 5,100 - 15,450

PROJECTED (2030) - 4,300 (Bypass)
17,200 (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 US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study ongoing in Pennsylvania for US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and benefit economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	2115	0	0	0	APD
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only. \$0.5 million needed to complete Right-of-Way.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	3,088	857	1,035	1,069	127	0	0	0	2,231	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	2,712	0	0	904	904	904	0	0	2,712	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,800	857	1,035	1,973	1,031	904	0	0	4,943	0
Federal-Aid	4,524	668	807	1,539	804	706	0	0	3,856	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 4,050

PROJECTED (2030) - 6,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
1	I 68	<u>Fiscal Year 2004 Completions</u>	3,108	Completed
		<u>Resurface/Rehabilitate</u>		
		National Freeway; Old Morgantown Road Bridge to Pigs Ear Road Bridge; resurface		
2	US 40 ALT	<u>Bridge Replacement/Rehabilitation</u>	1,413	Completed
		National Pike; Bridges 11098XO over tributary of Casselman River, 11095XO over Spiker Run and 11099XO over Meadow Run; bridge replacement/rehabilitation		
3	MD 42	<u>Safety/Spot Improvement</u>	2,113	Completed
		Friendsville Road; 1.15 miles north of Kisner Road to 0.23 mile south of MD 742; construct truck climbing lane and brake check/stop area		
		<u>Enhancements</u>		
4		<u>Landscaping/Scenic Beautification/Mitigation</u>	68	Completed
		Allegany & Garrett County Welcome Signs - construction of 4 monumental welcome signs, one each on westbound I 68 and eastbound I 68 at both the Allegany and Garrett County Lines.		
5	I 68	<u>Fiscal Years 2005 and 2006</u>	5,249	FY 2005
		<u>Resurface/Rehabilitate</u>		
		National Freeway; 0.32 mile east of Pigs Ear Road Bridge to 1.20 miles east of US 219 Bridge; resurface (Revenue Increase Project)		
6	US 219	Garrett Highway; Bridge 11037 over Bear Creek to US 40; resurface	2,655	Under construction

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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
7	US 40 ALT	Main Street; at MD 669 and at MD 495 in Grantsville; intersection improvements	1,110	Under construction
8	I 68	National Freeway; various locations throughout Garrett County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	154	FY 2005
9	US 219	Garrett Highway; at Lake Shore Drive, Deep Creek Drive and Fort Drive; intersection improvements (Revenue Increase Project)	1,069	FY 2006
<u>Community Safety and Enhancements</u>				
10	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for preliminary engineering only)	200	FY 2005
11	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only)	500	FY 2005
<u>Traffic Management</u>				
12	I 68	National Freeway; West Virginia State Line to the Allegany County Line; modify signing	135	Completed
<u>Sidewalks</u>				
13	MD 495	South Yoder Street; corporate limits of Grantsville to Grant Street in Grantsville; retrofit sidewalks along northbound and southbound roadways - 1,056 linear feet	67	FY 2005

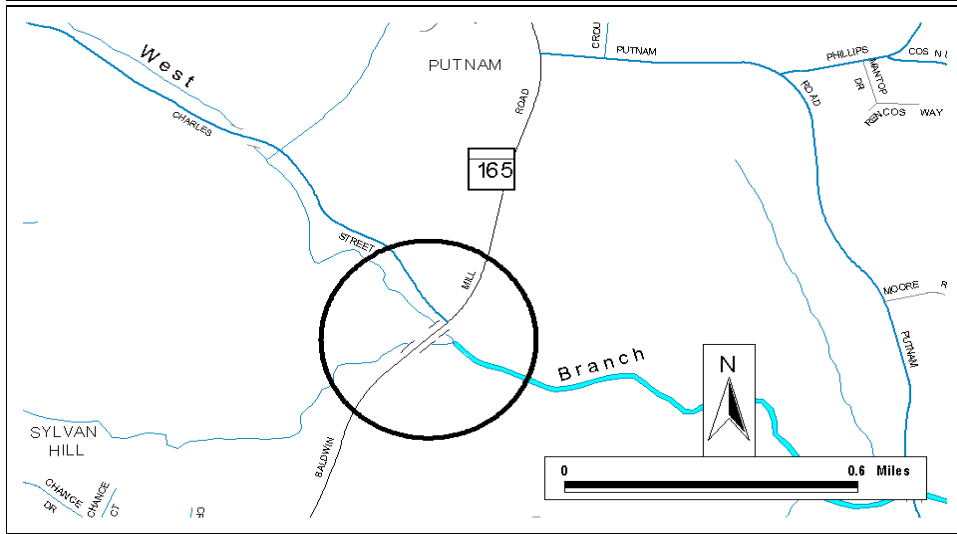
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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, 2004
14		<p align="center"><u>Fiscal Years 2005 and 2006 (cont'd)</u></p> <p align="center"><u>Enhancements</u></p> <p><u>Scenic/Historic Highway Programs/Visitor Centers</u></p> <p>Kitzmiller Company Store - rehabilitation of interior and exterior of the historic Kitzmiller Company Store into a visitor center along the Coal Heritage Scenic Byway.</p>	172	FY 2006



Harford



PROJECT: MD 165, Baldwin Mill Road

DESCRIPTION: Replace bridges 12045 and 12046 over West Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaces the deteriorated bridges and provides 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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	428	428	0	0	0	0	0	0	0	0
Right-of-way	262	49	174	39	0	0	0	0	213	0
Construction	1,487	291	1,196	0	0	0	0	0	1,196	0
Total	2,177	768	1,370	39	0	0	0	0	1,409	0
Federal-Aid	1,565	486	1,053	26	0	0	0	0	1,079	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

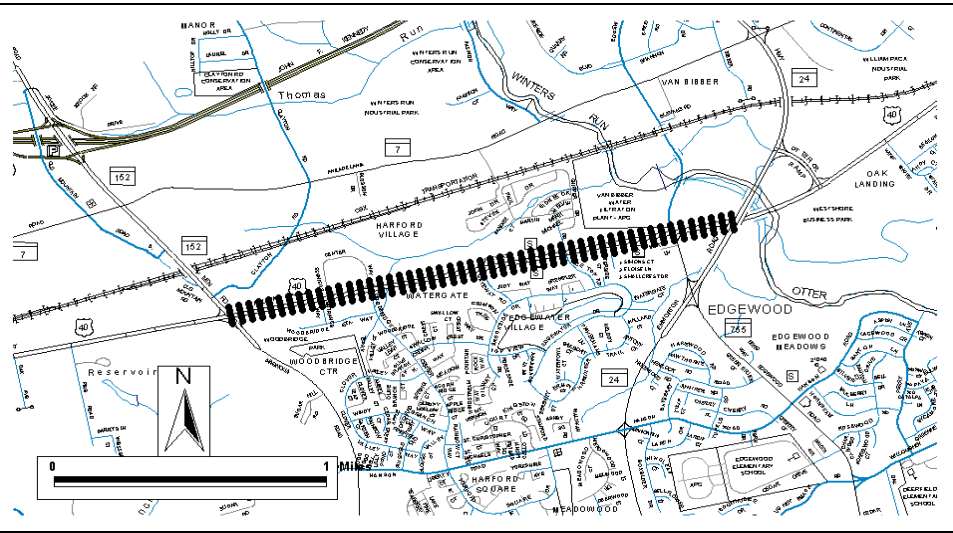
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 9,200

PROJECTED (2030) - 13,700

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	960	0	0	0	0	STP
RW	0	0	0	0	0	----
CO	5490	0	0	0	0	STP

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,200	0	900	300	0	0	0	0	1,200	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,038	0	0	4,934	2,104	0	0	0	7,038	0	0
Total	8,238	0	900	5,234	2,104	0	0	0	8,238	0	0
Federal-Aid	6,450	0	720	4,089	1,641	0	0	0	6,450	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

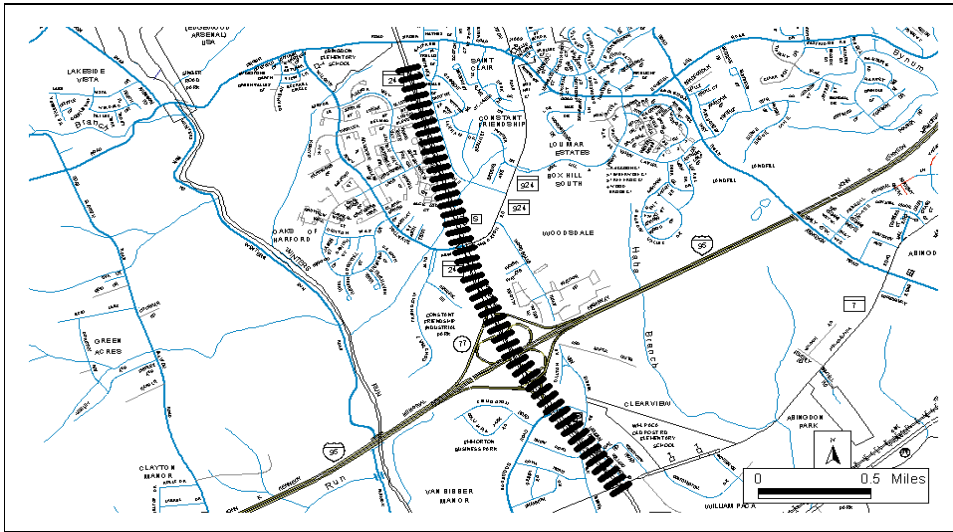
CURRENT (2003) - 28,600

PROJECTED (2030) - 49,500

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 3

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 24, Vietnam Veterans Memorial Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95, Master Plan Study (MdTA)
I-95, Interchange at MD 24 (MdTA)

STATUS: Project Planning underway. Jointly funded with MdTA. The cost shown is SHA share only. The interchange improvements at I-95/MD 24 is funded for Construction in the MdTA Program (Line 3).

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	1,500	1,266	234	0	0	0	0	0	0	234	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	1,266	234	0	0	0	0	0	0	234	0
Federal-Aid	1,050	886	164	0	0	0	0	0	0	164	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

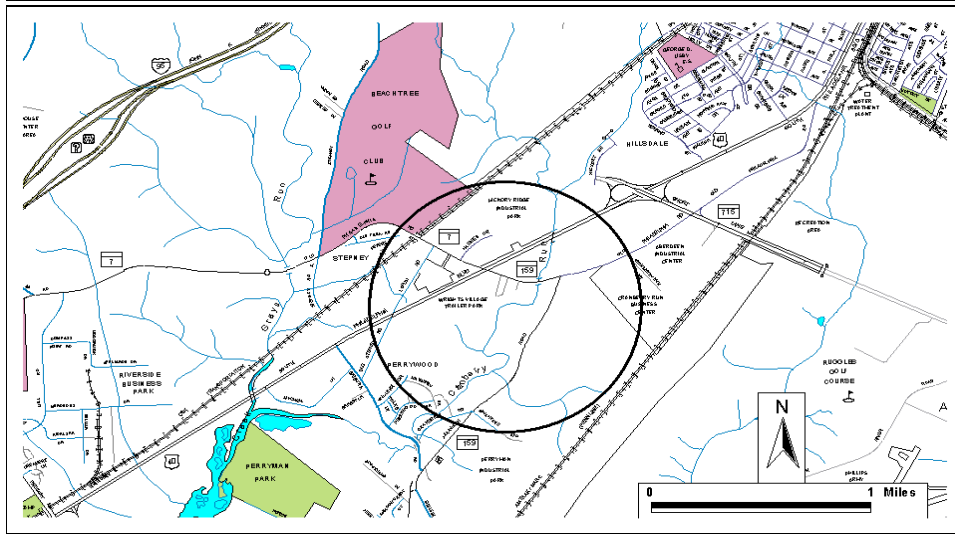
CURRENT (2003) - 71,700

PROJECTED (2030) - 118,200

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 4

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: Perryman Access Study

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to I-95. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 40, Interchange at MD 715 (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2011		
Planning	672	206	220	246	0	0	0	0	0	466	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	672	206	220	246	0	0	0	0	0	466	0
Federal-Aid	470	144	154	172	0	0	0	0	0	326	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

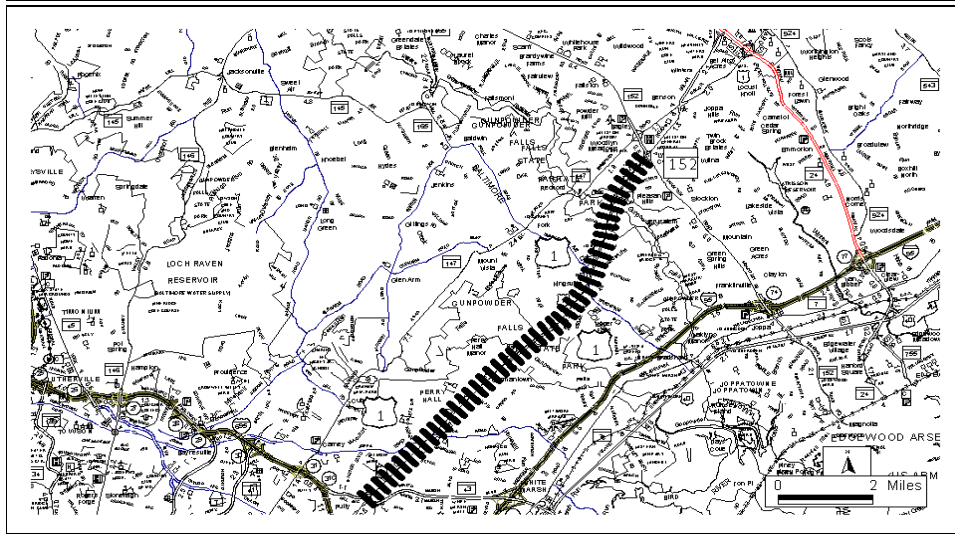
CURRENT (2003) - 6,100

PROJECTED (2030) - 29,200

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2011		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

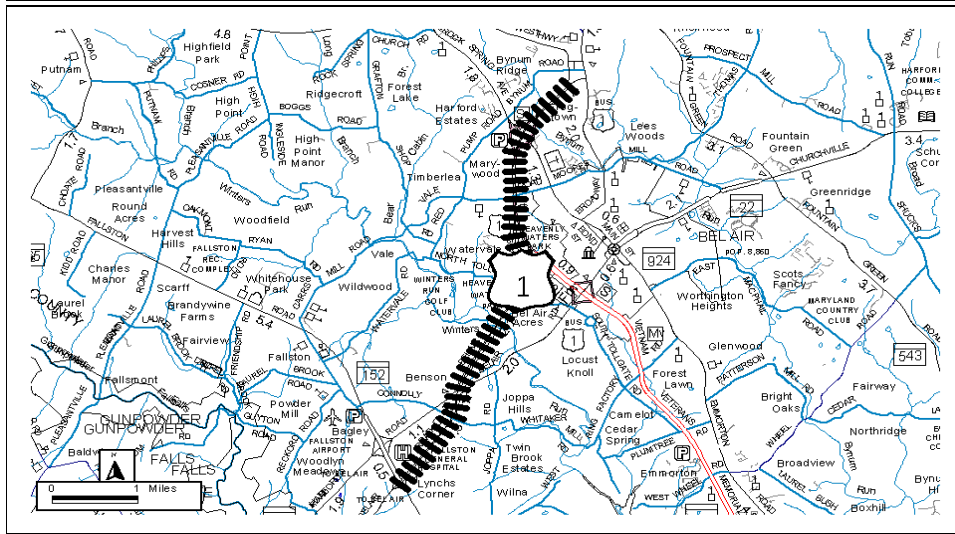
CURRENT (2003) - 35,300

PROJECTED (2030) - 56,300

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						FEDERAL CATEGORY
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	2,268	2,268	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,554	2,554	0	0	0	0	0	0	0	0	
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	0	

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

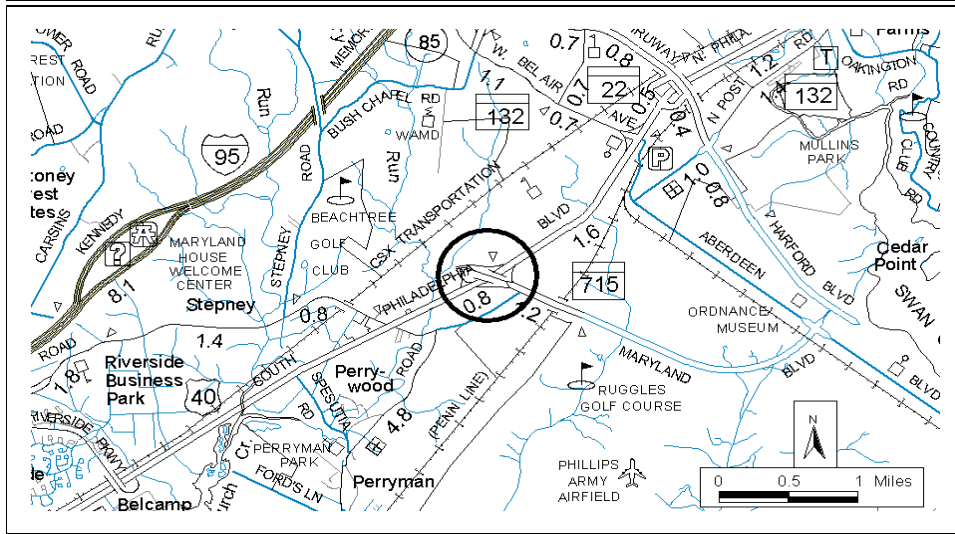
CURRENT (2003) - 28,500

PROJECTED (2030) - 57,700

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Perryman Access Study (Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,026	36	423	423	144	0	0	0	990	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	1,026	36	423	423	144	0	0	0	990	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 31,600

PROJECTED (2030) - 73,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Belair Road; Smith Road to Conowingo Dam; resurface	96	Completed
2	US 1 BUS	Belair Road; MD 147 to Tollgate Road; resurface	86	Completed
3	MD 7	Philadelphia Road; Baltimore County Line to Edgewood Road; resurface	332	Completed
4	MD 23	East-West Highway; Water Tower Way to High Point Road; resurface	1,584	Completed
5	MD 24	Rocks Road; MD 165 to MD 136; resurface	77	Completed
6	MD 136	Whiteford Road; MD 165 to MD 24; resurface	122	Completed
7	MD 152	Mountain Road; Dunwood Lane to Connolly Road; resurface	311	Completed
8	MD 155	Level Road; McCommons Road to Earleton Road; resurface	148	Completed
9	MD 155	Ohio Street; Superior Street to US 40; resurface	85	Completed
10	MD 165	Baldwin Mill Road; MD 152 to Morse Road; resurface	427	Completed
<u>Sidewalks</u>				
11	US 1 BUS	Fulford Avenue; Giles Street to Ewing Street; retrofit sidewalks - 529 linear feet (Project schedule is dependent upon Town.)	16	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, 2004
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
12	US 1 BUS	Belair Road; South of Tollgate Road to MD 147 and along MD 147 to MD 152; resurface	1,487	FY 2006
13	MD 7A	Revolution Street; US 40 to Union Avenue; resurface	529	Under construction
14	MD 24	Rock Spring Avenue/Rocks Road; Spenceola Parkway to south of Jarrettsville Road; resurface	1,497	Under construction
15	US 40	Pulaski Highway; MD 755 to south of Otter Point Road; resurface (westbound only)	1,241	Under construction
16	US 40	Pulaski Highway; Baltimore County Line to Joppa Road; resurface	3,666	Under construction
17	US 40	Pulaski Highway; Robin Hood Road to the Hatem Memorial Bridge; resurface	3,639	Completed
18	MD 136	Priestford Road; Deer Creek Bridge to US 1; resurface	1,224	Under construction
19	MD 155	Level Road/Superior Street/Ohio Street; Lapidum Road to US 40; resurface (Revenue Increase Project)	1,435	FY 2005
20	MD 161	Main Street; Trappe Church Road to US 1; resurface	967	Under construction
21	MD 543	Riverside Parkway; Church Creek Road to MD 7; resurface	632	Completed
22	MD 543	Fountain Green Road; MD 22 to US 1; resurface	1,308	Completed
23	MD 924	Emmorton Road; Holly Wreath Drive to Plumtree Road; resurface (Revenue Increase Project)	998	FY 2005

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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
24	US 1	Belair Road; at Reckord Road; improve sight distance (Funded for preliminary engineering only)	132	PE Underway
25	US 1	Belair Road; at Connolly Road/Whitaker Mill Road; widen to provide separate left turn lanes (Funded for preliminary engineering only)	494	PE Underway
26	MD 7	Philadelphia Road; 350 feet downstream of Bridge 12011 over Winters Run to 550 feet upstream of the bridge; slope protection	286	Under construction
27	MD 155	Level Road; at MD 161; construct roundabout (Funded for preliminary engineering only)	67	PE Underway
28	MD 543	Fountain Green Road; Kendall Gate Court to Foxborough Drive; provide center turn lane	273	Completed
29	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
30	MD 924	Emmorton Road; Ring Factory Road to McPhail Road; provide center turn lane (Revenue Increase Project)	2,082	FY 2006
<u>Community Safety and Enhancements</u>				
31	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape (Revenue Increase Project)	3,000	FY 2006
32	MD 924	Main Street; Phase II - MD 22 to Maulsby Street in Bel Air; streetscape (Revenue Increase Project)	2,900	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

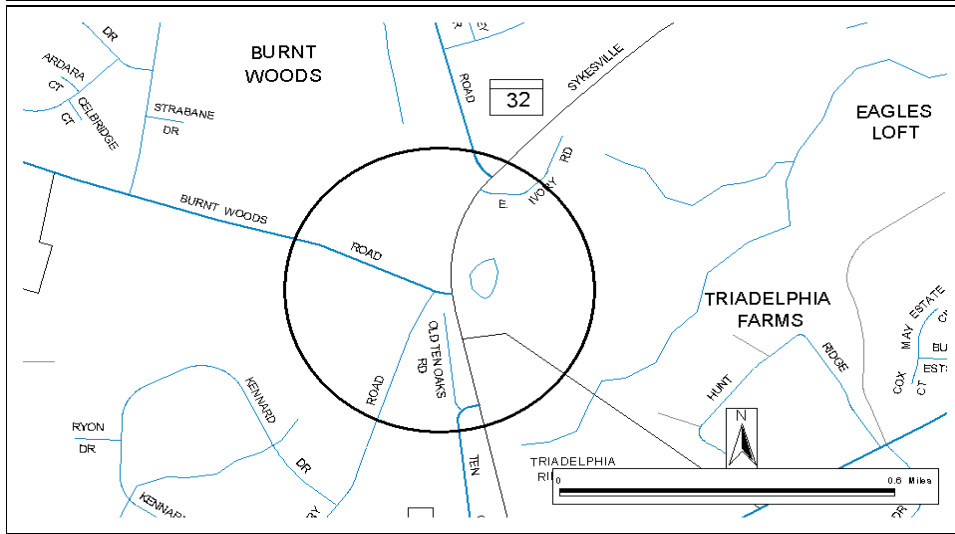
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Environmental Preservation</u>		
33	US 40	Pulaski Highway; MD 22 to Robin Hood Road; landscape	149	FY 2005
		<u>Commuter Action Improvements</u>		
34	MD 7A	Otsego Street; at Juniata Street; construct ridesharing facility -- 53 spaces	372	Completed
		<u>Intersection Capacity Improvements</u>		
35	MD 152	Fallston Road; at Carrs Mill Road/Old Fallston Road; widen MD 152 to add a westbound right turn lane and extend the eastbound left turn lane (Revenue Increase Project)	686	FY 2006



Howard

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Burntwoods Road.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 32, MD 108 to I-70 (Line 5)

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	16837	0	0

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 5) due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			2007	2008	2009	2010	SIX YEAR TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	0	500	1,000	600	0	0	0	2,100	0
Right-of-way	3,806	0	10	1,990	1,806	0	0	0	3,806	0
Construction	21,586	0	0	0	0	10,203	11,383	0	21,586	0
Total	27,492	0	510	2,990	2,406	10,203	11,383	0	27,492	0
Federal-Aid	16,837	0	0	0	0	7,958	8,879	0	16,837	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

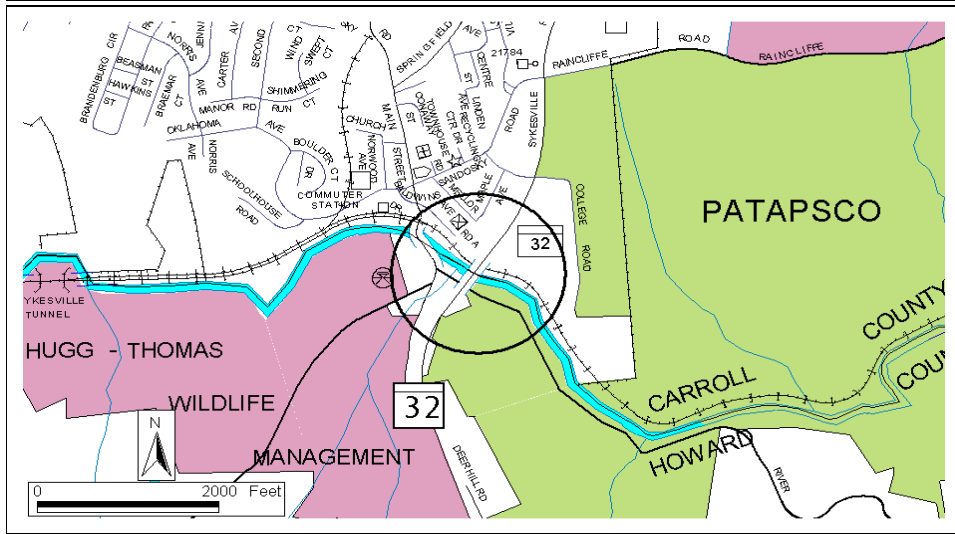
CURRENT (2003) - 25,000

PROJECTED (2030) - 48,700

OPERATING COST IMPACT \$15,000 per year

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 2

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 32, Sykesville Road

DESCRIPTION: Replaced Bridge 13046 over River Road, Patapsco River and CSX Railroad, immediately west of its existing location. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This project replaced the existing deteriorating aluminum bridge. The existing bridge is historic and will remain in place.

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	722	722	0	0	0	0	0	0	0	0
Right-of-way	244	187	57	0	0	0	0	0	57	0
Construction	4,842	4,739	103	0	0	0	0	0	103	0
Total	5,808	5,648	160	0	0	0	0	0	160	0
Federal-Aid	4,544	4,507	37	0	0	0	0	0	37	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

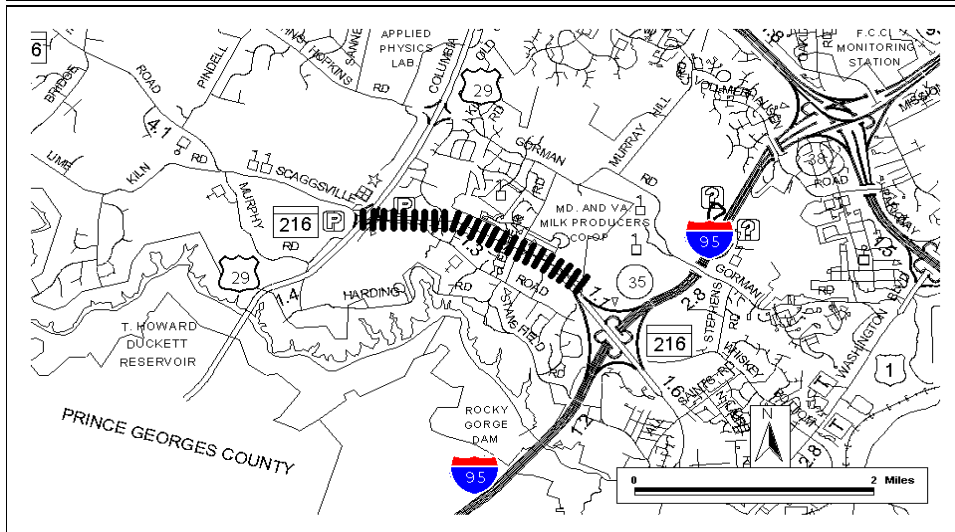
CURRENT (2003) - 22,300

PROJECTED (2030) - 29,500

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 3

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 216 Relocated, Scaggsville Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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. Howard County contributing funds towards construction of the 5th and 6th lanes.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,647	4,647	0	0	0	0	0	0	0	0
Right-of-way	4,599	3,896	548	155	0	0	0	0	703	0
Construction	19,373	14,210	3,002	2,161	0	0	0	0	5,163	0
Total	28,619	22,753	3,550	2,316	0	0	0	0	5,866	0
Federal-Aid	19,053	14,424	2,757	1,872	0	0	0	0	4,629	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

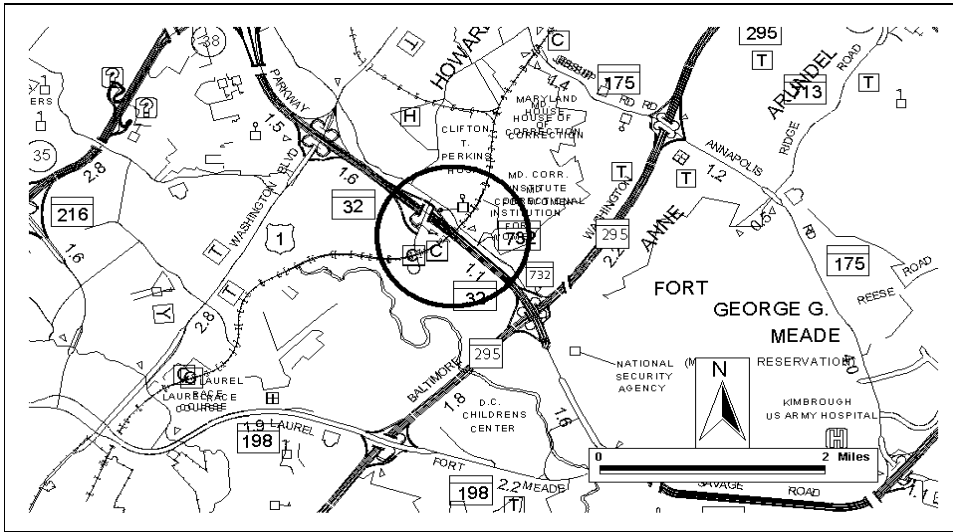
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 17,500 (existing MD 216)

PROJECTED (2030) - 55,300

OPERATING COST IMPACT \$13,000 per year



PROJECT: MD 732, Guilford Road

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

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Construction delayed from FY04 to FY05 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							
TOTAL		PROJECT CASH FLOW							
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	0	0	0	0	0	0	0	0	0
Engineering	58	58	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	930	0	158	772	0	0	0	0	930
Total	988	58	158	772	0	0	0	0	930
Federal-Aid	147	147	0	0	0	0	0	0	0

FUNCTION :

STATE - Local

FEDERAL - Local

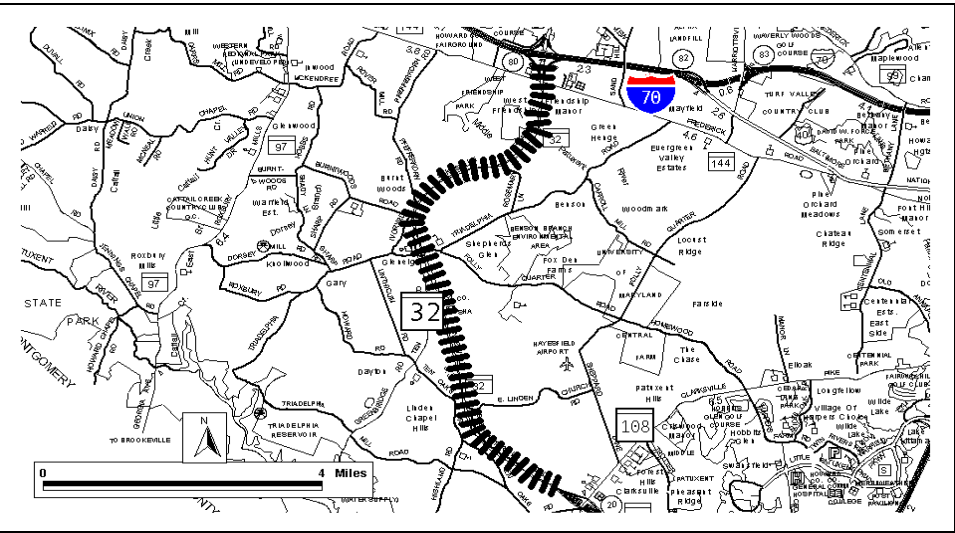
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 13,800

PROJECTED (2030) - 36,200

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).

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 32, Interchange at Burntwoods Road (Line 1)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Protective Right-of-way funding to be used as properties become available. An additional \$12.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Interchange at Burntwoods Road moved to the Construction Program (Line 1) as a breakout project.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				
	ESTIMATED COST (\$000)	EXPEND THRU 2004			2007	2008	2009	2010	SIX YEAR TOTAL
Planning	2,797	2,097	625	75	0	0	0	0	700
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	7,574	512	750	1,262	1,262	1,262	1,262	1,264	7,062
Construction	0	0	0	0	0	0	0	0	0
Total	10,371	2,609	1,375	1,337	1,262	1,262	1,262	1,264	7,762
Federal-Aid	1,958	1,468	438	52	0	0	0	0	490

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

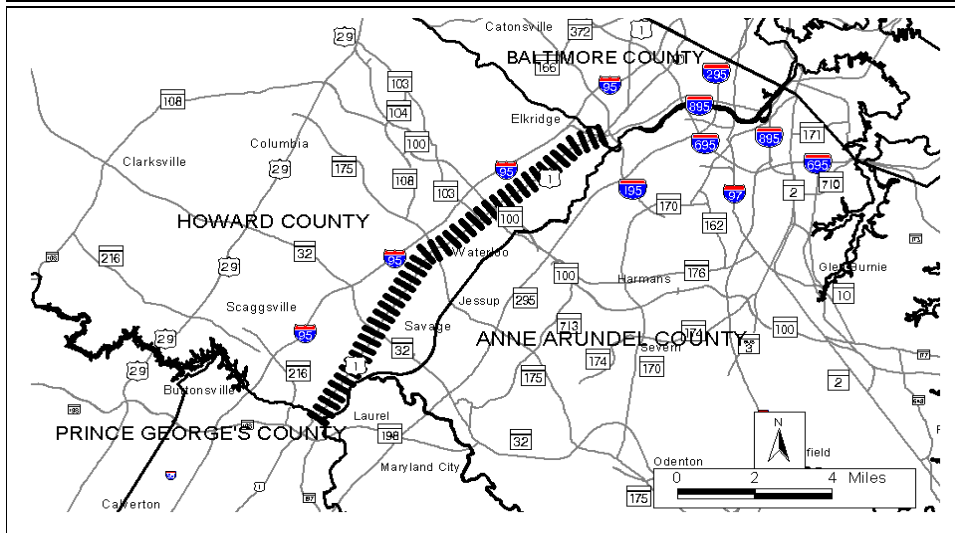
CURRENT (2003) - 24,600

PROJECTED (2030) - 57,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 6

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Washington Boulevard

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

JUSTIFICATION: Howard County rezoned the entire US 1 corridor and completed a Corridor Revitalization Study which identified several 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	1000	0	0	0	0	STP
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	1,250	0	450	800	0	0	0	0	1,250
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	1,250	0	450	800	0	0	0	0	1,250
Federal-Aid	1,000	0	360	640	0	0	0	0	1,000

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

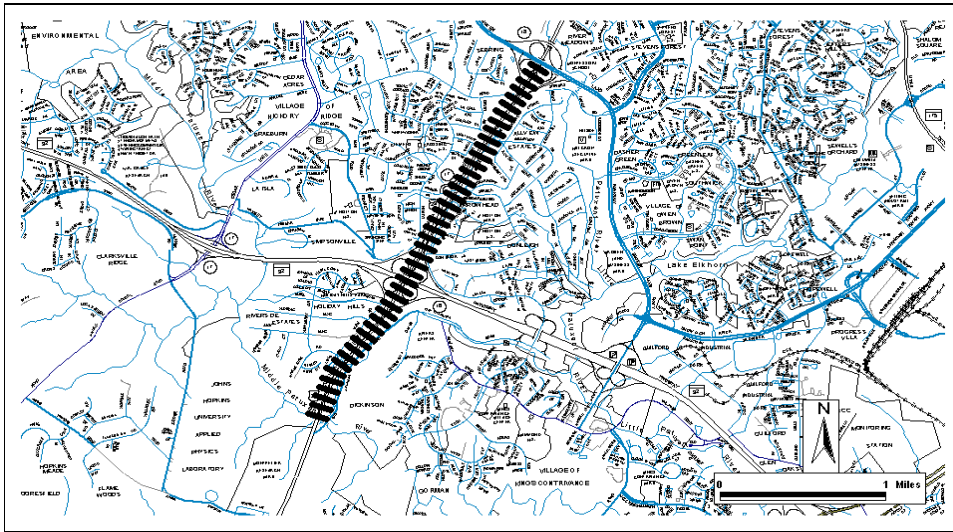
CURRENT (2003) - 36,500

PROJECTED (2030) - 48,300

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 7

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	0	0	0	0
CO	0	0	0	0	0

STATUS: Engineering to begin during current fiscal year. Howard County participating in cost of Engineering. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2007	2008	2009	2010	2011	0	0
Engineering	1,700	0	340	680	680	0	0	0	0	1,700	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	1,700	0	340	680	680	0	0	0	0	1,700	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 (2003) - 62,800

PROJECTED (2030) - 88,400

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 8

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 108	Waterloo Road; MD 104 to west of Snowden River Parkway; resurface	330	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
2	US 1	Washington Boulevard; CSX Railroad Structure 140 881 Y to the Baltimore County Line; resurface (Revenue Increase Project)	895	FY 2006
3	US 1	Washington Boulevard; 200 feet north of Whiskey Bottom Road to Structure 13099 over CSX Railroad; resurface (Revenue Increase Project)	2,288	FY 2005
4	US 40	Baltimore National Pike; MD 144 to Bridge 13032 over Little Patuxent River; resurface	977	Completed
5	US 40	Baltimore National Pike; Structure 13032 over Little Patuxent River to St. Johns Lane; resurface	1,006	Completed
6	I 70	Baltimore National Pike; West of the Howard County Line to the MD 97 structure; resurface (Revenue Increase Project)	5,428	Under construction
7	MD 108	Waterloo Road; Old Montgomery Road to MD 175; resurface	929	Completed
<u>Safety/Spot Improvement</u>				
8	US 29	Columbia Pike; Brokenland Parkway to MD 175; interchange lighting	200	FY 2005
9	US 40	Baltimore National Pike; at Pebble Beach Drive and MD 144; widen to provide double left turn lanes (Funded for preliminary engineering only)	153	FY 2005
10	I 70	Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	182	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
11	I 95	Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	34	FY 2005
12	MD 99	Old Frederick Road; at Litter Drive and at Tiller Drive; intersection improvements (Funded for preliminary engineering only)	209	PE Underway
13	MD 100	At northwest quadrant of I-95 interchange and at Meadow Ridge Road; drainage improvement	268	FY 2005
14	MD 100	Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	29	FY 2005
15	MD 108	Clarksville Pike; at Great Star Drive; intersection improvements (Funded for preliminary engineering only) (Howard County funding preliminary engineering for this project.)	75	FY 2005
16	MD 108	Old Annapolis Road; Howard High School entrance to Centre Park Drive/Phelps Luck Drive; widen to provide auxiliary lane (Funded for concept development only)	20	Concepts Underway
17	MD 175	Patuxent Parkway; 1,000 feet east and west of Tamar Drive and 1,000 feet east and west of Thunder Hill Road; mill and resurface to improve skid resistance (Revenue Increase Project)	400	FY 2005
<u>Noise Barriers</u>				
18	US 29	Columbia Pike; 1000 feet north of MD 175 to Diamond Back Road; noise barrier along northbound roadway (Guilford Downs)	1,069	FY 2005
19	I 70	St. Johns Lane to US 29; noise barrier along westbound roadway (Brinkleigh/Skyview/The Orchards)	3,392	Under construction
20	I 95	5,000 feet north of MD 100 to Montgomery Road; noise barrier along northbound roadway (Hunt Club Estates)	1,750	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD 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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Environmental Preservation</u>				
21	MD 100	West of Snowden River Parkway to I-95; landscape	303	FY 2005
22	MD 100	Long Gate Parkway to east of Snowden River Parkway; landscape	393	Under construction
23	MD 216	Scaggsville Road; I 95 to US 29; reforestation	213	Under construction
<u>Commuter Action Improvements</u>				
24	MD 32	Sykesville Road; at I 70; expand existing ridesharing facility	491	FY 2005
25	MD 32	Patuxent Parkway; at Brokenland Parkway Interchange; expand existing ridesharing facility	297	Under construction
<u>Intersection Capacity Improvements</u>				
26	US 40	Baltimore National Pike; Ridge Road to St. Johns Lane; resurface and restripe westbound US 40 to provide 2 lane access to southbound US 29 ramp and modify overhead signing (Revenue Increase Project)	623	FY 2005
27	MD 108	Waterloo Road; at Snowden River Parkway; intersection improvement (Funded for concept development only)	47	FY 2005
28	MD 108	Clarksville Pike; Centennial Lane to Ten Mills Road; widen and realign (Funded for preliminary engineering only) (Howard County funding preliminary engineering for this project.)	0	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

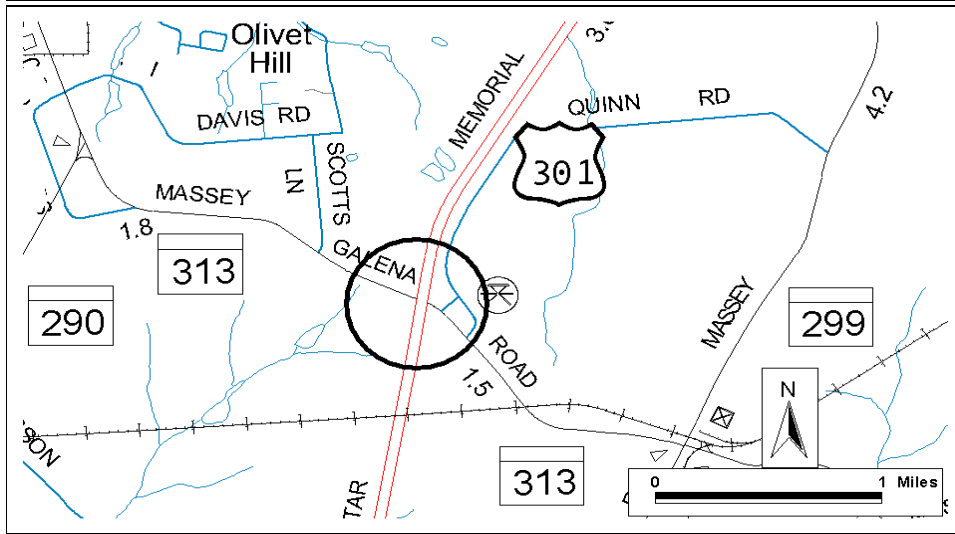
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Pedestrian/Bicycle Facilities</u>		
29		Centennial Access Pathway - construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road.	250	FY 2005
		<u>Environmental Mitigation</u>		
30		Stormwater Management Facilities Enhancement - modifications to a retention pond and shallow marsh along MD 100 near I 95 and Meadowridge Road.	203	FY 2005



Kent

STATE HIGHWAY ADMINISTRATION -- Kent County -- Line 1

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct a new interchange at MD 313. Shoulders on MD 313 will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on this high speed arterial. This project would improve safety and access controls 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2007	2008	2009	2010	2011		
Planning	293	293	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	293	293	0	0	0	0	0	0	0	0	0
Federal-Aid	205	205	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 (2003) - 9,900(US301)
1,650 (MD 313)

PROJECTED (2030) - 15,700 (US 301)
3,000 (MD 313)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 213	Augustine Herman Highway; MD 297 to MD 561; resurface (Revenue Increase Project)	338	FY 2006
2	MD 213	Augustine Herman Highway; south of Creamery Street to MD 444; resurface	570	FY 2005
3	MD 291	River Road; MD 290 to beginning of roundabout; resurface	353	FY 2005
4	MD 297	Worton Road; MD 213 to MD 298; resurface (Revenue Increase Project)	799	FY 2006
5	MD 444	Locust Grove Road/Kentmore Park Road; MD 290 to end of SHA maintenance; resurface	557	Completed
<u>Safety/Spot Improvement</u>				
6	MD 213	Washington Avenue; at Spring Avenue; geometric improvements, sidewalk and pedestrian improvements (includes resurfacing from the Chester River Bridge to Greenwood Avenue) (Revenue Increase Project)	758	FY 2005
<u>Community Safety and Enhancements</u>				
7	MD 445	Main Street; Green Lane to Rock Hall Ball Park and MD 20 from Gratitude to Chesapeake Villa Road in Rock Hall; urban street reconstruct and drainage.	2,098	Completed
<u>Traffic Management</u>				
8	MD 213	Washington Avenue; MD 289 to Washington Square Shopping Center; signal system interconnect	314	Completed

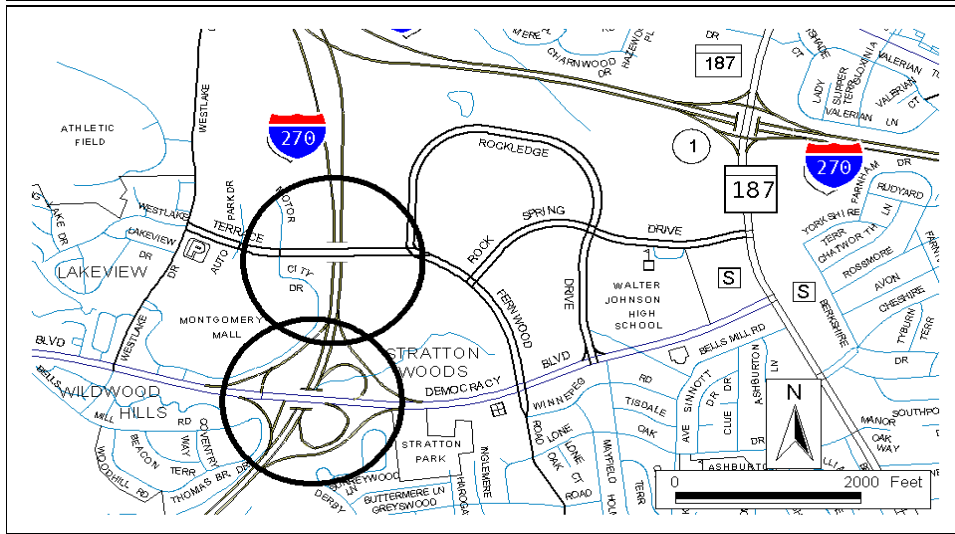
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT 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, 2004
9	MD 313A	<u>Fiscal Years 2005 and 2006 (cont'd)</u>	68	Completed
		<u>Sidewalks</u> South Main Street; east limits of Galena to existing sidewalk at United Methodist Church in town of Galena; retrofit sidewalks		



Montgomery

**PROJECT:** I-270 (West Spur)**DESCRIPTION:** Reconstructed and upgraded the I-270 Spur interchange at Democracy Boulevard and constructed a new interchange at Westlake Terrace (formerly Fernwood Road).**JUSTIFICATION:** Democracy Boulevard interchange modifications improved traffic operations. Providing a new partial interchange with Westlake Terrace and the I-270 Spur improved access to this developing area of Montgomery County.**SMART GROWTH STATUS:**

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

ASSOCIATED IMPROVEMENTS:

East/West Intersection Improvement Program (Line 12)
 I-270/I-495, Advanced Traffic Management System (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Montgomery County participated in Project Planning cost.**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,729	1,729	0	0	0	0	0	0	0	0	0
Engineering	1,680	1,680	0	0	0	0	0	0	0	0	0
Right-of-way	1,101	1,101	0	0	0	0	0	0	0	0	0
Construction	19,419	18,651	768	0	0	0	0	0	768	0	0
Total	23,929	23,161	768	0	0	0	0	0	768	0	0
Federal-Aid	19,109	18,311	798	0	0	0	0	0	798	0	0

FUNCTION :

STATE - Primary Arterial

FEDERAL - Interstate

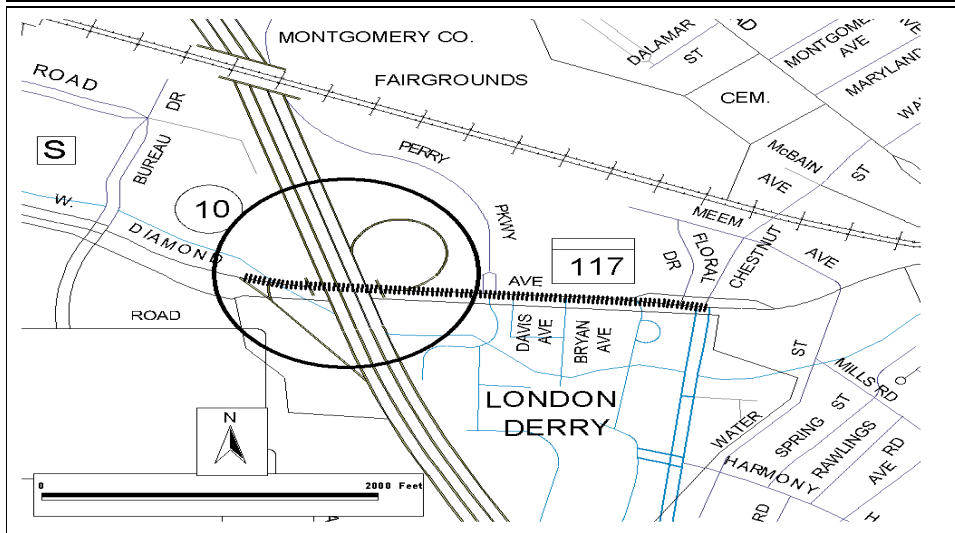
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 122,800

PROJECTED (2030) - 163,200

OPERATING COST IMPACT \$3,000 per year



PROJECT: I-270, Eisenhower Highway

DESCRIPTION: Constructed a new northbound to eastbound ramp and a park and ride lot inside the loop of the new northeast quadrant ramp of the I-270/MD 117 interchange. The associated widening of MD 117 allowed MD 117 to operate at an acceptable level-of-service.

JUSTIFICATION: This project provided much needed park and ride spaces in the Gaithersburg area and provided access to Olde Towne Gaithersburg with a new northbound to eastbound movement at the I-270/MD 117 interchange.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study (Line 13)
 MD 117, Great Seneca Park to I-270 (Line 23)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,017	1,017	0	0	0	0	0	0	0	0
Right-of-way	2,012	1,311	506	195	0	0	0	0	701	0
Construction	7,552	7,426	126	0	0	0	0	0	126	0
Total	10,581	9,754	632	195	0	0	0	0	827	0
Federal-Aid	7,474	6,809	509	156	0	0	0	0	665	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

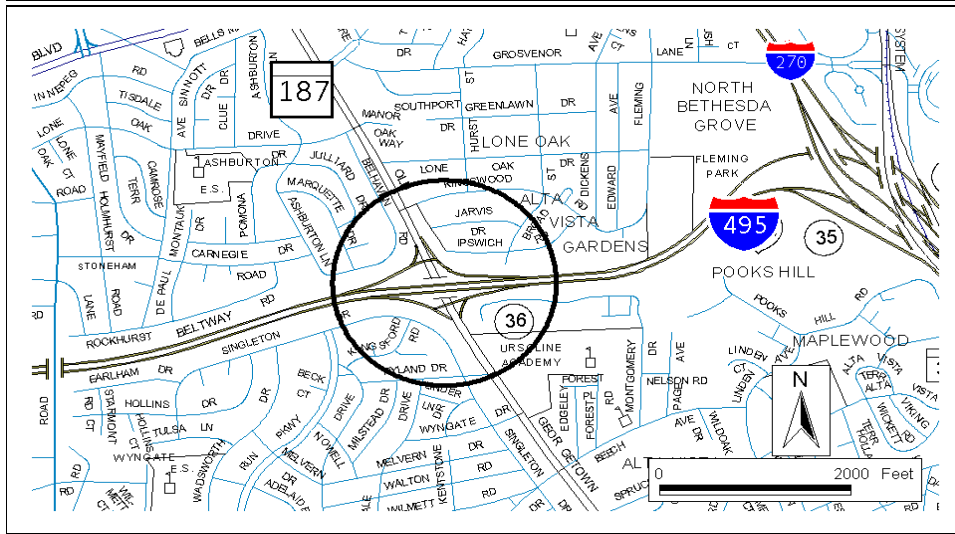
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 166,200 (I-270)

PROJECTED (2030) - 258,600 (I-270)

OPERATING COST IMPACT \$5,000 per year

**PROJECT:** I-495, Capital Beltway**DESCRIPTION:** Replaced Bridge 15115 over MD 187.**JUSTIFICATION:** This project replaced the existing deteriorating bridge.**SMART GROWTH STATUS:**

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

ASSOCIATED IMPROVEMENTS:

I-495/I-95, Capital Beltway (Line 15)

I-270/I-495, Advanced Traffic Management System (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER
PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	551	551	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,693	7,312	1,381	0	0	0	0	0	1,381	0	0
Total	9,244	7,863	1,381	0	0	0	0	0	1,381	0	0
Federal-Aid	8,081	6,815	1,266	0	0	0	0	0	1,266	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary**DAILY TRAFFIC : (USAGE IMPACTS)**

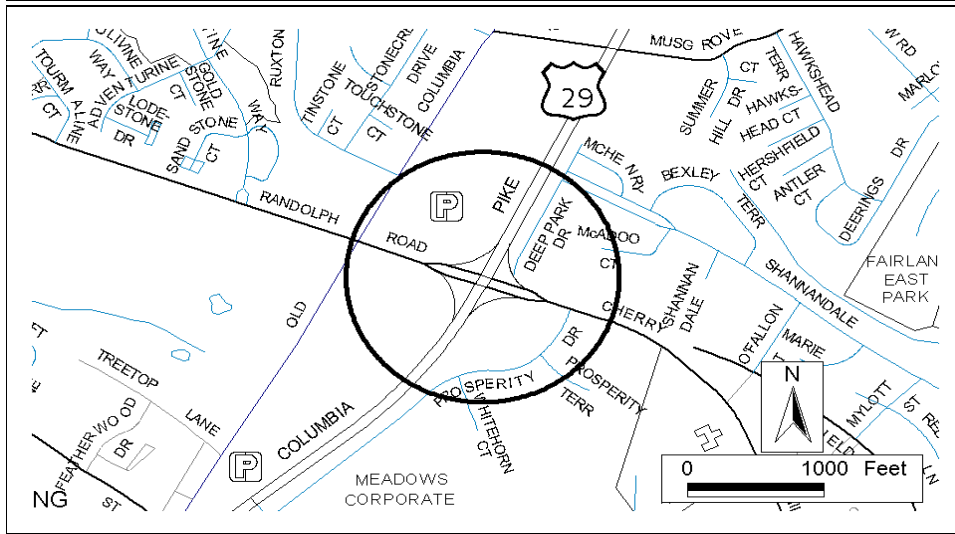
CURRENT (2003) - 126,500

PROJECTED (2030) - 170,300

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 4

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 5,6,16,17)
 InterCounty Connector (Line 7)
 East/West Intersection Improvement Program (Line 12)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$3.4 million is due to additional subgrade and utility work.

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2007	2008	2009	2010	2011		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,930	2,930	0	0	0	0	0	0	0	0	0
Right-of-way	16,761	13,268	3,392	101	0	0	0	0	0	3,493	0
Construction	26,624	14,965	7,576	4,083	0	0	0	0	0	11,659	0
Total	46,315	31,163	10,968	4,184	0	0	0	0	0	15,152	0
Federal-Aid	35,441	23,181	8,844	3,416	0	0	0	0	0	12,260	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

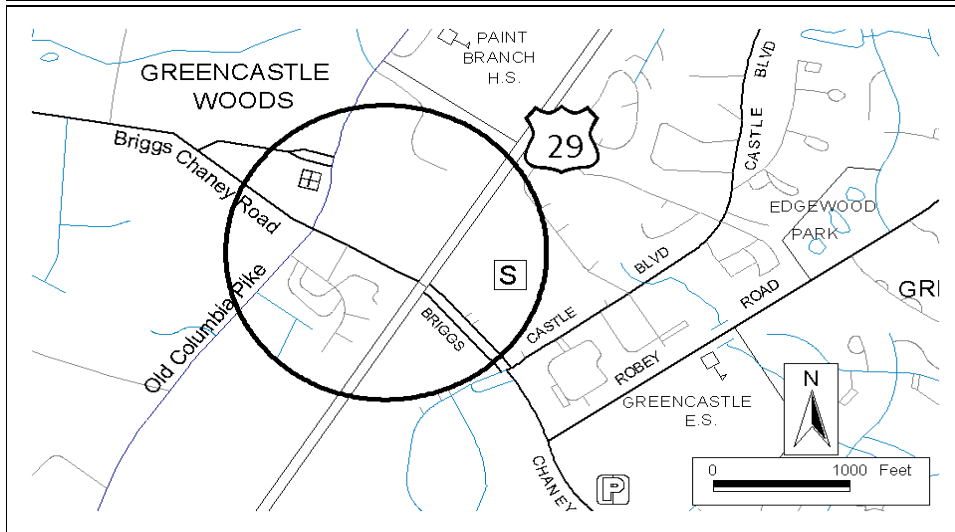
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 57,000

PROJECTED (2030) - 80,800

OPERATING COST IMPACT \$7,000 per year



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29, Interchanges (Lines 4,6,16,17)
 InterCounty Connector (Line 7)
 East/West Intersection Improvement Program (Line 12)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$1.9 million is due to an increase in property values.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2011		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	4,055	4,055	0	0	0	0	0	0	0	0	0
Right-of-way	10,917	7,938	2,979	0	0	0	0	0	0	2,979	0
Construction	33,546	4,575	9,073	11,371	8,527	0	0	0	0	28,971	0
Total	48,518	16,568	12,052	11,371	8,527	0	0	0	0	31,950	0
Federal-Aid	37,312	12,155	9,459	9,011	6,687	0	0	0	0	25,157	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

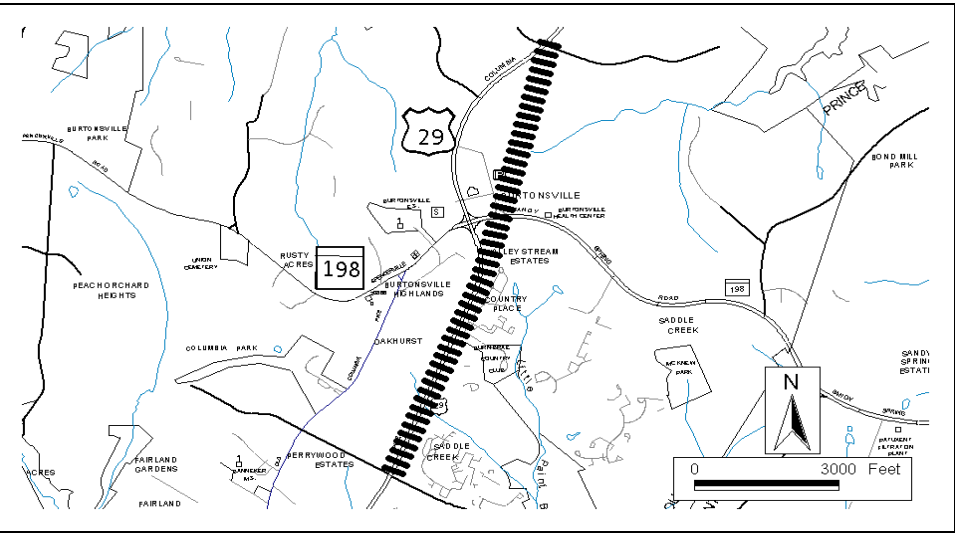
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 57,000

PROJECTED (2030) - 71,300

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

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

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. An interchange at this location 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 4,5,16,17)
InterCounty Connector (Line 7)
East/West Intersection Improvement Program (Line 12)
MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			2007	2008	2009	2010	2011		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,174	2,174	0	0	0	0	0	0	0	0	0
Right-of-way	11,974	9,604	1,952	418	0	0	0	0	0	2,370	0
Construction	32,631	19,789	12,842	0	0	0	0	0	0	12,842	0
Total	46,779	31,567	14,794	418	0	0	0	0	0	15,212	0
Federal-Aid	37,378	24,552	12,500	326	0	0	0	0	0	12,826	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

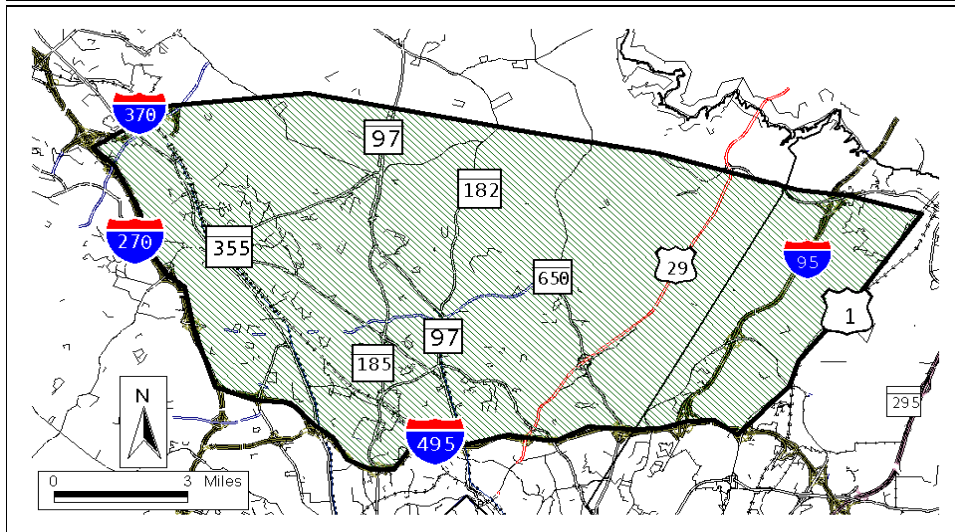
CURRENT (2003) - 56,000

PROJECTED (2030) - 84,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery 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.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 29 Interchanges (Lines 4,5,6,16,17)
 MD 115, MD 28 to MD 124 (Line 9)
 East/West Intersection Improvement Program (Line 12)
 MD 28/MD 198, MD 97 to I-95 (Line 18)
 I-95/Contee Road Interchange (Prince George's County - Line 13)
 Intercounty Connector (MdTA, Line 14)

STATUS: A Draft Environmental Impact Statement has been released. The schedule calls for public hearings in January 2005, a Final Environmental Impact Statement in June 2005, and a Record of Decision in Summer 2005. If a "Build Alternative" is selected, construction would begin in 2006.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004 and 2005.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1300	0	0	0	0	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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,300	0	250	1,050	0	0	0	0	0	1,300	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,300	0	250	1,050	0	0	0	0	0	1,300	0
Federal-Aid	1,300	0	250	1,050	0	0	0	0	0	1,300	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

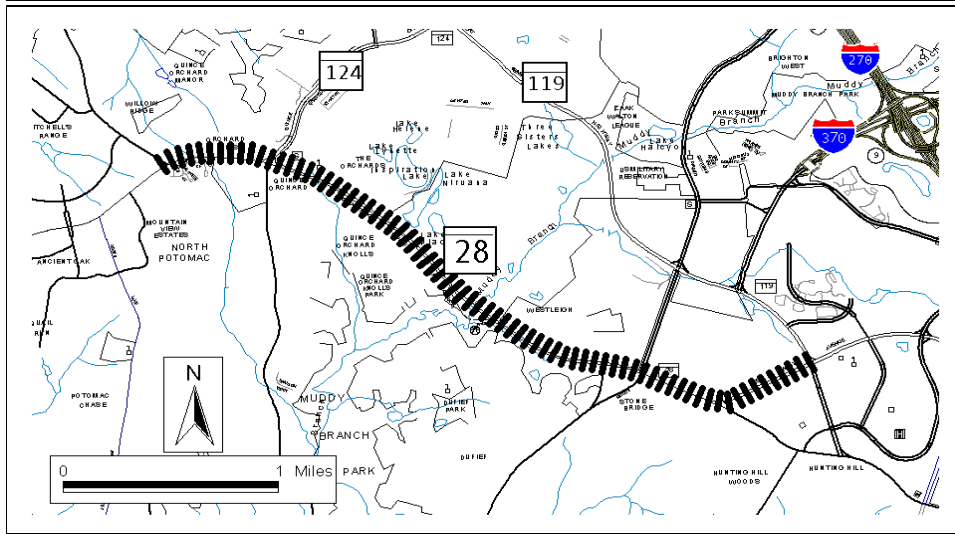
CURRENT (2003) - N/A

PROJECTED (2030) - 80,000 - 124,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 4

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 28, Darnestown Road

DESCRIPTION: Upgraded MD 28 to a 4/6 lane divided highway from Riffle Ford Road to MD 119 (Great Seneca Highway) (3.36 miles). A 6 lane section was provided from Muddy Branch Road to MD 119. Sidewalks were included where appropriate. A separate bicycle/pedestrian facility was included on the north side of MD 28, from MD 119 (Great Seneca Highway) to Owens Glen Way. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This roadway serves a rapidly developing portion of Montgomery County. The improvement relieved existing congestion on MD 28.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: The cost decrease of \$2.3 million is due to project being completed under budget.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER					
<u>PROJECT CASH FLOW</u>												
PHASE	TOTAL	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	<u>FOR PLANNING PURPOSES ONLY</u>					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)				.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	948	948	0	0	0	0	0	0	0	0	0	
Engineering	5,824	5,824	0	0	0	0	0	0	0	0	0	
Right-of-way	8,404	7,979	373	52	0	0	0	0	425	0	0	
Construction	23,641	21,867	1,589	185	0	0	0	0	1,774	0	0	
Total	38,817	36,618	1,962	237	0	0	0	0	2,199	0	0	
Federal-Aid	22,308	20,891	1,269	148	0	0	0	0	1,417	0	0	

FUNCTION :

STATE - Minor Collector

FEDERAL - Other Principal Arterial

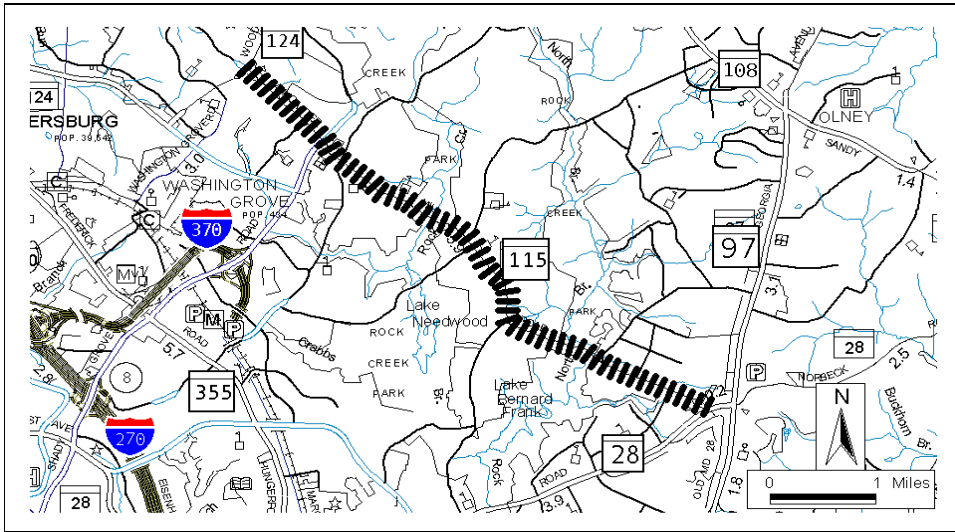
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 50,000

PROJECTED (2030) - 89,750

OPERATING COST IMPACT \$8,300 per year



PROJECT: MD 115, Muncaster Mill Road

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 7)
 East/West Intersection Improvement Program (Line 12)
 MD 28/MD 198, MD 97 to I-95 (Line 18)
 MD 97/MD 28 Interchange Improvement (Line 20)

STATUS: Right-of-way underway. Construction underway for the improvements at Avery Road and Muncaster Road to MD 28.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,430	1,430	0	0	0	0	0	0	0	0	0
Right-of-way	2,419	835	1,198	386	0	0	0	0	0	1,584	0
Construction	6,151	308	4,321	1,005	517	0	0	0	0	5,843	0
Total	10,000	2,573	5,519	1,391	517	0	0	0	0	7,427	0
Federal-Aid	4,938	264	4,066	608	0	0	0	0	0	4,674	0

FUNCTION :

STATE - Urban - Minor Arterial

FEDERAL - Major Collector

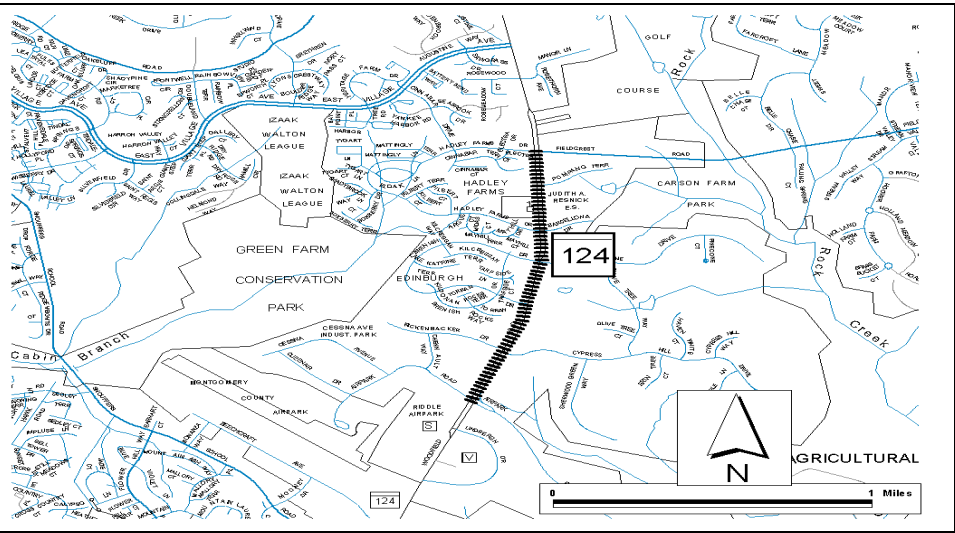
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 15,000

PROJECTED (2030) - 20,600

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
East/West Intersection Improvement Program (Line 12)
MD 124, Midcounty Highway to Warfield Road (Line 24)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	4560	0	0	0	0	STP
CO	0	23347	0	0	0	STP

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 24) due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004			2007	2008	2009	2010	SIX YEAR TOTAL	
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,411	627	596	596	592	0	0	0	1,784	0
Right-of-way	5,700	0	200	3,435	2,065	0	0	0	5,700	0
Construction	29,932	0	0	0	2,533	10,535	11,973	4,891	29,932	0
Total	38,043	627	796	4,031	5,190	10,535	11,973	4,891	37,416	0
Federal-Aid	27,907	0	160	2,748	3,628	8,217	9,339	3,815	27,907	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

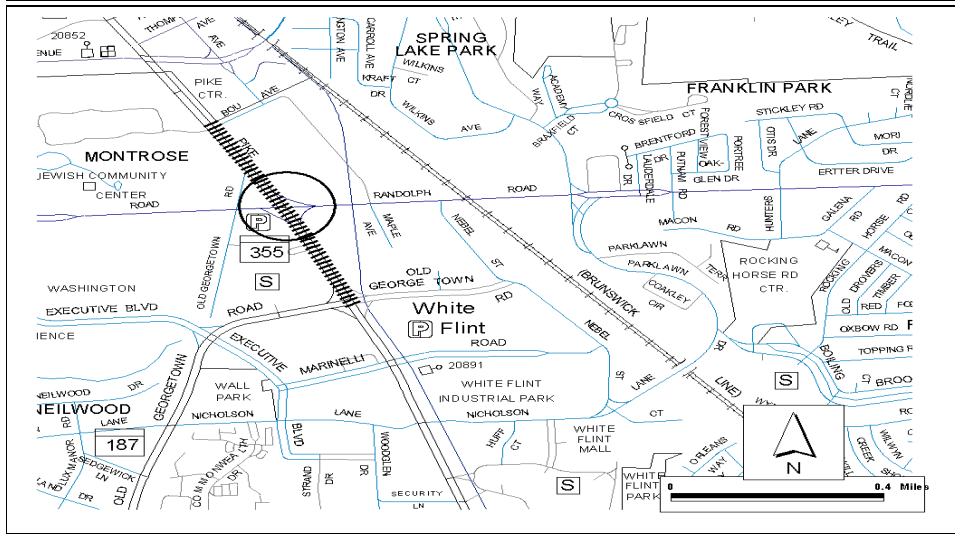
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 29,850

PROJECTED (2030) - 64,950

OPERATING COST IMPACT \$3,500 per year



PROJECT: MD 355, Rockville Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 East/West Intersection Improvement Program (Line 12)
 MD 355, CSX Railroad/ Parklawn Drive (Line 25)
 Montrose Parkway (Montgomery County Project)

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 25) due to the Revenue Increase.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	25902	STP

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2007	2008	2009	2010			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,542	517	750	1,158	1,117	0	0	0	3,025	0	0
Right-of-way	13,164	5	4,559	4,756	3,844	0	0	0	13,159	0	0
Construction	32,378	0	0	0	0	0	0	7,599	7,599	24,779	0
Total	49,084	522	5,309	5,914	4,961	0	0	7,599	23,783	24,779	0
Federal-Aid	28,382	362	525	811	782	0	0	6,079	8,197	19,823	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

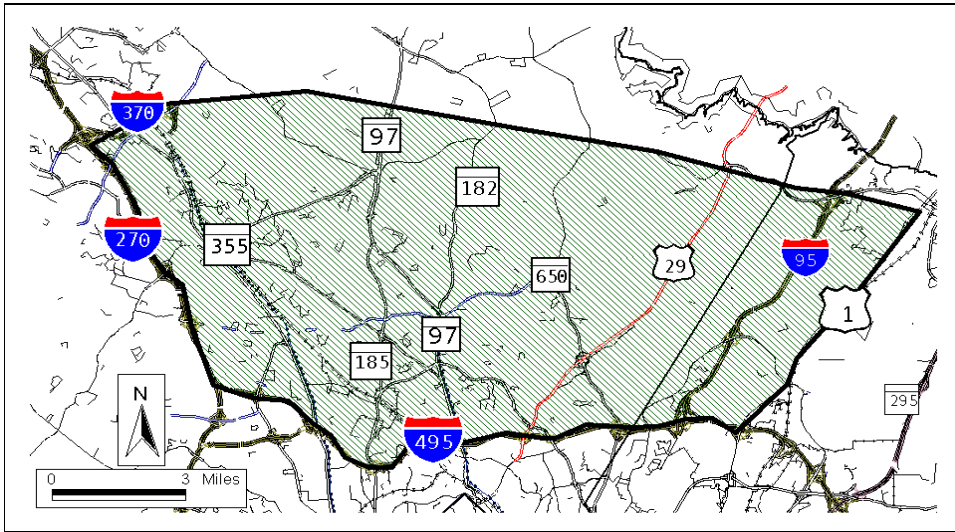
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 78,700

PROJECTED (2030) - 103,800

OPERATING COST IMPACT \$7,500 per year



PROJECT: East-West Intersection Improvement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270, West Spur Interchange (Line 1)
 US 29, Interchanges (Lines 4,5,6,16,17)
 InterCounty Connector (Line 7)
 MD 115, MD 28 to MD 124 (Line 9)
 MD 28/MD 198, MD 97 to I-95 (Line 18)
 MD 97/MD 28 and MD 97/Randolph Road Interchanges (Lines 20,22)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: All the intersection improvements have been programmed and the cost has decreased \$7.2 million.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	999	999	0	0	0	0	0	0	0	0	0
Engineering	13,218	13,157	61	0	0	0	0	0	0	61	0
Right-of-way	12,155	5,961	4,834	1,030	330	0	0	0	0	6,194	0
Construction	44,171	29,318	10,203	4,477	173	0	0	0	0	14,853	0
Total	70,543	49,435	15,098	5,507	503	0	0	0	0	21,108	0
Federal-Aid	45,010	29,476	11,129	4,017	388	0	0	0	0	15,534	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

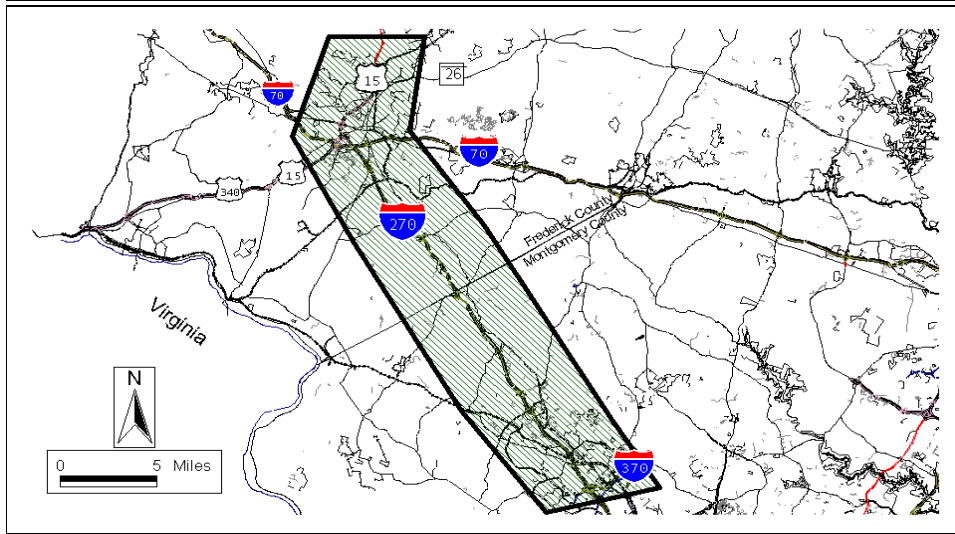
CURRENT (2003) - N/A

PROJECTED (2030) - 66,000 - 88,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 13

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-270/Watkins Mill Road Extended Interchange (Line 14)
 I-70, MD 85 Extended and MD 355 Interchange (Frederick County - Line 1)
 I-70, Phase 2B,2C and MD 475 from South St. to Monacacy Blvd. (Frederick County - Line 2)
 I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 7)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$5.6 million is due to additional funding to study managed lanes on I-270.

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	TOTAL		PROJECT CASH FLOW							BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	17,172	10,970	3,000	2,000	1,202	0	0	0	6,202	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	12,024	3,000	2,000	1,202	0	0	0	6,202	0
Federal-Aid	12,020	7,679	2,100	1,400	841	0	0	0	4,341	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

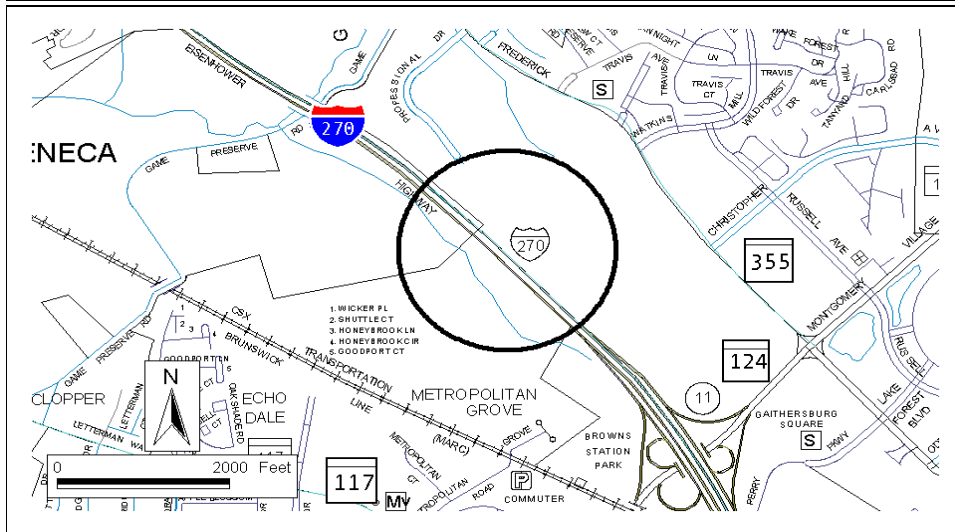
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 40,400 - 98,100 (US 15)
 76,000 - 197,000 (I-270)

PROJECTED (2030) - 138,600 (US 15)
 300,900 (I-270)

OPERATING COST IMPACT N/A

**PROJECT:** I-270/Watkins Mill Road Extended**DESCRIPTION:** Construct a new interchange at Watkins Mill Road Extended.**JUSTIFICATION:** This project would support economic development and relieve existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide direct access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.**SMART GROWTH STATUS:**

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 East/West Intersection Improvement Program (Line 12)
 I-270 and US 15 Multi-Modal Corridor Study (Line 13)

STATUS: Partial Engineering underway. An additional \$14.0 million is needed to complete Engineering.**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.**Federal Funding By Year of Obligation**

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,161	1,161	0	0	0	0	0	0	0	0	0
Engineering	1,900	0	800	1,100	0	0	0	0	1,900	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	3,061	1,161	800	1,100	0	0	0	0	1,900	0	0
Federal-Aid	813	813	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary**DAILY TRAFFIC : (USAGE IMPACTS)**

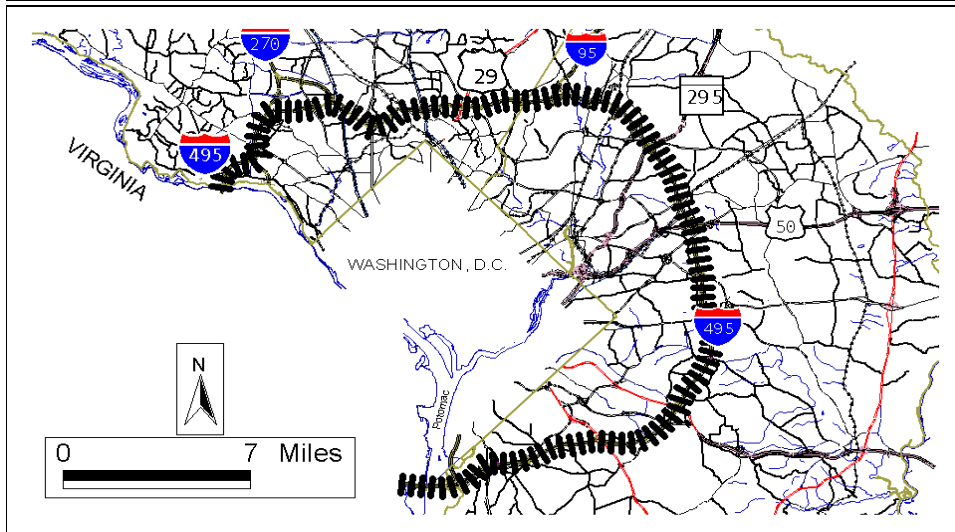
CURRENT (2003) - 122,650

PROJECTED (2030) - 242,150

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 15

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 (42.20 miles).

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 I-95/I-495, Woodrow Wilson Bridge (Prince George's County - Line 1)
 MD 4, MD 223 to I-95/I-495 (Prince George's County - Lines 5,19)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Prince George's County - Line 20)
 Bi-County Transit Way (MTA Program)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$8.8 million is due to additional funding to study managed lanes on I-495.

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	
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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	14,980	6,115	3,978	3,638	1,249	0	0	0	8,865	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	6,115	3,978	3,638	1,249	0	0	0	8,865	0	
Federal-Aid	9,602	4,281	2,275	2,275	771	0	0	0	5,321	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

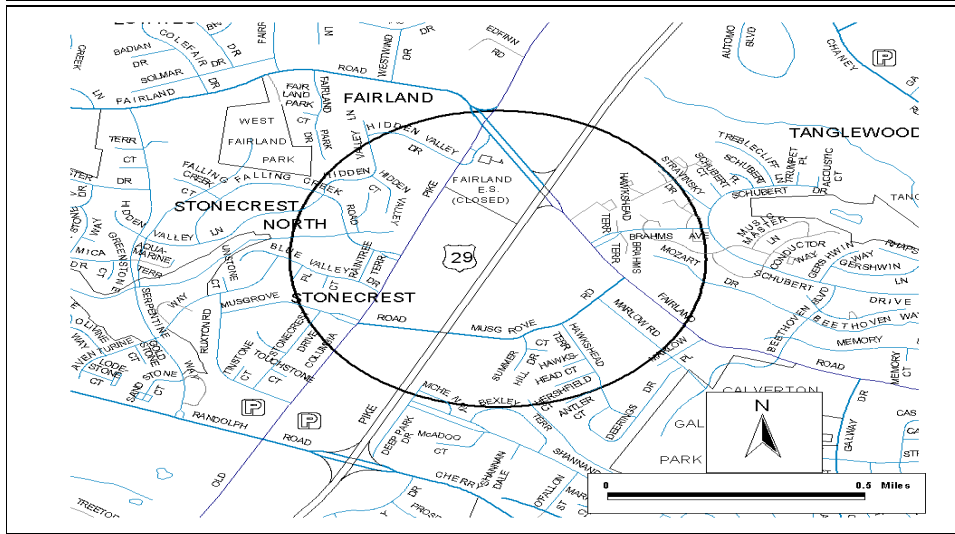
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 229,550

PROJECTED (2030) - 325,650

OPERATING COST IMPACT N/A

**PROJECT:** US 29, Columbia Pike**DESCRIPTION:** Construct an interchange at Musgrove/Fairland Road.**JUSTIFICATION:** Rapid development along the US 29 corridor has resulted in rapid traffic growth and congestion.**SMART GROWTH STATUS:**

- | | |
|---|--|
| <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 4,5,6,17)

InterCounty Connector (Line 7)

East/West Intersection Improvement Program (Line 12)

MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Engineering and partial Right-of-way underway. An additional \$4.3 million is needed to complete Right-of-way.**SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP:** None.**Federal Funding By Year of Obligation**

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,108	919	600	996	470	123	0	0	2,189	0
Right-of-way	7,809	100	3,000	4,709	0	0	0	0	7,709	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	10,917	1,019	3,600	5,705	470	123	0	0	9,898	0
Federal-Aid	8,267	721	2,760	4,370	329	87	0	0	7,546	0

FUNCTION :

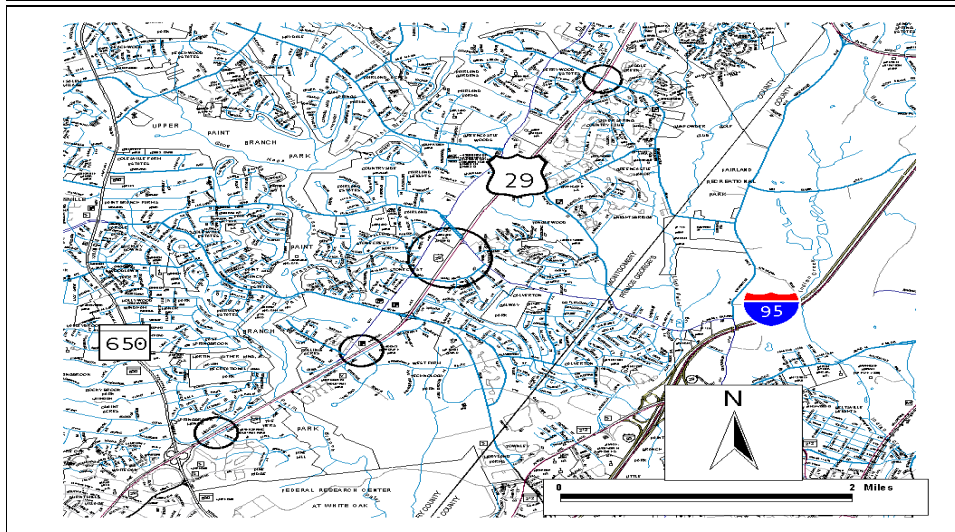
STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary**DAILY TRAFFIC : (USAGE IMPACTS)****CURRENT (2003) -** 57,000**PROJECTED (2030) -** 80,800**OPERATING COST IMPACT** N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 17

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:

- | | |
|---|--|
| <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 4,5,6,16)
InterCounty Connector (Line 7)
East/West Intersection Improvement Program (Line 12)
MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Partial Engineering underway. An additional \$19.4 million is needed to complete Engineering and \$13.4 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2011		
Planning	2,488	2,488	0	0	0	0	0	0	0	0	0
Engineering	6,363	3,586	1,000	1,509	268	0	0	0	0	2,777	0
Right-of-way	596	596	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,447	6,670	1,000	1,509	268	0	0	0	0	2,777	0
Federal-Aid	4,238	2,294	700	1,056	188	0	0	0	0	1,944	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

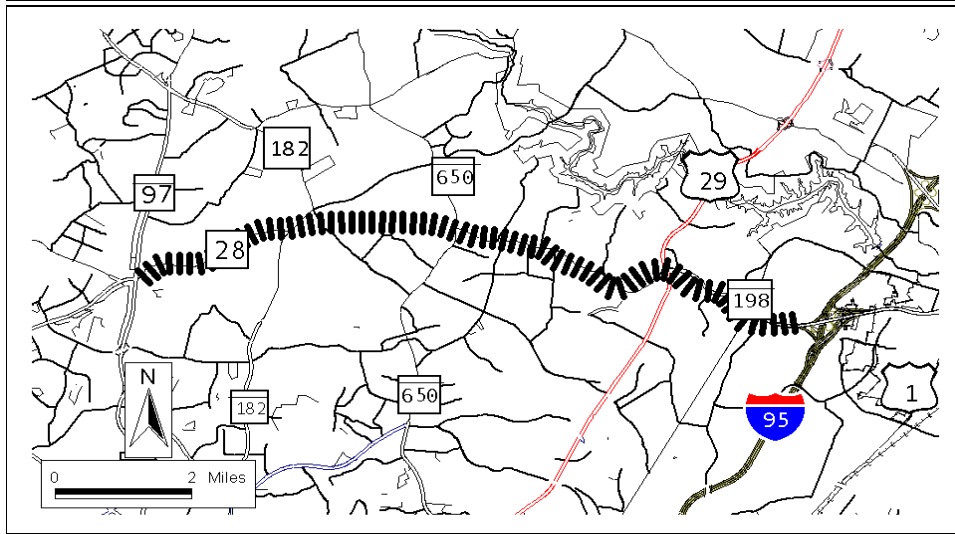
CURRENT (2003) - 58,500

PROJECTED (2030) - 91,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 18

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

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

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 4,5,6,16,17)
 InterCounty Connector (Line 7)
 East/West Intersection Improvement Program (Line 12)
 MD 97/MD 28 Interchange (Line 20)
 I-95/Contee Road Interchange (Prince George's County - Line 13)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Prince George's County - Line 26)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	3,318	2,581	509	228	0	0	0	0	0	737	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	0	110	0	0	0	0	0	0	110	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,428	2,581	619	228	0	0	0	0	0	847	0
Federal-Aid	2,323	1,807	356	160	0	0	0	0	0	516	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

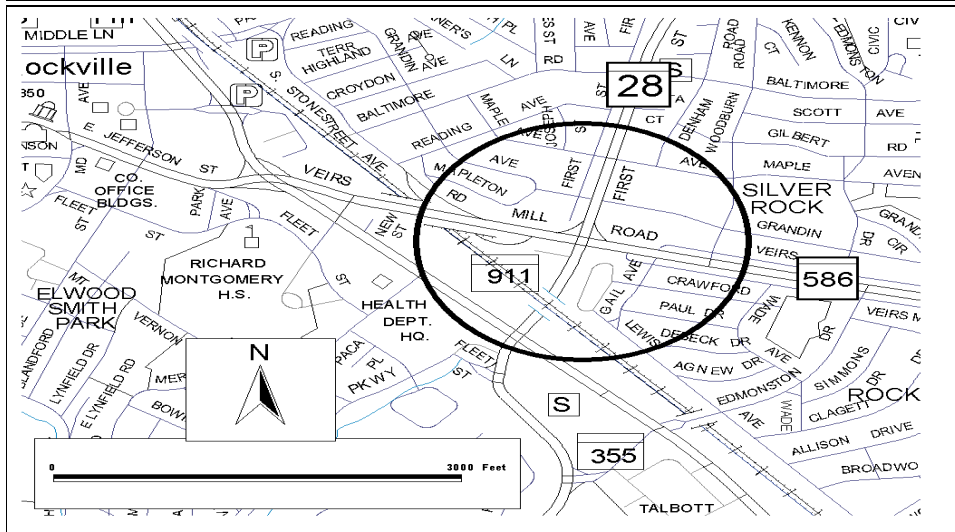
CURRENT (2003) - 16,600 - 32,950 (MD 28)
17,500 - 64,950 (MD 198)

PROJECTED (2030) - 30,500 - 72,150 (MD 28)
23,200 - 76,000 (MD 198)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 19

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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 7)
East/West Intersection Improvement Program (Line 12)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,703	943	460	300	0	0	0	0	760	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	1,703	943	460	300	0	0	0	0	760	0	
Federal-Aid	1,144	850	294	0	0	0	0	0	294	0	

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

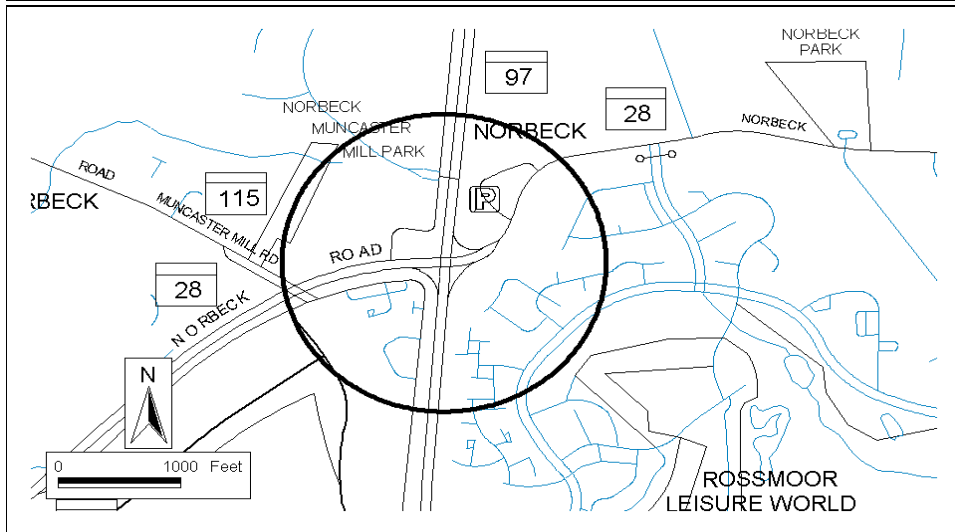
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 37,000

PROJECTED (2030) - 49,600

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 7)
 MD 115, MD 28 to MD 124 (Line 9)
 East/West Intersection Improvement Program (Line 12)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost decrease of \$1.5 million is due to a cost estimate reevaluation.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2011		
Planning	1,953	1,953	0	0	0	0	0	0	0	0	0
Engineering	2,083	462	280	1,141	200	0	0	0	0	1,621	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,036	2,415	280	1,141	200	0	0	0	0	1,621	0
Federal-Aid	2,825	1,691	196	799	139	0	0	0	0	1,134	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

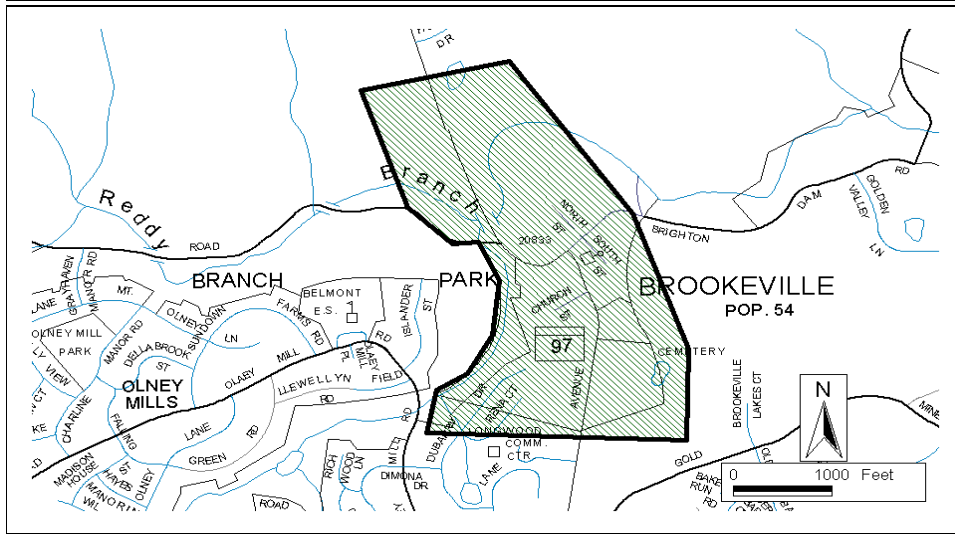
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 40,500

PROJECTED (2030) - 78,400

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:

Bordly Drive (P-23), MD 97 to Brighton Dam Road (Montgomery County)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	2,172	1,983	189	0	0	0	0	0	0	189	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,172	1,983	189	0	0	0	0	0	0	189	0
Federal-Aid	1,520	1,388	132	0	0	0	0	0	0	132	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

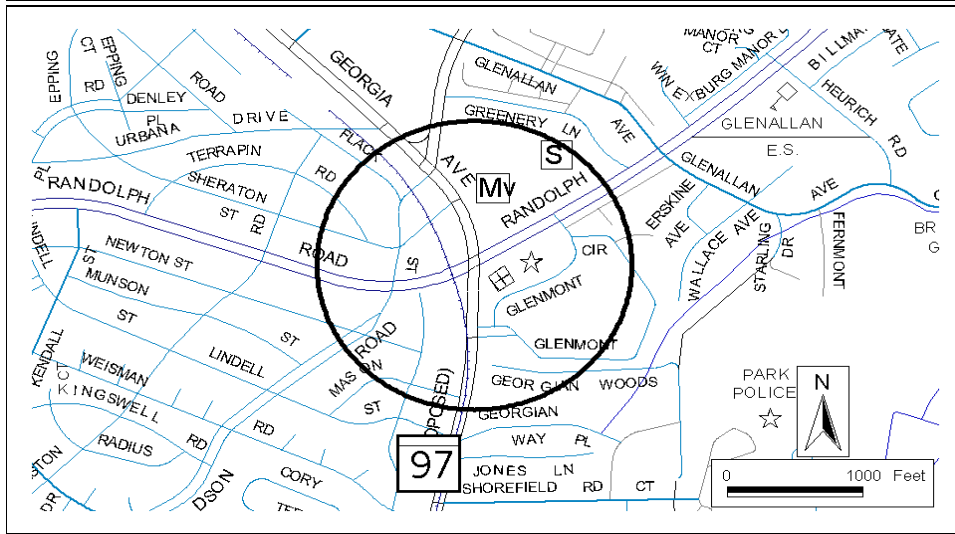
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 17,450

PROJECTED (2030) - 35,450

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 7)
East/West Intersection Improvement Program (Line 12)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 \$11.3 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost decrease of \$1.9 million is due to a cost estimate reevaluation.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,059	1,059	0	0	0	0	0	0	0	0	0
Engineering	2,700	765	943	992	0	0	0	0	1,935	0	0
Right-of-way	3,000	18	2,632	350	0	0	0	0	2,982	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,759	1,842	3,575	1,342	0	0	0	0	4,917	0	0
Federal-Aid	2,631	1,277	660	694	0	0	0	0	1,354	0	0

FUNCTION :

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

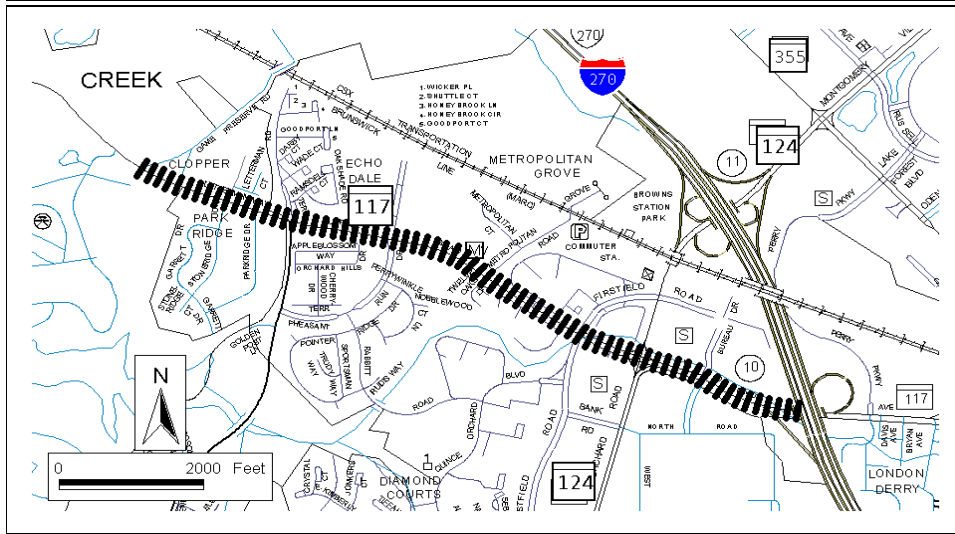
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 49,500

PROJECTED (2030) - 55,300

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, at MD 117 (Line 2)
 East/West Intersection Improvement Program (Line 12)
 I-270/Watkins Mill Road Extended Interchange (Line 14)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006					SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,029	1,029	0	0	0	0	0	0	0	0
Engineering	4,056	737	1,675	1,044	600	0	0	0	3,319	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	5,085	1,766	1,675	1,044	600	0	0	0	3,319	0
Federal-Aid	720	720	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

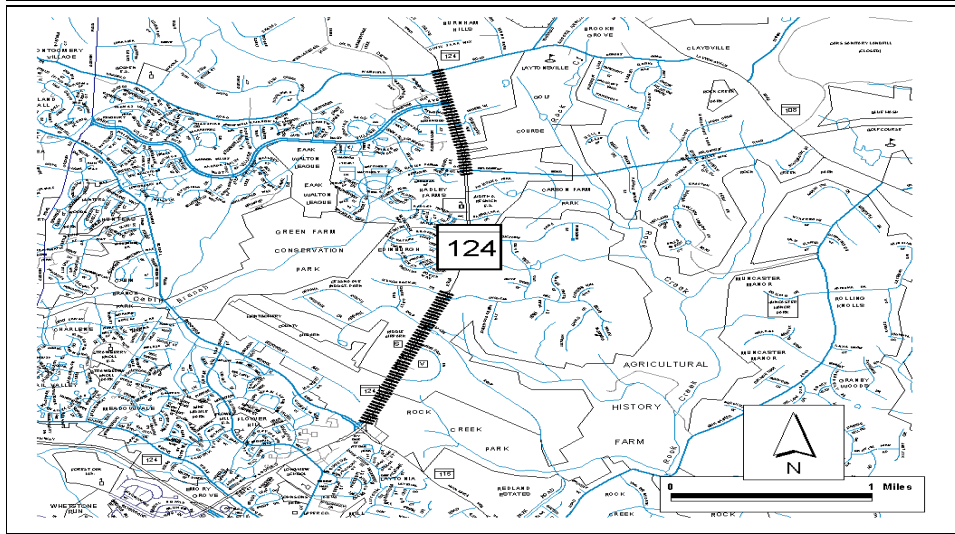
CURRENT (2003) - 44,750

PROJECTED (2030) - 55,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 24

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 7)
 MD 124, Airpark Road to Fieldcrest Road (Line 10)
 East/West Intersection Improvement Program (Line 12)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The improvements from Airpark Road to Fieldcrest Road were moved to the Construction Program (Line 9) as a breakout project.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	2,096	2,096	0	0	0	0	0	0	0	0	0
Engineering	1,589	1	352	643	593	0	0	0	1,588	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	3,685	2,097	352	643	593	0	0	0	1,588	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

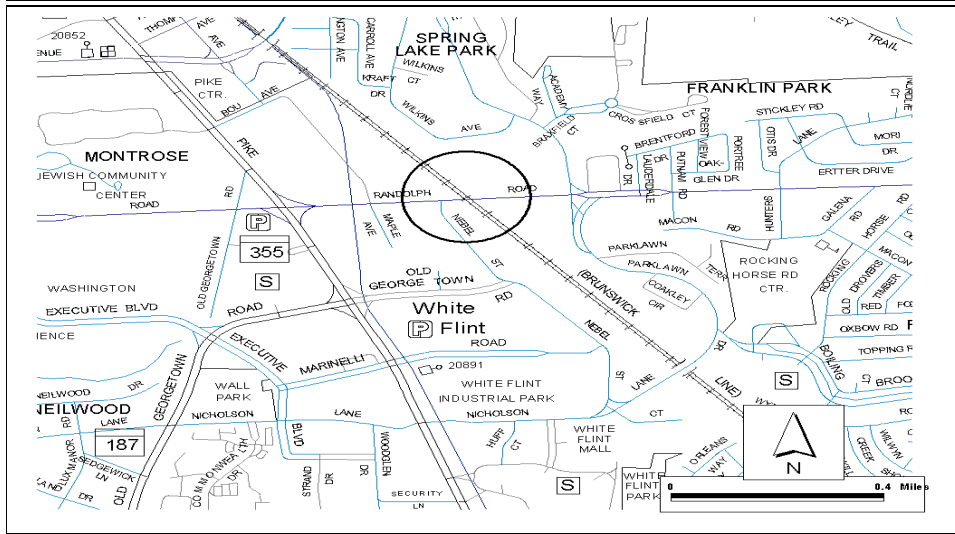
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 29,850

PROJECTED (2030) - 64,950

OPERATING COST IMPACT N/A



PROJECT: MD 355, Rockville Pike

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

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

SMART GROWTH STATUS:

- | | |
|---|---|
| <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 7)
 MD 355, Interchange at Randolph Road/Montrose Parkway (Line 11)
 East/West Intersection Improvement Program (Line 12)
 Montrose Parkway (Montgomery County Project)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The improvement from Old Georgetown Road to Maple/Chapman Road was moved to the Construction Program (Line 10) as a breakout project.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,802	1,802	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,802	1,802	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 78,700

PROJECTED (2030) - 103,800

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 189	Falls Road; MD 190 to north of Glenolden Drive; resurface	345	Completed
2	I 270	Eisenhower Memorial Highway; south of I 270 Y Split to MD 189 (Falls Road); resurface	6,028	Completed
3	I 495	Capital Beltway; US 29 (Colesville Road) to MD 650 (New Hampshire Avenue); resurface	5,400	Completed
<u>Safety/Spot Improvement</u>				
4	MD 119	Great Seneca Highway; at MD 124; relocate eastbound MD 124 left turn bay, widen and restripe westbound MD 124 and add right turn lane	398	Completed
<u>Noise Barriers</u>				
5	I 495	Capital Beltway; Rock Creek Bridge to east of the Linden Road overpass; noise barrier (Forest Glen Park)	2,314	Completed
<u>C.H.A.R.T. Projects</u>				
6	I 270	Eisenhower Memorial Highway; (Phase 2) - I 495 to I 70 and I 495 - I 95 to American Legion Bridge; install closed circuit television cameras, variable message signs, speed detectors and roadway weather information systems for advanced traffic management	933	Completed
<u>Sidewalks</u>				
7	MD 193	University Boulevard; Drumm Avenue to Dennis Avenue; retrofit sidewalks	123	Completed
8	MD 586	Veirs Mill Road; College View Drive to MD 193; retrofit sidewalks	18	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
9	MD 27	Ridge Road; Damascus High School to MD 80; resurface	1,474	Under construction
10	MD 28	Dickerson Road/Darnestown Road; Frederick County Line to MD 107; resurface	4,052	FY 2005
11	US 29	Colesville Road; MD 97 (Georgia Avenue) to 800 feet south of I 495; resurface	2,394	Under construction
12	MD 187	Old Georgetown Road; I 495 to Cedar Lane; resurface	2,059	FY 2005
13	MD 187	Old Georgetown Road; I 495 to Rock Spring Drive and Tuckerman Lane to MD 355; resurface	2,771	FY 2005
14	MD 188	Wilson Lane; MD 190 to Moorland Lane; resurface	2,671	Completed
15	MD 190	River Road; MD 112 (Seneca Road) to Piney Meetinghouse Road; resurface	2,396	Under construction
16	MD 193	University Boulevard; I-495 to MD 320; safety and resurface	1,535	FY 2005
17	MD 320	Piney Branch Road; MD 193 to MD 650; resurface	1,191	Under construction
18	MD 355	Rockville Pike; 725 feet north of MD 547 to Nicholson Lane; resurface	888	Under construction
19	I 495	Capital Beltway; MD 97 (Georgia Avenue) to I 270 West Spur; resurface	9,557	Under construction
20	MD 586	Veirs Mill Road; 1250 feet north of Randolph Road to Parkland Cemetery entrance; resurface	864	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
21	US 29	Colesville Road; at Bridge 15135 over I 495; bridge rehabilitation	3,492	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
22	I 495	Capital Beltway; Ramp K over Cabin John Parkway and Bridge 15110 on MD 190 over I 495; bridge rehabilitation (Revenue Increase Project)	7,493	FY 2005
<u>Safety/Spot Improvement</u>				
23		Various locations along I 495 and I 95 in Montgomery and Prince George's Counties; guard rail	589	Completed
24	MD 28	Norbeck Road; at Wintergate Drive; intersection improvements (Funded for preliminary engineering only)	185	FY 2005
25	US 29	Various locations throughout Montgomery County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	134	FY 2005
26	US 29	Columbia Pike; MD 193 to Prelude Drive; pedestrian safety improvements (Note: The cost shown represents SHA share of project cost.)	850	FY 2005
27	MD 97	Georgia Avenue; at Arcola Avenue; extend southbound left turn lane (Revenue Increase Project)	281	FY 2005
28	MD 108	Sandy Spring Road; at Brooke Road; intersection improvements (Funded for concept development only)	20	FY 2005
29	MD 115	Muncaster Mill Road; Sweetbirch Drive to MD 28; drainage improvements	1,581	FY 2006
30	MD 115	Muncaster Mill Road; at Emory Lane; intersection improvements (Funded for preliminary engineering only)	71	FY 2005
31	MD 117	Barnesville Road; at Slidell Road; correct over-vertical to improve sight distance (Funded for concept development only)	20	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
32	MD 119	Great Seneca Highway; at Middlebrook Road; reconstruct Middlebrook Road median to extend westbound left turn lane (Funded for concept development only)	100	FY 2005
33	MD 124	Mid-County Highway; at Goshen Road; widen to provide second eastbound left turn lane (Funded for concept development only)	32	FY 2005
34	MD 185	Connecticut Avenue; at Armory Avenue; install permanent median (Revenue Increase Project)	166	FY 2005
35	MD 193	University Boulevard; at I 495; geometric improvements (Funded for concept development only)	20	FY 2005
36	MD 198	Spencerville Road; at MD 650; extend southbound left turn lane (Funded for preliminary engineering only)	50	PE Underway
37	MD 198	Spencerville Road; at Good Hope Road; install permanent median (Funded for preliminary engineering only)	100	PE Underway
38	MD 198	Spencerville Road; at Kruhm Road; install permanent median (Funded for preliminary engineering only)	100	PE Underway
39	I 270	Eisenhower Memorial Highway; at MD 124; interchange lighting	30	FY 2005
40	I 270	Eisenhower Memorial Highway; at Middlebrook Road; widen and resurface southbound ramp	325	FY 2005
41	I 270/270Y	Eisenhower Memorial Highway; various locations throughout Montgomery County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	19	FY 2005
42	MD 410	Montgomery Avenue; Pearl Street to Chelton Avenue; geometric improvements (Funded for concept development only)	24	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
43	I 495	Capital Beltway; at MD 650; interchange lighting	1,300	FY 2006
44	I 495	Capital Beltway; at MD 190; interchange lighting	1,050	FY 2005
45	I 495	Capital Beltway; along the Inner Loop, adjacent to Thomas Branch; rehabilitate existing retaining wall	1,258	FY 2005
46	I 495	Capital Beltway; at MD 190; lighting	1,509	FY 2005
47	MD 614	Goldsboro Road; at Radnor Road; intersection improvements (Funded for concept development only)	20	FY 2005
48	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) (Funded for preliminary engineering only) (Note: Project also shown in Prince George's County.)	1,050	PE Underway
<u>Community Safety and Enhancements</u>				
49	MD 195	Carroll Avenue; Garland Avenue to MD 193; streetscape	3,741	Under construction
50	MD 547	Strathmore Avenue; (Phase I) Kenilworth Avenue to Weymouth Street in Garrett Park; urban street reconstruct.	4,292	Under construction
<u>Noise Barriers</u>				
51	MD 28	Darnestown Road; Muddy Branch Road to 1000 feet east of Muddy Branch Road; noise barrier	454	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Environmental Preservation</u>				
52	MD 97	Georgia Avenue; I 495 to MD 586; landscape	131	FY 2005
53	I 270	Eisenhower Memorial Highway; at I 370 Interchange; landscape	454	FY 2005
54	I 270	Eisenhower Memorial Highway; at MD 118 Interchange; landscape	145	FY 2005
55	I 270	Eisenhower Memorial Highway; at MD 121 Interchange; landscape	84	FY 2005
56	I 495	Capital Beltway; at MD 97 Interchange; landscape	65	FY 2005
<u>Sidewalks</u>				
57	US 29	Colesville Road; Franklin Avenue to Sligo Creek Parkway; retrofit sidewalks and ADA ramps	15	FY 2005
58	MD 97	Georgia Avenue; Brookeville Road to Longwood Park; retrofit sidewalks and drainage improvements	100	FY 2006
59	MD 190	River Road; Seven Locks Road to Rising Ridge Way; retrofit sidewalks and ADA ramps	25	FY 2005
60	MD 547	Strathmore Avenue; Stillwater Avenue to MD 355; retrofit sidewalks and ADA ramps	38	FY 2005
<u>Intersection Capacity Improvements</u>				
61	MD 97	Georgia Avenue; at Tilton Drive; construct separate southbound MD 97 left turn lane	123	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

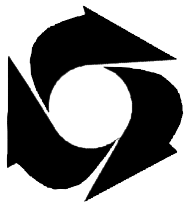
STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
62		Rock Creek Hiker-Biker Trail Bridge - construction of a 1,060 linear feet long by 8 feet wide trail with a 610 feet long by 12 feet wide pedestrian bridge over Viers Mill Road. (Preliminary engineering to start in FY 2005 with construction starting in FY 2007)	2,368	FY 2005
63		Forest Glen Pedestrian Bridge - construction of a pedestrian bridge along the west side of MD 97 (Georgia Avenue) at I-495 (Capital Beltway).	2,878	Underway
64		North Bethesda Trail - construction of 3,500 linear feet of 10-foot wide missing trail segments in North Bethesda, between the I-495 and I-270 trail bridges.	474	FY 2006
65		Rockville Millennium Trail - Phase II - construction of a trail along MD 28 from Gude Drive to MD 586 (Veirs Mill Road).	736	Underway
66		Rockville I 270/MD 28 Bridges and Trail - construction of trail, boardwalk, and four bridges over I 270 and ramps.	3,124	FY 2006
67		Rockville Millennium Trail - Phase III - Construction of a 3,600-feet long, 8-feet wide trail along Wootton Parkway, from West Edmonston Drive to Veirs Mill Road.	678	FY 2006
<u>Landscaping/Scenic Beautification/Mitigation</u>				
68		Chevy Chase Village Landscaping - landscaping along MD 185 from the Maryland State Line to MD 191.	50	FY 2006
69		Rock Creek Watershed Restoration - stream restoration along Sycamore Creek in the Rock Creek watershed.	356	Underway
70		Rock Creek Watershed Restoration - stream restoration along Joseph's Branch in the Rock Creek watershed.	227	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (cont'd)

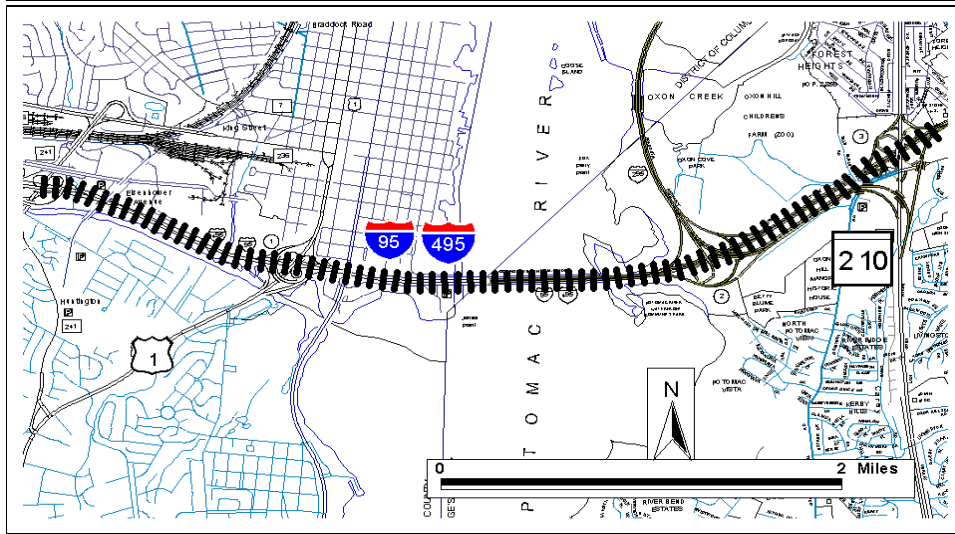
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Landscaping/Scenic Beautification/Mitigation (cont'd)</u>		
71		Rock Creek Watershed Restoration - stream restoration along Turkey Branch in the Rock Creek watershed.	1,020	FY 2006
72		Rock Creek Watershed Restoration - stormwater management at National Institutes of Health in the Rock Creek watershed.	425	FY 2006
		<u>Establishment of Transportation Museums</u>		
73		National Capital Trolley Museum Display Facility - expansion of the National Capital Trolley Museum by constructing a 5,000 square foot display barn on land adjacent to the present facilities in Northwest Branch Park.	250	Underway



Prince George's

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
 MD 210, MD 228 to I-95/I-495 (Line 22)

STATUS: Engineering, Right-of-way and Construction underway. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	51700	59500	0	0	0	WWB

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	101,416	68,692	15,383	9,495	2,521	2,521	2,521	283	32,724	0
Right-of-way	4,565	3,636	929	0	0	0	0	0	929	0
Construction	1,185,221	376,036	150,309	212,734	191,244	151,170	43,158	22,174	770,789	38,396
Total	1,291,202	448,364	166,621	222,229	193,765	153,691	45,679	22,457	804,442	38,396
Federal-Aid	1,172,352	410,134	158,321	204,169	176,838	140,232	34,068	17,856	731,484	30,734

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

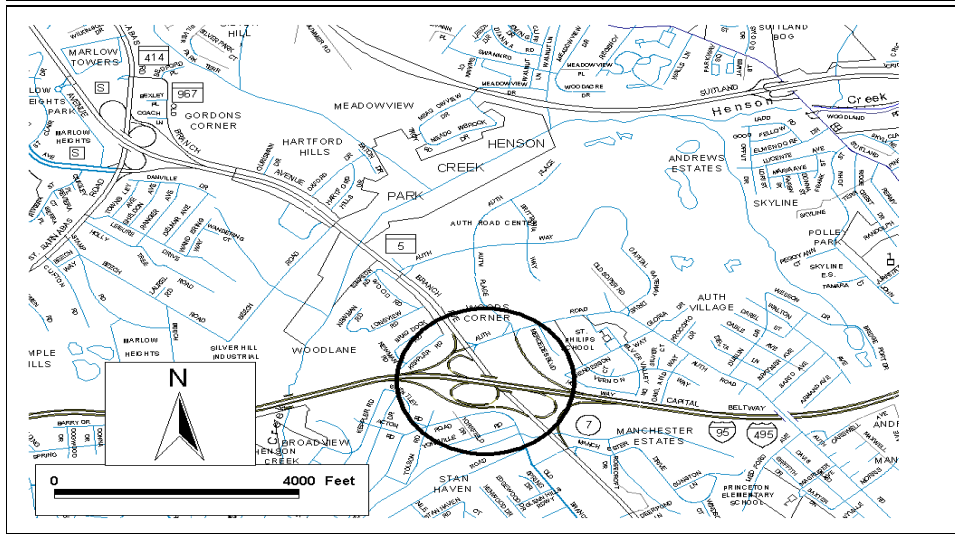
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 209,200

PROJECTED (2030) - 317,000

OPERATING COST IMPACT \$700,000 per year



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

DESCRIPTION: Reconstruct the interchange of MD 5 (Branch Avenue) and I-95/I-495 to improve access to the Branch Avenue Metro Station. Pedestrian/bicycle facilities will be included where appropriate.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	25608	0	0	0	0	IM

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 14) due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	4,758	1,950	1,000	1,808	0	0	0	0	2,808	0	
Right-of-way	13,931	13	8,681	4,800	437	0	0	0	13,918	0	
Construction	32,831	0	0	4,805	11,088	11,715	5,223	0	32,831	0	
Total	51,520	1,963	9,681	11,413	11,525	11,715	5,223	0	49,557	0	
Federal-Aid	28,939	1,365	700	5,014	8,649	9,137	4,074	0	27,574	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

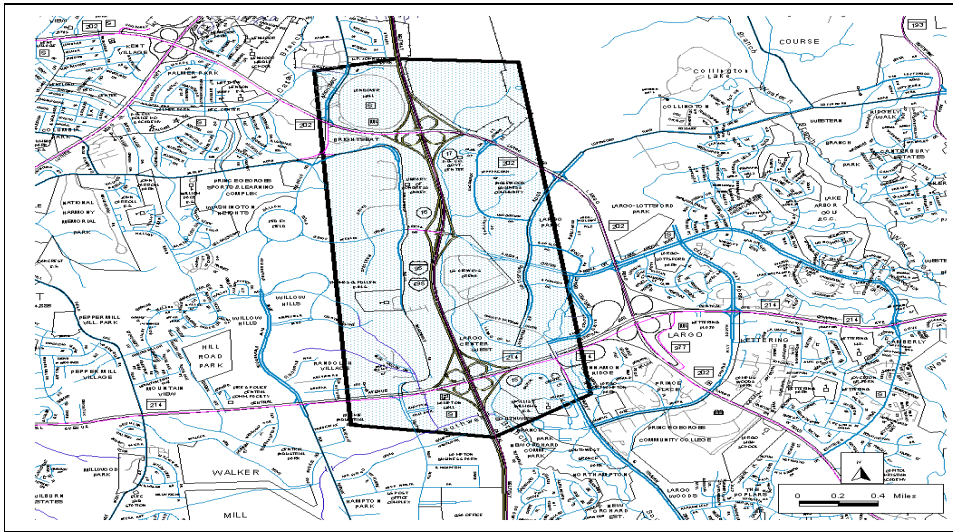
CURRENT (2003) - 162,950 (MD 5)

PROJECTED (2030) - 232,400 (MD 5)

OPERATING COST IMPACT \$42,700 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 3

INTERSTATE CONSTRUCTION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
 MD 202, Brightseat Road to Technology Way (Line 27)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	20766	0	0	IM

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,644	0	400	2,000	244	0	0	0	0	2,644	0
Right-of-way	1,050	0	0	420	630	0	0	0	0	1,050	0
Construction	25,957	0	0	0	3,586	11,980	10,391	0	0	25,957	0
Total	29,651	0	400	2,420	4,460	11,980	10,391	0	0	29,651	0
Federal-Aid	20,766	0	0	0	2,869	9,584	8,313	0	0	20,766	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

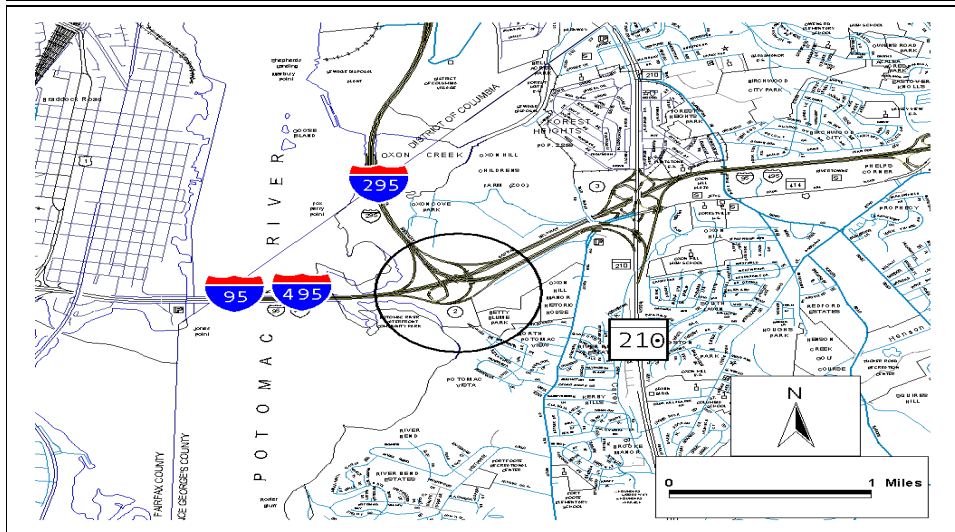
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 191,750

PROJECTED (2030) - 227,300

OPERATING COST IMPACT \$1,500 per year



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

DESCRIPTION: Construct access improvements and MD 414 Extended.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge Improvements (Line 1)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
 MD 210, MD 228 to I-95/I-495 (Line 22)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	0	1,600	1,600	0	0	0	0	0	3,200	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	50,150	6,189	6,647	20,100	14,414	2,800	0	0	0	43,961	0
Total	53,350	6,189	8,247	21,700	14,414	2,800	0	0	0	47,161	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

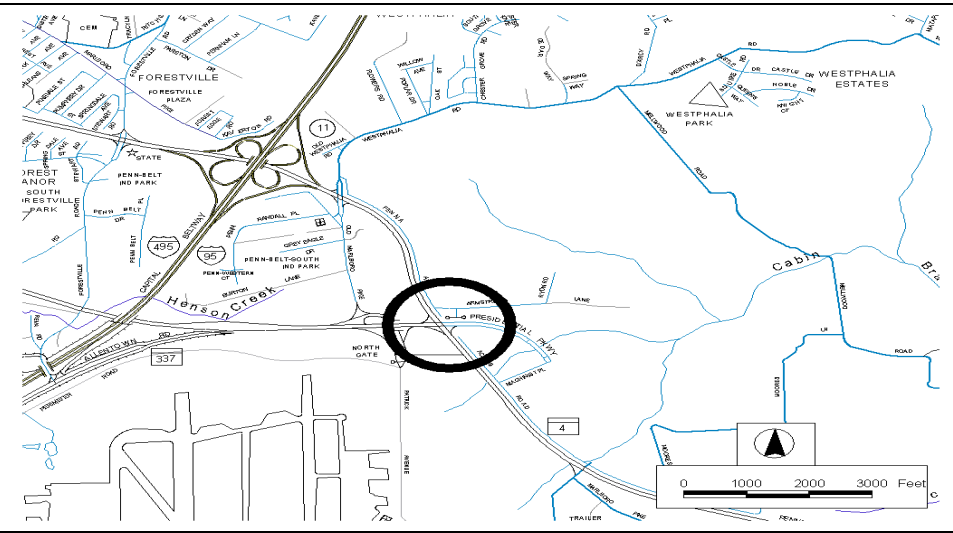
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 209,200

PROJECTED (2030) - 317,000

OPERATING COST IMPACT \$3,900 per year



PROJECT: MD 4, Pennsylvania Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
MD 4, MD 223 to I-95/I-495 (Line 19)

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	0	13226	0	0	0
CO	0	0	47158	0	0

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 19) due to the Revenue Increase and the Federal Consolidated Appropriation Act 2005.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL
					2007	2008	2009	2010	
Planning	0	0	0	0	0	0	0	0	0
Engineering	6,720	37	1,600	2,813	1,770	500	0	0	6,683
Right-of-way	16,532	0	0	5,106	5,112	5,112	1,202	0	16,532
Construction	60,459	0	0	0	0	7,860	29,826	22,773	60,459
Total	83,711	37	1,600	7,919	6,882	13,472	31,028	22,773	83,674
Federal-Aid	60,384	0	0	4,085	4,090	10,220	24,226	17,763	60,384

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

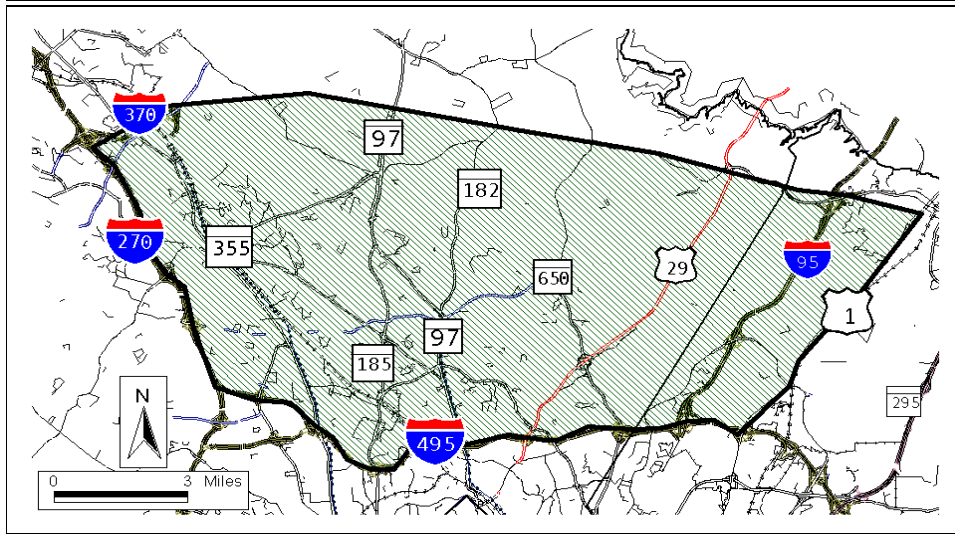
CURRENT (2003) - 73,250

PROJECTED (2030) - 99,350

OPERATING COST IMPACT \$9,600 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 6

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.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

East-West Intersection Improvement Program (Line 12)
 I-95/Contee Road Interchange (Line 13)
 MD 28/MD 198, MD97 to I-95 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)
 Intercounty Connector (MdTA, Line 14)

STATUS: A Draft Environmental Impact Statement has been released. The schedule calls for public hearings in January 2005, a Final Environmental Impact Statement in June 2005, and a Record of Decision in Summer 2005. If a "Build Alternative" is selected, construction would begin in 2006.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004 and 2005.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1300	0	0	0	0	HP
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
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	1,300	0	250	1,050	0	0	0	0	1,300	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,300	0	250	1,050	0	0	0	0	1,300	0	
Federal-Aid	1,300	0	250	1,050	0	0	0	0	1,300	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

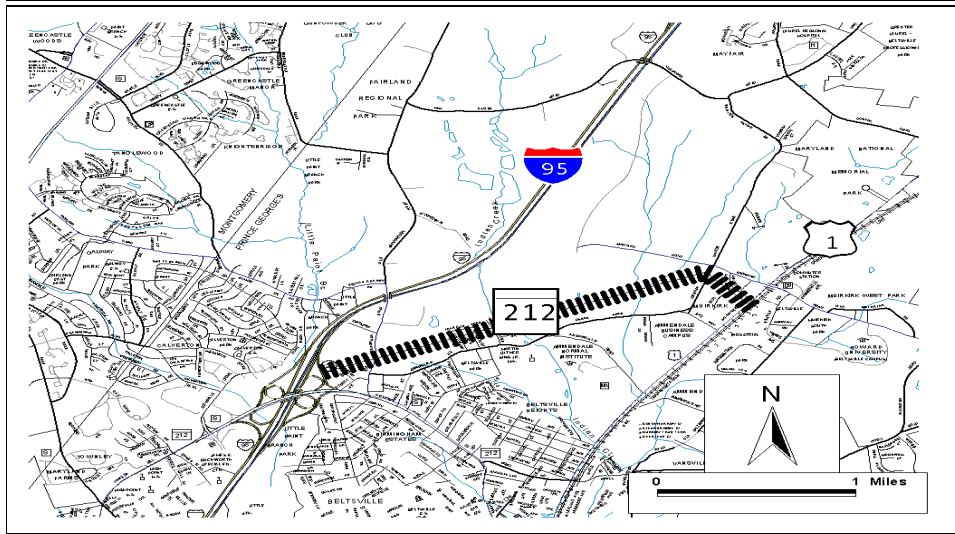
CURRENT (2003) - N/A

PROJECTED (2030) - 80,000 - 124,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 7

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 26)
US 1, College Avenue to Sunnyside Avenue (Line 29)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	156	155	0	0	0	0	0	0	0	0	1
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	7,156	7,155	0	0	0	0	0	0	0	0	1
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)

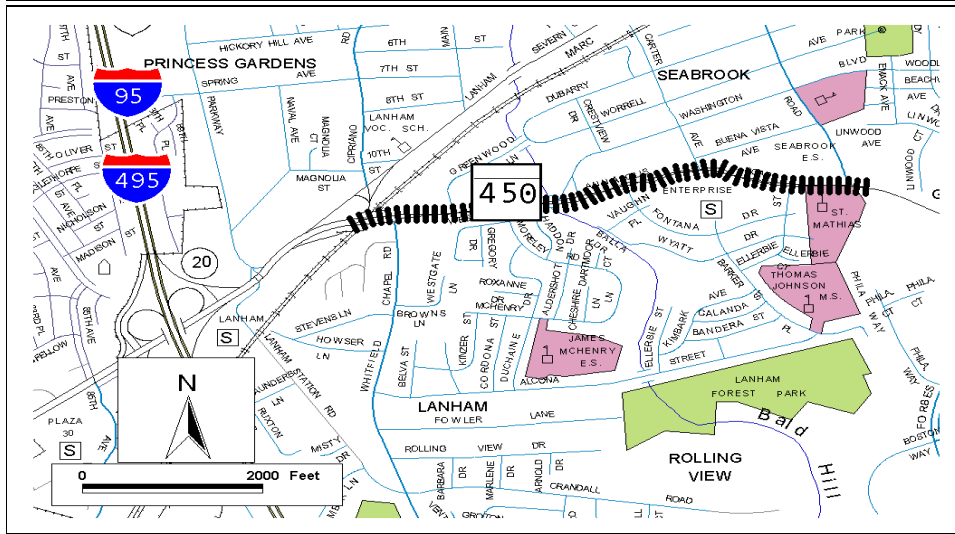
CURRENT (2003) - 32,800

PROJECTED (2030) - 55,350

OPERATING COST IMPACT \$10,000 per year

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 8

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Stoneybrook Drive (Line 9)
 MD 450, Stoneybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	1,334	1,334	0	0	0	0	0	0	0	0	0
Engineering	1,085	1,085	0	0	0	0	0	0	0	0	0
Right-of-way	4,544	3,726	658	160	0	0	0	0	0	818	0
Construction	8,224	3,753	4,018	453	0	0	0	0	0	4,471	0
Total	15,187	9,898	4,676	613	0	0	0	0	0	5,289	0
Federal-Aid	9,627	5,617	3,509	501	0	0	0	0	0	4,010	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

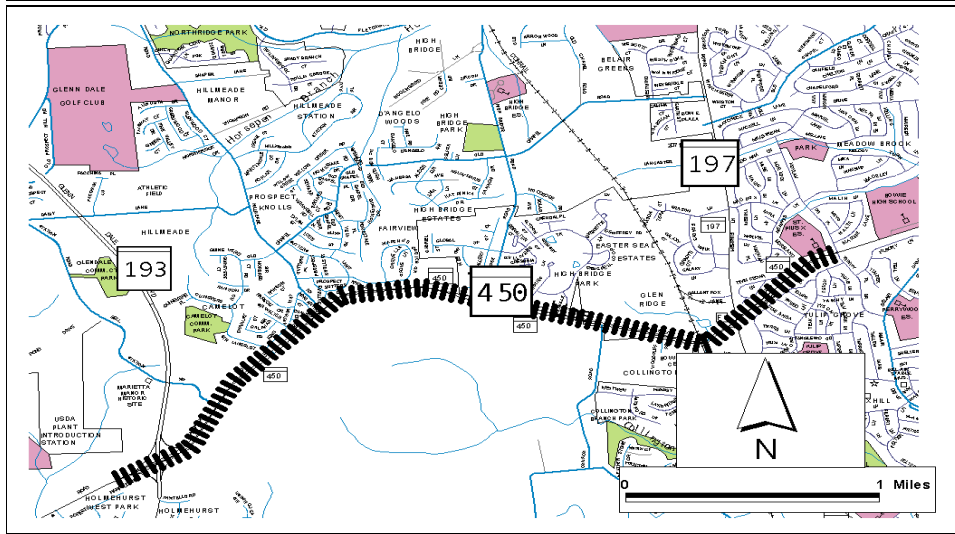
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 27,800

PROJECTED (2030) - 43,800

OPERATING COST IMPACT \$5,000 per year



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, Whitfield Chapel Road to Seabrook Road (Line 8)

MD 450, Bridge over CSX Railroad (Line 10)

MD 450, Stonybrook Drive to west of MD 3 (Line 28)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Construction for the segment from MD 193 to Bell Station Road is being funded by a developer. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$1.7 million is due to the need to provide a new access road and additional utility work.

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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	17	17	0	0	0	0	0	0	0	0	0
Right-of-way	11,246	5,792	5,354	100	0	0	0	0	0	5,454	0
Construction	25,937	17,405	8,486	46	0	0	0	0	0	8,532	0
Total	37,200	23,214	13,840	146	0	0	0	0	0	13,986	0
Federal-Aid	26,430	16,064	10,288	78	0	0	0	0	0	10,366	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

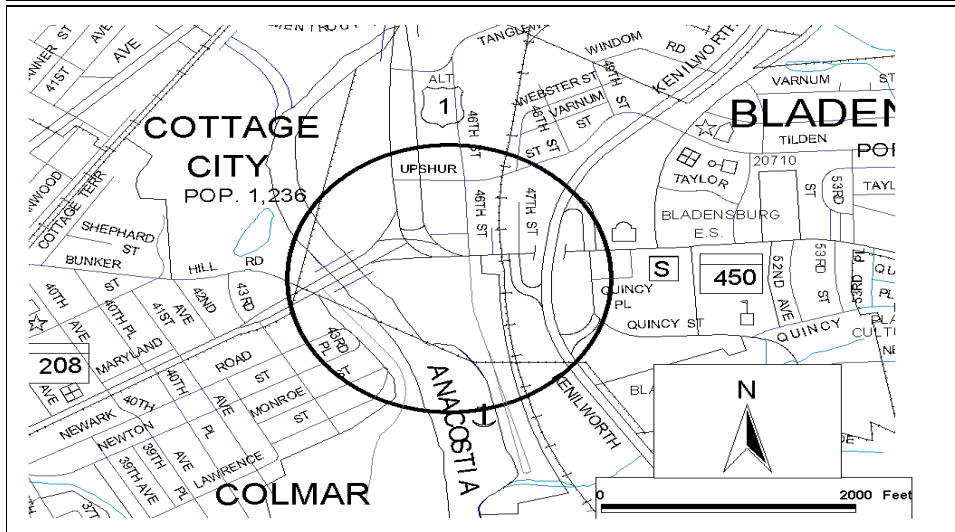
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 25,425

PROJECTED (2030) - 52,600

OPERATING COST IMPACT \$2,000 per year



PROJECT: MD 450, Annapolis Road

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

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:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: The cost increase of \$12.3 million is due to increased costs associated with improvements for CSX.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	569	569	0	0	0	0	0	0	0	0
Engineering	3,240	2,840	400	0	0	0	0	0	400	0
Right-of-way	10,575	2,095	2,301	2,399	2,570	863	347	0	8,480	0
Construction	54,148	0	7,186	13,975	15,226	11,334	6,427	0	54,148	0
Total	68,532	5,504	9,887	16,374	17,796	12,197	6,774	0	63,028	0
Federal-Aid	58,922	3,363	7,769	14,727	16,006	10,968	6,089	0	55,559	0

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

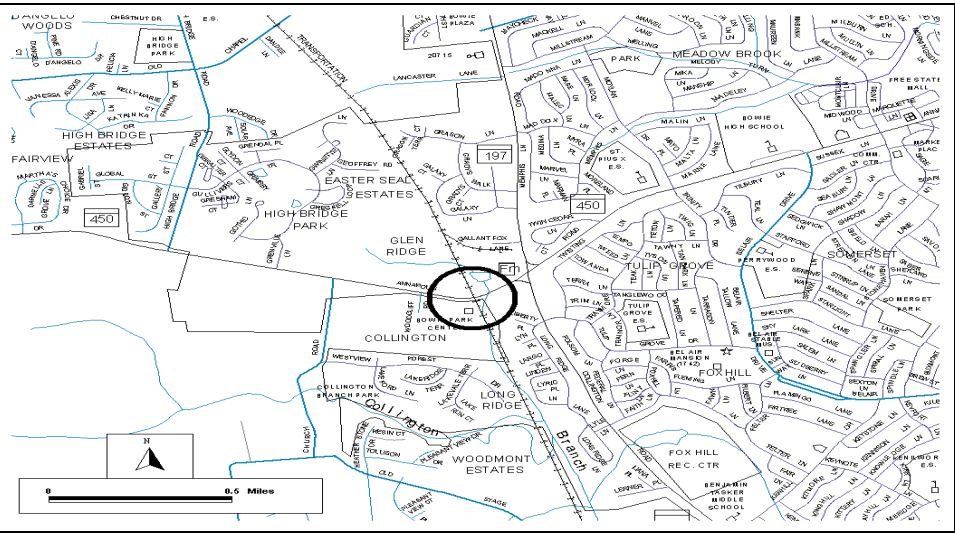
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 57,175

PROJECTED (2030) - 95,400

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Stonybrook Drive (Line 9)

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	0	0	0	0	0
RW	720	0	0	0	0
CO	2506	0	0	0	0

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2007	2008	2009	2010	2011	0	0
Engineering	315	232	83	0	0	0	0	0	0	83	0
Right-of-way	817	0	127	218	218	218	36	0	0	817	0
Construction	3,432	0	0	2,157	1,275	0	0	0	0	3,432	0
Total	4,564	232	210	2,375	1,493	218	36	0	0	4,332	0
Federal-Aid	3,464	176	174	1,767	1,123	192	32	0	0	3,288	0

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

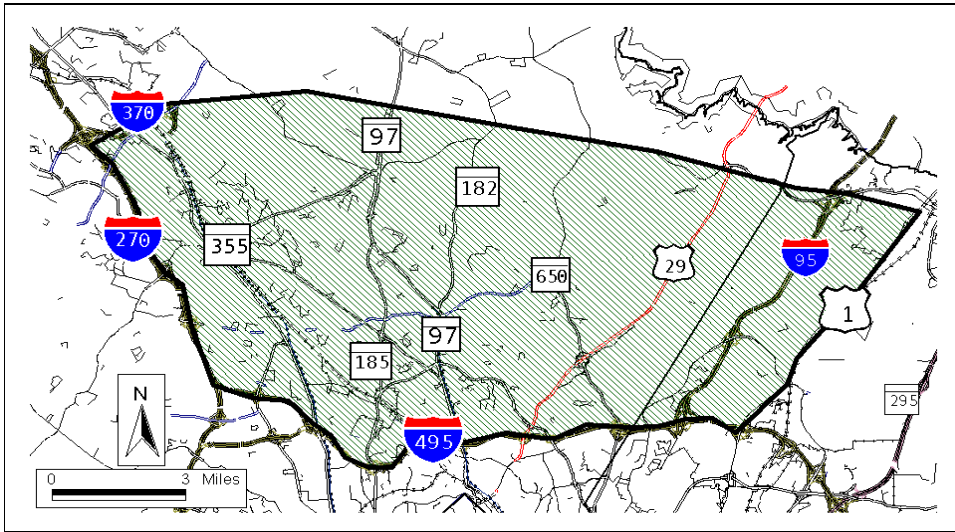
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 25,125

PROJECTED (2030) - 69,000

OPERATING COST IMPACT N/A



PROJECT: East-West Intersection Improvement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 6)
 I-95, Contee Road Interchange (Line 13)
 MD 28/MD 198, MD 97 to I-95 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: All the intersection improvements have been programmed and the cost has decreased \$7.2 million.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	999	999	0	0	0	0	0	0	0	0	0
Engineering	13,218	13,157	61	0	0	0	0	0	0	61	0
Right-of-way	12,155	5,961	4,834	1,030	330	0	0	0	0	6,194	0
Construction	44,171	29,318	10,203	4,477	173	0	0	0	0	14,853	0
Total	70,543	49,435	15,098	5,507	503	0	0	0	0	21,108	0
Federal-Aid	45,010	29,476	11,129	4,017	388	0	0	0	0	15,534	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

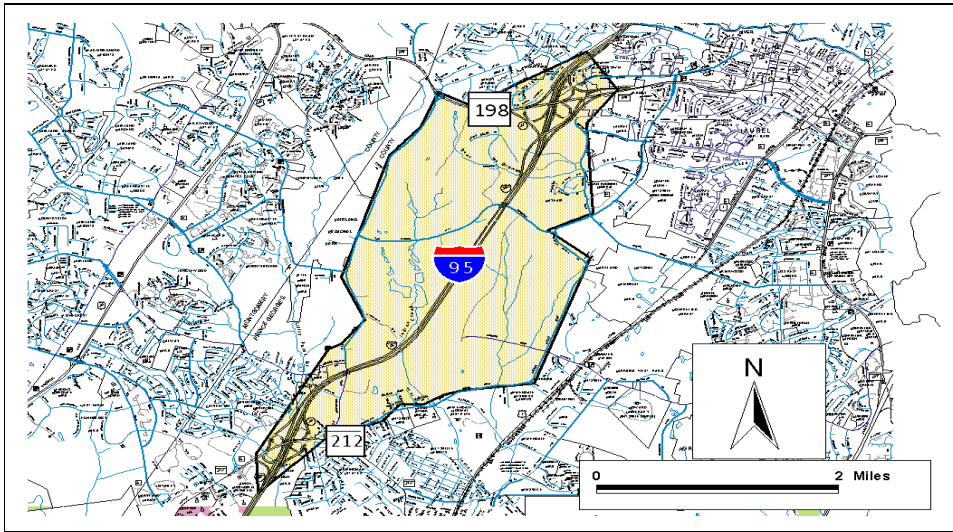
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - N/A

PROJECTED (2030) - 66,000 - 88,000

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 6)
 East/West Intersection Improvement Program (Line 12)
 MD 28/MD 198, MD 97 to I-97 (Line 25)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

STATUS: Project Planning and partial Engineering underway. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$11.2 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	2,329	1,923	406	0	0	0	0	0	0	406	0
Engineering	4,060	227	1,000	1,750	1,083	0	0	0	0	3,833	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	6,389	2,150	1,406	1,750	1,083	0	0	0	0	4,239	0
Federal-Aid	4,472	1,505	984	1,225	758	0	0	0	0	2,967	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

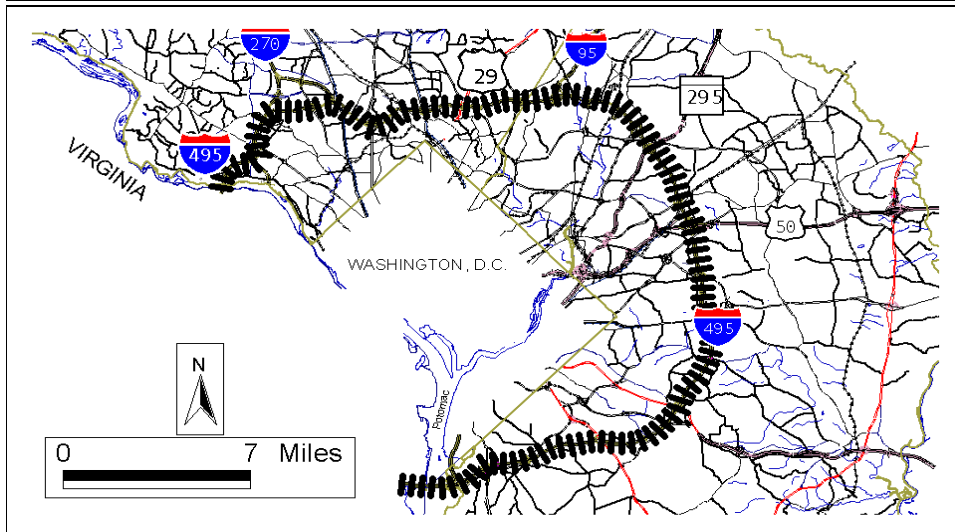
CURRENT (2003) - 176,825

PROJECTED (2030) - 232,400

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 14

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 (42.20 miles).

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-95/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
 I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
 MD 4, Interchange at Suitland Parkway (Line 5)
 I-95/I-495, Branch Avenue Metro Access (Line 15)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$8.8 million is due to additional funding to study managed lanes on I-495.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	14,980	6,115	3,978	3,638	1,249	0	0	0	8,865	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	6,115	3,978	3,638	1,249	0	0	0	8,865	0
Federal-Aid	9,602	4,281	2,275	2,275	771	0	0	0	5,321	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

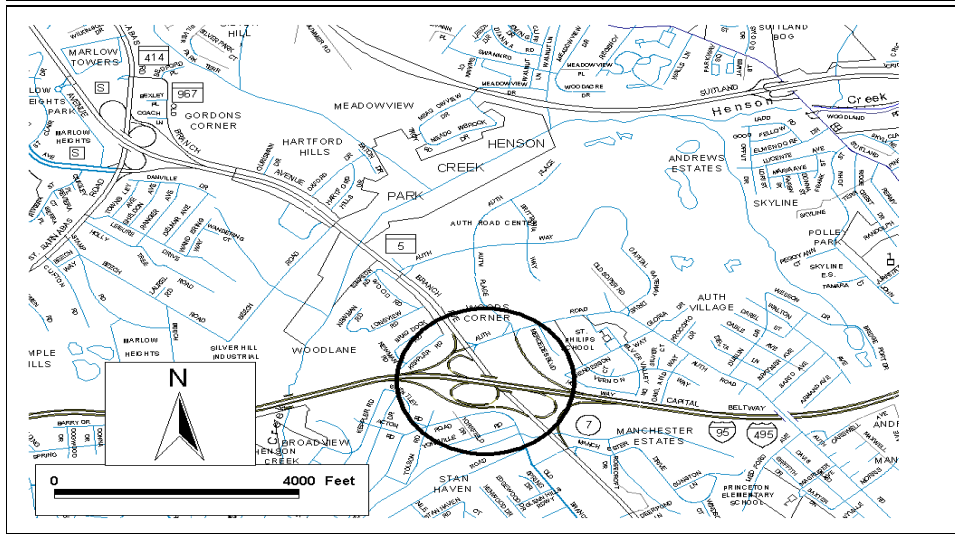
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 229,550

PROJECTED (2030) - 325,650

OPERATING COST IMPACT N/A



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

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Road. Phase 2 is not funded for Construction in the current program. Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this study is to develop 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 Avenue Metro Access - Phase 1 (Line 2)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The MD 5 interchange at I-95/I-495 was moved to the Construction Program (Line 2) as a breakout project.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	2960	0	0	0	IM
RW	0	3037	0	0	0	IM
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	777	777	0	0	0	0	0	0	0	0	0
Engineering	3,834	134	240	1,230	1,230	1,000	0	0	3,700	0	0
Right-of-way	3,796	0	10	10	100	1,819	1,857	0	3,796	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,407	911	250	1,240	1,330	2,819	1,857	0	7,496	0	0
Federal-Aid	6,091	94	200	992	1,064	2,255	1,486	0	5,997	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

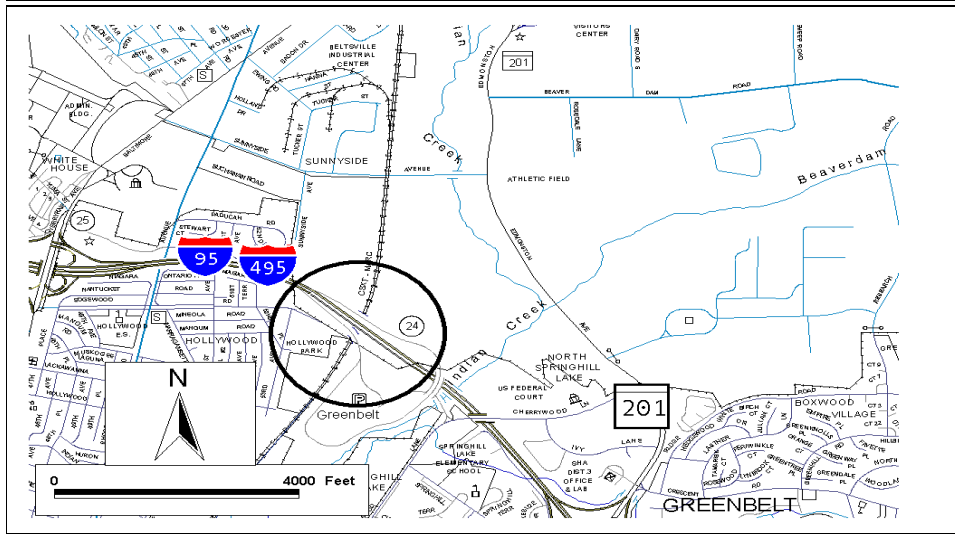
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 162,950 (MD 5)

PROJECTED (2030) - 232,400 (MD 5)

OPERATING COST IMPACT N/A



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning and partial Engineering underway. An additional \$0.3 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,530	1,319	211	0	0	0	0	0	0	211	0
Engineering	6,241	0	600	2,785	2,127	729	0	0	0	6,241	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,771	1,319	811	2,785	2,127	729	0	0	0	6,452	0
Federal-Aid	1,071	923	148	0	0	0	0	0	0	148	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

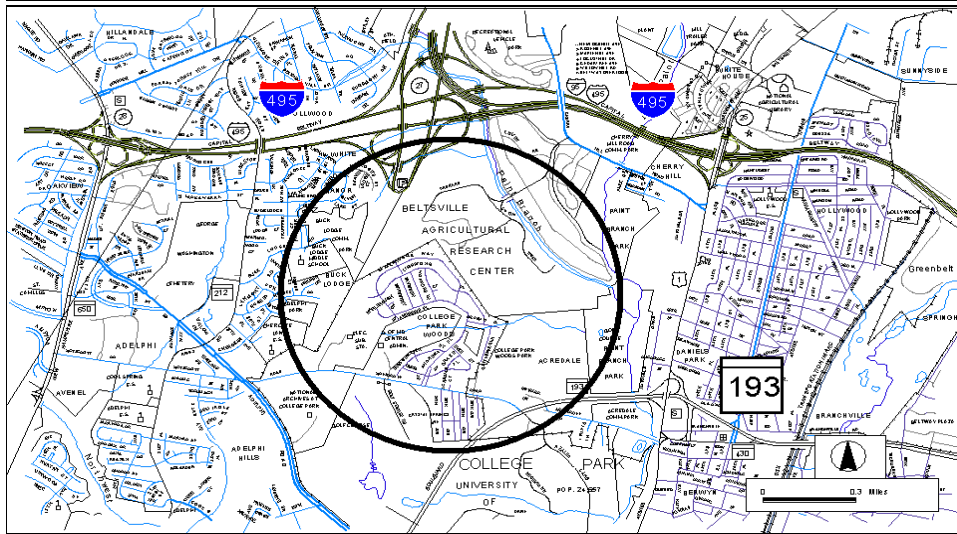
CURRENT (2003) - 247,450

PROJECTED (2030) - 318,300

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 17

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

DESCRIPTION: Study to provide improved access between the I-95/I-495 interchange and the University of Maryland campus in College Park (0.5 miles).

JUSTIFICATION: This project would provide an alternative means of access to the University of Maryland, College Park campus, thus enabling commuters to avoid congestion on area roadways.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (Line 29)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. MDOT will be coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	1,000	49	530	421	0	0	0	0	0	951	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	49	530	421	0	0	0	0	0	951	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)

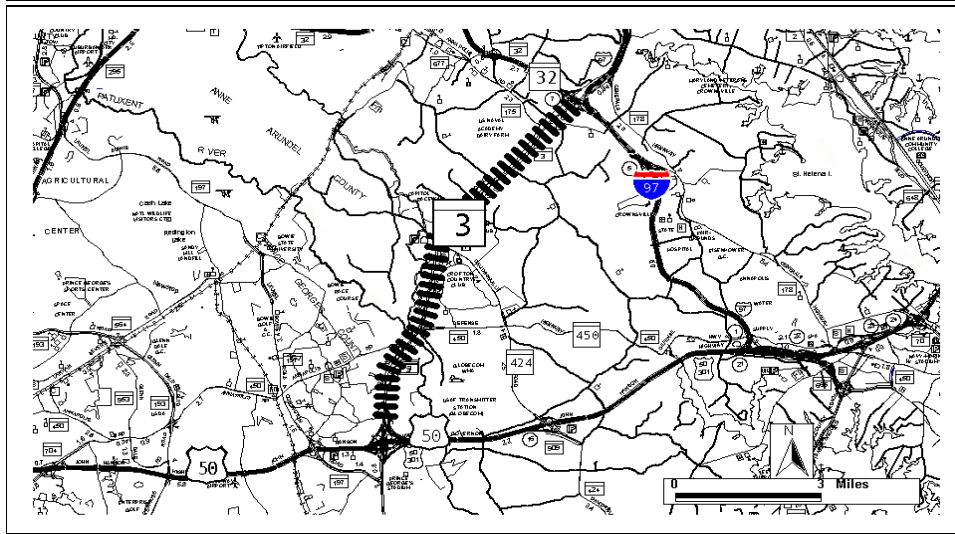
CURRENT (2003) - N/A

PROJECTED (2030) - To Be Determined

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 18

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 3, Robert Crain Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 23)
 US 301, North of Mount Oak Road to US 50 (Line 24)
 MD 450, Stonybrook Drive to west of MD 3 (Line 28)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2011		
Planning	2,682	2,177	455	50	0	0	0	0	0	505	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,682	2,177	455	50	0	0	0	0	0	505	0
Federal-Aid	1,842	1,590	252	0	0	0	0	0	0	252	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

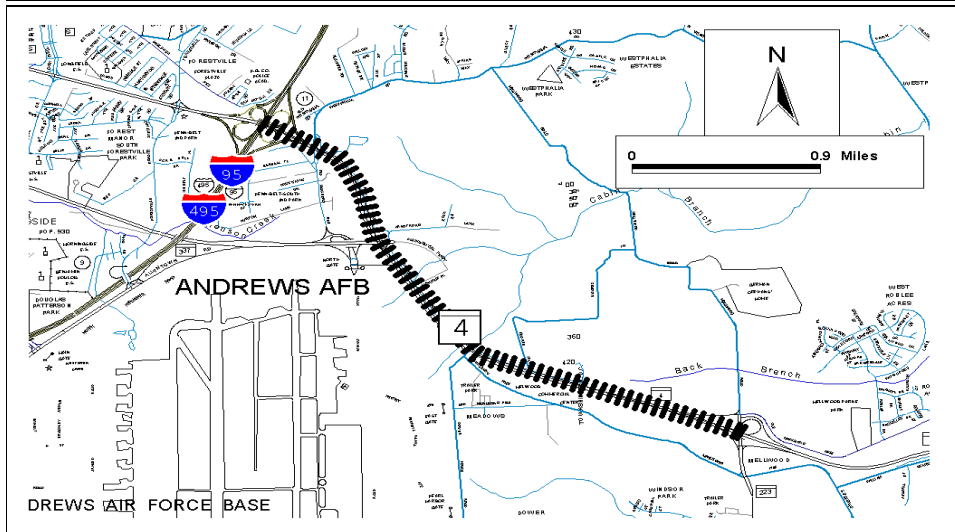
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 67,700

PROJECTED (2030) - 113,100

OPERATING COST IMPACT N/A



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 5)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: The improvement at MD 4 and Suitland Parkway was moved to the Construction Program (Line 5) as a breakout project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,615	1,615	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,615	1,615	0	0	0	0	0	0	0	0	0
Federal-Aid	1,131	1,131	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

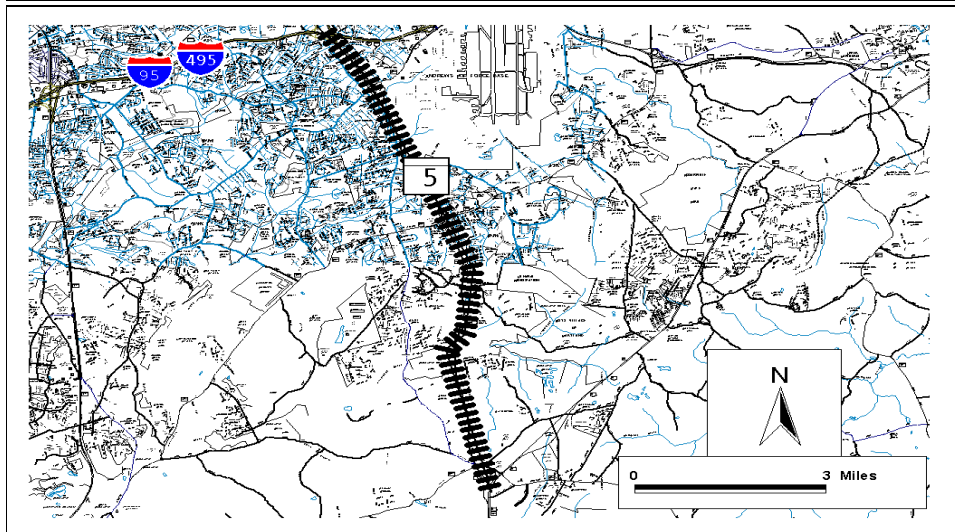
CURRENT (2003) - 73,250

PROJECTED (2030) - 99,325

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 20

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Upgrade access controls and widen existing MD 5 to a 6 lane expressway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
 I-95/I-495, Branch Avenue Metro Station Access Study (Line 15)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 21)
 US 301, South Corridor Transportation Study (Line 23)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning reevaluation to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$1.0 million is due to the consideration of express toll lanes on US 301.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	1,322	322	100	800	100	0	0	0	0	1,000	0
Engineering	1,719	1,719	0	0	0	0	0	0	0	0	0
Right-of-way	8,374	8,374	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	11,415	10,415	100	800	100	0	0	0	0	1,000	0
Federal-Aid	6,532	6,532	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Freeway - Expressway

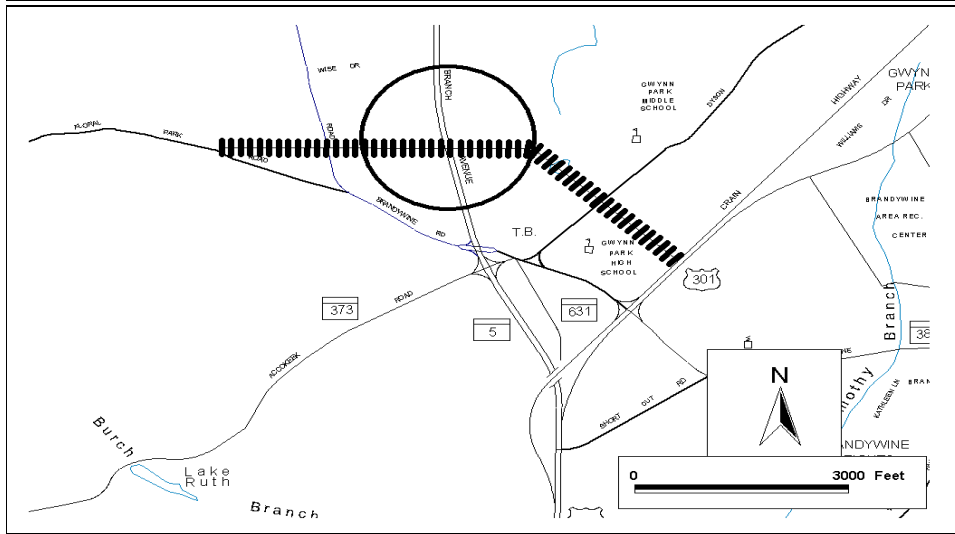
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 92,000

PROJECTED (2030) - 157,500

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 20)
 US 301, South Corridor Transportation Study (Line 23)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Engineering on hold pending progress on connecting adjacent development roadways.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST (\$000)				.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	571	571	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	571	571	0	0	0	0	0	0	0	0
Federal-Aid	400	400	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

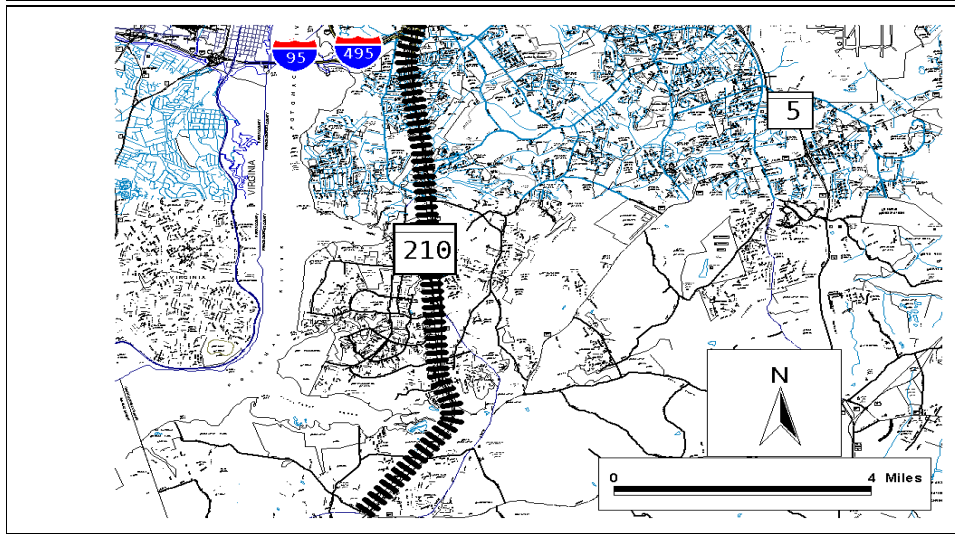
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 86,400

PROJECTED (2030) - 192,000

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 1)
 I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 14)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Advanced Right-of-way funding to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$1.0 million is due to adding advanced acquisition 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 2004			2007	2008	2009	2010	2010		
Planning	2,850	2,670	180	0	0	0	0	0	0	180	0
Engineering	1	1	0	0	0	0	0	0	0	0	0
Right-of-way	936	9	701	226	0	0	0	0	0	927	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,787	2,680	881	226	0	0	0	0	0	1,107	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

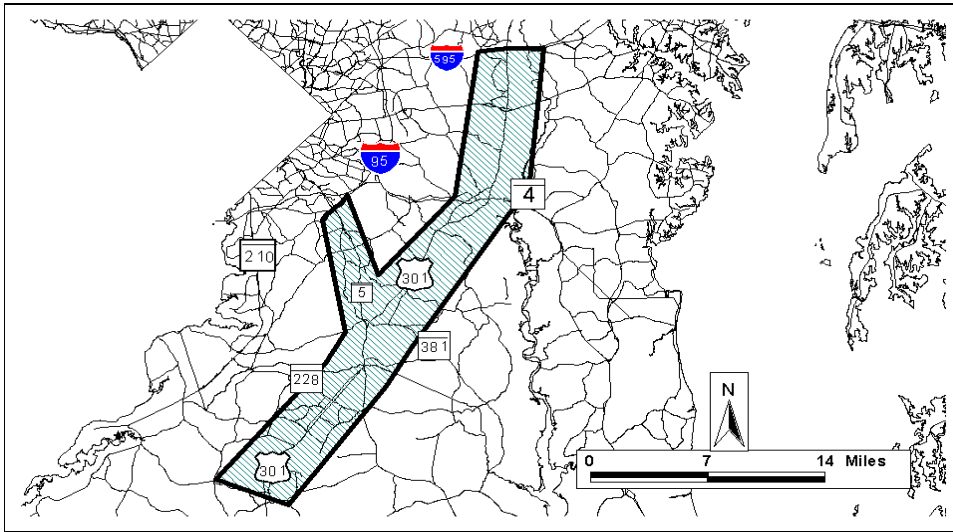
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 72,750

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 south of LaPlata to US 301/US 50 interchange in Bowie and to Branch Avenue Metro Station (45.5 miles). Includes preparing appropriate environmental approvals for recommended alternates. Study being coordinated with other studies to identify short/long range transit alternatives. Bicycle and pedestrian access will be included in the study.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to North of I-95/I-495 (Line 20)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 21)
 US 301, North of Mount Oak Road to US 50 (Line 24)
 Southern Maryland Mass Transportation Analysis (MTA)

STATUS: Project Planning underway. Protective Right-of-way funding to be used to preserve viability of alternatives under study.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$7.3 million is due to additional Planning funds to study the Waldorf Bypass and additional protective Right-of-way funds.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010		
Planning	15,164	9,613	958	1,468	1,250	1,250	625	0	5,551	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	49,849	24,674	0	8,275	5,000	7,300	2,300	2,300	25,175	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	65,013	34,287	958	9,743	6,250	8,550	2,925	2,300	30,726	0
Federal-Aid	10,615	6,729	671	1,028	875	875	437	0	3,886	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

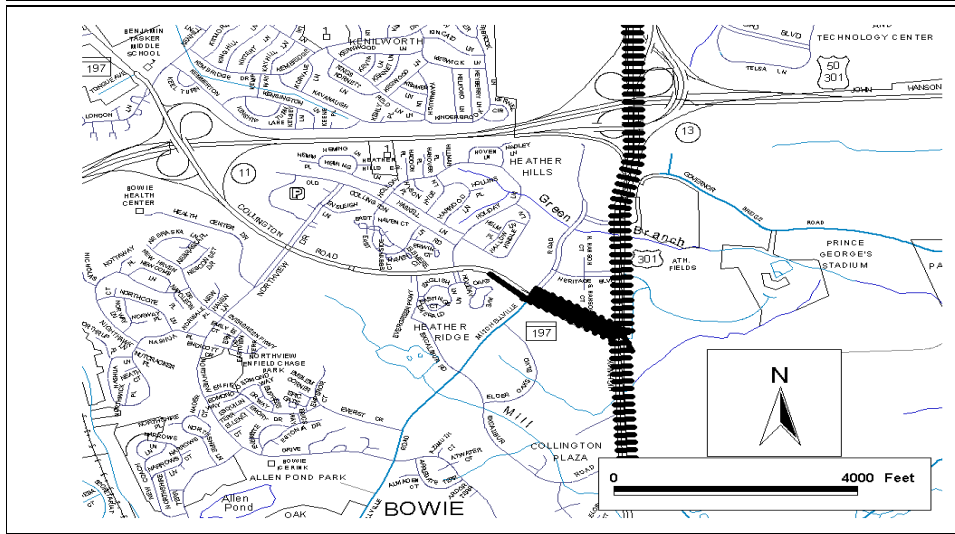
CURRENT (2003) - 88,900

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, Crain Highway

DESCRIPTION: Study to upgrade and widen US 301, from north of Mount Oak Road to US 50 (2.00 miles), and MD 197 from US 301 to Mitchellville Road (0.30 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 18)
US 301, South Corridor Transportation Study (Line 23)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	1,817	1,531	286	0	0	0	0	0	0	286	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	1,817	1,531	286	0	0	0	0	0	0	286	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)

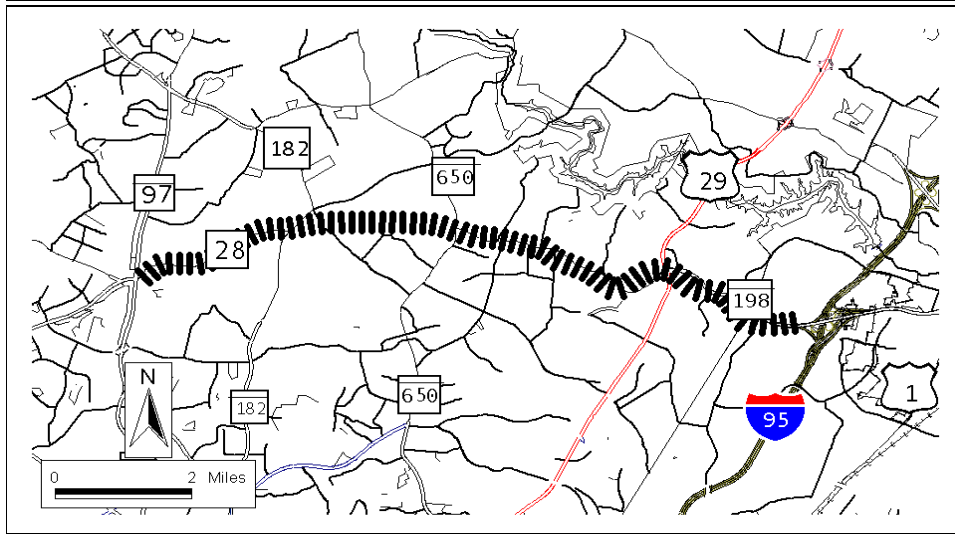
CURRENT (2003) - 70,000

PROJECTED (2030) - 120,400

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 corridor in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes will be included to accommodate bicycles.

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 6)
 East-West Intersection Improvement Program (Line 12)
 I-95/Contee Road Interchange (Line 14)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 26)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	3,318	2,581	509	228	0	0	0	0	0	737	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	110	0	110	0	0	0	0	0	0	110	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,428	2,581	619	228	0	0	0	0	0	847	0
Federal-Aid	2,323	1,807	356	160	0	0	0	0	0	516	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

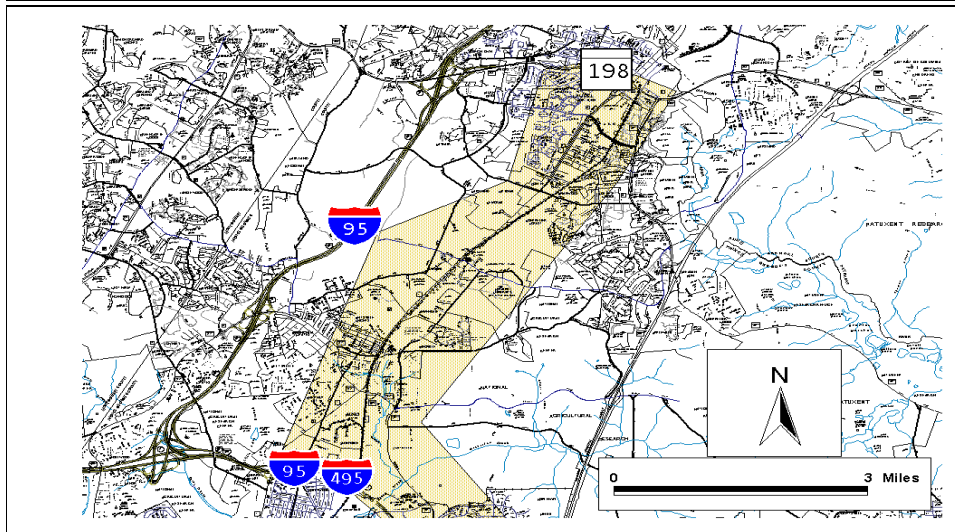
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 16,600 - 32,950 (MD 28)
17,500 - 64,950 (MD 198)

PROJECTED (2030) - 30,500 - 72,150 (MD 28)
23,200 - 76,000 (MD 198)

OPERATING COST IMPACT N/A



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

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project. Includes study to construct an interchange at MD 212 (Powder Mill Road).

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, 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 6)
 MD 212 Relocated, US 1 to I-95 (Line 7)
 East/West Intersection Improvement Program (Line 12)
 MD 28/MD 198, MD 97 to I-95 (Line 25)
 US 1, College Avenue to Sunnyside Avenue (Line 29)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost increase of \$0.7 million is due to added funding to complete Project Planning.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004			2007	2008	2009	2010	2010		
Planning	5,233	4,453	450	330	0	0	0	0	0	780	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	5,233	4,453	450	330	0	0	0	0	0	780	0
Federal-Aid	3,663	3,117	315	231	0	0	0	0	0	546	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

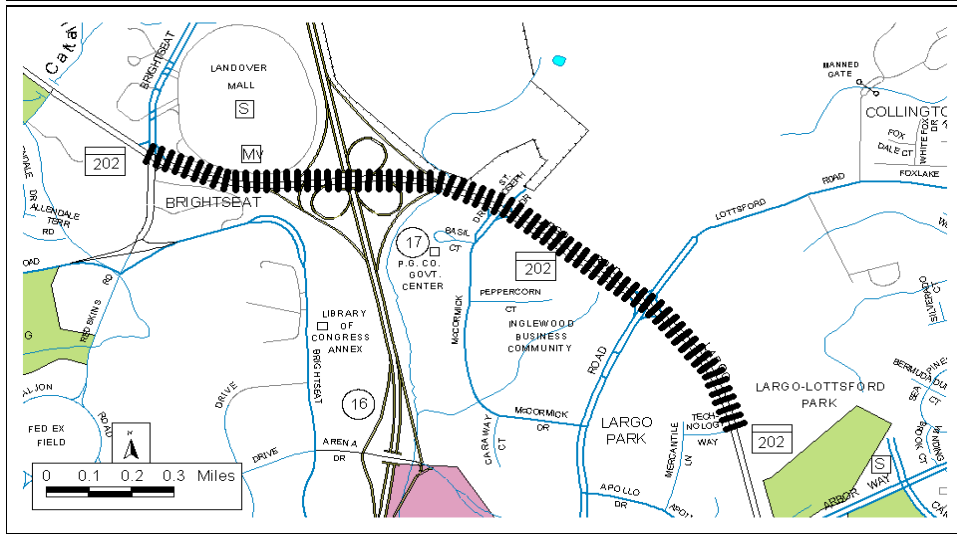
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 37,900

PROJECTED (2030) - 86,550

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way (2.1 miles). These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Largo Town Center Metro Station scheduled to open the Winter of 2004/2005, 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 14)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,100	21	500	1,000	579	0	0	0	2,079	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	21	500	1,000	579	0	0	0	2,079	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

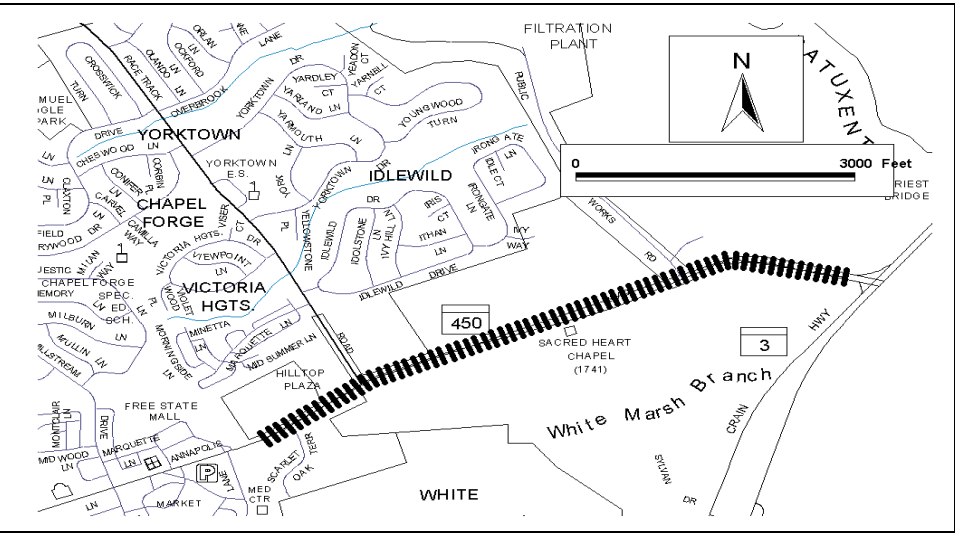
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 67,350

PROJECTED (2030) - 75,000

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, East of Whitfield Chapel Road to Seabrook Road (Line 8)
MD 450, MD 193 to Stonybrook Drive (Line 9)
MD 3, US 50 to MD 32 (Line 18)

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2920	0	0	0	0	STP
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$3.7 million for Engineering due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED										
	COST (\$000)										
Planning	1,334	1,334	0	0	0	0	0	0	0	0	
Engineering	3,656	6	530	1,210	1,210	700	0	0	3,650	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	1,340	530	1,210	1,210	700	0	0	3,650	0	
Federal-Aid	2,925	5	424	968	968	560	0	0	2,920	0	

FUNCTION :

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

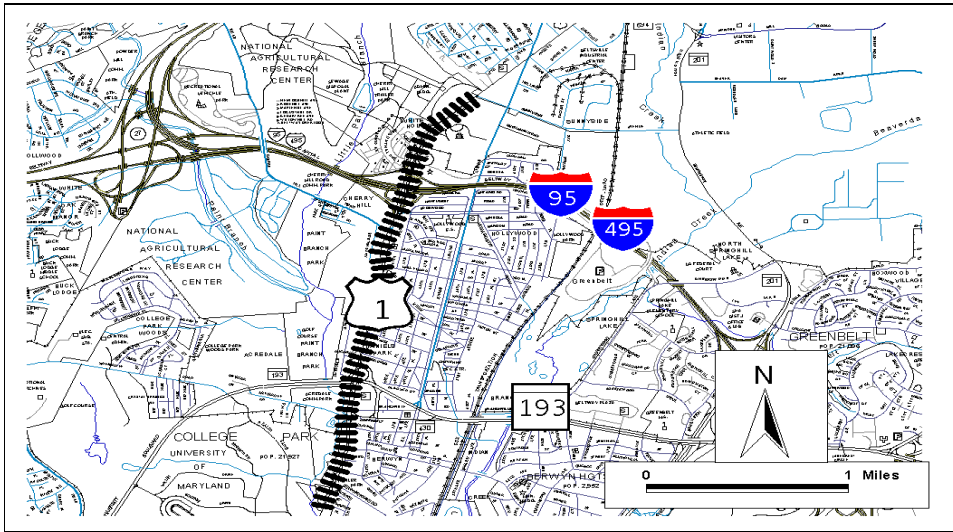
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 25,300

PROJECTED (2030) - 58,850

OPERATING COST IMPACT N/A



PROJECT: US 1, Baltimore Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 7)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 26)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004			2007	2008	2009	2010	2010		
Planning	1,503	1,119	384	0	0	0	0	0	0	384	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	1,503	1,119	384	0	0	0	0	0	0	384	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 (2003) - 64,300

PROJECTED (2030) - 93,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 210	Indian Head Highway; Old Fort Road South to Kerby Hill Road; resurface	2,764	Completed
2	US 301	Crain Highway; north of weigh station to Excalibur Road; resurface	2,872	Completed
3	MD 450	Annapolis Road; 65th Avenue to Riverdale Road; resurface	1,795	Completed
4	MD 725	Old Marlboro Pike; Spring Branch Drive to Service Lane; resurface	1,165	Completed
<u>Safety/Spot Improvement</u>				
5	US 301	Crain Highway; at South Osborne Road; provide double left turn lanes, modify signal and signing	635	Completed
<u>Community Safety and Enhancements</u>				
6	MD 450	Annapolis Road; St. Christopher's Church to I 95/I 495 (Capital Beltway) in New Carrollton; streetscape	2,008	Completed
<u>C.H.A.R.T. Projects</u>				
7		Traffic Response and Information Partnership Center in Forestville; establish traveler's information center for advanced management	1,500	Completed
<u>Environmental Preservation</u>				
8	US 1	Rhode Island Avenue; District of Columbia Line (Eastern Avenue) to 33rd Street; urban stormwater retrofit	250	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions (cont'd)</u>				
<u>Sidewalks</u>				
9	MD 193	Greenbelt Road; Baltimore Washington Parkway ramp at Greenway Shopping Center; retrofit sidewalks	50	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
10	I 95	Capital Beltway; north of MD 210 to MD 5; resurface, safety and drainage improvements	8,300	FY 2005
11	I 95	Capital Beltway; US 50 to Greenbelt Road Bridge; resurface	7,911	Under construction
12	I 95/495	Capital Beltway; Inner Loop - Greenbelt Road Bridge to the Montgomery County Line; resurface, safety and drainage	8,526	FY 2006
13	MD 193	University Boulevard; 23rd Avenue to Adelphi Road; resurface	1,614	Under construction
14	MD 197	Laurel Bowie Road; Muirkirk Road to MD 198; resurface	3,676	FY 2006
15	MD 198	Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface	2,402	FY 2006
16	MD 337	Allentown Road; 300 feet north of MD 5 (Branch Avenue) to 300 feet north of Forestville Road; resurface	1,328	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
17	US 1 ALT	Bladensburg Road; Bridge 16008 over the Anacostia River; bridge deck replacement	2,249	Under construction
18	US 1 NB	Second Street; Bridge 16001 over the Patuxent River; bridge deck replacement (Revenue Increase Project)	2,102	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
19	CO 127	Auth Road; Bridge 16163 over I 95; bridge deck replacement (Revenue Increase Project)	2,431	FY 2006
<u>Safety/Spot Improvement</u>				
20		Various locations along I 495 and I 95 in Montgomery and Prince George's Counties; guard rail	589	Completed
21	US 1	Baltimore Avenue; at Rhode Island Avenue; intersection improvements (Funded for concept development only)	24	FY 2005
22	MD 4	Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	144	FY 2005
23	MD 4	Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements (Revenue Increase Project)	1,000	FY 2006
24	MD 5	Branch Avenue; at Beech Road; Intersection lighting	55	FY 2005
25	US 50	John Hanson Highway; MD 197 to US 301; interchange lighting	50	FY 2005
26	US 50	John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	53	FY 2005
27	US 50	John Hanson Highway; at MD 197; improve eastbound ramp to MD 197 (Revenue Increase Project)	686	FY 2006
28	I 95	Capital Beltway; at US 1; interchange lighting	1,200	FY 2006
29	I 95	Capital Beltway; at MD 214; interchange lighting	990	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
30	MD 193	University Boulevard; at MD 212; add westbound left turn lane and a third eastbound through lane (Funded for concept development only)	32	FY 2005
31	MD 193	Enterprise Road; at MD 953; intersection improvements (Funded for concept development only)	20	FY 2005
32	MD 201	Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements (Funded for concept development only)	20	FY 2005
33	MD 202	Largo Road; at Brightseat Road; extend left turn lane	433	Under construction
34	MD 202	Largo Road; at Campus Way South; provide for double left turns southbound (Funded for preliminary engineering only)	332	FY 2005
35	MD 202	Largo Road; at Largo High School; traffic signal modification (Revenue Increase Project)	60	FY 2006
36	MD 223	Woodyard Road; at Dowerhouse Road; intersection improvements (Funded for concept development only)	20	FY 2005
37	US 301	Crain Highway; at MD 214; intersection improvements (Funded for concept development only)	20	FY 2005
38	US 301	Crain Highway; at Mitchellville Road; extend northbound left turn lane (Revenue Increase Project)	243	FY 2005
39	MD 410	Veterans Parkway; at MD 450; intersection lighting	30	FY 2005
40	MD 410	Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting and modify signal (Revenue Increase Project)	799	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
41	MD 414	St. Barnabas Road; at Temple Hill Road/Raleigh Road; resurface and restripe to eliminate eastbound right turn lane (Funded for preliminary engineering only)	32	PE Underway
42	MD 414	St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing	490	Under construction
43	MD 450	Annapolis Road; at MD 202; intersection improvements (Funded for concept development only)	24	FY 2005
44	MD 450	Annapolis Road; stabilization of unnamed tributary adjacent to Marne Lane; drainage improvement (Revenue Increase Project)	557	FY 2005
45	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 (Funded for preliminary engineering only)	140	FY 2005
46	MD 650	New Hampshire Avenue; at Merrimac Drive; reconstruct to provide separate left turn lanes and modify signal (Revenue Increase Project)	378	FY 2005
47	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) (Funded for preliminary engineering only) (Note: Project also shown in Montgomery County.)	1,050	PE Underway
48	MD 650	New Hampshire Avenue; at Metzert Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and restripe Metzert Road to provide triple left turns	297	FY 2005
49	MD 704	Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing	492	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
50	US 1	Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound) (Revenue Increase Project)	2,900	FY 2006
51	US 1	Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound)	2,748	Under construction
52	MD 202	Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape	6,716	Under construction
53	MD 212	Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements (Revenue Increase Project)	172	FY 2005
<u>Noise Barriers</u>				
54	I 95	Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane)	6,697	Under construction
55	I 95	Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood)	4,050	FY 2005
<u>Traffic Management</u>				
56	US 1 ALT	Baltimore Avenue; MD 410 to Charles Amentrout Drive; traffic signal systemization (Revenue Increase Project)	1,200	FY 2005
57	MD 410	East West Highway; Taylor Road to MD 212; traffic signal systemization (Revenue Increase Project)	850	FY 2006
58	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization (Revenue Increase Project)	1,840	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Environmental Preservation</u>				
59	US 50	John Hanson Highway; MD 197 at Princeton Square, westbound for 0.6 mile; landscape	64	Under construction
60	US 50	John Hanson Highway; at MD 202 Interchange; landscape	220	Completed
<u>Sidewalks</u>				
61	US 1	Rhode Island Avenue; Charles Armentrout Drive to Crittenden Street; retrofit sidewalks and ADA ramps along the northbound roadway - 1,450 linear feet	27	FY 2005
62	MD 193	Greenbelt Road; Frankfort Drive to Mandan Road; retrofit sidewalks and ADA ramps along the eastbound roadway - 1,200 linear feet	45	FY 2005
63	MD 193	Greenbelt Road; Cherrywood Lane to 62nd Avenue; retrofit sidewalks	65	FY 2005
64	MD 208	38th Street; 35th Place to 38th Avenue; retrofit sidewalks and ADA ramps along eastbound roadway - 700 linear feet	68	FY 2005
65	MD 414	St. Barnabas Road; I 95 to Arts Drive; retrofit sidewalks and ADA ramps along eastbound roadway - 2,350 linear feet	65	FY 2005
66	MD 501	Chillum Road; Sargent Road to MD 500; retrofit sidewalks and ADA ramps - 1,900 linear feet	70	FY 2005
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
67		North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail. (Preliminary engineering to start in FY 2005 with construction starting in FY 2007)	830	FY 2005

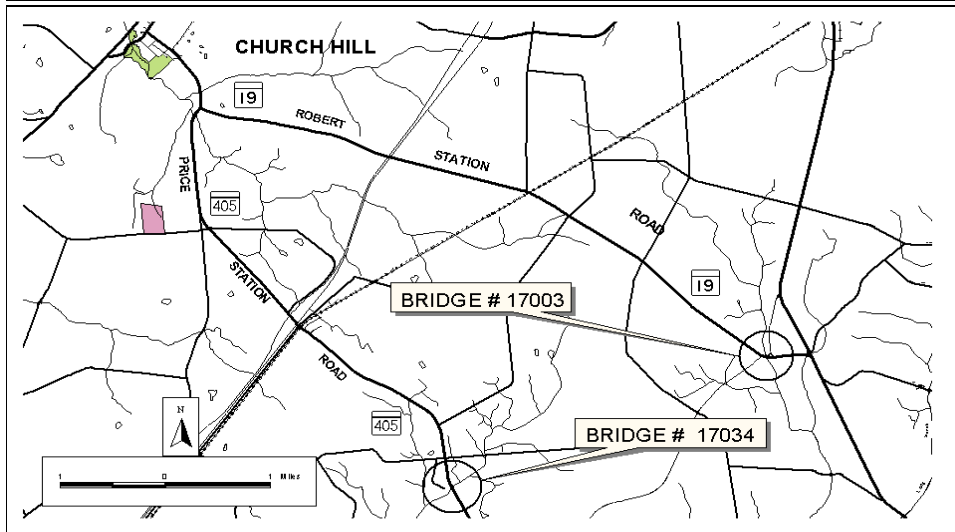
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 30 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
68		Prince George's County Gateway Signs - construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50.	307	Underway
		<u>Preservation of Abandoned Railway Corridors</u>		
69		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.	103	FY 2006
		<u>Environmental Mitigation</u>		
70		Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities.	1,318	FY 2006
71		Annapostia East Restoration - restoration of 15 acres of landfill to tidal wetlands to improve water quality from highway runoff.	2,500	FY 2006



Queen Anne's



PROJECT: MD 19, Robert Station Road/MD 405, Price Station Road

DESCRIPTION: Replacement of Bridge 17003, MD 19 over Beaverdam Ditch and Bridge 17034, MD 405 over German Branch. Shoulders will accommodate bicycles.

JUSTIFICATION: Both structures are deteriorated and require replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	1420	0	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	172	118	54	0	0	0	0	0	54	0	0
Right-of-way	40	4	36	0	0	0	0	0	36	0	0
Construction	1,945	0	0	1,945	0	0	0	0	1,945	0	0
Total	2,157	122	90	1,945	0	0	0	0	2,035	0	0
Federal-Aid	1,420	0	0	1,420	0	0	0	0	1,420	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

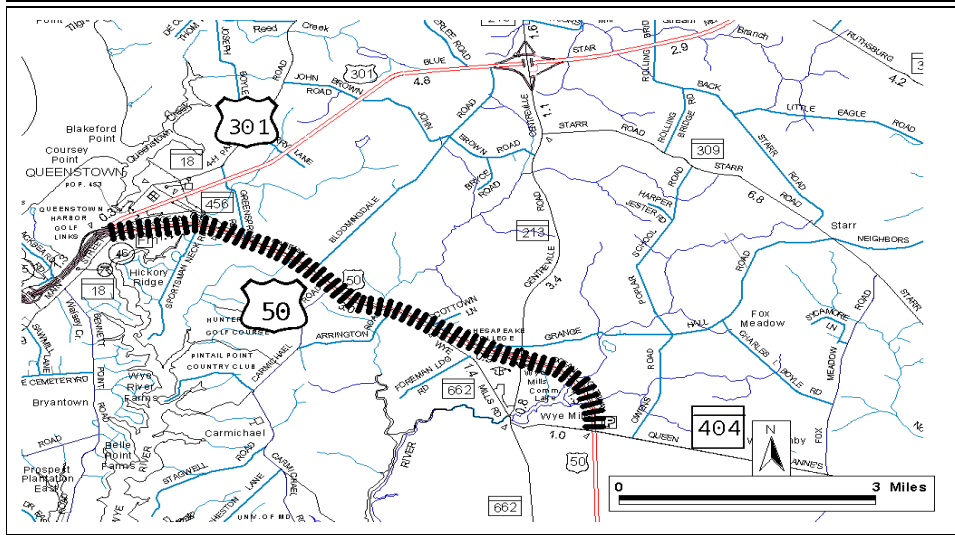
CURRENT (2003) - 750 (MD 405)
1550 (MD 19)

PROJECTED (2030) - 800 (MD 405)
1600 (MD 19)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to 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.

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 Denton Bypass (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 \$12.9 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$43.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	1,557	1,557	0	0	0	0	0	0	0	0	0
Engineering	7,751	6,125	434	1,192	0	0	0	0	1,626	0	0
Right-of-way	11,283	6,449	462	2,680	1,692	0	0	0	4,834	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,591	14,131	896	3,872	1,692	0	0	0	6,460	0	0
Federal-Aid	10,934	6,299	390	2,925	1,320	0	0	0	4,635	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

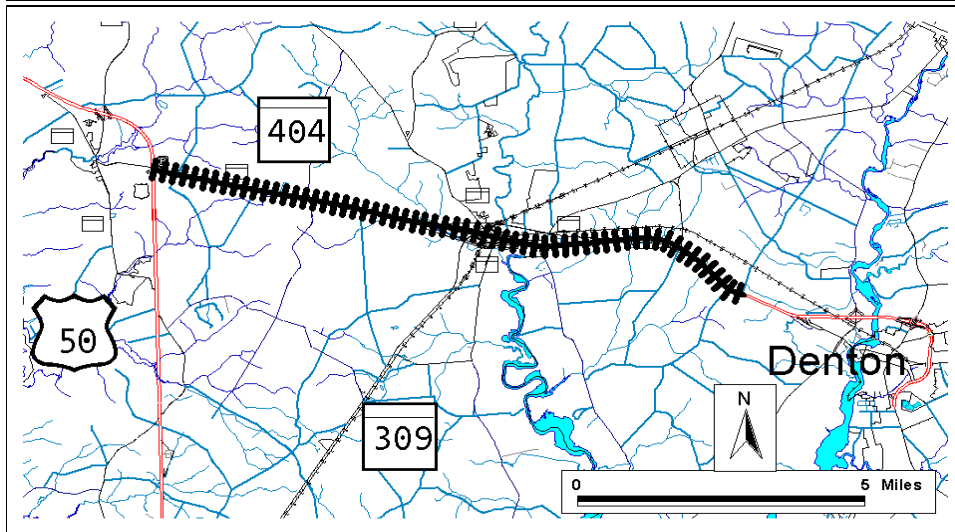
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 43,175
59,700 (Summer)

PROJECTED (2030) - 68,400
94,600 (Summer)

OPERATING COST IMPACT N/A



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, US 301 to MD 404 (Line 2)
 MD 404, South of Legion Road to south of Double Hills Road (Caroline County - Line 1)
 MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 2)
 MD 404, Access Controls (System Preservation Program)

STATUS: Project Planning reevaluation complete. Partial Engineering to begin during current fiscal year. An additional \$24.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$3.8 million to Engineering due to the Federal Consolidated Appropriation Act of 2005.

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2925	0	0	0	0	TCSP/NHS
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	.....2010.....		
Planning	472	465	7	0	0	0	0	0	0	7	0
Engineering	3,750	0	50	2,300	1,400	0	0	0	0	3,750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,222	465	57	2,300	1,400	0	0	0	0	3,757	0
Federal-Aid	2,925	0	39	1,794	1,092	0	0	0	0	2,925	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

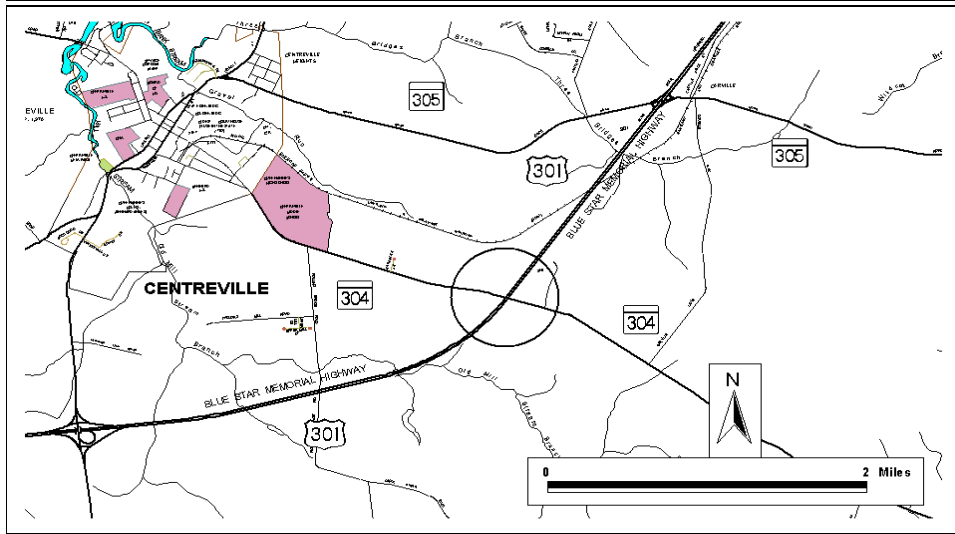
CURRENT (2003) - 17,300
22,400 (Summer)

PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



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 controls 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		<u>PROJECT CASH FLOW</u>								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	<u>FOR PLANNING PURPOSES ONLY</u>							
	COST	THRU	YEAR	YEAR	.....2007....	.....2008....	.....2009....	.....2010....		
	(\$000)	2004	2005	2006								
Planning	1,500	0	250	500	500	250	0	0	1,500	0		
Engineering	0	0	0	0	0	0	0	0	0	0		
Right-of-way	0	0	0	0	0	0	0	0	0	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	1,500	0	250	500	500	250	0	0	1,500	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 (2003) - 16,000 (U301)
5,200 (MD 304)

PROJECTED (2030) - 27,300 (US 301)
9,000 (MD 304)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Blue Star Memorial Highway; Kent Narrows to Queenstown; resurface eastbound roadway	2,793	Completed
<u>Sidewalks</u>				
2	MD 300	East Main Street; 200 feet west of Linden Street to 400 feet west of Linden Street in Sudlersville; retrofit sidewalks	65	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
3	US 50	Ocean Gateway; US 301 to MD 404; resurface (Revenue Increase Project)	2,815	Completed
4	MD 300	Sudlersville Road; Sudlersville Cemetery Road to the Delaware State Line; resurface	932	FY 2005
5	MD 404	Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Talbot County.) (Revenue Increase Project)	2,913	FY 2005
<u>Safety/Spot Improvement</u>				
6	MD 8	Romancoke Road; at US 50/301; provide double left turn lanes from northbound MD 8 (Funded for preliminary engineering only)	75	PE Underway
7	US 50	Ocean Gateway; various locations throughout Queen Anne's County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	331	FY 2005
8	US 301	Blue Star Memorial Highway; at MD 405; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Funded for preliminary engineering only)	422	PE Underway

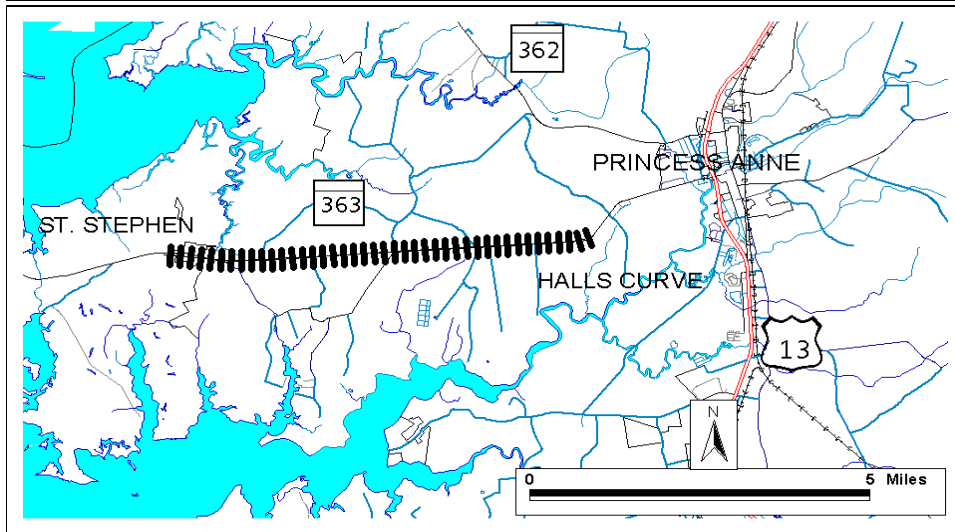
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
9	US 301	Blue Star Memorial Highway; at MD 304; construct ramp from westbound MD 304 to northbound US 301 (Funded for preliminary engineering only)	169	PE Underway
10	US 301	Blue Star Memorial Highway; at MD 544 and at MD 300; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Revenue Increase Project)	2,375	FY 2005
<u>Community Safety and Enhancements</u>				
11	MD 19/19A	Main Street/Walnut Street; (MD 19 - Main Street) MD 213 to MD 19A, (MD 19A - Main Street) MD 19 to MD 213 and (MD 19 - Walnut Street) MD 19 to eastern limits of Church Hill; urban street reconstruct (Revenue Increase Project)	1,817	FY 2006
<u>Environmental Preservation</u>				
12	US 301	Blue Star Memorial Highway; at MD 213 Interchange; landscape	235	FY 2005
<u>Commuter Action Improvements</u>				
13	US 301	Blue Star Memorial Highway; at MD 302 (Queen Anne's County) and MD 213 at Frenchtown Road (Cecil County); construct ridesharing facilities	210	FY 2005
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
14		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.	477	FY 2005



Somerset



PROJECT: MD 363, Deal Island Road

DESCRIPTION: Study to upgrade existing MD 363 as a 2 lane highway from Halls Curve to St. Stephen (6.50 miles). Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: This section of MD 363 has narrow shoulders with utility poles and drainage ditches located close to the roadway. This project would improve safety by widening shoulders.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	273	273	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	0	
Total	273	273	0	0	0	0	0	0	0	0	0	
Federal-Aid	191	191	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 2,925

PROJECTED (2030) - 5,100

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13	Ocean Highway; MD 673A (Sam Barnes Road) to MD 640 (Revells Neck Road); resurface northbound roadway	175	Completed
2	US 13	Ocean Highway; south of MD 675 north to the Wicomico County Line; resurface northbound roadway	685	Completed
3	MD 358	Jacksonville Road; Crisfield city limits to end of State maintenance; resurface	123	Completed
4	MD 363	Deal Island Road; St. Stephen to Hall's Curve; resurface	530	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
5	US 13 BUS	Market Street; Structure 23004 at the Pocomoke River to US 13; resurface/rehabilitate	75	FY 2005
6	MD 363	Deal Island Road; Structure 19008 at Rock Creek to Messick Road; resurface/rehabilitate	187	Completed
<u>Bridge Replacement/Rehabilitation</u>				
7	US 13	Ocean Highway; at Structure 19004 over the Norfolk Southern Railroad; bridge deck replacement	1,250	FY 2006
<u>Safety/Spot Improvement</u>				
8	US 13	Ocean Highway; at Linden Avenue; construct median acceleration lane (Revenue Increase Project)	229	FY 2005
9	MD 675	Somerset Avenue; at MD 822; construct roundabout (Funded for preliminary engineering only)	141	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

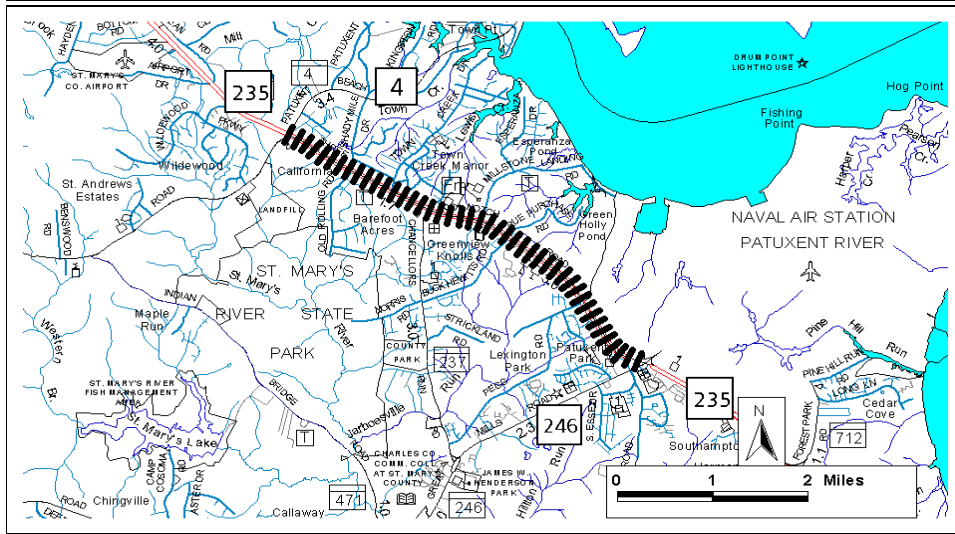
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
10	MD 822	UMES Access Road; at College Backbone Road; construct roundabout (Funded for preliminary engineering only)	141	PE Underway
		<u>Sidewalks</u>		
11	MD 675	Somerset Avenue and MD 363 (Manokin Avenue); at various locations in Princess Anne; retrofit sidewalks - 1,200 linear feet	100	Under construction



St. Mary's

STATE HIGHWAY ADMINISTRATION -- St. Mary's County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 235, Three Notch Road

DESCRIPTION: Upgraded MD 235 from MD 246 to MD 4 to a 6 lane divided highway with auxiliary lanes (4.70 miles). Sidewalks were included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Projected traffic volumes generated by increased employment at the Patuxent Naval Air Station and by continuing commercial growth in the Lexington Park area will result in congestion along the MD 235 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 237, Pegg Road to MD 235 (Line 2)

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: The cost increase of \$1.4 million is due to an additional paving section, lighting and utility work.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				
					.....2007.....	.....2008.....	.....2009.....	.....2010.....	
Planning	1,441	1,441	0	0	0	0	0	0	0
Engineering	5,686	5,686	0	0	0	0	0	0	0
Right-of-way	28,205	26,014	1,881	310	0	0	0	0	0
Construction	40,890	40,114	776	0	0	0	0	0	0
Total	76,222	73,255	2,657	310	0	0	0	0	0
Federal-Aid	53,198	51,093	1,857	248	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

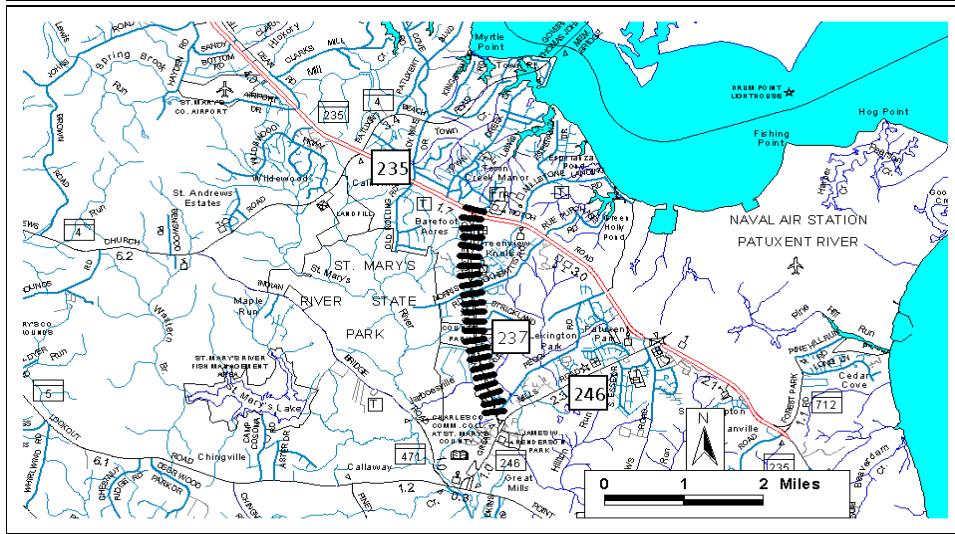
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 58,700

PROJECTED (2030) - 86,150

OPERATING COST IMPACT \$23,300 per year



PROJECT: MD 237, Chancellors Run Road

DESCRIPTION: Upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.71 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
MD 235, MD 246 to MD 4 (Line 1)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	3510	0	0	0	NHS
CO	0	0	21702	0	0	NHS

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the Development and Evaluation Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	747	747	0	0	0	0	0	0	0	0	0
Engineering	2,169	1,400	450	269	50	0	0	0	769	0	0
Right-of-way	20,451	12	44	6,451	7,386	5,037	1,521	0	20,439	0	0
Construction	27,823	0	0	0	0	5,704	10,642	11,477	27,823	0	0
Total	51,190	2,159	494	6,720	7,436	10,741	12,163	11,477	49,031	0	0
Federal-Aid	25,212	0	0	739	2,217	5,003	8,301	8,952	25,212	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

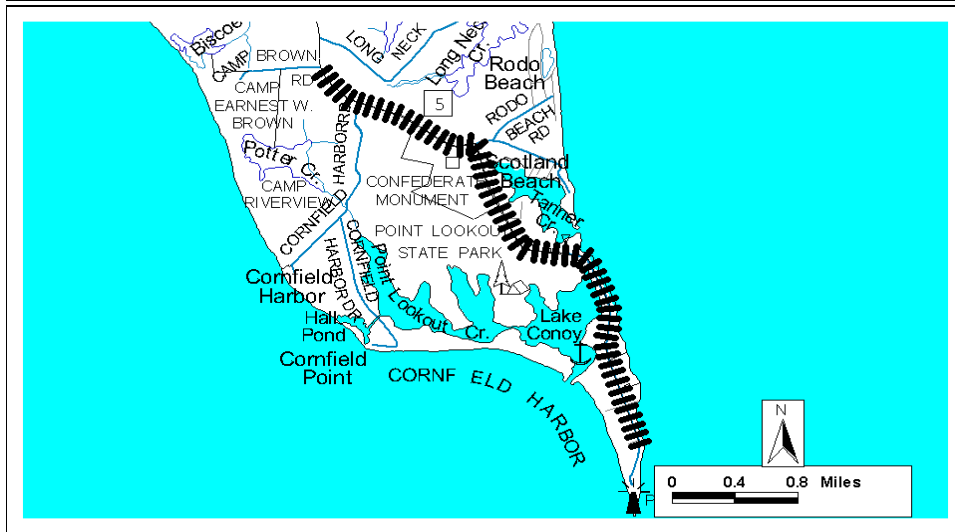
CURRENT (2003) - 16,000

PROJECTED (2030) - 33,000

OPERATING COST IMPACT \$6,700 per year

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 the picnic area in Point Lookout State Park to south of Camp Brown Road. (3.70 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	453	453	0	0	0	0	0	0	0	0	
Engineering	907	667	144	96	0	0	0	0	240	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	1,360	1,120	144	96	0	0	0	0	240	0	
Federal-Aid	635	467	101	67	0	0	0	0	168	0	

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 3,975 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 235	Three Notch Road; MD 712 to 1.0 mile south of MD 712; resurface	212	Completed
2	MD 238	Chaptico Road; MD 234 Spur to Dallas Drive; resurface	240	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 235	Three Notch Road; MD 245 to the southern segment of Sandgates Road; resurface	1,500	Completed
4	MD 246	Great Mills Road; west of Saratoga Drive to South Coral Drive; resurface	677	Under construction
<u>Safety/Spot Improvement</u>				
5	MD 4	St. Andrews Church Road; at Fairgrounds Road; geometric improvements (Revenue Increase Project)	200	FY 2006
6	MD 6	New Market Turner Road; at MD 235; geometric improvements (Funded for preliminary engineering only)	80	PE Underway
7	MD 234	Budds Creek Road; at MD 238; construct single lane roundabout (Revenue Increase Project)	1,300	FY 2006
<u>Community Safety and Enhancements</u>				
8	MD 5 BUS	Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape (Revenue Increase Project)	3,318	FY 2006
9	MD 246	Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary engineering only)	300	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
10	MD 246	<u>Fiscal Years 2005 and 2006 (cont'd)</u>	41	FY 2005
		<u>Sidewalks</u> Great Mills Road; MD 235 to Coral Drive; retrofit sidewalks - 600 linear feet		



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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2720	2770	2520	2520	4870	CMAQ
RW	0	0	0	0	0	----
CO	4790	6050	5290	5960	18900	CMAQ

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$29.4 million due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	45,991	27,691	3,200	3,300	3,000	3,000	2,800	3,000	18,300	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	179,872	129,072	5,700	7,200	6,300	9,100	11,100	11,400	50,800	0
Total	225,863	156,763	8,900	10,500	9,300	12,100	13,900	14,400	69,100	0
Federal-Aid	189,890	131,848	7,480	8,820	7,810	10,160	11,676	12,096	58,042	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A



PROJECT: Community Safety and Enhancement Program

DESCRIPTION: This is the SHA element of the Statewide Neighborhood Conservation Program. Funds will be 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 employment, and the redevelopment plans and strategies of the local jurisdiction.

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	3000	3000	3000	3000	6000	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 2004 - 09 CTP: Added \$132.5 million due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007....	.....2008....	.....2009....	.....2010....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	54,588	26,118	4,870	4,800	4,800	4,800	4,600	4,600	28,470	0
Right-of-way	8,715	4,015	200	900	900	900	900	900	4,700	0
Construction	245,272	125,542	20,530	25,600	23,900	16,200	16,600	16,900	119,730	0
Total	308,575	155,675	25,600	31,300	29,600	21,900	22,100	22,400	152,900	0
Federal-Aid	43,981	41,681	2,300	0	0	0	0	0	2,300	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

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



PROJECT: Sidewalk Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: Added \$12.0 million due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007....	.....2008....	.....2009....	.....2010....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,690	2,910	170	130	120	120	120	120	780	0
Right-of-way	325	175	25	25	25	25	25	25	150	0
Construction	35,053	21,783	2,805	2,245	2,055	2,055	2,055	2,055	13,270	0
Total	39,068	24,868	3,000	2,400	2,200	2,200	2,200	2,200	14,200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A



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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	5000	6000	0	0	0	NHS

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

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	29,651	25,417	1,268	1,366	400	400	400	400	4,234	0
Right-of-way	336	336	0	0	0	0	0	0	0	0
Construction	275,473	238,307	10,532	10,234	7,800	2,900	2,900	2,800	37,166	0
Total	305,460	264,060	11,800	11,600	8,200	3,300	3,300	3,200	41,400	0
Federal-Aid	200,669	177,969	7,800	6,800	3,900	1,400	1,400	1,400	22,700	0

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

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, 2004
		<u>Fiscal Year 2004 Completions</u>		
		<u>C.H.A.R.T. Projects</u>		
1		C.H.A.R.T. - I 97 and US 50 (Phase 2); advanced traffic management system additions	1,285	Completed
2		C.H.A.R.T. - I 695 and I 97 (Phase 2); advanced traffic management system additions	1,266	Completed
		<u>Enhancements</u>		
		<u>Archaeological Planning & Research</u>		
3		Archeological and Historic sites data - Maryland Historic Trust - develop historic resources and archeological sites information for use in transportation planning Geographic Information System.	524	Completed
4		Maryland's Historic Highway Bridges - publication of a book, CD, and Web information on Maryland's historic bridges.	48	Completed
		<u>Environmental Mitigation</u>		
5		Functional Enhancement of Stormwater Management Facilities - improvement of stormwater management facilities in Howard (27 sites) and Montgomery (17 sites) counties.	883	Completed
6		Urban Storm Water Retrofit Pilot Program - retrofit, monitoring and sampling of Low Impact Development (LID) practices within different urban arenas.	268	Completed
		<u>Fiscal Years 2005 and 2006</u>		
		<u>C.H.A.R.T. Projects</u>		
7		Statewide Dynamic Message Sign Upgrade/Replacement	2,393	FY 2005
8		Statewide CCTV Camera Deployment	2,255	FY 2005

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, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements</u>		
		<u>Archaeological Planning & Research</u>		
9		Maryland Roadside Historic Markers Website - roadside historic marker research, database preparation and website development.	182	FY 2005
10		National Road National Register Nomination - documentation of National Road properties and sites.	56	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
11		Environmental stewardship Initiative - Statewide Native Meadows Establishment - establishment of over 1,000 acres of native meadows statewide.	785	FY 2005
12		Aesthetic Retrofits - landscaping of SHA stormwater management facilities in highly visible areas and to increase diversity while minimizing thermal impacts.	436	Completed
		<u>Pedestrian and Bicycle Safety and Educational Activities</u>		
13		Smart Moves - a pedestrian safety campaign throughout Maryland promoting awareness through the new Street Smarts, Smart Moves campaign.	550	Underway
		<u>Environmental Mitigation</u>		
14		Stormwater Management Visual and Environmental Enhancements - make improvements to existing stormwater management facilities and improve the visual appearance, environmental diversity and water quality of nine sites in SHA Districts 4 and 5.	609	FY 2006

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, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation (cont'd)</u>		
15		Environmental Stewardship Initiative - Reforestation - improvements to 250 acres of SHA property at 32 statewide sites. .	125	Completed
16		Fish Passages 5 - construct retrofit fish passages on the Jones Falls under Ruxton Road at Falls Road in Baltimore County. .	200	Underway
17		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. .	6,000	Underway
18		Wetlands Restoration Program - replacement of tidal and non-tidal wetlands throughout Maryland. .	500	Underway
		<u>Scenic/Historic Highway Programs/Visitor Centers</u>		
19		Civil War Driving Tour - Antietam - develop a driving tour associated with the Battle of Antietam, including trail blazer signing, mapping, waysides and interpretive signing. .	797	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

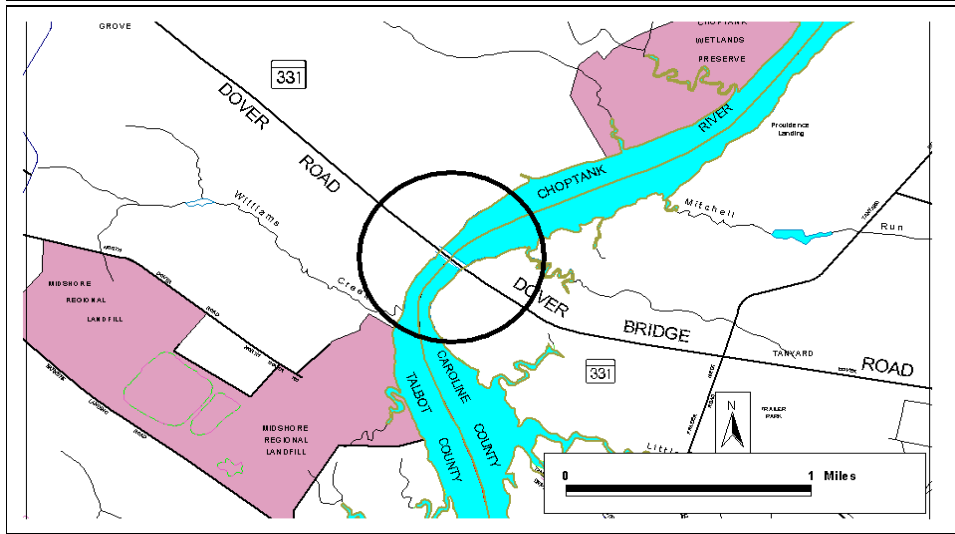
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Scenic/Historic Highway Programs/Visitor Centers (cont'd)</u>		
20		Civil War Driving 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.	424	Underway
21		Keep Maryland Beautiful III - Continuation of Keep Maryland Beautiful and Anti-Litter Initiatives.	322	Underway



Talbot

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 water 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
PP	0	0	0	0	0
PE	2880	0	0	0	0
RW	0	0	0	0	871
CO	0	0	0	0	34122

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	3,600	0	300	825	825	825	825	0	3,600	0
Right-of-way	1,089	0	0	0	0	0	121	847	968	121
Construction	43,748	0	0	0	0	0	0	10,940	10,940	32,808
Total	48,437	0	300	825	825	825	946	11,787	15,508	32,929
Federal-Aid	37,873	0	240	660	660	660	757	9,210	12,187	25,686

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

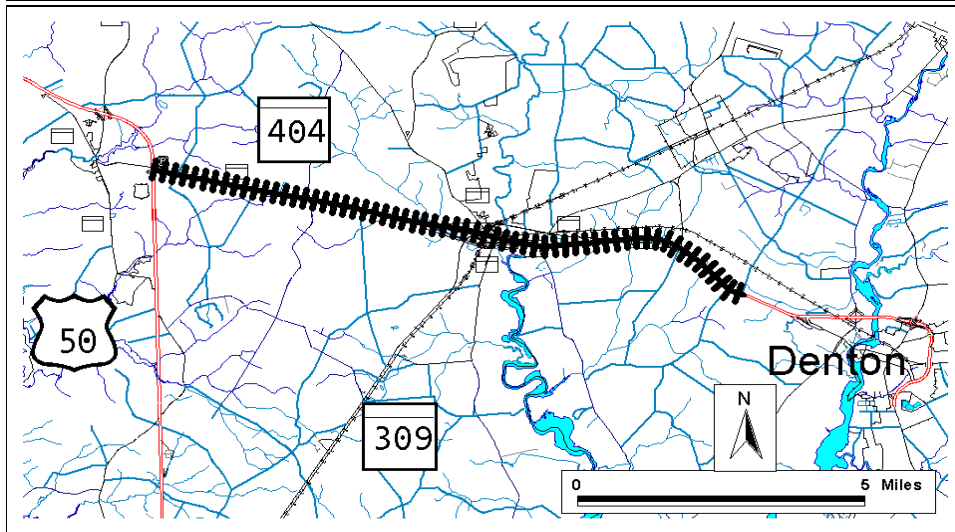
CURRENT (2003) - 13,200

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: Study to upgrade existing MD 404 to a 4 lane divided highway with access controls from US 50 to the Denton Bypass (11.83 miles). Shoulders will accommodate bicycles and pedestrians.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project Planning reevaluation complete. Partial Engineering to begin during current fiscal year. An additional \$24.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added \$3.8 million to Engineering due to the Federal Consolidated Appropriation Act of 2005.

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2925	0	0	0	0	TCSP/NHS
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		BALANCE TO COMPLETE
Planning	472	465	7	0	0	0	0	0	7	0
Engineering	3,750	0	50	2,300	1,400	0	0	0	3,750	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	4,222	465	57	2,300	1,400	0	0	0	3,757	0
Federal-Aid	2,925	0	39	1,794	1,092	0	0	0	2,925	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 17,300
22,400 (Summer)

PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 50	Ocean Gateway; MD 404 to MD 662B; resurface westbound roadway	1,323	Completed
<u>Community Safety and Enhancements</u>				
2	MD 331	Dover Street; US 50 to east of Higgins Street in Easton; urban street reconstruct	1,287	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
3	MD 33	St. Michaels Road; Pea Neck Road to Oak Creek; resurface	404	FY 2005
4	MD 333	Oxford Road; Bonfield Manor Road to Judiths Garden Road; resurface	450	FY 2005
5	MD 333	Oxford Road; Judiths Garden Road to Trippe Creek Drive; resurface	450	FY 2005
6	MD 404	Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Queen Anne's County.) (Revenue Increase Project)	1,510	FY 2005
<u>Safety/Spot Improvement</u>				
7	US 50	Ocean Gateway; various locations throughout Talbot County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	115	FY 2005
8	US 50	Ocean Gateway; at Dutchman's Lane; extend eastbound left turn lane (Revenue Increase Project)	200	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

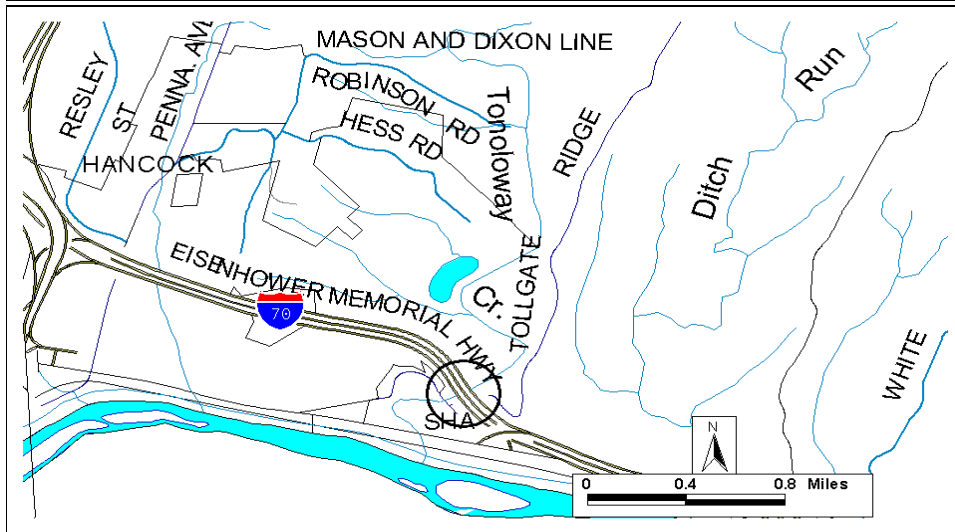
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Community Safety and Enhancements</u>		
9	MD 333	Morris Street; The Strand Street to Caroline Street in Oxford; urban street reconstruct (Revenue Increase Project)	2,600	FY 2006
		<u>Traffic Management</u>		
10	US 50	Ocean Gateway; MD 309 to MD 565/Landing Neck Lane; traffic signal systemization (Revenue Increase Project)	700	FY 2005
		<u>Sidewalks</u>		
11	MD 333	Peach Blossom Road; (South side) Trippe Avenue to South Pennsfield Lane, (South side) MD 322 to Hayward Avenue, (North side) MD 322 to Londonderry Avenue and (Both sides) upgrade ADA ramps from Hayward Avenue to Washington Street in Easton; retrofit sidewalk - 1,390 linear feet	65	FY 2005
		<u>Access Controls</u>		
12	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	200	FY 2006
		<u>Intersection Capacity Improvements</u>		
13	US 50	Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and restripe US 50 to replace existing right turn lanes with shared through/right turn lanes (Revenue Increase Project)	2,000	FY 2006



Washington

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-70, Dwight D. Eisenhower Highway

DESCRIPTION: Widened and rehabilitated Bridge 21092 over Great Tonoloway Creek.

JUSTIFICATION: These steel girder bridges, built in 1965, had structurally deficient decks and narrow shoulders.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	787	787	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,059	5,811	2,248	0	0	0	0	0	2,248	0
Total	8,846	6,598	2,248	0	0	0	0	0	2,248	0
Federal-Aid	7,049	5,252	1,797	0	0	0	0	0	1,797	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

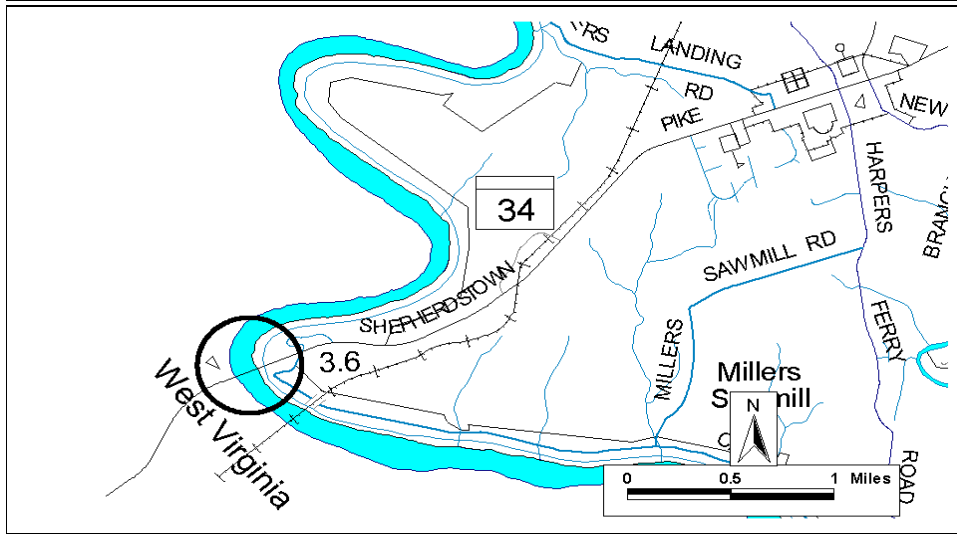
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 38,500

PROJECTED (2030) - 66,700

OPERATING COST IMPACT N/A



PROJECT: MD 34, Shepherdstown Pike

DESCRIPTION: Replace Bridge 21002 over the Potomac River. Shoulders and a sidewalk will provide bicycle and pedestrian access.

JUSTIFICATION: The existing steel truss bridge with concrete deck, built in 1937, is experiencing severe deterioration. The existing bridge has a 32 ton weight restriction.

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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 by West Virginia. The cost shown is Maryland's remaining share only.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,643	2,643	0	0	0	0	0	0	0	0	0
Right-of-way	27	27	0	0	0	0	0	0	0	0	0
Construction	3,846	838	2,326	682	0	0	0	0	3,008	0	0
Total	6,516	3,508	2,326	682	0	0	0	0	3,008	0	0
Federal-Aid	4,677	2,272	1,860	545	0	0	0	0	2,405	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

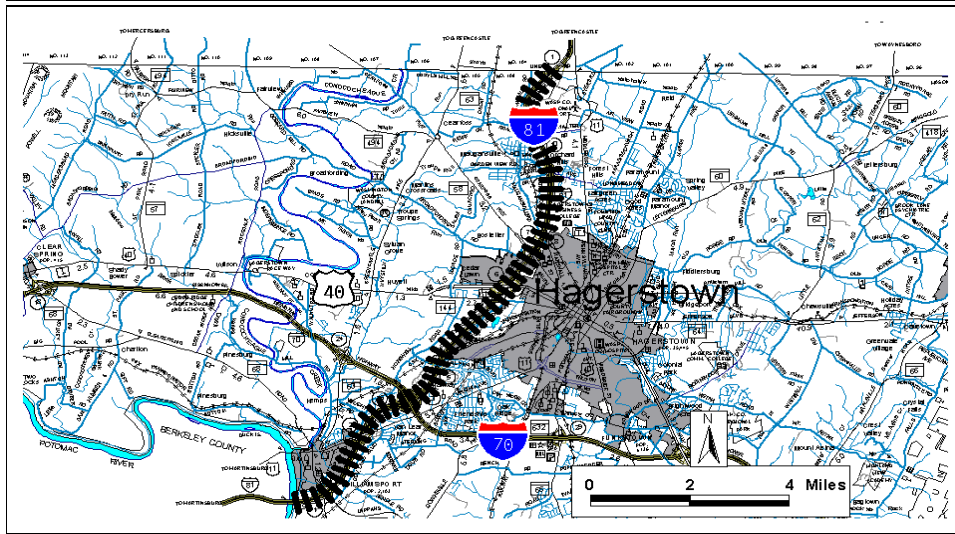
CURRENT (2003) - 5,850

PROJECTED (2030) - 9,900

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 3

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). Will consider the possibility of converting to a toll facility.

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, particularly in the Hagerstown area, will further contribute to congestion.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Hagerstown Regional Airport expansion (Washington County)
 I-81, Feasibility Study (Pennsylvania)
 I-81, Martinsburg to Falling Waters Interchange (West Virginia)

Federal Funding By Year of Obligation					
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010
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 2004 - 09 CTP: The cost increase of \$1.8 million is due to additional funding to study potential tolls on I-81.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER				
<u>PROJECT CASH FLOW</u>											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	<u>FOR PLANNING PURPOSES ONLY</u>				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	3,350	1,715	1,000	635	0	0	0	0	1,635	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	1,715	1,000	635	0	0	0	0	1,635	0	
Federal-Aid	2,345	1,201	700	444	0	0	0	0	1,144	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 51,600 - 71,400

PROJECTED (2030) - 74,000 - 118,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40	National Pike; east corporate limits of Clear Spring to 0.40 mile east of Spickler Road; resurface	897	Completed
<u>Safety/Spot Improvement</u>				
2	US 11	Potomac Street; at Bridge 21001 over the Potomac River; safety fencing	76	Completed
3	US 40	National Pike; at MD 63; geometric improvements	1,460	Completed
4	MD 66	Mapleville Road; 0.06 mile south of San Mar Road to 0.09 mile north of Benevola Church Road; realign roadway	1,218	Completed
<u>Sidewalks</u>				
5	MD 58	Salem Avenue; Woodpoint Avenue to Key Circle in Hagerstown; retrofit sidewalks along eastbound and westbound roadways (various locations) - 555 linear feet	46	Completed
6	MD 144	Main Street; Sheetz Store lot to Methodist Street in Hancock; retrofit sidewalks along westbound roadway - 250 linear feet; MD 144 - Western Pike; Park Road to MD 522 in Hancock; retrofit sidewalks along westbound roadway - 582 linear feet; MD 522 - High Street; Virginia Avenue to MD 522 in Hancock; retrofit sidewalks along westbound roadway - 392 linear feet	37	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
7	US 11	Middleburg Pike; Maugans Avenue to Showalter Road; resurface	879	Under construction
8	US 40	National Pike; 0.40 mile east of Spickler Road to 0.19 mile west of MD 63; resurface (Revenue Increase Project)	1,116	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
9	US 340	Jefferson Pike; Bridge 21041 over the Potomac River to the Frederick County Line; resurface	1,744	FY 2005
<u>Bridge Replacement/Rehabilitation</u>				
10	US 11	Potomac Street; Bridge 21001 over the Potomac River and CSX Railroad; bridge rehabilitation (Revenue Increase Project)	1,246	FY 2005
11	US 40	National Pike; Bridge 21010 over Licking Creek; bridge rehabilitation (Revenue Increase Project)	1,703	FY 2005
12	I 70	Baltimore National Pike; Bridge 21092 over Tonoloway Creek; stormwater management remediation	86	FY 2006
13	CO 120	McDade Road; Bridge 21064 over US 40; bridge deck replacement	922	Completed
<u>Safety/Spot Improvement</u>				
14	US 40	Dual Highway; at Edgewood Drive; widen US 40 to provide three through lanes and double left turn lanes, widen both legs of Edgewood Drive, drainage improvements and construct new traffic signal (Funded for concept development only) (Cost shown represents SHA's share.)	200	FY 2005
15	MD 63	Greencastle Pike; at I-70 ramps; interchange lighting	35	FY 2005
16	I 70	Eisenhower Memorial Highway; at I-83; interchange lighting	150	FY 2005
17	I 70	Eisenhower Memorial Highway; various locations throughout Washington County; replace turn-down end treatments and upgrade traffic barriers (Revenue Increase Project)	14	FY 2005
18	I 70	Eisenhower Memorial Highway; eastbound at ramp to I 81 North; geometric improvements (Revenue Increase Project)	478	FY 2005

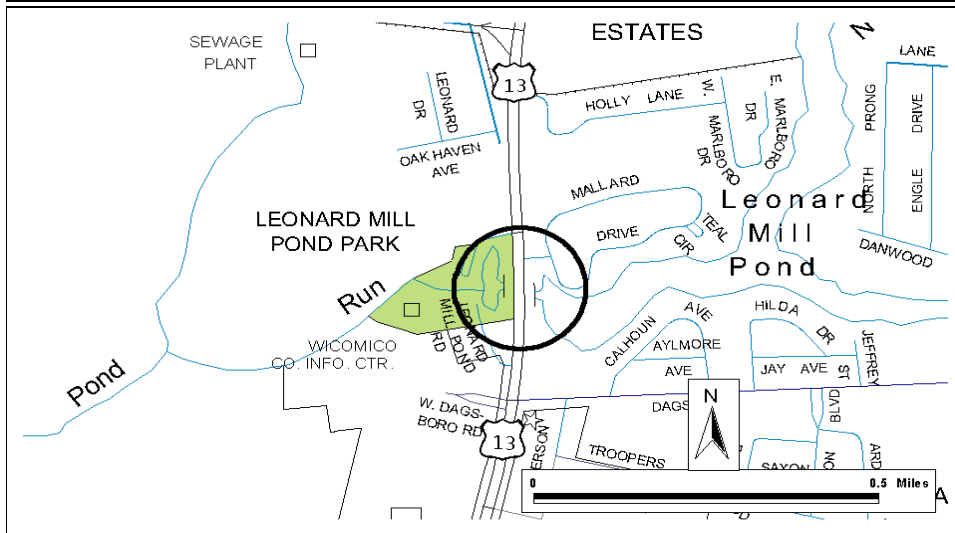
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 4 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
19	MD 77	Foxville Road; MD 64 to Hopkins Lane; super elevation curve correction, drainage and resurfacing (Revenue Increase Project)	2,268	FY 2005
20	I 81	Maryland Veterans Memorial Highway; various locations throughout Washington County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	82	FY 2005
<u>Community Safety and Enhancements</u>				
21	MD 62/804B	Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only)	550	FY 2005
<u>Sidewalks</u>				
22	US 11	Virginia Avenue; south limits of Hagerstown to Burhans Boulevard; retrofit sidewalks - 1,200 linear feet	47	FY 2005
23	US 40	Washington Street/Dual Highway; Cannon Avenue to Cleveland Avenue in Hagerstown; retrofit sidewalks along westbound roadway - 1,320 linear feet	43	FY 2005
24	US 40	West Washington Street; University of Maryland Education Center - Baldwin Building in Hagerstown; retrofit sidewalks along eastbound roadway - 125 linear feet	11	FY 2005



Wicomico



PROJECT: US 13, Ocean Highway

DESCRIPTION: Replaced and widened Bridge 22002 northbound over Leonard Mill Pond. Included widening approaches between Dagsboro Road and Connelly Mill Road (0.5 miles).

JUSTIFICATION: Bridge was widened to accommodate needed capacity.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2007	2008	2009	2010		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	439	439	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,789	1,953	836	0	0	0	0	0	836	0
Total	3,228	2,392	836	0	0	0	0	0	836	0
Federal-Aid	2,349	1,886	463	0	0	0	0	0	463	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 37,700

PROJECTED (2030) - 60,600

OPERATING COST IMPACT \$600 per year

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 2

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 13	South Fruitland Boulevard; Somerset County Line to US 13 Business and US 13 Business from US 13 to Main Street in Fruitland; resurface	435	Completed
2	MD 54	State Street; Waller Road to US 13; resurface	156	Completed
<u>Safety/Spot Improvement</u>				
3	US 13 BUS	North Salisbury Boulevard; at Church Street; provide right turn lane from Church Street onto US 13 Business	510	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
4	MD 12	Snow Hill Road; Shiloh Street to Regency Drive; resurface	78	Under construction
5	US 13	Salisbury Bypass; US 13 Business to Mile Marker 31.0; resurface northbound roadway (Revenue Increase Project)	906	FY 2006
6	US 13 BUS	North Salisbury Boulevard; Structure 22026 over US 50 Business to Zion Road; resurface (Revenue Increase Project)	1,071	Under construction
7	US 50	Salisbury Parkway/Ocean Gateway; East Main Street to Walston Switch Road; resurface (also includes geometric improvements to US 50/MD 350 at Beaglin Park Drive)	2,267	Under construction
8	US 50 BUS	West Salisbury Boulevard; US 50 Bypass to Boundary Street; resurface eastbound roadway (Revenue Increase Project)	329	FY 2006
9	MD 349	Nanticoke Road; Cedar Hill Parkway to MD 347; resurface	1,460	FY 2005

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO 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, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10	MD 352	Whitehaven Road; MD 349 at Cox's Corner to Whitehaven Road; resurface	318	Completed
11	MD 670	Lillian Street; MD 347 to US 50; resurface	193	Completed
12	MD 815	Old Quantico Road; MD 349 to MD 349; resurface	67	Completed
<u>Bridge Replacement/Rehabilitation</u>				
13	US 50 BUS	Salisbury Parkway; at Norfolk Southern Railroad Bridge 22027; bridge rehabilitation	727	FY 2005
14	MD 991	Main Street; Bridge 22009 over the Wicomico River; upgrade electrical systems and perform structural and mechanical repairs (Revenue Increase Project)	2,568	FY 2005
<u>Safety/Spot Improvement</u>				
15	US 13	Various locations throughout Wicomico County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	29	FY 2005
16	US 50	Ocean Gateway; Various locations throughout Wicomico County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	67	FY 2005
17	MD 513	East Cedar Lane; at Division Street; construct roundabout (Funded for preliminary engineering only)	141	PE Underway
<u>Sidewalks</u>				
18	US 13 BUS	South Salisbury Boulevard; Bateman Street to Milford Street; retrofit sidewalks - 1,500 linear feet	50	FY 2005
19	US 13 BUS	North Salisbury Boulevard; at various locations from US 50 to Zion Road; retrofit sidewalks - 400 linear feet	25	FY 2005

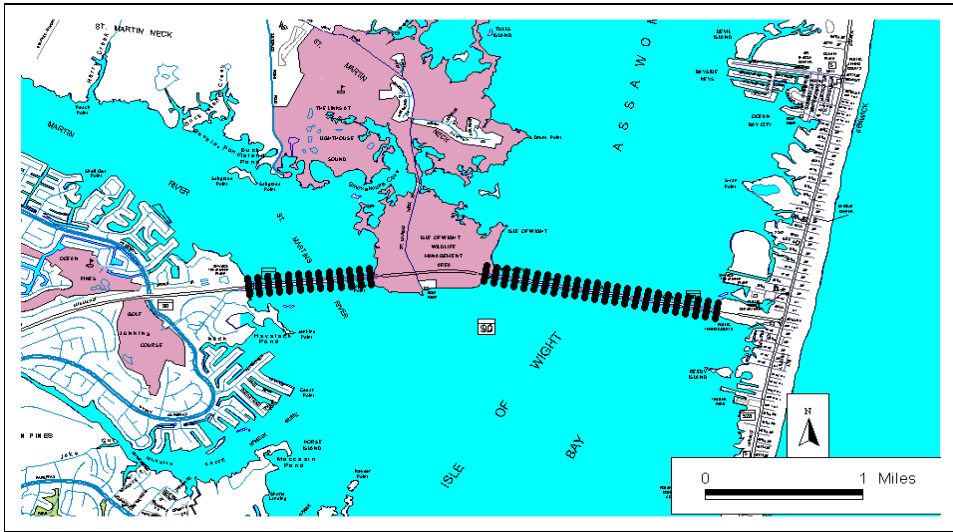
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO 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, 2004
		<u>Fiscal Years 2005 and 2006 (cont'd)</u>		
		<u>Access Controls</u>		
20	US 50	Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls	200	FY 2006



Worcester



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Rehabilitate Bridge 23020 over St. Martin River and Bridge 23021 over Assawoman Bay. This remedial action will prevent further deterioration and strengthen the piers.

JUSTIFICATION: Underwater inspection has revealed these 35 year old structures to have progressive pier deterioration.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 50, Bridge over Sinepuxent Bay (Line 3)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: Added to the Construction Program due to the Revenue Increase.

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 2004			2007	2008	2009	2010	2011		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	7,063	0	1,626	5,437	0	0	0	0	0	7,063	0
Total	7,063	0	1,626	5,437	0	0	0	0	0	7,063	0
Federal-Aid	5,651	0	1,301	4,350	0	0	0	0	0	5,651	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

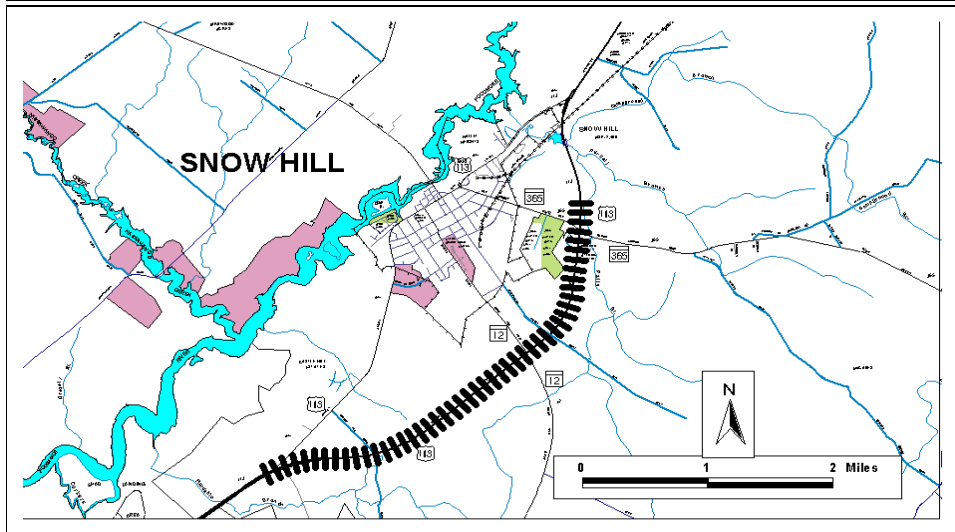
CURRENT (2003) - 17,000
28,000 (Summer)

PROJECTED (2030) - 24,500
35,000 (Summer)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Worcester County -- Line 2

PRIMARY CONSTRUCTION PROGRAM



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 coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 113, North of MD 365(Public Landing Road) to Hayes Landing Road (Line 4)
 US 113, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: This breakout project was added to the Construction Program from the Development and Evaluation Program (Line 4) due to the Revenue Increase.

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 2004			2007	2008	2009	2010	2010		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,500	1,264	236	0	0	0	0	0	0	236	0
Right-of-way	100	0	100	0	0	0	0	0	0	100	0
Construction	17,951	0	1,536	6,753	8,933	729	0	0	17,951	0	0
Total	19,551	1,264	1,872	6,753	8,933	729	0	0	18,287	0	0
Federal-Aid	15,410	885	1,394	5,402	7,146	583	0	0	14,525	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

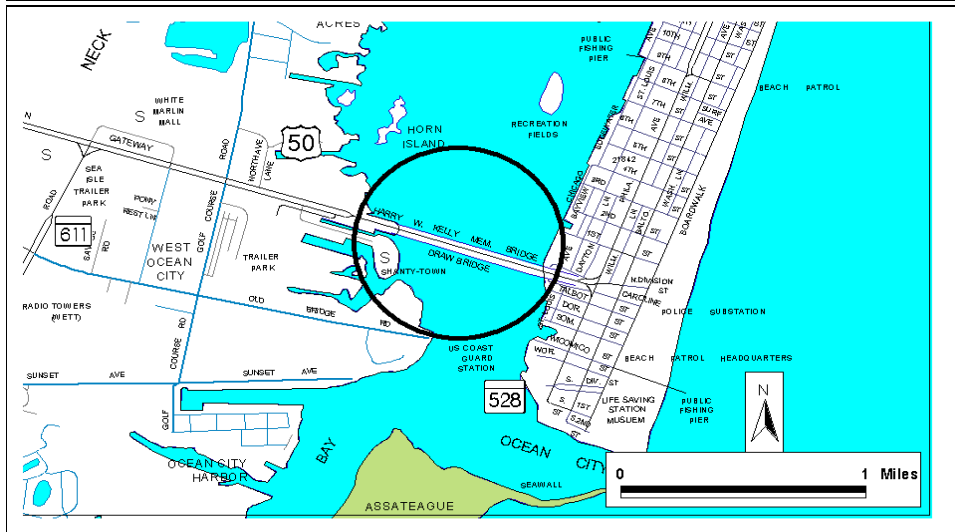
CURRENT (2003) - 9,275 - 16,650

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 DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Study to replace Bridge 23007 over the Sinepuxent Bay. The study will investigate replacement of the draw span with a high level bridge. Shoulders 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 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
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 2004 - 09 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)									
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	2,500	0	500	1,000	1,000	0	0	0	2,500	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	2,500	0	500	1,000	1,000	0	0	0	2,500	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)

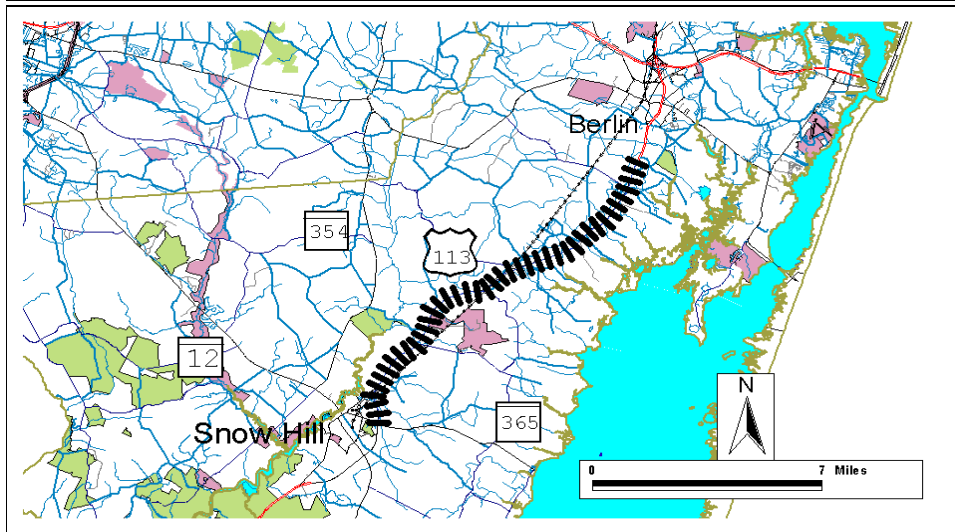
CURRENT (2003) - 24,000

PROJECTED (2030) - 35,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Worcester County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 113, Worcester Highway

DESCRIPTION: Study to upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Hayes Landing Road south of Berlin (9.12 miles). Will include access control improvements. Shoulders will accommodate bicycles.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 113, Market Street to Public Landing Road (Line 2)
 US 113, Access Control (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2005	FFY 2006	FFY 2007	FFY 2008	FFY 2009 - 2010	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	1124	0	0	0	0	NCPD
RW	1560	0	0	0	0	NCPD
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$2.5 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The improvement from US 113 Business (Market Street) to MD 365 (Public Landing Road) was moved to the Construction Program (Line 2).

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				FOR PLANNING PURPOSES ONLY					
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	7,171	1,954	1,990	2,494	733	0	0	0	5,217	0
Right-of-way	1,441	0	665	660	116	0	0	0	1,441	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,612	1,954	2,655	3,154	849	0	0	0	6,658	0
Federal-Aid	5,328	1,378	1,875	1,803	272	0	0	0	3,950	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2003) - 6,000 - 11,300

PROJECTED (2030) - 9,000 - 17,000
 11,300 - 23,700 (Summer)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

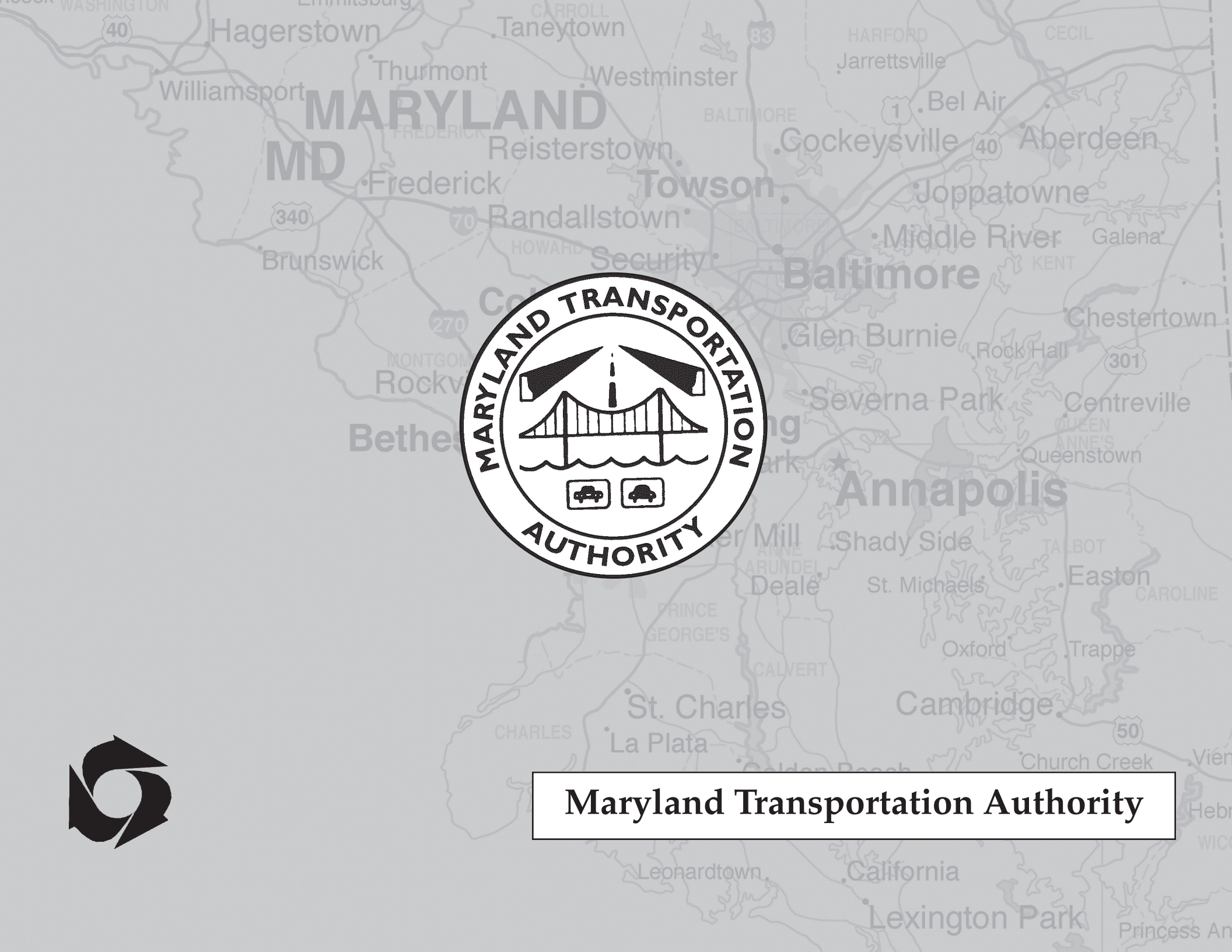
STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Year 2004 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 113	Worcester Highway; Carter Road to north of Corkers Creek; resurface northbound roadway	1,071	Completed
2	MD 374	Libertytown Road/Broad Street; 0.30 mile west of Ironshire Station Road to MD 818; resurface	378	Completed
<u>Safety/Spot Improvement</u>				
3	MD 589	Racetrack Road; at Cathell Road; reconstruct intersection	313	Completed
<u>Sidewalks</u>				
4	MD 528	Coastal Highway/Philadelphia Avenue; 26th Street to the Delaware State Line; retrofit sidewalks	865	Completed
<u>Fiscal Years 2005 and 2006</u>				
<u>Resurface/Rehabilitate</u>				
5	MD 12	Snow Hill Road; US 113 to US 113 Business; resurface	276	FY 2005
6	US 13	Ocean Highway; Virginia State Line to Sheephouse Road; resurface southbound roadway	841	Under construction
7	US 113	Worcester Highway; MD 818 to MD 365; resurface (Revenue Increase Project)	834	FY 2005
8	US 113 BUS	Market Street; US 113 to Burrough Street; resurface	169	FY 2005
9	MD 376	Assateague Road; MD 611 to Kitts Branch Road; resurface	525	FY 2005
10	MD 528	Coastal Highway; 67th Street to the Delaware State Line; resurface northbound roadway (Revenue Increase Project)	1,450	FY 2006

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

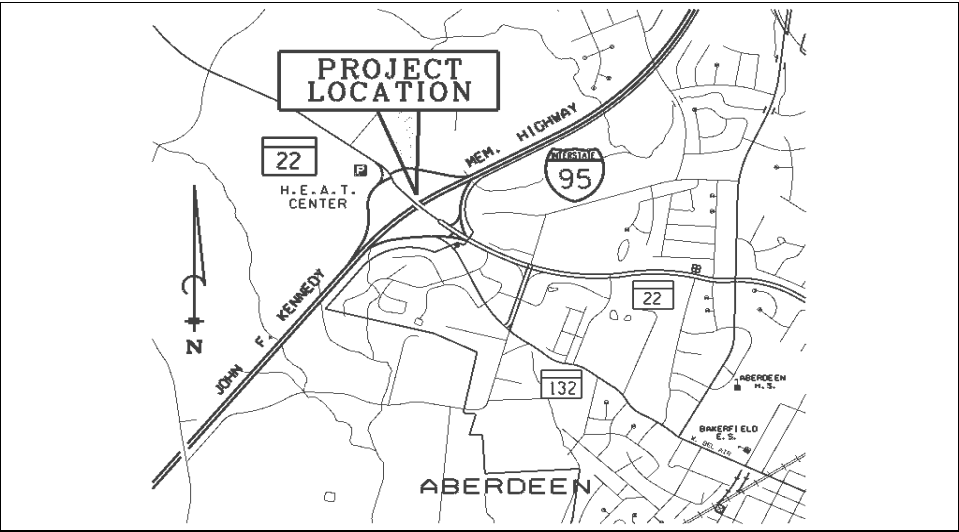
ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2004
<u>Fiscal Years 2005 and 2006 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
11	US 50	Ocean Gateway; various locations throughout Worcester County; replace turndown end treatments and upgrade traffic barriers (Revenue Increase Project)	82	FY 2005
12	MD 346	Old Ocean City Road; at Healthway Drive/Atlantic General Hospital; widen to provide left turn lane (Revenue Increase Project)	400	FY 2006
13	MD 589	Racetrack Road; at Showell Elementary School; widen to provide left turn lane (Revenue Increase Project)	744	FY 2005
14	MD 589	Racetrack Road; at Gum Point Road; widen to provide left turn lane (Funded for concept development only)	24	Concepts Underway
<u>Community Safety and Enhancements</u>				
15	US 113 BUS	Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only)	200	FY 2005
<u>Access Controls</u>				
16	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	603	FY 2006



Maryland Transportation Authority

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2005</u>	<u>FY 2006</u>	<u>FY 2007</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>SIX-YEAR TOTAL</u>
<u>Construction Program</u>							
Major Projects	106.8	385.9	518.4	773.0	832.6	655.1	3,271.9
System Preservation Minor Projects	90.1	143.6	125.1	100.0	100.2	100.2	659.2
<u>Development & Evaluation Program</u>	<u>1.4</u>	<u>5.6</u>	<u>4.5</u>	<u>1.8</u>	<u>-</u>	<u>-</u>	<u>13.3</u>
TOTAL	198.4	535.1	648.0	874.8	932.8	755.3	3,944.4



PROJECT: John F. Kennedy Memorial Highway - Interchange at MD 22

DESCRIPTION: Improve the I-95/MD 22 Interchange and adjacent intersections at Gilbert Road and Technology Drive.

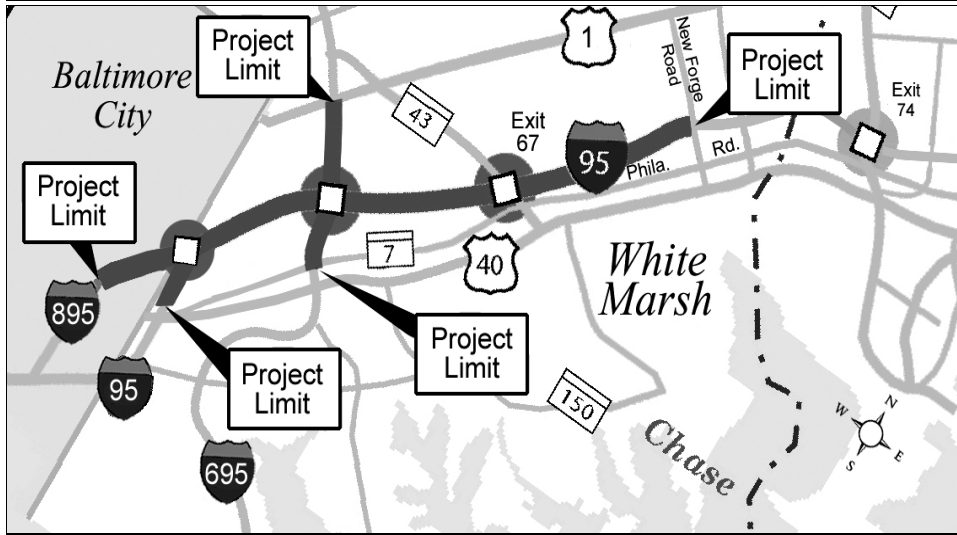
JUSTIFICATION: These improvements will enhance safety and improve the operations of the I-95/MD 22 Interchange and adjacent intersections at Gilbert Road and Technology Drive.

STATUS: Project was opened to service in November 2004.

ASSOCIATED IMPROVEMENTS:
I-95 Section 200 - Development and Evaluation Program (Line 15)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	400	400	0	0	0	0	0	0	0	0
Engineering	5,200	5,000	200	0	0	0	0	0	200	0
Right-of-way	23	23	0	0	0	0	0	0	0	0
Construction	26,000	20,024	5,976	0	0	0	0	0	5,976	0
Total	31,623	25,447	6,176	0	0	0	0	0	6,176	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: John F. Kennedy Memorial Highway - Section 100

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: Section 100 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.

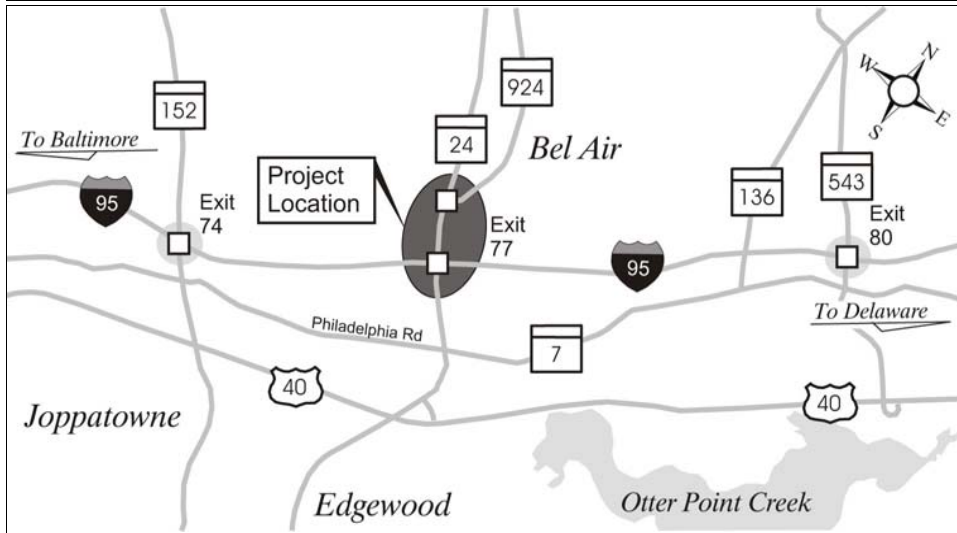
STATUS: The Authority adopted the I-95 Master Plan in April 2003. Project planning for I-95 Section 100 began in July 2003, and is anticipated to be completed in Spring 2005, with engineering and right-of-way acquisitions to begin current fiscal year. Construction to begin in FY 2007.

ASSOCIATED IMPROVEMENTS:

I-95 Section 200 - Development and Evaluation Program (Line 15)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	7,150	6,140	1,010	0	0	0	0	0	1,010	0
Engineering	98,495	0	9,163	27,316	15,326	8,632	11,302	14,375	86,114	12,381
Right-of-way	21,000	0	6,200	8,600	6,200	0	0	0	21,000	0
Construction	703,570	0	0	0	35,766	117,314	153,809	193,871	500,760	202,810
Total	830,215	6,140	16,373	35,916	57,292	125,946	165,111	208,246	608,884	215,191
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: John F. Kennedy Memorial Highway - Interchange at MD 24

DESCRIPTION: Construct improvements to the I-95/MD 24 Interchange, including an upgrade of the MD 24 and MD 24/MD 924 intersection to a grade separated interchange. Phase 1 includes the interchange improvements 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 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 to the I-95/MD 24 interchange.

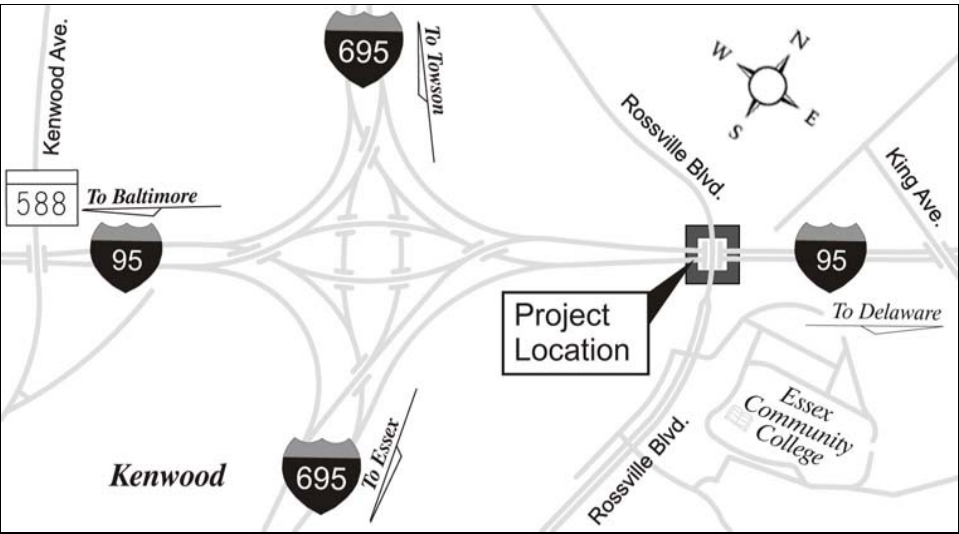
STATUS: Alternative selection process is complete. Finalizing the environmental document. Engineering to begin in current fiscal year. Right-of-way to begin in budget fiscal year. Construction to begin in FY 2007.

ASSOCIATED IMPROVEMENTS:

I-95 Section 200 - Development and Evaluation Program (Line 15)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added Phase 1 to the Construction Program from the Development and Evaluation Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	984	734	250	0	0	0	0	0	250	0
Engineering	7,150	200	200	1,175	2,508	1,692	1,375	0	6,950	0
Right-of-way	6,000	0	0	3,000	3,000	0	0	0	6,000	0
Construction	71,500	0	0	0	10,172	33,839	27,489	0	71,500	0
Total	85,634	934	450	4,175	15,680	35,531	28,864	0	84,700	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: John F. Kennedy Memorial Highway - Rossville Boulevard Bridge

DESCRIPTION: Replace the Rossville Boulevard Bridge over I-95.

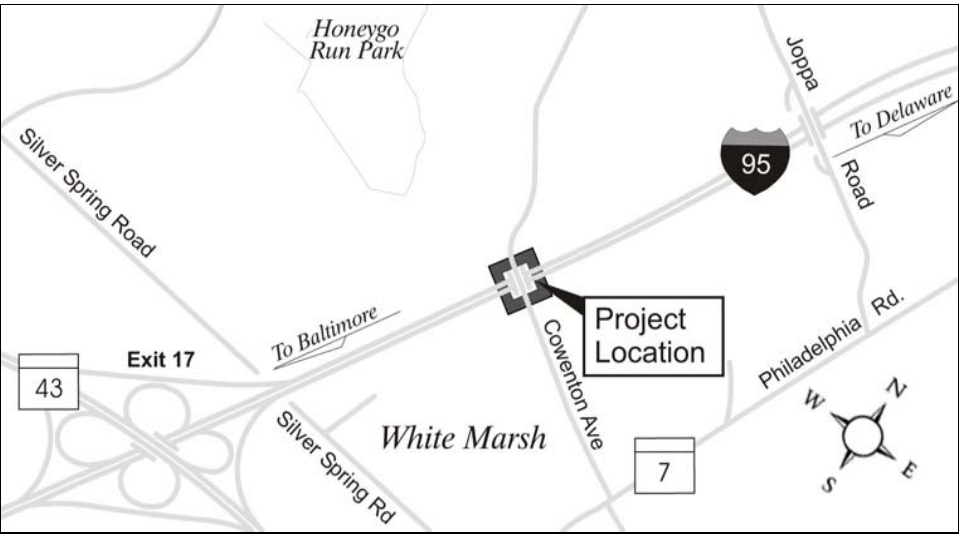
JUSTIFICATION: The bridge replacement is needed to accommodate the widening of I-95 to be done as part of the I-95 Section 100 project.

STATUS: Engineering is underway. Construction scheduled to begin in budget fiscal year.

ASSOCIATED IMPROVEMENTS:
I-95 Section 100 - Construction Program (Line 2)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,069	100	523	123	323	0	0	0	969	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,900	0	0	2,450	6,450	0	0	0	8,900	0
Total	9,969	100	523	2,573	6,773	0	0	0	9,869	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: John F. Kennedy Memorial Highway - Cowenton Avenue Bridge

DESCRIPTION: Replace the Cowenton Avenue Bridge over I-95.

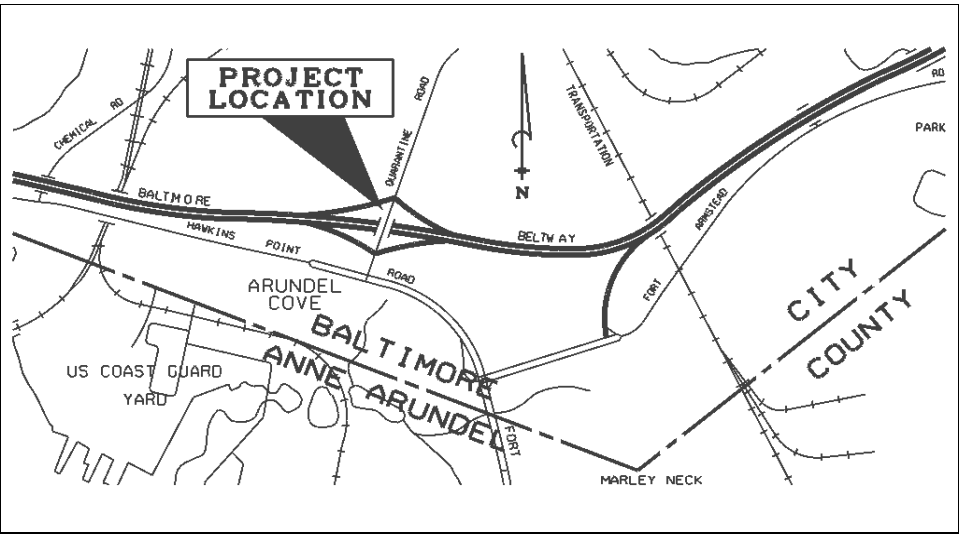
JUSTIFICATION: The bridge replacement is needed to accommodate the widening of I-95 to be done as part of the I-95 Section 100 project.

STATUS: Engineering is underway. Construction to begin in budget fiscal year.

ASSOCIATED IMPROVEMENTS:
I-95 Section 100 - Construction Program (Line 2)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	599	0	200	175	147	77	0	0	599	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	2,531	0	0	297	1,467	767	0	0	2,531	0
Total	3,130	0	200	472	1,614	844	0	0	3,130	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Francis Scott Key Bridge - Interchange at Quarantine Road

DESCRIPTION: Construct interchange improvements on MD 695 (Baltimore Beltway) at Quarantine Road, including a new truck weigh and inspection facility.

JUSTIFICATION: This project will improve safety by addressing constraints that result in ramp queues that extend onto MD 695, as well as, providing for homeland security and truck safety by providing opportunities for checking trucks prior to crossing in the eastbound direction.

STATUS: Planning is completed. Engineering is underway. Right-of-way acquisitions to begin in current fiscal year. Construction to begin in budget fiscal year.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$10.4 million for the construction of a truck weigh and inspection facility.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	250	250	0	0	0	0	0	0	0	0
Engineering	3,590	500	500	500	800	1,290	0	0	3,090	0
Right-of-way	1,332	0	500	832	0	0	0	0	1,332	0
Construction	20,900	0	0	200	8,000	12,700	0	0	20,900	0
Total	26,072	750	1,000	1,532	8,800	13,990	0	0	25,322	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



STATUS: Construction underway.

PROJECT: Fort McHenry Tunnel - South of Tunnel

DESCRIPTION: Rehabilitate all of I-95 & I-395 south of the Tunnel. Includes resurfacing of about 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 latest standards.

ASSOCIATED IMPROVEMENTS:
I-95 Carroll Camden Access Study - Development and Evaluation Program (Line 16)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the System Preservation Minor Projects Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	16,530	1,850	1,350	2,050	1,800	1,550	3,250	2,500	12,500	2,180
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	89,805	4,131	3,869	2,500	4,000	6,000	25,000	25,000	66,369	19,305
Total	106,335	5,981	5,219	4,550	5,800	7,550	28,250	27,500	78,869	21,485
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1448, 1453, 1454, 1455



STATUS: Construction underway.

PROJECT: Fort McHenry Tunnel - 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; replace and upgrade of existing signing; and inspect and repair of highmast light poles and sign structures.

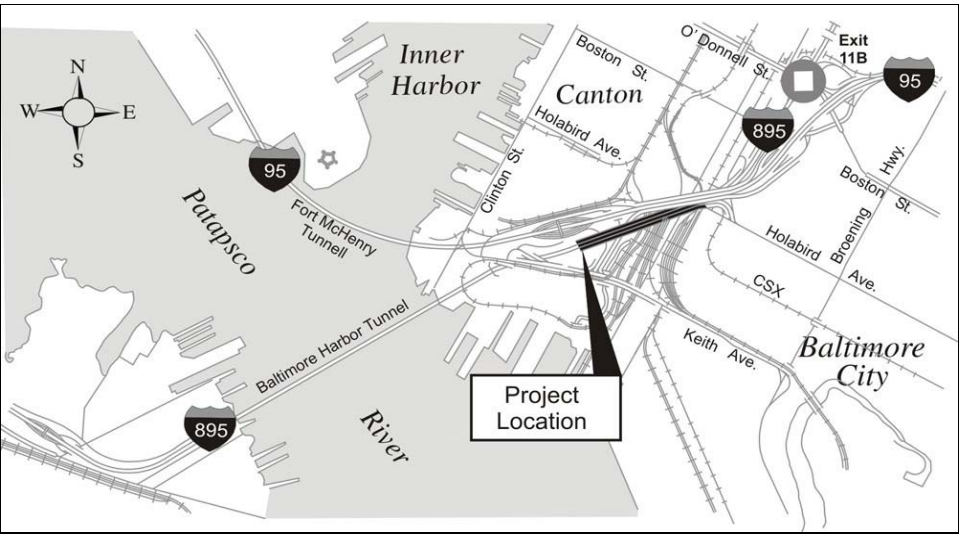
JUSTIFICATION: Bridge decks and roadways have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program from the System Preservation Minor Projects Program.

ASSOCIATED IMPROVEMENTS:
I-95 Structural Repairs to Viaduct Bridges from Canton Railroad to Herring Run - Minor Projects Program - (Line 20)

POTENTIAL FUNDING SOURCE:					<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,775	2,450	1,020	1,200	1,205	550	350	0	4,325	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	54,900	15,888	5,514	14,085	14,413	3,500	1,500	0	39,012	0
Total	61,675	18,338	6,534	15,285	15,618	4,050	1,850	0	43,337	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

1446, 1447, 1449, 1466



PROJECT: Baltimore Harbor Tunnel Thruway - Canton Viaduct

DESCRIPTION: Replace the deck on the Canton Viaduct from the north portal entrance to Holabird Avenue.

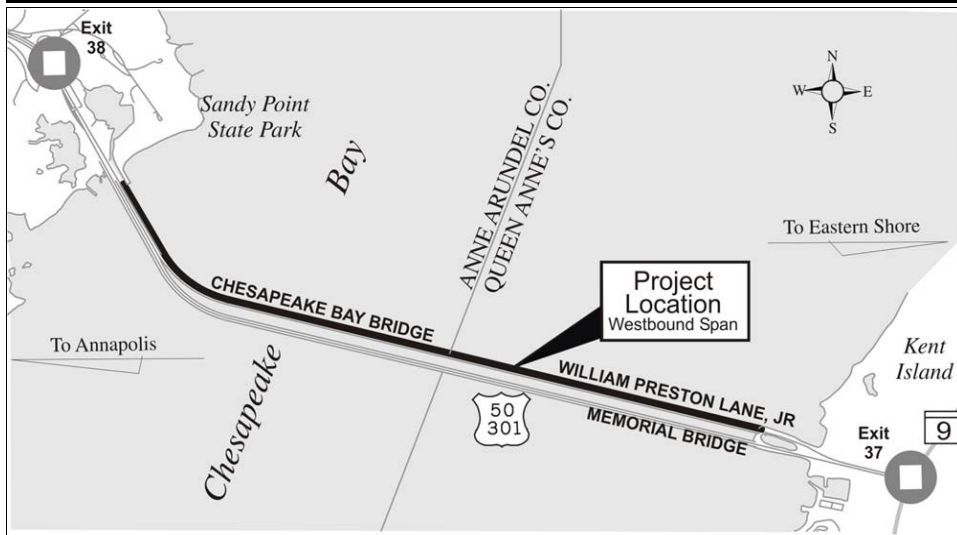
JUSTIFICATION: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

STATUS: Engineering is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,882	0	460	500	372	550	0	0	1,882	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	19,250	0	0	490	7,839	10,921	0	0	19,250	0
Total	21,132	0	460	990	8,211	11,471	0	0	21,132	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane Jr. Memorial Bridge - Westbound Bridge

DESCRIPTION: Rehabilitate the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Thru-truss Spans.

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.

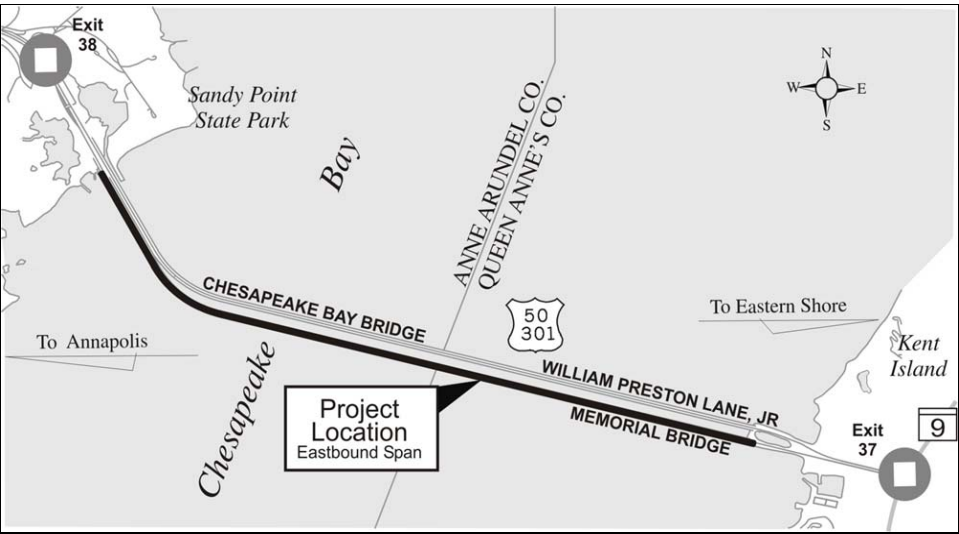
STATUS: Phase I, Deck Rehabilitation of Truss, Beam and Girder Spans, is 90 percent complete, with completion scheduled for May 2005. The extent of necessary repairs to the overlay in the right lane is under investigation. Phase II, Deck Rehabilitation of Suspension and Thru-truss Spans to begin in current fiscal year.

ASSOCIATED IMPROVEMENTS:

Paint Eastbound Bridge-Construction Program (Line 11)
Selective Painting of the Westbound Bridge-Construction Program (Line 13)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost of overlay replacement work to the center and left lanes of the bridge have been included. Additionally, cost increased due to the rehabilitation of the bridge railing system, the installation of conduit for fiber optics, and the installation of a suspension cable monitoring system.

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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2007.....	.....2008.....	.....2009.....	.....2010.....	0	0
Engineering	5,480	3,030	1,000	1,450	0	0	0	0	2,450	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	81,491	38,073	18,643	24,775	0	0	0	0	43,418	0
Total	86,971	41,103	19,643	26,225	0	0	0	0	45,868	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane Jr. Memorial Bridge - Eastbound Bridge

DESCRIPTION: Clean and paint the eastbound bridge. Phase I - Suspension, East Deck Truss and through Truss Spans, Phase II - East Girder and Beam Spans, Phase III - West Beam, Girder and Deck Truss Spans.

JUSTIFICATION: A study of the condition of the paint coating of the Eastbound Bridge was conducted in 1995. The conclusion of the study was that overcoating of the bridge would not be beneficial and that the majority of the structure requires complete cleaning and repainting. The repainting of the bridge has been divided into three projects based on priority due to the severity of the coating conditions and traffic control requirements.

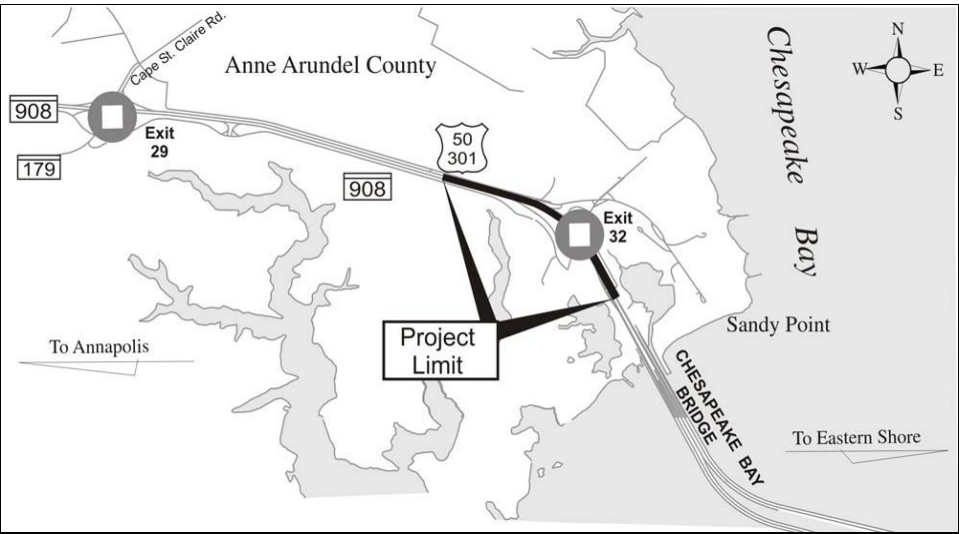
STATUS: All Phases are substantially complete.

ASSOCIATED IMPROVEMENTS:
Rehabilitate Westbound Bridge Deck - Construction Program (Line 10)
Selective Painting of the Westbound Bridge - Construction Program (Line 13)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: None.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,565	2,565	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	67,549	66,172	1,377	0	0	0	0	0	1,377	0
Total	70,114	68,737	1,377	0	0	0	0	0	1,377	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

0617, 0633, 0634



PROJECT: William Preston Lane Jr. Memorial Bridge

DESCRIPTION: Widen the toll plaza approach and construct an additional 1/2 mile extension of the dedicated E-Z Pass lane.

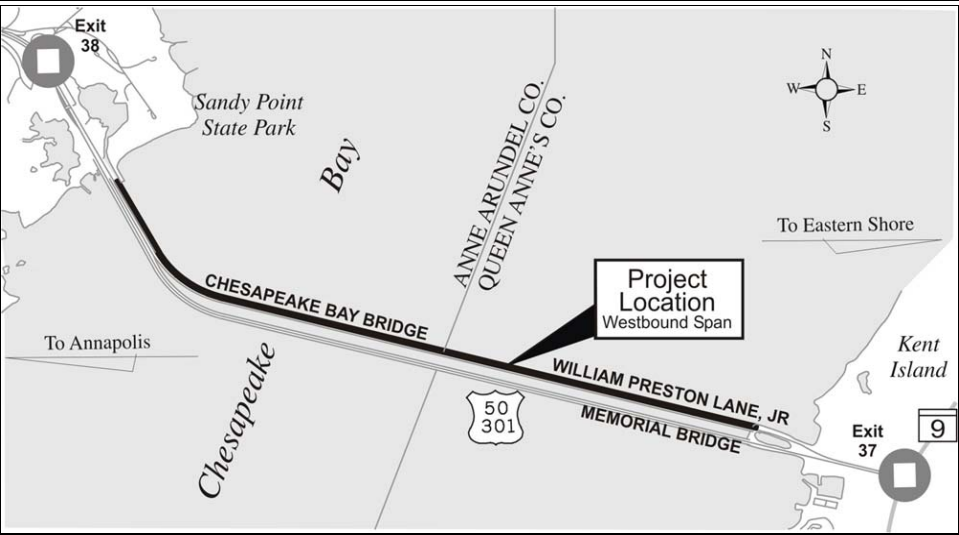
JUSTIFICATION: A study of the traffic flow through the toll plaza indicated the need to widen the approach to facilitate traffic access to the outer toll lanes.

STATUS: Construction of approach widening to toll plaza and 1/2 mile approaching E-Z Pass dedicated lane is complete. Improvements to departure area of toll plaza to be completed Spring 2005.

ASSOCIATED IMPROVEMENTS:
None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$3.1 million to extend the E-Z Pass approach lane an additional 1/2 mile, and construct toll plaza departure side modifications to the median.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	640	275	365	0	0	0	0	0	365	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	6,073	2,873	3,200	0	0	0	0	0	3,200	0
Total	6,713	3,148	3,565	0	0	0	0	0	3,565	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane Jr. Memorial Bridge - Westbound Bridge

DESCRIPTION: Selective painting of the westbound bridge

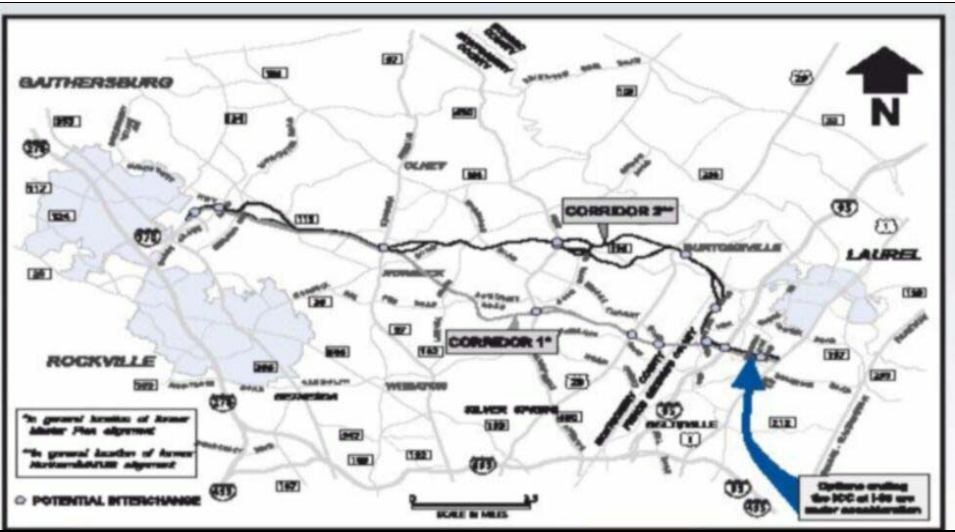
JUSTIFICATION: This structure has received only maintenance coatings since its opening in 1973. A consultant study indicated the need for an interim painting program that will allow postponement of complete cleaning and painting until at least FY 2012.

STATUS: Contract will commence in budget fiscal year.

ASSOCIATED IMPROVEMENTS:
Rehabilitate Westbound Bridge Deck - Construction Program (Line 10)
Paint Eastbound Bridge - Construction Program (Line 11)

SIGNIFICANT CHANGE FROM FY 2004 - 09 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)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	900	0	200	300	300	100	0	0	900	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	8,240	0	0	2,000	4,120	2,120	0	0	8,240	0
Total	9,140	0	200	2,300	4,420	2,220	0	0	9,140	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: Intercounty Connector

DESCRIPTION: Construction of a new east-west, multimodal, toll highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

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

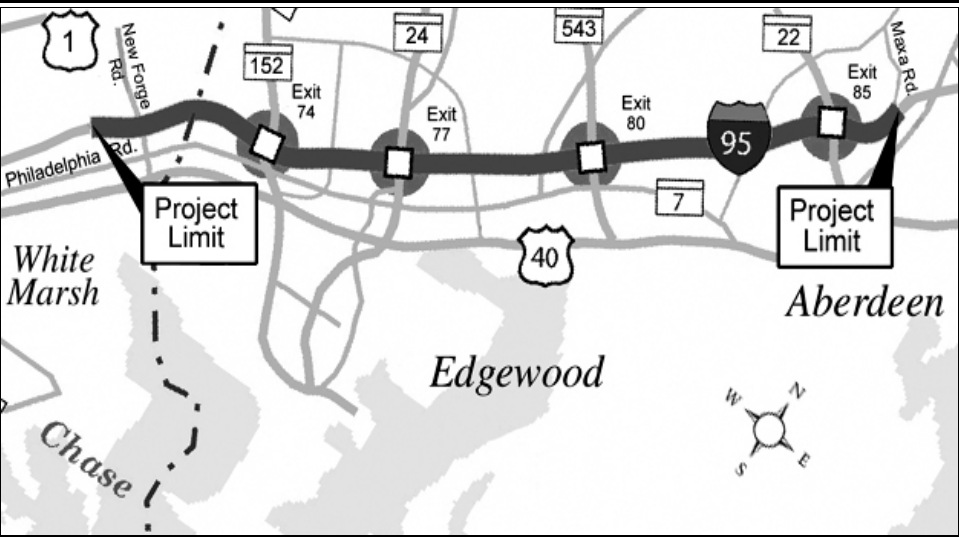
STATUS: A Draft Environmental Impact Statement has been released. The schedule calls for public hearings in January 2005, a Final Environmental Impact Statement in June 2005, and a Record of Decision in Summer 2005. If a "Build Alternative" is selected, construction would begin in 2006.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Funding for construction has been added. Funding includes \$150 million in Department of Transportation funds and \$50 million in anticipated special federal funds as well as GARVEE bond sale proceeds and Maryland Transportation Authority funding.

- ASSOCIATED IMPROVEMENTS:**
- US 29 Interchanges - SHA
 - MD 115, MD 28 to MD 124 - SHA
 - East/West Intersection Improvement Program - SHA
 - MD 28/MD 198, MD 97 to I-95 - SHA

<u>POTENTIAL FUNDING SOURCE:</u>				<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input 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)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....	TOTAL	COMPLETE
Planning	20,196	10,089	10,107	0	0	0	0	0	10,107	0
Engineering	81,854	8,291	30,000	31,050	12,513	0	0	0	73,563	0
Right-of-way	452,891	3,207	5,000	260,865	183,819	0	0	0	449,684	0
Construction	1,891,365	0	0	0	197,825	571,407	608,540	419,389	1,797,161	94,204
Total	2,446,306	21,587	45,107	291,915	394,157	571,407	608,540	419,389	2,330,515	94,204
Federal-Aid	50,000	0	0	10,000	10,000	10,000	10,000	10,000	50,000	0

FEDERAL FUNDING OBLIGATIONS BY YEAR			
PROJECT PHASE	FFY	FUND CATEGORY	FEDERAL FUND AMOUNT
CO	2006	FA	50,000



STATUS: The I-95 Master Plan was adopted by the Authority in April 2003. Project Planning to begin in budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Planning costs and schedule have been refined.

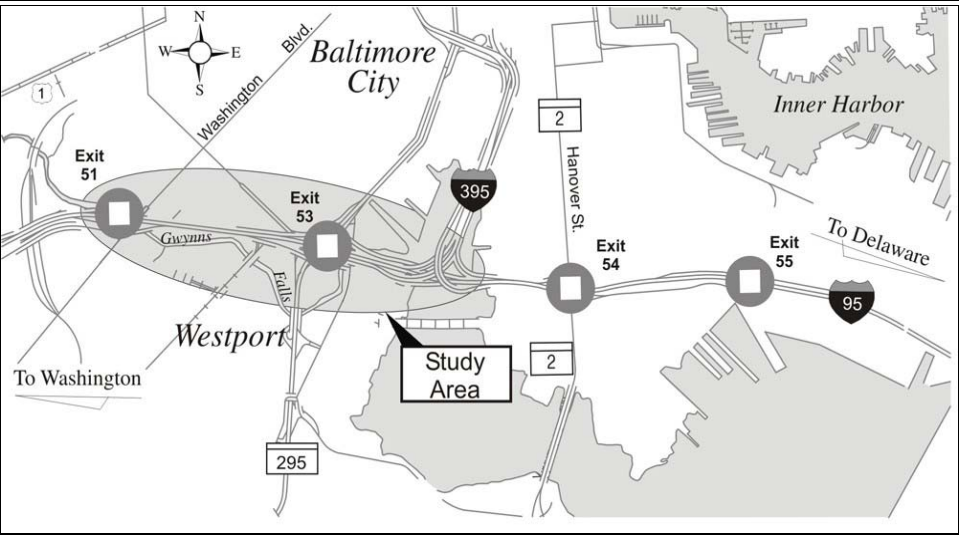
PROJECT: John F. Kennedy Memorial Highway - Section 200

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 Interchange Improvements at MD 22 - Construction Program (Line 1)
I-95 Section 100 - Construction Program (Line 2)
I-95 Interchange Improvements at MD 24 - Construction Program (Line 3)

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	5,000	0	0	2,000	2,000	1,000	0	0	5,000	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	5,000	0	0	2,000	2,000	1,000	0	0	5,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: 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. Project Planning to begin in budget fiscal year pending agreement with the City of Baltimore.

ASSOCIATED IMPROVEMENTS:
Rehabilitate I-95 and I-395 South of the Fort McHenry Tunnel - Construction Program (Line 7)

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: The cost decrease of \$1.25 million is due to the removal of engineering funding and the reduction in the planning cost to reflect a pending agreement with the City of Baltimore to share in the cost of planning.

POTENTIAL FUNDING SOURCE:										
TOTAL										
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,250	250	0	500	500	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	1,250	250	0	500	500	0	0	0	1,000	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.
1302



PROJECT: William Preston Lane Jr. Memorial Bridge - Traffic Capacity Study

DESCRIPTION: Study of traffic capacity needs across the Chesapeake Bay.

JUSTIFICATION: To address capacity, safety, operational and maintenance issues associated with the existing crossing, today and in the future.

STATUS: Needs Report completed in December 2004. Forming a Task Force to review capacity needs across the Chesapeake Bay. Task Force work to begin Spring 2005.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 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 2004	CURRENT YEAR 2005	BUDGET YEAR 2006	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	1,150	800	100	250	0	0	0	0	350	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,150	800	100	250	0	0	0	0	350	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0



PROJECT: William Preston Lane Jr. Memorial Bridge - Westbound Weigh Station

DESCRIPTION: Construct new westbound weigh and inspection facility.

JUSTIFICATION: This project will enhance homeland security by providing opportunities for checking trucks during high alerts prior to crossing in the westbound direction.

STATUS: Coordinating with SHA and Queen Anne's County for possible location to improve capability to intercept trucks prior to crossing the Bridge. New location for inspection of westbound truck traffic under study.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2004 - 09 CTP: Cost increased \$1.2 million due to planning and preliminary engineering necessary to investigate potential site locations.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL				PROJECTED CASH REQUIREMENTS				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY					
	COST	THRU	YEAR	YEAR						
	(\$000)	2004	2005	2006	.....2007.....	.....2008.....	.....2009.....	.....2010.....		
Planning	500	200	300	0	0	0	0	0	300	0
Engineering	1,670	0	835	835	0	0	0	0	1,670	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	200	1,135	835	0	0	0	0	1,970	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 19

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior</u>		
	<u>F.S.KEY BRIDGE</u>		
1	Deck Rehabilitation of Bridges I-695 Outer Loop over CSX RR and Inner Loop over Md 10 Ramp B (0470)	1,238	Complete
2	Paint FSK Bridge Main Span and Replace Drainage Troughs (0429)	21,875	Underway
3	Rehabilitation of Mechanical & Electrical Systems for the I-695 Drawbridge over Curtis Creek (0460)	4,950	Underway
4	Emergency Repairs to FSK Bridge Shoreline - Hurricane Damage (0469)	688	Underway
5	Construction of Noise Wall along Broening Highway (0461)	5,805	Spring, 2005
6	Upgrade and Replace Signs FSK (0474)	6,250	Spring, 2005
	<u>FORT MCHENRY TUNNEL</u>		
7	Cleaning and Painting Barrier Walls Along I-95 O'Donnell Street to Joh Avenue (1460)	930	Complete
8	Refinish Ceiling Panels & Hand Rails (1442)	8,025	Underway
9	Additional Truck Check Station - Northbound - I-95 - Study (1450)	500	Underway
10	Preliminary Engineering for Security Upgrades (1467)	200	Underway
11	Installation of Six Overhead Doors for the Maintenance Vehicle Storage Area (1469)	157	Spring, 2005
12	Security Improvements Around Vent Buildings (1464)	600	Spring, 2005
13	Structural Repairs to I-95 Viaduct Bridges from Canton Railroad to Herring Run (1465)	1,273	Spring, 2005
	<u>HARBOR TUNNEL</u>		
14	Deck Overlay and Miscellaneous Repairs to K-Truss and Approach Bridges (0265)	812	Complete
15	Replace Electric Switch Gear in Vent Building (0235)	1,842	Complete
16	Clean and Paint Bridge Nos BCY112, BCY118, and BCY121. Replace Anchor Bolts and Reset Bearings (0268)	995	Complete
17	Resurface Ritchie Spur (0232)	1,789	Complete
18	Resurface Roadway North of Tunnel (0231)	3,710	Complete
19	Miscellaneous Structural Repairs to Canton Viaduct (BCY102) (0275)	2,800	Underway
20	Replace Roofs on BHT Vent Buildings (0272)	260	Underway
21	Resurface Roadway South of Tunnel (0230)	6,925	Underway
22	Clean and Paint K-Truss Upper Section (0271)	3,388	Spring, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>KENNEDY HIGHWAY</u>		
23	Installation and Upgrade of Raised Pavement Markers on I-95 from Md 24 to Delaware State Line (1273)	243	Complete
24	Renovations to Bathrooms at Maryland and Chesapeake Houses (1274)	1,250	Complete
25	Emergency Slope Failure Repairs on I-95 (1201)	775	Complete
26	Resurface SB I-95 from MD 24 to Tydings Bridge (1276)	6,100	Underway
27	Replace HVAC Systems at Maryland House Service Stations and Restaurant - Budget (1294)	600	Underway
28	Resurface NB I-95 from MD 24 to Tydings Bridge (1275)	5,800	Underway
29	Upgrade and Replace Traffic Barrier W-Beam NB I-95 from the Tydings to the Delaware State Line (1280)	2,025	Underway
30	Upgrade and Replace Traffic Barrier W-Beam SB I-95 from the Tydings to the Delaware State Line (1281)	1,950	Underway
31	Resurface NB I-95 from the Tydings Bridge to the Delaware Line (1277)	7,408	Spring, 2005
32	Resurface SB I-95 from the Tydings Bridge to the Delaware Line (1278)	8,075	Spring, 2005
33	Roofing, Gutter and Downspout Replacement - Md House (1295)	500	Spring, 2005
34	Sign Lighting and Maintenance Systems (1293)	405	Spring, 2005
	<u>MULTI-AREA</u>		
35	Electronic Toll Collection Reciprocity (1969)	17,110	Complete
36	Install Permanent Changeable Message Signs (1993)	384	Complete
37	Lane Restriction Signing at FMT and BHT (1948)	637	Complete
38	Miscellaneous Paving Repairs (1947)	1,449	Complete
39	On Call Structural Rehabilitation (1987)	2,700	Complete
40	Installation of Dynamic Signs (Phase V) & Misc Electrical & Lighting Improvements-Various Facilities (1950)	1,696	Underway
41	EZ-Pass Members Only Lanes at JFK, FMT, BHT, WPL, and NB - Study (1990)	1,750	Underway
42	Install CCTV Systems and Fiber Optic Spurs along I-95 (1974)	5,695	Underway
43	Pneumatically Applied Mortar Repairs to Various Structures (1971)	1,865	Underway
44	Upgrade Traffic Barriers and Attenuators (Northern and Central Regions) (1964)	2,609	Underway
45	Building Security Improvements at Various Facilities (1945)	2,800	Underway
46	Inspection and Repairs to High Mast Light Poles and Sign Structures (1956)	2,693	Underway
47	Install SCAN Weather System at BHT and Repair System at White Marsh (1984)	282	Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2005 and Prior (cont'd)</u>		
	<u>MULTI-AREA (cont'd)</u>		
48	Miscellaneous Paving Repairs (1967)	1,730	Underway
49	Miscellaneous Structural Repairs (On Call) (1992)	3,050	Underway
50	Upgrade and Replace Existing Signing - Southern Region (1999)	2,175	Underway
51	Information Technology Strategic Plan Implementation (1942)	3,200	Underway
52	On Call W-Beam and Attenuator Installation (1965)	2,050	Underway
53	Relocation of Median Crossovers, Miscellaneous Slope, Drainage & Median Repairs I-95, I-695 & I-895 (1951)	2,335	Underway
54	Renovate Authority Operation Center at Fort McHenry Tunnel and Baltimore Harbor Tunnel (1954)	6,375	Underway
55	Right of Way Fencing at Various Locations (1972)	525	Underway
56	Nice Bridge Studies	200	Underway
57	Administration Building Annex (1988)	5,225	Spring, 2005
58	Install CCTV Systems at FSK, HWN, TJH and WPL Facilities (1976)	4,789	Spring, 2005
59	Install Incident Detection Systems in Tunnels (1975)	1,922	Spring, 2005
60	Lighting Modifications in BHT and FMT Fresh Air Ducts (1991)	1,040	Spring, 2005
61	Miscellaneous Structural Repairs to the Millard E. Tydings and Thomas J. Hatem Memorial Bridge (1907)	3,313	Spring, 2005
62	Replacement of the Five Air Handling Units Located on the Roof (1906)	398	Spring, 2005
	<u>W.P.LANE BRIDGE</u>		
63	Underwater Repairs to Footings Eastbound and Westbound Bridges (0655)	1,875	Complete
64	Replace Existing Emergency Generators (0649)	273	Complete
65	Widening Toll Plaza Departure and Upgrade Weigh Station - Eastbound - Study (0641)	225	Underway
66	Replace Glass Breezeway - Administration Building (0654)	362	Underway
67	Two Mile Dedicated E-Z Pass Approach Lane to Toll Plaza - Study Only (0658)	250	Underway
68	Replace Lane Signals and Controllers at WPL (0651)	9,020	Spring, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2006</u>		
	<u>F.S.KEY BRIDGE</u>		
69	Construct Police Training Facility (0464)	10,625	Summer, 2005
70	HVAC Improvements to FSK Police Headquarters (0475)	455	Summer, 2005
71	Police Command Improvements including 50 Ft. Radio Antenna (0465)	105	Summer, 2005
72	Replace Aging Condensing Units on Engineering/Finance Building (0477)	98	Summer, 2005
73	Replace Roof on Administration Building (0476)	164	Summer, 2005
74	Truck Check Station I-695 Inner Loop (0473)	155	Fall, 2005
	<u>FORT MCHENRY TUNNEL</u>		
75	Miscellaneous Improvements to East Vent Building Parking Lot (1470)	364	Summer, 2005
76	Replace all DMS and Lane Use Signals with LED (1463)	4,720	Summer, 2005
77	Resurface Roadway Around FMT Administration Building (1471)	625	Summer, 2005
78	Repairs to Fire Protection System in Tunnel (1401)	413	Spring, 2006
79	Replace East and West Vent Building Roofs (1402)	934	Spring, 2006
	<u>HARBOR TUNNEL</u>		
80	New Maintenance, Automotive and Sign Shop Building (0269)	8,130	Summer, 2005
81	Cleaning, Painting, and Miscellaneous Repairs at I-895 WB Ramp over I-95 Bridge (HOY004) (0283)	790	Fall, 2005
82	Rehab Tunnel Lighting (0264)	2,895	Fall, 2005
83	Upgrade and Replace Signs BHT (0282)	16,300	Fall, 2005
84	Bridge Deck Overlay on I-895 Southbound over Herring Run (0284)	1,865	Spring, 2006
85	Replace all DMS and Lane Use Signals at BHT with LED Based Technology (0281)	4,050	Spring, 2006
86	Truck Check Station I-895 North Bound (0276)	705	Spring, 2006
	<u>HATEM BRIDGE</u>		
87	Replace Existing Salt Dome and Repave Parking Area (0802)	195	Fall, 2005

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 19 (cont'd)

ITEM NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START
	<u>FY 2006 (cont'd)</u>		
	<u>KENNEDY HIGHWAY</u>		
88	Install Ground Water Recovery System at Maryland House (1264)	338	Summer, 2005
89	Replacement of Exterior Windows and Doors at Chesapeake House and Service Area (1289)	416	Summer, 2005
	<u>MULTI-AREA</u>		
90	On Call Drainage Repairs and Maintenance (1931)	2,410	Summer, 2005
91	Security Improvements Phase II (40 Buildings) (1983)	4,050	Summer, 2005
92	Install Incident Detection Systems at FSK, HWN, TJH and WPL Facilities (1977)	601	Fall, 2005
93	Install New Emergency Generators at JFK and TJH Facilities (1923)	1,185	Fall, 2005
94	Rehabilitation of Point Breeze Railroad Track and Old Vail Street Entrance (1903)	675	Fall, 2005
95	Replace Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963)	4,875	Fall, 2005
96	Miscellaneous Renovations to FMT East Vent and BHT Fairfield (1924)	1,775	Spring, 2006
97	Upgrade/Replace Existing Signing - Northern Region (1959)	13,300	Spring, 2006
	<u>NICE BRIDGE</u>		
98	Miscellaneous Renovations to Administration Building (1025)	1,900	Summer, 2005
99	Truck Check Stations U.S. 301 (1026)	2,475	Spring, 2006
	<u>W.P.LANE BRIDGE</u>		
100	Replace 5KV Cables & Misc. Repairs & Upgrades to the WPL Electrical Systems (0650)	3,745	Fall, 2005
101	Widening of MD 8 from US 50 to Bay City Road (0661)	2,910	Spring, 2006



Glossary

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

State Report on Transportation (SRT)	Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP).
Maryland Transportation Plan (MTP)	The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department.
CHART	Chesapeake Highway Advisories Routing Traffic – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity.
Consolidated Transportation Program (CTP)	The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions.
Construction Program	List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included.
Development & Evaluation Program (D&E)	List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program.
Remaining Cost to Complete	Amount of funds required after the budget year to complete a project.
Balance to Complete	Amount of funds required after the six-year program period of the CTP to complete a project.
Major Capital Project	New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service.
System Preservation Project	Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

Reconstruction	Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated.
Rehabilitation	Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements.
Highway System Preservation Program	Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements.
Reimbursables	State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources.
Capital Contributions Agreement	Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area.
(PP)	Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities.
(PE)	Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared.
(RW)	Right-of-Way: Acquisition of land for transportation projects.
(CO)	Construction.
(IN)	Inflated Cost.
(FA)	Federal-aid.
(STP)	Surface Transportation Program category of federal aid
(NHS)	National Highway System category of federal aid.

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

(IM)	Interstate Maintenance category of federal aid.
(BR)	Bridge Replacement/Rehabilitation category of federal aid.
(CMAQ)	Congestion Mitigation/Air Quality category of federal aid.
(DEMO)	Specific projects identified in federal legislation for demonstration purposes.