



Maryland Department
of Transportation

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FY 2006-2011 MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM



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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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 Thurgood Marshall Airport, travel through the Fort McHenry tunnel or over the Chesapeake Bay on the William Preston Lane Jr. Bridge, ride an express bus, receive cargo through the Port of Baltimore, or renew their driver's license without having to visit a Motor Vehicle Administration office - Maryland's transportation system touches our lives every day.

Efforts to maintain the safety, efficiency and condition of our transportation system demand constant attention. Our transportation system includes thousands of miles of highways and bridges, public transit systems, a major international airport and a thriving port - each serving millions of customers. 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 established new directions - providing mobility and focusing on efficient operations, adding needed transportation facilities, emphasizing safety and security in construction and operation, and improving the Department's responsiveness to its customers.

The second section of the SRT is this document - the Consolidated Transportation Program (CTP). It describes ongoing and new capital programs to be implemented over the next six years, and how the Department will fund these programs to achieve its goals. Every year, 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.

Recognizing the need to ensure adequate funding for transportation projects, Governor Ehrlich, with the approval of the Legislature, was able to add \$237 million per year in additional funding. Projects were added that touched every corner of the state. Funds were made available for transit including funds for the Baltimore Red Line, Corridor Cities Transitway and Bi-County Transitway. Additional funds were also provided to the Maryland Port Administration in an effort to meet the vast needs of the dredging program. Projects were added all across the state for the Community Safety and Enhancement Program. New projects and additional phases to existing projects were able to move forward such as MD 295 in Anne Arundel County, I-695 at US 40 in Baltimore County, MD 404 and MD 331 in Caroline County, MD 30 Hampstead Bypass in Carroll County, MD 5 Hughesville Bypass in Charles County, US 219 Oakland Bypass in Garrett County, MD 124 and MD 355 improvements in Montgomery County, Capital Beltway improvements in Prince George's County and MD 237 in St. Mary's County. These are only a few examples of the vast amount of improvements and additional phases that were added to the CTP in the past year.

This year, the focus of the CTP is on moving forward with the implementation of the vision laid out and funded in last year's CTP. With no significant new revenue sources available in this draft CTP, MDOT's focus is on rolling out the many new projects to which resources have been committed.

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 travel to all transportation system customers and to protecting the safety of the Department's workforce



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

Mobility

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



The transportation needs of individuals throughout our State are varied and require transportation options or programs that enable people to be mobile and to actively participate in all aspects of community living. The Maryland Department of Transportation is charged with building an integrated accessible transportation system that provides opportunities for the motorist, air traveler, pedestrian, bicyclist and the public transportation user. This transportation network supports community living, employment, education, health care and recreational opportunities for all.

However, an integrated transportation program is more than accessible trains, buses and paratransit. In meeting the challenge of providing the best mix of options, MDOT will explore alternative approaches and select the most efficient means of meeting customer expectations and needs. The application of cost-effective design alternatives, the usage of managed, variably priced or special purpose facilities (such as Express Toll Lanes), improving mobility through technology (such as E-Z Pass), alternative means of travel (such as bus rapid transit), and key system expansion (such as 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.



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 received 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 (ETLs) to manage traffic flows or traffic demand to improve the safety, mobility and efficiency of the State's highways. ETLs offer motorists and transit users the choice of a generally free-flowing traffic route and reliable travel times.

PRIORITY INITIATIVES

Intercounty Connector (ICC) Concept Plan

The Intercounty Connector (ICC), 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 the ICC can be built while allowing the maximum funding for other much needed transportation projects elsewhere in Maryland. The ICC 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.



ETLs provide opportunities for vehicles to maintain free-flow travel on designated lanes outside of general-purpose lanes. Persons traveling in the ETLs 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 electronically 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 ETLs, their application is suited for limited access highways such as interstates and parkways. Some of the potential benefits of ETLs 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.

ETLs could offer Maryland's drivers and transit users a choice of relatively congestion-free travel whenever they need it most. An integrated system of ETLs could help ease the impact of traffic congestion on Marylanders' lives and do so decades sooner than traditional approaches would allow. The Department is developing a vision for an integrated system of ETLs. A statewide integrated system of ETLs would provide an opportunity to promote a seamless and connected network of express bus transit routes. In addition to instituting more reliable and predictable transit service around the State, it would provide a bus transitway at no direct cost to area transit operators or users. Carpoolers and single occupant vehicles would also benefit greatly from a statewide system of ETLs, by gaining a choice for continuous,

relatively free-flow travel throughout the State's most congested highways. Several highways, such as I-270, I-95, and I-495 already have active planning studies underway for ETLs. Further, the Maryland Transportation Authority has recently completed the planning study of I-95, Section 100, from I-895 north of Baltimore to north of MD 43. Design is underway and construction of this first ETL facility in Maryland is planned to begin in the Spring of 2006.

Transit Studies

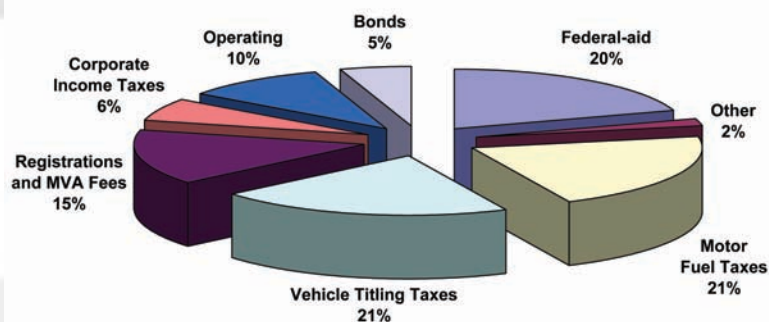
The Department continues its commitment to expanding cost effective transportation alternatives available to Marylanders as MTA advances work on transit system expansions in the Washington and Baltimore regions. The Department is working to increase its competitiveness in the federal "New Starts" funding application process. For instance, projects such as the Baltimore Red Line, Corridor Cities Transitway, and Bi-County Transitway are being positioned for success by broadening traditional transit planning studies to demonstrate how these projects support community goals, local redevelopment efforts and regional development needs, as well as ways to enhance the cost effectiveness of a transit system through increased ridership potential. An integral component of these efforts is Transit Oriented Development or TOD. MDOT and MTA are incorporating TOD thinking and land use planning opportunities fully into the planning process as decisions on alignment, station locations, and station layouts are being developed. At the same time the Department is also focusing its attention on making the existing transit system stronger by undertaking TOD studies with local stakeholders. Several efforts have been completed (such as West Hyattsville Metro Station area plan) or are underway, such as the State Center Metro TOD Strategy in Baltimore. These activities will create nodes of activity and environments to encourage more transit use.



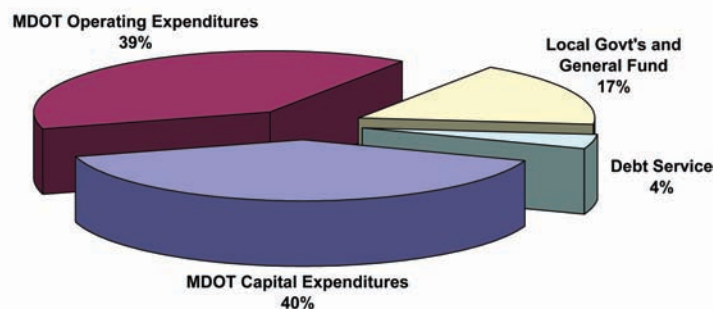
WHERE THE MONEY COMES FROM...

Maryland's transportation system is funded through several dedicated taxes and fees, federal aid, operating revenues, and bond sales, which are assigned to the Transportation Trust Fund (TTF). This fund is separate from the State's General Fund, which pays for most other State government programs. Essentially, our customers pay user fees for transportation infrastructure and services, through motor fuel taxes, vehicle titling taxes, registration fees, operating revenues and corporate income taxes. The motor fuel tax and vehicle titling tax are the two largest sources of State revenue. Operating revenues include transit fares and usage fees generated at the Port of Baltimore and BWI Thurgood Marshall Airport. In addition, federal aid comprises a large portion of transportation revenues. These funds must be authorized by a congressional act. The U. S. Congress recently enacted a long-term federal surface transportation system funding program. A detailed discussion of this process is presented in a later section of this summary. Total projected Trust Fund revenues amount to \$18.1 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 7 through 10.)

Transportation Revenues



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 2006-2011 CTP totals about \$9.2 billion; \$8.4 billion of which comes through the Trust Fund and \$0.8 billion from "Other" fund sources.

CAPITAL EXPENDITURES

FY 2006-2011 CTP SUMMARY
(\$ MILLIONS)

| | STATE FUNDS | FEDERAL AID | OTHER * | TOTAL | PERCENT OF TOTAL |
|--------------|----------------|----------------|--------------|----------------|------------------|
| TSO | 85.5 | 12.5 | - | 98.0 | 1.1 |
| MVA | 177.9 | - | - | 177.9 | 1.9 |
| MAA ** | 297.7 | 175.4 | 248.4 | 721.5 | 7.8 |
| MPA | 572.7 | 9.9 | 27.5 | 610.1 | 6.6 |
| MTA | 637.6 | 790.9 | 15.0 | 1,443.5 | 15.7 |
| WMATA *** | 491.4 | 98.4 | 511.9 | 1,101.7 | 12.0 |
| SHA | 2,570.2 | 2,494.2 | | 5,064.4 | 54.9 |
| TOTAL | 4,833.0 | 3,581.3 | 802.8 | 9,217.1 | 100.0 |

* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MdTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC), 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 now 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, the recently enacted SAFETEA-LU and the Clean Air Act Amendments of 1990.

The Federal Transportation Equity Act for the 21st Century (TEA-21) authorized Federal highway and transit programs for fiscal years 1998 through 2003. TEA-21 expired on October 1, 2003 and Congress passed a series of twelve short-term extensions to avoid shutting down the federal programs. On August 10, 2005, President Bush signed the current authorization - the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal highway and transit program through federal fiscal year 2009, and expires on September 30, 2009. The comprehensive new Act will renew certain highway and transit programs, revise or restructure several existing programs and also provide new initiatives to meet the challenges of safe and efficient transportation. With a new authorization, on a national basis, guaranteed Federal spending set at a total of \$286.4 billion over six years (2004-2009), a 38 percent increase over TEA-21.

In 1990, the Federal government passed sweeping revisions to the Clean Air Act designed to better address air pollution. In particular, the Clean Air Act of 1990 established tighter pollution standards for emissions from automobiles and trucks. Non-attainment area classifications were established and ranked according to severity of the area's air pollution problem. These non-attainment categories trigger varying requirements the area must comply with in order to meet federal standards. MDOT continues to work to ensure that the State's transportation program for Maryland will be consistent with Federal Clean Air Act requirements and that, as a consequence, Federal transportation funding for State projects will continue uninterrupted.

HOW TO READ THIS DOCUMENT

The Maryland Department of Transportation is divided into agencies responsible for different modes of travel. These are referred to as the Department's modal agencies or modes. Projects in the CTP are listed under the mode responsible for them. Within the State Highway Administration section of this document, projects are listed by jurisdiction.

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

Funding Phases

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

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

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

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

A project listed in a PIF may not be a specific facility. It also could include corridor studies, which look at multi-modal solutions to transportation needs. One example is the I-270 / US 15 multi-modal corridor study, which is evaluating highway and transit improvements in Montgomery and Frederick counties. The CTP also contains lists of minor projects, which are smaller in scope and less costly such as resurfacing roads, safety improvements, sidewalks and bicycle trails.

Following this introduction are other lists, which can help the reader understand changes in the CTP. One shows significant changes from last year's CTP. It lists major projects added to the CTP or projects that have advanced to a new stage of development. It also lists changes in construction schedules and projects removed from the CTP.

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

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 7

PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

☐ Project Not Location Specific or Location Not Determined

☒ Project Within PFA

☒ Grandfathered

☐ Project Outside PFA; Subject to Exception Approved by BPWMI

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.

SCALE IN FEET

0 2000

| PHASE | Federal Funding By Year of Obligation | | | | | FEDERAL CATEGORY |
|-------|---------------------------------------|----------|----------|----------|-----------------|------------------|
| | FFY 2001 | FFY 2002 | FFY 2003 | FFY 2004 | FFY 2005 - 2006 | |
| PP | 0 | 0 | 0 | 0 | 0 | --- |
| PE | 490 | 700 | 622 | 70 | 0 | NHS |
| RW | 0 | 78 | 2496 | 2886 | 981 | NHS |
| CO | 0 | 0 | 0 | 4098 | 14281 | NHS |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

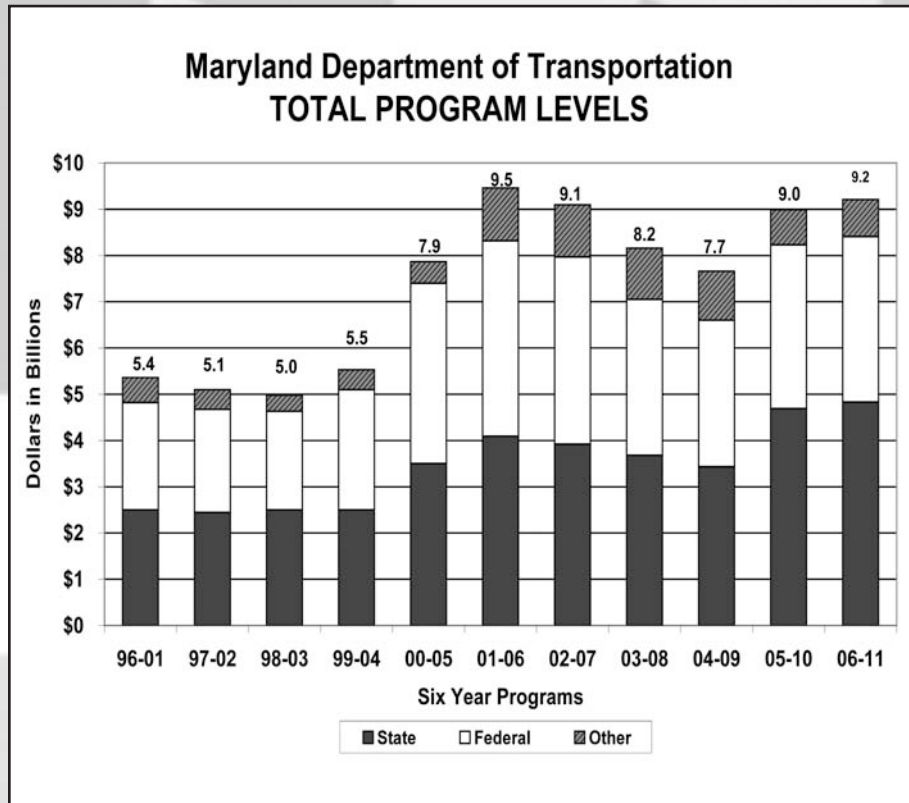
PROJECTED (2020) - 92,900

OPERATING COST IMPACT: +

A PROJECT INFORMATION FORM

PROGRAM HIGHLIGHTS

The FY 2006-2011 CTP totals about \$9.2 billion. About 39 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 4.1 percent to 5.2 percent during the program period with inflation between 2.2 to 3.6 percent annually.

The nation began an economic recovery in FY 2004. It is now believed to be entering a period of sustained growth. As it moves through this period, the economy is projected to continue to have "business cycles" with:

- No major external events,
- No major changes in the law or operating responsibilities of the Department, and
- The historical relationship between national economic activity and the level of Department tax revenues continuing through the forecast period.

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

Auto sales had been increasing consistently due to the combination of good economic conditions, customer incentives, and increased consumer confidence. For FY 2006 and beyond, sales are expected to moderate and follow their normal cyclical pattern throughout the forecast period.

REVENUE PROJECTIONS

Total projected revenues amount to \$18.1 billion for the six-year period. This estimate is based on the revenue sources used by MDOT and includes bond proceeds and federal funds. The projection does not assume any future State tax or fee increases. Pertinent details are as follows:

- **Opening Balance:** It is the goal of the Department to maintain a \$100 million fund balance over the program period to accommodate the Department's working cash flow requirements throughout the year.
- **Motor Vehicle Fuel Tax:** This revenue is projected to be \$3.2 billion over the six-year period. Motor fuel taxes include the 23.5 cents per gallon gasoline and the 24.25 cents per gallon diesel fuel.
- **Motor Vehicle Titling Tax:** This source is projected to yield \$3.6 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 \$2.6 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 \$894 million. The Department receives a portion (24 percent) of the 7 percent corporate income tax.
- **Federal Aid:** This source is projected to contribute \$4.0 billion for operating and capital programs. This amount does not include \$512 million received directly by Washington Metropolitan Area Transit Authority. The majority of federal aid is capital; only \$420 million is for operating assistance. Since federal aid supports nearly half of the capital program; a more detailed discussion of federal aid assumptions is presented in the next section of this summary.

- **Operating Revenues:** These revenues are projected to provide a six-year total of \$2.3 billion, with \$684 million from MTA; \$578 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 \$1.2 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 \$112 million. These sources include earned interest from trust funds, reimbursements, and miscellaneous revenues.

Federal Aid Assumptions

On August 10, 2005, President Bush signed the Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes highway, transit, rail and safety programs through Federal Fiscal Year 2009. Nationwide, the legislation provides \$286.5 billion in spending over six years. In the remaining five years covered by the bill, (FY 2005-2009), the bill authorizes \$244.2 billion in new funding plus \$42.3 billion in obligations that actually took place in FY 2004.

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

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

Highways

Federal highway programs are authorized by multiple year legislation. The funds authorized and apportioned to the states are subject to annual ceilings which determine how much of the authorized money can be obligated in a given year. This ceiling is referred to as Obligation Authority (OA) and is imposed by Congress annually in response to prevailing economic policy. Under ISTEA, which authorized funds from FFY 1992 through FFY 1997, OA ranged from 80.5 percent to 105.3 percent. During TEA-21 (FFY 1998 - FFY 2003), OA averaged 92 percent. The CTP assumes the level of OA from SAFETEA-LU at 87 percent.

Transit

Between fifty and seventy percent of Maryland's federal transit funds are distributed by formula, depending on the amount of discretionary earmarks for Maryland buses, bus facilities and new start projects. The FFY 2005 FTA Urbanized Area capital assistance for Baltimore, MARC, D.C area and Small Urban Systems is \$55.2 million. An annual estimated amount of \$69.8 million is assumed for FFY 2006.

Rail modernization funding for Maryland increased from \$27.3 million in FFY 2005 to \$32.0 million in FFY 2006.

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

New Starts earmarks for Maryland in the FFY 2006 Appropriations bill include \$12.4 million for Baltimore Central Light Rail Double Track and \$2 million for the Baltimore Red Line/Green Line transit project.

WMATA

WMATA receives federal formula funds (80 percent federal share) for bus and rail preservation activities. Federal funding for construction of the Addison Road to Largo Extension of the Washington Metro was completed in FFY 2005.

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 \$3.5-4.0 million per year for the six-year program period. This level of entitlement is the net amount after reductions made due to BWI's ability to collect a \$4.50 Passenger Facility Charge (PFC).

The MAA anticipates receipt of additional discretionary AIP funding for BWI and Martin State Airports during the six-year program period. FAA plans to financially support funding needs for the Runway Safety Areas. After the environmental assessment determines the viable options, these improvements are projected to be complete by 2011. If discretionary funds are not forthcoming as assumed, the schedule of impacted projects will be adjusted accordingly.

MAJOR PROJECT SIGNIFICANT CHANGES TO THE FY 2005-2010 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, \$314.3 million worth of projects have been added to the CTP. Of that amount twelve projects at a cost of \$270.0 million were added to the Construction Program. Seventeen projects at a cost of \$35.2 million were added to the Development and Evaluation Program (D&E). In addition, one project was moved from the D&E Program to the Construction Program at a cost of \$9.1 million. These projects are listed below by category.

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM

| <u>PROJECT DESCRIPTION</u> | <u>TOTAL COST (\$ MILLIONS)</u> |
|---|--|
| Motor Vehicle Administration | |
| Accounts Receivable System and Flag Fee Processing | 2.0 |
| Maryland Aviation Administration | |
| Concourse D/E Baggage Screening System and Baggage Claim Expansion at BWI | 36.7 |
| Airfield Pavement Improvement Program at BWI | 67.1 |
| Maryland Port Administration | |
| Fruit Slip Fill - South Locust Point Marine Terminal | 3.9 |
| South Locust Point Paper Shed | 27.2 |
| Seagirt Marine Terminal Deep Berth 4 Dredging | 35.0 |
| Maryland Transit Administration | |
| Takoma/Langley Park Transit Center | 12.3 |

PROJECTS ADDED TO THE CONSTRUCTION PROGRAM (Cont'd)

| <u>PROJECT DESCRIPTION</u> | <u>TOTAL COST</u> <u>(\$ MILLIONS)</u> |
|--|---|
| State Highway Administration | |
| MD 936, Upper George's Creek Road; Replace Bridge 1010 over Neff Run (Allegany) | 1.9 |
| MD 36, Lower George's Creek Road; Replace Bridges 1101 over Elklick Run and 1201 over George's Creek (Allegany) | 6.2 |
| MD 201, Kenilworth Avenue; Bridges over Amtrak, MD 965, and Beaver Dam Branch (Prince George's) | 23.3 |
| Maryland Transportation Authority | |
| Thomas J. Hatem Memorial Bridge US 40 - Deck Replacement | 32.2 |
| I-95 John F. Kennedy Memorial Highway, Fort McHenry Tunnel and Baltimore Harbor Tunnel Thruway - Higher Speed Toll Plaza Modifications | 22.2 |
| <hr/> | |
| Total | 270.0 |

PROJECTS ADDED TO THE D&E PROGRAM

| <u>PROJECT DESCRIPTION</u> | <u>PHASE</u> | <u>TOTAL COST (\$ MILLIONS)</u> |
|--|---------------------|--|
| Motor Vehicle Administration | | |
| Real ID Act Implementation | PE | 3.5 |
| Maryland Aviation Administration | | |
| Runway Safety Area Improvements at BWI | PP | 0.7 |
| Airport Administrative Office Building at BWI | PE | 4.0 |
| Midfield Complex - Airport Operations and Fixed Based Operator Facility at Martin Airport | PE | 0.2 |
| Midfield Complex - Second Aircraft Hangar at MTN | PE | 0.2 |
| Northwest Quadrant Airfield Perimeter Roadway at BWI | PP | 0.1 |
| Maryland Transit Administration | | |
| MARC Odenton Station Parking Garage | PP | 0.6 |
| State Highway Administration | | |
| US 220, McMullen Highway; Replace Bridge 1060 over the Potomac River (Allegany) | PE | 2.0 |
| MD 175, Annapolis Road; MD 295 to MD 170 (Anne Arundel) | PP | 2.5 |
| US 301, Waldorf Area Project; Waldorf Area Project (Prince George's, Charles) | PP | 4.8 |
| MD 210, Indian Head Highway; Interchange at Kirby Hill / Livingston Rd (Prince George's) | PE | 6.4 |
| MD 197, Collington Road; MD 450 to Kenhill Drive (Prince George's) | PP | 0.7 |
| MD 822, University of Maryland Eastern Shore Access Road; Construct roundabouts at MD 675 and College Backbone Road (Somerset) | PE | 0.3 |
| Maryland Transportation Authority | | |
| I-95 John F. Kennedy Memorial Highway - E-Z Pass Study | | 2.9 |

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

| <u>PROJECT DESCRIPTION</u> | <u>PHASE</u> | <u>TOTAL COST</u> <u>(\$ MILLIONS)</u> |
|--|---------------------|---|
| Maryland Transportation Authority | | |
| Bay Bridge US 50/301- E-Z Pass Lane Extension Study | | 0.3 |
| I-95, I-895 and MD 695 Harbor Crossings - Traffic Management Study | | 1.0 |
| Harry W. Nice Bridge - Study | | 5.0 |
| | | <hr/> |
| | Total | 35.2 |

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

PROJECT DESCRIPTION

ADDITIONAL COST
(\$ MILLIONS)

State Highway Administration

MD 2/4, Lusby Connector; Lusby Connector (Calvert)

9.1

Total **9.1**

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 Port Administration | | |
| C&D Canal Deepening | PE | Project on hold. |
| State Highway Administration | | |
| MD 145, Paper Mill Road; MD 45 at Shawan Road to Hunters Run Drive (Baltimore) | PP | Unable to reach agreement on moving project forward |
| US 40, Pulaski Highway; Intersection/Interchange improvements at MD 213 (Cecil) | PE | Reduced need and increased property impacts |
| US 301, Blue Star Memorial Highway; Interchange at MD 313 (Kent) | PP | Interim improvements improved safety conditions |
| MD 363, Deal Island Road; Upgrade existing roadway from Halls Curve to St. Stephen (Somerset) | PP | Safety needs addressed by maintenance operations |

CONSTRUCTION SCHEDULE DELAYS

The start of construction has been postponed from the schedule shown in the FY 2005-2010 CTP, for the following six major projects:

| <u>PROJECT DESCRIPTION</u> | <u>JUSTIFICATION</u> | <u>FISCAL YEAR</u> |
|--|--|---------------------------|
| Maryland Aviation Administration | | |
| Interim Airport Layout Plan Environmental Assessment at BWI | Planning delay result of late contract start. | FY 2005 to FY 2007 |
| Maryland Port Administration | | |
| Niche Cargo Shed 6B | Construction delayed from FY 06 to FY 07 due to operational issues. | FY 2006 to FY 2007 |
| Wallenius Wilhelmsen Improvements - Phase II | Construction delayed from FY 2006 to FY 2007 to meet tenant's anticipated future needs | FY 2006 to FY 2007 |
| Maryland Transit Administration | | |
| Halethorpe MARC Station Improvements | Construction delayed from FY 2006 to FY 2007 due to railroad's review and approval of Phase II | FY 2006 to FY 2007 |
| 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 2005 to FY 2006 |
| MD 7B, Philadelphia Road; Replace bridge over Mill Creek (Cecil) | Rescoping project based on public comment | FY 2005 to FY 2006 |

COST & SCOPE CHANGES

In total, ninety-eight major construction projects experienced significant changes in project cost or scope, for a net increase of \$312.0 million. Seventy-two projects increased in cost by a total of \$329.3 million, while twenty projects experienced decreases totaling \$76.4 million. The scope of five projects changed, which caused a net increase totalling \$62.6 million, while one project experienced a reduction in scope totalling \$2.6 million. There are many reasons for these changes, including legislated changes in program participation rates, more refined cost estimates, changes in design and environmental requirements. The specific reasons for significant changes to individual projects are noted on their respective Project Information Forms (PIF's).

FY 2005 ACCOMPLISHMENTS
MAJOR PROJECT COMPLETIONS

The Department completed ten major projects in FY 2005, at a total cost of \$216.8 million. These projects are listed below:

| <u>PROJECT DESCRIPTION</u> | <u>TOTAL COST</u> <u>(\$ MILLIONS)</u> |
|--|---|
| Maryland Port Administration | |
| North American Paper Hub | 25.9 |
| State Highway Administration | |
| MD 32, Patuxent Freeway; Interchanges at Canine and Samford Roads. (Anne Arundel) | 26.4 |
| MD 174, Quarterfield Road; Replace existing 2 lane bridge over I-97 (Anne Arundel) | 12.3 |
| I-695, Baltimore Beltway; Improvements at the MD 26/Washington Ave. intersection and I-695 ramp to WB MD 26 (Baltimore) | 6.0 |
| MD 404, Shore Highway; Upgrade existing MD 404 from south of Legion Road to south of Double Hills Road. (Caroline) | 10.1 |
| I-70, Baltimore National Pike; Interchange improvements at MD 85 ext/ MD 355 & intersection improvements at Adventist Drive / New Design Road. (Frederick) | 19.9 |
| MD 165, Baldwin Mill Road; Replace Bridge 12045 and 12046 over West Branch (Harford) | 2.1 |
| MD 216 Relocated, Scaggsville Road; Construct a 6 lane highway on new location to replace existing MD 216 from west of I-95 to US 29 . (Howard) | 29.7 |
| MD 235, Three Notch Road; Widen MD 235 from MD 246 to MD 4 (St. Mary's) | 75.7 |
| I-70, Dwight D. Eisenhower Highway; Widen bridge 21092 over Great Tonoloway Creek (Washington) | 8.7 |
| Total | 216.8 |

SYSTEM PRESERVATION MINOR PROJECT COMPLETIONS

| <u>PROJECT DESCRIPTION</u> | <u>TOTAL COST (\$ MILLIONS)</u> |
|---|--|
| Rehabilitation and resurfacing of eighty-six (86) segments of highway | 81.0 |
| Rehabilitation or replacement of four (4) bridges | 5.9 |
| Safety and Geometric Improvements at thirty-one (31) locations | 14.1 |
| Sixty-seven (67) 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 | 38.6 |
| Seventy-one (71) rehabilitation projects for aviation, railroad, port, transit, motor vehicles, facilities and Secretary's Office | 91.2 |
| | <hr/> |
| Total | 230.8 |

AWARDS

The Department awarded 29 projects in FY 2005 at a total cost of \$411.3 million. These awards are listed below.

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

AWARDS (Cont'd)

| <u>PROJECT DESCRIPTION</u> | <u>TOTAL COST</u> <u>(\$ MILLIONS)</u> |
|--|---|
| SHA MD 874C - Bridge #10043 over Ben's Creek (Frederick) | 1.5 |
| SHA US 40 - MD 152 to MD 24 Overpass | 10.3 |
| SHA I-95 - Inner Loop and Ramps at Woodrow Wilson Bridge (Prince George's) | 76.3 |
| SHA MD 210 - Bridge and Oxon Hill Road Separation (Prince George's) | 45.6 |
| SHA MD 450 - Bridge #16017 over CSX Railroad (Prince George's) | 6.3 |
| SHA MD 90 - Bridges #23020 & #23021 over St. Martins River and Assawoman Bay (Worcester) | 7.1 |
| SHA US 113 - Market Street to MD 365 Public Landing Road (Worcester) | 19.5 |
| Total | 358.4 |

**DEPARTMENT OF TRANSPORTATION
FY 2007 CAPITAL PROGRAM AND BUDGET
(\$MILLIONS)**

THE SECRETARY'S OFFICE

| | | | | |
|--|--------------|----------------------------------|----------|--------------|
| Construction Program | | General Fund Appropriation | General | 0 |
| Major Projects | 166.1 | Facilities and Capital Equipment | J01A0103 | 17.2 |
| System Preservation Minor Projects | 13.2 | WSTC Capital Grants | J01A0105 | 0 |
| Development and Evaluation Program | 0 | WMATA Capital Grants | J01A0105 | 90.0 |
| <u>Capital Salaries, Wages and Other Support Costs</u> | 1.9 | Major IT Development | J01A0108 | 0.7 |
| | | Other Funds | Other | 73.3 |
| TSO TOTAL | <u>181.2</u> | | | <u>181.2</u> |

STATE HIGHWAY ADMINISTRATION

| | | | | |
|---|----------------|---|----------|----------------|
| Construction Program | | General Fund Appropriation | General | 0 |
| Major Projects | 430.9 | State System Construction and Equipment | J02B0101 | 1,016.0 |
| System Preservation Minor Projects | 507.9 | County and Municipality Capital Program | J02B0103 | 4.5 |
| <u>Development and Evaluation Program</u> | 87.3 | Major IT Development | J02B0108 | 5.6 |
| SHA TOTAL | <u>1,026.1</u> | | | <u>1,026.1</u> |

MOTOR VEHICLE ADMINISTRATION

| | | | | |
|--|------|--|----------|------|
| Construction Program | | Motor Vehicle Facilities and Capital Equipment | J04E0003 | 20.7 |
| Major Projects | 4.3 | Major IT Development | J04E0008 | 6.3 |
| System Preservation Minor Projects | 19.8 | | | |
| Development and Evaluation Program | 2.0 | | | |
| <u>Capital Salaries, Wages and Other Support Costs</u> | 0.9 | | | |
| MVA TOTAL | 27.0 | | | 27.0 |

MARYLAND TRANSIT ADMINISTRATION

| | | | | |
|--|-------|--|----------|-------|
| Construction Program | | Transit Facilities and Capital Equipment | J05H0105 | 235.9 |
| Major Projects | 141.4 | Major IT Development | J05H0108 | 14.7 |
| System Preservation Minor Projects | 93.5 | Other Funds | Other | 7.0 |
| Development and Evaluation Program | 16.5 | | | |
| <u>Capital Salaries, Wages and Other Support Costs</u> | 6.2 | | | |
| MTA TOTAL | 257.6 | | | 257.6 |

MARYLAND PORT ADMINISTRATION

| | | | | |
|--|-------|---------------------------------------|----------|-------|
| Construction Program | | Port Facilities and Capital Equipment | J03D0002 | 115.0 |
| Major Projects | 92.1 | Other | Other | 11.6 |
| System Preservation Minor Projects | 17.6 | | | |
| Development and Evaluation Program | 12.4 | | | |
| <u>Capital Salaries, Wages and Other Support Costs</u> | 4.5 | | | |
| MPA TOTAL | 126.6 | | | 126.6 |

MARYLAND AVIATION ADMINISTRATION

| | | | | |
|--|--------------|--|----------|--------------|
| Construction Program | | Airport Facilities and Capital Equipment | J06I0003 | 86.1 |
| Major Projects | 38.4 | Major IT Projects | J06I0008 | 0.2 |
| System Preservation Minor Projects | 76.5 | Other Funds | Other | 42.1 |
| Development and Evaluation Program | 7.4 | | | |
| <u>Capital Salaries, Wages and Other Support Costs</u> | <u>6.1</u> | | | |
| MAA TOTAL | 128.4 | | | 128.4 |

DEPARTMENT TOTAL

| | | | | |
|--|----------------|--|--|----------------|
| Construction Program | | | | |
| Major Projects | 873.2 | | | |
| System Preservation Minor Projects | 728.5 | | | |
| Development and Evaluation Program | 125.6 | | | |
| <u>Capital Salaries, Wages and Other Support Costs</u> | <u>19.6</u> | | | |
| GRAND TOTAL | 1,746.9 | | | 1,746.9 |

DEPARTMENT OF TRANSPORTATION
SUMMARY OF FY 2007 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 | 23.9 | - | - | - | - | 23.9 |
| Operating Grants-in-Aid | 13.5 | - | - | - | - | 13.5 |
| Facilities and Capital Equipment | - | 17.2 | - | - | - | 17.2 |
| WMATA Operating Grants | 174.5 | - | - | - | - | 174.5 |
| WMATA Capital Grants | - | 90.0 | 73.3 | - | - | 163.3 |
| Information Technology Services | 34.6 | - | - | - | - | 34.6 |
| <u>Major IT Developments</u> | - | 0.7 | - | - | - | 0.7 |
| Subtotal | 246.5 | 107.9 | 73.3 | - | - | 427.7 |
| <u>Debt Service Requirements (J01A04)</u> | | | | | | |
| Debt Service Requirements | - | - | - | - | 123.6 | 123.6 |
| <u>State Highway Administration (J02B01)</u> | | | | | | |
| State System Construction and Equipment | - | 1,016.0 | - | - | - | 1,016.0 |
| State System Maintenance | 183.6 | - | - | - | - | 183.6 |
| County & Municipality Capital Program | - | 4.5 | - | 54.6 | - | 59.1 |
| Highway Safety Operating Program | 14.5 | - | - | - | - | 14.5 |
| County & Municipality Program | - | - | - | 584.9 | - | 584.9 |
| <u>Major IT Developments</u> | - | 5.6 | - | - | - | 5.6 |
| Subtotal | 198.1 | 1,026.1 | - | 639.5 | - | 1,863.7 |

Maryland Port Administration (J03D00)

| | | | | | | |
|--|------|-------|------|---|---|-------|
| Port Operations | 97.7 | - | - | - | - | 97.7 |
| <u>Port Facilities and Capital Equipment</u> | - | 115.1 | 11.6 | - | - | 126.7 |
| Subtotal | 97.7 | 115.1 | 11.6 | - | - | 224.4 |

Motor Vehicle Administration (J04E00)

| | | | | | | |
|----------------------------------|-------|------|---|---|---|-------|
| Motor Vehicle Operations | 139.6 | - | - | - | - | 139.6 |
| Facilities and Capital Equipment | - | 20.7 | - | - | - | 20.7 |
| <u>Major IT Developments</u> | - | 6.3 | - | - | - | 6.3 |
| Subtotal | 139.6 | 27.0 | - | - | - | 166.6 |

Maryland Transit Administration (J05H00)

| | | | | | | |
|-----------------------------------|-------|-------|-----|---|---|-------|
| Transit Administration | 43.4 | - | - | - | - | 43.4 |
| Bus Operations | 206.2 | - | - | - | - | 206.2 |
| Rail Operations (Includes MARC) | 143.8 | - | - | - | - | 143.8 |
| Capital Equipment (Includes MARC) | - | 235.9 | 7.1 | - | - | 243.0 |
| Statewide Programs Operations | 76.3 | - | - | - | - | 76.3 |
| <u>Major IT Developments</u> | - | 14.7 | - | - | - | 14.7 |
| Subtotal | 469.7 | 250.6 | 7.1 | - | - | 727.4 |

Maryland Aviation Administration (J06I00)

| | | | | | | |
|----------------------------------|-------|------|------|---|---|-------|
| Airport Operations | 171.0 | - | - | - | - | 171.0 |
| Facilities and Capital Equipment | - | 86.1 | 42.1 | - | - | 128.2 |
| <u>Major IT Developments</u> | - | 0.2 | - | - | - | 0.2 |
| Subtotal | 171.0 | 86.3 | 42.1 | - | - | 299.4 |

| | | | | | | |
|-------------------------|---------|---------|-------|-------|-------|---------|
| DEPARTMENT TOTAL | 1,322.6 | 1,613.0 | 134.1 | 639.5 | 123.6 | 3,832.8 |
|-------------------------|---------|---------|-------|-------|-------|---------|

**DEPARTMENT OF TRANSPORTATION
OPERATING AND CAPITAL PROGRAM SUMMARY
BY FISCAL YEAR
(\$ MILLIONS)**

| | CURRENT YEAR <u>2006</u> | BUDGET YEAR <u>2007</u> | <u>Planning Years</u> | | | | SIX - YEAR <u>TOTAL</u> |
|---|--------------------------------|-------------------------------|-----------------------|-------------|-------------|-------------|----------------------------|
| | | | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | |
| <u>OPERATING PROGRAM</u> | | | | | | | |
| The Secretary's Office ^A | 67.3 | 72.0 | 74.0 | 75.0 | 77.0 | 79.0 | 444.3 |
| WMATA Grants (WMAT) ^A | 167.8 | 174.5 | 201.0 | 219.0 | 239.0 | 261.0 | 1,262.3 |
| Motor Vehicle Administration | 132.0 | 139.6 | 145.0 | 150.0 | 154.0 | 159.0 | 879.6 |
| Maryland Aviation Administration | 160.9 | 171.0 | 178.0 | 185.0 | 190.0 | 195.0 | 1,079.9 |
| Maryland Port Administration | 96.6 | 97.7 | 102.0 | 105.0 | 107.0 | 109.0 | 617.3 |
| Maryland Transit Administration | 440.2 | 469.7 | 490.0 | 508.0 | 527.0 | 545.0 | 2,979.9 |
| State Highway Administration ^B | 185.6 | 198.1 | 228.0 | 234.0 | 241.0 | 248.0 | 1,334.7 |
| TOTAL OPERATING | 1,250.4 | 1,322.6 | 1,418.0 | 1,476.0 | 1,535.0 | 1,596.0 | 8,598.0 |
| Special Funds | 1,176.0 | 1,245.8 | 1,388.0 | 1,446.0 | 1,505.0 | 1,566.0 | 8,326.8 |
| Federal Funds | 74.4 | 76.8 | 30.0 | 30.0 | 30.0 | 30.0 | 271.2 |
| Reimbursable Funds | - | - | - | - | - | - | - |
| <u>CAPITAL PROGRAM</u> | | | | | | | |
| The Secretary's Office ^A | 40.4 | 17.9 | 11.4 | 9.8 | 9.5 | 9.0 | 98.0 |
| WMATA Grants (WMAT) ^{ADE} | 157.8 | 163.3 | 196.4 | 192.2 | 203.8 | 188.2 | 1,101.7 |
| Motor Vehicle Administration | 18.3 | 27.0 | 34.6 | 32.1 | 32.3 | 33.6 | 177.9 |
| Maryland Aviation Administration ^E | 187.8 | 128.4 | 137.3 | 110.8 | 79.7 | 77.5 | 721.5 |
| Maryland Port Administration | 96.6 | 126.6 | 143.1 | 71.8 | 70.9 | 101.1 | 610.1 |
| Maryland Transit Administration ^E | 401.1 | 257.6 | 180.3 | 221.6 | 251.2 | 131.7 | 1,443.5 |
| State Highway Administration ^C | 1,061.7 | 1,026.1 | 941.2 | 774.4 | 669.4 | 591.6 | 5,064.4 |
| TOTAL CAPITAL | 1,963.7 | 1,746.9 | 1,644.3 | 1,412.7 | 1,316.8 | 1,132.7 | 9,217.1 |
| Special Funds | 956.7 | 892.6 | 833.7 | 729.4 | 735.9 | 684.8 | 4,833.1 |
| Federal Funds | 848.9 | 720.3 | 661.5 | 551.3 | 454.8 | 344.5 | 3,581.3 |
| Other Funds ^G | 158.1 | 134.0 | 149.1 | 132.0 | 126.1 | 103.4 | 802.7 |

| | CURRENT YEAR <u>2006</u> | BUDGET YEAR <u>2007</u> | Planning Years | | | | SIX - YEAR TOTAL |
|---|--------------------------------|-------------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | |
| <u>DISTRIBUTION OF SHARED REVENUES</u> | | | | | | | |
| County and Municipality Program ^B | 505.0 | 584.9 | 594.1 | 603.5 | 611.2 | 620.2 | 3,518.9 |
| County and Municipality Capital ^C | 39.7 | 54.6 | - | - | - | - | 94.3 |
| TOTAL DISTRIBUTION OF SHARED REVENUES | 544.7 | 639.5 | 594.1 | 603.5 | 611.2 | 620.2 | 3,613.2 |
| Special Funds | 505.0 | 584.9 | 594.1 | 603.5 | 611.2 | 620.2 | 3,518.9 |
| Federal Funds | 39.7 | 54.6 | - | - | - | - | 94.3 |
| <u>DEBT SERVICE REQUIREMENTS</u> | | | | | | | |
| Debt Service Requirements ^F | 144.1 | 123.6 | 134.0 | 149.0 | 160.0 | 173.0 | 883.7 |
| Special Funds | 144.1 | 123.6 | 134.0 | 149.0 | 160.0 | 173.0 | 883.7 |
| <u>DEPARTMENT TOTAL</u> | <u>3,902.9</u> | <u>3,832.6</u> | <u>3,790.4</u> | <u>3,641.2</u> | <u>3,623.0</u> | <u>3,521.9</u> | <u>22,312.0</u> |
| Special Funds | 2,781.8 | 2,846.9 | 2,949.8 | 2,927.9 | 3,012.1 | 3,044.0 | 17,562.5 |
| Federal Funds | 963.0 | 851.7 | 691.5 | 581.3 | 484.8 | 374.5 | 3,946.8 |
| Other Funds | 158.1 | 134.0 | 149.1 | 132.0 | 126.1 | 103.4 | 802.7 |
| Reimbursable Funds | - | - | - | - | - | - | - |

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

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

^C - County and Municipality transfer fund from the Federal government are not included in FY 2008 - FY 2011

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

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

^F - Debt Service for County Bonds is not included in FY 2008 - FY 2011

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

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SUMMARY OF FEDERAL AID OBLIGATIONS
(\$ MILLIONS)

The following listing estimates the annual levels of funds anticipated from individual federal aid categories necessary to support the FY 2006-FY 2011 CTP/STP:

| | Federal Fiscal Year | | | | | <u>TOTAL</u> |
|---|---------------------|--------------------|--------------------|--------------------|-------------------------|---------------------|
| | <u>2006</u> | <u>2007</u> | <u>2008</u> | <u>2009</u> | <u>2010 - 11</u> | |
| Surface Transportation Program (STP) | 103.7 | 36.8 | 65.7 | 56.0 | 204.3 | 466.5 |
| National Highway System (NHS) | 116.2 | 191.2 | 192.2 | 231.1 | 376.9 | 1,107.6 |
| Interstate Maintenance (IM) | 60.9 | 66.8 | 57.5 | 41.8 | 100.0 | 327.0 |
| Bridge (BR) | 50.6 | 72.8 | 60.8 | 57.2 | 124.7 | 366.1 |
| Congestion Mitigation/Air Quality Enhancements | 84.1 | 78.9 | 70.8 | 58.1 | 131.7 | 423.6 |
| Appalachia Development (APD) | 40.8 | 12.3 | 12.3 | 12.3 | 24.6 | 102.3 |
| Statewide Planning & Research (SPR) | 3.0 | 1.0 | 1.0 | 1.0 | 2.0 | 8.0 |
| Earmarked Projects | 17.7 | 15.7 | 15.7 | 15.7 | 31.5 | 96.3 |
| Woodrow Wilson Bridge | 66.7 | 52.0 | 37.5 | 45.3 | 0.6 | 202.1 |
| Urbanized Area Formula | 35.0 | - | - | - | - | 35.0 |
| New Starts, Fixed Guideway, Modernization & Bus | 30.5 | 30.5 | 30.5 | 30.5 | 61.0 | 183.0 |
| Elderly and Persons With Disabilities | 43.0 | 30.3 | 30.3 | 30.3 | 60.7 | 194.6 |
| Rural Area Formula | 1.9 | 1.9 | 1.9 | 1.9 | 3.8 | 11.4 |
| Preventative Maintenance | 1.7 | 1.7 | 1.7 | 1.7 | 0.3 | 7.1 |
| TOTALS | <u>35.0</u> | <u>35.0</u> | <u>35.0</u> | <u>35.0</u> | <u>35.0</u> | <u>175.0</u> |
| | 690.8 | 626.9 | 612.9 | 617.9 | 1,157.1 | 3,705.6 |

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>2006</u> | <u>2007</u> | <u>2008</u> | <u>2009</u> | <u>2010 - 11</u> | <u>Total</u> |
|--|--------------------|--------------------|--------------------|--------------------|-------------------------|---------------------|
| <u>Agency Wide Improvements</u> | | | | | | |
| Urbanized Area Formula | 5.0 | 6.0 | 3.5 | 1.8 | 2.7 | 19.0 |
| <u>Bus System Improvements</u> | | | | | | |
| Bus & Bus Facilities | - | - | - | - | - | - |
| Urbanized Area Formula | 5.2 | 1.8 | 5.4 | 4.1 | 10.1 | 26.6 |
| <u>Metrorail Improvements</u> | | | | | | |
| Fixed Guideway | 0.5 | 0.8 | - | - | 0.8 | 2.1 |
| Urbanized Area Formula | - | - | 0.5 | 1.5 | 4.3 | 6.3 |
| <u>Central Corridor Light Rail Improvements</u> | | | | | | |
| Fixed Guideway | 1.3 | 0.2 | - | - | 1.4 | 2.9 |
| Urbanized Area Formula | 1.6 | 1.2 | 1.0 | 1.3 | 1.1 | 6.2 |
| <u>Marc System Improvements</u> | | | | | | |
| Fixed Guideway | 1.9 | 2.7 | 0.6 | 0.6 | 1.2 | 7.0 |
| Urbanized Area Formula | 3.0 | 4.2 | 0.1 | 0.6 | 2.5 | 10.4 |
| TOTAL | 18.5 | 16.9 | 11.1 | 9.9 | 24.1 | 80.5 |

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

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

The following estimates annual levels of federal aid funds, by category, necessary to support system preservation in the FY 2006 - FY 2011 CTP/STIP:

| SYSTEM PRESERVATION/TRAFFIC MANAGEMENT CATEGORIES | Federal Fiscal Year | | | | | TOTAL |
|---|---------------------|-------|-------|-------|-----------|---------|
| | 2006 | 2007 | 2008 | 2009 | 2010 - 11 | |
| <u>Environmental Projects</u> | | | | | | |
| National Highway System | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 10.0 |
| Surface Transportation Program | 3.0 | 3.0 | 3.0 | 3.0 | 6.0 | 18.0 |
| Enhancement | 41.0 | 13.0 | 13.0 | 13.0 | 26.0 | 106.0 |
| <u>Safety and Spot Improvement</u> | | | | | | |
| National Highway System | 2.0 | 2.0 | 2.0 | 2.0 | 10.0 | 18.0 |
| Surface Transportation Program | 20.0 | 25.0 | 25.0 | 20.0 | 50.0 | 140.0 |
| Interstate Maintenance | 2.0 | 2.0 | 2.0 | 2.0 | 10.0 | 18.0 |
| High Priority Project Funding | - | 1.0 | - | - | - | 1.0 |
| <u>Resurfacing and Rehabilitation</u> | | | | | | |
| National Highway System | 25.0 | 25.0 | 28.0 | 20.0 | 65.0 | 163.0 |
| Surface Transportation Program | 43.0 | 45.0 | 48.0 | 45.0 | 110.0 | 291.0 |
| Interstate Maintenance | 25.0 | 25.0 | 27.0 | 21.0 | 50.0 | 148.0 |
| <u>Bridge Replacement and Rehabilitation</u> | | | | | | |
| Bridge Replacement and Rehabilitation | 38.0 | 38.0 | 38.0 | 38.0 | 80.0 | 232.0 |
| 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 | 2.0 | 2.0 | 2.0 | 2.0 | 12.0 | 20.0 |
| Surface Transportation Program | 6.0 | 6.0 | 6.0 | 6.0 | 18.0 | 42.0 |
| Appalachian Development (APD) | 1.0 | 1.0 | 1.0 | 1.0 | 2.0 | 6.0 |
| <u>Congestion Management</u> | | | | | | |
| Surface Transportation Program | 25.0 | 25.0 | 25.0 | 25.0 | 60.0 | 160.0 |
| Congestion Mitigation/Air Quality | 18.0 | 13.0 | 13.0 | 13.0 | 35.0 | 92.0 |
| TOTALS | 262.0 | 237.0 | 244.0 | 222.0 | 568.0 | 1,533.0 |

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

The following listing estimates system preservation program levels for FY 2006 through FY 2011. Anticipated projects for FY 2006 and FY 2007 within these totals are listed in the project detail section of this document.

| | CURRENT YEAR | BUDGET YEAR | Planning Years | | | | SIX-YEAR TOTAL |
|--|-----------------|----------------|----------------|------|------|------|-------------------|
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | |
| <u>The Secretary's Office</u> | | | | | | | |
| Minor Projects | 29.5 | 13.2 | 7.6 | 6.0 | 5.6 | 5.0 | 66.9 |
| <u>Motor Vehicle Administration</u> | | | | | | | |
| Building Improvements | 10.0 | 19.8 | 26.8 | 27.0 | 26.2 | 25.4 | 135.2 |
| <u>Maryland Aviation Administration</u> | | | | | | | |
| Airport Technology | 3.1 | 6.4 | 6.6 | 2.5 | 0.7 | - | 19.3 |
| Airside Development | 24.6 | 26.9 | 32.8 | 23.6 | 3.4 | 4.7 | 116.0 |
| Annual | 1.1 | 3.1 | 1.8 | - | - | - | 6.0 |
| BWI | 7.3 | 3.9 | 24.3 | 24.8 | 25.7 | 26.4 | 112.4 |
| Equipment | 9.9 | 0.2 | 3.8 | 3.9 | 4.0 | 4.2 | 26.0 |
| Information Technology CTIPP | 8.4 | 1.5 | 0.4 | - | - | - | 10.3 |
| Landside Development | 10.1 | 5.7 | 0.1 | - | - | - | 15.9 |
| Martin State | 2.5 | 8.4 | 9.2 | 8.7 | 8.4 | 8.4 | 45.6 |
| Regional Aviation | 3.2 | 2.3 | 2.3 | 2.3 | 2.1 | 2.1 | 14.3 |
| Security | 1.4 | 4.1 | 5.2 | 14.0 | 17.3 | 16.5 | 58.5 |
| Terminal Development | 9.0 | 14.0 | 5.4 | 0.2 | - | - | 28.6 |
| TOTAL | 80.6 | 76.5 | 91.9 | 80.0 | 61.6 | 62.3 | 452.9 |
| <u>Maryland Port Administration</u> | | | | | | | |
| All Terminals | 2.1 | 2.5 | 10.4 | 6.0 | 5.7 | 6.7 | 33.4 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

| | CURRENT YEAR | BUDGET YEAR | Planning Years | | | | SIX-YEAR TOTAL |
|---|-----------------|----------------|----------------|-------------|-------------|-------------|-------------------|
| | <u>2006</u> | <u>2007</u> | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>TOTAL</u> |
| <u>Maryland Port Administration</u> | | | | | | | |
| Dundalk Marine Terminal | 7.4 | 5.2 | 2.0 | 2.3 | 1.7 | 1.7 | 20.3 |
| Environmental | 4.3 | 3.6 | 3.3 | 3.5 | 2.6 | 2.6 | 19.9 |
| Facilities and Equipment | 0.8 | 0.2 | 0.2 | 1.1 | 1.1 | 1.1 | 4.5 |
| Masonville Auto Terminal | 6.2 | 0.3 | - | 0.4 | 0.5 | 1.1 | 8.5 |
| North Locust Point | 1.5 | 0.1 | - | 1.2 | 1.2 | 1.3 | 5.3 |
| Open-Ended Consulting | 6.1 | 2.1 | 5.0 | 4.9 | 4.0 | 4.0 | 26.1 |
| Port-Wide | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 3.0 |
| Seagirt Marine Terminal | 1.1 | 2.1 | 0.5 | - | - | 1.1 | 4.8 |
| South Locust Point | 0.2 | 0.8 | - | 1.0 | 1.0 | 1.2 | 4.2 |
| World Trade Center | <u>1.5</u> | <u>0.2</u> | <u>0.2</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>1.9</u> |
| TOTAL | 31.6 | 17.6 | 22.1 | 20.9 | 18.3 | 21.4 | 131.9 |
| <u>Maryland Transit Administration</u> | | | | | | | |
| Agencywide | 34.6 | 35.4 | 17.3 | 13.7 | 10.8 | 8.0 | 119.8 |
| Bus | 14.5 | 12.1 | 9.0 | 7.3 | 4.9 | 14.8 | 62.6 |
| Freight | 3.4 | 1.2 | 1.2 | 1.2 | 0.7 | 0.7 | 8.4 |
| Light Rail | 18.2 | 10.1 | 2.5 | 1.9 | 1.6 | 3.2 | 37.5 |
| MARC | 23.2 | 24.6 | 2.9 | 2.2 | 2.1 | 5.9 | 60.9 |
| Metro | 13.0 | 6.5 | 6.1 | 3.1 | 3.2 | 3.3 | 35.2 |
| Technology | <u>5.0</u> | <u>3.5</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>8.5</u> |
| TOTAL | 111.9 | 93.4 | 39.0 | 29.4 | 23.3 | 35.9 | 332.9 |
| <u>State Highway Administration</u> | | | | | | | |
| Safety, Congestion Relief, Highway and Bridge | 428.2 | 400.3 | 414.9 | 424.7 | 423.6 | 437.1 | 2,528.8 |
| Capital Facilities | 31.9 | 51.8 | 30.1 | 13.1 | 15.1 | 15.6 | 157.6 |
| Highway Planning and Research | 21.2 | 23.7 | 23.6 | 25.9 | 26.3 | 27.5 | 148.2 |
| State Aid in Lieu of Federal | 10.5 | 10.5 | 10.5 | 10.5 | 10.5 | 10.5 | 63.0 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

| | CURRENT YEAR | BUDGET YEAR | Planning Years | | | | <u>SIX-YEAR TOTAL</u> |
|---|-----------------|----------------|----------------|--------------|--------------|--------------|---------------------------|
| | <u>2006</u> | <u>2007</u> | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | |
| <u>State Highway Administration</u> | | | | | | | |
| Community Safety and Enhancements | 19.1 | 27.0 | 35.8 | 21.0 | 24.4 | 24.3 | 151.6 |
| Noise Barriers | 11.5 | 8.9 | 4.8 | 6.7 | 3.2 | 2.2 | 37.3 |
| Enhancement Program | 10.3 | 7.8 | 8.4 | 8.6 | 8.6 | 9.0 | 52.7 |
| Access Controls | 0.2 | 3.3 | 2.2 | 2.1 | 2.2 | 2.1 | 12.1 |
| Truck Weight | 5.8 | 4.9 | 4.0 | 4.2 | 3.8 | 4.1 | 26.8 |
| Information Technology | <u>1.3</u> | <u>5.6</u> | <u>8.2</u> | <u>6.3</u> | <u>5.3</u> | <u>5.3</u> | <u>32.0</u> |
| TOTAL | 540.0 | 543.8 | 542.5 | 523.1 | 523.0 | 537.7 | 3,210.1 |
| CTP SYSTEM PRESERVATION PROJECTS | 803.6 | 764.3 | 729.9 | 686.4 | 658.0 | 687.7 | 4,329.9 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM (Cont'd.)

| | CURRENT YEAR | BUDGET YEAR | Planning Years | | | | SIX-YEAR |
|--|-----------------|----------------|----------------|-------------|-------------|-------------|--------------|
| | <u>2006</u> | <u>2007</u> | <u>2008</u> | <u>2009</u> | <u>2010</u> | <u>2011</u> | <u>TOTAL</u> |
| <u>Maryland Transportation Authority</u> | | | | | | | |
| Baltimore Harbor Tunnel | 8.4 | 24.6 | 11.1 | 4.4 | 9.9 | 9.9 | 68.3 |
| Francis Scott Key Bridge | 17.3 | 13.1 | 6.7 | 0.3 | 0.3 | 0.3 | 38.0 |
| Bay Bridge | 2.1 | 2.4 | 7.9 | 0.9 | 0.3 | 0.3 | 13.9 |
| Thomas J. Hatem Memorial Bridge | 0.2 | 0.3 | 0.2 | 0.2 | 0.2 | 0.2 | 1.3 |
| Harry W. Nice Memorial Bridge | 0.4 | 2.6 | 2.6 | 0.3 | 0.1 | 0.1 | 6.1 |
| John F. Kennedy Memorial Highway | 14.0 | 7.6 | 0.5 | 0.5 | 0.5 | 0.5 | 23.6 |
| Fort McHenry Tunnel | 4.4 | 5.0 | 2.1 | 0.4 | 0.3 | 0.3 | 12.5 |
| Multiple Area Projects (Equipment & Insurance) | <u>62.0</u> | <u>78.5</u> | <u>77.5</u> | <u>75.0</u> | <u>68.4</u> | <u>68.2</u> | <u>429.6</u> |
| TOTAL MARYLAND TRANSPORTATION AUTHORITY | 108.8 | 134.1 | 108.6 | 82.0 | 80.0 | 79.8 | 593.3 |

MAJOR BRIDGE PROJECTS

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

| <u>PIF LINE#</u> | <u>PROGRAM/PROJECT</u> | <u>DESCRIPTION</u> |
|--|--|--|
| <u>Allegany County</u> | | |
| <u>Construction Program</u> | | |
| 1. | MD 36, George's Creek Road -- Secondary | Replace Bridge 1013 over George's Creek |
| 2. | MD 36, Lower George's Creek Road -- Secondary | Replace Bridges 1101 over Elklick Run and 1201 over George's Creek |
| 3. | MD 47, Barrelville Road -- Secondary | Replace Bridge 1042 over North Branch |
| 4. | MD 936, Upper George's Creek Road -- Secondary | Replace Bridge 1010 over Neff Run |
| <u>Development and Evaluation Program</u> | | |
| 6. | US 220, McMullen Highway -- Primary | Replace Bridge 1060 over the Potomac River |
| <u>Anne Arundel County</u> | | |
| <u>Construction Program</u> | | |
| 4. | MD 70, Rowe Boulevard -- Secondary | Bridges over Weems and College creeks. |
| 5. | 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 |
| 3. | I-695, Baltimore Beltway -- Interstate | Widen and reconstruct the I-695 bridges over MD 25A, Joppa Road & Thorton Road deck. |
| <u>Calvert County</u> | | |
| <u>Construction Program</u> | | |
| 3. | MD 260, Chesapeake Beach Road -- Secondary | Replace bridge 4022 over MD 260 |

MAJOR BRIDGE PROJECTS (Cont'd.)

| <u>PIF LINE#</u> | <u>PROGRAM/PROJECT</u> | <u>DESCRIPTION</u> |
|---------------------------------|--|---|
| <u>Caroline County</u> | | |
| | <u>Construction Program</u> | |
| 2. | MD 331, Dover Road -- Secondary | Replace bridge over Choptank River |
| <u>Carroll County</u> | | |
| | <u>Construction Program</u> | |
| 2. | MD 140, Baltimore Boulevard -- Primary | Widening and reconstruction of the bridges over MD 97 North and MD 27 |
| 3. | 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> | |
| 3. | MD 17, Wolfsville Road -- Secondary | Replace Bridges 10068, 10069 and 10071 over Middle Creek |
| 5. | MD 874C, Old New London Road -- Secondary | Replace Bridge 10043 over Ben's Branch |
| <u>Harford County</u> | | |
| | <u>Construction Program</u> | |
| 1. | MD 165, Baldwin Mill Road -- Secondary | Replace Bridge 12045 and 12046 over West Branch |

MAJOR BRIDGE PROJECTS (Cont'd.)

| <u>PIF LINE#</u> | <u>PROGRAM/PROJECT</u> | <u>DESCRIPTION</u> |
|--------------------------------------|--|---|
| <u>Howard County</u> | | |
| | <u>Construction Program</u> | |
| 3. | MD 732, Guilford Road -- Secondary | Replace Bridge 13029 over CSX Railroad |
| <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 |
| 6. | MD 201, Kenilworth Avenue -- Primary | Bridges over Amtrak, MD 965, and Beaver Dam Branch |
| 12. | MD 450, Annapolis Road -- Secondary | Replace bridge over CSX |
| <u>Queen Anne's County</u> | | |
| | <u>Construction Program</u> | |
| 1. | MD 19, Robert Station Road and MD 405, Price Station Road -- Secondary | MD19 & 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. | MD 34, Shepherdstown Pike -- Secondary | Replace Bridge 21002 over the Potomac River |
| <u>Worcester County</u> | | |
| | <u>Construction Program</u> | |
| 1. | MD 90, Ocean City Expressway -- Primary | MD 90 bridges over Assawoman Bay and St. Martins River |

MAJOR BRIDGE PROJECTS (Cont'd.)

| <u>PIF LINE#</u> | <u>PROGRAM/PROJECT</u> | <u>DESCRIPTION</u> |
|-------------------------|-------------------------------|---------------------------|
|-------------------------|-------------------------------|---------------------------|

Worcester County

Development and Evaluation Program

| | | |
|----|---------------------------------|----------------------------------|
| 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 bicycle and pedestrian programs.

Retrofit Sidewalk Program

Cost (\$)

Calvert County

| | |
|------------------------------|--------|
| MD 2 - Solomon's Museum ramp | 46,000 |
|------------------------------|--------|

Prince George's County

| | |
|--|--------|
| US 1 - Charles Armentrout to Crittenden Street | 27,000 |
|--|--------|

| | |
|--|--------|
| MD 193 - Cherrywood Lane to Cunningham Drive | 65,000 |
|--|--------|

| | |
|------------------------------------|--------|
| MD 208 - 37th Place to 36th Avenue | 95,000 |
|------------------------------------|--------|

Washington County

| | |
|--|--------|
| MD 144 WB - Methodist Street to Virginia Ave. in Hancock | 15,000 |
|--|--------|

| | |
|--|--------|
| US 40 - Manor Drive to Eastern Blvd. in Hagerstown | 35,000 |
|--|--------|

Wicomico County

| | |
|---|---------|
| US 13 Bus. - Bateman Street to Milford Street | 200,000 |
|---|---------|

| | |
|--|----------------|
| Total Retrofit Sidewalk Program | 483,000 |
|--|----------------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements

Allegany County

| | |
|----------------------------------|-----------|
| US 40 ALT - MD 658 to Long Drive | 5,491,000 |
| US 220 - Lee Street to MD 636 | 2,647,000 |

Anne Arundel County

| | |
|---|-----------|
| MD 170 - 10th Street to MD 648 | 5,491,000 |
| MD 256 - streetscape/roundabout at MD 258 | 1,651,000 |
| MD 648 - Dorsey Blvd. to MD 10 & MD 3Bus from 8th. Ave. to Aquahart Rd. | 800,000 |

Baltimore County

| | |
|--|------------|
| US 1 - through Overlea | 200,000 |
| MD 7 - US 40 to I-695 | 14,045,000 |
| MD 45 - Baltimore City Line to Stevenson Lane | 5,720,000 |
| MD 139 - Baltimore City Line to Bellona Ave. | 500,000 |
| MD 144 - Bishops Lane to the Baltimore City Line | 600,000 |
| MD 147 - Baltimore City Line to Joppa Road | 10,148,000 |
| MD 150 - Bridge 3096 over Middle River | 218,000 |
| MD 150 - MD 700 to MD 587 & MD 587 from MD 150 to Strawberry Point Rd. | 500,000 |
| MD 151 - I-695 to Wise Avenue | 2,332,000 |

Calvert County

| | |
|---|-----------|
| MD 261 - First Street to Old Bayside Road | 4,234,000 |
| MD 760/765 - streetscape in Lusby | 500,000 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Cont.)

Carroll County

| | |
|--|------------|
| MD 30 - CSX Railroad to Northwoods Trail | 700,000 |
| MD 31 - MD 31 to MD 75 | 2,249,000 |
| MD 140 - in Taneytown | 10,300,000 |

Cecil County

| | |
|----------------------|-----------|
| MD 273 in Rising Sun | 3,191,000 |
|----------------------|-----------|

Dorchester County

| | |
|----------------------------------|-----------|
| MD 16 - Church Creek Streetscape | 300,000 |
| MD 16/14 - East New Market | 7,908,000 |

Frederick County

| | |
|------------------------------------|-----------|
| MD 144 FB - New Market | 4,276,000 |
| MD 180 - US 340 to Old Holter Road | 500,000 |

Garrett County

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

Harford County

| | |
|---|-----------|
| MD 755 - MD 24 to Willoughby Beach Road | 3,432,000 |
| MD 924 - MD 22 to Maulsby Street | 4,715,000 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Cont.)

Montgomery County

| | |
|--|-----------|
| MD 195 - Garland Avenue to MD 193 | 4,048,000 |
| MD 547 - Kenilworth Ave. to Weymouth St. (Phase 1) | 4,441,000 |
| MD 650/193 - Langley Park/Takoma Park | 7,000,000 |

Prince George's County

| | |
|---|-----------|
| US 1 - Talbot Ave. to Howard Co. Line in Laurel | 3,082,000 |
| US 1 - Gorman Ave. to Howard County Line | 2,451,000 |
| MD 202 - US 50 to MD 450 | 6,903,000 |
| MD 212 - Roby Ave. to Odell Road | 172,000 |
| MD 650/193 - Langley Park/Takoma Park | 7,000,000 |

Queen Anne's County

| | |
|-----------------------------|-----------|
| MD 19/19 A - in Church Hill | 2,213,000 |
|-----------------------------|-----------|

St. Mary's County

| | |
|-----------------------------------|-----------|
| MD 5 BUS - in Leonardtown | 3,771,000 |
| MD 246 - Saratoga Drive to MD 235 | 300,000 |

Talbot County

| | |
|---|-----------|
| MD 333 - Strand Street to Caroline Street in Oxford | 3,987,000 |
|---|-----------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Community Safety and Enhancements (Cont.)

Washington County

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

Worcester County

| | |
|---|---------|
| US 113 Bus. - Coulbourne Drive to Morris Street | 200,000 |
|---|---------|

| | |
|--|--------------------|
| Total Community Safety and Enhancements | 139,466,000 |
|--|--------------------|

Streetscapes and Minor Reconstruction

Anne Arundel County

| | |
|--|---------|
| Bladen Street - College Creek Park to College Ave. | 486,000 |
|--|---------|

| | |
|--|---------------|
| Total Streetscapes and Minor Reconstruction | 63,180 |
|--|---------------|

Transportation Enhancements Program

Allegany County

| | | |
|---------------------------------------|------------|-----------|
| Allegheny Highlands Trail - Section 1 | 9.35 miles | 1,257,000 |
|---------------------------------------|------------|-----------|

| | | |
|---|------------|-----------|
| Allegheny Highlands Trail - Section 2 & 3 | 5.83 miles | 2,015,000 |
|---|------------|-----------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Anne Arundel County

| | | |
|--|--|-----------|
| Jonas Green Trail | | 500,000 |
| North Cypress Branch Stream Restoration | | 650,000 |
| Stony Run Fish Passage | | 711,000 |
| Stormwater management along US 50 | | 412,000 |
| Enhancement of Storm water Management Facilities | | 1,363,000 |
| London Town Visitor's Center & Museum | | 2,647,000 |

Baltimore City

| | | |
|--|------------|-----------|
| Jones Falls Trail (Phase III) | 2.75 miles | 800,000 |
| Jones Falls Trail (Phase IV) | 2.40 miles | 2,000,000 |
| Baltimore Promenade - Union Wharf | | 1,708,000 |
| Mount Royal Station Renovation | | 896,000 |
| B&O Railroad Musuem Passenger Car Shop | | 1,000,000 |

Baltimore County

| | | |
|--|--|-----------|
| Chase Wavely Farm | | 343,000 |
| North Point Battlefield | | 1,500,000 |
| Roller Property | | 153,000 |
| Gunpowder Falls Stream Stabilization | | 475,000 |
| MD 139 tributary to Towson Run Stabilization | | 452,000 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Calvert County

| | |
|---------------------------------|-----------|
| Chesapeake Beach Railroad Trail | 1,630,000 |
|---------------------------------|-----------|

Carroll County

| | |
|----------------------------------|---------|
| Wakefield Valley Community Trail | 385,000 |
|----------------------------------|---------|

| | |
|---|--------|
| Carroll County Airpark Watershed Assessment & Restoration | 67,000 |
|---|--------|

Cecil County

| | |
|----------------------------------|-----------|
| Port Deposit Jetty & Marina Park | 1,199,000 |
|----------------------------------|-----------|

| | |
|-----------------------------|---------|
| Gilpin Falls Covered Bridge | 261,000 |
|-----------------------------|---------|

Frederick County

| | |
|---------------------------|---------|
| Civil War Sites Easements | 393,000 |
|---------------------------|---------|

| | |
|------------|---------|
| Archeology | 169,000 |
|------------|---------|

| | |
|---|--------|
| 115th Infantry Regiment Memorial Highway Sign | 21,000 |
|---|--------|

| | |
|-------------------------|---------|
| East Street Landscaping | 570,000 |
|-------------------------|---------|

| | |
|--------------------------------------|---------|
| Tuscarora Creek Stream Stabilization | 290,000 |
|--------------------------------------|---------|

| | |
|---------------------------|-----------|
| Emmitsburg Welcome Center | 2,445,000 |
|---------------------------|-----------|

Garrett County

| | |
|--------------------------|---------|
| Kitzmiller Company Store | 172,000 |
|--------------------------|---------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Harford County

| | |
|------------------------------------|---------|
| Ma and Pa Heritage Trail Extension | 776,000 |
|------------------------------------|---------|

Howard County

| | |
|-----------------------------------|---------|
| Centennial Access Pathway | 250,000 |
| Dorsey Run Fish Passage | 650,000 |
| Storm Water Management Facilities | 203,000 |

Montgomery County

| | |
|---|-----------|
| Rock Creek Hiker-Biker Trail Bridge | 2,368,000 |
| Forest Glen Pedestrian Bridge | 2,878,000 |
| North Bethesda Trail | 474,000 |
| Rockville I-270/MD 28 Bridges and Trail | 3,124,000 |
| Rockville Millennium Trail - Phase III | 678,000 |
| Gaithersburg Rolling Stock Restoration | 430,000 |
| Rock Creek Watershed Restoration (stream restoration) | 1,020,000 |
| Rock Creek Watershed Restoration (storm water management) | 425,000 |
| National Capital Trolley Museum Display Facility | 250,000 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Prince George's County

| | |
|---|-----------|
| North Gate Park at the Paint Branch | 830,000 |
| Prince George's County Gateway Signs | 307,000 |
| College Park Trolley Trail | 90,000 |
| Functional Enhancement of Storm water Management Facilities | 1,318,000 |
| Annapocostia East Restoration | 2,500,000 |

Queen Anne's County

| | |
|---------------------------------|---------|
| MD 8 Corridor Hiker/Biker Trail | 477,000 |
|---------------------------------|---------|

Washington County

| | |
|---|-----------|
| Antietam Battlefield | 1,656,000 |
| US 40 Bridge over Licking Creek | 200,000 |
| I-70 Thermal Impact Reduction in Beaver Creek Watershed | 437,000 |

Wicomico County

| | |
|--|---------|
| Northeast Collector Road Bikepath (Phase II) | 225,000 |
|--|---------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Transportation Enhancements Program (Cont.)

Statewide

| | |
|--|-----------|
| Maryland Roadside Historic Markers Website | 182,000 |
| National Road National Register Nomination | 56,000 |
| Environmental Stewardship Initiatives | 785,000 |
| Smart Moves | 550,000 |
| GIS and Predictive Modeling for Cultural Resources | 52,000 |
| Storm water Management Visual & Environmental Enhancements | 609,000 |
| Watershed Revitalization Partnership | 4,692,000 |
| Civil War Driving Tour - Antietam | 690,000 |
| Civil War Driving Tour - Gettysburg | 531,000 |
| Keep America Beautiful III | 322,000 |

| | |
|--|-------------------|
| Total Transportation Enhancements Program | 56,519,000 |
|--|-------------------|

Retrofit Bicycle Program

| | |
|--|-----------|
| Statewide Projects including the designation of bicycle routes | 2,500,000 |
|--|-----------|

| | |
|------------------------------|------------------|
| Total Bicycle Program | 2,500,000 |
|------------------------------|------------------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

| <u>Primary/Secondary Program</u> | Distance | Cost (\$) |
|---|-----------------|------------------|
| <i><u>Allegany County</u></i> | | |
| MD 36 - Bridge over George's Creek shoulders | 0.1 miles | 15,000 |
| MD 36 - Bridges over Ellick Run & George's Creek shoulders | 0.1 miles | 15,000 |
| MD 47 - Bridge over North Branch shoulders | 0.2 miles | 30,000 |
| MD 936 - Bridge over Neff Run shoulders | 0.1 miles | 15,000 |
| sidewalk | 0.1 miles | 13,728 |
| <i><u>Anne Arundel County</u></i> | | |
| MD 50/MD 2/MD 450 interchange parallel trail | 0.5 miles | 57,500 |
| MD 70 - over Weems and College Creek sidewalk | 1.0 miles | 137,280 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Anne Arundel County (Cont.)

MD 732 - Bridge over CSX railroad

| | | |
|----------|-----------|--------|
| sidewalk | 0.5 miles | 68,640 |
|----------|-----------|--------|

| | | |
|----------|-----------|--------|
| shoulder | 0.5 miles | 75,000 |
|----------|-----------|--------|

MD 175 - MD 295 to MD 170

| | | |
|----------|-----------|---------|
| sidewalk | 5.2 miles | 713,856 |
|----------|-----------|---------|

| | | |
|----------|-----------|---------|
| shoulder | 5.2 miles | 780,000 |
|----------|-----------|---------|

Baltimore County

I-695/MD 45 interchange

| | | |
|----------------|-----------|--------|
| wide curb lane | 0.1 miles | 15,000 |
|----------------|-----------|--------|

| | | |
|----------|-----------|--------|
| sidewalk | 0.1 miles | 13,728 |
|----------|-----------|--------|

MD 43 extended

| | | |
|----------------|-----------|---------|
| wide curb lane | 3.6 miles | 540,000 |
|----------------|-----------|---------|

| | | |
|----------------|-----------|---------|
| parallel trail | 3.6 miles | 414,000 |
|----------------|-----------|---------|

MD 45 - Cavan Rd. to Ridgley Rd.

| | | |
|----------------|-----------|---------|
| wide curb lane | 1.0 miles | 150,000 |
|----------------|-----------|---------|

| | | |
|----------|-----------|---------|
| sidewalk | 1.0 miles | 137,280 |
|----------|-----------|---------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Calvert County

MD 2/4 - at MD 231

| | | |
|-----------------|-----------|--------|
| wide curb lanes | 0.5 miles | 75,000 |
| sidewalk | 0.5 miles | 68,640 |

MD 260 Bridge at Mt. Harmony Road

| | | |
|-----------|-----------|--------|
| shoulders | 0.5 miles | 75,000 |
|-----------|-----------|--------|

Caroline County

MD 404 - Double Hills Road to MD 16

| | | |
|-----------|-----------|---------|
| shoulders | 1.0 miles | 150,000 |
|-----------|-----------|---------|

MD 331 - Dover Bridge over the Choptank River

| | | |
|-----------|-----------|--------|
| shoulders | 0.3 miles | 45,000 |
|-----------|-----------|--------|

Carroll County

MD 30 Relocated, Hampstead Bypass

| | | |
|-----------|-----------|---------|
| shoulders | 5.8 miles | 876,000 |
|-----------|-----------|---------|

MD 140 - Bridges over MD 27 and MD 97

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

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Carroll County (Cont.)

| | | |
|--|-----------|--------|
| MD 194 - bridge over Big Pipe Creek shoulders | 0.1 miles | 15,000 |
|--|-----------|--------|

Cecil County

| | | |
|---|-----------|--------|
| MD 7B - bridge over Mill Creek shoulders | 0.1 miles | 15,000 |
| sidewalks | 0.1 miles | 13,728 |

Charles County

| | | |
|--|-----------|---------|
| MD 5 Relocated at Hughesville shoulders | 3.2 miles | 480,000 |
|--|-----------|---------|

Dorchester County

| | | |
|--|-----------|--------|
| MD 16 - Bridge over Parsons Creek shoulders | 0.1 miles | 15,000 |
|--|-----------|--------|

Frederick County

| | | |
|--------------------------------------|-----------|--------|
| I-70/MD 475/MD 85 wide curb lanes | 0.5 miles | 75,000 |
| sidewalks | 0.5 miles | 68,640 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Frederick County (Cont.)

| | | |
|--|-----------|--------|
| MD 17 - Bridges over Middle Creek shoulders | 0.1 miles | 15,000 |
| MD 874C - bridge over Ben's Creek shoulders | 0.1 miles | 15,000 |

Garrett County

| | | |
|--|-----------|---------|
| US 219 Relocated at Oakland wide curb lanes | 2.4 miles | 360,000 |
| shoulders | 2.4 miles | 360,000 |
| sidewalks | 2.4 miles | 329,472 |

Harford County

| | | |
|---|-----------|---------|
| MD 165 - Bridge over West Branch shoulders | 0.2 miles | 30,000 |
| US 40 - MD 152 and 24 overpass shoulders | 1.9 miles | 285,000 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Howard County

MD 216 - I-95 to US 29

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 2.8 miles | 420,000 |
| sidewalks | 2.8 miles | 384,384 |

MD 732 - bridge over CSX

| | | |
|-----------|-----------|--------|
| sidewalks | 0.2 miles | 27,456 |
| shoulders | 0.2 miles | 30,000 |

Montgomery County

US 29/Randolph Road interchange

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 1.0 miles | 150,000 |
| sidewalks | 1.0 miles | 137,280 |
| parallel trail | 1.0 miles | 115,000 |

US 29/Briggs Chaney Road interchange

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 1.0 miles | 150,000 |
| sidewalks | 1.0 miles | 137,280 |
| parallel trail | 1.0 miles | 115,000 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Montgomery County (Cont.)

US 29/MD 198/Blackburn Road interchange

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 1.0 miles | 150,000 |
| sidewalks | 1.0 miles | 137,280 |
| parallel trail | 1.0 miles | 115,000 |

MD 115 - MD 28 to MD 124

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 5.8 miles | 870,000 |
| sidewalks | 5.8 miles | 796,224 |

MD 124 - Airpark Road to Fieldcrest Road

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 1.4 miles | 210,000 |
| sidewalks | 1.4 miles | 192,192 |

MD 355 - Randolph Rd./Montrose Parkway

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 1.0 miles | 150,000 |
| sidewalks | 1.0 miles | 137,280 |
| parallel trail | 1.0 miles | 115,000 |

East-West Intersection Improvements

| | | |
|-----------|-----------|---------|
| sidewalks | 2.0 miles | 274,560 |
|-----------|-----------|---------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Prince George's County

I-95/I-495/Woodrow Wilson Bridge
parallel pedestrian bridge

56,000,000

I-95/495 - Branch Ave. Metro

parallel trail

0.5 miles

57,500

sidewalks

0.5 miles

68,640

I-295/I-495/MD 414 interchange

wide curb lanes

0.2 miles

30,000

sidewalks

0.2 miles

27,456

MD 4 - Suitland Parkway interchange

parallel trail

0.5 miles

57,500

MD 212 - US 1 to I-95

wide curb lanes

2.0 miles

300,000

sidewalks

2.0 miles

274,560

MD 450 - Whitefield Chapel Road to Seabrook Road

wide curb lanes

1.0 miles

142,500

sidewalks

1.0 miles

130,416

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Prince George's County (Cont.)

MD 450 - MD 193 to Stoneybrook Drive

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 5.8 miles | 870,000 |
| sidewalks | 5.8 miles | 796,224 |
| parallel trail | 5.8 miles | 667,000 |

MD 450 - CSX bridge over MD 450

| | | |
|-----------------|-----------|--------|
| wide curb lanes | 0.1 miles | 15,000 |
| sidewalks | 0.1 miles | 13,728 |

MD 450 - Bridge over CSX

| | | |
|-------------------------------------|-----------|---------|
| shoulders | 0.2 miles | 30,000 |
| East/West intersection improvements | | |
| sidewalks | 2.0 miles | 274,560 |

Queen Anne's County

MD 19 - Bridge over Beaverdam Ditch

| | | |
|-----------|-----------|--------|
| shoulders | 0.1 miles | 15,000 |
|-----------|-----------|--------|

St. Mary's County

MD 237 from Pegg Road to MD 235

| | | |
|-----------------|-----------|---------|
| wide curb lanes | 2.7 miles | 406,500 |
| sidewalks | 2.7 miles | 372,029 |

BICYCLE AND PEDESTRIAN RELATED PROJECTS

Primary/Secondary Program (Cont.)

Washington County

MD 34 - bridge over Potomac River

| | | | |
|-----------|-----------|--|--------|
| sidewalks | 0.5 miles | | 68,640 |
| shoulders | 0.5 miles | | 75,000 |

Worcester County

US 113 - Phase 1

| | | | |
|-----------|-----------|--|---------|
| shoulders | 4.0 miles | | 600,000 |
|-----------|-----------|--|---------|

US 50 - Bridge over Sinepuxent Bay

| | | | |
|-----------------|-----------|--|--------|
| wide curb lanes | 0.1 miles | | 15,000 |
| shoulders | 0.1 miles | | 15,000 |
| sidewalks | 0.1 miles | | 13,728 |

| | | | |
|-----------------|------------|-----------|------------|
| wide curb lanes | 34.5 miles | sub-total | 5,169,000 |
| shoulders | 26.9 miles | sub-total | 4,139,640 |
| sidewalks | 41.9 miles | sub-total | 5,897,549 |
| parallel trails | 14.4 miles | sub-total | 1,656,000 |
| WWB | | sub-total | 56,000,000 |

| | |
|--------------|-------------------|
| TOTAL | 72,862,189 |
|--------------|-------------------|

BICYCLE AND PEDESTRIAN RELATED PROJECTS

TOTAL ESTIMATED FUNDS PROGRAMMED FOR BICYCLE AND PEDESTRIAN IMPROVEMENTS

| | |
|---------------------------------------|-------------|
| retrofit sidewalk program | 483,000 |
| community enhancement and safety | 139,466,000 |
| streetscapes and minor reconstruction | 63,180 |
| transportation enhancements program | 56,519,000 |
| retrofit bicycle program | 2,500,000 |
| primary/secondary program | 72,862,189 |
| TOTAL | 271,893,369 |



Regional Aviation Grants

GENERAL AVIATION GRANTS-IN-AID
Fiscal Year 2006

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

MARYLAND AVIATION ADMINISTRATION

| <u>COUNTY</u> | <u>AIRPORT</u> | GRANT AMOUNT (000's) | | | Total |
|----------------------|-----------------------------|-----------------------------|--------------|--------------------|--------------|
| | | Federal | State | Local/Owner | |
| Anne Arundel County | Tipton Airport | 1,363 | 36 | 36 | 1,435 |
| Carroll County | Carroll County Regional | 1,290 | 34 | 34 | 1,358 |
| | Clearview | 0 | 256 | 28 | 285 |
| Cecil County | Cecil County | 0 | 357 | 40 | 397 |
| Dorchester County | Cambridge-Dorchester | 1,123 | 30 | 30 | 1,182 |
| Frederick County | Frederick Municipal Airport | 7,461 | 196 | 196 | 7,854 |
| Garrett County | Garrett County | 5,906 | 155 | 155 | 6,217 |
| Harford County | Harford County | 0 | 37 | 4 | 41 |
| | College Park | 122 | 3 | 3 | 128 |
| | Freeway | 0 | 281 | 31 | 312 |
| | Potomac | 0 | 69 | 8 | 77 |
| Queen Anne's County | Bay Bridge | 5,938 | 156 | 156 | 6,250 |

GENERAL AVIATION GRANTS-IN-AID

Fiscal Year 2006 (Cont'd)

| <u>COUNTY</u> | <u>AIRPORT</u> | GRANT AMOUNT (000's) | | | Total |
|----------------------|-----------------------------------|-----------------------------|--------------|--------------------|--------------|
| | | Federal | State | Local/Owner | |
| Talbot County | Easton Airport | 2,850 | 75 | 75 | 3,000 |
| Washington County | Hagerstown Regional Airport | 8,575 | 226 | 226 | 9,026 |
| Wicomico County | Salisbury - Ocean City - Wicomico | 9,660 | 254 | 254 | 10,168 |
| Worcester County | Ocean City | 95 | 3 | 3 | 100 |



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. |

TSD



The Secretary's Office

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

| | <u>FY 2006</u> | <u>FY 2007</u> | <u>FY 2008</u> | <u>FY 2009</u> | <u>FY 2010</u> | <u>FY 2011</u> | <u>SIX-YEAR TOTAL</u> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|
| <u>Construction Program</u> | | | | | | | |
| Major Projects | 8.9 | 2.8 | 1.9 | 1.9 | 1.9 | 2.0 | 19.4 |
| System Preservation Minor Projects | 29.5 | 13.2 | 7.6 | 6.0 | 5.6 | 5.0 | 66.9 |
| <u>Development & Evaluation Program</u> | <u>0.3</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>0.3</u> |
| SUBTOTAL | 38.7 | 16.0 | 9.5 | 7.9 | 7.5 | 7.0 | 86.6 |
| <u>Capital Salaries, Wages & Other Costs</u> | <u>1.7</u> | <u>1.9</u> | <u>1.9</u> | <u>1.9</u> | <u>2.0</u> | <u>2.0</u> | <u>11.4</u> |
| TOTAL | 40.4 | 17.9 | 11.4 | 9.8 | 9.5 | 9.0 | 98.0 |
| Special Funds | 30.9 | 16.7 | 10.8 | 9.2 | 8.9 | 9.0 | 85.5 |
| Federal Funds | 9.5 | 1.2 | 0.6 | 0.6 | 0.6 | - | 12.5 |



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

PROJECT: Transportation Enhancement Program

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

JUSTIFICATION: Transportation enhancements are projects that will add community and environmental value to the transportation system. The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) provides that 10% of the Surface Transportation funds be set aside for the Transportation Enhancement Program.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Enhancement activities must be directly related to transportation.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$10.0 million due to the addition of FY 2011.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 170,878 | 118,178 | 10,300 | 7,800 | 8,400 | 8,600 | 8,600 | 9,000 | 52,700 | 0 |
| Total | 170,878 | 118,178 | 10,300 | 7,800 | 8,400 | 8,600 | 8,600 | 9,000 | 52,700 | 0 |
| Federal-Aid | 130,178 | 91,178 | 6,100 | 6,100 | 6,500 | 6,700 | 6,700 | 6,900 | 39,000 | 0 |

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



STATUS: Underway.

PROJECT: Transportation Emission Reduction Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost decreased \$44.0 million due to funds being transferred to MTA's 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 46,826 | 27,393 | 8,862 | 2,795 | 1,944 | 1,944 | 1,944 | 1,944 | 19,433 | 0 |
| Total | 46,826 | 27,393 | 8,862 | 2,795 | 1,944 | 1,944 | 1,944 | 1,944 | 19,433 | 0 |
| Federal-Aid | 9,434 | 0 | 9,434 | 0 | 0 | 0 | 0 | 0 | 9,434 | 0 |

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

THE SECRETARY'S OFFICE - LINE 3

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>The Secretary's Office</u> | | |
| | <u>FY 2006 and Prior</u> | | |
| 1 | Clinton Street (0103) | 2,000 | Complete |
| 2 | Ripken Stadium (0046) | 363 | Complete |
| 3 | Annapolis Garage (0106) | 250 | Complete |
| 4 | Oxford-Bellevue Ferry Emergency Stabilization of Loading Ramp (0110) | 200 | Complete |
| 5 | Real Estate Services (0005) | 295 | Underway |
| 6 | Centerpoint Development (0008) | 125 | Underway |
| 7 | Program Management (0019) | 200 | Underway |
| 8 | Network Hardware/Software Replacement Costs (0020) | 3,470 | Underway |
| 9 | Rail Safety Oversight (0032) | 59 | Underway |
| 10 | Shepherds Mill Road - Grant to Allegany County (0039) | 3,500 | Underway |
| 11 | Mainframe Upgrade (0042) | 6,400 | Underway |
| 12 | Bike and Pedestrian Trail Southern Maryland (0050) | 50 | Underway |
| 13 | Pathways to Schools (0051) | 194 | Underway |
| 14 | MEDCO - New MDOT Building (0070) | 11,000 | Underway |
| 15 | E-Business (0073) | 1,128 | Underway |
| 16 | Beaver Dam Creek - Trash Boom (0076) | 100 | Underway |
| 17 | Airport Citizens Committee (0078) | 322 | Underway |
| 18 | LaPlata Improvements (0079) | 2,482 | Underway |
| 19 | Start-Up Funds for MDOT Headquarters Building (0081) | 500 | Underway |
| 20 | MBE Disparity Study (0083) | 1,700 | Underway |
| 21 | Capital Program Management System Maintenance (0086) | 2,118 | Underway |
| 22 | Consultant Contract Services (0087) | 2,500 | Underway |
| 23 | TSO OA Replacements OBJ 10 (0099) | 123 | Underway |
| 24 | TSO OA Enhancements/OBJ 11 (0100) | 59 | Underway |
| 25 | Data Center Shared Services (0101) | 710 | Underway |
| 26 | Demonstration Bicycle Routes in Baltimore City (0102) | 85 | Underway |
| 27 | Time Entry System (0095) | 1,646 | Underway |
| 28 | Registrar System Consolidation (0096) | 250 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>The Secretary's Office (cont'd)</u> | | |
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| 29 | MBE Database Design (0097) | 100 | Underway |
| 30 | SIGMA Systems Upgrade (0098) | 80 | Underway |
| 31 | Center Plaza (0088) | 800 | Spring, 2006 |
| 32 | MARC Pedestrian Bridge (0108) | 1,000 | Spring, 2006 |
| 33 | Allegheny Highlands Trail (0116) | 550 | Spring, 2006 |
| 34 | Security/Emergency Management (0082) | 350 | Spring, 2006 |
| 35 | CPMS Extension (0112) | 1,600 | Spring, 2006 |
| 36 | Key Highway Road Extension (0030) | 5,000 | Spring, 2006 |
| 37 | Allegheny Highlands Trail Right of Way (0117) | 395 | Spring, 2006 |
| 38 | Metropolitan Washington Air Quality Committee (0118) | 25 | Spring, 2006 |
| 39 | Transit Oriented Development Work (0119) | 250 | Spring, 2006 |
| 40 | John Smith Water Trail (0120) | 25 | Spring, 2006 |
| | <u>FY 2007</u> | | |
| 41 | Prince Frederick Loop Road Feasibility Study (0072) | 400 | Fall, 2006 |
| 42 | Real Estate Services (0005) | 295 | Fall, 2006 |
| 43 | Program Management (0019) | 550 | Fall, 2006 |
| 44 | Network Hardware/Software Replacement Costs (0020) | 3,344 | Fall, 2006 |
| 45 | Rail Safety Oversight (0032) | 75 | Fall, 2006 |
| 46 | Airport Citizens Committee (0078) | 300 | Fall, 2006 |
| 47 | Consultant Contract Services (0087) | 2,500 | Fall, 2006 |
| 48 | TSO OA Replacements OBJ 10 (0099) | 140 | Fall, 2006 |
| 49 | TSO OA Enhancements/OBJ 11 (0100) | 40 | Fall, 2006 |
| 50 | Data Center Shared Services (0101) | 524 | Fall, 2006 |
| 51 | Centerpoint Development (0008) | 125 | Fall, 2006 |
| 52 | Center Plaza (0088) | 400 | Fall, 2006 |
| 53 | Metropolitan Washington Air Quality Committee (0118) | 25 | Fall, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

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

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| 54 | <u>The Secretary's Office (cont'd)</u> <u>FY 2007 (cont'd)</u> Baltimore Rail Tunnel Improvement Study (0121) | 3,750 | Fall, 2006 |



Glossary

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

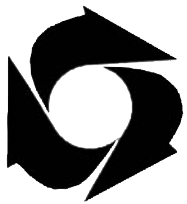
| | |
|---|---|
| State Report on Transportation (SRT) | Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP). |
| Maryland Transportation Plan (MTP) | The MTP identifies the focus of the Department and its modal administration that defines program objectives 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. |



Motor Vehicle Administration

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

| | <u>FY 2006</u> | <u>FY 2007</u> | <u>FY 2008</u> | <u>FY 2009</u> | <u>FY 2010</u> | <u>FY 2011</u> | <u>SIX-YEAR TOTAL</u> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|
| <u>Construction Program</u> | | | | | | | |
| Major Projects | 6.9 | 4.3 | 5.8 | 4.1 | 5.1 | 7.2 | 33.4 |
| System Preservation Minor Projects | 10.0 | 19.8 | 26.8 | 27.0 | 26.2 | 25.4 | 135.2 |
| <u>Development & Evaluation Program</u> | <u>0.5</u> | <u>2.0</u> | <u>1.0</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>3.5</u> |
| SUBTOTAL | 17.4 | 26.1 | 33.6 | 31.1 | 31.3 | 32.6 | 172.1 |
| <u>Capital Salaries, Wages & Other Costs</u> | <u>0.9</u> | <u>0.9</u> | <u>1.0</u> | <u>1.0</u> | <u>1.0</u> | <u>1.0</u> | <u>5.8</u> |
| TOTAL | 18.3 | 27.0 | 34.6 | 32.1 | 32.3 | 33.6 | 177.9 |
| Special Funds | 18.3 | 27.0 | 34.6 | 32.1 | 32.3 | 33.6 | 177.9 |
| Federal Funds | - | - | - | - | - | - | - |



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

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

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

JUSTIFICATION: Many existing business systems were developed over the years as independent applications in response to separate business unit needs. 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 5

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$19.5 million due to addition of FY 2011 and Balance to Complete.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 26,700 | 1,165 | 0 | 700 | 1,500 | 1,500 | 2,300 | 3,300 | 9,300 | 16,235 |
| Total | 26,700 | 1,165 | 0 | 700 | 1,500 | 1,500 | 2,300 | 3,300 | 9,300 | 16,235 |
| 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. Legislative changes and enhancements underway.

PROJECT: Drivers Licensing - Point-Of-Sale System

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

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

SMART GROWTH STATUS:

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

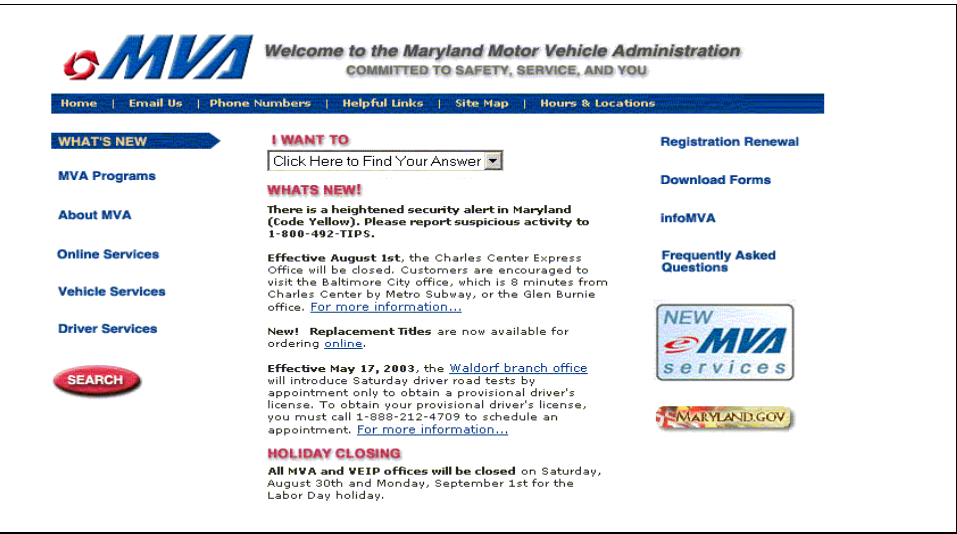
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 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 | 44,134 | 43,158 | 976 | 0 | 0 | 0 | 0 | 0 | 976 | 0 |
| Total | 48,534 | 47,558 | 976 | 0 | 0 | 0 | 0 | 0 | 976 | 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:

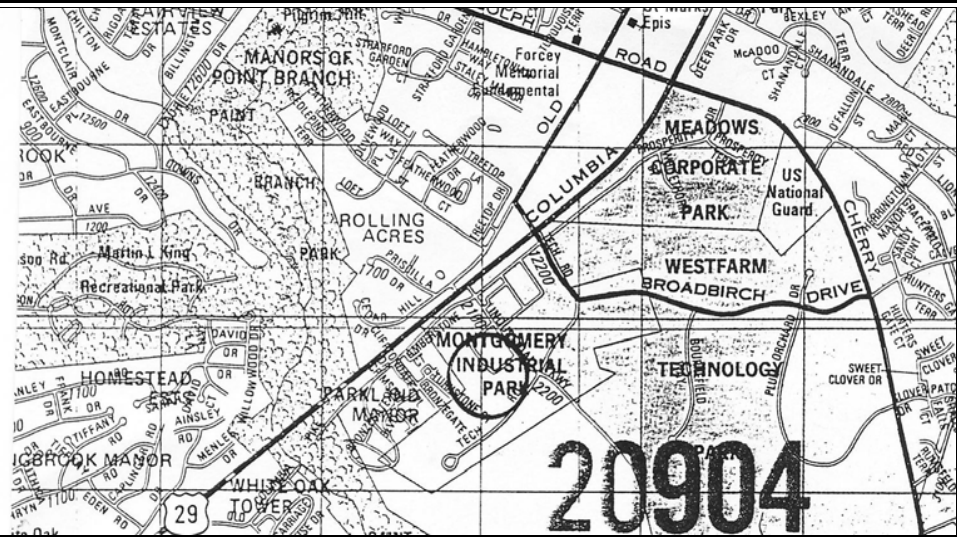
- ☒ Project Not Location Specific or Location Not Determined
- ☐ Project Within PFA
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,638 | 1,241 | 315 | 361 | 410 | 422 | 438 | 451 | 2,397 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 15,075 | 4,199 | 2,070 | 2,257 | 1,849 | 1,515 | 1,569 | 1,616 | 10,876 | 0 |
| Total | 18,713 | 5,440 | 2,385 | 2,618 | 2,259 | 1,937 | 2,007 | 2,067 | 13,273 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: This project was completed in December, 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
- ☐ Project Outside PFA; Subject to Exception
- ☐ Grandfathered
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 199 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 5,525 | 2,192 | 3,333 | 0 | 0 | 0 | 0 | 0 | 3,333 | 0 | 0 |
| Total | 5,725 | 2,392 | 3,333 | 0 | 0 | 0 | 0 | 0 | 3,333 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

USAGE: Transactions projected at 168,000 annually.

OPERATING COST IMPACT: Additional full-service office.



STATUS: Requirements analysis and definition planned for FY 2007.

PROJECT: National Motor Vehicle Title Information System (NVMTIS)

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:

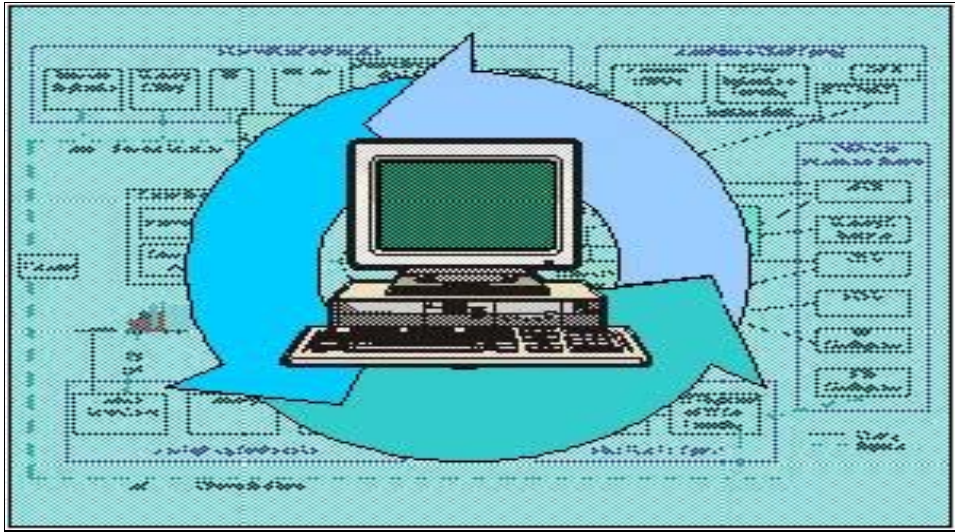
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Title and Registration Information System 2 (TARIS 2) - Line 1

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,600 | 0 | 0 | 100 | 1,000 | 500 | 0 | 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 | 800 | 1,800 | 2,600 | 4,200 |
| Total | 8,400 | 0 | 0 | 100 | 1,000 | 500 | 800 | 1,800 | 4,200 | 4,200 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Requirements definition and scope of work for procurement completed.

PROJECT: Accounts Receivable System and Flag Fee Processing

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 1,971 | 4 | 247 | 860 | 860 | 0 | 0 | 0 | 1,967 | 0 |
| Total | 1,971 | 4 | 247 | 860 | 860 | 0 | 0 | 0 | 1,967 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Preliminary Engineering underway.

PROJECT: Real ID Act Implementation

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

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

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|--------------|--------------|--------------|----------------|---------------------|
| | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,500 | 0 | 500 | 2,000 | 1,000 | 0 | 0 | 0 | 3,500 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,500 | 0 | 500 | 2,000 | 1,000 | 0 | 0 | 0 | 3,500 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MOTOR VEHICLE ADMINISTRATION - LINE 8

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior</u> | | |
| | <u>Building Improvements</u> | | |
| 1 | Branch Office Roof Rehabilitation (0631) | 598 | Complete |
| 2 | Annapolis Office Interior Modifications and Site Work (0620) | 952 | Complete |
| 3 | Network Equipment Replacement (0638) | 386 | Complete |
| 4 | Glen Burnie Office Interior Improvements (0512) | 312 | Underway |
| 5 | Telecom Upgrade - Various Projects (0545) | 514 | Underway |
| 6 | Building and Interior Modifications (0598) | 345 | Underway |
| 7 | Security Improvements (0518) | 180 | Underway |
| 8 | Branch Office HVAC Replacement (0632) | 1,654 | Underway |
| 9 | Branch Office Parking Lot Reconstruction (0636) | 1,629 | Underway |
| 10 | Comprehensive Planning, A&E Services (0536) | 50 | Underway |
| 11 | Info MVA System (0627) | 1,330 | Underway |
| 12 | 3rd Generation Kiosk (0657) | 539 | Underway |
| 13 | Central Processing Systems (0651) | 662 | Underway |
| 14 | Computer Equipment Upgrades (0645) | 1,823 | Underway |
| 15 | Glen Burnie Branch Office Renovation (0540) | 17 | Underway |
| 16 | Maximo (0658) | 719 | Underway |
| 17 | Network Switch Replacement (0649) | 1,439 | Underway |
| 18 | Driver Test Study (0635) | 250 | Underway |
| 19 | Law Test Equipment Replacement (0650) | 307 | Underway |
| 20 | Towson Express Office Relocation (0647) | 500 | Underway |
| 21 | OIR Office Renovation (0535) | 681 | Spring, 2006 |
| | <u>Information Technology Project (Appr 8)</u> | | |
| 22 | CDL Hazmat Fingerprinting Project (0653) | 2,150 | Underway |
| 23 | Data Storage Upgrade (0612) | 2,250 | Underway |

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 2007</u> | | |
| | <u>Building Improvements</u> | | |
| 24 | Bel Air Office Interior Modifications and Site Work (0654) | 2,200 | Summer, 2006 |
| 25 | Branch Office Emergency Generator Mods (0652) | 541 | Summer, 2006 |
| 26 | Central Scheduling System (0656) | 801 | Summer, 2006 |
| 27 | Gaithersburg Office Interior Modifications and Site Work (0648) | 2,200 | Summer, 2006 |
| 28 | Gaithersburg Mechanical Renovation (0655) | 600 | Summer, 2006 |
| 29 | Mobile Office Replacement (0549) | 681 | Summer, 2006 |
| 30 | Glen Burnie Office Interior Improvements (0512) | 330 | Summer, 2006 |
| 31 | Telecom Upgrade - Various Projects (0545) | 530 | Summer, 2006 |
| 32 | Building and Interior Modifications (0598) | 1,550 | Summer, 2006 |
| 33 | Security Improvements (0518) | 310 | Summer, 2006 |
| 34 | Computer Equipment Upgrades (0645) | 2,073 | Summer, 2006 |
| 35 | OIR Office Renovation (0535) | 4,205 | Fall, 2006 |
| 36 | Comprehensive Planning, A&E Services (0536) | 100 | Fall, 2006 |
| 37 | Glen Burnie Branch Office Renovation (0540) | 250 | Fall, 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.)

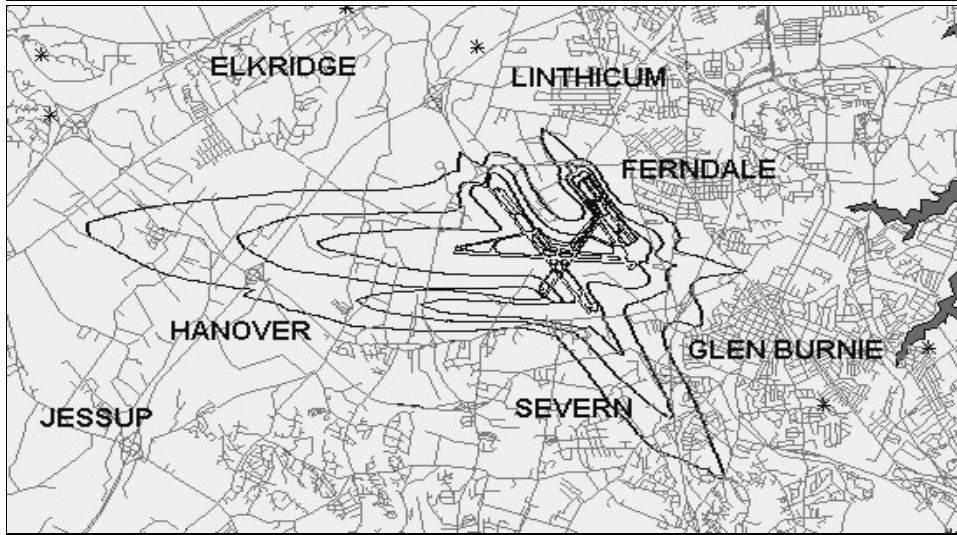
| | |
|--------|---|
| (IM) | Interstate Maintenance category of federal aid. |
| (BR) | Bridge Replacement/Rehabilitation category of federal aid. |
| (CMAQ) | Congestion Mitigation/Air Quality category of federal aid. |
| (DEMO) | Specific projects identified in federal legislation for demonstration purposes. |



Maryland Aviation Administration

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

| | <u>FY 2006</u> | <u>FY 2007</u> | <u>FY 2008</u> | <u>FY 2009</u> | <u>FY 2010</u> | <u>FY 2011</u> | <u>SIX-YEAR TOTAL</u> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|
| <u>Construction Program</u> | | | | | | | |
| Major Projects | 95.7 | 38.4 | 33.1 | 22.9 | 11.6 | 8.5 | 210.2 |
| System Preservation Minor Projects | 80.6 | 76.5 | 91.9 | 80.0 | 61.6 | 62.3 | 452.9 |
| <u>Development & Evaluation Program</u> | <u>5.6</u> | <u>7.4</u> | <u>6.0</u> | <u>1.5</u> | <u>-</u> | <u>-</u> | <u>20.5</u> |
| SUBTOTAL | 181.9 | 122.3 | 131.0 | 104.4 | 73.2 | 70.8 | 683.6 |
| <u>Capital Salaries, Wages & Other Costs</u> | <u>5.9</u> | <u>6.1</u> | <u>6.3</u> | <u>6.4</u> | <u>6.5</u> | <u>6.7</u> | <u>37.9</u> |
| TOTAL | 187.8 | 128.4 | 137.3 | 110.8 | 79.7 | 77.5 | 721.5 |
| Special Funds | 53.6 | 58.3 | 60.8 | 43.9 | 40.0 | 41.1 | 297.7 |
| Federal Funds | 44.5 | 28.0 | 36.7 | 33.3 | 16.6 | 16.3 | 175.4 |
| Other Funding * | 89.7 | 42.1 | 39.8 | 33.6 | 23.1 | 20.1 | 248.4 |
| <u>Other Funding Breakdown*</u> | | | | | | | |
| RAA | 8.0 | 8.0 | 6.0 | 6.0 | 6.0 | 4.0 | 38.0 |
| PFC | 57.2 | 32.6 | 31.3 | 27.6 | 17.1 | 16.1 | 181.9 |
| MEDCO | 15.9 | 1.5 | 2.5 | - | - | - | 19.9 |
| MdTA | 8.4 | - | - | - | - | - | 8.4 |
| COPS | - | - | - | - | - | - | - |
| CFC | <u>0.2</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>-</u> | <u>0.2</u> |
| | 89.7 | 42.1 | 39.8 | 33.6 | 23.1 | 20.1 | 248.4 |



STATUS: MAA has acquired 249 properties through FY 2005.

PROJECT: Noise Zone Land Acquisition Program

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

SMART GROWTH STATUS:

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

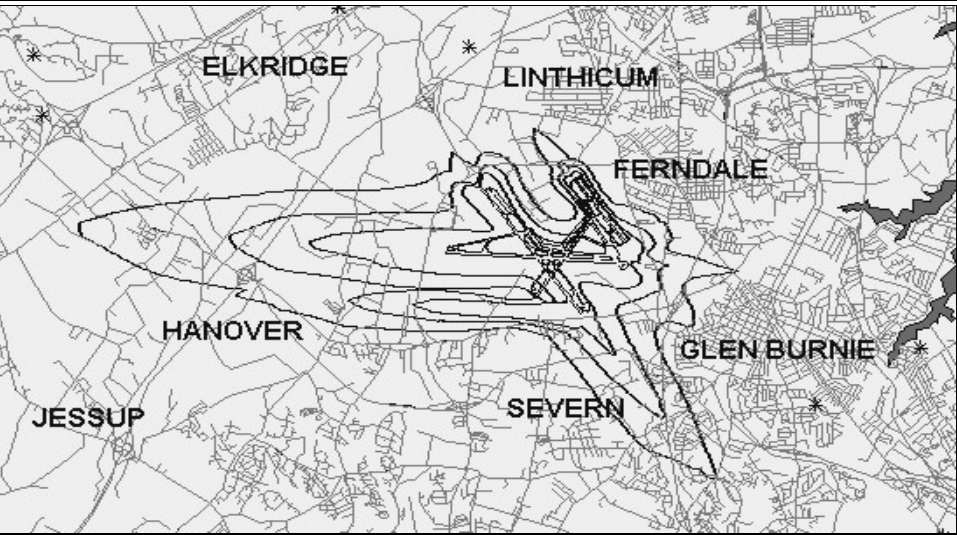
ASSOCIATED IMPROVEMENTS:

Homeowner Assistance Program -- Line 2

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|---------------------------------------|------------------------|-------------------------|------------------------|---|---|----------------------------------|--------------------------------|----------------------|---------------------------|
| | | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 49 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 34,304 | 33,774 | 375 | 155 | 0 | 0 | 0 | 0 | 530 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 34,353 | 33,823 | 375 | 155 | 0 | 0 | 0 | 0 | 530 | 0 |
| Federal-Aid | 26,613 | 23,687 | 0 | 2,926 | 0 | 0 | 0 | 0 | 2,926 | 0 |

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



STATUS: MAA has participated in the soundproofing of 587 properties and sales assistance for 113 homes through FY 2005.

PROJECT: Homeowner Assistance Program

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

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

SMART GROWTH STATUS:

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

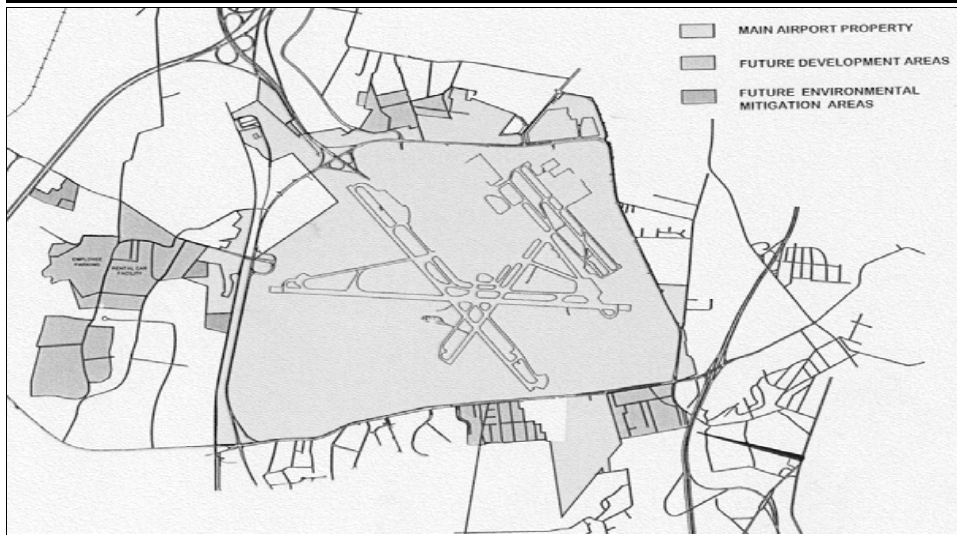
ASSOCIATED IMPROVEMENTS:

Noise Zone Land Acquisition Program -- Line 1

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increase of \$1.9 million due to the addition of FY 2011.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|---------------------|
| | | | | | | | | | |
| TOTAL | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL |
| | | | | |2008..... |2009..... |2010..... |2011..... | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 431 | 321 | 50 | 60 | 0 | 0 | 0 | 0 | 110 |
| Right-of-way | 30,850 | 20,053 | 1,050 | 1,993 | 1,994 | 1,920 | 1,920 | 1,920 | 10,797 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 31,281 | 20,374 | 1,100 | 2,053 | 1,994 | 1,920 | 1,920 | 1,920 | 10,907 |
| Federal-Aid | 21,761 | 11,372 | 0 | 5,729 | 1,364 | 1,376 | 1,376 | 544 | 10,389 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| RW | 2007 | AIP | 7,093 |
| RW | 2008 | AIP | 1,376 |
| RW | 2009 | AIP | 1,376 |
| RW | 2010 | AIP | 544 |



STATUS: Ongoing.

PROJECT: Protective Land Acquisition Program

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

JUSTIFICATION: This multi-year program provides the opportunity to protect property for future airport-related facilities, environmental requirements, and to ensure compatible land-use around the airports.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Reduction of \$5.0 million reprogrammed to higher priority projects.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 22,092 | 12,092 | 500 | 500 | 1,500 | 2,500 | 2,500 | 2,500 | 10,000 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 22,092 | 12,092 | 500 | 500 | 1,500 | 2,500 | 2,500 | 2,500 | 10,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Construction started in FY 2003. Terminal/Concourse A opened May 18, 2005. Reconstructed Concourse B connector to open late January 2006.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Transportation Security Administration reimbursed a portion of the baggage screening system costs.

PROJECT: New Terminal A/B Expansion at BWI

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 -- Line 5
 Terminal Entrance Roadway Improvements, Phase II at BWI -- Line 6

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|--------------|--------------|--------------|----------------|---------------------|
| | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 33,046 | 29,804 | 3,242 | 0 | 0 | 0 | 0 | 0 | 3,242 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 186,454 | 160,432 | 26,022 | 0 | 0 | 0 | 0 | 0 | 26,022 | 0 |
| Total | 219,500 | 190,236 | 29,264 | 0 | 0 | 0 | 0 | 0 | 29,264 | 0 |
| Federal-Aid | 10,000 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 10,000 | 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 underway. Skywalk at Concourse D opened in November 2003, Concourse B Skywalk opened in May 2004, Hourly Garage central spine opened November 2004, and Concourse A skywalk opened May 2005. Front window wall replacement complete. Roadway work to continue in multiple phases through 2006.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Project cost increased \$4.8 million due to unforeseen conditions and rephasing/acceleration of certain phases.

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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

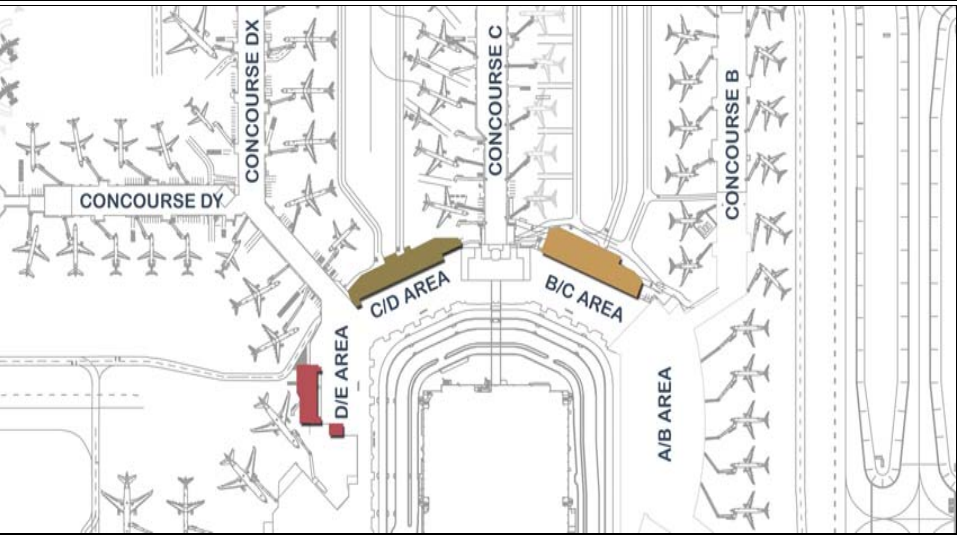
New Terminal A/B Expansion at BWI -- Line 4

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | 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 | 10,170 | 9,945 | 225 | 0 | 0 | 0 | 0 | 0 | 225 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 176,306 | 132,743 | 37,982 | 5,581 | 0 | 0 | 0 | 0 | 43,563 | 0 |
| Total | 186,476 | 142,688 | 38,207 | 5,581 | 0 | 0 | 0 | 0 | 43,788 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

USAGE: Accommodate projected 3.5% annual passenger growth.

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

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



STATUS: Design underway. Construction to start Summer 2006.

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

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to a fully integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, sort loop, equipment, and expansion of the current building structure. Work will also include upgrade of the baggage claim area.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Concourse B/C Baggage Screening System & Baggage Claim Expansion at BWI -- Line 14

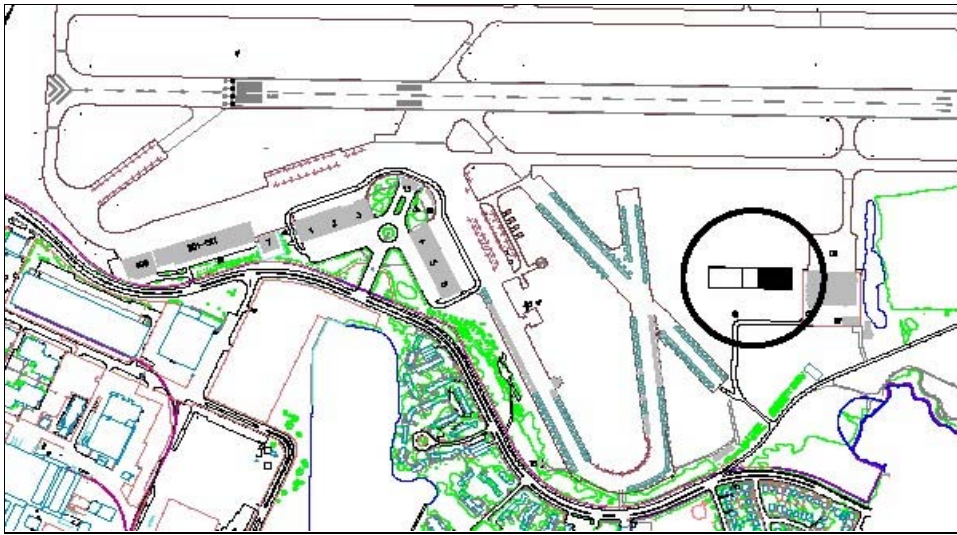
SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Construction Program.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,165 | 0 | 468 | 931 | 766 | 0 | 0 | 0 | 2,165 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 34,500 | 0 | 0 | 9,718 | 13,573 | 10,241 | 968 | 0 | 34,500 | 0 |
| Total | 36,665 | 0 | 468 | 10,649 | 14,339 | 10,241 | 968 | 0 | 36,665 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

USAGE: Accommodate projected 3.5% annual passenger growth.

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

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



STATUS: Design complete. Construction start Winter 2005.

PROJECT: Midfield Complex - Aircraft Hangar at Martin Airport

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

JUSTIFICATION: Currently accommodations at Martin State Airport for storage of larger corporate jets and business aircraft is inadequate. Multiple firms have expressed interest in 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

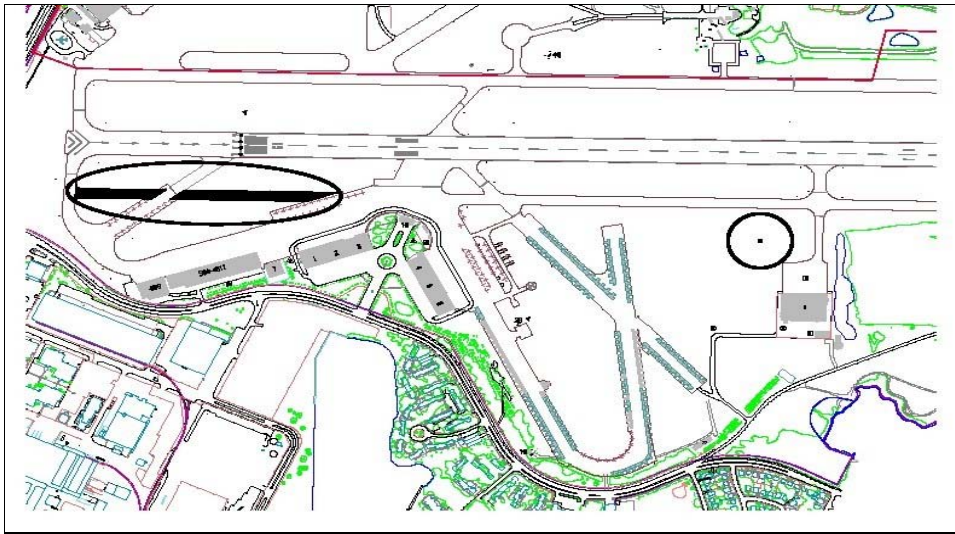
ASSOCIATED IMPROVEMENTS:

Midfield Complex - Airport Operations and FBO Facility at MTN -- Line 18
 Midfield Complex - Second Aircraft Hangar at MTN -- Line 19

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: This project may be considered for use with other funding options.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 500 | 324 | 153 | 23 | 0 | 0 | 0 | 0 | 176 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 7,150 | 0 | 2,092 | 5,058 | 0 | 0 | 0 | 0 | 7,150 | 0 |
| Total | 7,650 | 324 | 2,245 | 5,081 | 0 | 0 | 0 | 0 | 7,326 | 0 |
| Federal-Aid | 600 | 0 | 177 | 423 | 0 | 0 | 0 | 0 | 600 | 0 |

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



STATUS: Design underway. Increase in the height of the tower by 50 percent to meet FAA line of sight standard. Taxiway construction to start in Summer 2006, with tower construction to start in Spring 2007.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$4.5 million based on new estimates addressing increase in material costs for the taxiway extension.

PROJECT: Midfield Complex - New Air Traffic Control Tower and Taxiway Extension at Martin Airport

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

JUSTIFICATION: A new control tower and extension to Taxiway F will provide for greater visibility and more efficient aircraft control in and around MTN. The existing 74 ft. 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
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

POTENTIAL FUNDING SOURCE:

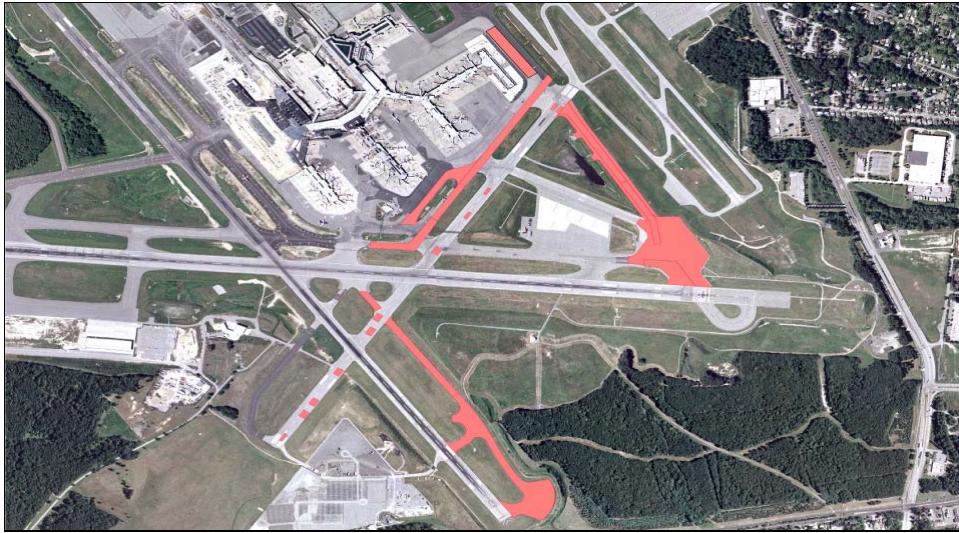
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|---------------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,170 | 0 | 607 | 563 | 0 | 0 | 0 | 0 | 1,170 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 12,353 | 0 | 0 | 3,538 | 6,955 | 1,860 | 0 | 0 | 12,353 | 0 |
| Total | 13,523 | 0 | 607 | 4,101 | 6,955 | 1,860 | 0 | 0 | 13,523 | 0 |
| Federal-Aid | 5,795 | 0 | 0 | 3,005 | 2,547 | 243 | 0 | 0 | 5,795 | 0 |

FEDERAL FUNDING OBLIGATIONS BY YEAR

| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
|------------------|------|------------------|------------------------|
| CO | 2006 | AIP | 4,845 |

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



STATUS: Airfield taxiway paving to begin in Spring 2006. D & E ramp paving to begin Summer 2006; and C & D ramp paving to begin in Summer 2007

PROJECT: Airfield Pavement Improvement Program at BWI

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

JUSTIFICATION: The project will enhance airfield safety and operations through reconstruction of pavement, drainage structures, and upgrade of airfield lighting to meet FAA standards. The improvements will also upgrade the deicing fluid collection system. The areas identified for upgrades were determined through independent pavement analysis as required by FAA.

SMART GROWTH STATUS:

- ☐ Project 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 2005 - 10 CTP: Added to the Construction Program from the Systems Preservation Program.

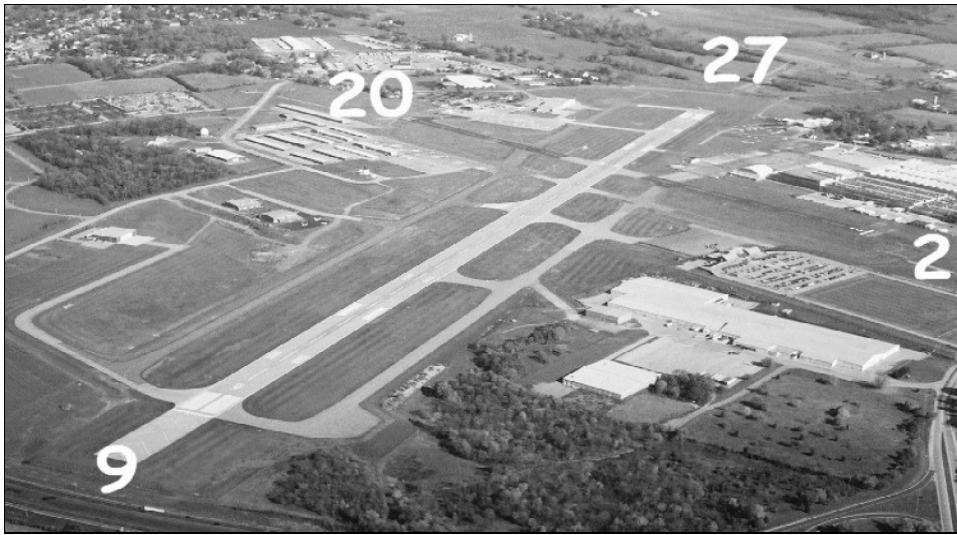
| <u>POTENTIAL FUNDING SOURCE:</u> | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input checked="" type="checkbox"/> OTHER | | | |
|----------------------------------|---------------------------------------|------------------------|-------------------------|---|---|----------------------------------|---|----------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 5,323 | 40 | 624 | 1,392 | 2,355 | 912 | 0 | 0 | 5,283 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 61,769 | 0 | 928 | 13,356 | 26,960 | 20,525 | 0 | 0 | 61,769 | 0 |
| Total | 67,092 | 40 | 1,552 | 14,748 | 29,315 | 21,437 | 0 | 0 | 67,052 | 0 |
| Federal-Aid | 48,562 | 0 | 789 | 10,336 | 21,359 | 16,078 | 0 | 0 | 48,562 | 0 |

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

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| PE | 2006 | AIP | 5,970 |
| CO | 2007 | AIP | 42,000 |
| PE | 2008 | AIP | 592 |

USAGE: Accommodate projected 3.5% annual passenger growth

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



STATUS: Federal, State, and Local commitment obtained. All components in design with embankment construction and storm water management 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 2005 - 10 CTP: None.

| <u>POTENTIAL FUNDING SOURCE:</u> | | | | <input checked="" type="checkbox"/> SPECIAL | <input type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input checked="" type="checkbox"/> OTHER | | | |
|----------------------------------|---------------------------------------|------------------------|-------------------------|---|---|----------------------------------|---|--------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 57,611 | 7,699 | 10,445 | 10,333 | 8,333 | 6,333 | 6,222 | 4,060 | 45,726 | 4,186 |
| Total | 57,611 | 7,699 | 10,445 | 10,333 | 8,333 | 6,333 | 6,222 | 4,060 | 45,726 | 4,186 |
| 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.

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| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| 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: Phase 1 planning studies underway.

PROJECT: BWI Master Plan

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

People Mover System at BWI -- Line 13

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increase of \$6.0 million due to the addition of the next Master Plan development phase.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 10,451 | 451 | 3,500 | 2,500 | 2,500 | 1,500 | 0 | 0 | 10,000 | 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 | 10,451 | 451 | 3,500 | 2,500 | 2,500 | 1,500 | 0 | 0 | 10,000 | 0 |
| Federal-Aid | 7,500 | 0 | 3,225 | 1,275 | 1,875 | 1,125 | 0 | 0 | 7,500 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| PP | 2006 | AIP | 550 |
| PP | 2007 | AIP | 3,200 |

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



STATUS: Preliminary planning and environmental analysis underway.

PROJECT: People Mover System at BWI

DESCRIPTION: The project involves concept definition and preliminary environmental studies for a people mover system at BWI. The proposed Phase I system includes an alignment from the terminal building to the Consolidated Rental Car Facility including the BWI Rail Station and 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. The study will be coordinated with the Master Plan effort.

SMART GROWTH STATUS:

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

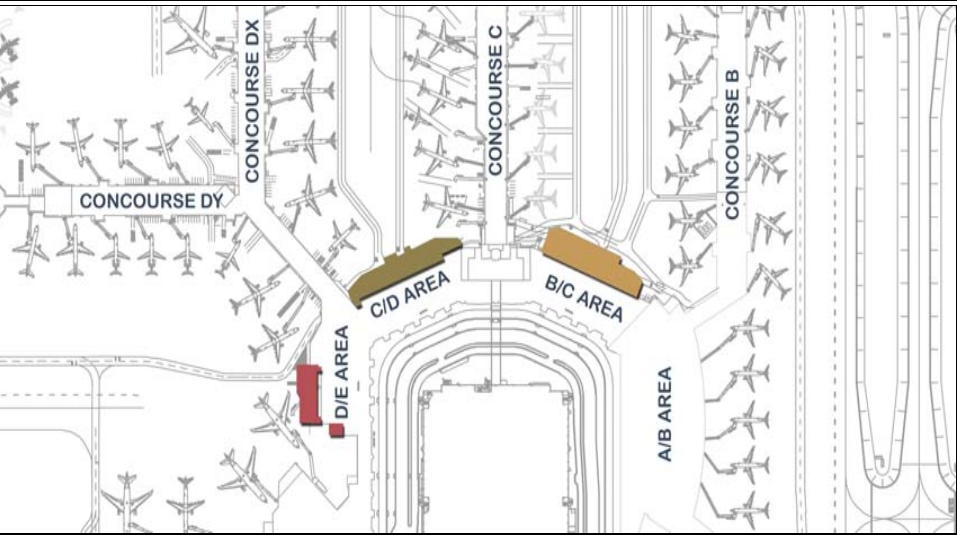
ASSOCIATED IMPROVEMENTS:

BWI Master Plan -- Line 12

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| <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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 2,000 | 118 | 855 | 1,027 | 0 | 0 | 0 | 0 | 1,882 | 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 | 118 | 855 | 1,027 | 0 | 0 | 0 | 0 | 1,882 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

USAGE: Accommodate projected 3.5% annual passenger growth.



STATUS: Design underway.

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

DESCRIPTION: This project will reconfigure the existing baggage screening and baggage make-up system to a fully integrated baggage security and handling system. Improvements will include changes to the baggage system configuration, equipment, and expansion of the current building structure. Work will also include upgrade of the baggage claim area.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

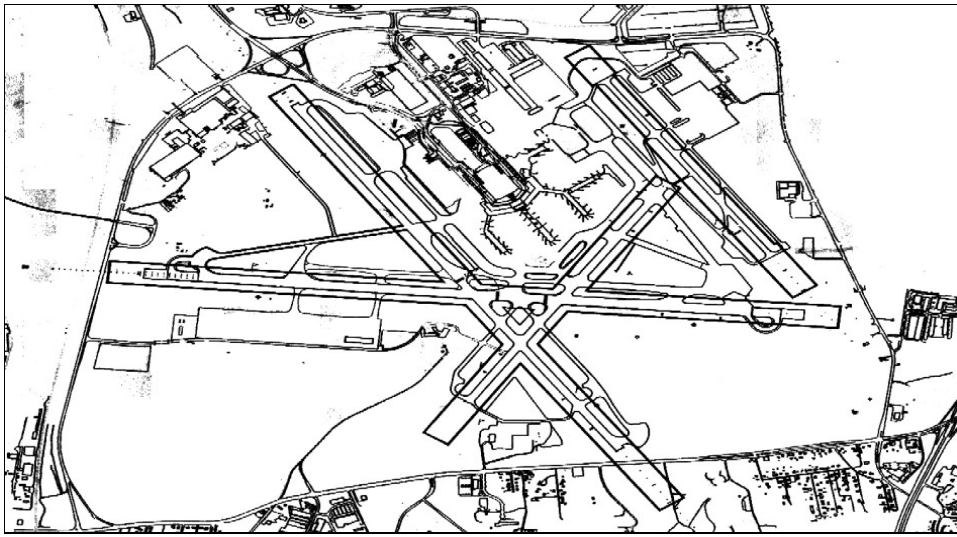
Concourse D/E Baggage Screening System & Baggage Claim Expansion at BWI -- Line 8

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Reduction of \$.8 million based on latest design estimate.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,758 | 1,705 | 1,197 | 559 | 297 | 0 | 0 | 0 | 2,053 | 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 | 3,758 | 1,705 | 1,197 | 559 | 297 | 0 | 0 | 0 | 2,053 | 0 |
| Federal-Aid | 2,500 | 1,705 | 795 | 0 | 0 | 0 | 0 | 0 | 795 | 0 |

USAGE: Accommodate projected 3.5% annual passenger growth.

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



STATUS: Environmental analysis to begin in FY 2007.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Project cashflow delayed from FY 2005 to FY 2007 to reflect schedule for start of contract for environmental assessment.

PROJECT: Interim Airport Layout Plan Environmental Assessment at BWI

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

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

SMART GROWTH STATUS:

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

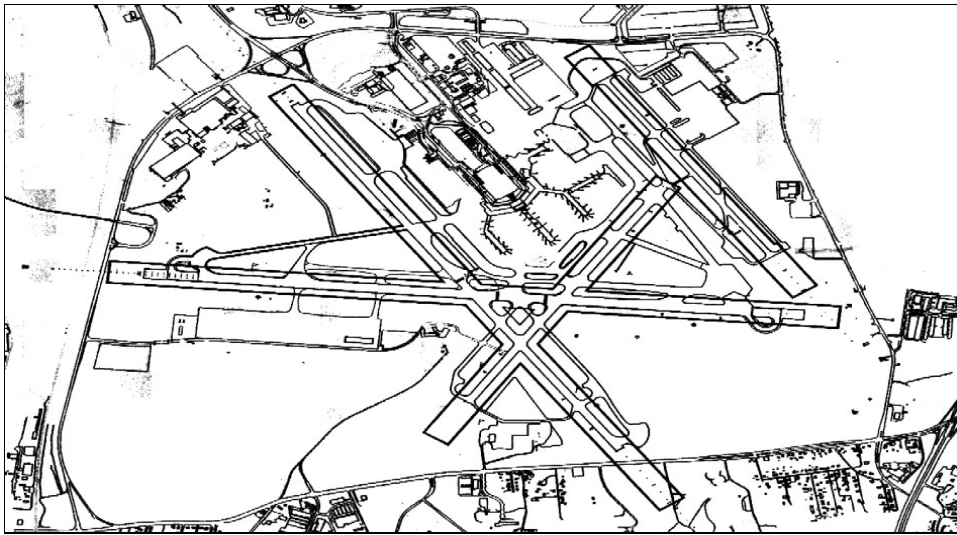
ASSOCIATED IMPROVEMENTS:

Runway Safety Area Improvements at BWI -- Line 16
 Airport Administration Office Building at BWI -- Line 17
 Northwest Quadrant Airfield Perimeter Roadway at BWI -- Line 20

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|---------------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,380 | 0 | 0 | 1,213 | 167 | 0 | 0 | 0 | 1,380 | 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 | 1,380 | 0 | 0 | 1,213 | 167 | 0 | 0 | 0 | 1,380 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Preliminary design to begin in FY 2007.

PROJECT: Runway Safety Area Improvements at BWI

DESCRIPTION: The project will define the improvements necessary to bring the Runway Safety Areas (RSA) at both ends of runways at BWI into compliance with current Federal Aviation Administration (FAA) 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 requirements, the MAA will evaluate methods to further enhance RSAs 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:

Interim Airport Layout Plan Environmental Assessment at BWI -- Line 15
 Northwest Quadrant Airfield Perimeter Roadway at BWI -- Line 20

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Development and Evaluation Program.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------------|------------------|-------------------|---|--|----------------------------------|--------------------------------|----------------|----------------|---------------------|
| | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 700 | 0 | 0 | 123 | 577 | 0 | 0 | 0 | 700 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 700 | 0 | 0 | 123 | 577 | 0 | 0 | 0 | 700 | 0 |
| Federal-Aid | 525 | 0 | 0 | 92 | 433 | 0 | 0 | 0 | 525 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| PE | 2007 | AIP | 525 |



STATUS: Planning complete. Design projected to begin in FY 2007.

PROJECT: Airport Administrative Office Building at BWI

DESCRIPTION: A new 124,500 square foot office building to accommodate Maryland Aviation Administration and aviation related lease space. The MAA staff are currently located in the BWI Terminal Building and multiple satellite locations. The new facility will consolidate MAA management and staff into one location.

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

SMART GROWTH STATUS:

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

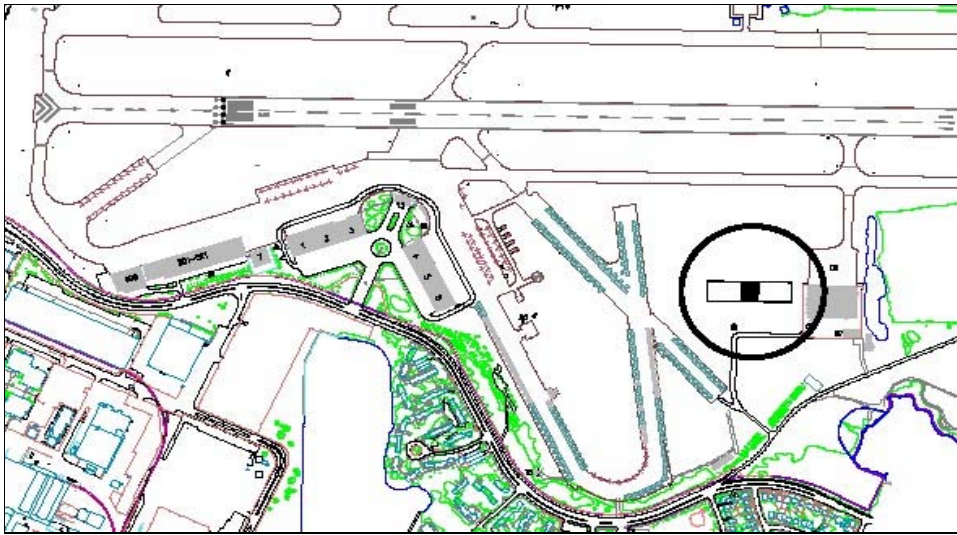
ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI -- Line 15

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | 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 | 4,000 | 0 | 0 | 1,545 | 2,455 | 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 | 0 | 1,545 | 2,455 | 0 | 0 | 0 | 4,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Anticipate Maryland Economic Development Corporation (MEDCO) to be other funding source.



STATUS: Design to start in FY 2007.

PROJECT: Midfield Complex - Airport Operations and Fixed Based Operator Facility at Martin Airport

DESCRIPTION: This facility will house the MAA Office of Airport Operations and Fixed Base Operator (FBO) offices. The facility, located in the Midfield Complex, will provide additional space necessary to provide support services for airport tenants/business and other customer needs. This building will also house flight schools, aircraft sales companies, and other aviation related businesses.

JUSTIFICATION: The Administration and the FBO Offices have been located in the existing Administration Building since 1975 and have outgrown available space. These functions, flight schools, and aircraft sales companies presently located in the Administration Building and Hangars 4-6 will be relocated to the new facility. This centralized location will provide operation oversight and tenants will have easy access to services provided by the Administration and the FBO. Further, this will also provide for increased hangar rental revenues.

SMART GROWTH STATUS:

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

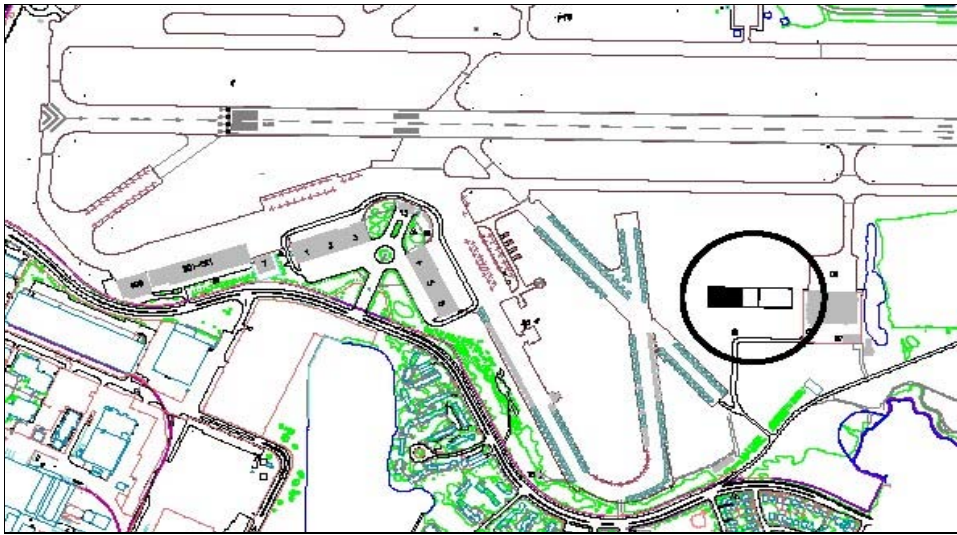
ASSOCIATED IMPROVEMENTS:

Midfield Complex - Aircraft Hangar at MTN -- Line 9
 Midfield Complex - Second Aircraft Hangar at MTN -- Line 19

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Development and Evaluation Program.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|--|---------------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 175 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 175 | 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 | 175 | 0 | 0 | 175 | 0 | 0 | 0 | 0 | 175 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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



STATUS: Design to start in FY 2007.

PROJECT: Midfield Complex - Second Aircraft Hangar at MTN

DESCRIPTION: This project provides for the design of a second 20,000 square foot hangar in the midfield complex area for public aircraft servicing 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. Demand exceeds currently planned hangar additions in the Construction Program as multiple firms have expressed interest in 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:

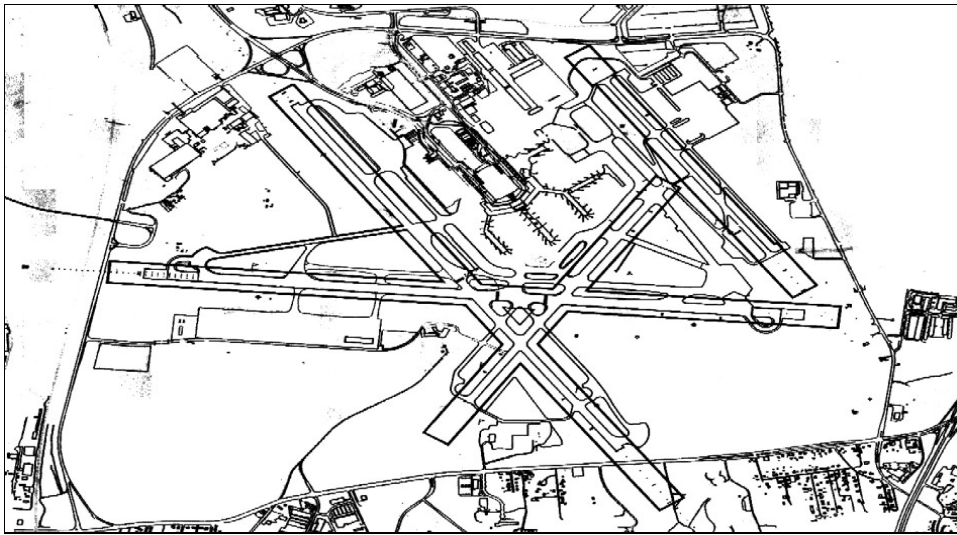
Midfield Complex - Aircraft Hangar at MTN -- Line 9

Midfield Complex - Airport Operations and FBO Facility at MTN -- Line 18

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Development and Evaluation Program.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|--|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| | <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 200 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 200 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 200 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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



STATUS: Planning to start in FY 2007.

PROJECT: Northwest Quadrant Airfield Perimeter Roadway at BWI

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Interim Airport Layout Plan Environmental Assessment at BWI -- Line 15
 Runway Safety Area Improvements at BWI -- Line 16

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Development and Evaluation Program.

| POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
|---|---------------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 |
| Federal-Aid | 75 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| PP | 2007 | AIP | 75 |

USAGE: Accommodate projected 3.5% annual passenger growth.

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

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior</u> | | |
| | <u>Airport Technology</u> | | |
| 1 | Redundant IT Facility/MIS Office Relocation (1222) | 1,489 | Complete |
| 2 | Pavement Management BWI/MTN (1389) | 1,625 | Underway |
| 3 | MAA Airport Technology Master Plan & Strategic Plan (1330) | 835 | Underway |
| 4 | BWI IT Infrastructure (1291) | 400 | Underway |
| 5 | IT Equipment (1456) | 803 | Underway |
| 6 | IT Services (1455) | 190 | Underway |
| 7 | MUFIDS/BIDS Upgrade - CRCF & Concessions/Pier C (1604) | 1,205 | Underway |
| | <u>Airside Development</u> | | |
| 8 | Sawmill Creek Watershed Enhancements (1087) | 124 | Complete |
| 9 | BWI Airport Gate Management Hardware/Software (1314) | 564 | Complete |
| 10 | Installation of Cable/Conduit for Airfield Lighting (1180) | 378 | Complete |
| 11 | Airfield Signs and Guardlights/Installation of Airfield Signs (1541) | 226 | Complete |
| 12 | Apron Lighting Improvements, Phase I (1286) | 681 | Complete |
| 13 | Lockout/Tagout for Airfield Lighting Regulators (1398) | 112 | Complete |
| 14 | 15R Triturator and Power Gate A Access Improvement (1452) | 5,001 | Underway |
| 15 | B/C Airfield Ramp Regrading (1510) | 14,231 | Underway |
| 16 | BWI Aerial Survey & Obstruction Removal (1313) | 350 | Underway |
| 17 | Wetland Mitigation (1024) | 172 | Underway |
| 18 | Additional Glycol Collection Tank # 3 (1318) | 1,395 | Spring, 2006 |
| 19 | Airfield Ramp Rehab/Airfield Concrete Structure & Drain Replacement (1465) | 2,925 | Spring, 2006 |
| 20 | Airside Taxiway Paving Rehab (1469) | 1,222 | Spring, 2006 |
| 21 | B/C Airfield Ramp Regrading, Phase II (1610) | 6,060 | Spring, 2006 |
| 22 | Fire Training Facility & Fire Pit Improvements (1454) | 1,557 | Spring, 2006 |
| 23 | Underground Airfield Fire Hydrants (5) (1521) | 1,668 | Spring, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>Annual</u> | | |
| 24 | Comprehensive Regional Air Passenger Survey (1486) | 40 | Underway |
| 25 | Comprehensive Paving 2006 (1467) | 3,920 | Spring, 2006 |
| 26 | Terminal Spaceframe Inspection (7000) | 120 | Spring, 2006 |
| | <u>Baltimore/Washington</u> | | |
| 27 | Landside Structures Program Management (1115) | 8,536 | Complete |
| 28 | Comp. Plan - Runway Safety Areas Study (1123) | 2,335 | Complete |
| 29 | Comprehensive Design Services - AE01-007-010 (1185) | 2,824 | Complete |
| 30 | Comprehensive Design - AE99-006 (1055) | 1,730 | Underway |
| 31 | Comprehensive Design Services- AE99-005 (1054) | 2,477 | Underway |
| 32 | Comprehensive Construction Management & Inspection Services (1188) | 1,482 | Underway |
| 33 | Comprehensive Planning- AE-01-006/013 (1186) | 2,897 | Underway |
| 34 | A/E Consultants for Building Permits (1390) | 400 | Underway |
| 35 | Comprehensive Acoustical Services- SV-02-009 (1184) | 675 | Underway |
| 36 | Environment Consultant -AE02-003 (1183) | 2,048 | Underway |
| 37 | Wildlife Management Plan (1181) | 735 | Underway |
| 38 | Commercial Facilities Planning Consultant (1416) | 1,000 | Underway |
| 39 | Comp Environmental Planning AE-05-003-005 (1460) | 1,000 | Underway |
| 40 | Fire Protection Engineer Services (1173) | 100 | Underway |
| 41 | Comp. Architectural Engineering Design Services (1324) | 3,300 | Underway |
| 42 | Comprehensive Airport Facilities Planning (1459) | 1,374 | Underway |
| 43 | Comprehensive Aviation Planning Services (1113) | 1,354 | Underway |
| 44 | Comprehensive Environmental Compliance Services (1461) | 1,250 | Underway |
| 45 | Comprehensive Intermodal & Terminal Planning Services (1114) | 1,268 | Underway |
| 46 | Comprehensive Financial Services (1271) | 883 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>Equipment</u> | | |
| 47 | Emergency Call Box Replacement/Installation (1512) | 450 | Complete |
| 48 | Front End Loader - Additional FY04 (1400) | 309 | Complete |
| 49 | Crash Truck 433 - Replacement (1333) | 670 | Complete |
| 50 | Crash Truck 434 - Replacement (1393) | 670 | Complete |
| 51 | Debris Sweeper for Airfield Ramp - Additional (1564) | 130 | Complete |
| 52 | Highspeed Multifunction Units - Lease Units Purchase (7305) | 1,300 | Complete |
| 53 | Street Sweeper - Replacement Equipment (1443) | 129 | Complete |
| 54 | Tow Truck - 5 Ton Vehicle Replacement (1442) | 126 | Complete |
| 55 | Hydraulic "V" Box Spreader - Three Trucks for Snow Removal (1445) | 588 | Underway |
| 56 | Solid Chemical Truck & Snow Removal V Box Spreader - Additional (1231) | 196 | Underway |
| 57 | V- Box Spreader Trucks /Two Snow Removal (1230) | 392 | Underway |
| 58 | Fuel Tanker - 2700 Gallon Vehicle Replacement (1440) | 126 | Underway |
| 59 | Highspeed Multifunction Units - Purchase Two New Units (7306) | 1,600 | Underway |
| 60 | Highspeed Snow Plows Units - Five New (7309) | 1,296 | Underway |
| 61 | Liquid Chemical Tanker -Two Additional FY04 (1401) | 438 | Underway |
| 62 | Paint Truck - Replacement (1559) | 264 | Underway |
| 63 | Replace Glycol Recovery Vehicles (3) (1619) | 850 | Underway |
| 64 | Snowblowers - Three Additional (1224) | 1,207 | Underway |
| 65 | Snowplows (2) (7310) | 69 | Underway |
| 66 | Towbehind Broom - Seven New Unit (7308) | 1,312 | Underway |
| | <u>Information Technology CTIPP</u> | | |
| 67 | MUFIDS/BIDS Upgrade, Ph I (1335) | 3,290 | Complete |
| 68 | 800 Mhz Emergency Digital Trunked Radio System (1334) | 9,214 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>Landside Development</u> | | |
| 69 | Maintenance Complex Rehab (1086) | 8,364 | Complete |
| 70 | MAC Building Renovations (1161) | 8,760 | Complete |
| 71 | Public Awareness Program (1254) | 1,486 | Complete |
| 72 | Comprehensive Paving, 2002 (1257) | 2,317 | Complete |
| 73 | BWI Landscaping (1377) | 659 | Complete |
| 74 | Tenant Mods (1277) | 840 | Complete |
| 75 | Comprehensive Paving at BWI- FY04 (1392) | 2,775 | Complete |
| 76 | Landside Operations Center (1446) | 1,028 | Complete |
| 77 | Plumbing Repairs at Self Maintenance & ARFF Buildings (1409) | 168 | Complete |
| 78 | West Tenant Lot Pavement Improvements (1470) | 1,080 | Complete |
| 79 | MdTA Police OT-Movement of Traffic (1378) | 511 | Underway |
| 80 | BWI Airport Gateway Treatment Study (1591) | 200 | Underway |
| 81 | FY05 Comprehensive Paving (1448) | 2,658 | Underway |
| 82 | Hourly Parking Garage Renovation (1464) | 3,968 | Underway |
| 83 | Bridge Inspection (SHA Consultant) (1023) | 40 | Underway |
| 84 | CNG Fueling Station (1431) | 3,669 | Underway |
| 85 | Pay on Foot in the Daily Garage (1626) | 700 | Underway |
| 86 | UR - Fire Protection - Hourly Garage Improvements (1474) | 3,529 | Underway |
| 87 | UR - Water System - Exterior Water Valve Replacement (1355) | 417 | Underway |
| 88 | Rental Car Facility Bus Improvements (7300) | 454 | Spring, 2006 |
| | <u>Martin State</u> | | |
| 89 | Environmental Assessment (1411) | 346 | Complete |
| 90 | Obstruction Survey (1508) | 10 | Complete |
| 91 | Rehab of Plumbing System (1365) | 782 | Complete |
| 92 | Strawberry Point Lighting (1362) | 286 | Complete |
| 93 | Electrical Switch Gear Upgrades (1360) | 803 | Complete |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>Martin State (cont'd)</u> | | |
| 94 | Fire Hydrant Replacement (1509) | 209 | Complete |
| 95 | Fuel Truck Containment Area (1528) | 547 | Complete |
| 96 | HVAC Upgrade-Maint. Shop, Admin. Bldg. & Hangers 4-6 (1432) | 1,298 | Complete |
| 97 | Tenant Mods (1199) | 305 | Complete |
| 98 | Runway Rehabilitation (1093) | 678 | Underway |
| 99 | Fuel Farm Renovations (1530) | 1,138 | Spring, 2006 |
| | <u>Regional Aviation</u> | | |
| 100 | Cambridge/Dorchester County Airport Grant (1234) | 1,001 | Complete |
| 101 | State Public/Private Heliport-Vertiport System Plan Study (1235) | 337 | Complete |
| 102 | Aid to Public/Private Airports (MAPA-90%) (1106) | 1,000 | Underway |
| 103 | Regional Airport Standardization Program (1227) | 211 | Underway |
| 104 | Regional Aviation Program (1107) | 410 | Underway |
| 105 | St. Mary's County Airport (1108) | 270 | Underway |
| 106 | Statewide Aviation Grants (AIP-5%) (1105) | 750 | Underway |
| 107 | Statewide - Airport Pavement (1607) | 500 | Spring, 2006 |
| 108 | Statewide - Airport System Plan (ASP) Update/Revision (1608) | 500 | Spring, 2006 |
| | <u>Security</u> | | |
| 109 | Security Initiatives (1298) | 1,630 | Underway |
| 110 | Engineering & Facilities Emergency Mapping Mgmt Phase I (1623) | 675 | Underway |
| 111 | BWI Perimeter Gates & Fencing Improvements (1245) | 256 | Underway |
| 112 | Perimeter Intrusion Detection Systems (PIDS) (1613) | 15 | Underway |
| 113 | Security CCTV Upgrades (1246) | 2,149 | Spring, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>Terminal Development</u> | | |
| 114 | County Sewer and Water Capital Improvements (1028) | 4,687 | Complete |
| 115 | Forced Main Sewer Line Installation - Parallel Line (D) (1407) | 1,456 | Complete |
| 116 | Terminal Bldg Interior Mods (1447) | 871 | Complete |
| 117 | Lightning Strike Study (1458) | 17 | Complete |
| 118 | Terminal Bag Claim & Concourse Ltg Upgrade (1140) | 6,185 | Underway |
| 119 | Tenant Modifications (1417) | 599 | Underway |
| 120 | Heating & Ventilation, Water Heaters, and Controls Replacement at BWI (1302) | 1,792 | Underway |
| 121 | Tenant and Safety Modifications (1457) | 875 | Underway |
| 122 | Terminal Building Interior Modifications (1450) | 3,388 | Underway |
| 123 | UR - Electrical System - BWI SCADA System (1229) | 80 | Underway |
| 124 | Airline Relocation (1511) | 1,385 | Underway |
| 125 | Baggage Handling System Upgrades (7001) | 4,000 | Underway |
| 126 | Terminal Piers Jetway Door Replacement (1410) | 87 | Underway |
| 127 | UR - Fire Protection - Sprinkler Zone Control Valve Relocation (1363) | 473 | Underway |
| 128 | Painting Terminal Exterior - Airside (7301) | 5,189 | Spring, 2006 |
| 129 | Sanitary Sewer Main Rehab Phase II (1453) | 2,805 | Spring, 2006 |
| 130 | Terminal Building Interior Modifications (7014) | 1,076 | Spring, 2006 |
| | <u>FY 2007</u> | | |
| | <u>Airport Technology</u> | | |
| 131 | CORE Network Upgrades (7400) | 725 | Summer, 2006 |
| 132 | Equipment and Safety Training System (7303) | 1,500 | Summer, 2006 |
| 133 | External IT Infrastructure Upgrades (7401) | 1,845 | Summer, 2006 |
| 134 | EZ-Pass Commercial Vehicle Fee Collection (1397) | 250 | Summer, 2006 |
| 135 | IT Equipment (1456) | 559 | Summer, 2006 |
| 136 | IT Services (1455) | 110 | Summer, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2007 (cont'd)</u> | | |
| | <u>Airport Technology (cont'd)</u> | | |
| 137 | CADD Based Facility Management Software (7600) | 250 | Fall, 2006 |
| 138 | Exit Lane Technology (7208) | 925 | Fall, 2006 |
| 139 | Consolidated Dispatch Center (7200) | 2,693 | Spring, 2007 |
| 140 | Parking Revenue Control System (1270) | 4,027 | Spring, 2007 |
| | <u>Airside Development</u> | | |
| 141 | D/E Airfield Ramp Paving Improvements (7011) | 14,690 | Summer, 2006 |
| 142 | UR - Airfield Lighting Cable Replacement (1351) | 2,912 | Summer, 2006 |
| 143 | Wetland Mitigation (1024) | 621 | Summer, 2006 |
| 170 | Airside Taxiway Paving Rehab (1469) | 7,539 | Summer, 2006 |
| | <u>Annual</u> | | |
| 144 | Comprehensive Regional Air Passenger Survey (1486) | 125 | Summer, 2006 |
| 145 | Airfield Structures Inspections (7005) | 75 | Fall, 2006 |
| 146 | Airport Obstruction - Survey (7201) | 755 | Fall, 2006 |
| 147 | Landside Pavement Evaluation (7006) | 137 | Fall, 2006 |
| 148 | Roadway Bridge Inspection (7004) | 261 | Fall, 2006 |
| 149 | Terminal Tenant Modifications FY 07 (7500) | 500 | Fall, 2006 |
| | <u>Baltimore/Washington</u> | | |
| 150 | Acoustical Services Contract (1485) | 358 | Fall, 2006 |
| 151 | Mall Area Development (1119) | 100 | Spring, 2007 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2007 (cont'd)</u> | | |
| | <u>Equipment</u> | | |
| 152 | Paramedic Transport Unit - Ambulance - Replacement (7202) | 170 | Fall, 2006 |
| | <u>Landside Development</u> | | |
| 153 | Bridge Inspection (SHA Consultant) (1023) | 47 | Summer, 2006 |
| 154 | Existing Fire Station Office Living Area Improvements (7203) | 171 | Summer, 2006 |
| 155 | Terminal Complex Roadway Resurfacing (7008) | 969 | Spring, 2007 |
| 171 | Existing Fire Station Expansion and Fuel Dispensing System (1520) | 160 | Spring, 2007 |
| 172 | Widen Lower Level Airport Exit Roadway to I-195 Westbound (7009) | 301 | Spring, 2007 |
| | <u>Martin State</u> | | |
| 156 | Connection to Airport Water Supply for Fire Suppression System (1433) | 1,385 | Summer, 2006 |
| 157 | Hangar Ramp Extension (1196) | 5,280 | Summer, 2006 |
| 158 | Runway Rehabilitation (1093) | 1,134 | Summer, 2006 |
| 159 | Stormwater Management (1094) | 660 | Summer, 2006 |
| 173 | Runway Lighting Vault Upgrade (7105) | 50 | Summer, 2006 |
| | <u>Regional Aviation</u> | | |
| 160 | Aid to Public/Private Airports (MAPA-90%) (1106) | 1,000 | Summer, 2006 |
| 161 | Regional Airport Standardization Program (1227) | 125 | Summer, 2006 |
| 162 | Regional Aviation Program (1107) | 305 | Summer, 2006 |
| 163 | Statewide Aviation Grants (AIP-5%) (1105) | 750 | Summer, 2006 |
| | <u>Security</u> | | |
| 164 | BWI Perimeter Gates & Fencing Improvements (1245) | 600 | Summer, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND AVIATION ADMINISTRATION - LINE 20 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2007 (cont'd)</u> | | |
| | <u>Security (cont'd)</u> | | |
| 165 | Perimeter Intrusion Detection Systems (PIDS) (1613) | 506 | Summer, 2006 |
| 166 | BWI Airport Mobile Command Post Vehicle (1532) | 1,000 | Spring, 2007 |
| 174 | Redesign of Checkpoint J (7205) | 26 | Spring, 2007 |
| | <u>Terminal Development</u> | | |
| 167 | Secondary Containment for Electrical Transformers (7101) | 1,234 | Summer, 2006 |
| 168 | Terminal Piers Jetway Door Replacement (1410) | 437 | Summer, 2006 |
| 169 | Terminal Space Frame Lighting (1436) | 768 | Summer, 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. |



Maryland Port Administration

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

| | <u>FY 2006</u> | <u>FY 2007</u> | <u>FY 2008</u> | <u>FY 2009</u> | <u>FY 2010</u> | <u>FY 2011</u> | <u>SIX-YEAR TOTAL</u> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|
| <u>Construction Program</u> | | | | | | | |
| Major Projects | 47.6 | 92.1 | 110.1 | 40.7 | 42.1 | 68.8 | 401.4 |
| System Preservation Minor Projects | 31.6 | 17.6 | 22.1 | 20.9 | 18.3 | 21.4 | 131.9 |
| <u>Development & Evaluation Program</u> | <u>13.2</u> | <u>12.4</u> | <u>6.3</u> | <u>5.5</u> | <u>5.6</u> | <u>5.9</u> | <u>48.9</u> |
| SUBTOTAL | 92.4 | 122.1 | 138.5 | 67.1 | 66.0 | 96.1 | 582.2 |
| <u>Capital Salaries, Wages & Other Costs</u> | <u>4.2</u> | <u>4.5</u> | <u>4.6</u> | <u>4.7</u> | <u>4.9</u> | <u>5.0</u> | <u>27.9</u> |
| TOTAL | 96.6 | 126.6 | 143.1 | 71.8 | 70.9 | 101.1 | 610.1 |
| Special Funds | 87.2 | 112.5 | 129.2 | 71.8 | 70.9 | 101.1 | 572.7 |
| Federal Funds | 7.4 | 2.5 | - | - | - | - | 9.9 |
| Other Funds | 2.0 | 11.6 | 13.9 | - | - | - | 27.5 |



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

PROJECT: Hart-Miller Island Related Projects

DESCRIPTION: Hart-Miller Island is an 1,140 acre, two-cell containment island, off-shore from Baltimore County. The island has been in continuous operation as a dredge disposal site since 1984. The southern part of the island is being prepared for a wildlife habitat and recreational use. The dikes on the north cell were raised by 16 feet in FY 1997 to increase capacity by 30 million cubic yards, giving the site additional operational life. This project provides for operation of the site at Hart-Miller Island, and monitoring the quality of water released from the site. Hart-Miller Island will be closed to accepting dredge material after 2009.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Dredge Material Placement and Monitoring -- Line 2
 Seagirt Marine Terminal Deep Berth 4 Dredging -- Line 11
 Dredge Material Management Program -- Line 12

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased due to addition of FY 2011.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 5,905 | 3,506 | 484 | 324 | 347 | 400 | 414 | 430 | 2,399 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 78,075 | 40,765 | 3,901 | 3,600 | 3,600 | 8,600 | 8,675 | 8,934 | 37,310 | 0 |
| Total | 83,980 | 44,271 | 4,385 | 3,924 | 3,947 | 9,000 | 9,089 | 9,364 | 39,709 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

5002, 5003, 5013



STATUS: Alternative dredge material placement sites are being evaluated. The MPA is conducting public hearings on the horizontal and lateral expansion of Poplar Island. The dike at Cox Creek will be raised to 36 feet. Cox Creek operations will begin in FY 2006.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increase is due to funds being allocated to the placement site projects: James and Barren Island, Masonville and Sparrows Point, and the addition of FY 2011.

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 Management Program -- Line 12

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|--|---------------------------------------|------------------------|-------------------------|------------------------|---|--------------|--------------|--------------|----------------------|---------------------------|
| <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 391 | 391 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,871 | 2,851 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 373,988 | 122,924 | 18,628 | 49,040 | 61,286 | 31,671 | 33,051 | 57,388 | 251,064 | 0 |
| Total | 377,250 | 126,166 | 18,648 | 49,040 | 61,286 | 31,671 | 33,051 | 57,388 | 251,084 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

5101, 5103, 5105, 5206, 5207, 5208, 5211, 5214, 5215,
5218, 5221, 5230, 5231, 5232, 5233, 5235, 5300, 5301,
5302, 5305, 5306, 5307



STATUS: Construction for Phase I is underway, and should be completed in December 2006. Site condition issues have contributed to the delay in the completion of this project.

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

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

JUSTIFICATION: Berths 1 through 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 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 |2008..... |2009..... |2010..... |2011..... | 0 | 0 |
| Engineering | 584 | 396 | 188 | 0 | 0 | 0 | 0 | 0 | 188 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 24,870 | 21,774 | 2,696 | 400 | 0 | 0 | 0 | 0 | 3,096 | 0 |
| Total | 25,454 | 22,170 | 2,884 | 400 | 0 | 0 | 0 | 0 | 3,284 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

USAGE: Increase in larger, deeper vessel calls.



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

PROJECT: Niche Cargo Shed 6B

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

JUSTIFICATION: Only 44% of MPA warehouse area meets "Industry Standards". Many of the cargo commodities in the MPA's Strategic Plan require covered storage, i.e. breakbulk/machinery, forest products, and some steel and RoRo products. Additional covered storage space is necessary for continued growth.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction delayed from FY 2006 to FY 2007 due to operational issues (cruise operations), delaying the Shed 3B contract.

| 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) | 2005 | 2006 | 2007 |2008.... |2009.... |2010.... |2011.... | TOTAL | COMPLETE |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 7,590 | 0 | 0 | 4,090 | 3,500 | 0 | 0 | 0 | 7,590 | 0 |
| Total | 7,590 | 0 | 0 | 4,090 | 3,500 | 0 | 0 | 0 | 7,590 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: This project is complete.

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 will have 30 foot eave height and 1,500 pounds/square foot floor load; the 100,000 square foot facility is a "first point of rest" transit shed. This project improves rail capability at the terminal with construction of the additional storage tracks.

JUSTIFICATION: A partnership of world-class northern European paper producers and shippers has consolidated their North American paper imports to one terminal complex. Paper volumes of 550,000 tons are guaranteed to arrive by both container and break bulk vessels. During FY 2005 this commodity grew 3.3%.

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 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 25,941 | 25,534 | 407 | 0 | 0 | 0 | 0 | 0 | 407 | 0 |
| Total | 25,941 | 25,534 | 407 | 0 | 0 | 0 | 0 | 0 | 407 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Dundalk and Seagirt Terminal Gate construction are underway. The Security Patrol boat was purchased in FY 2005. The Remote Video Surveillance and Enhanced Terminal Security systems were awarded in FY 2006. Explosive Detection Equipment was purchased in FY 2006.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased by \$3.9 million due to higher bids.

PROJECT: Terminal Security Program

DESCRIPTION: The Terminal Security Program uses state-of-the-art technologies to secure MPA terminal facilities against unauthorized intrusions. Current projects include: Terminal Security Access project will manage DMT and SMT cargo traffic. Terminal Video Surveillance System allows personnel to observe four MPA terminals. The Security Water Craft will patrol MPA terminals. Terminal Perimeter Security will provide a fiber-optic intrusion system. The Cargo and Information System Security will allow the installation of an integrated detection intrusion system. Explosive Detection Equipment will detect explosives and chemical warfare agents at our entrance gates.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|--|------------------------|-------------------------|------------------------|---|--------------|--------------|--------------|----------------------|---------------------------|
| | <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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 21,050 | 1,276 | 12,054 | 7,720 | 0 | 0 | 0 | 0 | 19,774 | 0 |
| Total | 21,050 | 1,276 | 12,054 | 7,720 | 0 | 0 | 0 | 0 | 19,774 | 0 |
| Federal-Aid | 11,076 | 1,188 | 7,371 | 2,517 | 0 | 0 | 0 | 0 | 9,888 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | Federal | 360 |

1062, 1780, 1781, 1782, 1783, 1784, 1789, 1796



STATUS: Construction will start in late FY 2006.

PROJECT: Fruit Slip Fill - South Locust Point Marine Terminal

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

JUSTIFICATION: This new construction project is needed to modernize the terminal for additional cargo space. United Brand's white banana boats used the Fruit Slip from 1958 to 1981. The slip is no longer used as a vessel berth. Its bulkheads are badly deteriorated, showing signs of collapse and in need of complete reconstruction. However, reconstruction of existing bulkheads would be unwise since the slip is obsolete and an obstacle to circulation and efficiency at the terminal. It has been partially filled, and will be paved to improve circulation and provide 3.6 additional acres for cargo storage.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

North American Paper Hub - Line 5
South Locust Point Paper Shed - Line 10

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 3,923 | 123 | 50 | 2,250 | 1,500 | 0 | 0 | 0 | 3,800 | 0 |
| Total | 3,923 | 123 | 50 | 2,250 | 1,500 | 0 | 0 | 0 | 3,800 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Tenant's needs will determine construction activity.

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: Improvements will be needed when the customer expands into Phase II. RoRo cargo at MPA terminals increased 34.6% in FY 2005.

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 2005 - 10 CTP: Construction funding delayed from FY 2006 to FY 2007 to meet tenant's anticipated future needs.

| 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) | 2005 | 2006 | 2007 |2008..... |2009..... |2010..... |2011..... | 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 | 4,000 | 0 | 0 | 500 | 3,500 | 0 | 0 | 0 | 4,000 | 0 | |
| Total | 4,000 | 0 | 0 | 500 | 3,500 | 0 | 0 | 0 | 4,000 | 0 | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |



STATUS: The terminal should be operational for the 2006 cruise season.

PROJECT: South Locust Point Cruise Terminal

DESCRIPTION: Project funding includes conversion of the existing cargo shed; demolition of ancillary structures, paving, striping, fencing and lighting to create 637 surface parking spaces located at the South Locust Point terminal; security enhancements and relocation of the existing fixed gangway from Dundalk Marine Terminal. This project includes the acquisition of adjacent land; a 4-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:

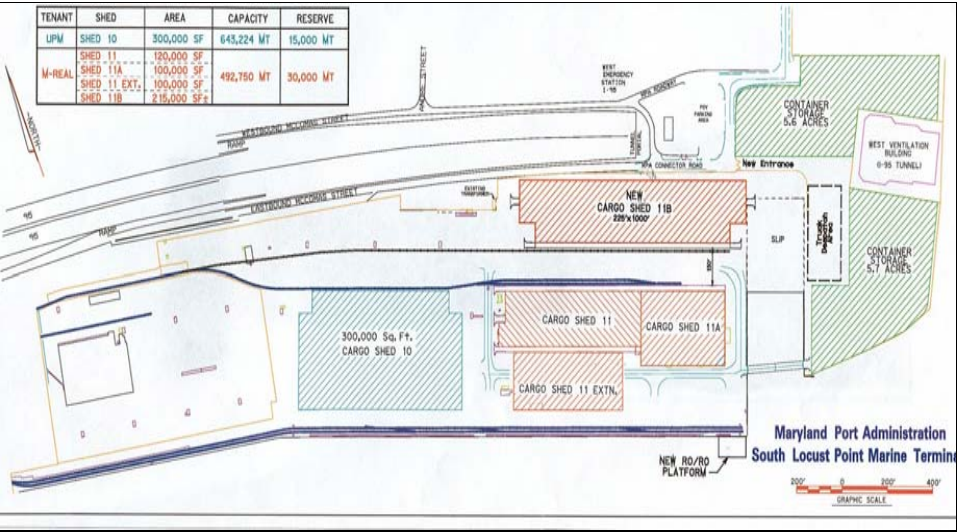
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,900 | 0 | 0 | 900 | 1,000 | 0 | 0 | 0 | 1,900 | 0 |
| Construction | 11,300 | 4 | 9,008 | 788 | 1,500 | 0 | 0 | 0 | 11,296 | 0 |
| Total | 13,200 | 4 | 9,008 | 1,688 | 2,500 | 0 | 0 | 0 | 13,196 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Construction will start in FY 2007.

PROJECT: South Locust Point Paper Shed

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Fruit Slip Fill - South Locust Point Marine Terminal - Line 7

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

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,476 | 0 | 1,738 | 1,738 | 0 | 0 | 0 | 0 | 3,476 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 23,708 | 0 | 0 | 9,843 | 13,865 | 0 | 0 | 0 | 23,708 | 0 |
| Total | 27,184 | 0 | 1,738 | 11,581 | 13,865 | 0 | 0 | 0 | 27,184 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

1623, 1624, 1625, 1626



STATUS: Dredging will start in late 2006.

PROJECT: Seagirt Marine Terminal Deep Berth 4 Dredging

DESCRIPTION: This is the first phase of an effort to construct a 50 foot berth for the new fleet of container vessels. The 50 foot depth will be the same level as the main channel which accesses the Port of Baltimore. The marginal wharf will be constructed under Phase II. Under Phase III the MPA will purchase and have installed three Post-Panamax cranes.

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 35,000 | 0 | 0 | 13,000 | 20,000 | 0 | 0 | 2,000 | 35,000 | 0 |
| Total | 35,000 | 0 | 0 | 13,000 | 20,000 | 0 | 0 | 2,000 | 35,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Feasibility studies are underway.

PROJECT: Dredge Material 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 2005 - 10 CTP: Cost increased by \$11.8 million due to the addition of new 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.

| <u>POTENTIAL FUNDING SOURCE:</u> | | | | <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | |
|----------------------------------|-----------|--------|---------|--|-----------------------------|--------------|--------------|--------------|--------|----------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED | EXPEND | CURRENT | BUDGET | PROJECTED CASH REQUIREMENTS | | | | SIX | BALANCE |
| | COST | THRU | YEAR | YEAR | FOR PLANNING PURPOSES ONLY | | | | YEAR | TO |
| | (\$000) | 2005 | 2006 | 2007 |2008.... |2009.... |2010.... |2011.... | TOTAL | COMPLETE |
| Planning | 49,903 | 22,698 | 10,498 | 8,232 | 2,865 | 1,850 | 1,850 | 1,910 | 27,205 | 0 |
| Engineering | 25,836 | 7,784 | 825 | 2,430 | 3,391 | 3,700 | 3,736 | 3,970 | 18,052 | 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 | 78,736 | 33,479 | 11,323 | 10,662 | 6,256 | 5,550 | 5,586 | 5,880 | 45,257 | 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, 5404, 5406, 5410, 5411, 5412, 5413,
5414, 5415, 5416, 5417

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2006 and Prior</u> | | |
| | <u>All Terminals</u> | | |
| 1 | Agency Wide Tenant Alteration - V (1737) | 199 | Complete |
| 2 | All Terminals - Hurricane Isabel Damage (1740) | 165 | Complete |
| 3 | Paving Contract - FY 03 - 05 (1701) | 1,076 | Complete |
| 4 | Cargo Handling Equipment - RTG (3003) | 480 | Complete |
| 5 | Underwater Structure Inspection (1722) | 200 | Underway |
| 6 | Agency Wide Tenant Alterations - IV (1736) | 198 | Underway |
| 7 | Berth Substructure Repair III (1739) | 1,604 | Underway |
| 8 | Environmental Best Practices (1738) | 928 | Underway |
| 9 | Fresh Water Pits (1763) | 584 | Underway |
| 10 | Concrete Deck Repair (1786) | 456 | Underway |
| 11 | Microwave Transmission Tower (1764) | 100 | Underway |
| 12 | Paving Repair IV (1708) | 3,920 | Underway |
| 13 | Agency Wide Tenant Alteration - III (1731) | 40 | Underway |
| 14 | Berth Substructure IV (1787) | 3,300 | Underway |
| 15 | Concrete Deck Repair II (1788) | 750 | Spring, 2006 |
| 16 | Diving Services (1790) | 200 | Spring, 2006 |
| 17 | Open Ended Construction (1761) | 2,000 | Spring, 2006 |
| | <u>Dundalk Marine Terminal</u> | | |
| 18 | High Mast Lighting - Phase II DMT (1051) | 1,342 | Complete |
| 19 | Emergency Repair of 96" Storm Drain (1079) | 431 | Complete |
| 20 | Demolition - Sheds 3B (1032) | 3,050 | Underway |
| 21 | Gasoline Alley (Bldg 7) Demolition - DMT (1052) | 501 | Underway |
| 22 | Rail Improvements for RoRo (1081) | 1,648 | Underway |
| 23 | Lot 1800 Improvement (1083) | 2,700 | Underway |
| 24 | Storm Drain Repair - DMT (1068) | 500 | Underway |
| 25 | Whirley Crane Relocation (1065) | 500 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>Dundalk Marine Terminal (cont'd)</u> | | |
| 26 | Shed 11 and 12 Sprinkler Rehabilitation - DMT (1069) | 400 | Spring, 2006 |
| 27 | Shed 201B Siding Repair (1085) | 200 | Spring, 2006 |
| 28 | Shed 4&6 Ventilation (1082) | 600 | Spring, 2006 |
| | <u>Environmental</u> | | |
| 29 | Remediation Expertise (1107) | 225 | Underway |
| 30 | Chrome Ore Removal (1102) | 1,500 | Underway |
| 31 | Dundalk Marine Terminal O&M (1011) | 1,600 | Underway |
| 32 | Ground Water Treatment (1104) | 500 | Underway |
| 33 | Hawkins Point O&M (1707) | 500 | Underway |
| | <u>Facilities and Equipment</u> | | |
| 34 | Emergency Repair Diesel Engine - Crane (3031) | 46 | Complete |
| 35 | Rehabilitation of Trolley Rails - SMT Cranes (3025) | 602 | Complete |
| 36 | Crane Electrical Rehabilitation - Cranes 7 & 8 (3013) | 600 | Underway |
| 37 | Loading Dock Levelers (3027) | 203 | Underway |
| 38 | Railroad Crane Inspection and Construction (3106) | 110 | Underway |
| | <u>Masonville Auto Terminal</u> | | |
| 39 | KIM Diving Services (1744) | 161 | Complete |
| 40 | Kurt Iron Environmental Phase I - Clean-up (1210) | 328 | Underway |
| 41 | Fairfield Sheet Piling Repair (1741) | 1,814 | Underway |
| 42 | Kurt Iron Phase II - Terminal Development (1719) | 4,702 | Underway |
| 43 | Masonville Road Construction (1750) | 857 | Underway |
| 44 | Mercedes Improvements at Fairfield (1754) | 1,290 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>North Locust Point</u> | | |
| 45 | Demolition of Grain Pier and Gallery (1808) | 3,001 | Underway |
| | <u>Open-Ended Consulting</u> | | |
| 46 | Portwide Engineering I - STV Moffat (1220) | 2,842 | Underway |
| 47 | Miscellaneous Survey I - JMT (1224) | 199 | Underway |
| 48 | Miscellaneous Survey II - STV (1225) | 199 | Underway |
| 49 | Portwide Engineering II - WBMC (1221) | 2,111 | Underway |
| 50 | Portwide Engineering III - Parsons (1222) | 1,134 | Underway |
| 51 | Portwide Engineering IV - URS (1223) | 1,109 | Underway |
| 52 | Construction Management Inspection (1226) | 1,890 | Underway |
| 53 | Misc. Engineering Services - Small Procurement I (1231) | 200 | Underway |
| 54 | Claims and Schedule Review (1230) | 245 | Underway |
| 55 | Misc. Engineering Services - Small Procurement II (1232) | 200 | Underway |
| 56 | Portwide Engineering & Design A - Moffat-Nichols (1233) | 3,000 | Underway |
| 57 | Portwide Engineering & Design B - WBCM (1234) | 1,840 | Underway |
| 58 | Portwide Engineering & Design C - STV (1235) | 1,045 | Underway |
| 59 | Portwide Engineering & Design D - JMT (1236) | 1,042 | Underway |
| 60 | Portwide Engineering & Design E - RK&K (1237) | 1,000 | Underway |
| | <u>Port - Wide</u> | | |
| 61 | CTIPP Equipment (3124) | 137 | Underway |
| 62 | Open Ended Planning Studies - II (3117) | 1,200 | Underway |
| 63 | Open Ended Studies - Planning (3112) | 162 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>Seagirt Marine Terminal</u> | | |
| 64 | Reefer Outlets (1319) | 17 | Complete |
| 65 | Emergency Generator - SMT (1306) | 225 | Underway |
| 66 | Substructure Repair SMT (1318) | 1,029 | Underway |
| | <u>South Locust Point</u> | | |
| 67 | SLP Shed - New Ventilation and Lighting (1604) | 987 | Complete |
| 68 | Ft. McHenry Wetlands Engineering (1612) | 17 | Underway |
| 69 | Security Gate - SLP (1620) | 745 | Spring, 2006 |
| | <u>World Trade Center</u> | | |
| 70 | Emergency Fire System (1525) | 187 | Complete |
| 71 | Hurricane Isabel Expenditure (1531) | 6,525 | Complete |
| 72 | Fire/Life Safety Code - Elevator Enhancements (1514) | 185 | Underway |
| 73 | Fire Pumps and Domestic Water Systems (1509) | 772 | Underway |
| 74 | Tenant Renovation - Meridian (3107) | 323 | Underway |
| 75 | HVAC (1511) | 90 | Underway |
| 76 | Security Improvement (1512) | 100 | Underway |
| 77 | Manhole Modification (1532) | 25 | Spring, 2006 |
| | <u>FY 2007</u> | | |
| | <u>All Terminals</u> | | |
| 78 | Comprehensive Facility Inspection (1724) | 100 | Summer, 2006 |
| 79 | Paving Repair Balance (1706) | 435 | Summer, 2006 |
| 80 | Sprinkler System Replacement (3125) | 1,500 | Summer, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2007 (cont'd)</u> | | |
| | <u>All Terminals (cont'd)</u> | | |
| 81 | Paving Repair IV (1708) | 787 | Summer, 2006 |
| | <u>Dundalk Marine Terminal</u> | | |
| 82 | 96" Storm Drain Relocation (1084) | 1,500 | Summer, 2006 |
| 83 | Whirley Crane Relocation (1065) | 875 | Summer, 2006 |
| 84 | Lot 1800 Improvement (1083) | 2,100 | Summer, 2006 |
| | <u>Environmental</u> | | |
| 85 | Chrome Ore Removal (1102) | 1,000 | Summer, 2006 |
| 86 | Dundalk Marine Terminal O&M (1011) | 2,000 | Summer, 2006 |
| 87 | Hawkins Point O&M (1707) | 600 | Summer, 2006 |
| | <u>Facilities and Equipment</u> | | |
| 88 | Railroad Crane Inspection and Construction (3106) | 170 | Summer, 2006 |
| | <u>North Locust Point</u> | | |
| 89 | NLP Record Retention Bldg Roof Repair (1806) | 60 | Summer, 2006 |
| | <u>Open-Ended Consulting</u> | | |
| 90 | Construction Management Inspection (1240) | 750 | Summer, 2006 |
| 91 | Claims and Schedule Review (1245) | 100 | Summer, 2006 |
| 92 | Miscellaneous Survey III (1239) | 200 | Spring, 2007 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND PORT ADMINISTRATION - LINE 13 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2007 (cont'd)</u> | | |
| | <u>Port - Wide</u> | | |
| 93 | CTIPP Equipment (3124) | 245 | Summer, 2006 |
| | <u>Seagirt Marine Terminal</u> | | |
| 94 | Substructure Repair SMT (1318) | 1,645 | Summer, 2006 |
| 95 | Trolley Rail Upgrade - SMT Cranes (1330) | 1,000 | Spring, 2007 |
| | <u>South Locust Point</u> | | |
| 96 | Ft. McHenry Wetlands Engineering (1612) | 28 | Summer, 2006 |
| | <u>World Trade Center</u> | | |
| 97 | Security Improvement (1512) | 83 | Summer, 2006 |
| 98 | Fire/Life Safety Code - Elevator Enhancements (1514) | 112 | Summer, 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. |



Maryland Transit Administration

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

| | <u>FY 2006</u> | <u>FY 2007</u> | <u>FY 2008</u> | <u>FY 2009</u> | <u>FY 2010</u> | <u>FY 2011</u> | <u>SIX-YEAR TOTAL</u> |
|---|----------------|----------------|----------------|----------------|----------------|----------------|---------------------------|
| <u>Construction Program</u> | | | | | | | |
| Major Projects | 269.7 | 141.4 | 126.0 | 183.0 | 221.0 | 90.8 | 1,031.9 |
| System Preservation Minor Projects | 111.9 | 93.5 | 39.2 | 29.6 | 23.7 | 35.9 | 333.8 |
| <u>Development & Evaluation Program</u> | <u>14.1</u> | <u>16.5</u> | <u>10.1</u> | <u>3.0</u> | <u>1.5</u> | <u>-</u> | <u>45.2</u> |
| SUBTOTAL | 395.7 | 251.4 | 175.3 | 215.6 | 246.2 | 126.7 | 1,410.9 |
| <u>Capital Salaries, Wages & Other Costs</u> | <u>5.4</u> | <u>6.2</u> | <u>5.0</u> | <u>6.0</u> | <u>5.0</u> | <u>5.0</u> | <u>32.6</u> |
| TOTAL | 401.1 | 257.6 | 180.3 | 221.6 | 251.2 | 131.7 | 1,443.5 |
| Special Funds * | 200.3 | 126.2 | 65.5 | 84.5 | 119.5 | 41.6 | 637.6 |
| Federal Funds | 195.9 | 124.4 | 113.2 | 136.7 | 131.3 | 89.4 | 790.9 |
| Other Funding ** | 4.9 | 7.0 | 1.6 | 0.4 | 0.4 | 0.7 | 15.0 |

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

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

MARC

Freight

Light Rail

Baltimore METRO

Bus

Multi-Modal

Locally Operated Transit Systems



MTA Construction Program





STATUS: Revenue service began December 2001. The Brunswick line enhancement tasks are 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 downtown Frederick 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 2005 - 10 CTP: None.

| <u>POTENTIAL FUNDING SOURCE:</u> | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | | |
|----------------------------------|-----------|--------|---------|---|---|----------------------------------|--------------------------------|--------------|-------|----------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED | EXPEND | CURRENT | BUDGET | PROJECTED CASH REQUIREMENTS | | | | SIX | BALANCE |
| | COST | THRU | YEAR | YEAR | FOR PLANNING PURPOSES ONLY | | | | YEAR | TO |
| | (\$000) | 2005 | 2006 | 2007 |2008.... |2009.... |2010.... |2011.... | TOTAL | COMPLETE |
| Planning | 676 | 676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,490 | 3,126 | 364 | 0 | 0 | 0 | 0 | 0 | 364 | 0 |
| Right-of-way | 6,216 | 6,081 | 135 | 0 | 0 | 0 | 0 | 0 | 135 | 0 |
| Construction | 45,684 | 39,702 | 5,982 | 0 | 0 | 0 | 0 | 0 | 5,982 | 0 |
| Total | 56,066 | 49,585 | 6,481 | 0 | 0 | 0 | 0 | 0 | 6,481 | 0 |
| Federal-Aid | 44,815 | 39,381 | 5,434 | 0 | 0 | 0 | 0 | 0 | 5,434 | 0 |

USAGE: Approximately 330 patrons per day use the MARC Frederick Extension.

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



STATUS: Planning and engineering underway for 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 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:

- ☐ 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 2005 - 10 CTP: None.

| <u>POTENTIAL FUNDING SOURCE:</u> | | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | |
|----------------------------------|-----------|--------|---------|--------|---|---|----------------------------------|--------------------------------|--------|----------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED | EXPEND | CURRENT | BUDGET | PROJECTED CASH REQUIREMENTS | | | | SIX | BALANCE |
| | COST | THRU | YEAR | YEAR | FOR PLANNING PURPOSES ONLY | | | | YEAR | TO |
| | (\$000) | 2005 | 2006 | 2007 |2008.... |2009.... |2010.... |2011.... | TOTAL | COMPLETE |
| Planning | 3,179 | 2,971 | 208 | 0 | 0 | 0 | 0 | 0 | 208 | 0 |
| Engineering | 5,229 | 2,201 | 2,133 | 895 | 0 | 0 | 0 | 0 | 3,028 | 0 |
| Right-of-way | 18,299 | 9,459 | 6,218 | 1,054 | 1,568 | 0 | 0 | 0 | 8,840 | 0 |
| Construction | 23,205 | 34 | 0 | 3,352 | 10,000 | 9,819 | 0 | 0 | 23,171 | 0 |
| Total | 49,912 | 14,665 | 8,559 | 5,301 | 11,568 | 9,819 | 0 | 0 | 35,247 | 0 |
| Federal-Aid | 36,464 | 7,123 | 7,348 | 4,570 | 9,482 | 7,941 | 0 | 0 | 29,341 | 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 2005 - 10 CTP: Cost increased \$30 million based on negotiated agreements.

| 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) | TOTAL EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,838 | 1,608 | 230 | 0 | 0 | 0 | 0 | 0 | 230 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 92,148 | 12,491 | 49,657 | 10,000 | 10,000 | 10,000 | 0 | 0 | 79,657 | 0 |
| Total | 93,986 | 14,099 | 49,887 | 10,000 | 10,000 | 10,000 | 0 | 0 | 79,887 | 0 |
| Federal-Aid | 74,087 | 9,926 | 40,161 | 8,000 | 8,000 | 8,000 | 0 | 0 | 64,161 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | M-5307 | 4,008 |
| CO | 2006 | M-5309FG | 4,444 |
| CO | 2007 | M-5307 | 2,449 |
| CO | 2007 | M-5309FG | 100 |
| CO | 2008 | M-5307 | 3,458 |



STATUS: Engineering is underway.

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 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|---|----------------------------------|--------------------------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 250 | 10 | 240 | 0 | 0 | 0 | 0 | 0 | 240 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 25,000 | 0 | 0 | 3,000 | 3,000 | 4,000 | 5,000 | 10,000 | 25,000 | 0 |
| Total | 25,250 | 10 | 240 | 3,000 | 3,000 | 4,000 | 5,000 | 10,000 | 25,240 | 0 |
| Federal-Aid | 20,192 | 0 | 192 | 2,400 | 2,400 | 3,200 | 4,000 | 8,000 | 20,192 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2007 | M-5309FG | 2,400 |
| CO | 2008 | M-5309FG | 3,732 |
| CO | 2009 | M-5309FG | 4,500 |
| CO | 2010 | M-5309FG | 9,000 |



STATUS: Procurement 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 2005 - 10 CTP: Project savings of \$10 million realized through piggybacking purchase of AEM7 equipment with AMTRAK contract.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 37 | 12 | 25 | 0 | 0 | 0 | 0 | 0 | 25 | 0 |
| Engineering | 417 | 127 | 90 | 200 | 0 | 0 | 0 | 0 | 290 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 60,910 | 0 | 13,910 | 8,500 | 8,500 | 15,000 | 15,000 | 0 | 60,910 | 0 |
| Total | 61,364 | 139 | 14,025 | 8,700 | 8,500 | 15,000 | 15,000 | 0 | 61,225 | 0 |
| Federal-Aid | 49,040 | 37 | 11,260 | 6,957 | 6,797 | 11,995 | 11,994 | 0 | 49,003 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | M-5307 | 160 |
| CO | 2006 | M-5309FG | 7,457 |
| CO | 2007 | M-5307 | 5,405 |
| CO | 2007 | M-5309FG | 8,667 |
| CO | 2008 | M-5307 | 7,635 |
| CO | 2008 | M-5309FG | 5,567 |
| CO | 2009 | M-5307 | 8,720 |
| CO | 2009 | M-5309FG | 549 |



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 2005 - 10 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 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 34

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 1,054 | 1,054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 5,896 | 2,959 | 2,937 | 0 | 0 | 0 | 0 | 0 | 2,937 | 0 |
| Right-of-way | 605 | 605 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 33,693 | 6,192 | 12,069 | 15,432 | 0 | 0 | 0 | 0 | 27,501 | 0 |
| Total | 41,248 | 10,810 | 15,006 | 15,432 | 0 | 0 | 0 | 0 | 30,438 | 0 |
| Federal-Aid | 32,873 | 8,463 | 12,035 | 12,375 | 0 | 0 | 0 | 0 | 24,410 | 0 |



STATUS: Construction of surface parking (Phase I) is complete. Engineering for Phase II is underway. Construction delayed until budget year due to railroad's review and approval of Phase II.

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 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 302 | 302 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,493 | 644 | 849 | 0 | 0 | 0 | 0 | 0 | 849 | 0 |
| Right-of-way | 1,318 | 1,318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 11,818 | 3,292 | 32 | 2,974 | 3,973 | 1,547 | 0 | 0 | 8,526 | 0 |
| Total | 14,931 | 5,556 | 881 | 2,974 | 3,973 | 1,547 | 0 | 0 | 9,375 | 0 |
| Federal-Aid | 10,886 | 3,353 | 737 | 2,379 | 3,179 | 1,238 | 0 | 0 | 7,533 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | CMAQ | 1,347 |
| CO | 2007 | CMAQ | 1,615 |

USAGE: An average of 1,000 patrons per day use the Halethorpe MARC Station.



STATUS: Engineering completed. Construction is underway.

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:

MARC Odenton Station Parking Garage -- Line 38

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$1.9 million due to increased right-of-way and construction cost estimates.

| <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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 637 | 611 | 26 | 0 | 0 | 0 | 0 | 0 | 26 | 0 |
| Engineering | 492 | 487 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 |
| Right-of-way | 1,890 | 1,894 | -4 | 0 | 0 | 0 | 0 | 0 | -4 | 0 |
| Construction | 5,092 | 0 | 1,973 | 3,119 | 0 | 0 | 0 | 0 | 5,092 | 0 |
| Total | 8,111 | 2,992 | 2,000 | 3,119 | 0 | 0 | 0 | 0 | 5,119 | 0 |
| Federal-Aid | 5,981 | 1,886 | 1,600 | 2,495 | 0 | 0 | 0 | 0 | 4,095 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | CMAQ | 368 |
| CO | 2007 | CMAQ | 380 |

USAGE: An average of 2,047 patrons per day use the Odenton MARC Station.



STATUS: Engineering and property acquisition underway. Construction to begin during current 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 2005 - 10 CTP: Cost increased \$4.3 million due to revised estimates for demolition and grading area.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 720 | 720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 525 | 534 | -9 | 0 | 0 | 0 | 0 | 0 | -9 | 0 |
| Right-of-way | 786 | 786 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 6,138 | 26 | 4,022 | 2,090 | 0 | 0 | 0 | 0 | 6,112 | 0 |
| Total | 8,169 | 2,066 | 4,013 | 2,090 | 0 | 0 | 0 | 0 | 6,103 | 0 |
| Federal-Aid | 6,023 | 1,141 | 3,210 | 1,672 | 0 | 0 | 0 | 0 | 4,882 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | CMAQ | 2,309 |



STATUS: Inspection and design underway.

PROJECT: Freight Bridge Rehabilitation

DESCRIPTION: Funding for the rehabilitation of MTA-owned freight bridges throughout the State. Bridges are regularly analyzed as to their structural condition and prioritized for improvements based upon specific axle-load requirements and economic 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 2005 - 10 CTP: Cost increased \$3.0 million to reflect ongoing engineering and rehabilitation.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,211 | 710 | 504 | 247 | 188 | 188 | 187 | 187 | 1,501 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 8,529 | 5,246 | 437 | 596 | 563 | 563 | 562 | 562 | 3,283 | 0 |
| Total | 10,740 | 5,956 | 941 | 843 | 751 | 751 | 749 | 749 | 4,784 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: MD 318 at Federalsburg, MD 313 at Barclay and MD 300 at Sudlersville recently completed.

PROJECT: Freight Line Grade Crossing Rehabilitation

DESCRIPTION: Rehabilitate grade crossings on freight lines throughout the State. Funding is provided for the rehabilitation of the grade crossings on a priority basis. Priority crossings which require rehabilitation are under review. Evaluation and priority assessments were conducted in FY 2005.

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

SMART GROWTH STATUS:

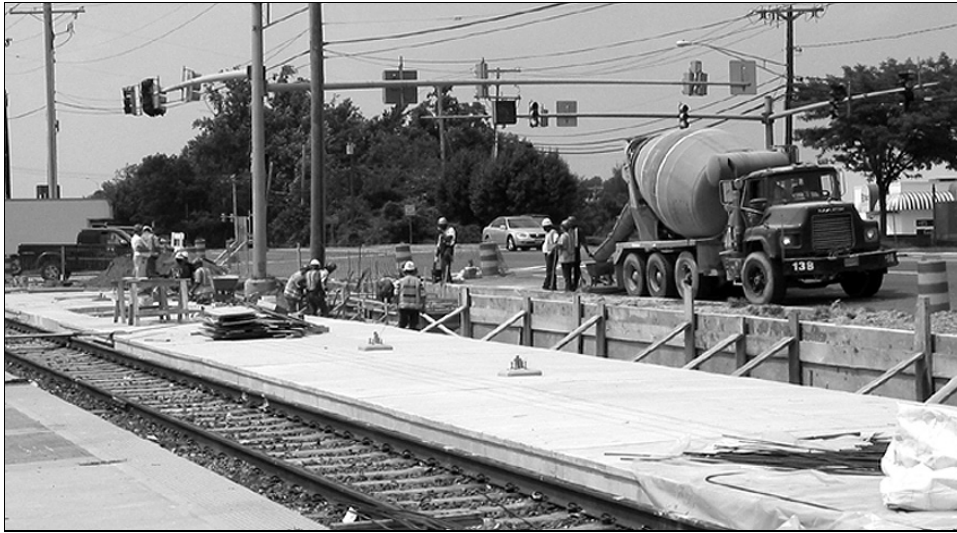
- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 40 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 3,738 | 591 | 1,366 | 650 | 283 | 283 | 283 | 282 | 3,147 | 0 |
| Total | 3,778 | 591 | 1,406 | 650 | 283 | 283 | 283 | 282 | 3,187 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Construction of the second track of the Light Rail Line south from Timonium to Cromwell Station is complete. Construction of the second track is underway from Timonium to Hunt Valley. Initial North Line portion to Timonium opened in December 2005.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 ultimate result of the double tracking will be improved service and increased ridership.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

| PHASE | TOTAL | | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| | ESTIMATED COST (\$000) | EXPEND THRU 2005 | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 7,819 | 7,819 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 14,909 | 14,909 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,083 | 687 | 396 | 0 | 0 | 0 | 0 | 0 | 396 | 0 |
| Construction | 129,849 | 120,461 | 8,438 | 950 | 0 | 0 | 0 | 0 | 9,388 | 0 |
| Total | 153,660 | 143,876 | 8,834 | 950 | 0 | 0 | 0 | 0 | 9,784 | 0 |
| Federal-Aid | 122,926 | 101,217 | 19,996 | 1,713 | 0 | 0 | 0 | 0 | 21,709 | 0 |

FEDERAL FUNDING OBLIGATIONS BY YEAR

| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
|------------------|------|------------------|------------------------|
| CO | 2006 | LR-5309NS | 12,656 |



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 more 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 a more consistent and safer system.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Light Rail Double Track -- Line 12

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 425 | 425 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 13,230 | 10,559 | 2,257 | 414 | 0 | 0 | 0 | 0 | 2,671 | 0 |
| Total | 13,655 | 10,984 | 2,257 | 414 | 0 | 0 | 0 | 0 | 2,671 | 0 |
| Federal-Aid | 714 | 714 | 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.

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

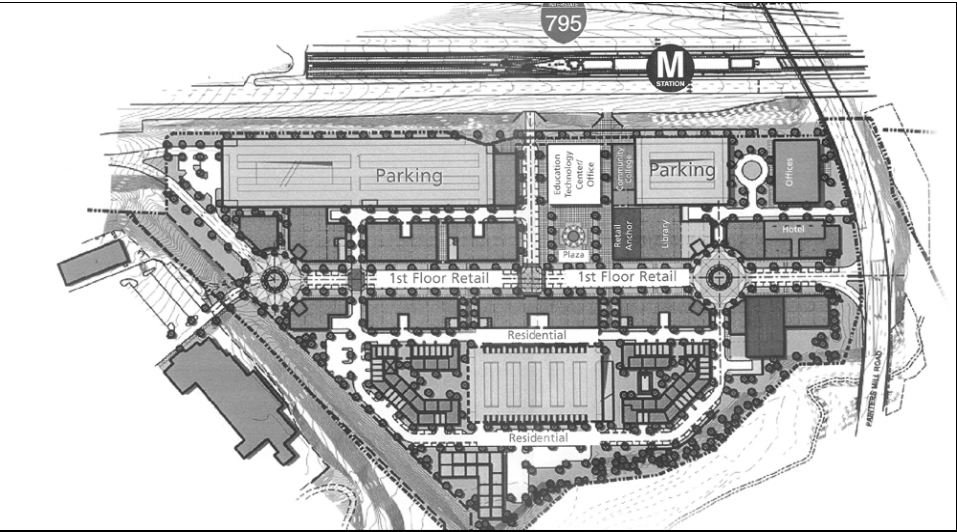
SMART GROWTH STATUS:

- ☐ 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 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 600 | 120 | 480 | 0 | 0 | 0 | 0 | 0 | 480 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 5,024 | 3,987 | 488 | 549 | 0 | 0 | 0 | 0 | 1,037 | 0 |
| Total | 5,624 | 4,107 | 968 | 549 | 0 | 0 | 0 | 0 | 1,517 | 0 |
| Federal-Aid | 368 | 368 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: The Master Development Agreement has been executed, final design and working drawings for the garages and infrastructure are underway and a ground lease has been amended. Construction anticipated to begin during the current fiscal year.

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 2005 - 10 CTP: Cost increased \$1.0 million for construction inspection.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 856 | 264 | 592 | 0 | 0 | 0 | 0 | 0 | 592 | 0 |
| Engineering | 1,170 | 439 | 731 | 0 | 0 | 0 | 0 | 0 | 731 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 14,400 | 43 | 8,996 | 5,361 | 0 | 0 | 0 | 0 | 14,357 | 0 |
| Total | 16,426 | 746 | 10,319 | 5,361 | 0 | 0 | 0 | 0 | 15,680 | 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 17

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,235 | 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 | 47,098 | 1,724 | 1,152 | 0 | 0 | 0 | 0 | 2,876 | 0 |
| Total | 51,209 | 48,333 | 1,724 | 1,152 | 0 | 0 | 0 | 0 | 2,876 | 0 |
| Federal-Aid | 32,229 | 31,307 | 0 | 922 | 0 | 0 | 0 | 0 | 922 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2007 | R-5309FG | 922 |



STATUS: Project is in close out phase.

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. Additionally, 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 16

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$4.6 million due to additional repairs and costs higher than anticipated for compliance with the Americans with Disabilities Act.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 428 | 420 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 12,414 | 10,891 | 1,523 | 0 | 0 | 0 | 0 | 0 | 1,523 | 0 |
| Total | 12,842 | 11,311 | 1,531 | 0 | 0 | 0 | 0 | 0 | 1,531 | 0 |
| Federal-Aid | 3,759 | 3,759 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Completion of new Facilities Maintenance Building is on track for FY 06. Renovation of Metro Yard is complete and is being closed out.

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 led to 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 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 240 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,407 | 4,407 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 28,633 | 24,913 | 3,720 | 0 | 0 | 0 | 0 | 0 | 3,720 | 0 |
| Total | 33,280 | 29,560 | 3,720 | 0 | 0 | 0 | 0 | 0 | 3,720 | 0 |
| Federal-Aid | 3,471 | 2,331 | 1,140 | 0 | 0 | 0 | 0 | 0 | 1,140 | 0 |



STATUS: Sixty-six (66) out of one hundred (100) railcars have been overhauled and are in service. The overhaul of the remaining 34 cars is expected to be completed during the current fiscal year.

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, audio and visual announcement system and new video surveillance system). Remaining electrical, pneumatic and mechanical systems (door, brake, heating and air conditioning, wheel trucks, communications and electrical systems) are overhauled in-kind.

JUSTIFICATION: The Metro railcars are over 20 years old. Rehabilitation of major railcar systems and components 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

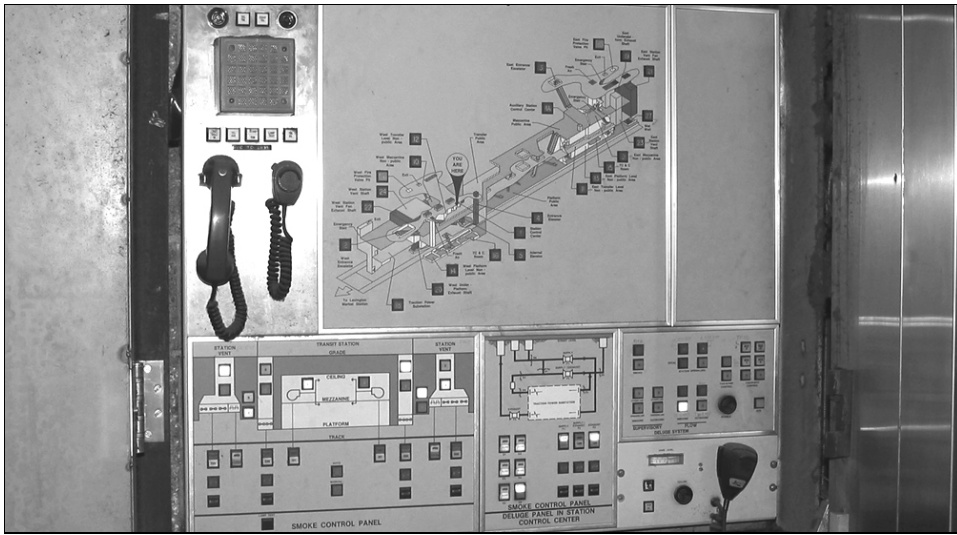
ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|---------------------------------------|------------------------|-------------------------|---|---|----------------------------------|--------------------------------|--------------|----------------------|---------------------------|
| | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 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 | 75,145 | 15,048 | 5,621 | 0 | 0 | 0 | 0 | 20,669 | 0 |
| Total | 95,918 | 75,249 | 15,048 | 5,621 | 0 | 0 | 0 | 0 | 20,669 | 0 |
| Federal-Aid | 55,822 | 34,761 | 16,564 | 4,497 | 0 | 0 | 0 | 0 | 21,061 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | R-5309FG | 6,332 |
| CO | 2007 | R-5309FG | 1,611 |



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 and nearing completion.

PROJECT: Metro Fire and Security Management Systems

DESCRIPTION: Replacement of the Fire Management and 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 is 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 ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 201 | 201 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,222 | 1,829 | 1,714 | 309 | 0 | 370 | 0 | 0 | 2,393 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 63,768 | 9,939 | 3,221 | 9,923 | 12,217 | 18,407 | 7,161 | 2,900 | 53,829 | 0 |
| Total | 68,191 | 11,969 | 4,935 | 10,232 | 12,217 | 18,777 | 7,161 | 2,900 | 56,222 | 0 |
| Federal-Aid | 41,114 | 3,191 | 778 | 4,301 | 9,774 | 15,022 | 5,729 | 2,319 | 37,923 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | R-5309FG | 1,325 |
| CO | 2007 | R-5309FG | 5,831 |
| CO | 2007 | 5307 | 1,526 |
| CO | 2008 | 5307 | 2,500 |
| CO | 2008 | R-5309FG | 9,416 |
| CO | 2009 | R-5309FG | 9,416 |
| CO | 2010 | R-5309FG | 5,916 |
| CO | 2011 | R-5309FG | 1,993 |



STATUS: Annual ongoing bus replacements are underway.

PROJECT: Bus Procurement

DESCRIPTION: Purchase 40-foot buses to be used in an annual replacement program of buses in service 12 or more years. Additional purchase includes 30-foot low floor diesels and 40-foot hybrid-electric buses.

JUSTIFICATION: Bus replacement levels are based on the fleet size and must be maintained to prevent high out-of-service rates and 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 -- 23

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Procurement of 125 buses is complete. Cash flow reflects purchase of 107 buses during current and budget fiscal years, and 105 buses during the planning years. Cost increased \$73.3 million due to the addition of funds for outyear bus buys and the addition of FY 2011.

| <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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 224 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 265,991 | 82,923 | 37,334 | 7,145 | 21,654 | 16,935 | 50,000 | 50,000 | 183,068 | 0 |
| Total | 266,215 | 83,147 | 37,334 | 7,145 | 21,654 | 16,935 | 50,000 | 50,000 | 183,068 | 0 |
| Federal-Aid | 183,372 | 58,120 | 8,665 | 5,716 | 17,323 | 13,548 | 40,000 | 40,000 | 125,252 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | CMAQ | 2,000 |
| CO | 2006 | 5307, B-5309 | 3,146 |
| CO | 2007 | CMAQ | 5,074 |
| CO | 2008 | CMAQ | 25,601 |
| CO | 2008 | 5307, B-5309 | 24,782 |
| CO | 2009 | 5307, B-5309 | 5,567 |
| CO | 2009 | CMAQ | 16,200 |
| CO | 2010 | CMAQ | 17,977 |
| CO | 2010 | 5307, B-5309 | 6,955 |
| CO | 2011 | 5307, B-5309 | 2,921 |
| CO | 2011 | CMAQ | 10,140 |

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



STATUS: Mobility vehicle procurement is ongoing.

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 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 2005 - 10 CTP: Cost increased \$40 million for procurement of mobility buses in the outyears and a centralized mobility facility.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 1,000 | 0 | 0 | 1,000 | 0 | 0 | 0 | 0 | 1,000 | 0 |
| Engineering | 2,800 | 0 | 0 | 500 | 1,500 | 800 | 0 | 0 | 2,800 | 0 |
| Right-of-way | 5,200 | 0 | 0 | 800 | 1,600 | 2,800 | 0 | 0 | 5,200 | 0 |
| Construction | 44,610 | 11,735 | 875 | 4,000 | 3,000 | 8,333 | 8,333 | 8,334 | 32,875 | 0 |
| Total | 53,610 | 11,735 | 875 | 6,300 | 6,100 | 11,933 | 8,333 | 8,334 | 41,875 | 0 |
| Federal-Aid | 1,008 | 1,008 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Installation of bus fareboxes complete. Light Rail ticket vending machines installation complete. Metro, MARC and Commuter Bus fare collection equipment to be installed in FY 2006 and FY 2007.

PROJECT: Replacement of Fare Collection Equipment

DESCRIPTION: Replace existing fare collection equipment on core Baltimore Metro, Light Rail, MARC, Commuter Bus and Locally Operated Transit Systems with automatic fare collection equipment or with an 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 be 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 21

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|--------------|--------------|--------------|----------------|---------------------|
| | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 408 | 386 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 82,054 | 46,471 | 25,213 | 10,370 | 0 | 0 | 0 | 0 | 35,583 | 0 |
| Total | 82,462 | 46,857 | 25,235 | 10,370 | 0 | 0 | 0 | 0 | 35,605 | 0 |
| Federal-Aid | 16,955 | 7,823 | 7,543 | 1,589 | 0 | 0 | 0 | 0 | 9,132 | 0 |

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



STATUS: Construction is underway.

PROJECT: Radio Communication Trunking

DESCRIPTION: Replace and upgrade mobile 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 and 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 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|---|------------------------|-------------------------|------------------------|---|--------------|--------------|--------------|----------------------|---------------------------|
| | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 577 | 577 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 10,876 | 5,694 | 4,333 | 849 | 0 | 0 | 0 | 0 | 5,182 | 0 |
| Total | 11,453 | 6,271 | 4,333 | 849 | 0 | 0 | 0 | 0 | 5,182 | 0 |
| Federal-Aid | 4,262 | 3,779 | 421 | 62 | 0 | 0 | 0 | 0 | 483 | 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. Enhancement of existing infrastructure will promote economic revitalization and neighborhood conservation and 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 these areas' 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 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 89 | 87 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Right-of-way | 40 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 40 | 0 |
| Construction | 12,804 | 12,278 | 451 | 37 | 38 | 0 | 0 | 0 | 526 | 0 |
| Total | 12,933 | 12,365 | 493 | 37 | 38 | 0 | 0 | 0 | 568 | 0 |
| Federal-Aid | 660 | 130 | 454 | 49 | 27 | 0 | 0 | 0 | 530 | 0 |



STATUS: This is a yearly funding program. Funding for FY 2007 through FY 2011 is a statewide total.

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

DESCRIPTION: The MTA provides funding to local jurisdictions in rural and small urban areas for transit vehicles, equipment and facilities. Additionally, 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 provides companies with technical expertise needed to meet Federal clean air requirements.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Locally Operated Transit Systems FY 2006 and Prior -- Line 45

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$17.4 million primarily due to the addition of FY 2011.

| <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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 777 | 214 | 563 | 0 | 0 | 0 | 0 | 0 | 563 | 0 |
| Engineering | 18,992 | 9,561 | 1,703 | 1,666 | 1,606 | 1,486 | 1,485 | 1,485 | 9,431 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 133,123 | 42,400 | 24,068 | 18,828 | 14,502 | 11,796 | 11,727 | 9,802 | 90,723 | 0 |
| Total | 152,892 | 52,175 | 26,334 | 20,494 | 16,108 | 13,282 | 13,212 | 11,287 | 100,717 | 0 |
| Federal-Aid | 118,655 | 40,592 | 17,836 | 16,012 | 12,343 | 11,106 | 11,129 | 9,637 | 78,063 | 0 |

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

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|--------------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | L-5307, 5309, 5311 | 6,499 |
| CO | 2006 | B-5309 | 3,940 |
| CO | 2007 | B-5309 | 5,975 |
| CO | 2007 | L-5307, 5309, 5311 | 5,701 |
| CO | 2008 | B-5309 | 4,740 |
| CO | 2008 | L-5307, 5309, 5311 | 4,623 |
| CO | 2009 | L-5307, 5309, 5311 | 2,855 |
| CO | 2009 | B-5309 | 4,740 |
| CO | 2010 | B-5309 | 5,845 |
| CO | 2010 | L-5307, 5309, 5311 | 4,346 |



STATUS: This is an annual funding program. A more detailed list of FY 2006 Non-Profit Agencies receiving vehicles is provided in Line 45.

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 2006 and Prior -- Line 45

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$2.0 million due to the addition of FY 2011.

| POTENTIAL FUNDING SOURCE: | | | | | <input type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input checked="" type="checkbox"/> OTHER | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|---|----------------------------------|---|----------------|---------------------|--|
| TOTAL | | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 23,588 | 9,627 | 2,508 | 1,929 | 1,724 | 1,989 | 2,111 | 3,700 | 13,961 | 0 | |
| Total | 23,588 | 9,627 | 2,508 | 1,929 | 1,724 | 1,989 | 2,111 | 3,700 | 13,961 | 0 | |
| Federal-Aid | 19,175 | 8,007 | 2,047 | 1,539 | 1,359 | 1,591 | 1,676 | 2,956 | 11,168 | 0 | |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | L-5310 | 1,600 |
| CO | 2007 | L-5310 | 1,600 |
| CO | 2008 | L-5310 | 1,600 |
| CO | 2009 | L-5310 | 1,664 |
| CO | 2010 | L-5310 | 1,300 |
| CO | 2011 | L-5310 | 1,300 |



STATUS: The FY 2006 grant for the County's capital bus program, related AVL equipment and sound annunciators are under development.

PROJECT: Montgomery County Local Bus Program

DESCRIPTION: Funding for annual bus replacement. The current program includes approximately 10 buses for replacement of existing Ride On vehicles. Sound system annunciators that communicate next stop information and related AVL system upgrades 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 realizing record ridership.

SMART GROWTH STATUS:

- ☒ Project 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 2005 - 10 CTP: Cost increased \$8.4 million due to the addition of FY 2011 and because of a Preventative Maintenance agreement with Montgomery County.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 45,600 | 22,334 | 7,905 | 3,905 | 2,740 | 2,740 | 2,988 | 2,988 | 23,266 | 0 |
| Total | 45,600 | 22,334 | 7,905 | 3,905 | 2,740 | 2,740 | 2,988 | 2,988 | 23,266 | 0 |
| Federal-Aid | 4,796 | 1,905 | 1,959 | 932 | 0 | 0 | 0 | 0 | 2,891 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2006 | M-5307 | 2,000 |



STATUS: The FY 2006 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 3-5 buses per year to replace existing vehicles in the County's "The Bus" fleet. Funding assists the County in its overall bus replacement fleet strategy.

JUSTIFICATION: Buses will replace some of the existing "The Bus" fleet throughout Prince George's County.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 6,529 | 2,239 | 1,240 | 650 | 600 | 600 | 600 | 600 | 4,290 | 0 |
| Total | 6,529 | 2,239 | 1,240 | 650 | 600 | 600 | 600 | 600 | 4,290 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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

PROJECT: Baltimore Corridor Transit - Red Line

DESCRIPTION: The Red Line 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 35

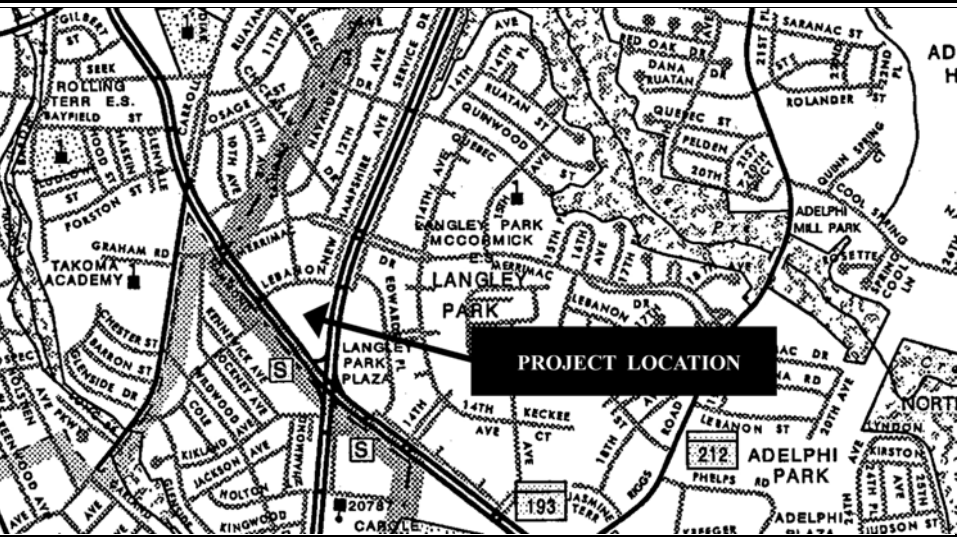
SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

| <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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 29,302 | 9,475 | 6,127 | 7,000 | 5,500 | 1,200 | 0 | 0 | 19,827 | 0 |
| Engineering | 83,400 | 0 | 0 | 0 | 7,400 | 31,400 | 44,600 | 0 | 83,400 | 0 |
| Right-of-way | 77,500 | 0 | 0 | 0 | 12,900 | 43,000 | 21,600 | 0 | 77,500 | 0 |
| Construction | 49,414 | 0 | 0 | 0 | 0 | 0 | 49,414 | 0 | 49,414 | 0 |
| Total | 239,616 | 9,475 | 6,127 | 7,000 | 25,800 | 75,600 | 115,614 | 0 | 230,141 | 0 |
| Federal-Aid | 108,455 | 3,155 | 0 | 1,500 | 16,580 | 45,600 | 41,620 | 0 | 105,300 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| PE | 2006 | R-5309NS | 3,000 |
| PE | 2008 | R5309NS | 102,300 |

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

0862



STATUS: Project planning is currently underway. Project is being accelerated so that construction can begin in Fall 2006.

PROJECT: Takoma/Langley Park Transit Center

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:
Bi-County Transitway Study -- Line 34

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: New project added to the Construction 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 903 | 0 | 715 | 188 | 0 | 0 | 0 | 0 | 903 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 3,720 | 0 | 3,720 | 0 | 0 | 0 | 0 | 0 | 3,720 | 0 |
| Construction | 7,687 | 0 | 0 | 6,500 | 1,187 | 0 | 0 | 0 | 7,687 | 0 |
| Total | 12,310 | 0 | 4,435 | 6,688 | 1,187 | 0 | 0 | 0 | 12,310 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

The estimated cost of \$12.31 Million is being funded by Montgomery County (\$2.5 Million), Prince Georges County (\$2.5 Million), and WMATA (\$7.31 Million).

1164



MARC

Light Rail

Baltimore METRO

Bus

Multi-Modal



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:

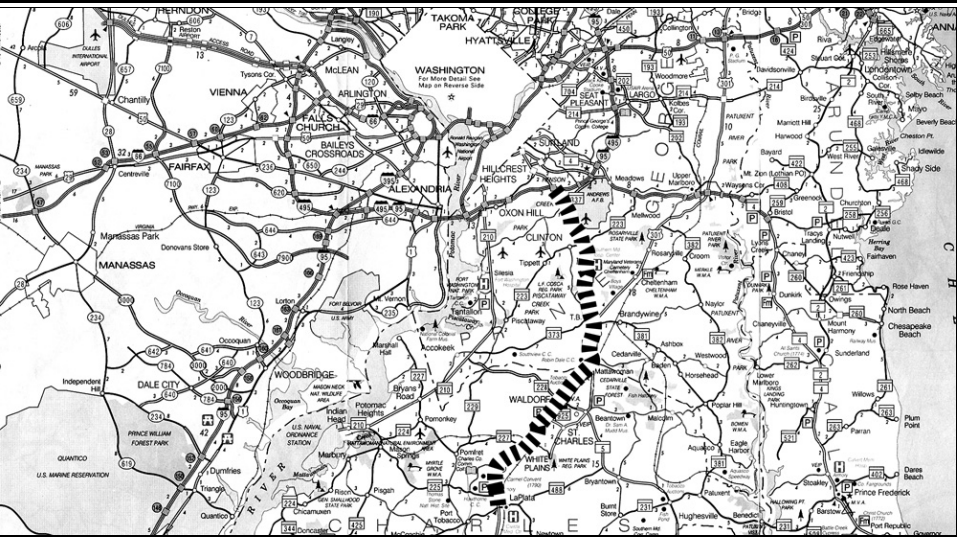
- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 541 | 403 | 25 | 38 | 38 | 37 | 0 | 0 | 138 | 0 |
| Engineering | 550 | 438 | 112 | 0 | 0 | 0 | 0 | 0 | 112 | 0 |
| Right-of-way | 2,500 | 36 | 1,492 | 972 | 0 | 0 | 0 | 0 | 2,464 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,591 | 877 | 1,629 | 1,010 | 38 | 37 | 0 | 0 | 2,714 | 0 |
| Federal-Aid | 459 | 455 | 2 | 1 | 0 | 1 | 0 | 0 | 4 | 0 |



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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

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.

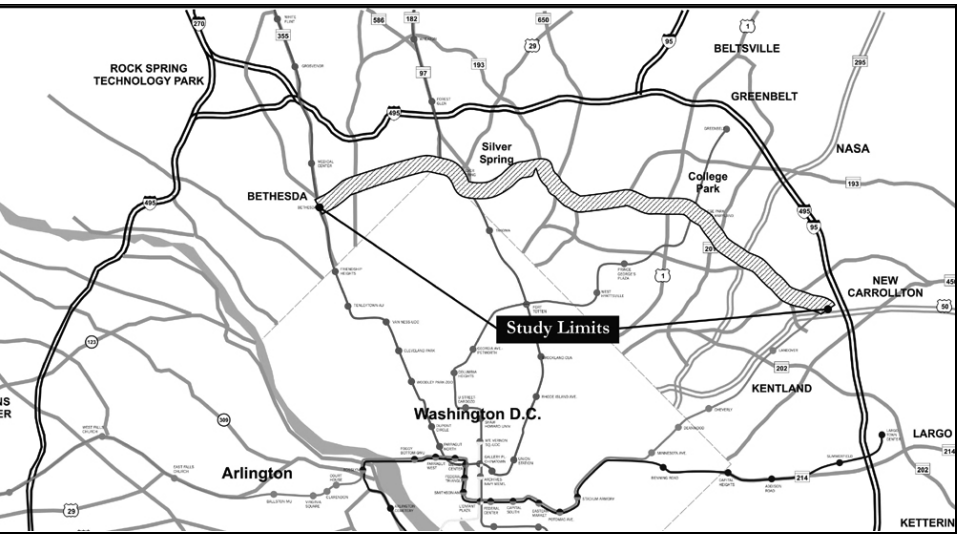
SMART GROWTH STATUS:

- ☐ 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 1,267 | 925 | 192 | 150 | 0 | 0 | 0 | 0 | 342 | 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 | 1,267 | 925 | 192 | 150 | 0 | 0 | 0 | 0 | 342 | 0 |
| Federal-Aid | 970 | 696 | 154 | 120 | 0 | 0 | 0 | 0 | 274 | 0 |



STATUS: The Alternatives Analysis and DEIS phase is ongoing for the entire 14-mile corridor.

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
Takoma/Langley Park Transit Center -- Line 31

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 30,845 | 13,271 | 3,547 | 7,000 | 7,027 | 0 | 0 | 0 | 17,574 | 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 | 13,271 | 3,547 | 7,000 | 7,027 | 0 | 0 | 0 | 17,574 | 0 |
| Federal-Aid | 17,675 | 6,693 | 2,649 | 2,712 | 5,621 | 0 | 0 | 0 | 10,982 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2008 | 5307 | 5,621 |

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

1042



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

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 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 30

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

| POTENTIAL FUNDING SOURCE: | | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | |
|---------------------------|---------------------------------------|------------------------|-------------------------|------------------------|---|---|----------------------------------|--------------------------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 12,945 | 542 | 2,403 | 2,500 | 3,000 | 3,000 | 1,500 | 0 | 12,403 | 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 | 542 | 2,403 | 2,500 | 3,000 | 3,000 | 1,500 | 0 | 12,403 | 0 |
| Federal-Aid | 6,727 | 0 | 0 | 727 | 2,400 | 2,400 | 1,200 | 0 | 6,727 | 0 |

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|------------------|------------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| CO | 2007 | 5307 | 727 |
| CO | 2008 | 5307 | 6,000 |

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



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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

PROJECT: I-270 Corridor Cities Transitway (CCT)

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

JUSTIFICATION: The purpose and need for the project is to 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
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

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

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 11,000 | 668 | 5,032 | 5,300 | 0 | 0 | 0 | 0 | 10,332 | 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 | 668 | 5,032 | 5,300 | 0 | 0 | 0 | 0 | 10,332 | 0 |
| Federal-Aid | 766 | 0 | 0 | 766 | 0 | 0 | 0 | 0 | 766 | 0 |

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

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



STATUS: Consultant is performing archiving of project materials, expect completion of activities by April 30, 2007.

PROJECT: Maglev System Study

DESCRIPTION: Study feasibility and prepare environmental documentation involved with operating magnetic levitation trains between Baltimore and Washington.

JUSTIFICATION: MTA 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 2005 - 10 CTP: This cashflow is prepared to comply with the language of the Budget Reconciliation and Financing Act of 2004 that states "on or after December 31, 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| 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 |

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

0483



STATUS: Feasibility study completed.

PROJECT: MARC Odenton Station Parking Garage

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

JUSTIFICATION: During 2004, daily boardings averaged 2,047. Upon completion of an 700-space surface lot, the station will have a parking capacity of 1,985 spaces. A continued increase in ridership is anticipated due to local growth.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Odenton MARC Station Parking Expansion -- Line 8

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

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---|---------------------------------------|------------------------|-------------------------|------------------------|---|--------------|--------------|--------------|----------------------|---------------------------|
| <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 600 | 0 | 174 | 376 | 50 | 0 | 0 | 0 | 600 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 600 | 0 | 174 | 376 | 50 | 0 | 0 | 0 | 600 | 0 |
| Federal-Aid | 480 | 0 | 139 | 301 | 40 | 0 | 0 | 0 | 480 | 0 |

USAGE: An average of 2,047 patrons per day use the Odenton MARC Station.

MARC

Freight

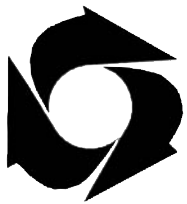
Light Rail

Baltimore METRO

Bus

Agency Wide

Locally Operated Transit Systems



MTA Minor Projects

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 39

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>MARC IMPROVEMENTS -- FY 2006 AND PRIOR</u> | | |
| 1 | MARC Bi-Level Coach and Electric Locomotive Parts Purchases (0174, 0348) | 1,350 | Complete |
| 2 | MARC Master Plan, Needs Study and Safety Reports (0585) | 2,077 | Complete |
| 3 | ADA Compliance (1065) | 150 | Complete |
| 4 | ADA Equipment (0684) | 302 | Underway |
| 5 | Edgewood Station Improvements (1059) | 1,713 | Underway |
| 6 | MARC II Vehicle Overhaul (0181) | 5,209 | Underway |
| 7 | Roof Rehabilitation (1066) | 258 | Underway |
| 8 | Passenger Warning System @ CSX Stations (0420) | 1,215 | Underway |
| 9 | Rolling Stock Maint. Tracking & Recordkeeping System (1052) | 550 | Underway |
| 10 | Laurel Station Northbound Platform Replacement (1098) | 1,850 | Underway |
| 11 | Homeland Security Measures (1104) | 1,038 | Underway |
| 12 | MARC Safety Compliance Reports (0120) | 62 | Underway |
| 13 | MARC Parking Lot Improvements (1006) | 618 | Underway |
| 14 | Miscellaneous Facility Improvements and Rehab. (0199, 0634, 1170) | 1,552 | Underway |
| 15 | MARC IIA Vehicles Replacement (1161) | 125 | Spring, 2006 |
| 16 | Kawasaki Railcars from VRE (1167) | 10,000 | Spring, 2006 |
| | <u>MARC IMPROVEMENTS -- FY 2007</u> | | |
| 17 | Miscellaneous Facility Improvements and Rehab. (0199, 0634, 1170) | 1,634 | Fall, 2006 |
| 18 | Kawasaki Railcars from VRE (1167) | 10,000 | Fall, 2006 |
| 19 | MARC Safety Compliance Reports (0120) | 62 | Fall, 2006 |
| 20 | Passenger Warning System @ CSX Stations (0420) | 1,827 | Fall, 2006 |

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 2006 AND PRIOR</u> | | |
| 1 | Front/Rear Vehicle Cameras (1011) | 560 | Complete |
| 2 | UPS Signal Backup Power Replacement (1016) | 790 | Underway |
| 3 | Communications Upgrade (0581, 0790, 1015) | 1,847 | Underway |
| 4 | Facilities and Station Rehab/Improvements (0005, 0248) | 1,342 | Underway |
| 5 | Drainage Improvements (0856) | 800 | Underway |
| 6 | Rail Purchase and Installation (0660, 0797, 1013) | 7,732 | Underway |
| 7 | Signal Priority (1142) | 1,883 | Underway |
| 8 | Light Rail Vehicle and Equipment Overhaul/Replacement (0116) | 1,332 | Underway |
| 9 | Power and Signal Improvements (0341) | 2,161 | Underway |
| 10 | Grade Crossing Repair/Rehabilitation (1048, 1169) | 3,540 | Underway |
| 11 | Light Rail Parking Expansion D & E (0871) | 1,277 | Underway |
| 12 | Safety Improvements (0489, 0860) | 808 | Underway |
| 13 | Yard Switches and Rehabilitation (0451, 1140) | 2,698 | Underway |
| 14 | Parking Garage at N. Linthicum (1086) | 100 | Spring, 2006 |
| | <u>LIGHT RAIL IMPROVEMENTS -- FY 2007</u> | | |
| 15 | Rail Purchase and Installation (0660, 0797, 1013) | 3,989 | Summer, 2006 |
| 16 | Communications Upgrades (0790) | 400 | Summer, 2006 |
| 17 | Safety Improvements (0489) | 150 | Fall, 2006 |
| 18 | Facilities and Station Rehab/Improvements (0005, 0248, 1085) | 1,182 | Fall, 2006 |
| 19 | Light Rail Vehicle and Equipment Overhaul/Replacement (0116) | 276 | Fall, 2006 |
| 20 | UPS Signal Backup Power Requirements (1016) | 862 | Fall, 2006 |
| 21 | Light Rail Vehicle Mid Life Overhaul Building Upgrades (1153) | 1,000 | Fall, 2006 |

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 2006 AND PRIOR</u> | | |
| 1 | Direct Fixation Rail Fastener Replacement (0455) | 2,886 | Complete |
| 2 | Rail Shop Equipment Improvements (0838) | 2,443 | Underway |
| 3 | Cable Assessment/Evaluation/Replacement (0839) | 2,675 | Underway |
| 4 | On-going Railcar Overhaul and Train Control Programs (0091, 0840) | 1,134 | Underway |
| 5 | Electrical Substation Improvements (0312, 0474) | 3,343 | Underway |
| 6 | Bridge & Elevated Structures Rehab. Fund (0239) | 417 | Underway |
| 7 | Rail Inspection and Installation Program (0194, 0868) | 480 | Underway |
| 8 | Wayside and Station Emergency Telephones (1093) | 924 | Underway |
| 9 | Miscellaneous System Preservation Improvements (0179, 0529, 1009, 1154) | 2,371 | Underway |
| | <u>METRO IMPROVEMENTS -- FY 2007</u> | | |
| 10 | Miscellaneous System Preservation Improvements (0179, 1154) | 2,500 | Summer, 2006 |
| 11 | Bridge & Elevated Structures Rehab. Fund (0239) | 482 | Fall, 2006 |
| 12 | Electrical Substation Improvements (0474) | 2,775 | Fall, 2006 |
| 13 | On-going Railcar Overhaul and Train Control Programs (0091, 0840) | 431 | Fall, 2006 |
| 14 | Rail Inspection and Installation Program (0194, 0868) | 273 | Fall, 2006 |

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 2006 AND PRIOR</u> | | |
| 1 | Bus Operators' Seat Replacement (1122) | 250 | Underway |
| 2 | Systemwide Improvements and Rehabilitation (0193, 0547, 0781, 0783, 0845, 0849, 1027, 1118, 1148) | 3,523 | Underway |
| 3 | Bus Automatic Vehicle Monitoring System (1071) | 1,537 | Underway |
| 4 | Greater Baltimore Bus Initiative (1099) | 750 | Underway |
| 5 | Bus Master Plan (1072) | 250 | Underway |
| 6 | Bus Maintenance Support Improvement Fund (0554) | 332 | Underway |
| 7 | Bus Facilities Rehab - Kirk & Eastern (0705, 1076, 1147) | 951 | Underway |
| 8 | Bus Equipment and Non Revenue Vehicles (1096, 1152) | 1,976 | Underway |
| 9 | Bus Wheelchair Restraint System Retrofit/9700 Series (1057) | 550 | Underway |
| 10 | Bus Maintenance Facility Exhaust Fans (1073) | 600 | Underway |
| 11 | Comprehensive Bus Stop Sign Replacement (1074, 1077) | 2,841 | Underway |
| 12 | Bus Fuel/Fluids Management System (1120) | 750 | Underway |
| 13 | Kirk and Eastern HVAC Improvements (0567) | 84 | Underway |
| 14 | Bus NABI Bus Wheelchair Lift Rehab (1155) | 434 | Spring, 2006 |
| 15 | NABI Articulated Bus Transmissions Retrofit (1158) | 1,100 | Spring, 2006 |
| 16 | Voice Communications System for Mobility Bus (1165) | 778 | Spring, 2006 |
| | <u>BUS SYSTEM IMPROVEMENTS -- FY 2007</u> | | |
| 17 | Greater Baltimore Bus Initiative (1099) | 2,991 | Summer, 2006 |
| 18 | Bus Facilities Rehab - Kirk & Eastern (0705, 1076, 1147) | 2,838 | Summer, 2006 |
| 19 | Bus NABI Bus Wheelchair Lift Rehab (1155) | 641 | Summer, 2006 |
| 20 | Systemwide Improvements and Rehabilitation (0193, 0547, 0783, 0849, 1148) | 1,022 | Fall, 2006 |
| 21 | Enhanced Bus Service (1174) | 3,000 | Fall, 2006 |
| 22 | Comprehensive Bus Stop Sign Replacement (1074, 1077) | 1,000 | Fall, 2006 |
| 23 | Bus Maintenance Support Improvement Fund (0554) | 641 | Fall, 2006 |

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 2006 AND PRIOR</u> | | |
| 1 | Automatic Passenger Counter Demo (1051) | 133 | Complete |
| 2 | Facilities Rehabilitation (1020, 1021, 1022) | 2,286 | Complete |
| 3 | Transit Station Development Incentive Program (0559) | 3,148 | Underway |
| 4 | Third Trunked Radio Site (0812) | 3,824 | Underway |
| 5 | Safety & Infrastructure Improvements (1045, 1070, 1111) | 1,279 | Underway |
| 6 | Telephone Communications Systems (0493, 1163) | 2,305 | Underway |
| 7 | Scheduling System (0513) | 1,563 | Underway |
| 8 | Strategic and Other Transit Planning Studies (0184, 0221, 1047) | 1,816 | Underway |
| 9 | CAD/AVL for Bus and Light Rail (0813) | 3,773 | Underway |
| 10 | Miscellaneous Parking Studies and Improvements (0177, 0470, 0519, 1080, 1160) | 2,039 | Underway |
| 11 | Real Property Management (0323) | 519 | Underway |
| 12 | Rail Station and Rail Station Access Improvements (1060) | 1,970 | Underway |
| 13 | Southern Maryland Park and Ride Lots (1035, 1036, 1037, 1038, 1040, 1041) | 4,217 | Underway |
| 14 | Washington Blvd. Short Term Improvements D&E (1050) | 130 | Underway |
| 15 | Miscellaneous Planning Studies (0510) | 404 | Underway |
| 16 | Real Estate Management & Development (1102) | 500 | Underway |
| 17 | PA/LED Signs (0430) | 2,034 | Underway |
| 18 | New IT Equipment (1103, 1166, 1168) | 2,982 | Underway |
| 19 | ADA Compliance (0266) | 517 | Underway |
| 20 | Fare Collection Equipment Staging and Storage (1034) | 300 | Underway |
| 21 | Homeland Security (1101, 1105) | 2,447 | Underway |
| 22 | Owner-Controlled Insurance Program (0832) | 900 | Underway |
| 23 | Bridge, Tunnel and Corrosion Inspection Services Program (0608, 0752) | 1,434 | Underway |
| 24 | Environmental Compliance (1149) | 4,500 | Underway |
| 25 | Fare Collection Maintenance Shop (1094) | 485 | Underway |
| 26 | Security Analysis (1069) | 500 | Underway |
| 27 | CCTV Improvements (1090) | 1,814 | Underway |
| 28 | Center Plaza Rehabilitation (1106) | 583 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSIT ADMINISTRATION - LINE 43 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>AGENCYWIDE IMPROVEMENTS -- FY 2007</u> | | |
| 29 | Transit Facilities Improvements (0300, 0447, 0461, 0843, 0844) | 4,558 | Underway |
| 30 | Strategic and Other Transit Planning Studies (1175) | 1,000 | Summer, 2006 |
| 31 | ADA Compliance (0266) | 500 | Summer, 2006 |
| 32 | Owner-Controlled Insurance Program (0832) | 944 | Summer, 2006 |
| 33 | Value Capture Analysis (1176) | 1,000 | Summer, 2006 |
| 34 | PA/LED Signs (0430) | 2,724 | Summer, 2006 |
| 35 | Miscellaneous Planning Studies (0510) | 303 | Summer, 2006 |
| 36 | Third Trunked Radio Site (0812) | 3,500 | Summer, 2006 |
| 37 | Transit Facilities Improvements (0300) | 250 | Summer, 2006 |
| 38 | ITP New IT Equipment (1103) | 886 | Summer, 2006 |
| 39 | Bridge & Tunnel Inspection and Corrosion Control Services (0608, 0752) | 557 | Summer, 2006 |
| 40 | Miscellaneous Parking Studies and Improvements (0177) | 500 | Summer, 2006 |
| 41 | Rail Station and Rail Station Access Improvements (1060) | 3,050 | Fall, 2006 |
| 42 | Safety & Infrastructure Improvements D & E (1070) | 550 | Fall, 2006 |
| 43 | Environmental Compliance (1149) | 4,200 | Fall, 2006 |
| 44 | Southern Maryland Commuter Bus Park & Ride Lots (1035, 1036, 1037, 1038, 1040, 1041) | 10,915 | Fall, 2006 |
| 45 | CCTV Improvements (1090) | 1,700 | Fall, 2006 |
| 46 | CAD/AVL for Bus and Light Rail (0813) | 5,982 | Fall, 2006 |

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 2006 AND PRIOR</u> | | |
| 1 | Freight Capital Improvement Program (0590) | 2,425 | Underway |
| 2 | Freight/LTR Rail Abandonment (1100) | 543 | Underway |
| 3 | Freight Line Stabilization and Improvement Program (0876) | 442 | Underway |
| | <u>FREIGHT IMPROVEMENTS -- FY 2007</u> | | |
| 4 | Freight Capital Improvement Program (0590) | 693 | Fall, 2006 |
| 5 | Freight/LTR Rail Abandonment (1100) | 543 | Fall, 2006 |

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 2006 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 | 218 | Underway |
| 3 | Equipment - Shop Tools | 30 | FY 2006 |
| | <u>ANNE ARUNDEL COUNTY</u> | | |
| 4 | Ridesharing | 190 | Underway |
| 5 | Vehicles - Small Bus | 60 | Underway |
| | <u>CITY OF ANNAPOLIS</u> | | |
| 6 | Equipment - Facility Rehap - Security | 50 | Underway |
| 7 | Preventive Maintenance | 81 | Underway |
| 8 | Vehicles - Buses and Vehicle Rehabilitation | 1,150 | Underway |
| | <u>BALTIMORE COUNTY</u> | | |
| 9 | Ridesharing (Program operated by BMC - for Baltimore & Carroll Counties) | 164 | Underway |
| 10 | Vehicles to Non-Profit Organizations - Dulaney Station, National Multiple Sclerosis, Augsburg Luthern Home | 130 | Underway |
| | <u>CALVERT COUNTY</u> | | |
| 11 | Equipment - Fare Collection, Radios | 75 | Underway |
| 12 | Facility-Administration/Maintenance | 600 | Underway |
| 13 | Ridesharing | 10 | Underway |
| 14 | Vehicles - Small Bus | 215 | Underway |
| | <u>CAROLINE COUNTY</u> | | |
| 15 | Equipment - Shop Tools | 30 | FY 2006 |
| 16 | Facility - Rehab Admin/Maint. | 50 | FY 2006 |
| 17 | Vehicles - Small Buses | 100 | FY 2006 |

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 2006 AND PRIOR (cont'd)</u> | | |
| | <u>CARROLL COUNTY</u> | | |
| 18 | Ridesharing (Program Operated by BMC - See Baltimore County) | | |
| 19 | Preventive Maintenance | 31 | Underway |
| 20 | Vehicles - Small Bus, Vehicle Rehab | 35 | Underway |
| 21 | Vehicles to Non-Profit Organizations - Senior Overland Services Inc., ARC of Carroll County | 147 | Underway |
| 22 | Equipment - ADP Hardware | 7 | FY 2006 |
| | <u>CECIL COUNTY</u> | | |
| 23 | Equipment - Radio, ADP Software | 30 | Underway |
| 24 | Vehicles - Small Bus | 30 | Underway |
| 25 | Vehicles to Non-Profit Organizations - Chesapeake Care Resources, Union Hospital Adult Day Care | 119 | Underway |
| | <u>CHARLES COUNTY</u> | | |
| 26 | Ridesharing (See St. Mary's County) | | |
| 27 | Equipment - Shelters, Signs | 33 | Underway |
| 28 | Vehicles to Non-Profit Organizations - Spring Dell Center | 160 | Underway |
| 29 | Facility - Transfer Center D&E | 25 | FY 2006 |
| 30 | Vehicles - Small Bus | 40 | FY 2006 |
| | <u>DORCHESTER COUNTY</u> | | |
| 31 | Equipment - Shop Equipment, | 60 | Underway |
| 32 | Vehicles - Small Buses | 300 | Underway |
| 33 | Vehicles to Non-Profit Organizations - Delmarva Community Services, Dorchester Comm. On Aging | 243 | Underway |
| | <u>FREDERICK COUNTY</u> | | |
| 34 | Equipment - Radios, Fareboxes | 5 | Underway |
| 35 | Preventive Maintenance | 189 | Underway |
| 36 | Ridesharing | 120 | Underway |
| 37 | Vehicles - 30 Ft. Buses, Small Buses | 1,242 | 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 2006 AND PRIOR (cont'd)</u> | | |
| | <u>GARRETT COUNTY</u> | | |
| 38 | Facility - Admin/Maintenance Building - D&E & Construction | 100 | Underway |
| 39 | Vehicles - Small Buses | 250 | Underway |
| 40 | Vehicles to Non-Profit Organizations - Appalachian Parent Assoc. | 81 | FY 2006 |
| | <u>HARFORD COUNTY</u> | | |
| 41 | Equipment - Bike Racks, ADP | 12 | Underway |
| 42 | Preventive Maintenance | 81 | Underway |
| 43 | Ridesharing | 83 | Underway |
| 44 | Vehicles - Small Buses | 80 | Underway |
| 45 | Vehicles to Non-Profit Organizations - ARC of Northern Chesapeake, Family & Children Services | 175 | Underway |
| | <u>HOWARD COUNTY</u> | | |
| 46 | Central MD Transit and Operations Maintenance Facility | 563 | Underway |
| 47 | Equipment - Shelters | 65 | Underway |
| 48 | Preventive Maintenance | 237 | Underway |
| 49 | Ridesharing | 124 | Underway |
| 50 | Vehicles - 35 Ft. & Small Buses | 705 | Underway |
| 51 | Vehicles to Non-Profit Organization - Humanim | 65 | FY 2006 |
| | <u>KENT COUNTY</u> | | |
| 52 | See Caroline County for Projects | | |

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 2006 AND PRIOR (cont'd)</u> | | |
| | <u>MONTGOMERY COUNTY</u> | | |
| 53 | Bus Replacement | 2,740 | Underway |
| 54 | Commuter Choice Marketing | 479 | Underway |
| 55 | Farebox Readers | 2,665 | Underway |
| 56 | Ridesharing | 365 | Underway |
| 57 | Vehicles - 35 Ft. Buses | 5,345 | Underway |
| 58 | Vehicles to Non-Profit Organizations - ARC of Montgomery County, CHI Center | 247 | Underway |
| 59 | Telecommuting/Telework Expansion | 105 | FY 2006 |
| 60 | Stop Annunciator | 2,500 | FY 2006 |
| | <u>PRINCE GEORGE'S COUNTY</u> | | |
| 61 | Bus Replacement | 1,240 | Underway |
| 62 | Commuter Choice Marketing | 479 | Underway |
| 63 | Ridesharing | 260 | Underway |
| 64 | Vehicles - 32 Ft. Buses | 637 | Underway |
| 65 | Vehicles to Non-Profit Organizations - ARC of Prince George's County, Senior Network, Greater Baisden Medical Services | 178 | Underway |
| 66 | Telecommuting/Telework Expansion | 105 | FY 2006 |
| | <u>QUEEN ANNE'S COUNTY</u> | | |
| 67 | Equipment - ADP Hardware | 20 | Underway |
| 68 | Facility - Maintenance Bay Addition | 600 | Underway |
| 69 | Vehicles - Small Buses | 150 | Underway |
| | <u>ST. MARY'S COUNTY</u> | | |
| 70 | Equipment - ADP Software, Shop Equip., Radios | 30 | Underway |
| 71 | Facility - Bus Canopy | 290 | Underway |
| 72 | Ridesharing (Program operated by Tri-County Council for Calvert, Charles & St. Mary's Counties) | 102 | Underway |
| 73 | Vehicles - Small Buses | 225 | Underway |
| 74 | Vehicles to Non-Profit Organization - The Center for Life Enrichment, St. Mary's Nursing Center | 100 | 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 2006 AND PRIOR (cont'd)</u> | | |
| | <u>SOMERSET COUNTY</u> | | |
| 75 | See Tri County Council for the Lower Eastern Shore for Projects | | |
| 76 | Vehicles to Non-Profit Organizations - Somerset Co. Commission on Aging, Somerset Community Services | 115 | Underway |
| | <u>TALBOT COUNTY</u> | | |
| 77 | See Caroline County for Projects | | |
| | <u>WASHINGTON COUNTY</u> | | |
| 78 | Vehicles - Small Bus | 100 | Underway |
| 79 | Vehicles to Non-Profit Organizations - Easter Seal Society for Disabled Children, ARC of Washington County | 130 | Underway |
| 80 | Equipment - ADP Software, Shop Tools | 23 | FY 2006 |
| 81 | Preventive Maintenance | 13 | FY 2006 |
| | <u>WICOMICO COUNTY</u> | | |
| 82 | See Tri County Council for the Lower Eastern Shore for Projects | | |
| 83 | Vehicles to Non-Profit Organizations - Dove Point, Shore Up | 115 | Underway |
| | <u>WORCESTER COUNTY</u> | | |
| 84 | See Tri County Council for the Lower Eastern Shore for Projects | | |
| 85 | Vehicles to Non-Profit Organizations - Worcester County Commission on Aging, Worcester County Developmental Center | 205 | Underway |
| | <u>TOWN OF OCEAN CITY</u> | | |
| 86 | Equipment - Shelters, Shop Equip. Security, AVL | 277 | Underway |
| 87 | Vehicles - 40 Ft. and 32 Ft. Transit Buses | 1,300 | Underway |
| 88 | North Ocean City Transit Facility | 710 | FY 2006 |
| | <u>BALTIMORE CITY</u> | | |
| 89 | Ridesharing | 75 | Underway |
| 90 | Vehicles to Non-Profit Organizations - Catholic Charities | 80 | FY 2006 |

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 2006 AND PRIOR (cont'd)</u> | | |
| | <u>TRI COUNTY COUNCIL FOR THE LOWER EASTERN SHORE</u> | | |
| 91 | Equipment - Shop Equip. for Somerset, Wicomico and Worcester Counties | 35 | Underway |
| 92 | Vehicles - Buses and Service Vehicle for Somerset, Wicomico and Worcester Counties | 466 | Underway |



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. |



Washington Metropolitan Area Transit

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

| | <u>FY 2006</u> | <u>FY 2007</u> | <u>FY 2008</u> | <u>FY 2009</u> | <u>FY 2010</u> | <u>FY 2011</u> | <u>SIX-YEAR TOTAL</u> |
|------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|
| <u>Construction Program</u> | | | | | | | |
| Major Projects | 157.8 | 163.3 | 196.4 | 192.2 | 203.8 | 188.2 | 1,101.7 |
| Special Funds | 79.8 | 73.6 | 86.1 | 77.7 | 84.9 | 89.3 | 491.4 |
| Federal Funds | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | 16.4 | 98.4 |
| Federal Funds - WMATA * | 61.6 | 73.3 | 93.9 | 98.1 | 102.5 | 82.5 | 511.9 |

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



STATUS: This heavy rail segment is fully operational. Final close-out of contract issues to occur through FY 2006.

PROJECT: Addison Road Metro Extension

DESCRIPTION: Construction of a 3.0 mile Metrorail extension from the Addison Road Station to 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 includes the cost of a parking garage at Largo.

JUSTIFICATION: The Addison Road Extension has significantly increased transit ridership in the corridor and assisted in economic development in the Summerfield and Largo Town Center areas. WMATA has achieved an additional 20,000 riders daily after 6 months of operation. This construction program is the first rail extension beyond the original 103-mile system, and was the last existing rail line to be extended 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 2005 - 10 CTP: None

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | |
|---------------------------|------------------------|--|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|---|
| TOTAL | | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 433,870 | 433,870 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 433,870 | 433,870 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 7,430 | 7,430 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

A total of \$252.9 million in Federal funds were received directly by WMATA.
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.

PROJECT: Metrorail Debt Service

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metro Matters -- Line 3

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|--|------------------------|------------------|-------------------|------------------|--|--------------|--------------|--------------|----------------|---------------------|
| <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 641,887 | 560,581 | 9,741 | 9,741 | 9,741 | 9,741 | 9,741 | 9,741 | 58,446 | 22,860 |
| Total | 641,887 | 560,581 | 9,741 | 9,741 | 9,741 | 9,741 | 9,741 | 9,741 | 58,446 | 22,860 |
| Federal-Aid | 354,822 | 354,822 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Federal Funds are received directly by WMATA.

8002



STATUS: Mid-Life overhaul of rail cars is nearing completion, extending lifetime by 15 years. A 120 new rail car option was exercised in November 2004. Delivery expected through FY 2008. Clean diesel and hybrid-electric buses delivery to begin in 2005.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The Maryland share of the cost of this regional capital program is approximately \$370 million through FY 2011 and \$667 million through 2024. This new agreement includes all projects previously covered by the IRP (Infrastructure Renewal Program).

PROJECT: Metro Matters Capital Program

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

Projects include all system infrastructure, rolling stock, vehicles, and equipment.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Metrorail Debt Service -- Line 2

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|--|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| | <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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 970,905 | 89,000 | 109,165 | 124,420 | 153,320 | 162,520 | 174,020 | 158,460 | 881,905 | 0 |
| Total | 970,905 | 89,000 | 109,165 | 124,420 | 153,320 | 162,520 | 174,020 | 158,460 | 881,905 | 0 |
| Federal-Aid | 112,680 | 14,280 | 16,400 | 16,400 | 16,400 | 16,400 | 16,400 | 16,400 | 98,400 | 0 |

A total of \$569.8 million in Federal funds are to be received directly by WMATA. The \$98.4m in Federal funds shown above are Congestions Mitigation and Air Quality (CMAQ) funds provided by MDOT.
9003, 9004, 9005, 9006, 9007



STATUS: WMATA has completed testing and acceptance of the first cars of the 48 car (6000 series) order. The remainder have gone through inspection and acceptance procedures during late FY 2005. All cars are expected to be in service during FY 2006.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: This is a conconfiguration of the WMATA Capital Program done in order to accommodate the Metro Matters agreement. This PIF contains no new funding. Items included in this line item were mostly included in System Access Plan in previous CTPs.

PROJECT: Rail Cars/Capital Improvement Program

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

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

None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 193,228 | 31,862 | 38,876 | 29,120 | 33,370 | 20,000 | 20,000 | 20,000 | 161,366 | 0 |
| Total | 193,228 | 31,862 | 38,876 | 29,120 | 33,370 | 20,000 | 20,000 | 20,000 | 161,366 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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. |
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| Balance to Complete | Amount of funds required after the six-year program period of the CTP to complete a project. |
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| 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. |



State Highway Administration

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

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



SHA 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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 2675 | 2520 | 2520 | 2520 | 5040 | CMAQ/STP |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 13190 | 9830 | 5630 | 5795 | 4870 | CMAQ/STP |

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 48,891 | 30,891 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 18,000 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 184,382 | 137,382 | 15,900 | 11,700 | 6,700 | 6,900 | 2,900 | 2,900 | 47,000 | 0 |
| Total | 233,273 | 168,273 | 18,900 | 14,700 | 9,700 | 9,900 | 5,900 | 5,900 | 65,000 | 0 |
| Federal-Aid | 196,108 | 141,508 | 15,875 | 12,350 | 8,150 | 8,315 | 4,955 | 4,955 | 54,600 | 0 |

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A



PROJECT: Community Safety and Enhancement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

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



PROJECT: Sidewalk Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,720 | 3,080 | 40 | 120 | 120 | 120 | 120 | 120 | 640 | 0 |
| Right-of-way | 350 | 200 | 25 | 25 | 25 | 25 | 25 | 25 | 150 | 0 |
| Construction | 35,698 | 25,088 | 735 | 1,955 | 1,955 | 1,955 | 1,955 | 2,055 | 10,610 | 0 |
| Total | 39,768 | 28,368 | 800 | 2,100 | 2,100 | 2,100 | 2,100 | 2,200 | 11,400 | 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

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



PROJECT: Sound Barrier Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

FUNCTION :

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT () - N/A

PROJECTED () - N/A

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- STATE WIDE LINE 5

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

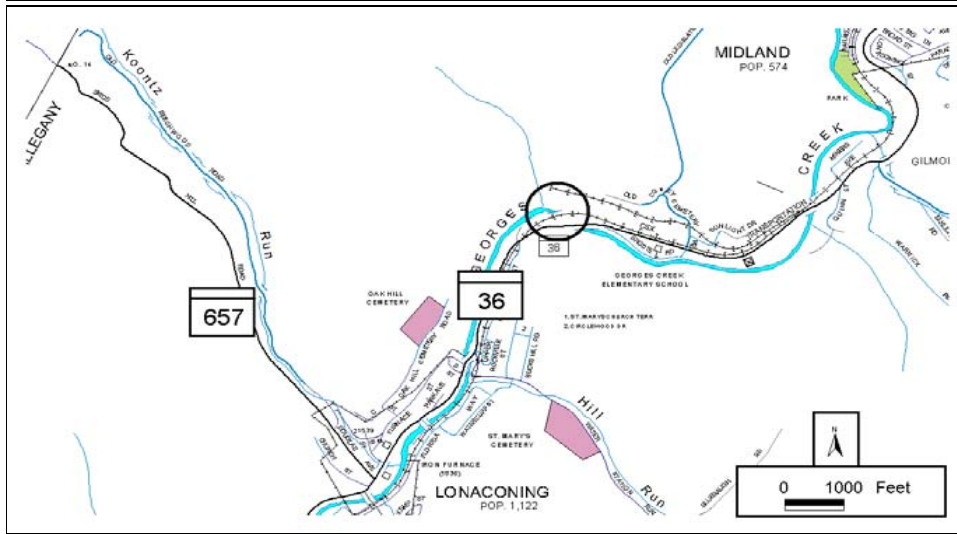
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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



Allegany



PROJECT: MD 36, George's Creek Road

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

JUSTIFICATION: The old bridge was structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

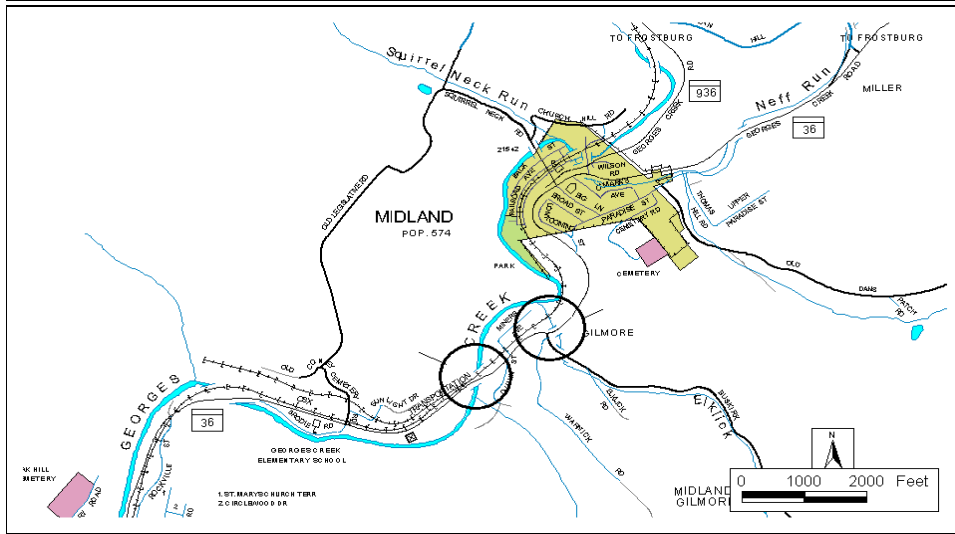
CURRENT (2004) - 8,400

PROJECTED (2030) - 14,100

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 2

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 36, Lower George's Creek Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

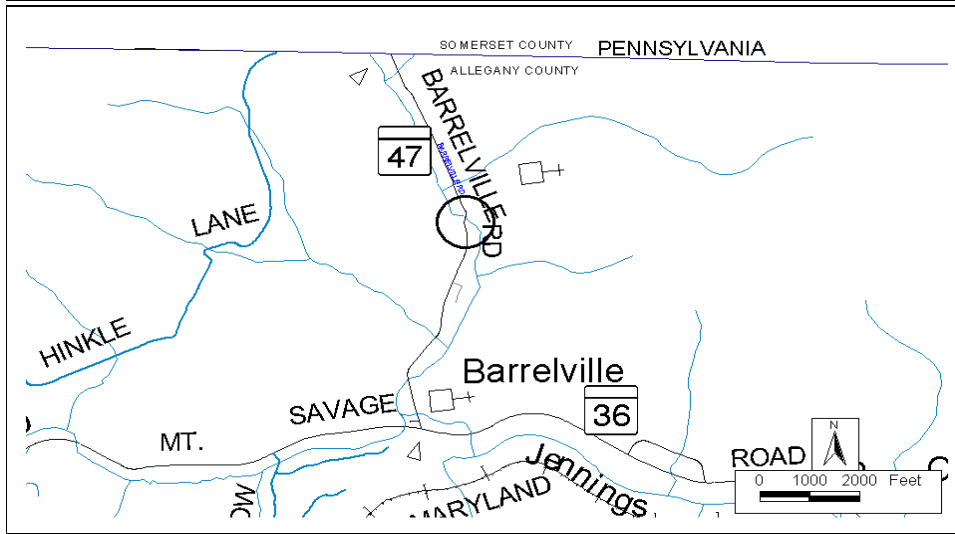
CURRENT (2004) - 8,650

PROJECTED (2030) - 12,700

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 3

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 47, Barrelville Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Open to Service.

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

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

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

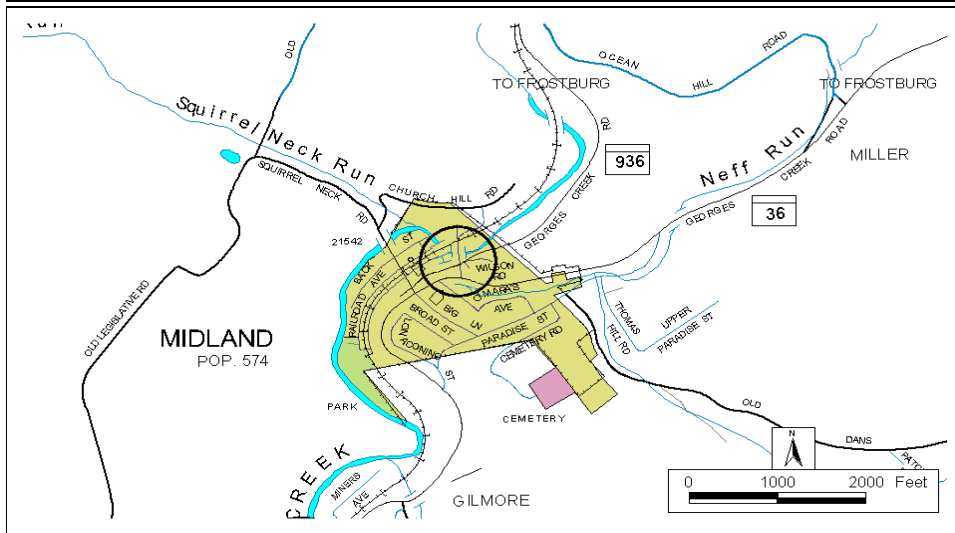
CURRENT (2004) - 2,250

PROJECTED (2030) - 3,200

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 4

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 936, Upper George's Creek Road

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

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 1,888 | 0 | 0 | 1,352 | 536 | 0 | 0 | 0 | 1,888 | 0 | |
| Total | 1,888 | 0 | 0 | 1,352 | 536 | 0 | 0 | 0 | 1,888 | 0 | |
| Federal-Aid | 1,378 | 0 | 0 | 987 | 391 | 0 | 0 | 0 | 1,378 | 0 | |

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

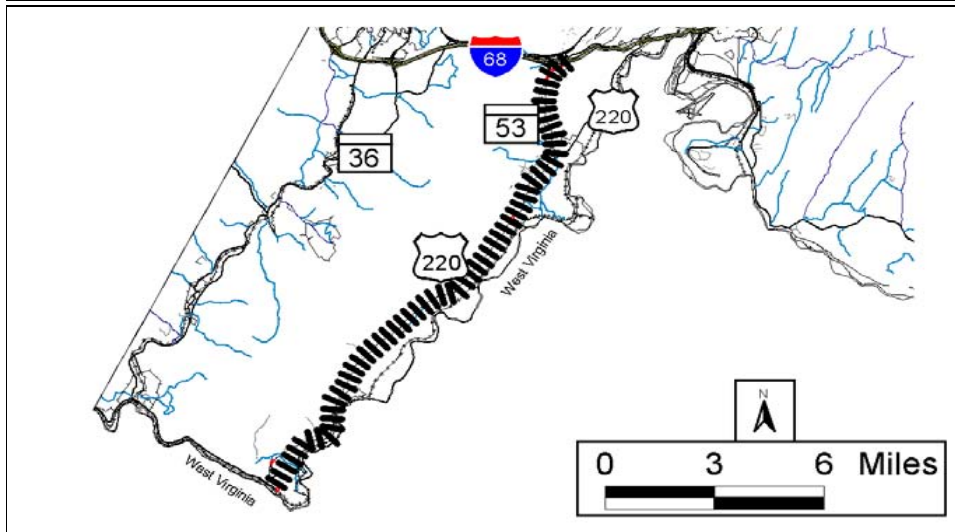
CURRENT (2004) - 1,565

PROJECTED (2030) - 2,010

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 5

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)

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 3,021 | 35 | 400 | 1,475 | 1,111 | 0 | 0 | 0 | 2,986 | 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 | 35 | 400 | 1,475 | 1,111 | 0 | 0 | 0 | 2,986 | 0 |
| Federal-Aid | 2,417 | 28 | 320 | 1,180 | 889 | 0 | 0 | 0 | 2,389 | 0 |

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

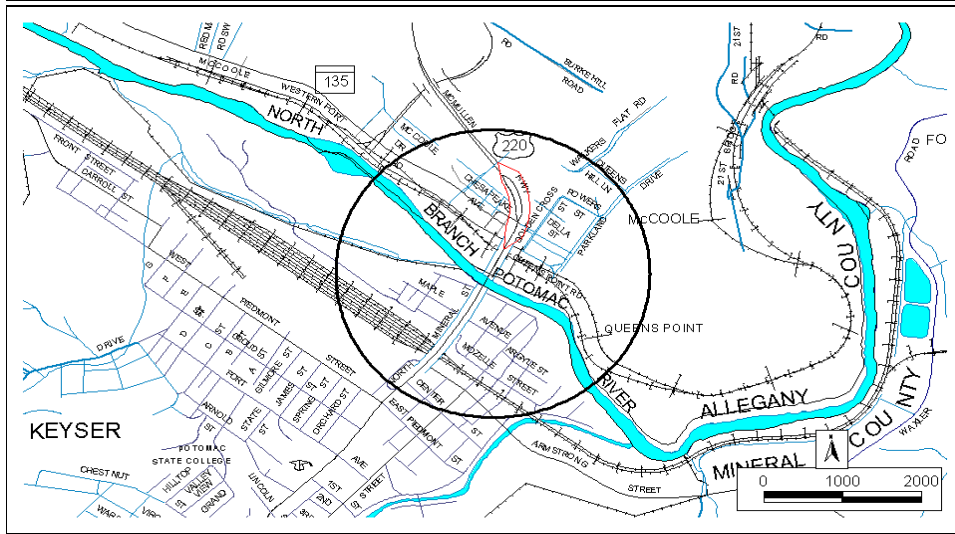
CURRENT (2004) - 7,600 - 17,700

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Allegany County -- Line 6

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 220, McMullen Highway

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

JUSTIFICATION: The existing bridge is structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 2,000 | 0 | 250 | 1,000 | 750 | 0 | 0 | 0 | 2,000 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 2,000 | 0 | 250 | 1,000 | 750 | 0 | 0 | 0 | 2,000 | 0 | |
| Federal-Aid | 1,560 | 0 | 195 | 780 | 585 | 0 | 0 | 0 | 1,560 | 0 | |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 14,000

PROJECTED (2030) - 23,100

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ALLEGANY COUNTY LINE 7

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

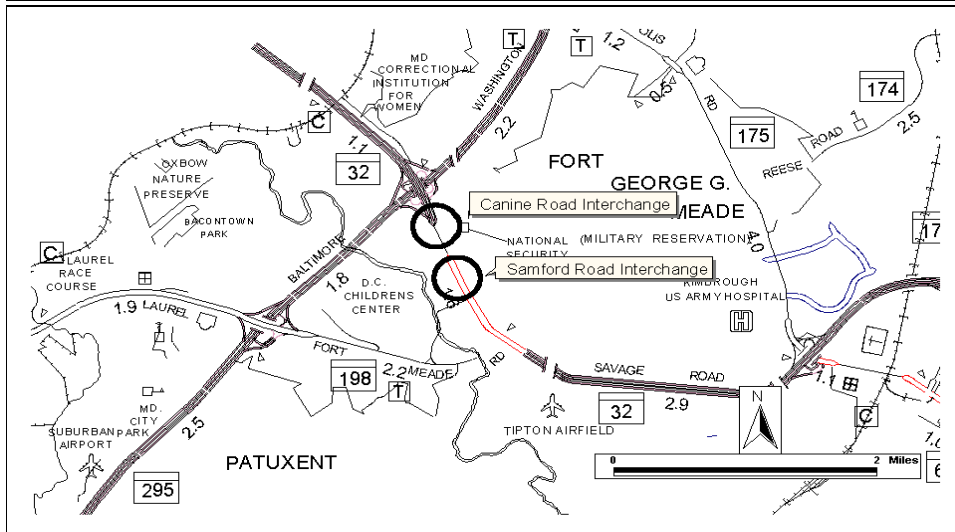
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|---|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Enhancements</u> | | |
| | | <u>Preservation of Abandoned Railway Corridors</u> | | |
| 20 | | Allegheny Highlands Trail - Section 1 - construction of 9.35 miles from Cumberland to Woodcock Hollow Road | 1,257 | FY 2006 |
| 21 | | Allegheny Highlands Trail - Sections 2 and 3 - [Section 2] Construction of Woodcock Hollow Rest Stop and 300-foot trail connection. [Section 3] Construction of 5.83 miles from Woodcock Hollow Road to New Hope Road overpass in Frostburg | 2,015 | Completed |



Anne Arundel



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Constructed interchanges at Canine and Samford Roads.

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Open to Service.

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 1,473 | 1,473 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 831 | 831 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 24,061 | 23,743 | 318 | 0 | 0 | 0 | 0 | 0 | 318 | 0 | |
| Total | 26,365 | 26,047 | 318 | 0 | 0 | 0 | 0 | 0 | 318 | 0 | |
| Federal-Aid | 21,428 | 21,168 | 260 | 0 | 0 | 0 | 0 | 0 | 260 | 0 | |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

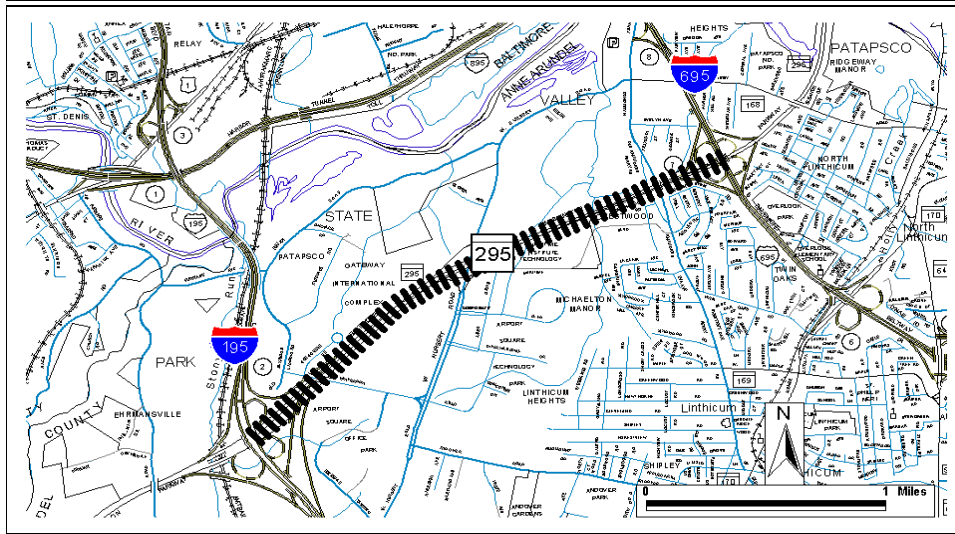
CURRENT (2004) - 49,800

PROJECTED (2030) - 84,300

OPERATING COST IMPACT \$7,000 per year

STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 2

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 7)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 2911 | 0 | 0 | 0 | 0 | NHS |
| CO | 0 | 13880 | 0 | 0 | 0 | NHS/HP |

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

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

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,486 | 200 | 1,388 | 898 | 0 | 0 | 0 | 0 | 0 | 2,286 | 0 |
| Right-of-way | 3,639 | 0 | 10 | 1,000 | 660 | 1,969 | 0 | 0 | 0 | 3,639 | 0 |
| Construction | 17,793 | 0 | 0 | 1,000 | 4,872 | 6,652 | 5,269 | 0 | 0 | 17,793 | 0 |
| Total | 23,918 | 200 | 1,398 | 2,898 | 5,532 | 8,621 | 5,269 | 0 | 0 | 23,718 | 0 |
| Federal-Aid | 18,779 | 160 | 1,118 | 2,318 | 4,329 | 6,763 | 4,091 | 0 | 0 | 18,619 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

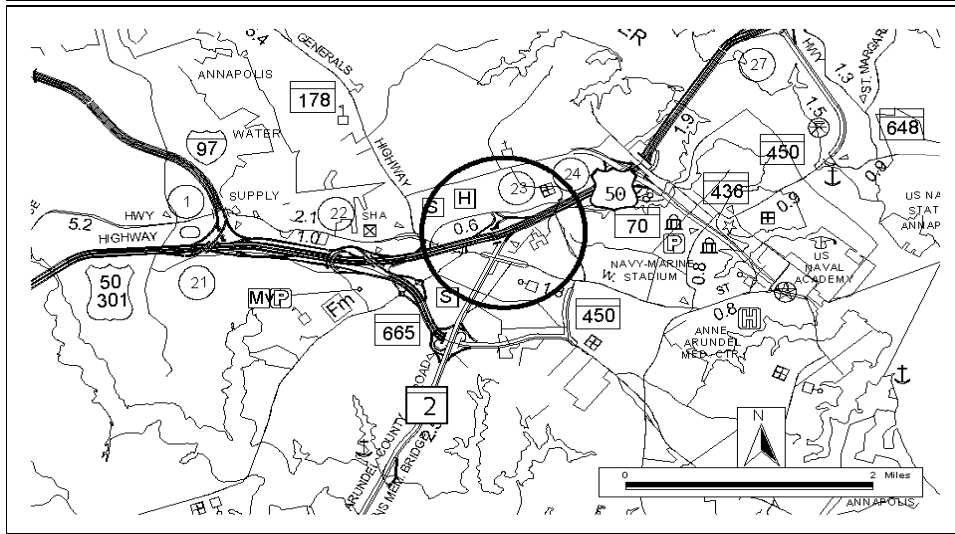
CURRENT (2004) - 88,000

PROJECTED (2030) - 145,200

OPERATING COST IMPACT \$70,000 per year

STATE HIGHWAY ADMINISTRATION -- Anne Arundel County -- Line 3

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 50, John Hanson Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

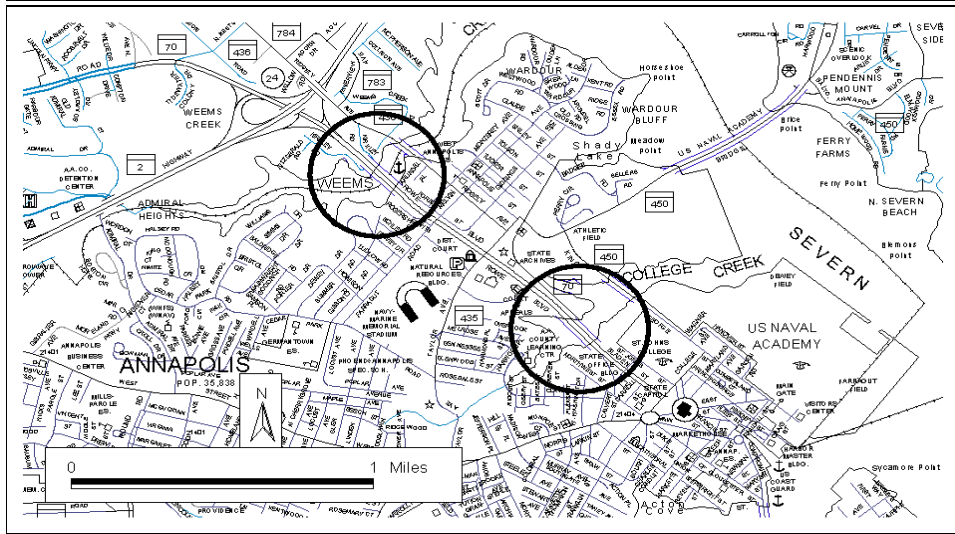
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 117,200

PROJECTED (2030) - 159,900

OPERATING COST IMPACT \$8,000 per year

SECONDARY CONSTRUCTION PROGRAM



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:

- | | | | |
|-------------------------------------|--|--------------------------|---|
| <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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| | | | | | | | | | | | |
|----------------------------------|---------------------------------------|------------------------|-------------------------|---|---|----------------------------------|--------------------------------|---------------|----------------------|---------------------------|--|
| <u>POTENTIAL FUNDING SOURCE:</u> | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | | | |
| <u>PROJECT CASH FLOW</u> | | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | <u>FOR PLANNING PURPOSES ONLY</u> | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 2,495 | 2,495 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 380 | 380 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 33,210 | 17,841 | 10,837 | 4,532 | 0 | 0 | 0 | 0 | 15,369 | 0 | |
| Total | 36,085 | 20,716 | 10,837 | 4,532 | 0 | 0 | 0 | 0 | 15,369 | 0 | |
| Federal-Aid | 26,417 | 14,500 | 8,387 | 3,530 | 0 | 0 | 0 | 0 | 11,917 | 0 | |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

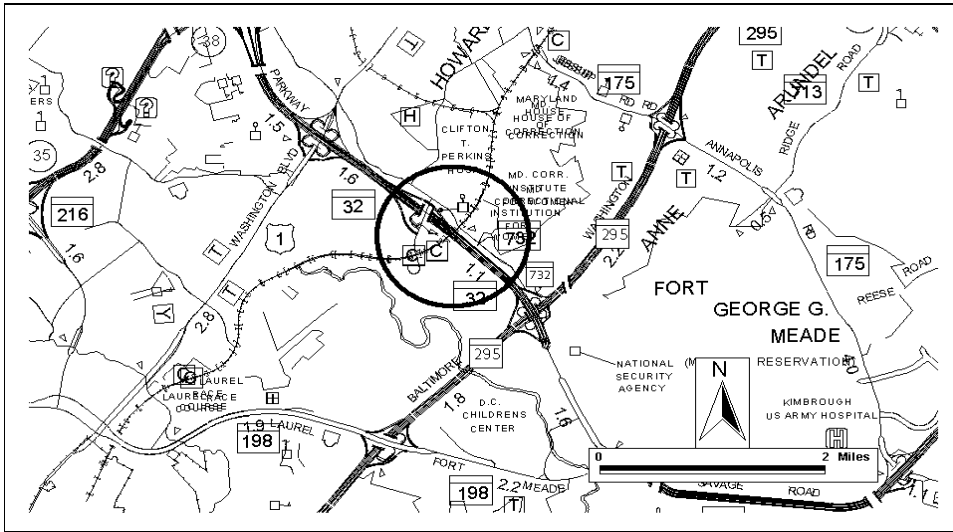
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 42,100

PROJECTED (2030) - 55,500

| | |
|------------------------------|-----|
| OPERATING COST IMPACT | N/A |
|------------------------------|-----|



PROJECT: MD 732, Guilford Road

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

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL |
| | | | | |2008..... |2009..... |2010..... |2011..... | |
| 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 | 384 | 546 | 0 | 0 | 0 | 0 | 930 |
| Total | 988 | 58 | 384 | 546 | 0 | 0 | 0 | 0 | 930 |
| Federal-Aid | 44 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Local

FEDERAL - Local

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

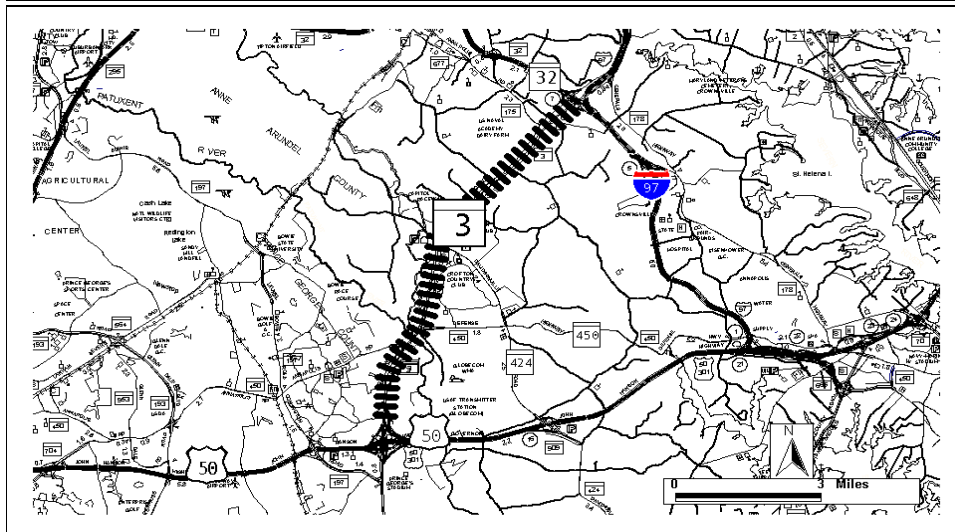
CURRENT (2004) - 11,500

PROJECTED (2030) - 33,250

OPERATING COST IMPACT N/A

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

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

STATUS: Project Planning underway.

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 2,832 | 2,579 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,500 | 0 | 500 | 500 | 500 | 0 | 0 | 0 | 0 | 1,500 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,332 | 2,579 | 753 | 500 | 500 | 0 | 0 | 0 | 0 | 1,753 | 0 |
| Federal-Aid | 1,982 | 1,805 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

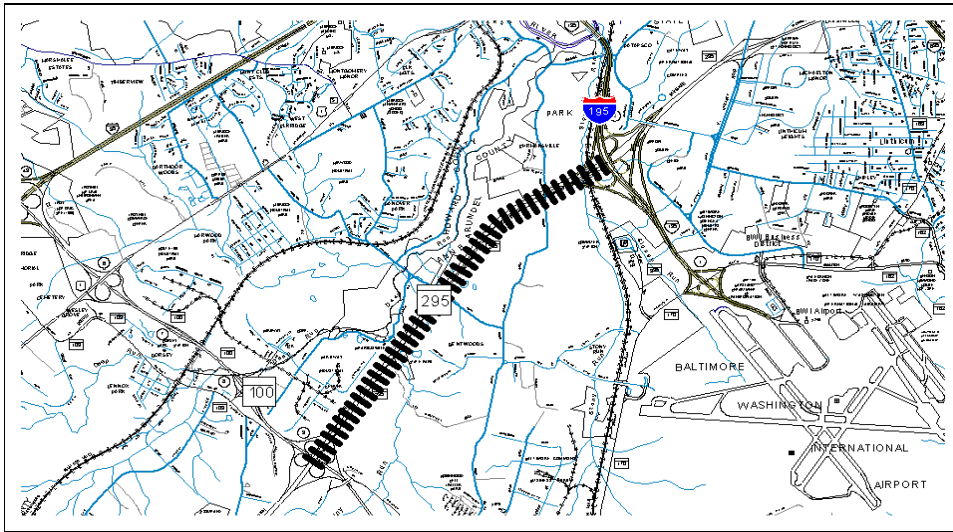
CURRENT (2004) - 70,800

PROJECTED (2030) - 112,800

OPERATING COST IMPACT N/A

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

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 295, Baltimore Washington Parkway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 2,500 | 107 | 1,100 | 1,293 | 0 | 0 | 0 | 0 | 0 | 2,393 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,500 | 107 | 1,100 | 1,293 | 0 | 0 | 0 | 0 | 0 | 2,393 | 0 |
| Federal-Aid | 2,000 | 320 | 880 | 800 | 0 | 0 | 0 | 0 | 0 | 1,680 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

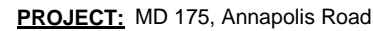
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 92,600

PROJECTED (2030) - 152,800

OPERATING COST IMPACT N/A



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

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

STATUS: Project Planning to begin during current fiscal year.

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 35,300

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

| | |
|------------------------------|-----|
| OPERATING COST IMPACT | N/A |
|------------------------------|-----|

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ANNE ARUNDEL COUNTY LINE 9

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|---|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Traffic Management</u> | | |
| 40 | MD 175 | Annapolis Road; MD 170 to Reece Road; signal systemization | 1,300 | FY 2007 |
| | | <u>Environmental Preservation</u> | | |
| 41 | MD 2 | Governor Ritchie Highway; median of MD 2 from US 50 to Cypress Creek Road in Severna Park; landscaping | 137 | FY 2006 |
| 42 | MD 295 | Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscaping | 114 | FY 2006 |
| 43 | MD 468 | Shadyside Road; at Franklin Point Park; reforestation | 62 | FY 2006 |
| | | <u>Commuter Action Improvements</u> | | |
| 44 | MD 665 | At MTA Park and Ride Lot on Harry S. Truman Parkway; expand existing ridesharing facility | 1,061 | Under construction |
| | | <u>Intersection Capacity Improvements</u> | | |
| 45 | MD 424 | Davidsonville Road; at MD 214; widen southbound MD 424 to provide separate turn lanes | 794 | Under construction |
| | | <u>Enhancements</u> | | |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| 46 | | Jonas Green Park - Construction of trail head, visitor center, and pier reconstruction | 500 | FY 2007 |
| | | <u>Environmental Mitigation</u> | | |
| 47 | | North Cypress Branch Stream Restoration; 2200 linear feet of stream restoration for creation of a one-acre stormwater wetland; restoration/creation of 3.3 acres of wetlands along the stream; environmental mitigation | 650 | FY 2007 |

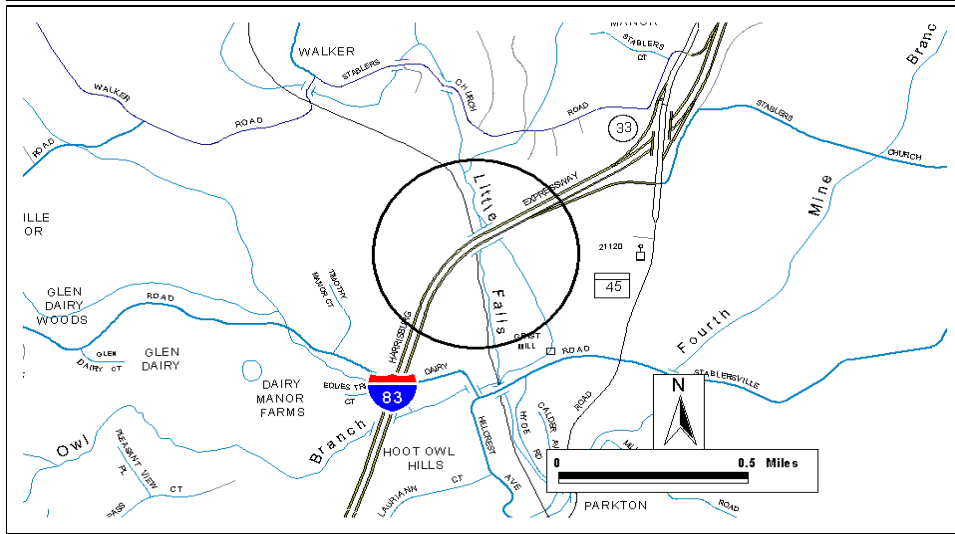
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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



Baltimore

INTERSTATE CONSTRUCTION PROGRAM

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:

- | | | | |
|--------------------------|--|-------------------------------------|---|
| <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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| | | | | | | | | | | | |
|----------------------------------|---------------------------------------|------------------------|-------------------------|---|---|----------------------------------|--------------------------------|---|----------------------|---------------------------|--|
| <u>POTENTIAL FUNDING SOURCE:</u> | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input type="checkbox"/> OTHER | | | | |
| <u>PROJECT CASH FLOW</u> | | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | <u>FOR PLANNING PURPOSES ONLY</u>2008.... 2009.... 2010.... 2011.... | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 330 | 325 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | |
| Right-of-way | 28 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | |
| Construction | 11,016 | 4,313 | 4,877 | 1,826 | 0 | 0 | 0 | 0 | 6,703 | 0 | |
| Total | 11,374 | 4,663 | 4,885 | 1,826 | 0 | 0 | 0 | 0 | 6,711 | 0 | |
| Federal-Aid | 9,055 | 3,696 | 3,898 | 1,461 | 0 | 0 | 0 | 0 | 5,359 | 0 | |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Principal Arterial

STATE SYSTEM : Interstate

DAILY TRAFFIC : (USAGE IMPACTS)

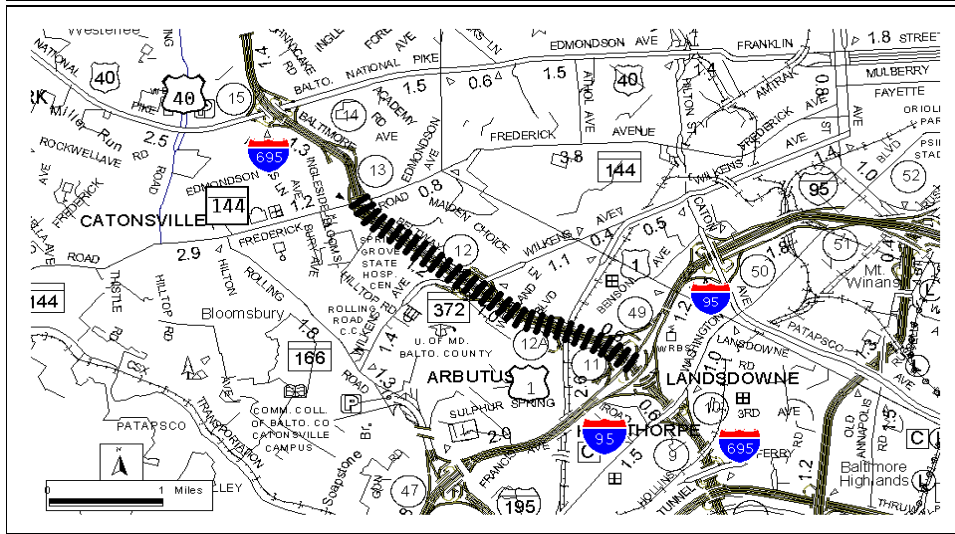
CURRENT (2004) - 48,000

PROJECTED (2030) - 79,200

| | |
|-------------------------------------|-----|
| <u>OPERATING COST IMPACT</u> | N/A |
|-------------------------------------|-----|

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 2

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

STATUS: Open to Service.

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 |2008..... |2009..... |2010..... |2011..... | 0 | 0 | 0 |
| Engineering | 3,499 | 3,499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 6,950 | 3,234 | 1,981 | 1,735 | 0 | 0 | 0 | 0 | 3,716 | 0 | 0 |
| Construction | 60,445 | 58,318 | 2,127 | 0 | 0 | 0 | 0 | 0 | 2,127 | 0 | 0 |
| Total | 70,894 | 65,051 | 4,108 | 1,735 | 0 | 0 | 0 | 0 | 5,843 | 0 | 0 |
| Federal-Aid | 62,040 | 56,842 | 3,636 | 1,562 | 0 | 0 | 0 | 0 | 5,198 | 0 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

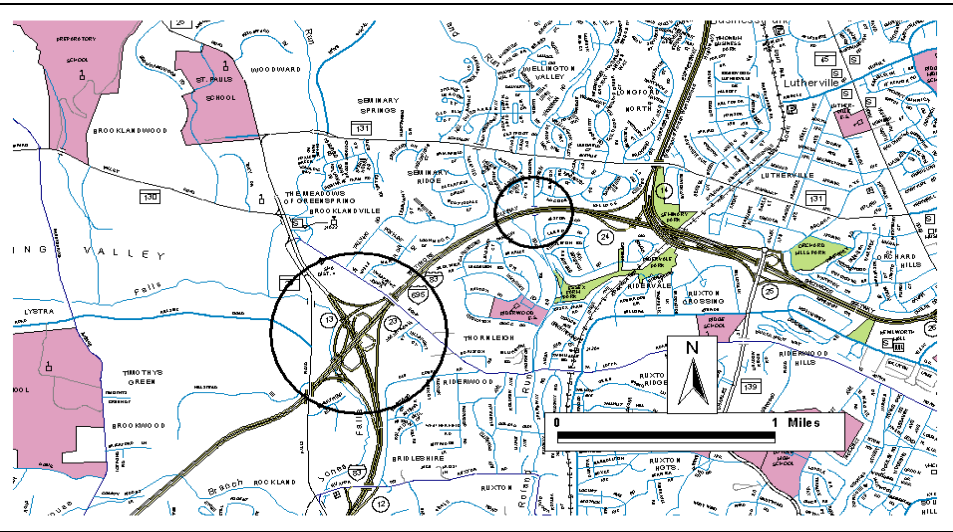
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 178,700

PROJECTED (2030) - 257,100

OPERATING COST IMPACT \$20,000 per year



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | | |
|---|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|----------------|---------------------|
| <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | | |
| PROJECT CASH FLOW | | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 |2008..... |2009..... |2010..... |2011..... |2012..... | 0 | 0 |
| Engineering | 1,588 | 1,588 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 213 | 121 | 59 | 33 | 0 | 0 | 0 | 0 | 0 | 92 | 0 |
| Construction | 20,161 | 14,576 | 5,585 | 0 | 0 | 0 | 0 | 0 | 0 | 5,585 | 0 |
| Total | 21,962 | 16,285 | 5,644 | 33 | 0 | 0 | 0 | 0 | 0 | 5,677 | 0 |
| Federal-Aid | 18,345 | 13,410 | 4,935 | 0 | 0 | 0 | 0 | 0 | 0 | 4,935 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

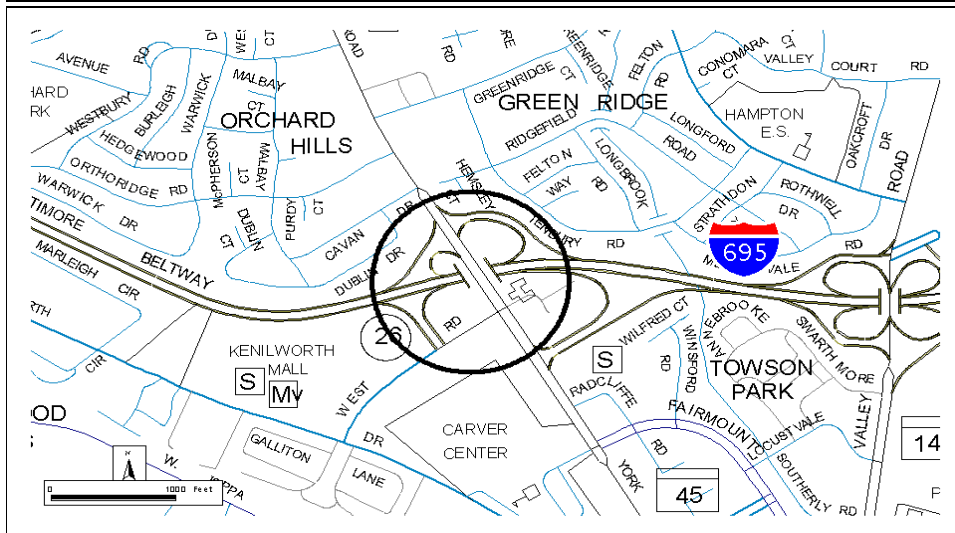
CURRENT (2004) - 182,000

PROJECTED (2030) - 238,900

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 4

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,032 | 1,032 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 616 | 535 | 67 | 14 | 0 | 0 | 0 | 0 | 0 | 81 | 0 |
| Construction | 15,180 | 11,606 | 3,574 | 0 | 0 | 0 | 0 | 0 | 0 | 3,574 | 0 |
| Total | 16,828 | 13,173 | 3,641 | 14 | 0 | 0 | 0 | 0 | 0 | 3,655 | 0 |
| Federal-Aid | 14,519 | 11,549 | 2,958 | 12 | 0 | 0 | 0 | 0 | 0 | 2,970 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

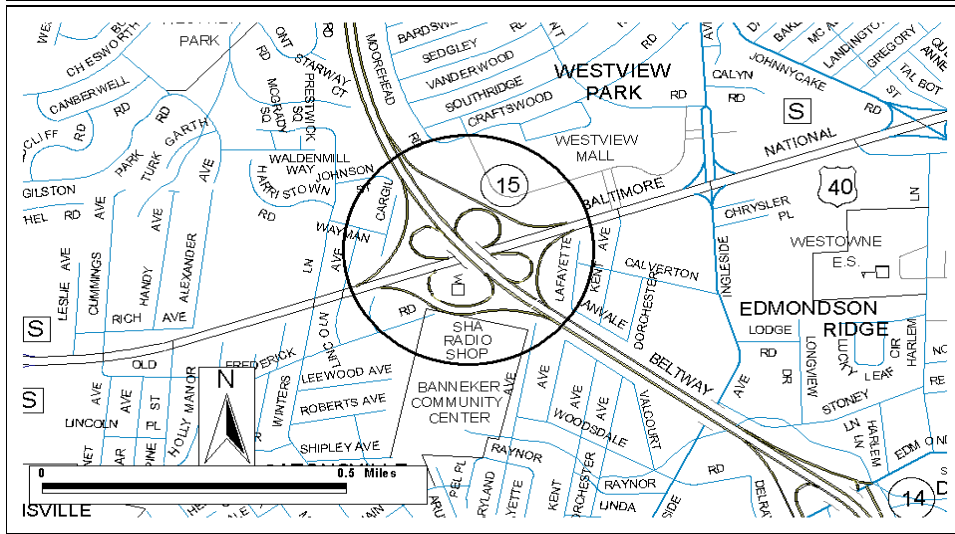
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 676 | 676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,933 | 1,080 | 3,853 | 0 | 0 | 0 | 0 | 0 | 0 | 3,853 | 0 |
| Total | 5,609 | 1,756 | 3,853 | 0 | 0 | 0 | 0 | 0 | 0 | 3,853 | 0 |
| Federal-Aid | 4,518 | 966 | 3,552 | 0 | 0 | 0 | 0 | 0 | 0 | 3,552 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

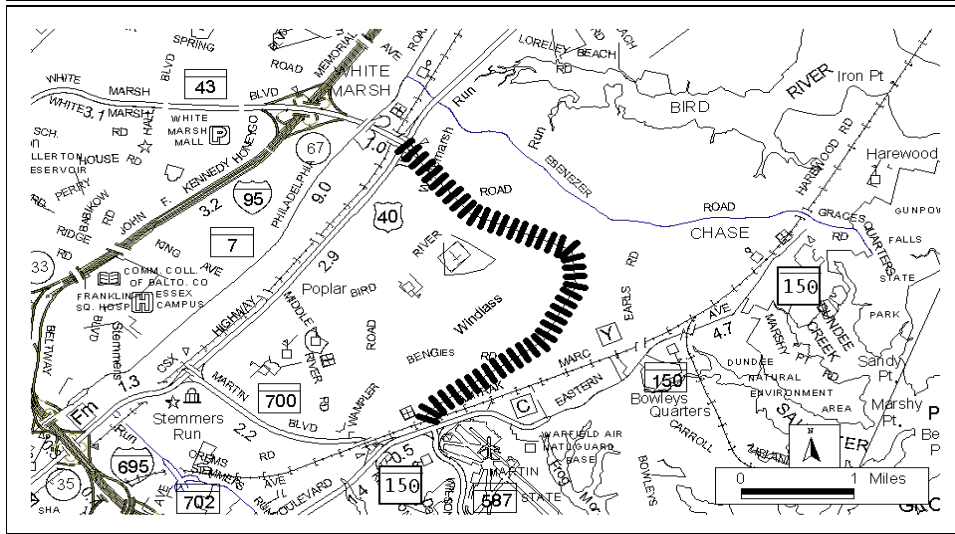
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 188,300

PROJECTED (2030) - 266,600

OPERATING COST IMPACT N/A



PROJECT: MD 43 Extended

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

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

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 2005 | | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| Planning | 1,425 | 1,425 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,957 | 1,957 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 9,471 | 3,093 | 4,618 | 1,760 | 0 | 0 | 0 | 0 | 0 | 6,378 | 0 |
| Construction | 42,113 | 31,536 | 5,525 | 5,052 | 0 | 0 | 0 | 0 | 0 | 10,577 | 0 |
| Total | 54,966 | 38,011 | 10,143 | 6,812 | 0 | 0 | 0 | 0 | 0 | 16,955 | 0 |
| Federal-Aid | 38,646 | 23,650 | 8,739 | 6,257 | 0 | 0 | 0 | 0 | 0 | 14,996 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Urban Principal Arterial

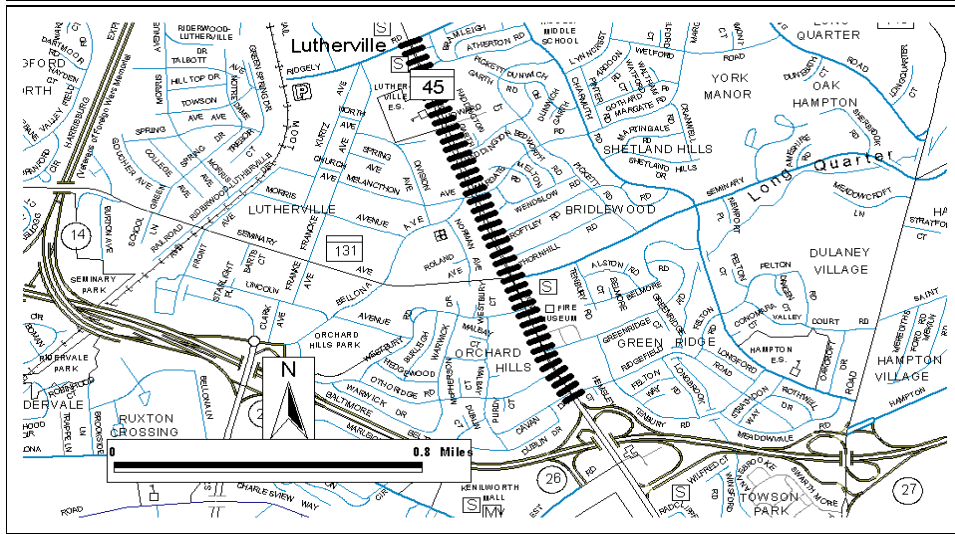
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

PROJECTED (2030) - 56,800

OPERATING COST IMPACT \$18,000 per year



PROJECT: MD 45, York Road

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

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

SMART GROWTH STATUS:

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

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 1278 | 0 | 0 | 0 | 0 | NHS |
| CO | 6864 | 0 | 0 | 0 | 0 | NHS/HP |

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

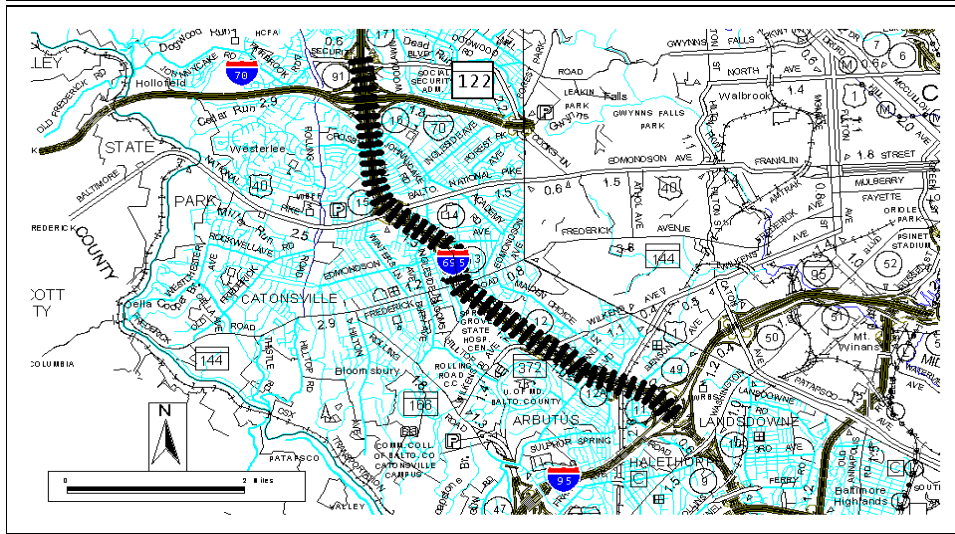
CURRENT (2004) - 44,500

PROJECTED (2030) - 62,400

OPERATING COST IMPACT \$1,400 per year

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 8

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 2144 | 0 | 0 | 0 | HP |
| RW | 0 | 0 | 1296 | 0 | 0 | HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

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

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 2005 | | | 2008 | 2009 | 2010 | 2011 | | |
| Planning | 1,426 | 1,426 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 13,795 | 9,802 | 534 | 2,500 | 959 | 0 | 0 | 0 | 3,993 | 0 |
| Right-of-way | 1,994 | 290 | 0 | 42 | 831 | 831 | 0 | 0 | 1,704 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 17,215 | 11,518 | 534 | 2,542 | 1,790 | 831 | 0 | 0 | 5,697 | 0 |
| Federal-Aid | 11,172 | 6,861 | 374 | 1,893 | 1,396 | 648 | 0 | 0 | 4,311 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

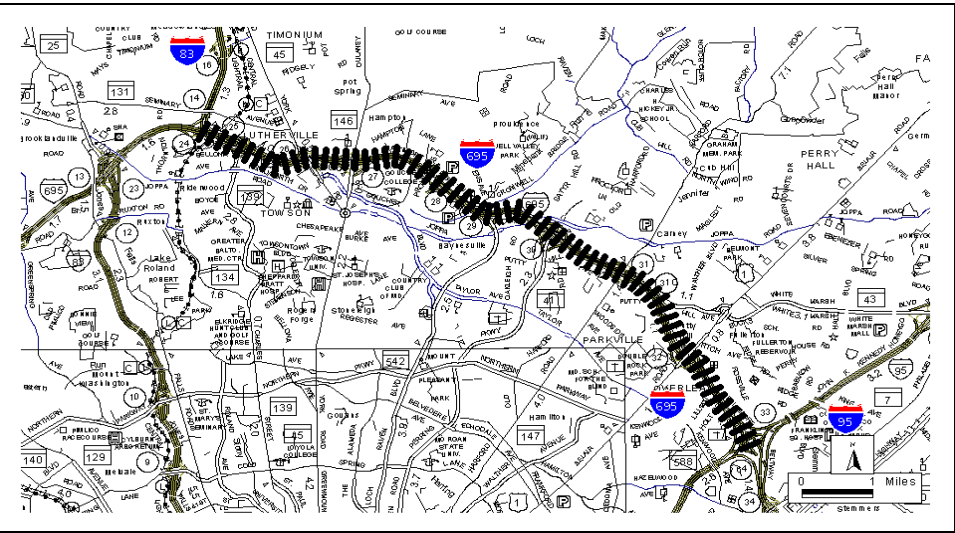
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 207,400

PROJECTED (2030) - 285,600

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

| 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 2005 | | |2008..... |2009..... |2010..... |2011..... |2012..... | | |
| Planning | 1,515 | 1,515 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 13,369 | 4,743 | 2,985 | 3,468 | 2,173 | 0 | 0 | 0 | 0 | 8,626 | 0 |
| Right-of-way | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 14,900 | 6,274 | 2,985 | 3,468 | 2,173 | 0 | 0 | 0 | 0 | 8,626 | 0 |
| Federal-Aid | 10,110 | 4,239 | 1,715 | 2,461 | 1,695 | 0 | 0 | 0 | 0 | 5,871 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

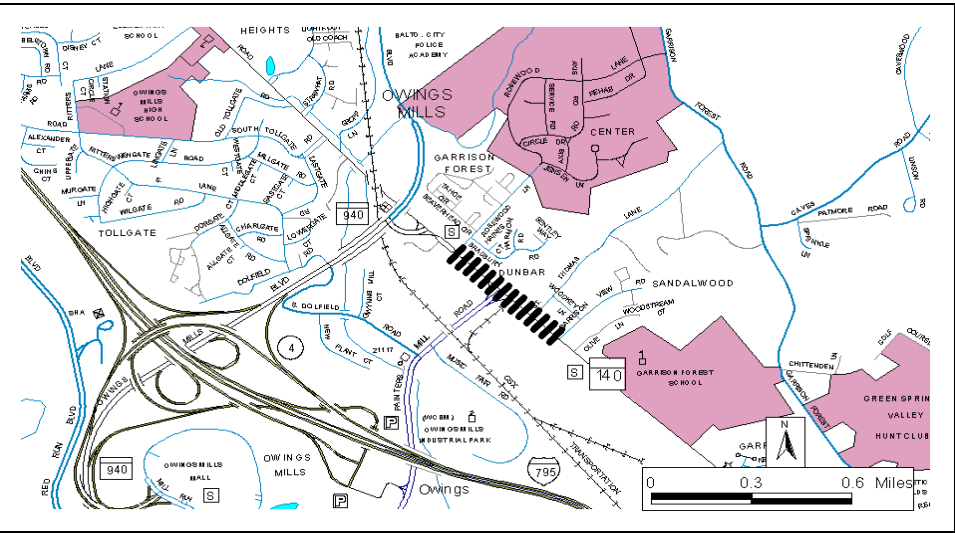
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 176,900

PROJECTED (2030) - 233,700

OPERATING COST IMPACT N/A



PROJECT: MD 140, Reisterstown Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED | | | |2008..... |2009..... |2010..... |2011..... | | |
| | COST (\$000) | | | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,492 | 381 | 500 | 445 | 166 | 0 | 0 | 0 | 1,111 | 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 | 1,492 | 381 | 500 | 445 | 166 | 0 | 0 | 0 | 1,111 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

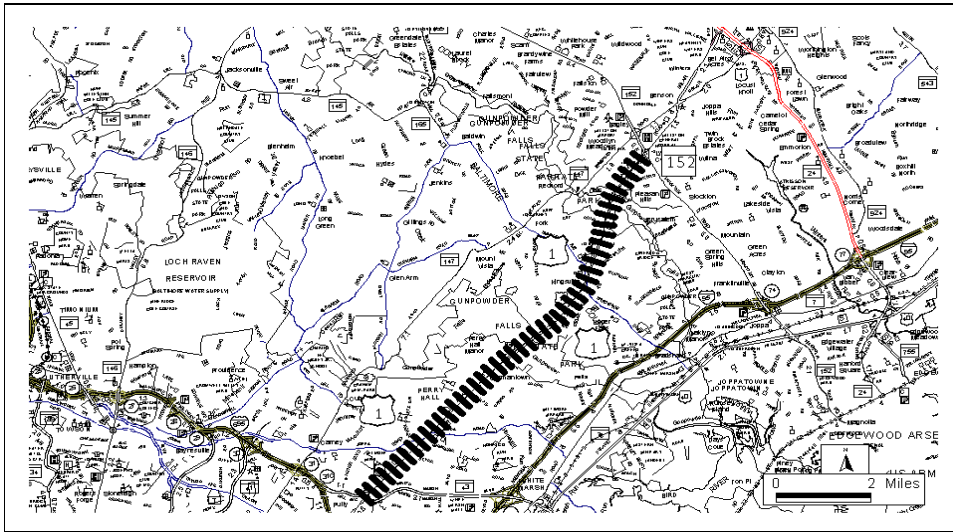
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 (Harford County - Line 6)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 34,600

PROJECTED (2030) - 57,100

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 12

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Community Safety and Enhancements (cont'd)</u> | | | | |
| 58 | MD 139 | Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering and right-of-way only. Right-of-way to start in FY 2007.) | 500 | PE Underway |
| 59 | MD 144 | Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary engineering only) | 600 | PE Underway |
| 60 | MD 147 | Harford Road; Baltimore City Line to Joppa Road in Parkville; streetscape | 10,148 | FY 2007 |
| 61 | MD 150 | Eastern Boulevard; at Bridge 3096 over Middle River; aesthetic improvements | 218 | Under construction |
| 62 | MD 150 | Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; streetscape (Funded for preliminary engineering only) | 500 | PE Underway |
| 63 | MD 151 | North Point Boulevard; Morse Lane to Wise Avenue; streetscape (Note: The cost shown represents SHA share of project cost) | 2,332 | Completed |
| <u>Environmental Preservation</u> | | | | |
| 64 | MD 43 EXT | White Marsh Boulevard; US 40 to MD 150; reforestation | 236 | Completed |
| 65 | MD 295 | Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscape | 159 | FY 2006 |
| 66 | I 695 | Baltimore Beltway; 1,500 feet east of Stevenson Road to MD 25 (Falls Road); landscape | 238 | Completed |
| <u>Intersection Capacity Improvements</u> | | | | |
| 67 | US 1 | Belair Road; Cottingham Road to Joppa Road/India Avenue; capacity improvements (Funded for preliminary engineering only) | 521 | PE Underway |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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



Baltimore City

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE CITY LINE 1

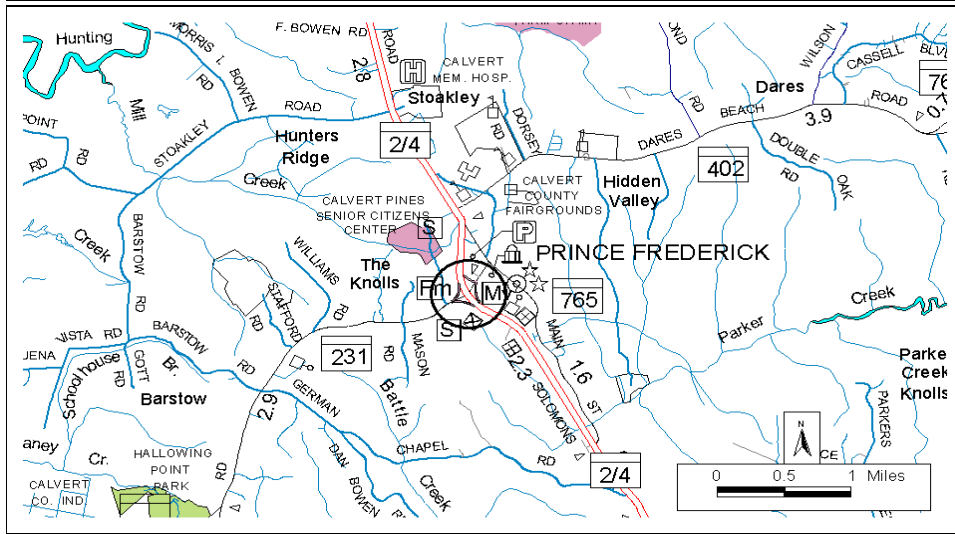
| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|---|--------------------------------|--|
| | | <u>Fiscal Year 2005 Completions</u> | | |
| | | <u>Enhancements</u> | | |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| 1 | | Baltimore Promenade - Frederick Douglass/Isaac Myers Park - construction of a segment of the Baltimore Waterfront Promenade | 1,049 | Completed |
| 2 | | Gwynns Falls Trail Phase III - construction of a five mile section of the Gwynns Falls Trail from Carroll Park to the Baltimore Inner Harbor | 1,500 | Completed |
| | | <u>Fiscal Years 2006 and 2007</u> | | |
| | | <u>Enhancements</u> | | |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| 3 | | Jones Falls Trail - Phase III - construct a 2.75 mile extension of the Jones Falls Trail through Druid Hill Park to the Woodberry Light Rail stop | 800 | FY 2007 |
| 4 | | Baltimore Promenade - Union Wharf - construction of a segment of the Baltimore Waterfront Promenade at 901-933 South Wolfe Street in Fells Point | 1,708 | FY 2006 |
| | | <u>Rehabilitation/Operation of Historic Transportation Structures</u> | | |
| 5 | | Jones Falls Trail Phase IV; Woodberry Light Rail station to Cylburn Arboretum; add 2.4 miles to the Jones Falls trail | 2,000 | FY 2007 |
| 6 | | B&O Railroad Museum Passenger Car Shop; south car shop; rehabilitation of the south car shop | 1,000 | FY 2007 |
| 7 | | Mount Royal Station Renovation - rehabilitation of the 1896 B&O Station and Train Shed | 896 | FY 2007 |



Calvert

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 2/4, Solomons Island Road

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

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 Stokley Road (Line 4)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 10741 | 0 | 0 | NHS |

STATUS: Engineering and Right-of-way underway.

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

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 2005 | | | 2008 | 2009 | 2010 | 2011 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 893 | 597 | 237 | 47 | 12 | 0 | 0 | 0 | 296 | 0 |
| Right-of-way | 8,800 | 669 | 3,815 | 3,835 | 481 | 0 | 0 | 0 | 8,131 | 0 |
| Construction | 13,770 | 0 | 0 | 0 | 5,200 | 3,459 | 3,321 | 1,790 | 13,770 | 0 |
| Total | 23,463 | 1,266 | 4,052 | 3,882 | 5,693 | 3,459 | 3,321 | 1,790 | 22,197 | 0 |
| Federal-Aid | 10,741 | 0 | 0 | 0 | 4,056 | 2,698 | 2,591 | 1,396 | 10,741 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Principal Arterial

STATE SYSTEM: Primary

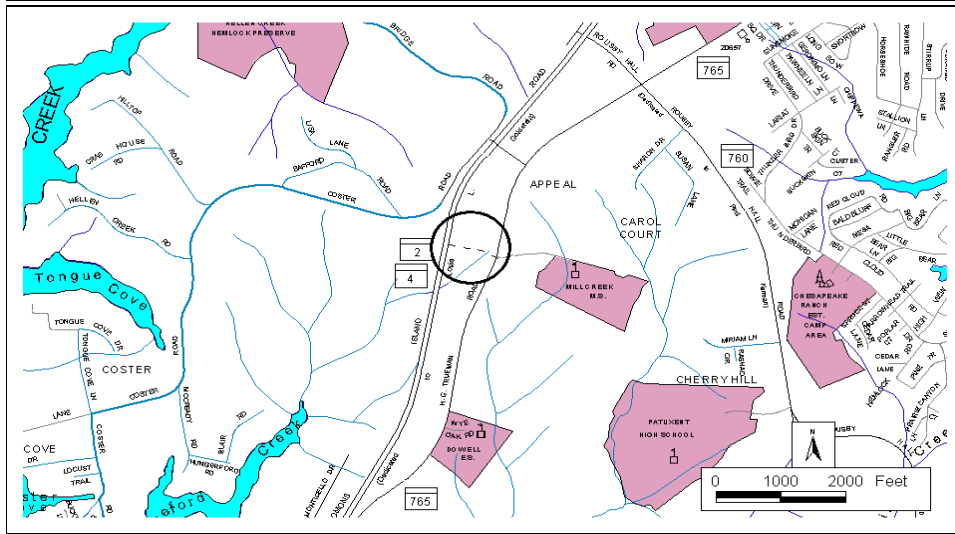
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 41,900

PROJECTED (2030) - 75,850

OPERATING COST IMPACT \$1,500 per year

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 2/4, Lusby Connector

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

[illegible]

FUNCTION :

STATE - Principal Arterial

FEDERAL - Principal Arterial

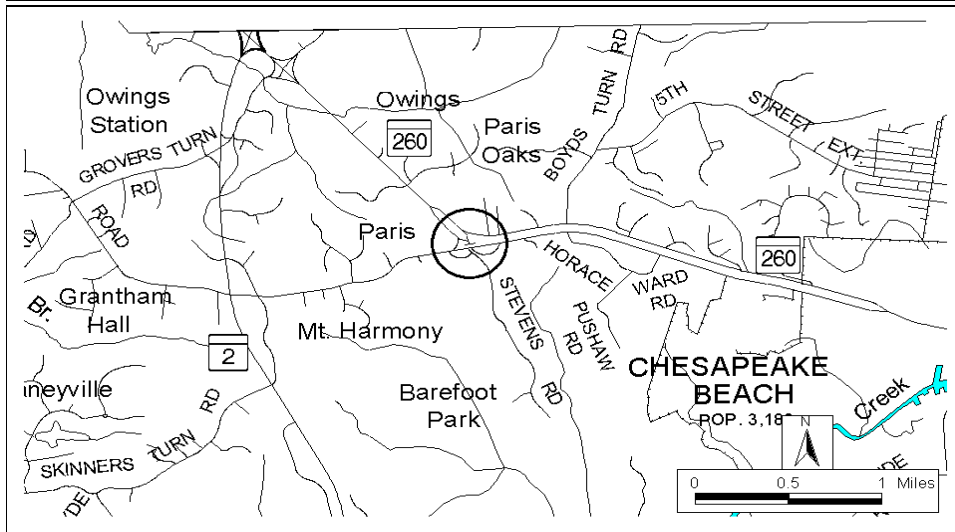
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

PROJECTED (2030) - N/A

| | |
|------------------------------|-----|
| OPERATING COST IMPACT | N/A |
|------------------------------|-----|



PROJECT: MD 260, Chesapeake Beach Road

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

JUSTIFICATION: The old bridge was structurally deficient.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Open to Service.

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 360 | 360 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 8 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | |
| Construction | 1,837 | 426 | 1,411 | 0 | 0 | 0 | 0 | 0 | 1,411 | 0 | |
| Total | 2,205 | 790 | 1,415 | 0 | 0 | 0 | 0 | 0 | 1,415 | 0 | |
| Federal-Aid | 1,457 | 339 | 1,118 | 0 | 0 | 0 | 0 | 0 | 1,118 | 0 | |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

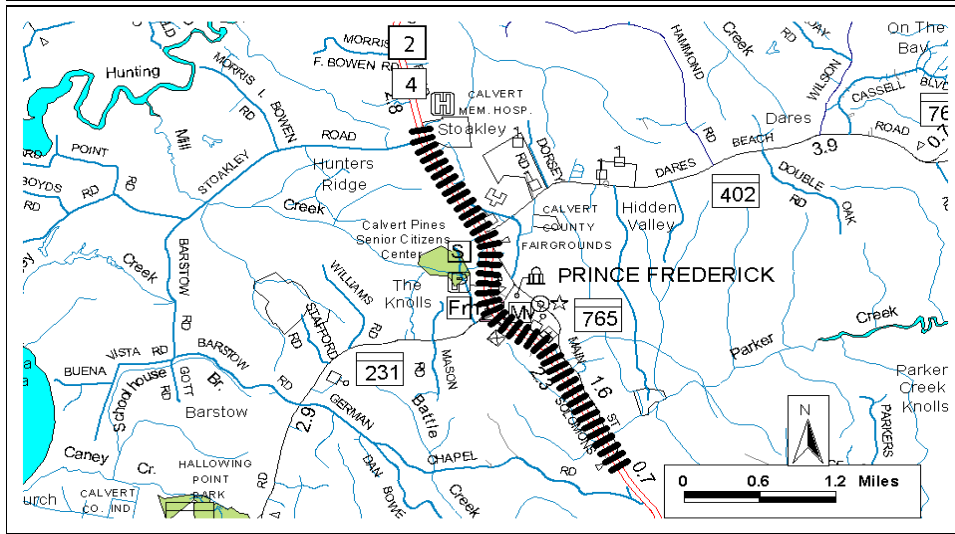
CURRENT (2004) - 6,900

PROJECTED (2030) - 11,600

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Calvert County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 2/4, Solomons Island Road

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

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 (County Project)

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 1,969 | 1,969 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,351 | 1,351 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 644 | 644 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,964 | 3,964 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 1,548 | 1,548 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 48,150

PROJECTED (2030) - 83,600

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CALVERT COUNTY LINE 5

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

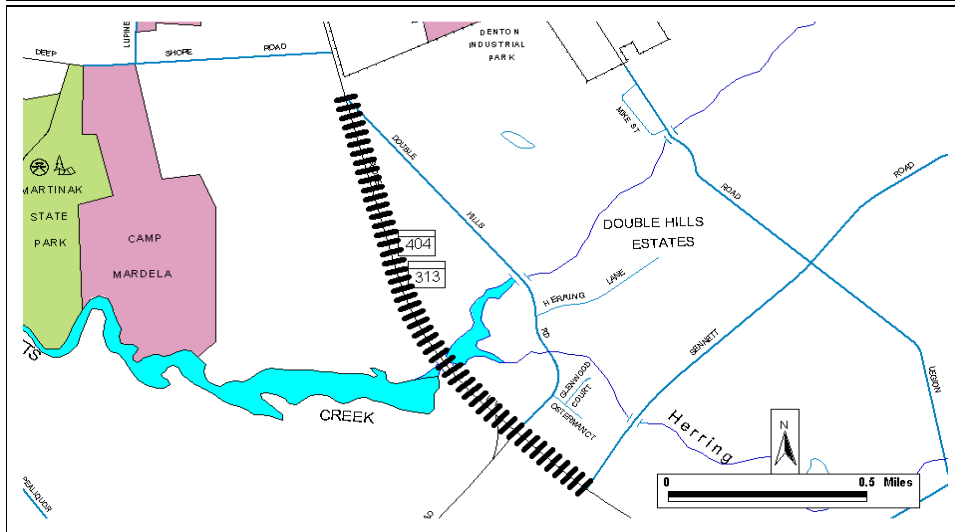
| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|------------|--|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Community Safety and Enhancements</u> | | | | |
| 10 | MD 261 | Bayside Road; First Street to Old Bayside Road and MD 260 from MD 261 to Cox Road in Chesapeake Beach; streetscape | 4,234 | FY 2006 |
| 11 | MD 760/765 | Rousby Hall Road/H.G. Trueman Road; MD 760 from east of MD 765 to west of MD 765 and MD 765 from Appeal Lane to south of MD 760 (Lusby); streetscape (Funded for concept development and preliminary engineering only. Preliminary engineering to begin in FY 2006.) | 500 | Concepts Underway |
| <u>Environmental Preservation</u> | | | | |
| 12 | MD 765 | St. Leonard Road; Trueman Drive at Calvert County mitigation site search; reforestation | 69 | FY 2006 |
| <u>Sidewalks</u> | | | | |
| 13 | MD 2 | Solomons Island Road; Solomon's Museum ramp; intersection improvement, realign intersection, adjust sidewalks and channelize median | 46 | FY 2006 |
| <u>Access Controls</u> | | | | |
| 14 | MD 2/4 | Solomons Island Road/Southern Maryland Boulevard; MD 264 to MD 258; purchase right-of-way for access controls | 1,143 | FY 2006 |
| <u>Enhancements</u> | | | | |
| <u>Preservation of Abandoned Railway Corridors</u> | | | | |
| 15 | | Chesapeake Beach Railway - construction of an 8 feet wide trail from the Kellam's Recreation Complex to Bayview Hills and Richfield Station including bridges over Fishing Creek and boardwalks | 1,630 | FY 2006 |



Caroline

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 1

PRIMARY CONSTRUCTION PROGRAM



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,420 | 1,044 | 376 | 0 | 0 | 0 | 0 | 0 | 376 | 0 | 0 |
| Right-of-way | 3,234 | 808 | 1,038 | 927 | 461 | 0 | 0 | 0 | 2,426 | 0 | 0 |
| Construction | 12,395 | 0 | 2,073 | 5,950 | 4,372 | 0 | 0 | 0 | 12,395 | 0 | 0 |
| Total | 17,049 | 1,852 | 3,487 | 6,877 | 4,833 | 0 | 0 | 0 | 15,197 | 0 | 0 |
| Federal-Aid | 13,448 | 1,360 | 2,667 | 5,502 | 3,919 | 0 | 0 | 0 | 12,088 | 0 | 0 |

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

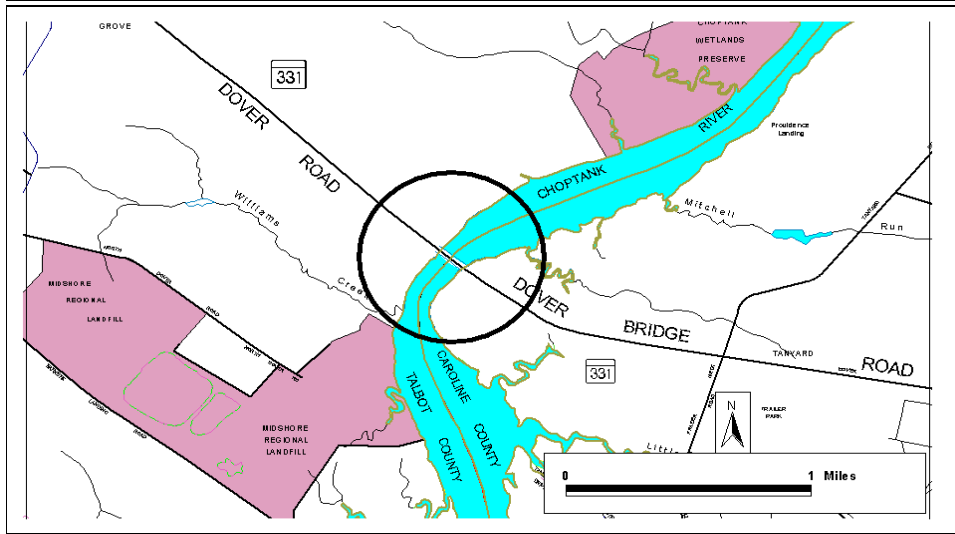
CURRENT (2004) - 15,300
 20,300 (Summer)

PROJECTED (2030) - 23,700
 29,800 (Summer)

OPERATING COST IMPACT \$7,800 per year

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 2

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 331, Dover Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

| Federal Funding By Year of Obligation | | | | | |
|---------------------------------------|----------|----------|----------|----------|-----------------|
| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 |
| PP | 0 | 0 | 0 | 0 | 0 |
| PE | 0 | 0 | 0 | 0 | 0 |
| RW | 0 | 0 | 0 | 833 | 0 |
| CO | 0 | 0 | 0 | 33368 | 0 |

STATUS: Engineering underway.

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

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

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

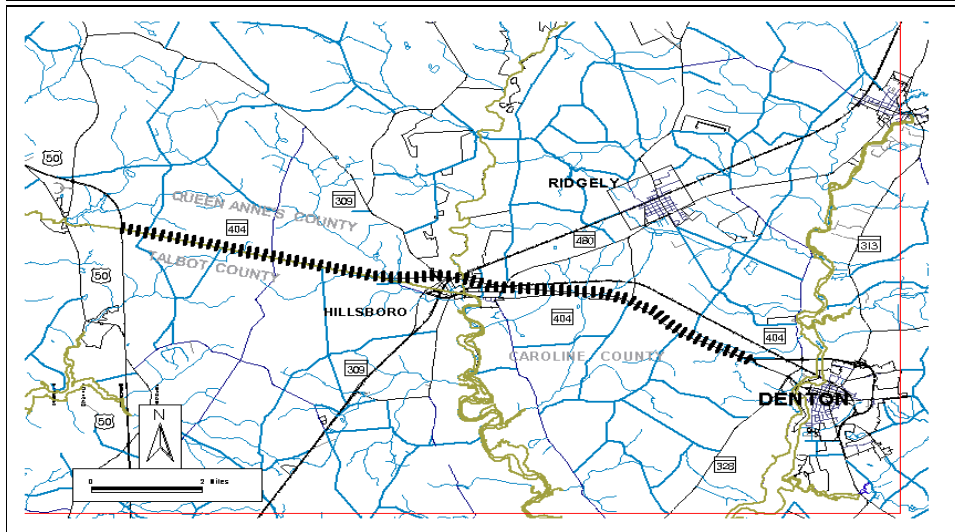
CURRENT (2004) - 13,400

PROJECTED (2030) - 19,000

OPERATING COST IMPACT \$55,400 per year

STATE HIGHWAY ADMINISTRATION -- Caroline County -- Line 3

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 7410 | 0 | 0 | 0 | 0 | NHS/HP |
| RW | 0 | 823 | 0 | 0 | 0 | HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 487 | 487 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 9,500 | 0 | 3,600 | 4,800 | 1,100 | 0 | 0 | 0 | 0 | 9,500 | 0 |
| Right-of-way | 1,055 | 0 | 0 | 633 | 422 | 0 | 0 | 0 | 0 | 1,055 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,042 | 487 | 3,600 | 5,433 | 1,522 | 0 | 0 | 0 | 0 | 10,555 | 0 |
| Federal-Aid | 8,233 | 0 | 2,808 | 4,238 | 1,187 | 0 | 0 | 0 | 0 | 8,233 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,500
22,600 (Summer)

PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A

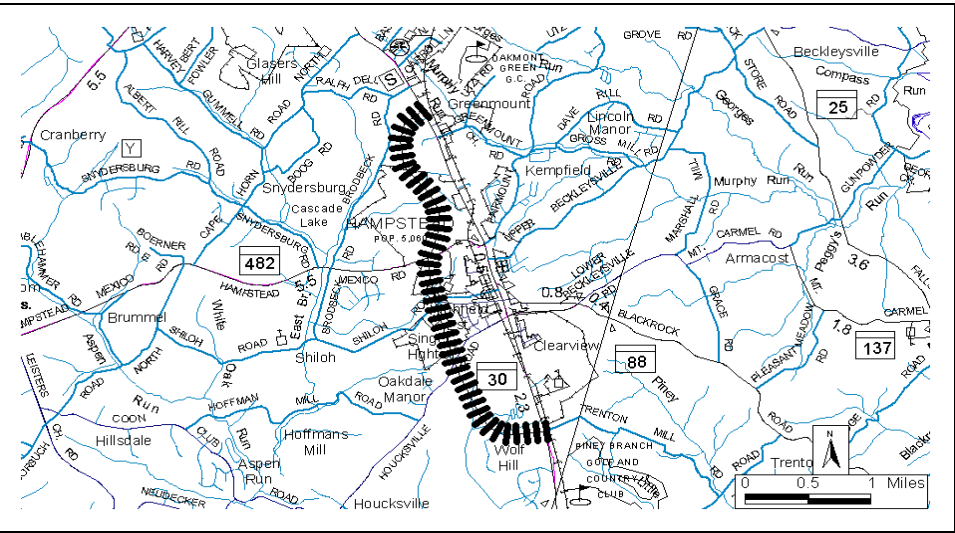
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CAROLINE COUNTY LINE 4

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



Carroll



PROJECT: MD 30 Relocated, Hampstead Bypass

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | COST | | | | | | | | | |
| | (\$000) | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 408 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,894 | 6,839 | 55 | 0 | 0 | 0 | 0 | 0 | 55 | 0 |
| Right-of-way | 25,031 | 16,519 | 3,500 | 5,012 | 0 | 0 | 0 | 0 | 8,512 | 0 |
| Construction | 52,823 | 0 | 3,004 | 15,184 | 20,189 | 14,446 | 0 | 0 | 52,823 | 0 |
| Total | 85,156 | 23,766 | 6,559 | 20,196 | 20,189 | 14,446 | 0 | 0 | 61,390 | 0 |
| Federal-Aid | 45,470 | 4,232 | 2,377 | 11,844 | 15,748 | 11,268 | 0 | 0 | 41,238 | 0 |

FUNCTION:

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

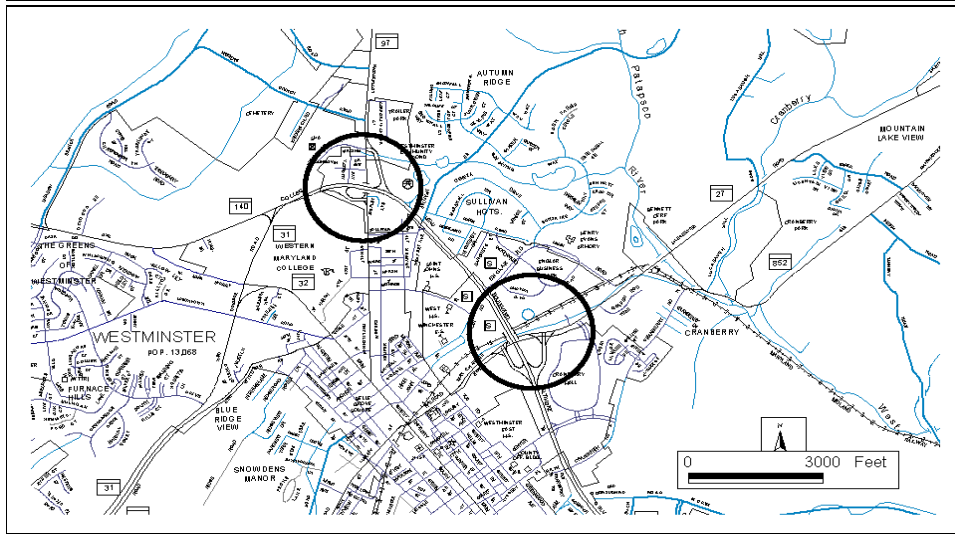
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A



PROJECT: MD 140, Baltimore Boulevard

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

JUSTIFICATION: This project will replace the deteriorated bridges and provide for future capacity improvements on MD 140 through 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 4)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

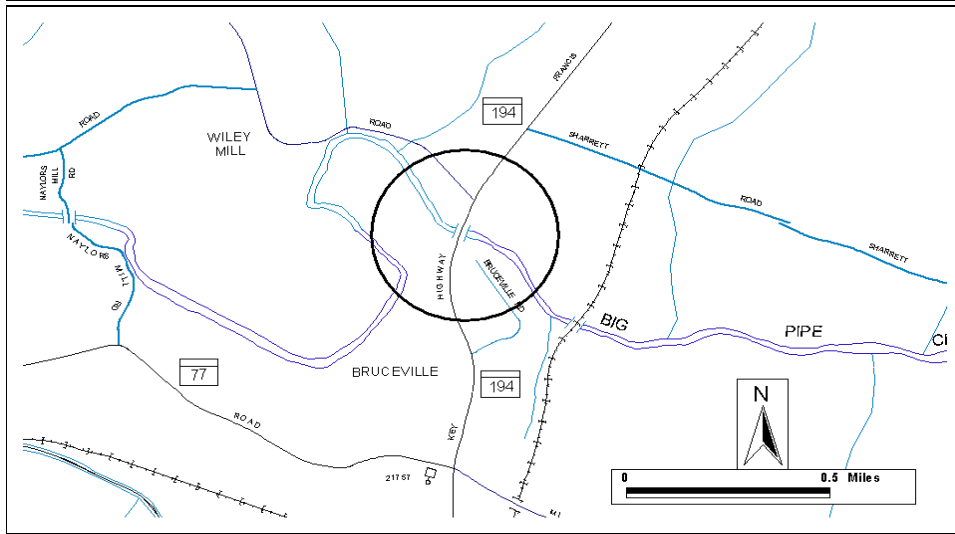
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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

PROJECTED (2030) - 81,500

OPERATING COST IMPACT \$13,600 per year



PROJECT: MD 194, Francis Scott Key Highway

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | |
|---------------------------|---------------------------------------|------------------------|-------------------------|---|----------------------------|---------------|---------------|---------------|----------------------|---------------------------|--|
| PROJECT CASH FLOW | | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 378 | 378 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 35 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 2,585 | 1,452 | 1,133 | 0 | 0 | 0 | 0 | 0 | 1,133 | 0 | |
| Total | 2,998 | 1,865 | 1,133 | 0 | 0 | 0 | 0 | 0 | 1,133 | 0 | |
| Federal-Aid | 2,065 | 1,162 | 903 | 0 | 0 | 0 | 0 | 0 | 903 | 0 | |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

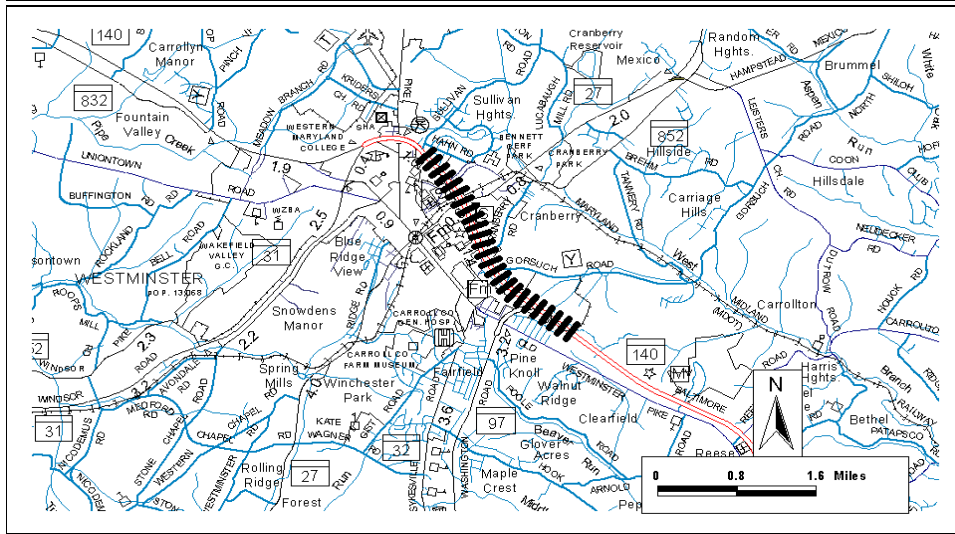
CURRENT (2004) - 5,200

PROJECTED (2030) - 8,200

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 4

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 140, Baltimore Boulevard

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|---|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 1,584 | 1,079 | 505 | 0 | 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 | 1,584 | 1,079 | 505 | 0 | 0 | 0 | 0 | 0 | 0 | 505 | 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)

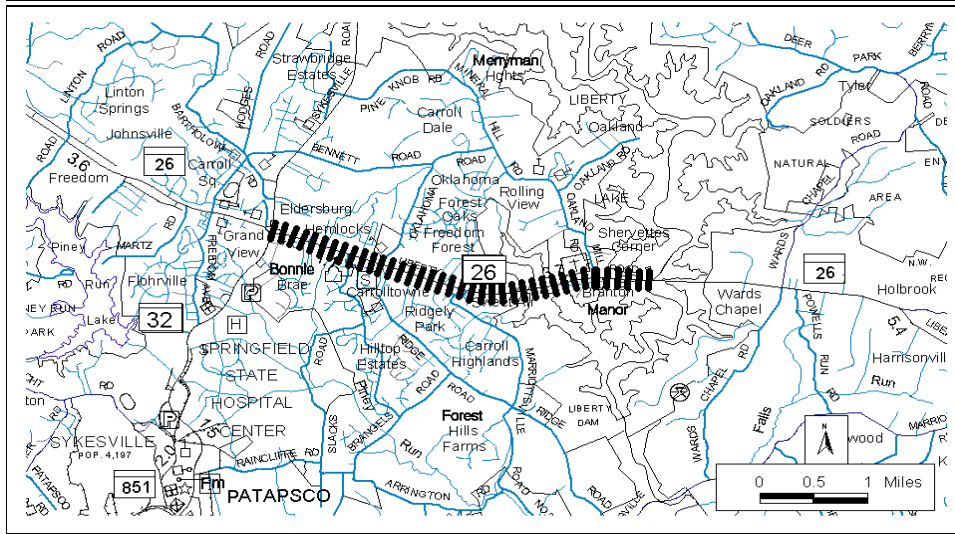
CURRENT (2004) - 43,800 - 51,600

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Carroll County -- Line 5

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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Partial Engineering underway. An additional \$3.1 million needed to complete Engineering. County and State split planning cost and County contributing \$1.0 million towards engineering cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 282 | 282 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 600 | 0 | 340 | 260 | 0 | 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 | 882 | 282 | 340 | 260 | 0 | 0 | 0 | 0 | 600 | 0 | |
| Federal-Aid | 197 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement (cont'd)</u> | | | | |
| 8 | MD 27 | Manchester Road; at MD 140 ramps; construct right turn lanes on the ramp (Funded for preliminary engineering only) | 118 | PE Underway |
| 9 | MD 30 | Hanover Pike; at Cape Horn Road; intersection improvements and turn lanes on MD 30 (Funded for preliminary engineering only) | 180 | PE Underway |
| 10 | MD 32 | Sykesville Road; north of MD 32/MD 851 intersection to south of MD 32/Main Street intersection; reconstruct intersection (Note: Project schedule is dependent upon Town of Sykesville. Cost shown represents SHA share of project cost and the SHA share increased \$2.7 million) | 6,100 | FY 2006 |
| 11 | I 70 | Baltimore National Pike; various locations throughout Carroll County; replace turndown end treatments and upgrade traffic barriers | 19 | Under construction |
| 12 | MD 97 | Littlestown Pike; at Stone Road; reconstruct shoulders to provide left turn lanes (Funded for preliminary engineering only) | 140 | FY 2006 |
| <u>Community Safety and Enhancements</u> | | | | |
| 13 | MD 30 | Hanover Pike; CSX Railroad to Northwoods Trail; streetscape (Funded for preliminary engineering only) | 700 | FY 2007 |
| 14 | MD 31 | High Street Extended; MD 31 to MD 75 in New Windsor; extension/streetscape | 2,249 | FY 2006 |
| 15 | MD 140 | Baltimore Street; through Taneytown; streetscape | 10,300 | FY 2007 |
| <u>Intersection Capacity Improvements</u> | | | | |
| 16 | MD 27 | Ridge Road; at Twin Arch Road/Park Avenue; widening for additional through lanes (Funded for preliminary engineering only) | 30 | PE Underway |

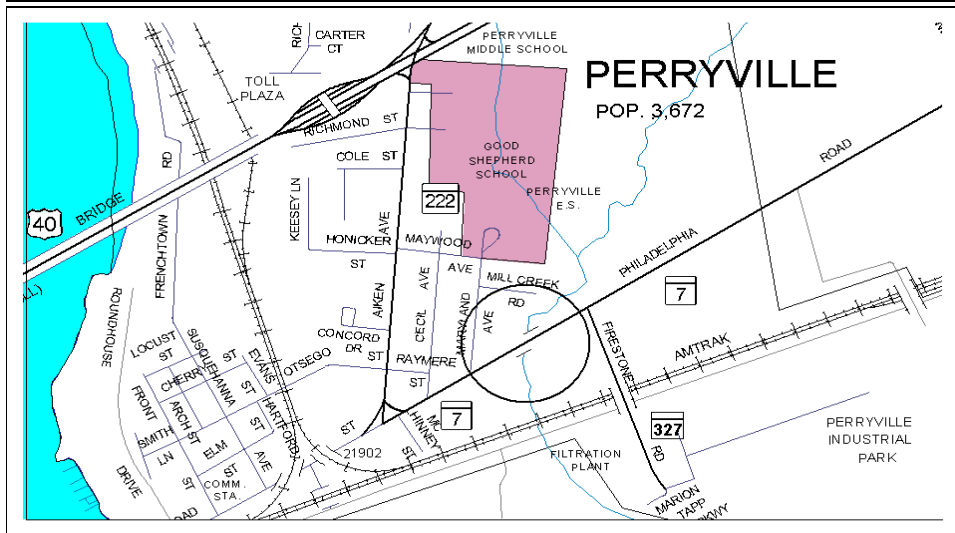
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CARROLL COUNTY LINE 6 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Intersection Capacity Improvements (cont'd)</u> | | |
| 17 | MD 32 | Sykesville Road; at MacBeth Way/Piney Ridge Parkway; provide two through lanes in each direction on MD 32; signalize intersection (Cost shown represents SHA share. County contributing \$2.5 million.) | 2,500 | FY 2007 |
| 18 | MD 140 | Baltimore Boulevard; at Sandymount Road; widening to extend left turn lane (Funded for concept development only) | 30 | FY 2006 |
| | | <u>Enhancements</u> | | |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| 19 | | Wakefield Valley Community Trail - Phase 2B - construct the final component of the Wakefield Valley Community Trail, 1 mile in length, west of MD 31 from Tahoma Farm Road to Windsor Drive in the City of Westminster | 385 | FY 2006 |
| | | <u>Environmental Mitigation</u> | | |
| 20 | | Carroll County Airpark Watershed Assessment and Restoration Project - Phase 1 - inlet and conveyance improvements east of MD 97; Phase 2 - conversion of the stormwater management facility inlet channel to a wetland forbay for water quality improvement; Phase 3 - dredging of the stormwater management basin to improve storage capacity; Phase 4 - modify the facility riser structure to improve downstream channel protection; Phase 5 - buffer plantings around the facility | 67 | FY 2006 |



Cecil



PROJECT: MD 7B, Philadelphia Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 |2008..... |2009..... |2010..... |2011..... | | 0 | 0 |
| Engineering | 677 | 528 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 149 | 0 |
| Right-of-way | 54 | 26 | 22 | 5 | 1 | 0 | 0 | 0 | 0 | 28 | 0 |
| Construction | 2,833 | 0 | 0 | 2,833 | 0 | 0 | 0 | 0 | 0 | 2,833 | 0 |
| Total | 3,564 | 554 | 171 | 2,838 | 1 | 0 | 0 | 0 | 0 | 3,010 | 0 |
| Federal-Aid | 2,068 | 0 | 0 | 2,068 | 0 | 0 | 0 | 0 | 0 | 2,068 | 0 |

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 4,900

PROJECTED (2030) - 7,100

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CECIL COUNTY LINE 2

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| 1 | MD 272 | <u>Fiscal Year 2005 Completions</u> | 2,817 | Completed |
| | | <u>Community Safety and Enhancements</u> | | |
| | | Mauldin Avenue; Irishtown Road to 300 feet north of Russell Street; streetscape | | |
| | | <u>Fiscal Years 2006 and 2007</u> | | |
| 2 | MD 7D | <u>Resurface/Rehabilitate</u> | 801 | FY 2006 |
| | | West Main Street; MD 213 to Landing Lane; resurface | | |
| | | Singerly Road; MD 273 to the Pennsylvania State Line; resurface | | |
| | | Susquehanna Road; Rock Run to US 1; resurface | | |
| | | Telegraph Road; MD 213 to Big Elk Creek; resurface | | |
| 6 | MD 286 | <u>Bridge Replacement/Rehabilitation</u> | 350 | FY 2006 |
| | | 2nd Street; Ferry Slip Road to Back Creek; slope stabilization | | |
| | | <u>Safety/Spot Improvement</u> | | |
| 7 | MD 273 | Telegraph Road; at MD 213; widen to provide left and right turn lanes, pavement markings and modify signal phasing | 798 | Under construction |
| 8 | MD 273 | <u>Community Safety and Enhancements</u> | 3,191 | Under construction |
| | | Main Street; within the limits of Rising Sun; 2 lane urban street reconstruct | | |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

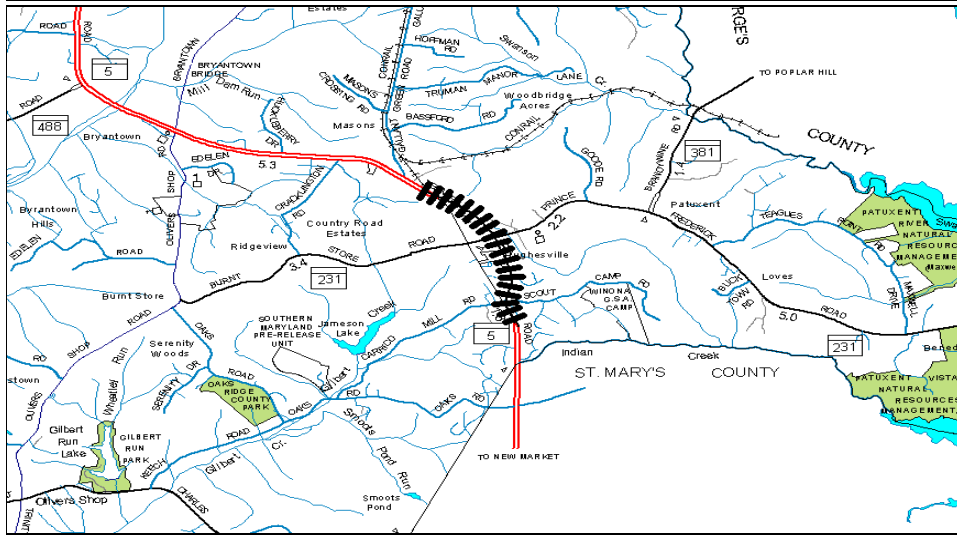
| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Commuter Action Improvements</u> | | |
| 9 | MD 213 | Augustine Herman Highway; at Frenchtown Road (Cecil County) and US 301 at MD 302 (Queen Anne's County); construct ridesharing facilities | 210 | Under construction |
| | | <u>Truck Weight</u> | | |
| 10 | US 301 | Blue Star Memorial Highway; at MD 299; construct truck weight and inspection station | 2,816 | Under construction |
| | | <u>Enhancements</u> | | |
| | | <u>Rehabilitation/Operation of Historic Transportation Structures</u> | | |
| 11 | | Port Deposit Jetty and Marina Park - reconstruction of an existing jetty to provide multi-modal transportation services for the Lower Susquehanna Greenway, landscaping and improvements to the adjacent Marina Park in the Town of Port Deposit | 1,199 | FY 2006 |
| 12 | | Gilpin Falls Covered Bridge - restoration of the 1859 Gilpin Falls Covered Bridge, which spans the Northeast Creek adjacent to MD 272 | 261 | FY 2006 |



Charles

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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 11000 | 0 | 0 | 0 | 0 | HP |

STATUS: Construction underway.

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| Planning | 1,990 | 1,990 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 4,237 | 4,196 | 41 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | |
| Right-of-way | 12,947 | 9,687 | 1,679 | 1,427 | 154 | 0 | 0 | 0 | 3,260 | 0 | |
| Construction | 34,775 | 8,529 | 9,477 | 9,857 | 6,912 | 0 | 0 | 0 | 26,246 | 0 | |
| Total | 53,949 | 24,402 | 11,197 | 11,284 | 7,066 | 0 | 0 | 0 | 29,547 | 0 | |
| Federal-Aid | 38,898 | 16,712 | 8,086 | 8,462 | 5,639 | 0 | 0 | 0 | 22,186 | 0 | |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

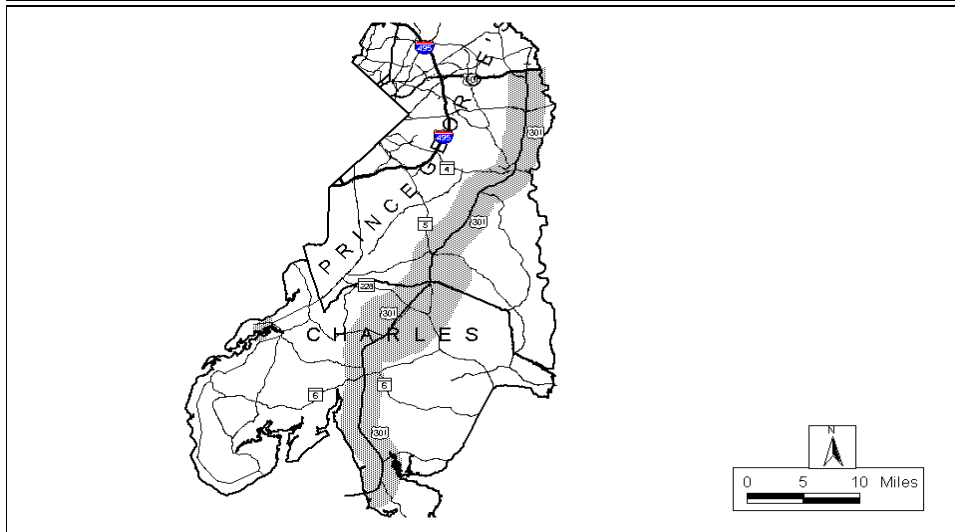
CURRENT (2004) - 38,300

PROJECTED (2030) - 67,800

OPERATING COST IMPACT \$11,400 per year

STATE HIGHWAY ADMINISTRATION -- Charles County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 301 South Corridor Transportation Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

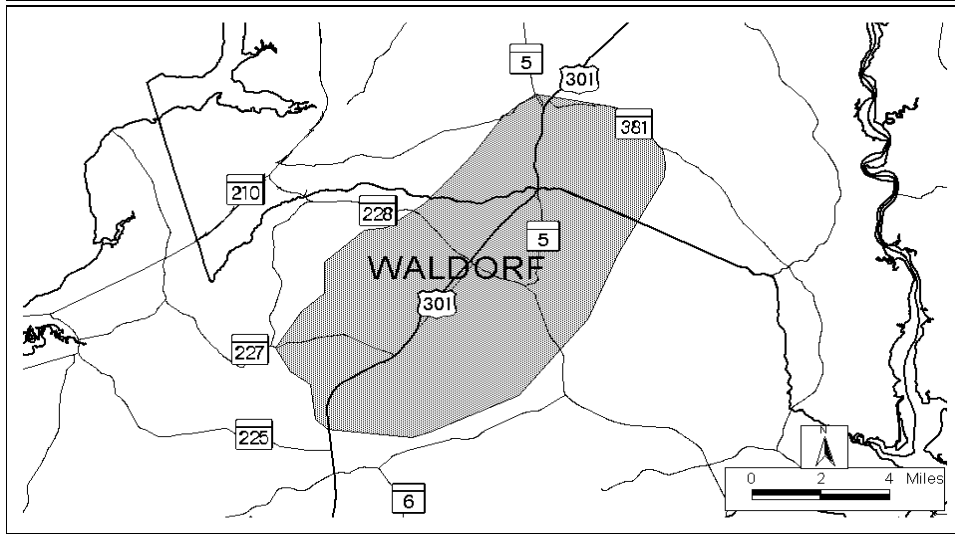
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 82,600

PROJECTED (2030) - 114,300

OPERATING COST IMPACT N/A



PROJECT: US 301, Waldorf Area Project

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

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

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 4,798 | 0 | 1,072 | 1,800 | 1,326 | 600 | 0 | 0 | 0 | 4,798 | 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 | 4,798 | 0 | 1,072 | 1,800 | 1,326 | 600 | 0 | 0 | 0 | 4,798 | 0 |
| Federal-Aid | 3,358 | 0 | 750 | 1,260 | 928 | 420 | 0 | 0 | 0 | 3,358 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 82,600

PROJECTED (2030) - 114,200

OPERATING COST IMPACT N/A

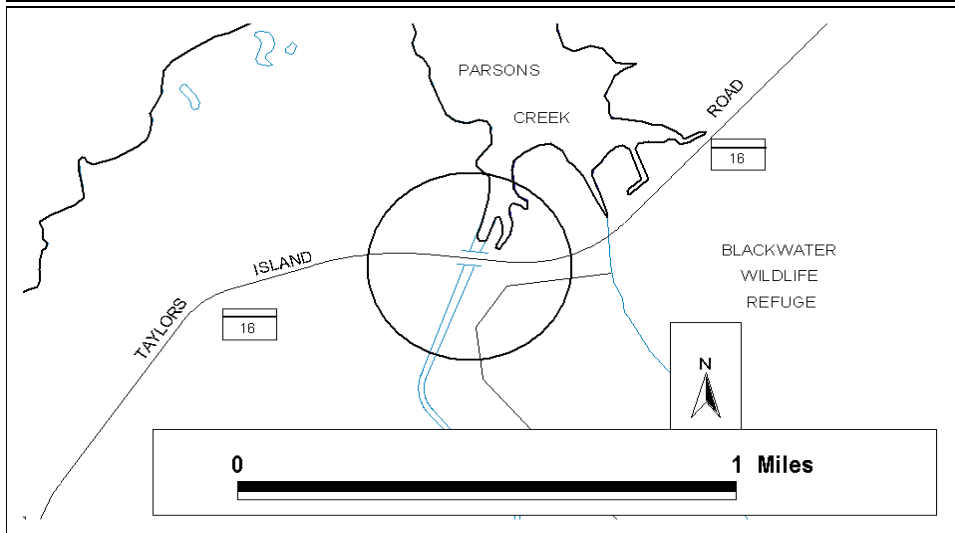
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- CHARLES COUNTY LINE 4

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



Dorchester



PROJECT: MD 16, Taylors Island Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 850

PROJECTED (2030) - 1,400

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- DORCHESTER COUNTY LINE 2

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

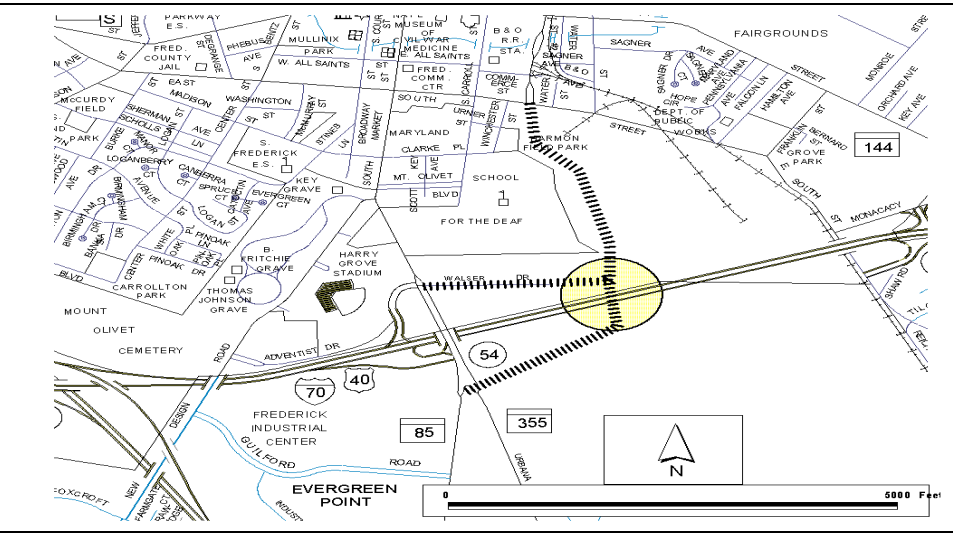
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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



Frederick



PROJECT: I-70, Baltimore National Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

STATUS: Construction underway.

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

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

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

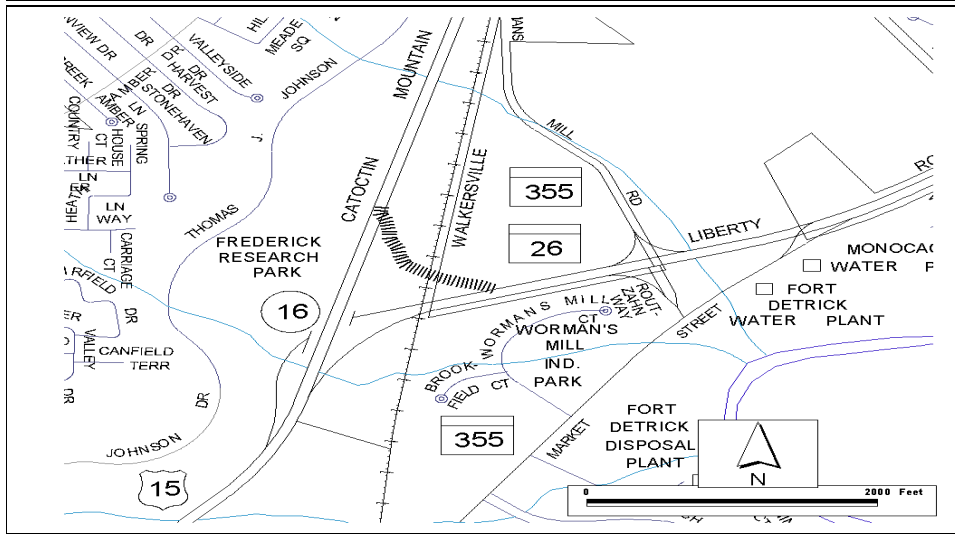
CURRENT (2004) - 0

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

OPERATING COST IMPACT \$17,600 per year

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 2

PRIMARY CONSTRUCTION PROGRAM



PROJECT: US 15, Catoctin 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:

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 241 | 241 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 110 | 86 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 |
| Construction | 1,596 | 0 | 840 | 756 | 0 | 0 | 0 | 0 | 0 | 1,596 | 0 |
| Total | 1,947 | 327 | 864 | 756 | 0 | 0 | 0 | 0 | 0 | 1,620 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

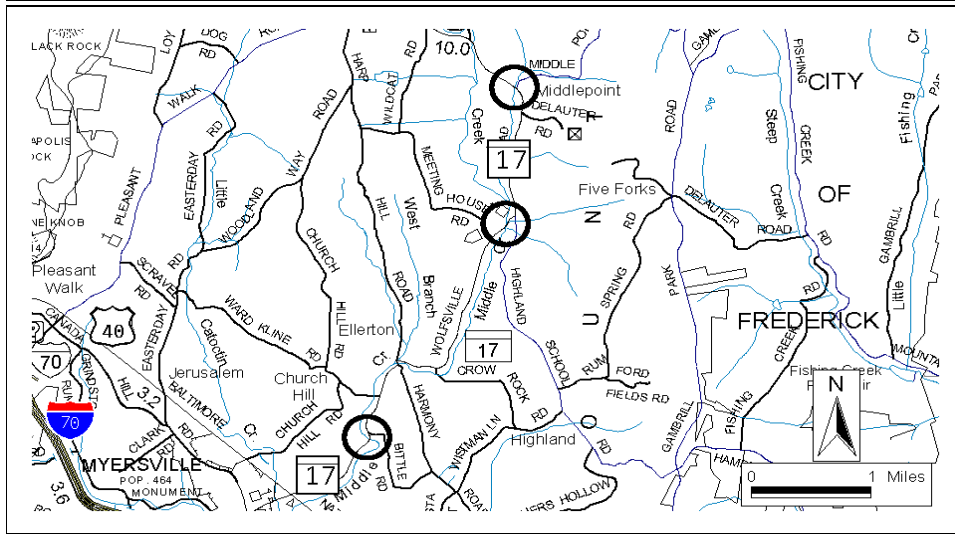
CURRENT (2004) - 39,500 - 73,250 (US 15)
33,100 (MD 26)

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 3

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 17, Wolfsville Road

DESCRIPTION: Replace Bridges 10068, 10069, and 10071 over Middle Creek and tributary to Middle Creek. 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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 |
| PP | 0 | 0 | 0 | 0 | 0 |
| PE | 0 | 0 | 0 | 0 | 0 |
| RW | 0 | 0 | 0 | 0 | 0 |
| CO | 0 | 0 | 0 | 0 | 0 |

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | |
|---|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|---|
| <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | |
| PROJECT CASH FLOW | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | |
| | | | | |2008..... |2009..... |2010..... |2011..... | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,059 | 1,059 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 206 | 157 | 21 | 28 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,746 | 2,828 | 1,918 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,011 | 4,044 | 1,939 | 28 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 4,553 | 3,022 | 1,531 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Rural Major Collector

FEDERAL - Rural Major Collector

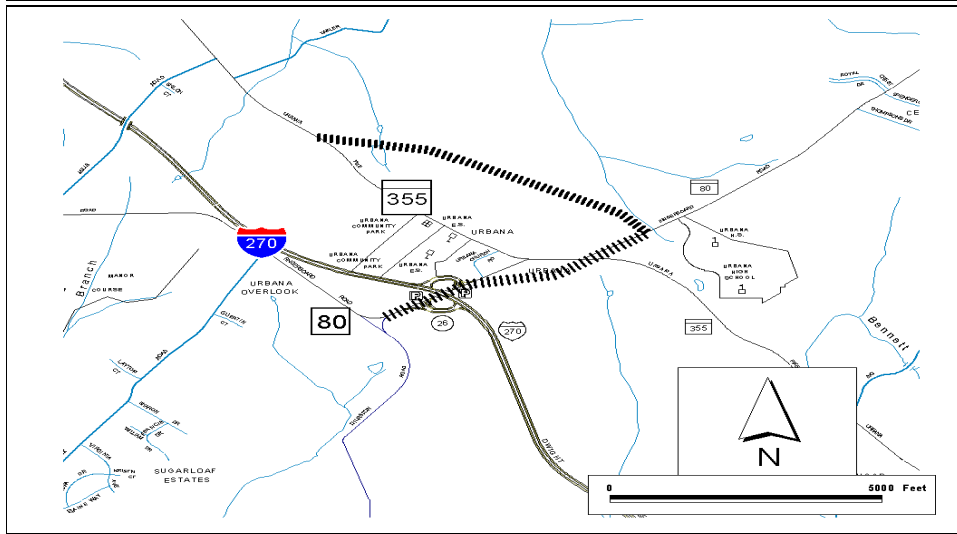
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 2,500

PROJECTED (2030) - 4,000

OPERATING COST IMPACT N/A



PROJECT: MD 80 and MD 355 Relocated

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

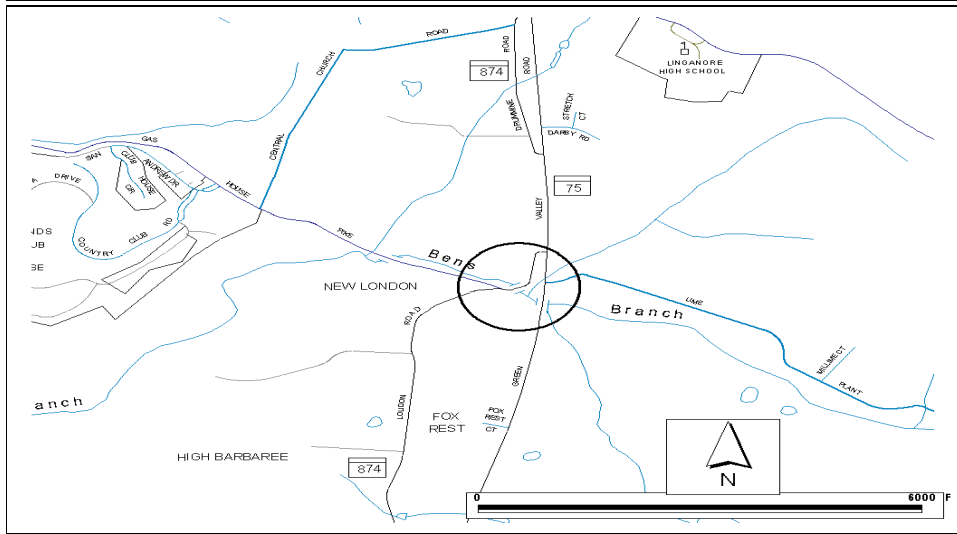
CURRENT (2004) - 9,250 (MD 85)
13,000 (MD 80)

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

OPERATING COST IMPACT \$11,800 per year

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 5

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 874C, Old New London Road

DESCRIPTION: Replaced Bridge 10043 over Ben's Branch.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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

FUNCTION :

STATE - Local

FEDERAL - Local

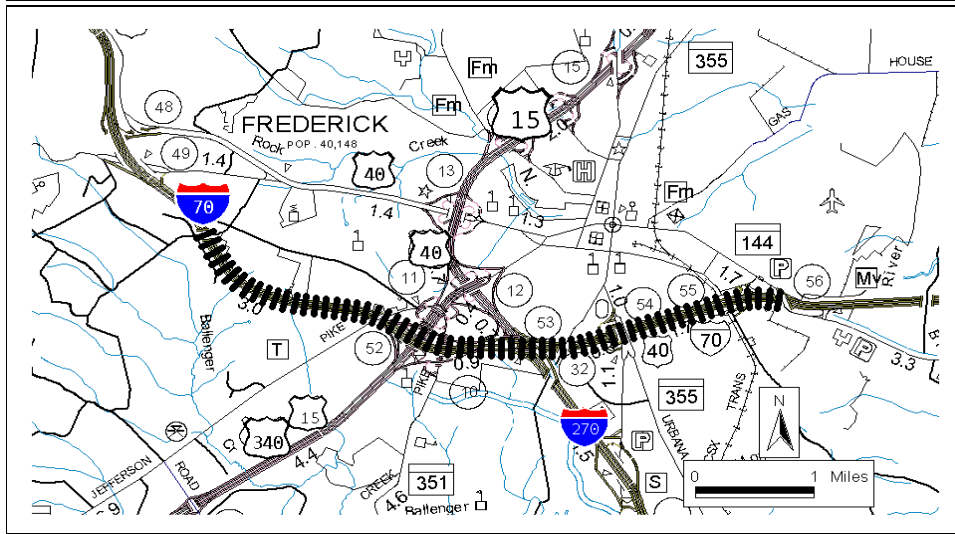
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 400

PROJECTED (2030) - 700

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

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

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 1,251 | 1,251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,919 | 6,604 | 315 | 0 | 0 | 0 | 0 | 0 | 0 | 315 | 0 |
| Right-of-way | 21,277 | 20,648 | 629 | 0 | 0 | 0 | 0 | 0 | 0 | 629 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 29,447 | 28,503 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 944 | 0 |
| Federal-Aid | 13,564 | 12,727 | 837 | 0 | 0 | 0 | 0 | 0 | 0 | 837 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

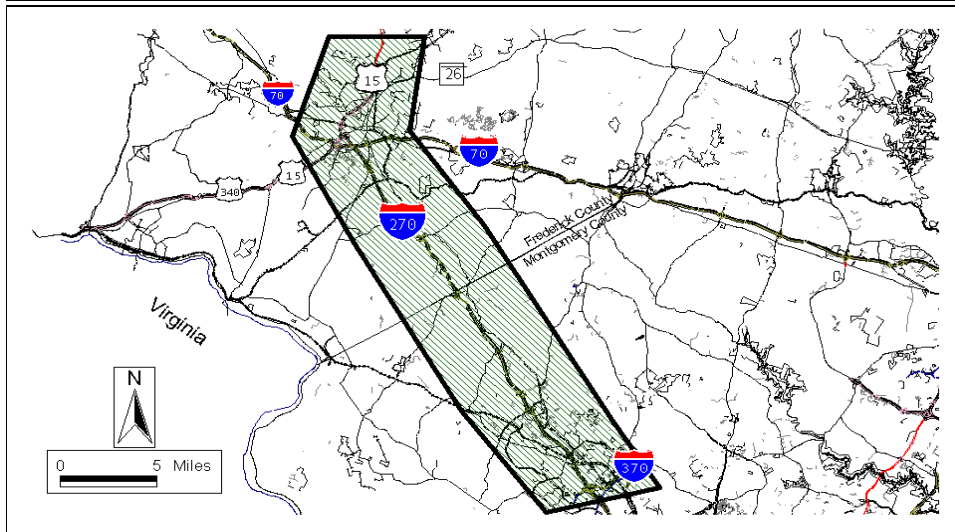
CURRENT (2004) - 77,350

PROJECTED (2030) - 127,500

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 7

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 17,172 | 11,913 | 1,528 | 2,202 | 1,529 | 0 | 0 | 0 | 0 | 5,259 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,054 | 1,054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18,226 | 12,967 | 1,528 | 2,202 | 1,529 | 0 | 0 | 0 | 0 | 5,259 | 0 |
| Federal-Aid | 12,020 | 8,339 | 1,070 | 1,541 | 1,070 | 0 | 0 | 0 | 0 | 3,681 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

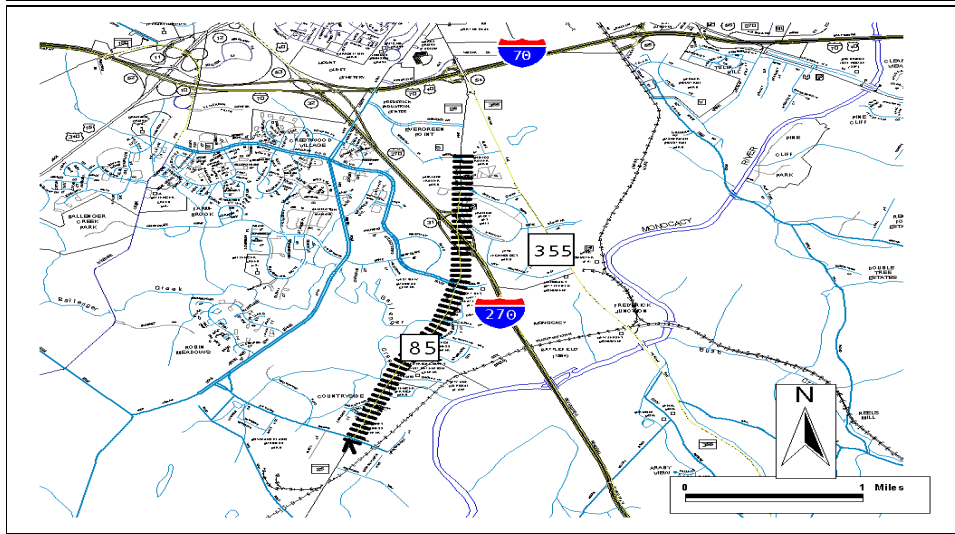
CURRENT (2004) - 42,400 - 99,650 (US 15)
 79,800 - 199,700 (I-270)

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 8

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:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

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

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 2005 | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 531 | 531 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 5,379 | 209 | 1,022 | 2,031 | 2,117 | 0 | 0 | 0 | 5,170 | 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 | 5,910 | 740 | 1,022 | 2,031 | 2,117 | 0 | 0 | 0 | 5,170 | 0 | 0 |
| Federal-Aid | 4,000 | 0 | 532 | 1,968 | 1,500 | 0 | 0 | 0 | 4,000 | 0 | 0 |

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 9

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|------------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement (cont'd)</u> | | | | |
| 10 | I 70/I 270 | Baltimore National Pike; west of Exit 54 to MD 27 and I 270 (Eisenhower Memorial Highway) from milepoint 0.31 to milepoint 3.91; install traffic barriers in the median, rehabilitate existing median barriers and install appropriate end treatments | 4,748 | Under construction |
| 11 | MD 80 | Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes (Project is dependent upon County participation) | 2,237 | FY 2007 |
| 12 | MD 85 | Buckeystown Pike; at Guilford Road; lengthen existing left turn lanes (Funded for preliminary engineering only) | 123 | PE Underway |
| 13 | MD 140 | Taneytown Pike; at Toms Creek Church Road; intersection improvements | 1,173 | FY 2007 |
| 14 | MD 144 | Main Street; Community Park to Eastern Town Limits; drainage | 332 | FY 2006 |
| 15 | I 270 | Eisenhower Memorial Highway; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers | 120 | Under construction |
| 16 | MD 355 | Urbana Pike; Lowes Lane to New Horizon Way; widen to provide double left turn lanes southbound and separate right turn lane and modify signal phasing | 2,051 | Under construction |
| 17 | MD 550 | Sabillasville Road; south of Eylers Valley Flint Road; geometric improvement | 1,998 | FY 2006 |
| <u>Community Safety and Enhancements</u> | | | | |
| 18 | MD 144 FB | Main Street; through Town of New Market; streetscape | 4,276 | FY 2007 |
| 19 | MD 180 | Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) | 500 | FY 2006 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

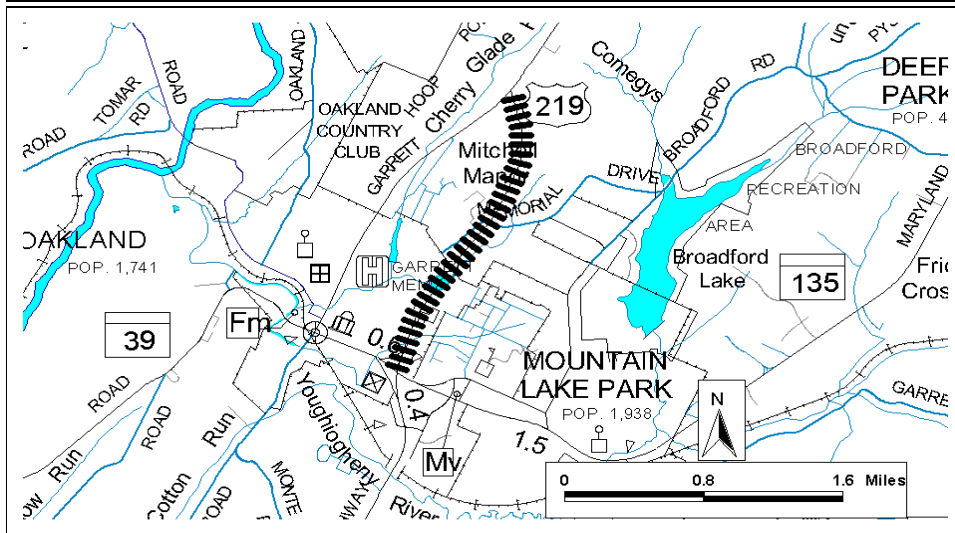
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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



Garrett



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate. Shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances, intersections and restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering and Right-of-way underway.

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

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

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

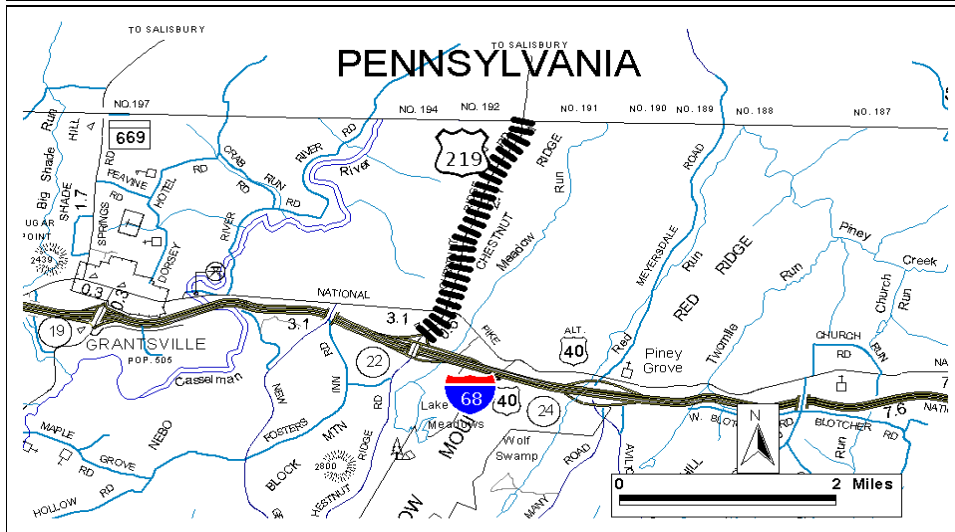
CURRENT (2004) - 5,300 - 15,640

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

OPERATING COST IMPACT \$11,900 per year

STATE HIGHWAY ADMINISTRATION -- Garrett County -- Line 2

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and benefit economic development in the Appalachian Region.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 2126 | 0 | 0 | 0 | APD |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 4,100

PROJECTED (2030) - 6,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

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

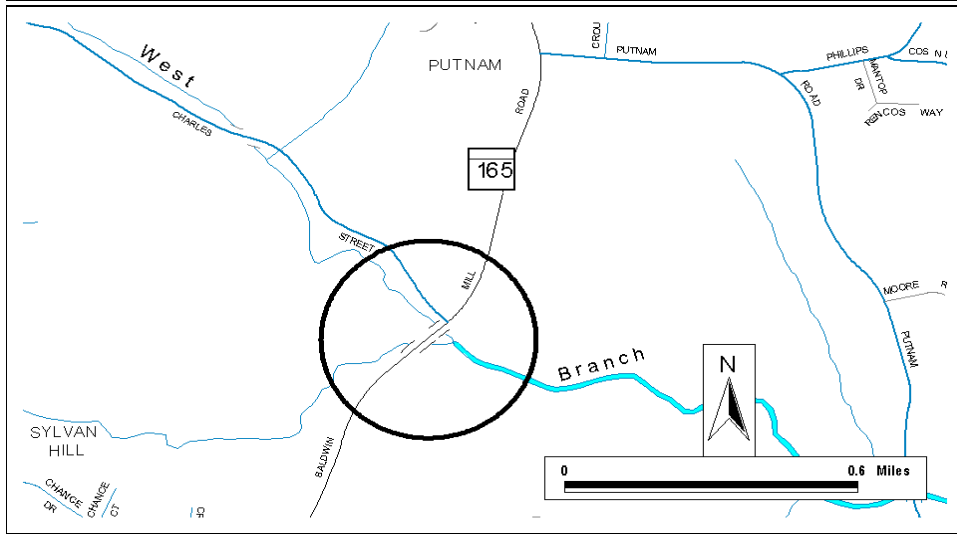
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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



Harford



PROJECT: MD 165, Baldwin Mill Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

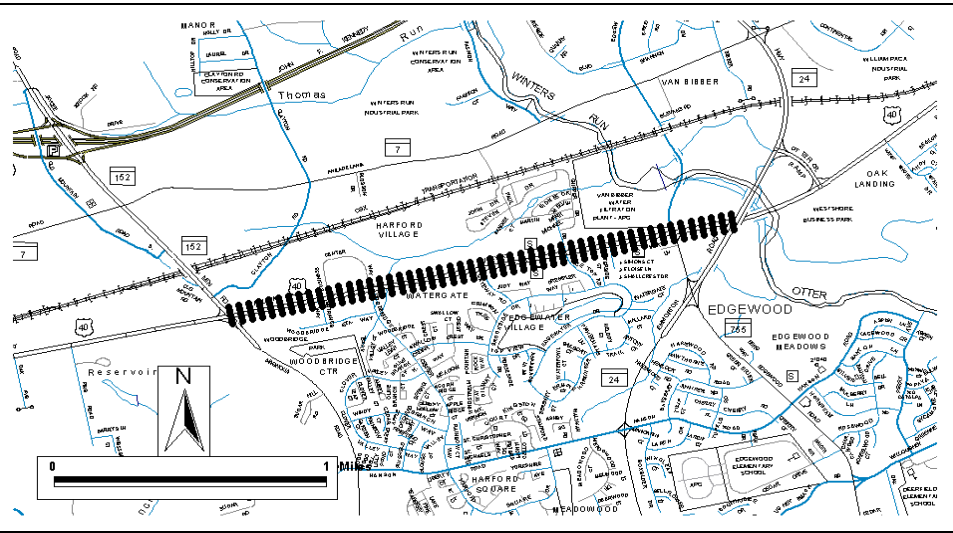
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 9,200

PROJECTED (2030) - 13,700

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

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

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

SMART GROWTH STATUS:

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

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

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

STATUS: Construction underway.

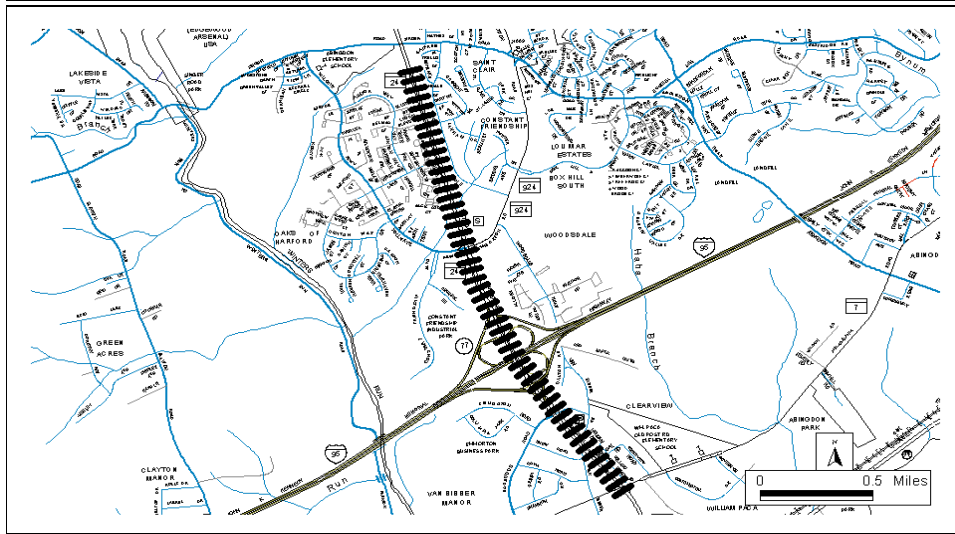
SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$2.6 million is due to a more detailed estimate, unit cost increases and additional utility needs.

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

FUNCTION:
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2004) - 28,200
PROJECTED (2030) - 46,200
OPERATING COST IMPACT N/A

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 1,546 | 1,520 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 |
| Engineering | 30 | 0 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 30 | 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 | 1,576 | 1,520 | 46 | 10 | 0 | 0 | 0 | 0 | 0 | 56 | 0 |
| Federal-Aid | 1,082 | 1,064 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

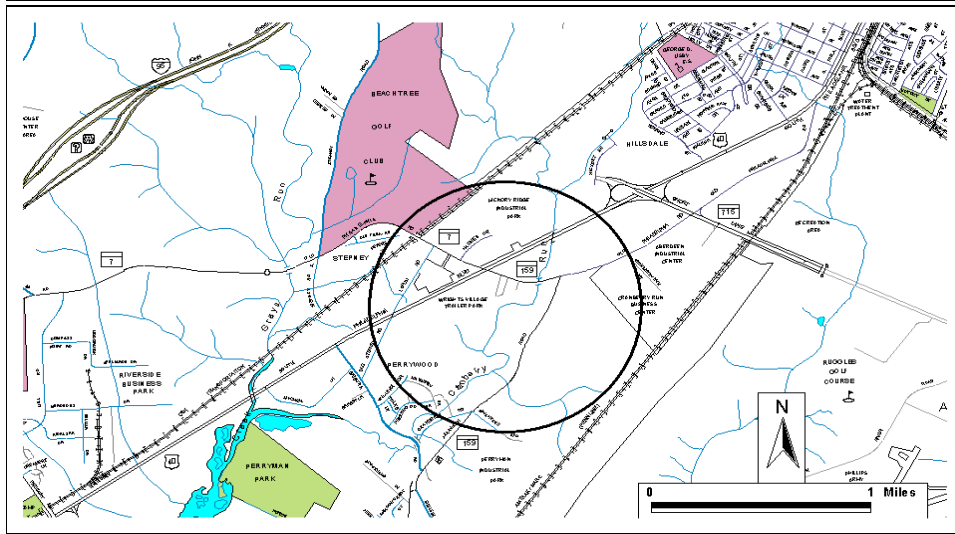
CURRENT (2004) - 70,900

PROJECTED (2030) - 116,900

OPERATING COST IMPACT N/A

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 the state road network. Shoulders will be provided where appropriate. Shoulders will accommodate bicycles.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 40, Interchange at MD 715 (Line 7)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning on hold.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 672 | 210 | 60 | 201 | 201 | 0 | 0 | 0 | 0 | 462 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 672 | 210 | 60 | 201 | 201 | 0 | 0 | 0 | 0 | 462 | 0 |
| Federal-Aid | 471 | 147 | 42 | 141 | 141 | 0 | 0 | 0 | 0 | 324 | 0 |

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

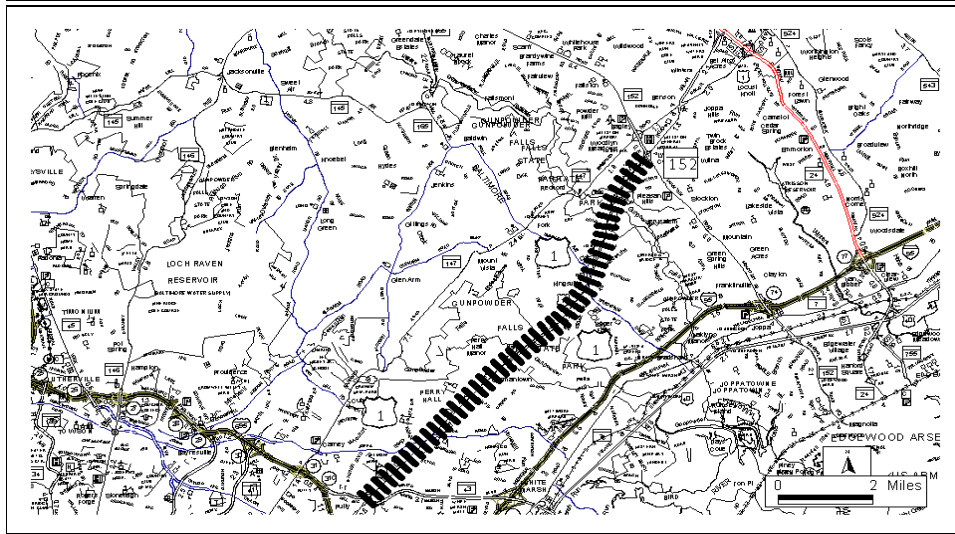
CURRENT (2004) - 6,100

PROJECTED (2030) - 26,900

OPERATING COST IMPACT N/A

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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 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)

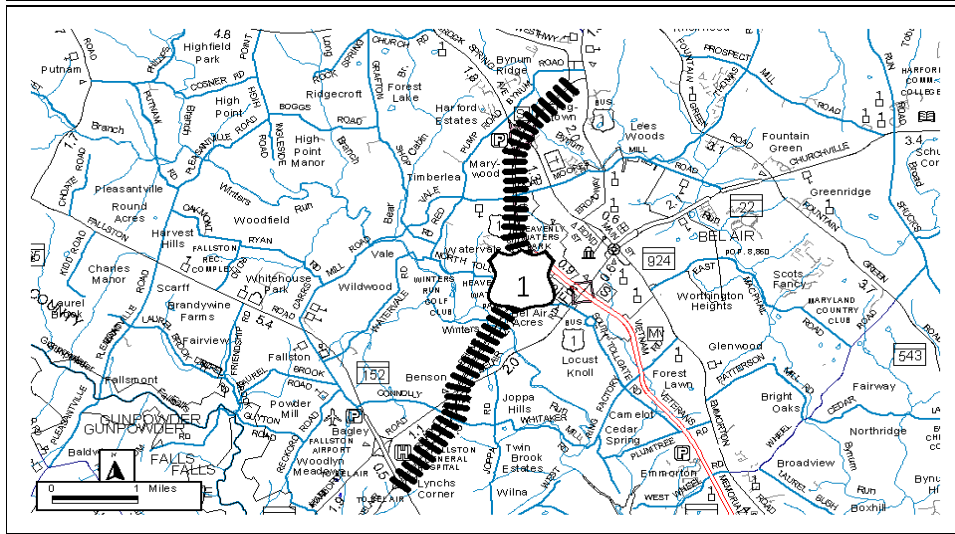
CURRENT (2004) - 34,600

PROJECTED (2030) - 57,100

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Harford County -- Line 6

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Belair Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 1, MD 43 to MD 152 (Line 5)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

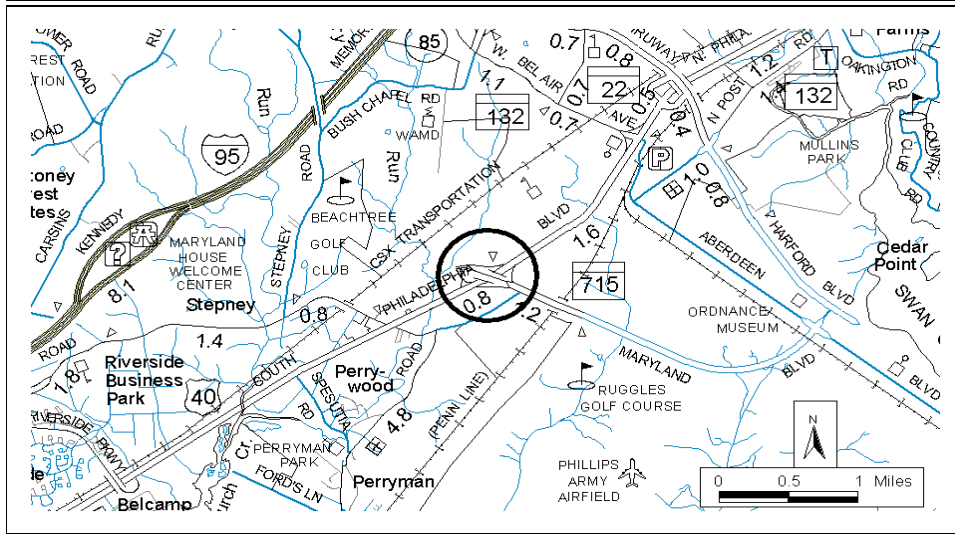
CURRENT (2004) - 28,100

PROJECTED (2030) - 62,200

OPERATING COST IMPACT N/A

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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Engineering underway.

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,026 | 158 | 520 | 348 | 0 | 0 | 0 | 0 | 868 | 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 | 1,026 | 158 | 520 | 348 | 0 | 0 | 0 | 0 | 868 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 32,000

PROJECTED (2030) - 74,200

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 8

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

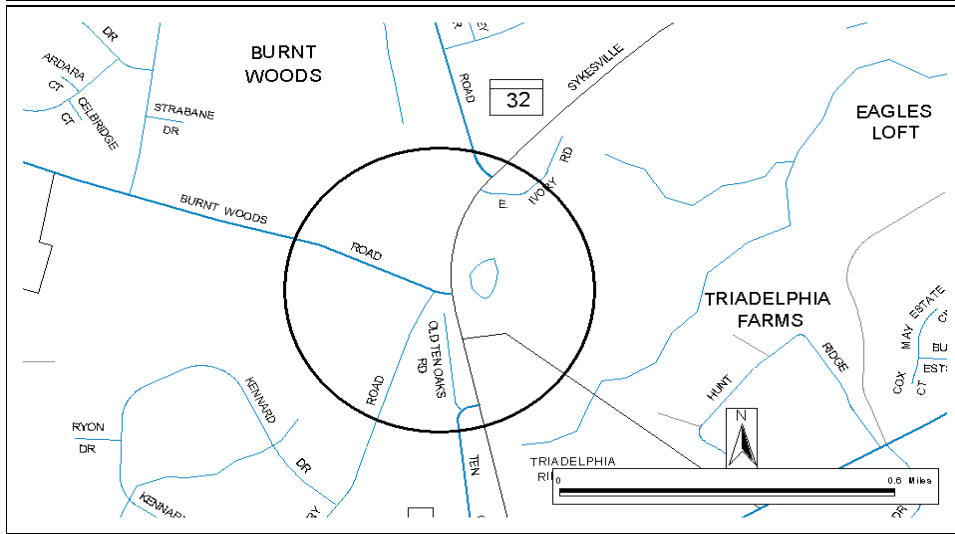
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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



Howard



PROJECT: MD 32, Patuxent Freeway

DESCRIPTION: Construct a new interchange at Burntwoods Road.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 19046 | 0 | 0 | 0 | NHS/HP |

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,530 | 371 | 1,900 | 1,259 | 0 | 0 | 0 | 0 | 3,159 | 0 |
| Right-of-way | 3,806 | 0 | 1,990 | 1,806 | 10 | 0 | 0 | 0 | 3,806 | 0 |
| Construction | 24,420 | 0 | 0 | 1,644 | 11,542 | 11,233 | 0 | 0 | 24,420 | 0 |
| Total | 31,756 | 371 | 3,890 | 4,709 | 11,552 | 11,233 | 0 | 0 | 31,385 | 0 |
| Federal-Aid | 22,016 | 0 | 1,552 | 2,691 | 9,011 | 8,762 | 0 | 0 | 22,016 | 0 |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

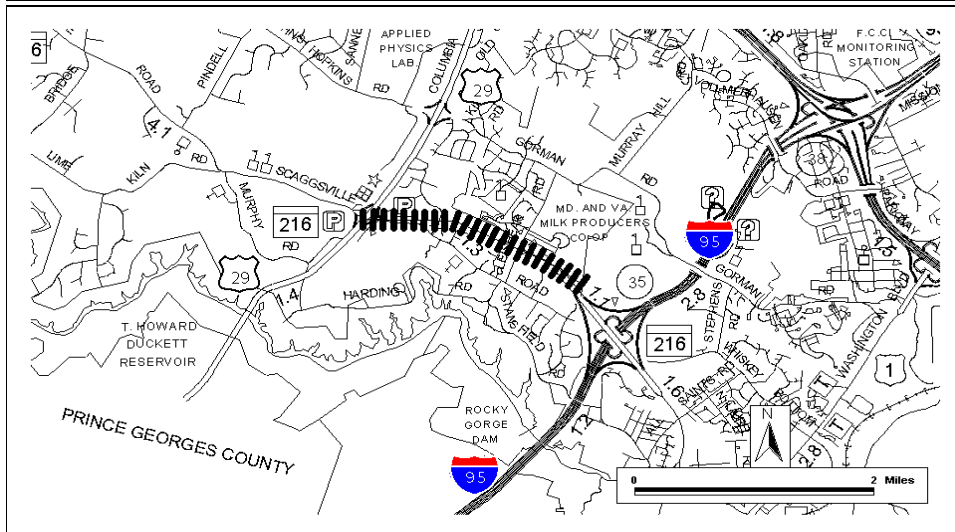
CURRENT (2004) - 27,400

PROJECTED (2030) - 49,650

OPERATING COST IMPACT \$15,000 per year

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 2

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 216 Relocated, Scaggsville Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL |
| | | | | |2008..... |2009..... |2010..... |2011..... | | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,656 | 4,656 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 4,556 | 4,394 | 15 | 147 | 0 | 0 | 0 | 0 | 162 | 0 |
| Construction | 20,422 | 20,305 | 117 | 0 | 0 | 0 | 0 | 0 | 117 | 0 |
| Total | 29,634 | 29,355 | 132 | 147 | 0 | 0 | 0 | 0 | 279 | 0 |
| Federal-Aid | 19,839 | 19,619 | 105 | 115 | 0 | 0 | 0 | 0 | 220 | 0 |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

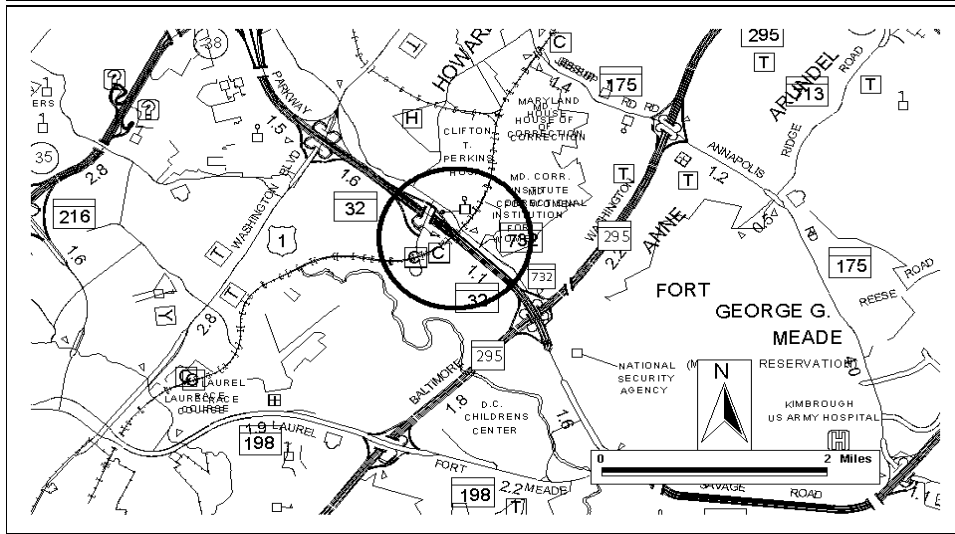
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

PROJECTED (2030) - 57,200

OPERATING COST IMPACT \$13,000 per year



PROJECT: MD 732, Guilford Road

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

JUSTIFICATION: This project will replace the existing deteriorating bridge.

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | |
| | | | | |2008..... |2009..... |2010..... |2011..... | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 58 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 930 | 0 | 384 | 546 | 0 | 0 | 0 | 0 | 930 |
| Total | 988 | 58 | 384 | 546 | 0 | 0 | 0 | 0 | 930 |
| Federal-Aid | 44 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Local

FEDERAL - Local

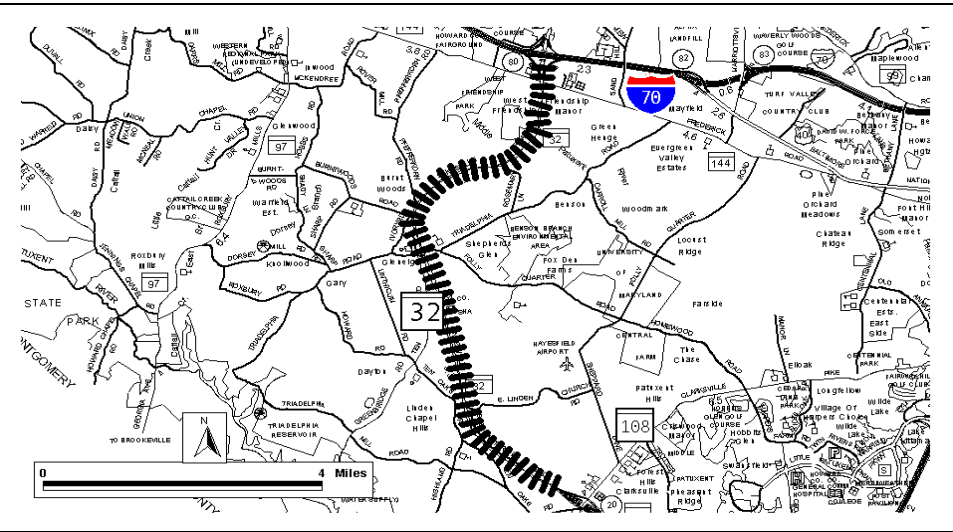
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 11,500

PROJECTED (2030) - 33,250

OPERATING COST IMPACT N/A



PROJECT: MD 32, Patuxent Freeway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 32, Interchange at Burntwoods Road (Line 1)

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

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

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

| 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 | PROJECT CASH FLOW | | | | |
| | ESTIMATED COST (\$000) | EXPEND THRU 2005 | | | FOR PLANNING PURPOSES ONLY | | | | |
| | | | 2006 | 2007 |2008..... |2009..... |2010..... |2011..... | SIX YEAR TOTAL |
| Planning | 3,413 | 3,153 | 260 | 0 | 0 | 0 | 0 | 0 | 260 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 8,711 | 1,135 | 10 | 1,514 | 1,513 | 1,513 | 1,513 | 1,513 | 7,576 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 12,124 | 4,288 | 270 | 1,514 | 1,513 | 1,513 | 1,513 | 1,513 | 7,836 |
| Federal-Aid | 2,389 | 2,207 | 182 | 0 | 0 | 0 | 0 | 0 | 182 |

FUNCTION:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

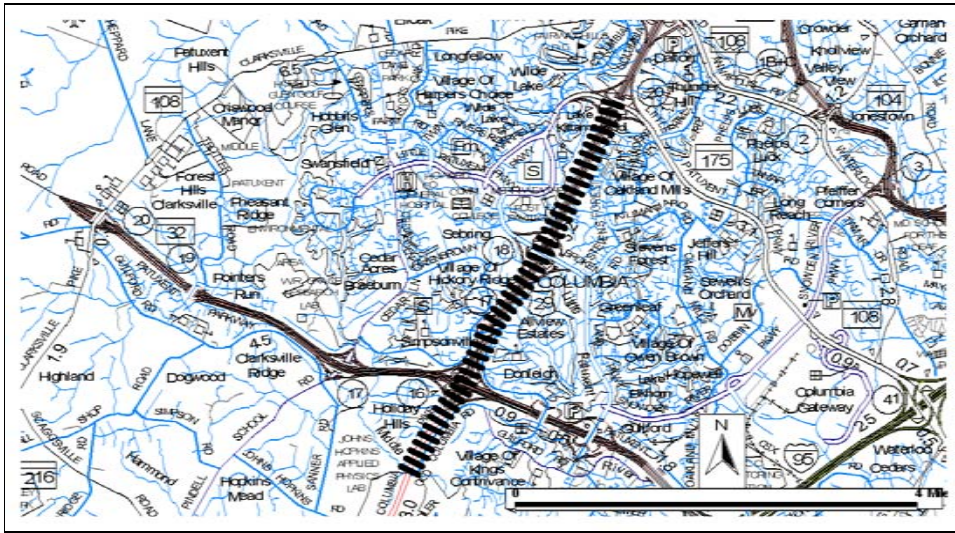
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 26,400

PROJECTED (2030) - 58,700

OPERATING COST IMPACT N/A



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

| POTENTIAL FUNDING SOURCE: | | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input type="checkbox"/> GENERAL | <input checked="" type="checkbox"/> OTHER | | | |
|---------------------------|---------------------------------------|------------------------|-------------------------|------------------------|---|---|----------------------------------|---|----------------------|---------------------------|--|
| <u>PROJECT CASH FLOW</u> | | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | <u>FOR PLANNING PURPOSES ONLY</u> | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 2,524 | 54 | 1,066 | 960 | 444 | 0 | 0 | 0 | 2,470 | 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 | 2,524 | 54 | 1,066 | 960 | 444 | 0 | 0 | 0 | 2,470 | 0 | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

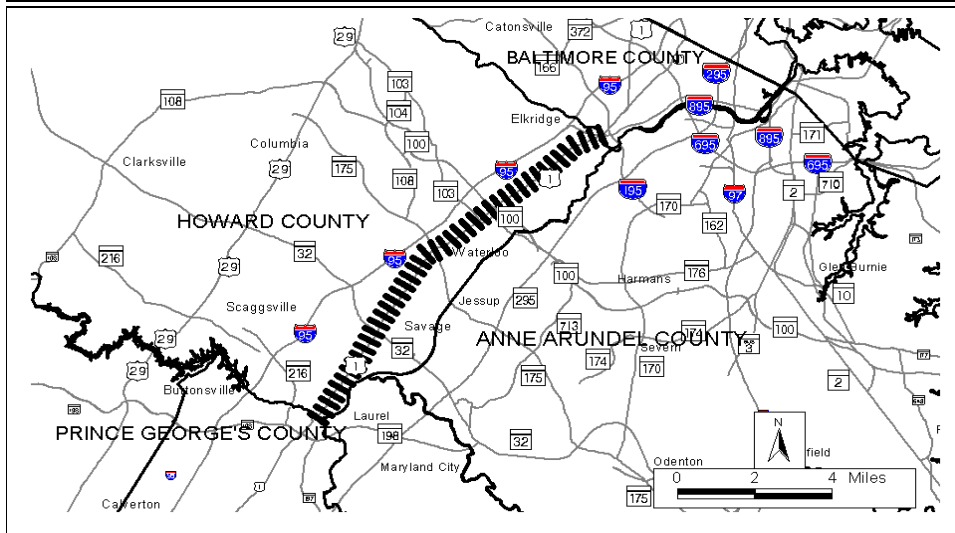
CURRENT (2004) - 63,500

PROJECTED (2030) - 89,400

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Howard County -- Line 6

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Washington Boulevard

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project Planning (Corridor Planning) underway.

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

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 1,250 | 0 | 500 | 750 | 0 | 0 | 0 | 0 | 1,250 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 1,250 | 0 | 500 | 750 | 0 | 0 | 0 | 0 | 1,250 | 0 | |
| Federal-Aid | 1,000 | 0 | 400 | 600 | 0 | 0 | 0 | 0 | 1,000 | 0 | |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 36,200

PROJECTED (2030) - 50,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HOWARD COUNTY LINE 7

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 10 | US 1 | Washington Boulevard; CSX railroad to Gatewood Drive; resurface | 635 | FY 2007 |
| 11 | US 1 | Washington Boulevard; Prince George's County Line to south of Whiskey Bottom Road; resurface | 938 | FY 2006 |
| 12 | US 1 | Washington Boulevard; CSX Railroad bridge to the Baltimore County Line; resurface | 854 | Completed |
| 13 | US 1 | Washington Boulevard; 200 feet north of Whiskey Bottom Road to bridge 13099 over CSX Railroad; resurface | 2,834 | Under construction |
| 14 | MD 32 | Patuxent Parkway; 2500 ft. east of I-95 to west of I-95; resurface | 2,709 | FY 2006 |
| 15 | I 70 | Baltimore National Pike; West of the Howard County Line to the MD 97 structure; resurface | 5,428 | Completed |
| 16 | MD 175 | Waterloo Road; US 1 to I 95; resurface | 701 | FY 2007 |
| 17 | MD 216 | Scaggsville Road; I 95 to flyover bridge; resurface | 500 | FY 2007 |
| <u>Safety/Spot Improvement</u> | | | | |
| 18 | US 29 | Columbia Pike; Brokenland Parkway to MD 175; interchange lighting | 200 | Under construction |
| 19 | US 40 | Baltimore National Pike; at Pebble Beach Drive and MD 144; widen to provide double left turn lanes westbound | 460 | FY 2007 |
| 20 | I 70 | Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers | 182 | Completed |
| 21 | I 95 | Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers | 34 | Completed |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement (cont'd)</u> | | | | |
| 22 | MD 99 | Old Frederick Road; at Litter Drive and at Tiller Drive; intersection improvements | 983 | FY 2006 |
| 23 | MD 100 | Various locations throughout Howard County; replace turndown end treatments and upgrade traffic barriers | 29 | Completed |
| 24 | MD 108 | Clarksville Pike; MD 32 to Linden Linthicum Lane; widening and resurfacing (Funded for preliminary engineering only)(Howard County funding preliminary engineering for this project) | 75 | FY 2006 |
| 25 | MD 108 | Old Annapolis Road; Howard High School entrance to Centre Park Drive/Phelps Luck Drive; widen to provide westbound auxiliary lane | 286 | FY 2007 |
| <u>Noise Barriers</u> | | | | |
| 26 | US 29 | Columbia Pike; 1000 feet north of MD 175 to Diamond Back Road; noise barrier along northbound roadway (Guilford Downs) | 1,370 | Under construction |
| 27 | MD 100 | Snowden River Parkway to Long Gate Parkway; design and construction of sound barriers | 286 | FY 2006 |
| <u>Environmental Preservation</u> | | | | |
| 28 | MD 100 | West of Snowden River Parkway to I 95; landscape | 177 | Under construction |
| <u>Intersection Capacity Improvements</u> | | | | |
| 29 | MD 32 | Sykesville Road; at I 70; widening to extend turn lanes on MD 32 (Funded for preliminary engineering only) | 100 | FY 2006 |
| 30 | MD 100 WB | Snowden River Parkway; at MD 108; widen to extend left turn lane and provide double left turn lanes southbound | 326 | FY 2007 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|---|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Intersection Capacity Improvements (cont'd)</u> | | |
| 31 | MD 108 | Clarksville Pike; Centennial Lane to Ten Mills Road; widen and realign (Funded for preliminary engineering only)(Howard County funding preliminary engineering for this project) | 0 | FY 2006 |
| | | <u>Truck Weight</u> | | |
| 32 | MD 32 | Sykesville Road; south of I 70; construct virtual weigh station | 150 | FY 2006 |
| | | <u>Enhancements</u> | | |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| 33 | | Centennial Access Pathway - construction of a 0.5 mile pathway and boardwalk from Old Annapolis Road to Centennial Park at Woodland Road | 250 | Underway |
| | | <u>Environmental Mitigation</u> | | |
| 34 | | Dorsey Run Fish Passage; restoration of fish passage under the CSX railroad line; stabilization of stream banks and restoration of the floodplain along Dorsey Run | 650 | FY 2006 |
| 35 | | Stormwater Management Facilities Enhancement - modifications to a retention pond and shallow marsh along MD 100 near I 95 and Meadowridge Road | 203 | Completed |



Kent

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- KENT COUNTY LINE 1

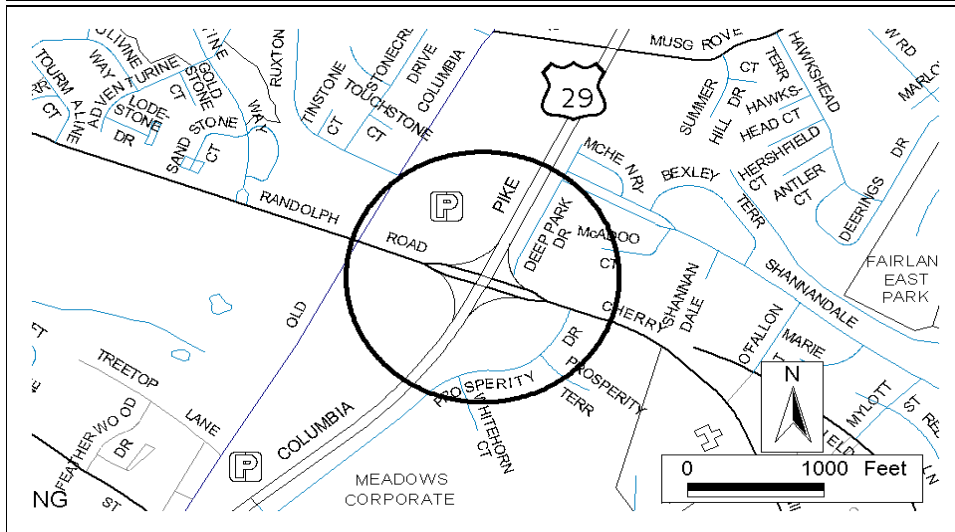
| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2005 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 213 | Augustine Herman Highway; MD 297 to MD 561; resurface | 368 | Completed |
| 2 | MD 213 | Augustine Herman Highway; south of Creamery Street to MD 444; resurface | 505 | Completed |
| 3 | MD 291 | River Road; MD 290 to beginning of roundabout; resurface | 411 | Completed |
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 4 | MD 290 | Crompton Road; Queen Anne's County Line to MD 291; resurface | 144 | FY 2006 |
| 5 | MD 297 | Worton Road; MD 213 to MD 298; resurface | 596 | FY 2006 |
| 6 | US 301 | Blue Star Memorial Highway; north and south bound lanes from 635 feet south of MD 313 to Cecil County Line; resurface | 3,810 | FY 2006 |
| <u>Safety/Spot Improvement</u> | | | | |
| 7 | MD 20 | High Street; at MD 291; geometric improvements | 126 | FY 2006 |
| 8 | MD 213 | Washington Avenue; at Spring Avenue; geometric improvements, sidewalk and pedestrian improvements (includes resurfacing from the Chester River Bridge to Greenwood Avenue) | 1,225 | Under construction |



Montgomery

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 1

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|-------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,934 | 2,934 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 17,284 | 13,877 | 2,129 | 1,278 | 0 | 0 | 0 | 0 | 3,407 | 0 | 0 |
| Construction | 26,882 | 21,456 | 5,426 | 0 | 0 | 0 | 0 | 0 | 5,426 | 0 | 0 |
| Total | 47,100 | 38,267 | 7,555 | 1,278 | 0 | 0 | 0 | 0 | 8,833 | 0 | 0 |
| Federal-Aid | 36,034 | 28,907 | 6,131 | 996 | 0 | 0 | 0 | 0 | 7,127 | 0 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

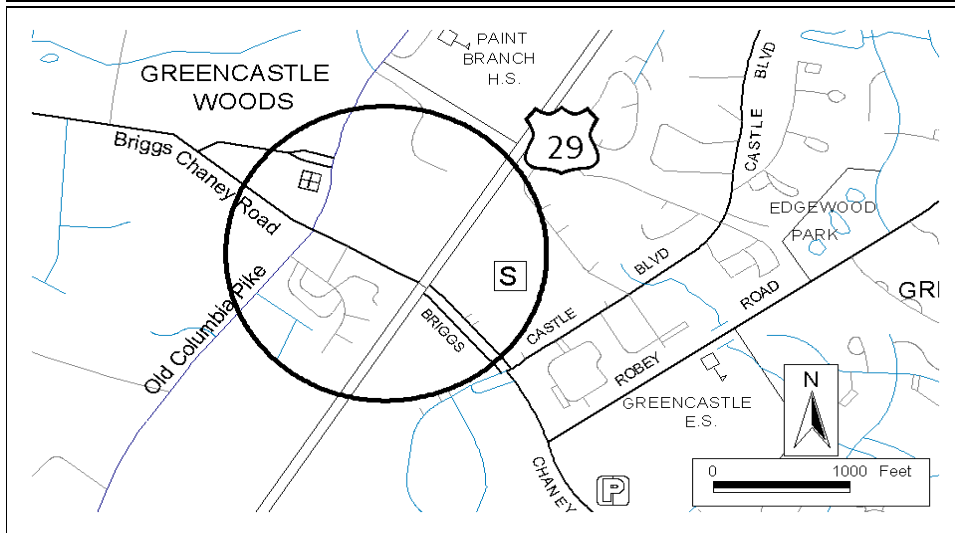
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 57,800

PROJECTED (2030) - 81,100

OPERATING COST IMPACT \$7,000 per year



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,088 | 4,088 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 10,977 | 10,576 | 300 | 101 | 0 | 0 | 0 | 0 | 0 | 401 | 0 |
| Construction | 33,759 | 14,346 | 10,919 | 8,494 | 0 | 0 | 0 | 0 | 0 | 19,413 | 0 |
| Total | 48,824 | 29,010 | 11,219 | 8,595 | 0 | 0 | 0 | 0 | 0 | 19,814 | 0 |
| Federal-Aid | 37,419 | 21,457 | 9,007 | 6,955 | 0 | 0 | 0 | 0 | 0 | 15,962 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

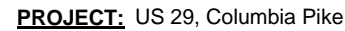
DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 57,650

PROJECTED (2030) - 77,300

OPERATING COST IMPACT N/A

PRIMARY CONSTRUCTION PROGRAM



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

| | | | |
|-------------------------------------|--|--------------------------|---|
| <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 | | |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

PROJECT CASH FLOW

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

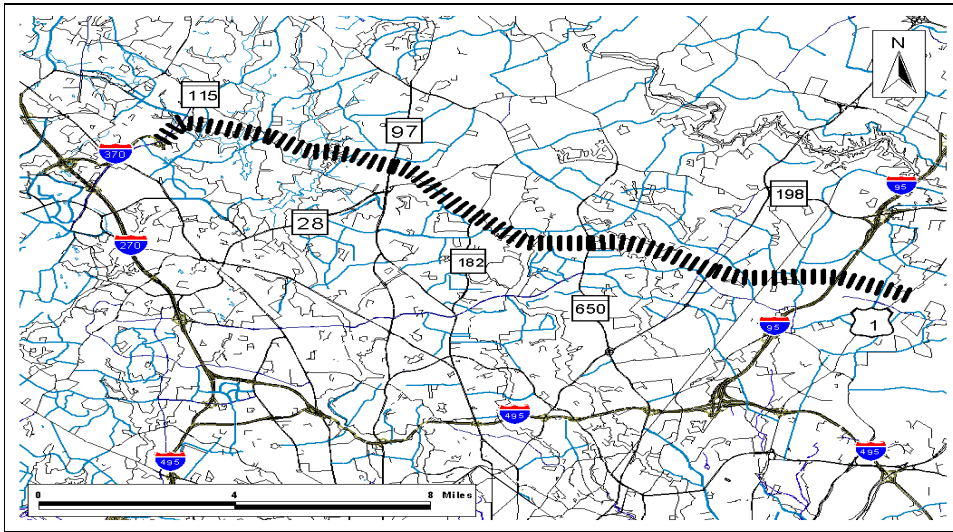
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 56,850

PROJECTED (2030) - 84,900

OPERATING COST IMPACT N/A



PROJECT: InterCounty Connector

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004 and 2005 and Federal High Priority Project Funds.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 18470 | 0 | 0 | 0 | 0 | NHS/HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PROJECT CASH FLOW

| <u>PROJECT CASH FLOW</u> | | | | | | | | | | |
|--------------------------|---------------------------------------|------------------------|-------------------------|------------------------|----------------------------|---------------|---------------|---------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 18,470 | 0 | 10,470 | 8,000 | 0 | 0 | 0 | 0 | 18,470 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18,470 | 0 | 10,470 | 8,000 | 0 | 0 | 0 | 0 | 18,470 | 0 |
| Federal-Aid | 18,470 | 0 | 10,470 | 8,000 | 0 | 0 | 0 | 0 | 18,470 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

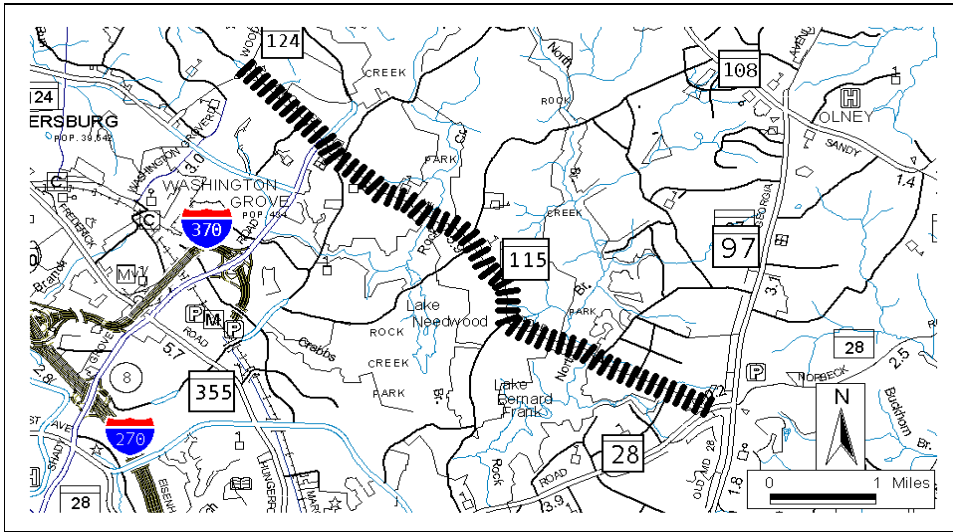
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

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

OPERATING COST IMPACT N/A



PROJECT: MD 115, Muncaster Mill Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|-------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,457 | 1,457 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 2,359 | 1,381 | 686 | 292 | 0 | 0 | 0 | 0 | 978 | 0 | 0 |
| Construction | 6,189 | 2,744 | 2,678 | 767 | 0 | 0 | 0 | 0 | 3,445 | 0 | 0 |
| Total | 10,005 | 5,582 | 3,364 | 1,059 | 0 | 0 | 0 | 0 | 4,423 | 0 | 0 |
| Federal-Aid | 4,787 | 2,458 | 2,195 | 134 | 0 | 0 | 0 | 0 | 2,329 | 0 | 0 |

FUNCTION:

STATE - Urban - Minor Arterial

FEDERAL - Major Collector

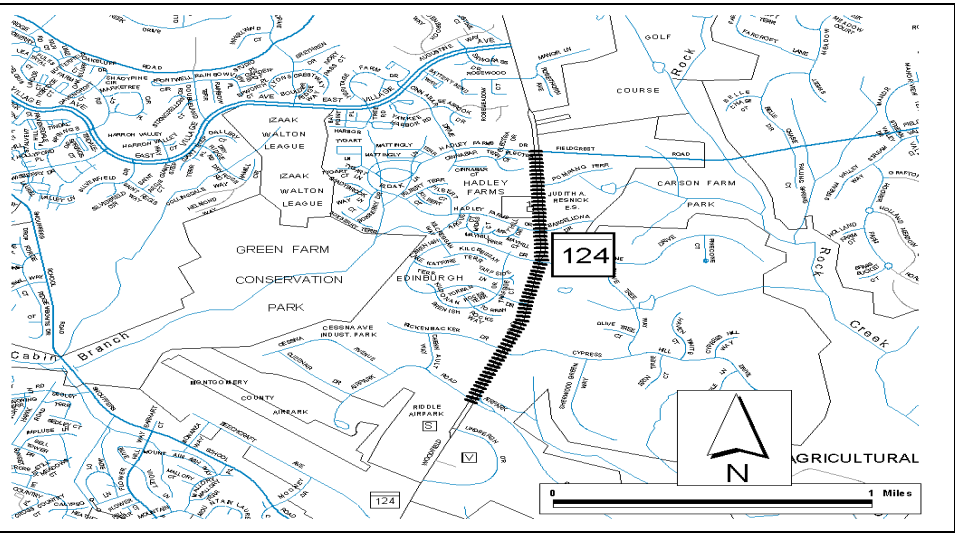
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 15,250

PROJECTED (2030) - 24,400

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

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

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

SMART GROWTH STATUS:

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

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

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

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

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

| 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 2005 | | | 2008 | 2009 | 2010 | 2011 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,411 | 944 | 975 | 492 | 0 | 0 | 0 | 0 | 1,467 | 0 |
| Right-of-way | 12,135 | 221 | 7,058 | 2,839 | 2,017 | 0 | 0 | 0 | 11,914 | 0 |
| Construction | 30,033 | 0 | 0 | 2,542 | 10,570 | 12,013 | 4,908 | 0 | 30,033 | 0 |
| Total | 44,579 | 1,165 | 8,033 | 5,873 | 12,587 | 12,013 | 4,908 | 0 | 43,414 | 0 |
| Federal-Aid | 33,003 | 177 | 5,611 | 4,200 | 9,817 | 9,370 | 3,828 | 0 | 32,826 | 0 |

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

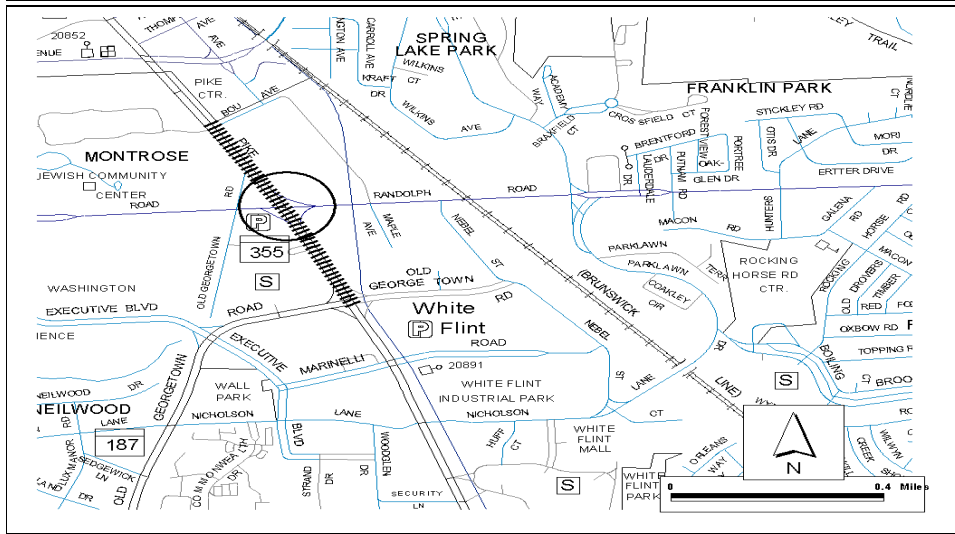
CURRENT (2004) - 30,600

PROJECTED (2030) - 58,800

OPERATING COST IMPACT \$3,500 per year

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 7

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 355, Rockville Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering and Right-of-way underway.

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 24690 | STP/HP |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|---------------|---------------|---------------|----------------|---------------------|
| Planning | 0 | 0 | 0 | 0 |2008.... |2009.... |2010.... |2011.... | 0 | 0 |
| Engineering | 3,543 | 837 | 1,198 | 1,508 | 0 | 0 | 0 | 0 | 2,706 | 0 |
| Right-of-way | 12,571 | 1,278 | 3,556 | 4,524 | 3,213 | 0 | 0 | 0 | 11,293 | 0 |
| Construction | 31,815 | 0 | 161 | 0 | 0 | 0 | 6,281 | 10,612 | 17,054 | 14,761 |
| Total | 47,929 | 2,115 | 4,915 | 6,032 | 3,213 | 0 | 6,281 | 10,612 | 31,053 | 14,761 |
| Federal-Aid | 27,170 | 586 | 839 | 1,056 | 0 | 0 | 4,899 | 8,277 | 15,071 | 11,513 |

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

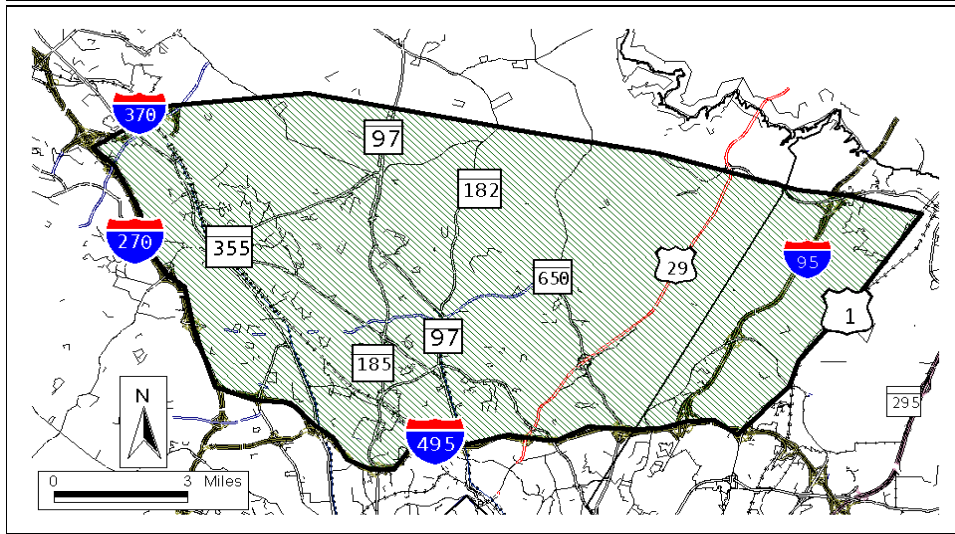
CURRENT (2004) - 71,650

PROJECTED (2030) - 90,300

OPERATING COST IMPACT \$7,500 per year

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 8

SECONDARY CONSTRUCTION PROGRAM



PROJECT: East-West Intersection Improvement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Right-of-way and Construction underway.

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2007 | 2008 | 2009 | 2010 | 2011 | | |
| Planning | 999 | 999 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 13,272 | 13,272 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 12,160 | 8,390 | 2,809 | 961 | 0 | 0 | 0 | 0 | 0 | 3,770 | 0 |
| Construction | 45,534 | 42,023 | 3,459 | 52 | 0 | 0 | 0 | 0 | 0 | 3,511 | 0 |
| Total | 71,965 | 64,684 | 6,268 | 1,013 | 0 | 0 | 0 | 0 | 0 | 7,281 | 0 |
| Federal-Aid | 46,020 | 40,916 | 4,312 | 792 | 0 | 0 | 0 | 0 | 0 | 5,104 | 0 |

FUNCTION:

STATE - N/A

FEDERAL - N/A

STATE SYSTEM: N/A

DAILY TRAFFIC : (USAGE IMPACTS)

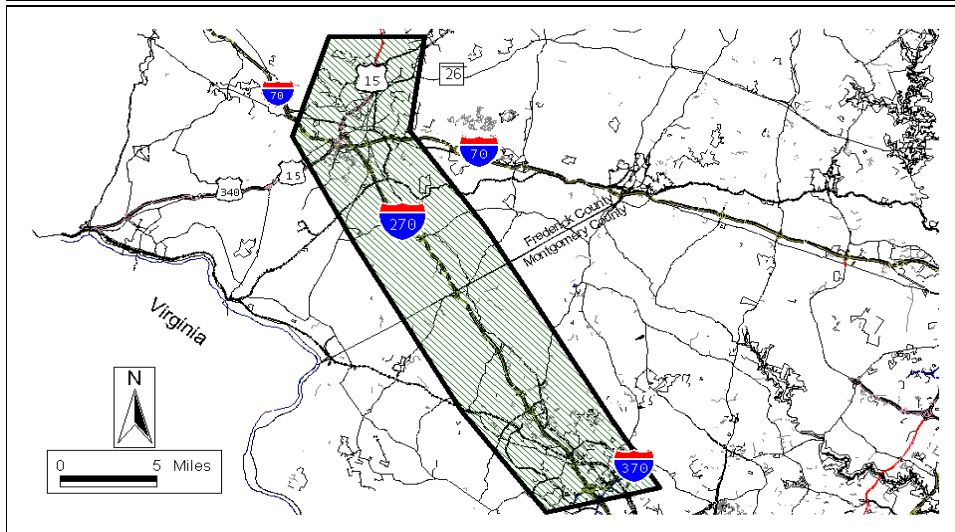
CURRENT (2004) - N/A

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 9

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| Planning | 17,172 | 11,913 | 1,528 | 2,202 | 1,529 | 0 | 0 | 0 | 0 | 5,259 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,054 | 1,054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18,226 | 12,967 | 1,528 | 2,202 | 1,529 | 0 | 0 | 0 | 0 | 5,259 | 0 |
| Federal-Aid | 12,020 | 8,339 | 1,070 | 1,541 | 1,070 | 0 | 0 | 0 | 0 | 3,681 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

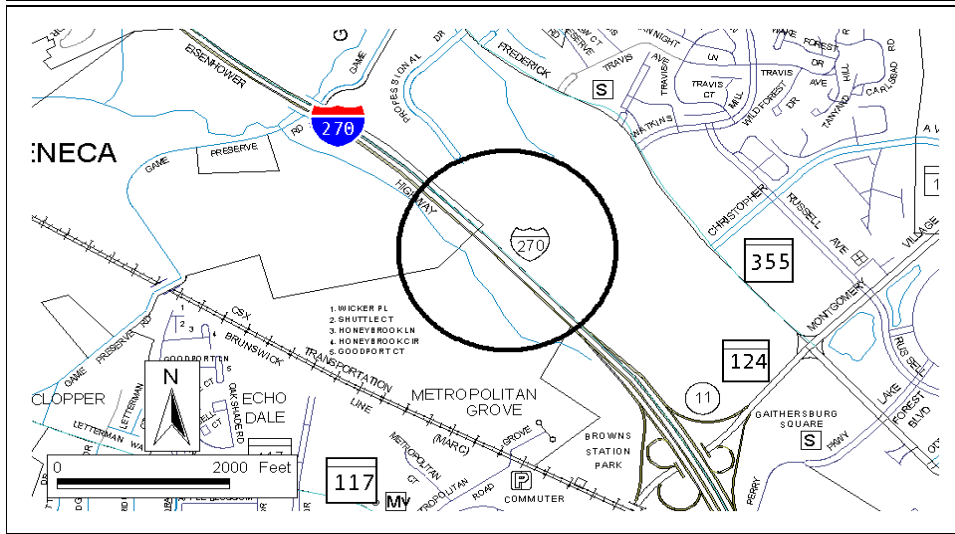
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A

**PROJECT:** I-270/Watkins Mill Road Extended**DESCRIPTION:** Construct a new interchange at Watkins Mill Road Extended.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

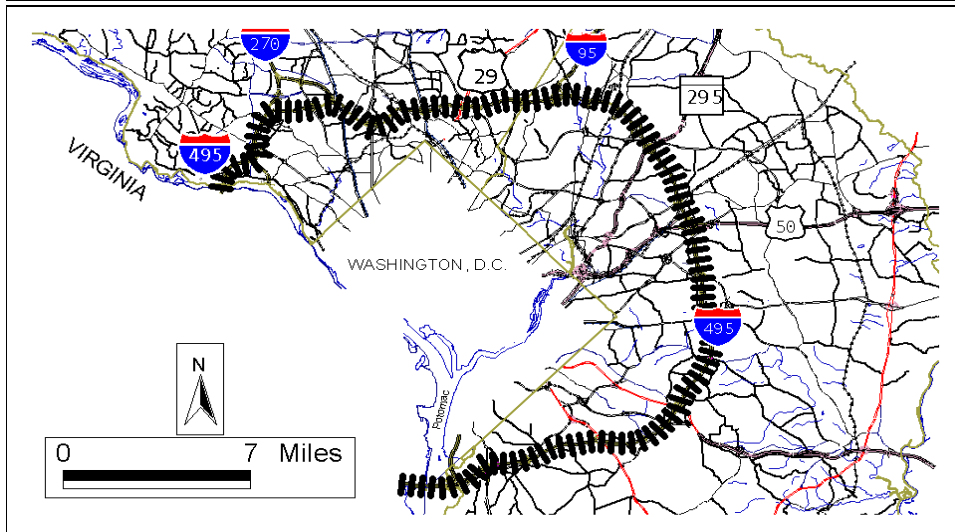
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----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

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary**DAILY TRAFFIC : (USAGE IMPACTS)****CURRENT (2004) -** 125,100**PROJECTED (2030) -** 209,100**OPERATING COST IMPACT** N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 11
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:

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

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 14,980 | 10,109 | 2,500 | 1,871 | 500 | 0 | 0 | 0 | 0 | 4,871 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 14,980 | 10,109 | 2,500 | 1,871 | 500 | 0 | 0 | 0 | 0 | 4,871 | 0 |
| Federal-Aid | 10,486 | 7,076 | 1,750 | 1,310 | 350 | 0 | 0 | 0 | 0 | 3,410 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

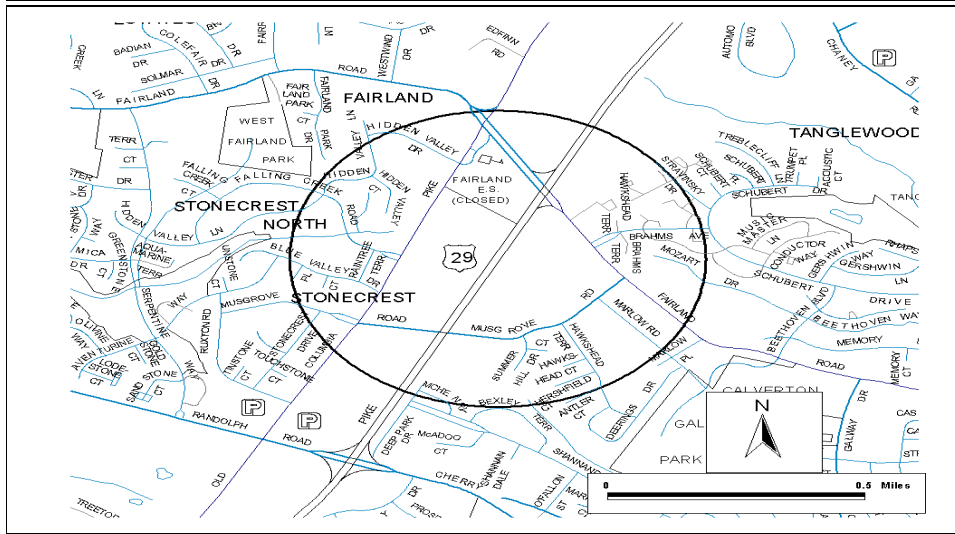
CURRENT (2004) - 131,000 - 255,800

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 12

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

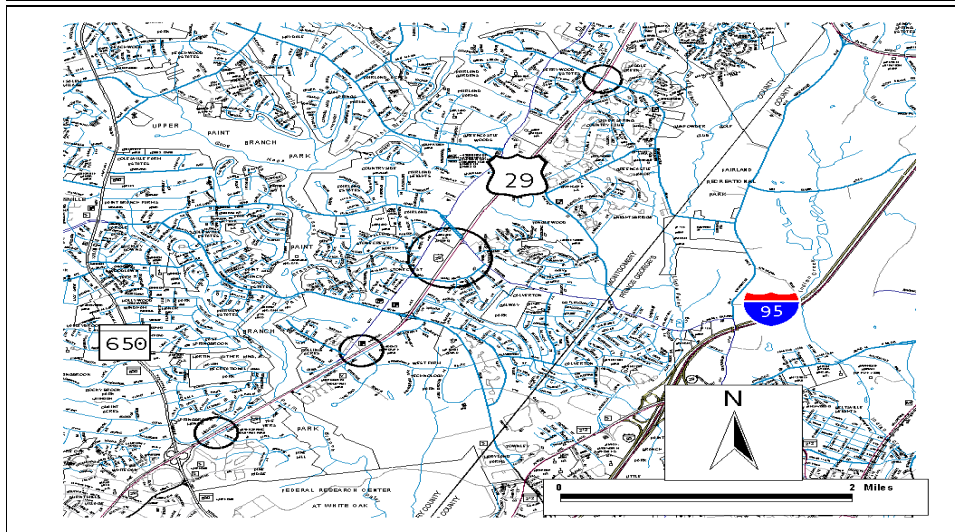
CURRENT (2004) - 57,800

PROJECTED (2030) - 81,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 13

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 29, Columbia Pike

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 2,488 | 2,488 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,366 | 3,869 | 1,429 | 1,068 | 0 | 0 | 0 | 0 | 0 | 2,497 | 0 |
| Right-of-way | 597 | 597 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 9,451 | 6,954 | 1,429 | 1,068 | 0 | 0 | 0 | 0 | 0 | 2,497 | 0 |
| Federal-Aid | 4,239 | 2,491 | 1,000 | 748 | 0 | 0 | 0 | 0 | 0 | 1,748 | 0 |

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

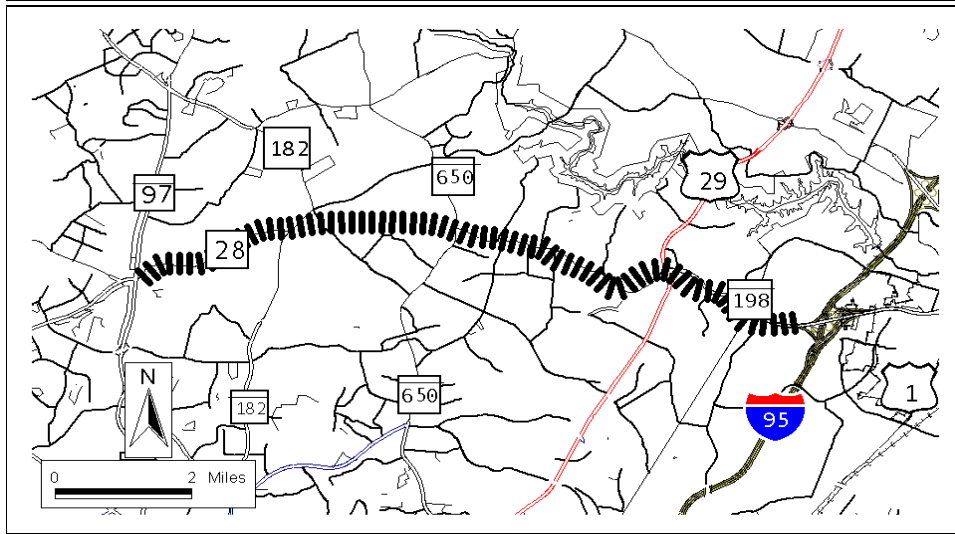
CURRENT (2004) - 59,000

PROJECTED (2030) - 73,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Montgomery County -- Line 14

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 3,318 | 2,890 | 140 | 160 | 128 | 0 | 0 | 0 | 0 | 428 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 110 | 3 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,428 | 2,893 | 247 | 160 | 128 | 0 | 0 | 0 | 0 | 535 | 0 |
| Federal-Aid | 2,323 | 2,023 | 98 | 112 | 90 | 0 | 0 | 0 | 0 | 300 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

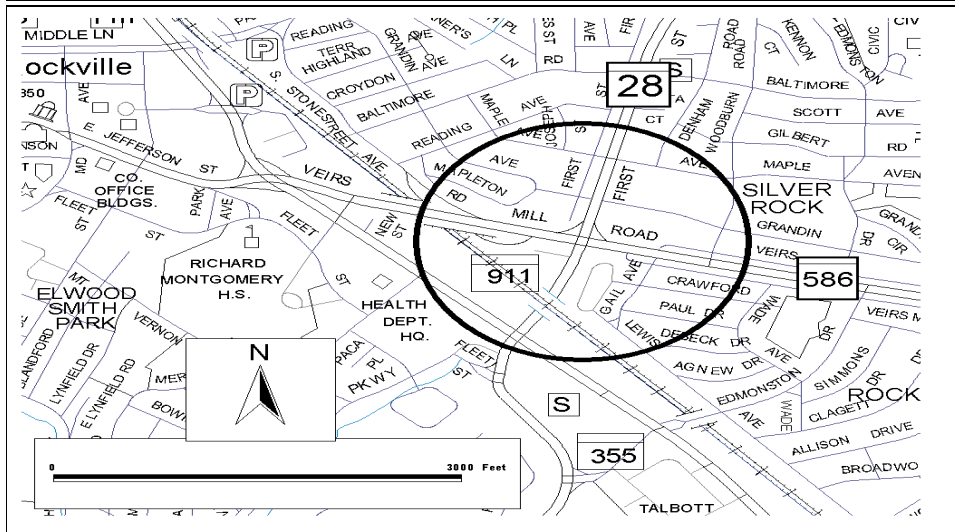
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,000 - 33,250 (MD 28)
 17,700 - 65,300 (MD 198)

PROJECTED (2030) - 29,800 - 42,000 (MD 28)
 24,500 - 75,100 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 28, Rockville Town Center

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|---|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 2,003 | 1,208 | 595 | 200 | 0 | 0 | 0 | 0 | 0 | 795 | 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 | 2,003 | 1,208 | 595 | 200 | 0 | 0 | 0 | 0 | 0 | 795 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

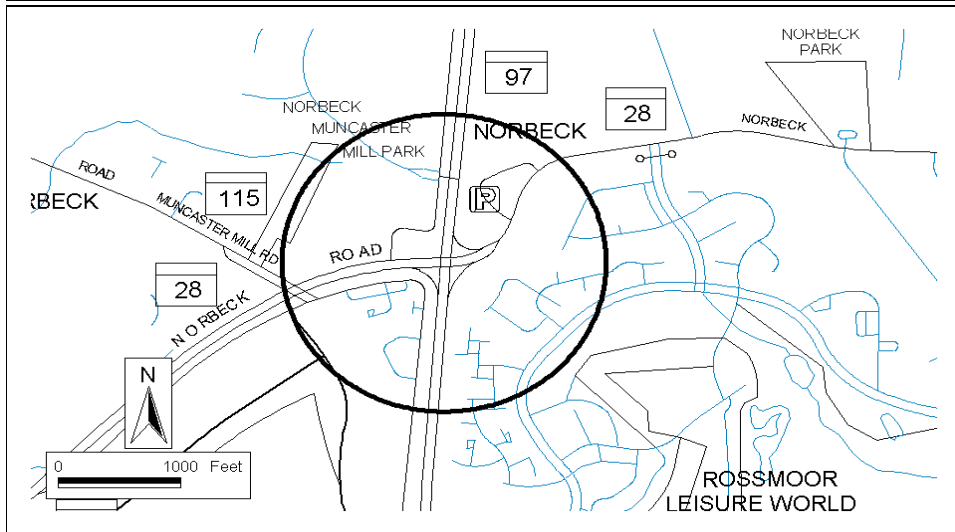
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 37,050

PROJECTED (2030) - 37,800

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 1,967 | 1,967 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,083 | 591 | 1,105 | 387 | 0 | 0 | 0 | 0 | 0 | 1,492 | 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 | 4,050 | 2,558 | 1,105 | 387 | 0 | 0 | 0 | 0 | 0 | 1,492 | 0 |
| Federal-Aid | 2,835 | 1,791 | 774 | 271 | 0 | 0 | 0 | 0 | 0 | 1,044 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

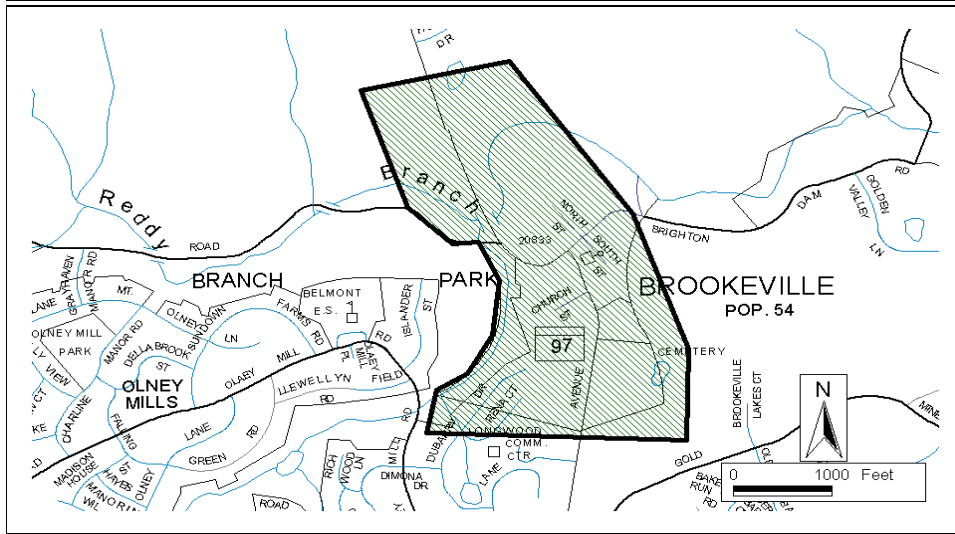
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 41,000

PROJECTED (2030) - 56,700

OPERATING COST IMPACT N/A



PROJECT: MD 97 (Brookeville Bypass)

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | PROJECT CASH FLOW | | | | | | | |
|---------------------------|------------------------------|---|-------------------|-------------------|----------------------------|----------------|----------------|----------------|---|----------------|---------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 2,137 | 2,040 | 97 | 0 |2008..... |2009..... |2010..... |2011..... | 0 | 97 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,137 | 2,040 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 |
| Federal-Aid | 1,496 | 1,428 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 |

FUNCTION :

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

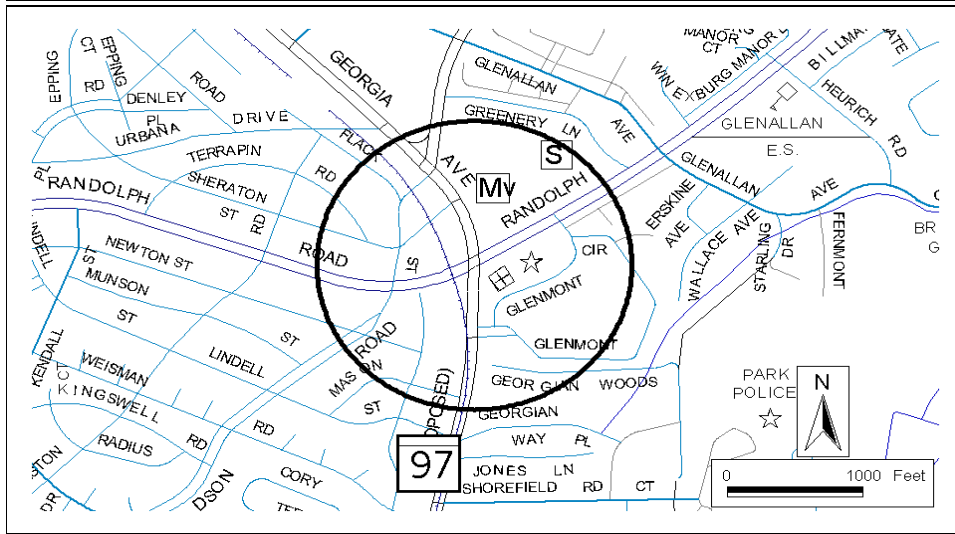
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,700

PROJECTED (2030) - 25,600

OPERATING COST IMPACT N/A



PROJECT: MD 97, Georgia Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 1,081 | 1,081 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,700 | 1,697 | 620 | 383 | 0 | 0 | 0 | 0 | 1,003 | 0 |
| Right-of-way | 3,000 | 1,471 | 10 | 1,519 | 0 | 0 | 0 | 0 | 1,529 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,781 | 4,249 | 630 | 1,902 | 0 | 0 | 0 | 0 | 2,532 | 0 |
| Federal-Aid | 2,647 | 1,945 | 434 | 268 | 0 | 0 | 0 | 0 | 702 | 0 |

FUNCTION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

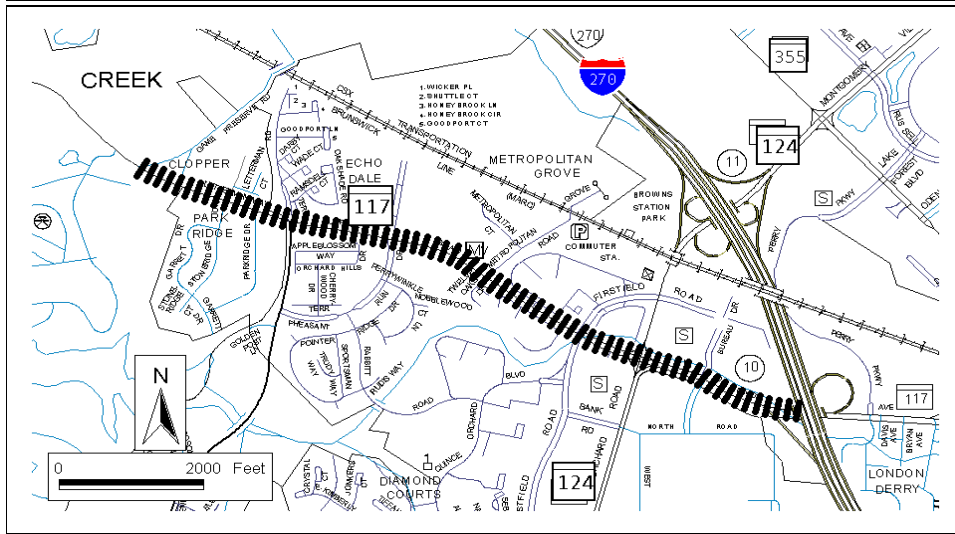
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 49,850

PROJECTED (2030) - 59,100

OPERATING COST IMPACT N/A



PROJECT: MD 117, Clopper Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 1,030 | 1,030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,056 | 1,467 | 1,544 | 1,045 | 0 | 0 | 0 | 0 | 0 | 2,589 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,086 | 2,497 | 1,544 | 1,045 | 0 | 0 | 0 | 0 | 0 | 2,589 | 0 |
| Federal-Aid | 721 | 721 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

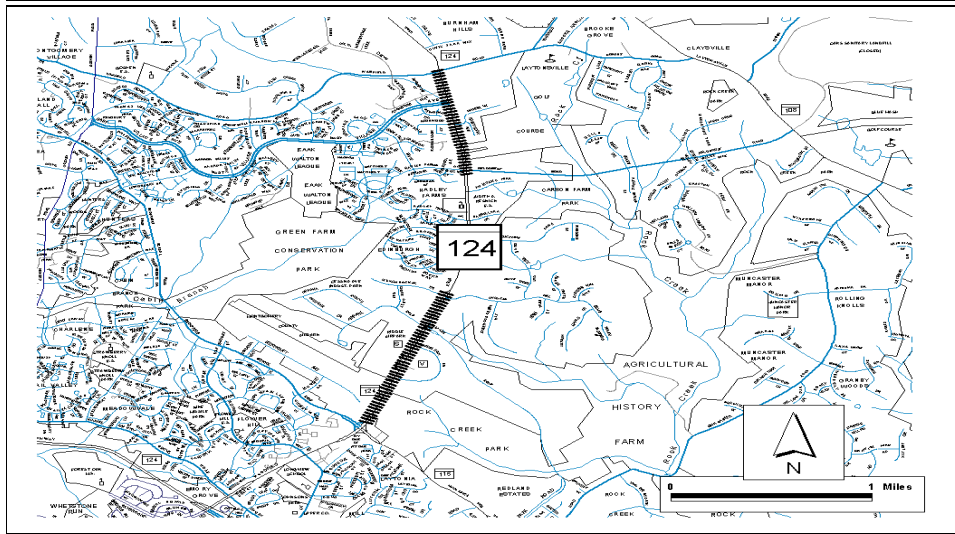
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 44,850

PROJECTED (2030) - 47,200

OPERATING COST IMPACT N/A



PROJECT: MD 124, Woodfield Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 195 | 0 | 0 | 0 | 0 | HP |
| RW | 1405 | 0 | 0 | 0 | 0 | HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 2,096 | 2,096 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,839 | 27 | 1,023 | 789 | 0 | 0 | 0 | 0 | 0 | 1,812 | 0 |
| Right-of-way | 1,801 | 0 | 10 | 1,791 | 0 | 0 | 0 | 0 | 0 | 1,801 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 5,736 | 2,123 | 1,033 | 2,580 | 0 | 0 | 0 | 0 | 0 | 3,613 | 0 |
| Federal-Aid | 1,600 | 0 | 203 | 1,397 | 0 | 0 | 0 | 0 | 0 | 1,600 | 0 |

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

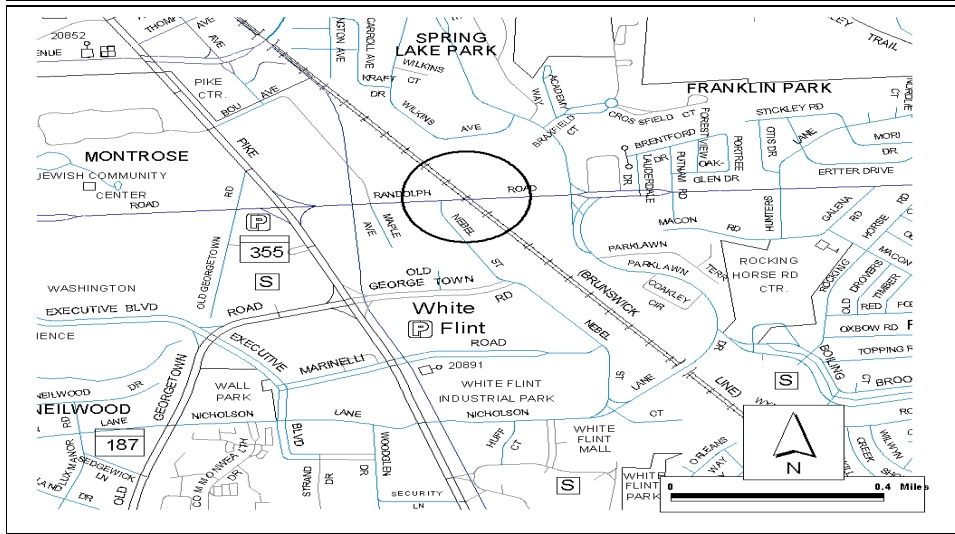
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 30,600

PROJECTED (2030) - 58,800

OPERATING COST IMPACT N/A



PROJECT: MD 355, Rockville Pike

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

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

SMART GROWTH STATUS:

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

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 22

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

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

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Intersection Capacity Improvements (cont'd)</u> | | | | |
| 54 | MD 108 | Sandy Spring Road; at MD 650; intersection reconstruct | 2,288 | FY 2007 |
| 55 | MD 190 | River Road; at MD 614 and MD 188; remove channelization to provide additional lanes (Funded for preliminary engineering only) | 588 | PE Underway |
| 56 | MD 193 | University Boulevard; at I 495; geometric improvements | 1,030 | FY 2006 |
| 57 | MD 355 | Rockville Pike; at Jones Bridge Road; widening to extend right turn lanes (Funded for preliminary engineering only) | 100 | PE Underway |
| 58 | MD 355 | Rockville Pike; at I 495; add ramp from I 495 to MD 355 | 692 | FY 2007 |
| 59 | I 495 | Capital Beltway; at MD 97; various geometric improvements | 1,487 | FY 2007 |
| 60 | MD 586 | Veirs Mill Road; at Twinbrook Parkway; widening for additional lanes (Funded for preliminary engineering only) | 235 | PE Underway |
| 61 | MD 650 | New Hampshire Avenue; at Adelphi Road; widening for additional lanes (Funded for preliminary engineering only) | 211 | PE Underway |
| <u>Enhancements</u> | | | | |
| <u>Pedestrian/Bicycle Facilities</u> | | | | |
| 62 | | Rock Creek Hiker-Biker Trail Bridge - construction of a 1,060 linear feet long by 8 feet wide trail with a 610 feet long by 12 feet wide pedestrian bridge over Veirs Mill Road | 2,368 | FY 2007 |
| 63 | | Forest Glen Pedestrian Bridge - construction of a pedestrian bridge along the west side of MD 97 (Georgia Avenue) at I 495 (Capital Beltway) | 2,878 | Underway |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

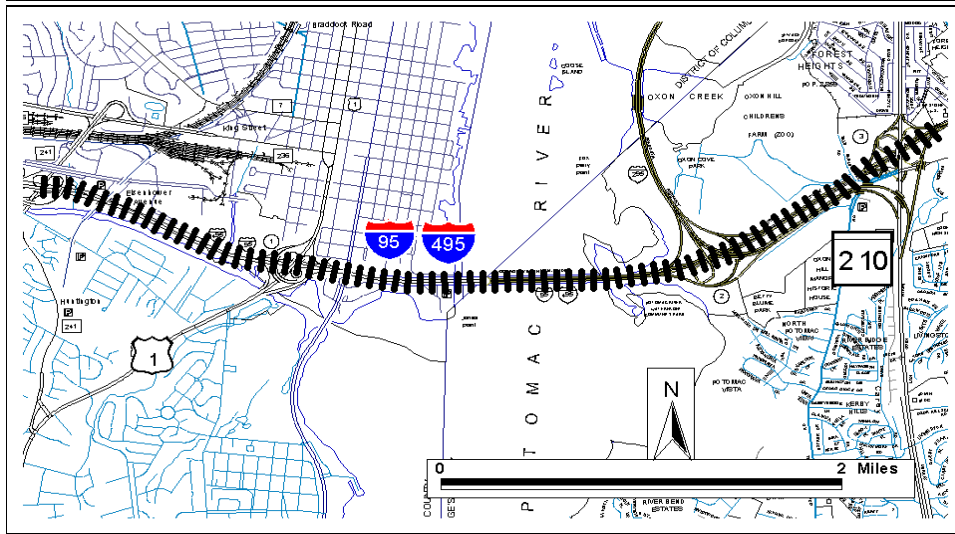
| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Enhancements (cont'd)</u> | |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



Prince George's

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 15)
 MD 210, MD 228 to I-95/I-495 (Line 23)
 MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

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

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 11870 | 15070 | 39580 | 29940 | 18130 | WWB |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 98,471 | 83,810 | 6,871 | 2,501 | 2,501 | 2,500 | 288 | 0 | 14,661 | 0 |
| Right-of-way | 3,535 | 3,476 | 59 | 0 | 0 | 0 | 0 | 0 | 59 | 0 |
| Construction | 1,214,472 | 549,724 | 212,791 | 174,876 | 156,608 | 38,282 | 22,663 | 0 | 605,220 | 59,528 |
| Total | 1,316,478 | 637,010 | 219,721 | 177,377 | 159,109 | 40,782 | 22,951 | 0 | 619,940 | 59,528 |
| Federal-Aid | 1,196,020 | 589,730 | 198,159 | 163,393 | 146,672 | 32,078 | 18,365 | 0 | 558,667 | 47,623 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

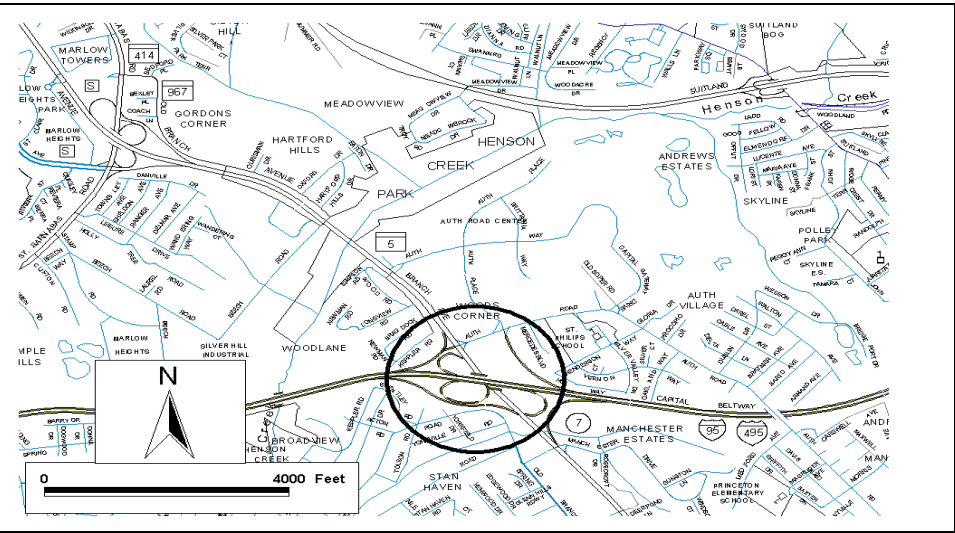
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 213,400

PROJECTED (2030) - 317,000

OPERATING COST IMPACT \$700,000 per year



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

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

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

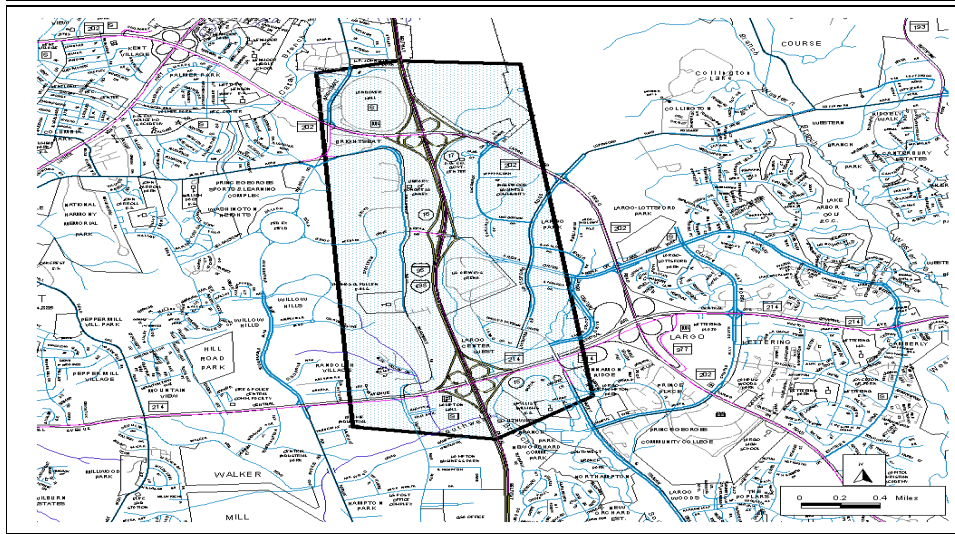
CURRENT (2004) - 119,800 (MD 5)

PROJECTED (2030) - 139,600 (MD 5)

OPERATING COST IMPACT \$42,700 per year

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 15)
 MD 202, Brightseat Road to Technology Way (Line 31)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 19658 | 0 | 0 | 0 | IM |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,648 | 301 | 2,000 | 347 | 0 | 0 | 0 | 0 | 0 | 2,347 | 0 |
| Right-of-way | 2,620 | 0 | 20 | 2,600 | 0 | 0 | 0 | 0 | 0 | 2,620 | 0 |
| Construction | 25,202 | 0 | 0 | 2,016 | 8,506 | 9,892 | 4,788 | 0 | 0 | 25,202 | 0 |
| Total | 30,470 | 301 | 2,020 | 4,963 | 8,506 | 9,892 | 4,788 | 0 | 0 | 30,169 | 0 |
| Federal-Aid | 19,658 | 0 | 0 | 1,573 | 6,634 | 7,716 | 3,735 | 0 | 0 | 19,658 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

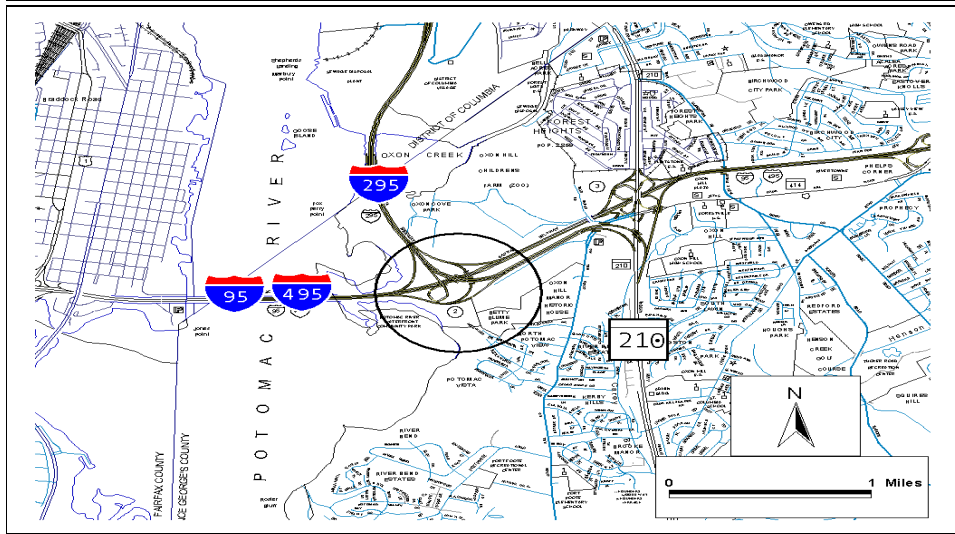
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 193,650

PROJECTED (2030) - 227,300

OPERATING COST IMPACT \$1,500 per year



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

DESCRIPTION: Construct access improvements and MD 414 Extended.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,200 | 300 | 2,900 | 0 | 0 | 0 | 0 | 0 | 0 | 2,900 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 50,150 | 11,997 | 12,889 | 14,664 | 9,100 | 1,500 | 0 | 0 | 0 | 38,153 | 0 |
| Total | 53,350 | 12,297 | 15,789 | 14,664 | 9,100 | 1,500 | 0 | 0 | 0 | 41,053 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

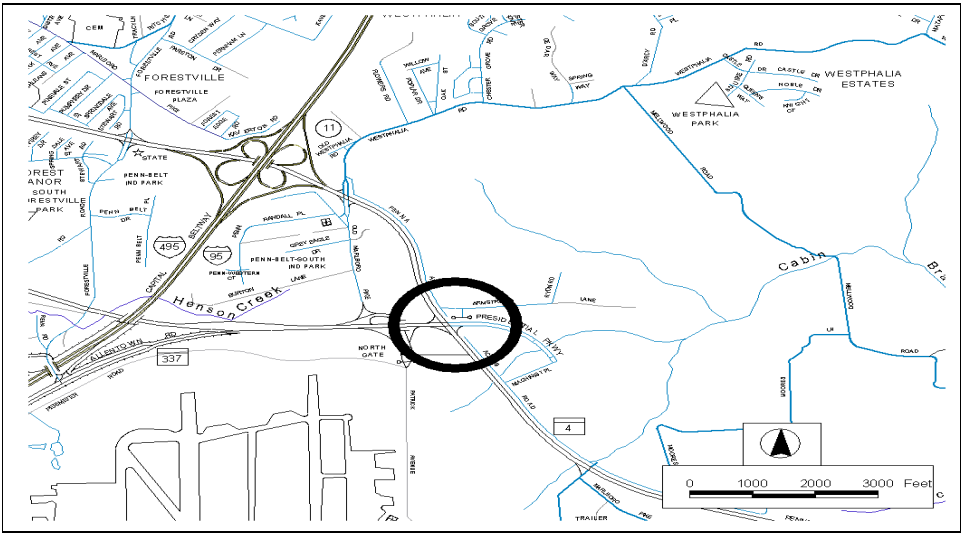
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 211,300

PROJECTED (2030) - 317,000

OPERATING COST IMPACT \$3,900 per year



PROJECT: MD 4, Pennsylvania Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

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

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

| 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 2005 | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,721 | 446 | 3,213 | 1,862 | 1,200 | 0 | 0 | 0 | 6,275 | 0 |
| Right-of-way | 15,745 | 0 | 10 | 4,869 | 4,869 | 4,853 | 1,144 | 0 | 15,745 | 0 |
| Construction | 69,797 | 0 | 0 | 0 | 9,074 | 34,433 | 26,290 | 0 | 69,797 | 0 |
| Total | 92,263 | 446 | 3,223 | 6,731 | 15,143 | 39,286 | 27,434 | 0 | 91,817 | 0 |
| Federal-Aid | 72,280 | 348 | 2,514 | 5,348 | 11,909 | 30,740 | 21,421 | 0 | 71,932 | 0 |

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Freeway/Expressway

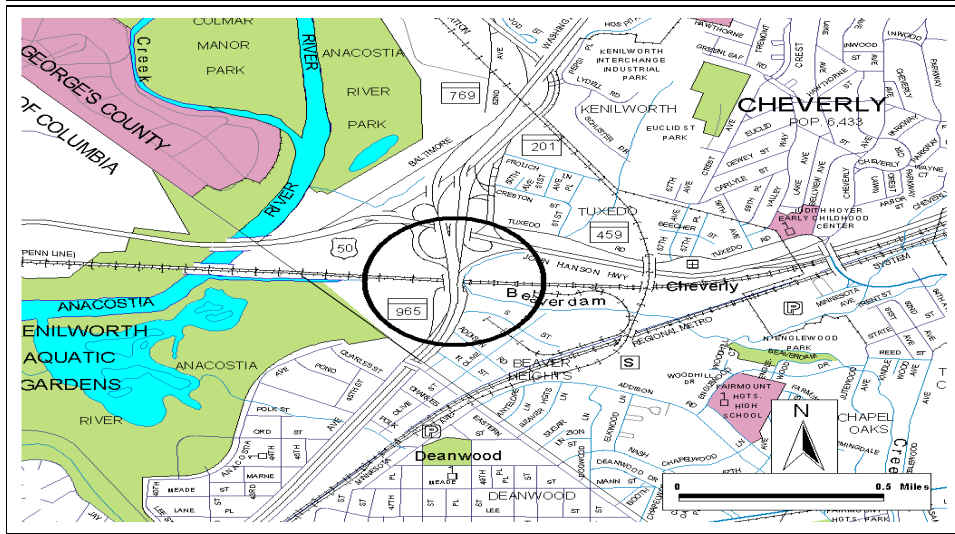
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,700

PROJECTED (2030) - 99,350

OPERATING COST IMPACT \$9,600 per year



PROJECT: MD 201, Kenilworth Avenue

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 |
| PP | 0 | 0 | 0 | 0 | 0 |
| PE | 0 | 0 | 0 | 0 | 0 |
| RW | 0 | 0 | 0 | 0 | 0 |
| CO | 17284 | 0 | 0 | 0 | 0 |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 777 | 687 | 90 | 0 | 0 | 0 | 0 | 0 | 90 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 22,543 | 0 | 1,356 | 9,651 | 9,111 | 2,425 | 0 | 0 | 22,543 | 0 |
| Total | 23,320 | 687 | 1,446 | 9,651 | 9,111 | 2,425 | 0 | 0 | 22,633 | 0 |
| Federal-Aid | 17,901 | 547 | 1,108 | 7,399 | 6,978 | 1,869 | 0 | 0 | 17,354 | 0 |

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Urban Freeway Expressway

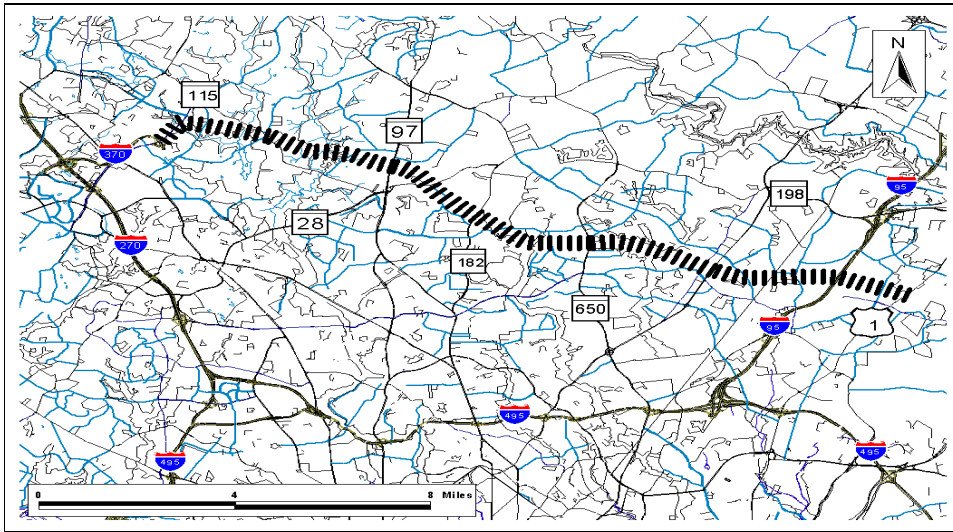
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 104,350

PROJECTED (2030) - 118,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 7
PRIMARY CONSTRUCTION PROGRAM


PROJECT: InterCounty Connector

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004 and 2005 and Federal High Priority Project Funds.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 18470 | 0 | 0 | 0 | 0 | NHS/HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☒ GENERAL ☒ OTHER

PROJECT CASH FLOW

| <u>PROJECT CASH FLOW</u> | | | | | | | | | | |
|--------------------------|---------------------------------------|------------------------|-------------------------|------------------------|----------------------------|---------------|---------------|---------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 18,470 | 0 | 10,470 | 8,000 | 0 | 0 | 0 | 0 | 18,470 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18,470 | 0 | 10,470 | 8,000 | 0 | 0 | 0 | 0 | 18,470 | 0 |
| Federal-Aid | 18,470 | 0 | 10,470 | 8,000 | 0 | 0 | 0 | 0 | 18,470 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

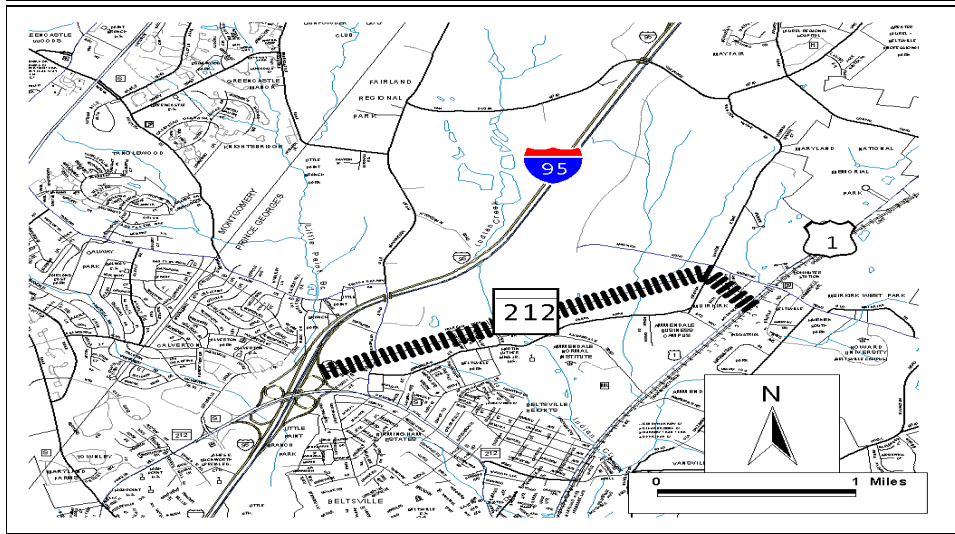
CURRENT (2004) - N/A

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

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 8

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 212 Relocated

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2007 | 2008 | 2009 | 2010 | 2011 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 155 | 155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 7,000 | 7,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,155 | 7,155 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - N/A

FEDERAL - N/A

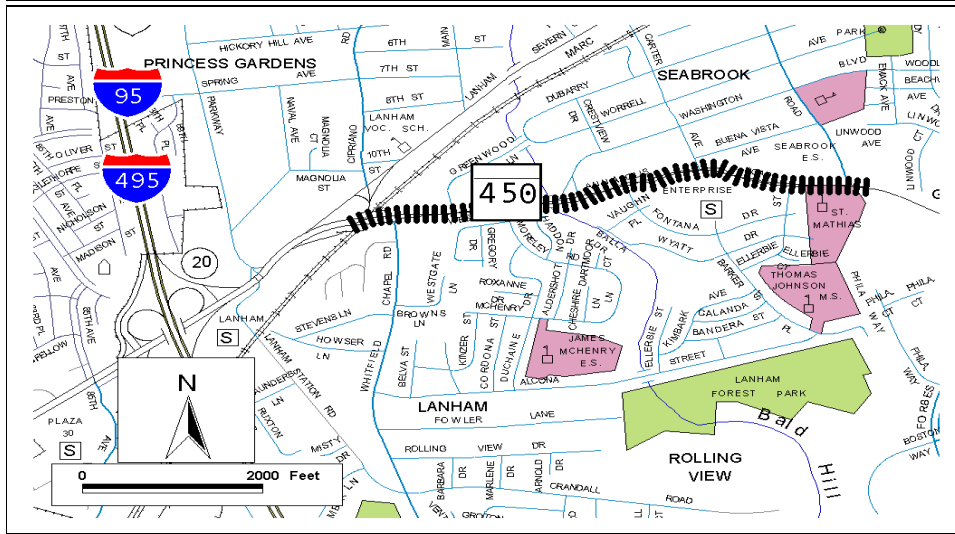
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 33,450

PROJECTED (2030) - 55,350

OPERATING COST IMPACT \$10,000 per year



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Open to Service.

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

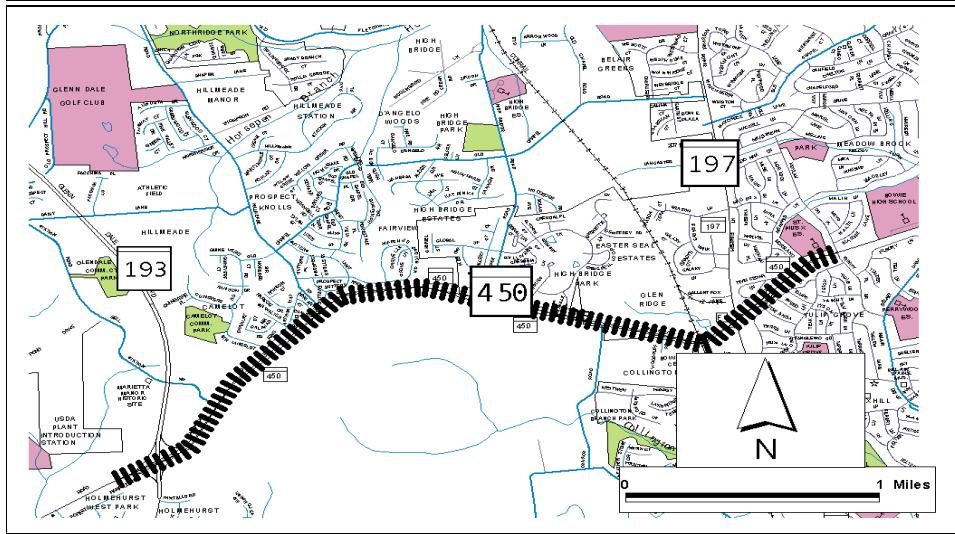
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 28,350

PROJECTED (2030) - 43,800

OPERATING COST IMPACT \$5,000 per year



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, Whitfield Chapel Road to Seabrook Road (Line 9)

MD 450, Bridge over CSX Railroad (Line 11)

MD 450, Stonybrook Drive to west of MD 3 (Line 32)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| 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 | 8,507 | 6,803 | 1,284 | 420 | 0 | 0 | 0 | 0 | 0 | 1,704 | 0 |
| Construction | 28,397 | 26,496 | 1,901 | 0 | 0 | 0 | 0 | 0 | 0 | 1,901 | 0 |
| Total | 36,921 | 33,316 | 3,185 | 420 | 0 | 0 | 0 | 0 | 0 | 3,605 | 0 |
| Federal-Aid | 26,988 | 24,121 | 2,611 | 256 | 0 | 0 | 0 | 0 | 0 | 2,867 | 0 |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

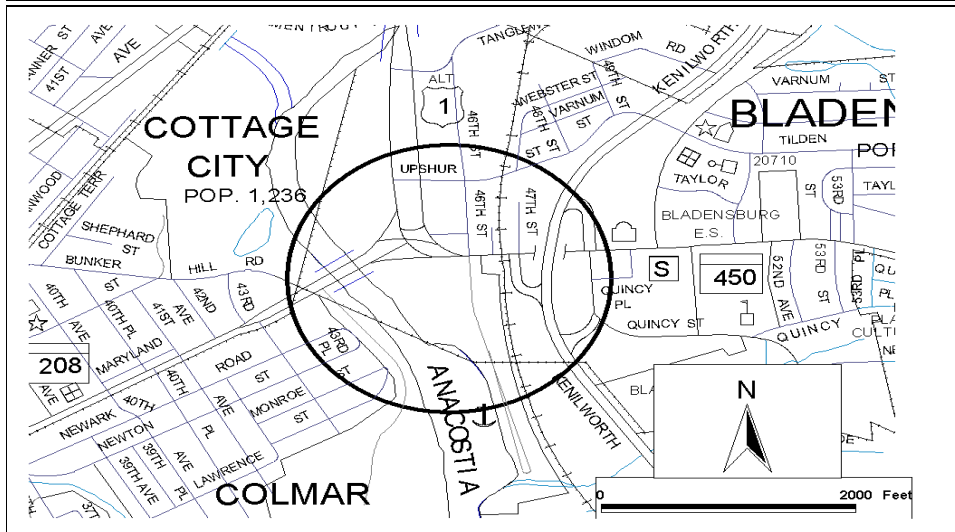
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 25,925

PROJECTED (2030) - 52,600

OPERATING COST IMPACT \$2,000 per year



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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

FUNCTION :

STATE - Major Collector

FEDERAL - Minor Arterial

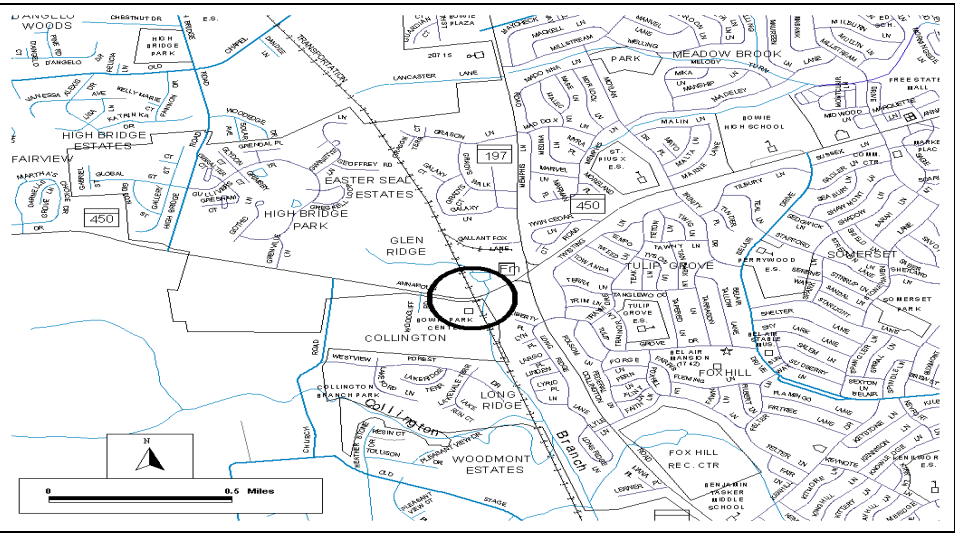
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 37,325

PROJECTED (2030) - 62,475

OPERATING COST IMPACT N/A



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

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

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

STATUS: Construction underway.

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

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

FUNCTION:

STATE - Major Collector

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

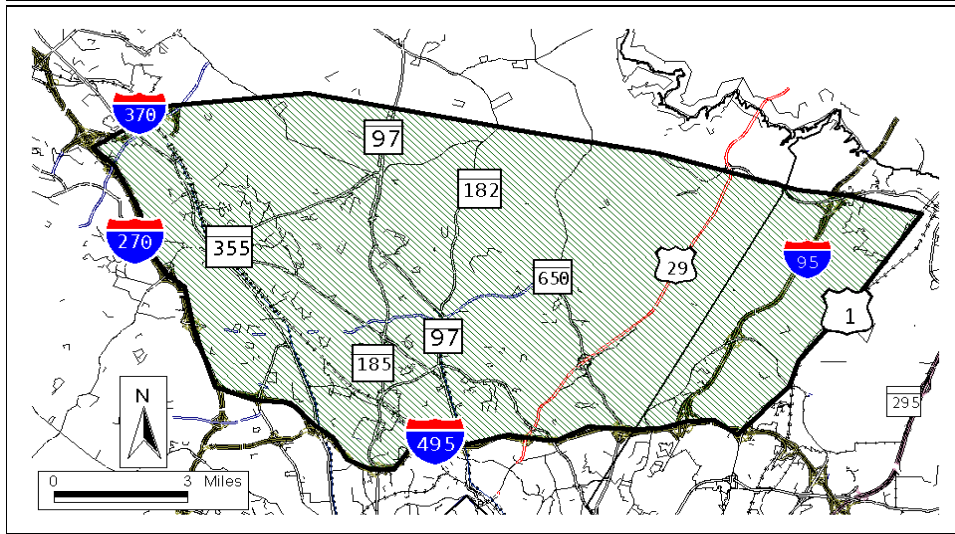
CURRENT (2004) - 25,625

PROJECTED (2030) - 68,750

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 13

SECONDARY CONSTRUCTION PROGRAM



PROJECT: East-West Intersection Improvement Program

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Right-of-way and Construction underway.

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2007 | 2008 | 2009 | 2010 | 2011 | | |
| Planning | 999 | 999 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 13,272 | 13,272 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 12,160 | 8,390 | 2,809 | 961 | 0 | 0 | 0 | 0 | 0 | 3,770 | 0 |
| Construction | 45,534 | 42,023 | 3,459 | 52 | 0 | 0 | 0 | 0 | 0 | 3,511 | 0 |
| Total | 71,965 | 64,684 | 6,268 | 1,013 | 0 | 0 | 0 | 0 | 0 | 7,281 | 0 |
| Federal-Aid | 46,020 | 40,916 | 4,312 | 792 | 0 | 0 | 0 | 0 | 0 | 5,104 | 0 |

FUNCTION :

STATE - N/A

FEDERAL - N/A

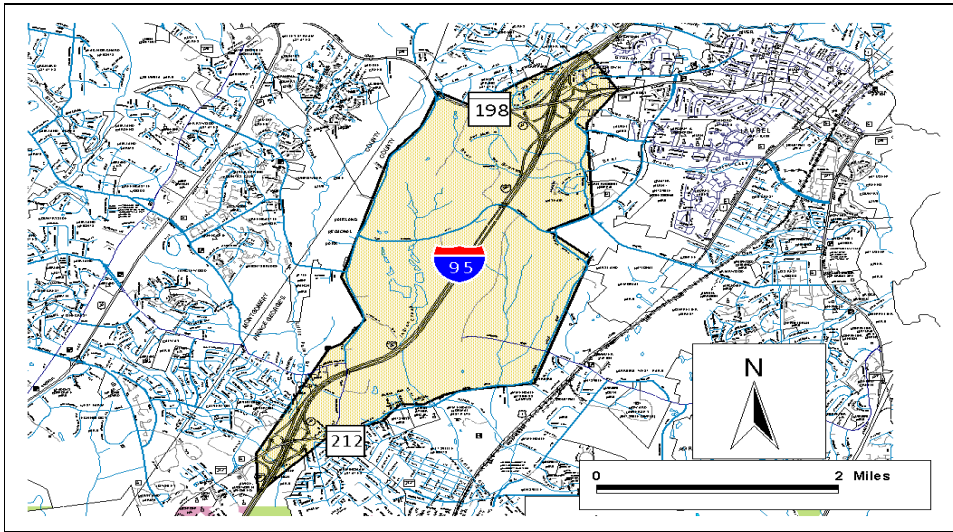
STATE SYSTEM : N/A

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - N/A

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

OPERATING COST IMPACT N/A

**PROJECT:** I-95

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 East/West Intersection Improvement Program (Line 13)
 MD 28/MD 198, MD 97 to I-97 (Line 28)
 MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 30)

STATUS: Project Planning and partial Engineering underway. Developer partially funding both Project Planning and Engineering. The cost shown is SHA share only. An additional \$12.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 2,534 | 2,317 | 217 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 0 |
| Engineering | 4,060 | 597 | 2,125 | 1,338 | 0 | 0 | 0 | 0 | 0 | 3,463 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,594 | 2,914 | 2,342 | 1,338 | 0 | 0 | 0 | 0 | 0 | 3,680 | 0 |
| Federal-Aid | 4,616 | 2,040 | 1,639 | 937 | 0 | 0 | 0 | 0 | 0 | 2,576 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

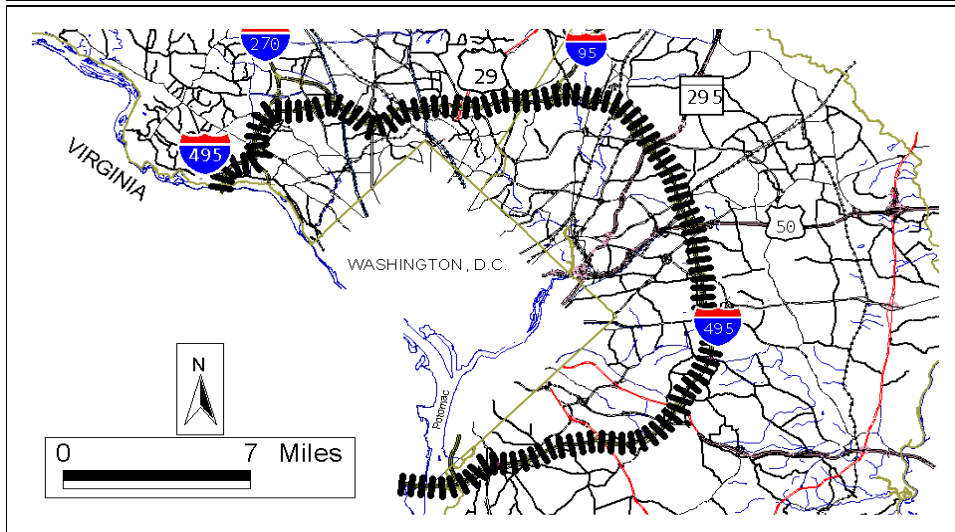
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 178,600

PROJECTED (2030) - 232,400

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's 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:

- | | |
|---|--|
| <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/I-495, Branch Avenue Metro Access - Phase 1 (Line 2)
- I-95/I-495, Interchange at Arena Drive - Interim Improvements (Line 3)
- MD 4, Interchange at Suitland Parkway (Line 5)
- I-95/I-495, Branch Ave. Metro Access - Phase 2 (Line 16)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 14,980 | 10,109 | 2,500 | 1,871 | 500 | 0 | 0 | 0 | 0 | 4,871 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 14,980 | 10,109 | 2,500 | 1,871 | 500 | 0 | 0 | 0 | 0 | 4,871 | 0 |
| Federal-Aid | 10,486 | 7,076 | 1,750 | 1,310 | 350 | 0 | 0 | 0 | 0 | 3,410 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

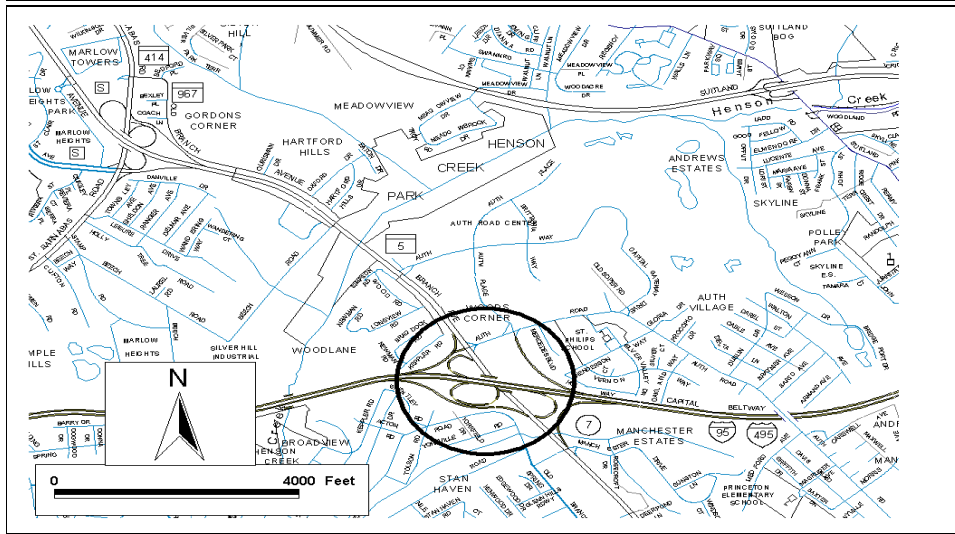
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

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

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

OPERATING COST IMPACT N/A



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

DESCRIPTION: Improve access from MD 5 (Branch Avenue) and I-95/I-495 to the Branch Avenue Metro Station. Phase 2 consists of improvements to the Access Road, pedestrian bridge and the County Roads (Auth Road, Auth Place and Auth Way). Pedestrian/bicycle facilities will be included where appropriate.

JUSTIFICATION: The Branch Avenue Metro Station increased traffic volumes on MD 5 and the Capital Beltway in the vicinity of the station during peak periods. The purpose of this project is to provide a long term solution for traffic congestion in this area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Ave. Metro Access - Phase 1 (Line 2)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21)

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

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 3065 | 0 | 0 | 0 | 0 | CMAQ |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 777 | 777 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,832 | 135 | 1,230 | 1,230 | 1,237 | 0 | 0 | 0 | 3,697 | 0 |
| Right-of-way | 3,831 | 0 | 10 | 100 | 1,819 | 1,902 | 0 | 0 | 3,831 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,440 | 912 | 1,240 | 1,330 | 3,056 | 1,902 | 0 | 0 | 7,528 | 0 |
| Federal-Aid | 6,117 | 95 | 992 | 1,064 | 2,445 | 1,522 | 0 | 0 | 6,022 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

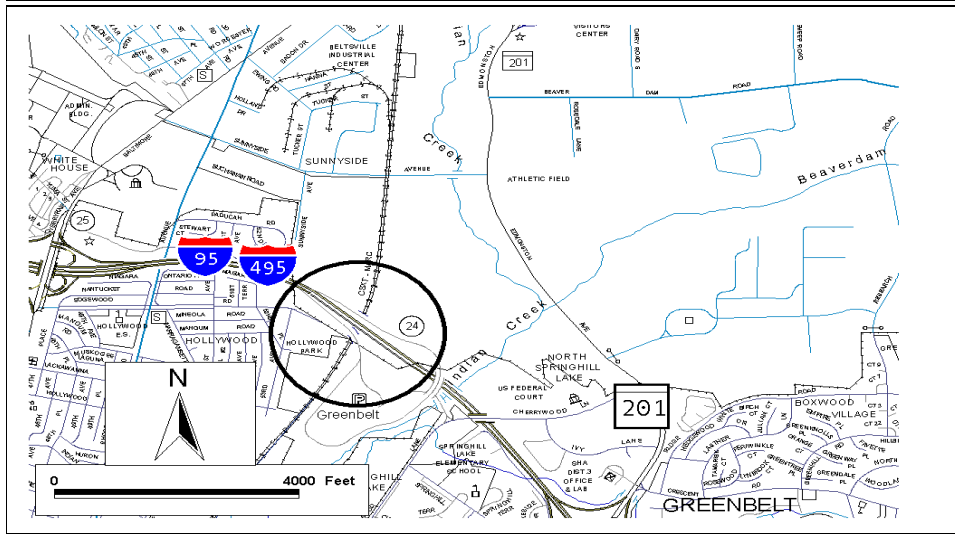
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 166,200 (MD 5)

PROJECTED (2030) - 232,400 (MD 5)

OPERATING COST IMPACT N/A



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

DESCRIPTION: Construct a full interchange along I-95/I-495 at the Greenbelt Metro Station.

JUSTIFICATION: This interchange would improve traffic operations on mainline I-95/I-495 and provide access for a proposed joint use development at the Greenbelt Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 1000 | 0 | 0 | 0 | 0 | HP |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Engineering underway.

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 1,527 | 1,505 | 22 | 0 | 0 | 0 | 0 | 0 | 22 | 0 |
| Engineering | 6,483 | 12 | 1,400 | 3,000 | 1,500 | 571 | 0 | 0 | 6,471 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 8,010 | 1,517 | 1,422 | 3,000 | 1,500 | 571 | 0 | 0 | 6,493 | 0 |
| Federal-Aid | 6,763 | 1,064 | 1,245 | 2,635 | 1,317 | 501 | 0 | 0 | 5,699 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

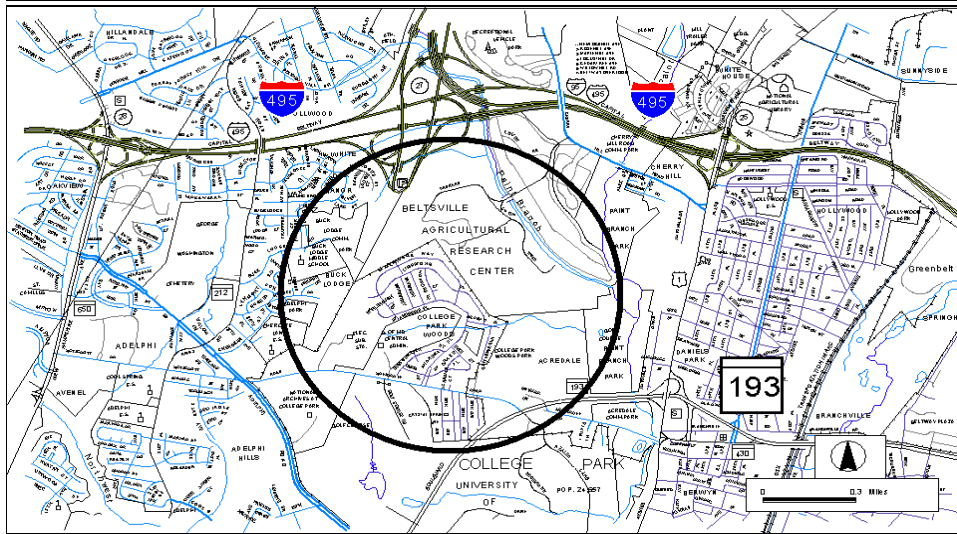
CURRENT (2004) - 236,925

PROJECTED (2030) - 287,025

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 18

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:

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

ASSOCIATED IMPROVEMENTS:

US 1, College Avenue to Sunnyside Avenue (Line 33)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning underway. MDOT will be coordinating the study with Prince George's County, Beltsville Agriculture Research Center, City of College Park and the University of Maryland.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 1,000 | 49 | 50 | 451 | 450 | 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 | 50 | 451 | 450 | 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)

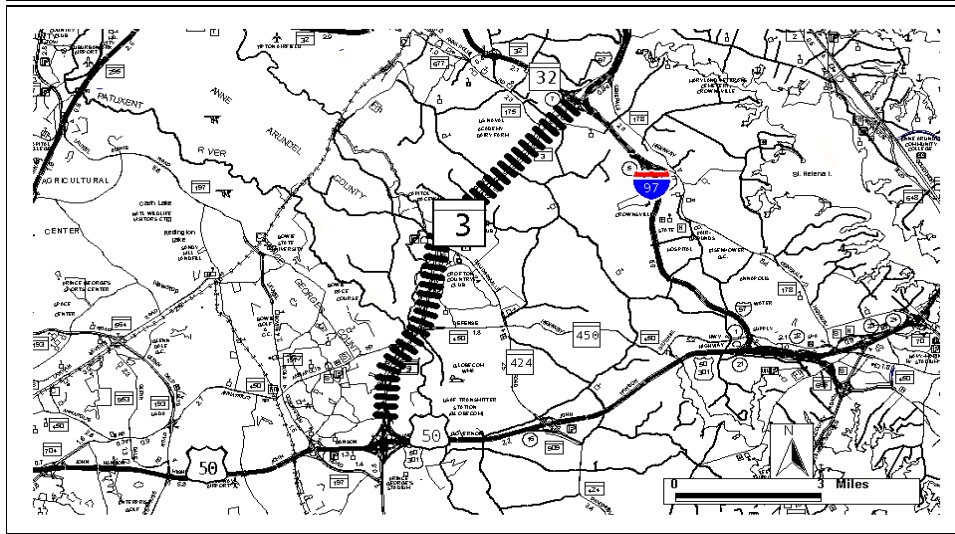
CURRENT (2004) - N/A

PROJECTED (2030) - 38,300

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 19

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 25)
 US 301, North of Mount Oak Road to US 50 (Line 26)
 US 301, Waldorf Area Project (Line 27)
 MD 450, Stonybrook Drive to west of MD 3 (Line 32)

STATUS: Project Planning underway.

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| Planning | 2,832 | 2,579 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 253 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 1,500 | 0 | 500 | 500 | 500 | 0 | 0 | 0 | 0 | 1,500 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,332 | 2,579 | 753 | 500 | 500 | 0 | 0 | 0 | 0 | 1,753 | 0 |
| Federal-Aid | 1,982 | 1,805 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 177 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

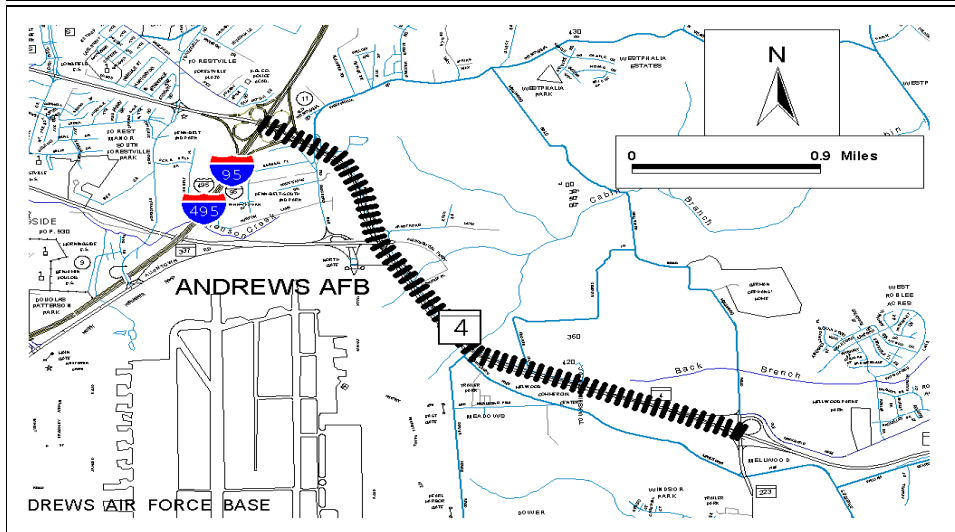
CURRENT (2004) - 70,800

PROJECTED (2030) - 112,800

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 20

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 4, Pennsylvania Avenue

DESCRIPTION: Upgrade existing MD 4 to a multi-lane freeway from MD 223 to I-95/I-495 (Capital Beltway) (3.08 miles). Interchanges at Westphalia and Dower House Roads are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 4, Interchange at Suitland Parkway (Line 5)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|---|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 1,614 | 1,614 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1,614 | 1,614 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 1,130 | 1,130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

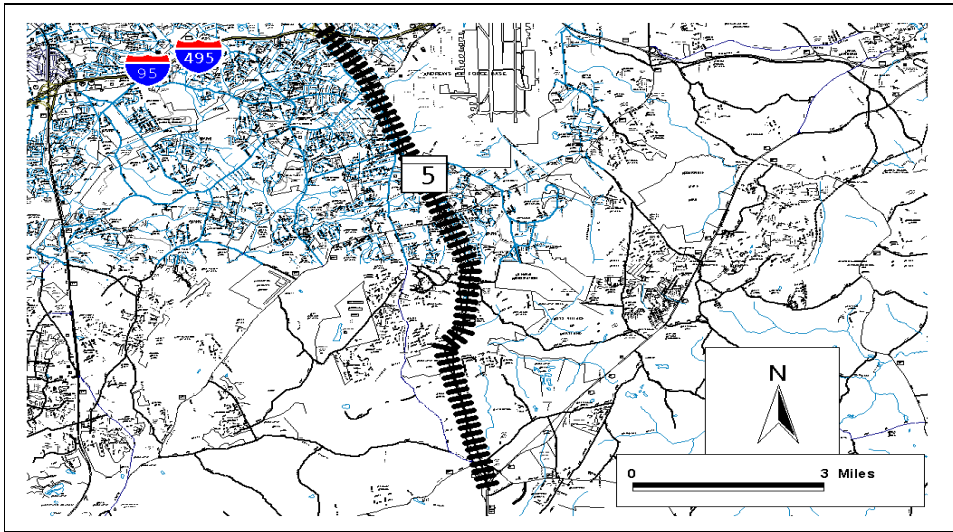
CURRENT (2004) - 74,700

PROJECTED (2030) - 99,325

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 21

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 5, Branch Avenue

DESCRIPTION: Study to upgrade existing MD 5 to a multi-lane freeway from US 301 interchange at T.B. to north of I-95/I-495 Capital Beltway (10.50 miles). Interchanges at Surratts Road and Burch Hill/Earnshaw Drive are not funded in the current program. Bicycles and pedestrians will be accommodated where appropriate.

JUSTIFICATION: Severe traffic congestion occurs during peak hours, especially at signalized intersections. High accident rates exist at a number of the at-grade intersections along this section of MD 5. Traffic volumes will continue to increase as southern Prince George's County and Charles County continue to develop.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Branch Avenue Metro Station Access - Phase 1 (Line 2)
 I-95/I-495, Branch Ave. Metro Station Access - Phase 2 (Line 16)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 22)
 US 301, South Corridor Transportation Study (Line 25)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| Planning | 1,322 | 323 | 500 | 499 | 0 | 0 | 0 | 0 | 0 | 999 | 0 |
| Engineering | 1,719 | 1,719 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 8,165 | 8,165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,206 | 10,207 | 500 | 499 | 0 | 0 | 0 | 0 | 0 | 999 | 0 |
| Federal-Aid | 6,369 | 6,369 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Principal Arterial
FEDERAL - Freeway - Expressway

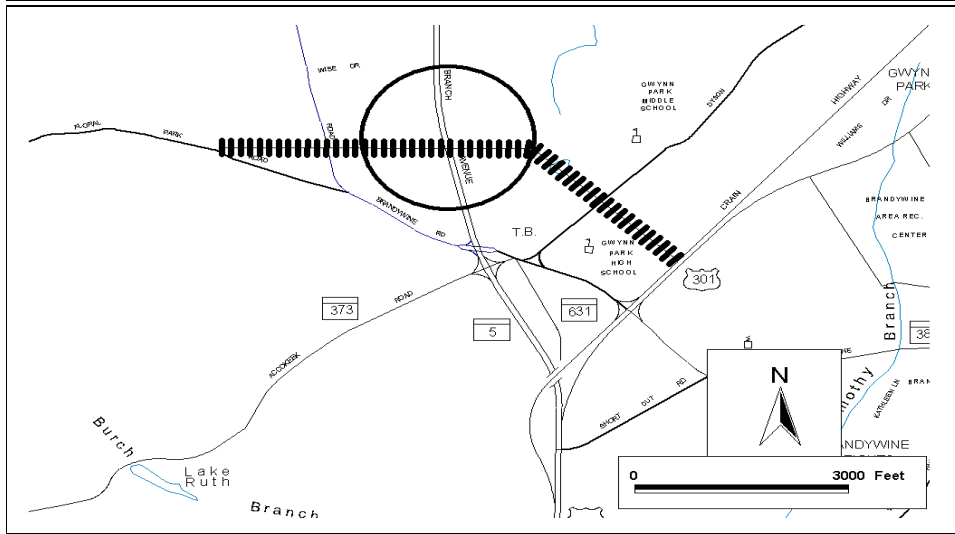
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 93,850

PROJECTED (2030) - 157,500

OPERATING COST IMPACT N/A



PROJECT: MD 5, Branch Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to north of I-95/I-495 (Line 21)
 US 301, South Corridor Transportation Study (Line 25)

STATUS: Engineering underway.

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 5540 | 0 | 0 | 0 | 0 | HP |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 7,680 | 577 | 1,065 | 2,132 | 3,196 | 710 | 0 | 0 | 7,103 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,680 | 577 | 1,065 | 2,132 | 3,196 | 710 | 0 | 0 | 7,103 | 0 |
| Federal-Aid | 5,944 | 404 | 831 | 1,663 | 2,493 | 554 | 0 | 0 | 5,540 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Freeway - Expressway

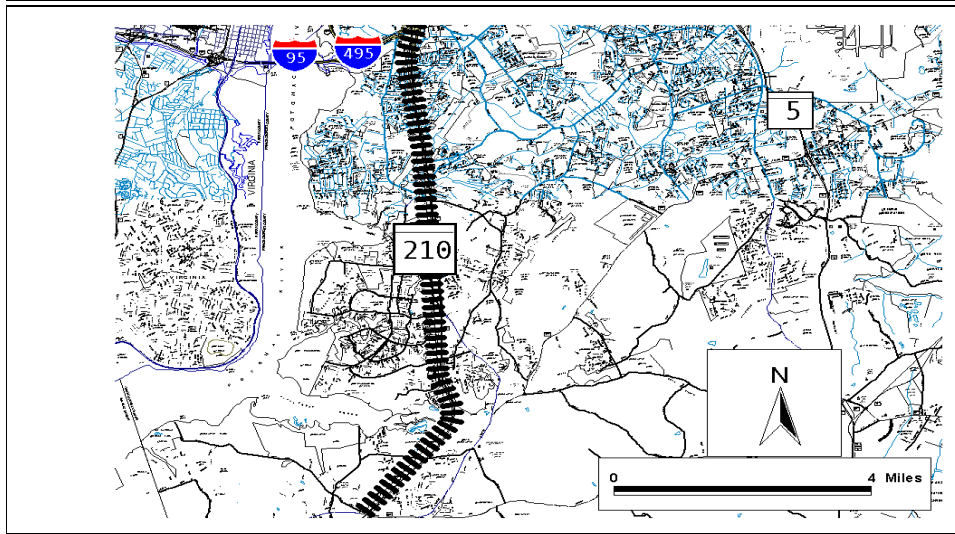
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 57,500

PROJECTED (2030) - 111,200

OPERATING COST IMPACT N/A



PROJECT: MD 210, Indian Head Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 1)
 I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 210, Interchange at Kerby Hill/Livingston Roads (Line 24)

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added the MD 210 interchange at Kirby Hill/Livingston Roads (Line 24) to the Development and Evaluation Program as a breakout project due to the addition of Federal High Priority Project Funds.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| Planning | 2,850 | 2,797 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 775 | 751 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,625 | 3,548 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 77 | 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)

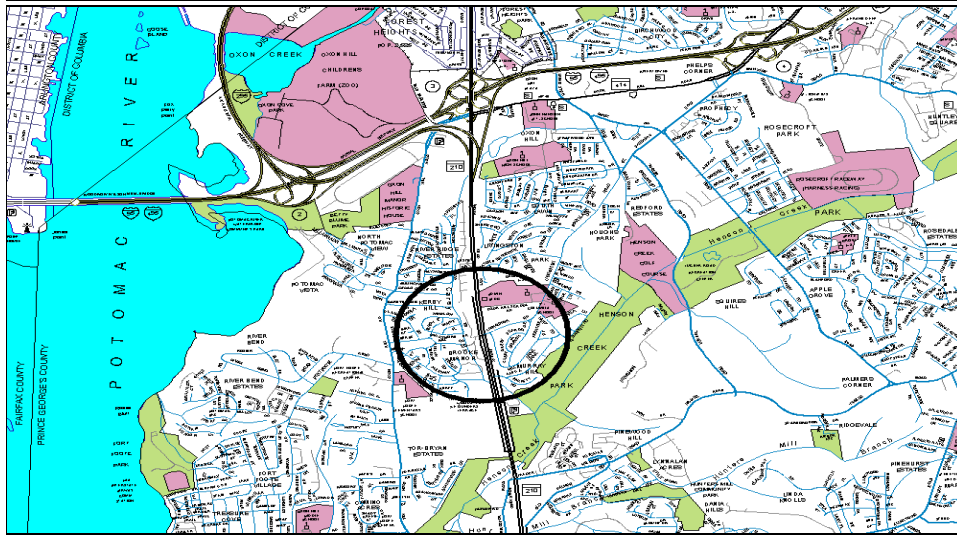
CURRENT (2004) - 74,200

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 24

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 210, Indian Head Highway

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-95/I-495, Woodrow Wilson Bridge (Line 1)
 I-295/I-495, National Harbor Access (Line 4)
 I-95/I-495, American Legion Bridge to Woodrow Wilson Bridge (Line 15)
 MD 210, MD 228 to -95/I-495 (Line 23)

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: This project was added to the Development and Evaluation Program as a breakout project of the MD 210 from I-95/I-495 to MD 228 study (Line 23) due to the addition of Federal High Priority Project Funds.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 5000 | 0 | 0 | 0 | 0 | HP |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,410 | 0 | 1,069 | 2,136 | 2,136 | 1,069 | 0 | 0 | 6,410 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 6,410 | 0 | 1,069 | 2,136 | 2,136 | 1,069 | 0 | 0 | 6,410 | 0 |
| Federal-Aid | 5,000 | 0 | 834 | 1,666 | 1,666 | 834 | 0 | 0 | 5,000 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Freeway - Expressway

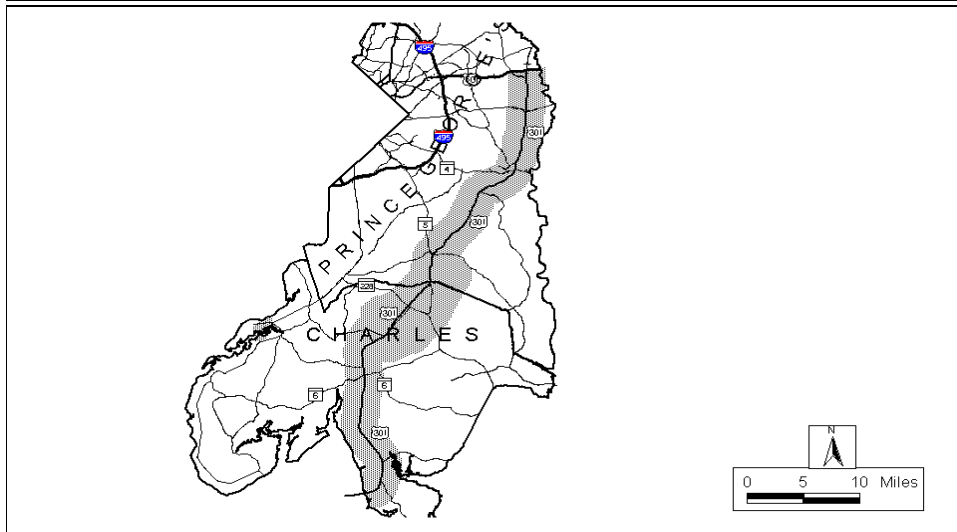
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 74,200

PROJECTED (2030) - 126,350

OPERATING COST IMPACT N/A



PROJECT: US 301 South Corridor Transportation Study

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 5, US 301 at T.B. to North of I-95/I-495 (Line 21)
 MD 5, Interchange at MD 373 and Brandywine Road Relocated (Line 22)
 US 301, North of Mount Oak Road to US 50 (Line 26)
 US 301, Waldorf Area Project (Line 27)

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

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

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

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

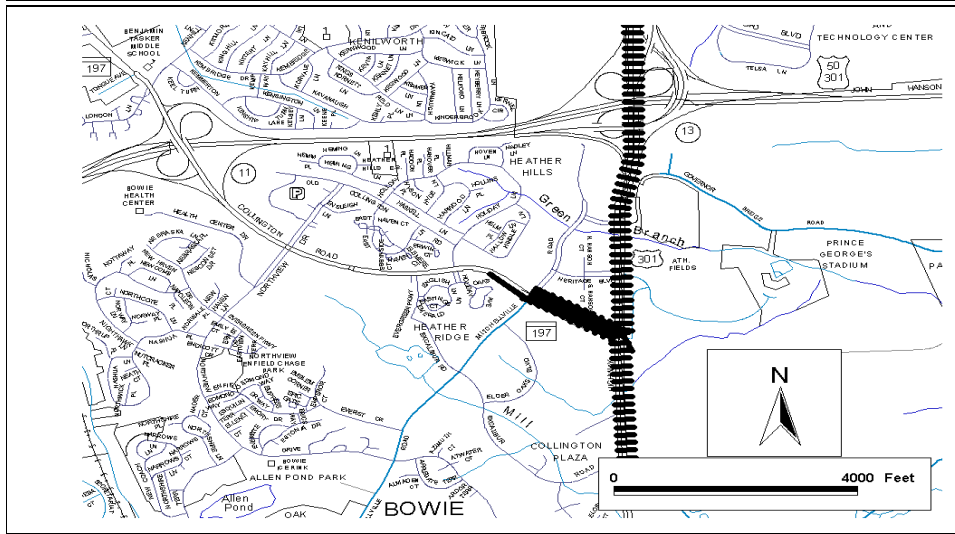
CURRENT (2004) - 82,600

PROJECTED (2030) - 114,300

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 26

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 19)
US 301, South Corridor Transportation Study (Line 25)
US 301, Waldorf Area Project (Line 27)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 1,968 | 1,668 | 250 | 50 | 0 | 0 | 0 | 0 | 0 | 300 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,968 | 1,668 | 250 | 50 | 0 | 0 | 0 | 0 | 0 | 300 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

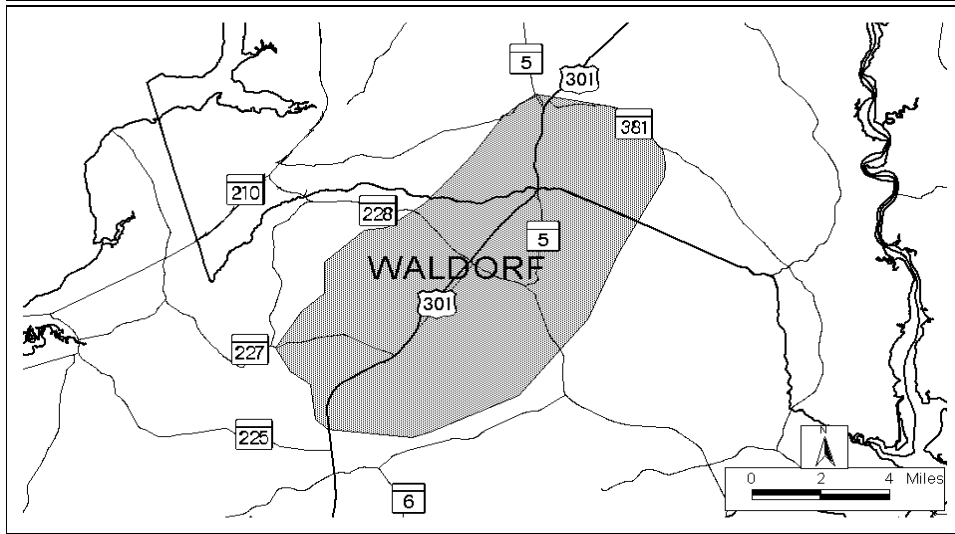
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 70,175

PROJECTED (2030) - 176,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 27
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: US 301, Waldorf Area Project

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

US 301, South Corridor Transportation Study (Line 25)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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

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

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|-----------------|------------------------|-------------------------|------------------------|----------------------------|----------------|----------------|----------------|----------------------|---------------------------|
| | COST (\$000) | | | | FOR PLANNING PURPOSES ONLY | | | | | |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 4,798 | 0 | 1,072 | 1,800 | 1,326 | 600 | 0 | 0 | 4,798 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,798 | 0 | 1,072 | 1,800 | 1,326 | 600 | 0 | 0 | 4,798 | 0 |
| Federal-Aid | 3,358 | 0 | 750 | 1,260 | 928 | 420 | 0 | 0 | 3,358 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

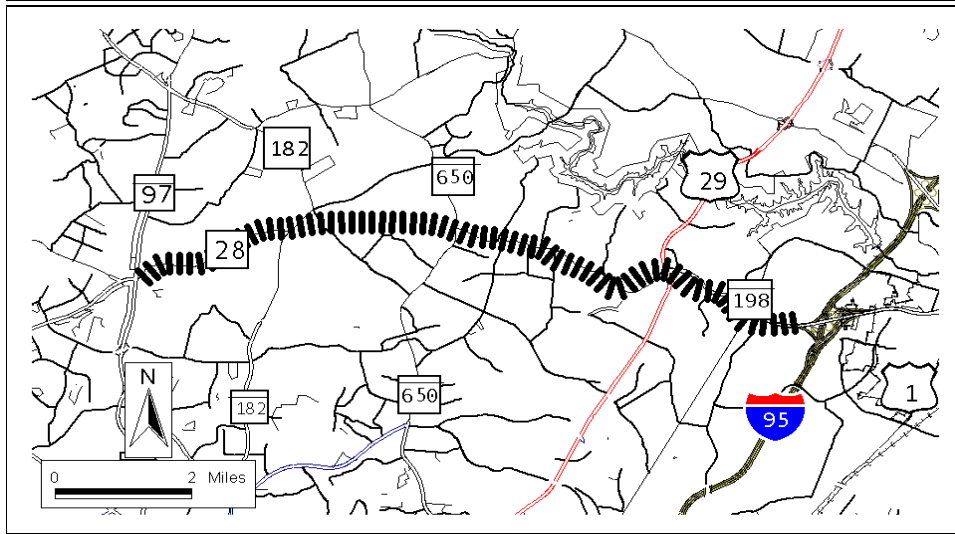
CURRENT (2004) - 82,600

PROJECTED (2030) - 114,200

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 28

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 East-West Intersection Improvement Program (Line 13)
 I-95/Contee Road Interchange (Line 14)
 MD 201 Extended/US 1, I-95/I-495 to Contee Road (Line 30)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 3,318 | 2,890 | 140 | 160 | 128 | 0 | 0 | 0 | 0 | 428 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 110 | 3 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 107 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,428 | 2,893 | 247 | 160 | 128 | 0 | 0 | 0 | 0 | 535 | 0 |
| Federal-Aid | 2,323 | 2,023 | 98 | 112 | 90 | 0 | 0 | 0 | 0 | 300 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

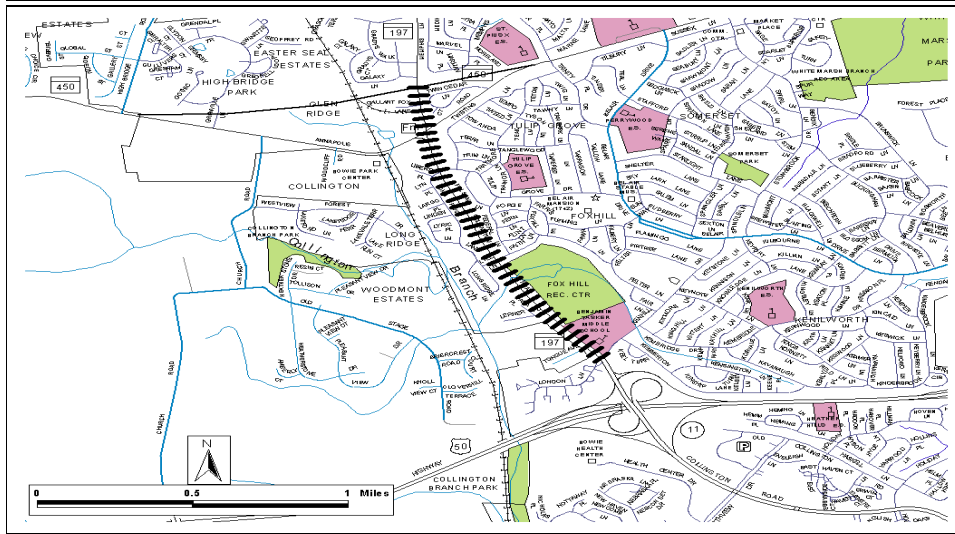
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,000 - 33,250 (MD 28)
 17,700 - 65,300 (MD 198)

PROJECTED (2030) - 29,800 - 42,000 (MD 28)
 24,500 - 75,100 (MD 198)

OPERATING COST IMPACT N/A



PROJECT: MD 197, Collington Road

DESCRIPTION: Study to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated (1.4 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: Additional lanes are needed to accommodate increasing volumes of traffic. This improvement would provide better access to the City of Bowie.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, MD 193 to Stonybrook Drive. (Line 10)
 MD 450, Bridge over CSX Railroad (Line 12)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning to begin during current fiscal year. County contributing \$1.0 million to planning study. Cost shown is SHA share only.

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

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 2005 | | | 2007 | 2008 | 2009 | 2010 | 2011 | | |
| Planning | 700 | 0 | 0 | 350 | 350 | 0 | 0 | 0 | 0 | 700 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 700 | 0 | 0 | 350 | 350 | 0 | 0 | 0 | 0 | 700 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

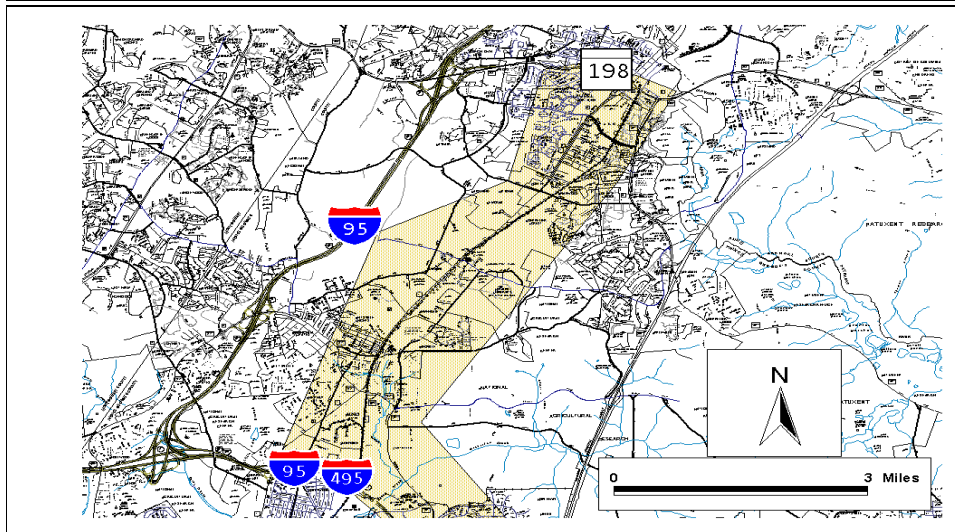
CURRENT (2004) - 38,900

PROJECTED (2030) - 58,150

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 30

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



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

DESCRIPTION: Study a 4 - 6 lane divided highway from I-95/I-495 (Capital Beltway) to MD 198 (7.1 miles). Bicycle and pedestrian access will be considered as part of this project.

JUSTIFICATION: US 1 and Edmonston Road are over capacity and experience severe congestion during peak periods. The local roadway network is inadequate. Industrial and employment centers are being developed in the area, which is expected to further increase traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

InterCounty Connector (Line 7)
 MD 212 Relocated, US 1 to I-95 (Line 8)
 East/West Intersection Improvement Program (Line 13)
 MD 28/MD 198, MD 97 to I-95 (Line 28)
 US 1, College Avenue to Sunnyside Avenue (Line 33)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 5,733 | 4,534 | 630 | 569 | 0 | 0 | 0 | 0 | 0 | 1,199 | 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 | 5,733 | 4,534 | 630 | 569 | 0 | 0 | 0 | 0 | 0 | 1,199 | 0 |
| Federal-Aid | 4,013 | 3,174 | 441 | 398 | 0 | 0 | 0 | 0 | 0 | 839 | 0 |

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

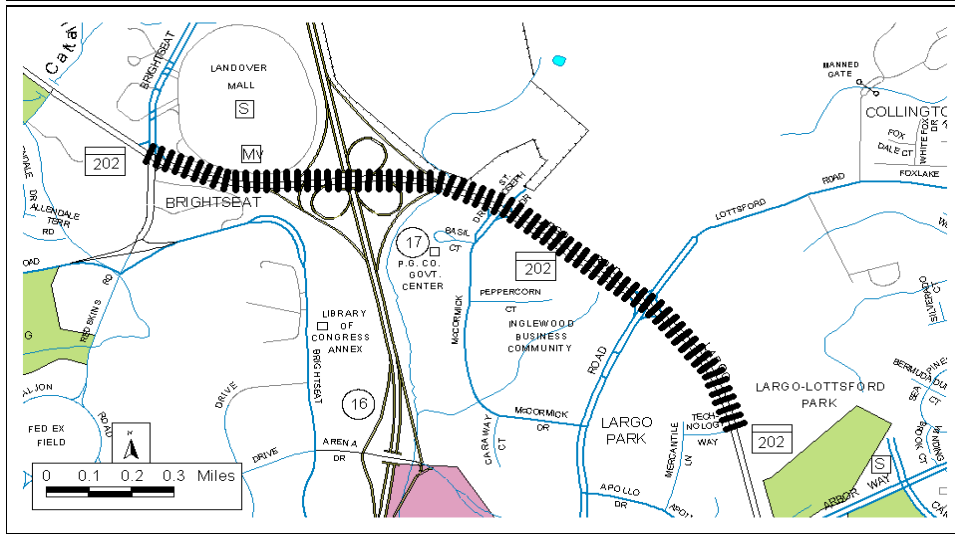
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 38,650

PROJECTED (2030) - 86,550

OPERATING COST IMPACT N/A



PROJECT: MD 202, Largo Road

DESCRIPTION: Improve intersections along the MD 202 corridor between Brightseat Road and Technology Way (2.1 miles). These improvements will provide enhanced access to the Largo Town Center Metro Station. Sidewalks will be included where appropriate.

JUSTIFICATION: This project will provide improved access to the Largo Town Center Metro Station, which was opened in the Winter of 2005, and will also relieve congestion along MD 202 during peak periods.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,100 | 59 | 1,000 | 1,041 | 0 | 0 | 0 | 0 | 2,041 | 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 | 59 | 1,000 | 1,041 | 0 | 0 | 0 | 0 | 2,041 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

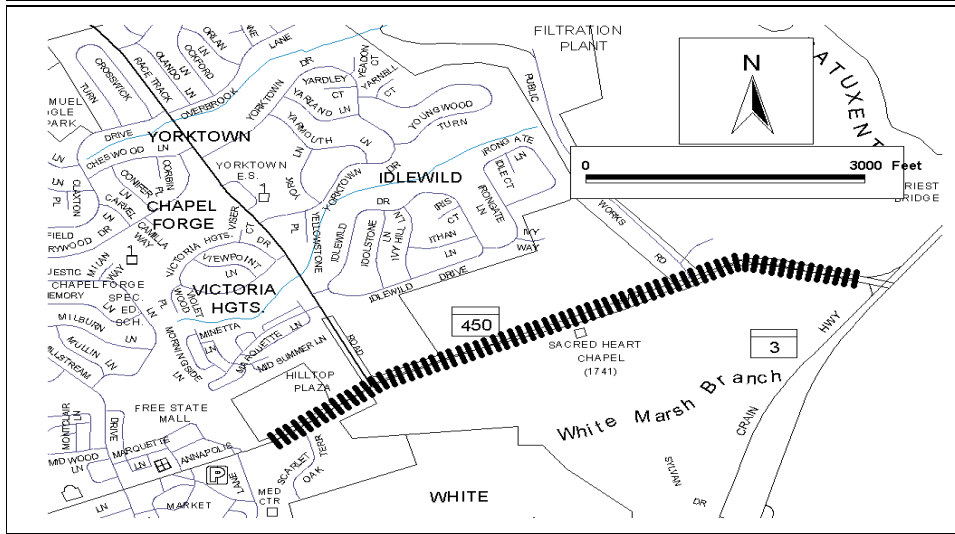
CURRENT (2004) - 68,700

PROJECTED (2030) - 75,000

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 32

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 450, Annapolis Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 450, East of Whitfield Chapel Road to Seabrook Road (Line 9)
 MD 450, MD 193 to Stonybrook Drive (Line 10)
 MD 3, US 50 to MD 32 (Line 19)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 1,334 | 1,334 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 3,656 | 227 | 1,400 | 1,379 | 650 | 0 | 0 | 0 | 0 | 3,429 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 4,990 | 1,561 | 1,400 | 1,379 | 650 | 0 | 0 | 0 | 0 | 3,429 | 0 |
| Federal-Aid | 2,925 | 182 | 1,120 | 1,103 | 520 | 0 | 0 | 0 | 0 | 2,743 | 0 |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

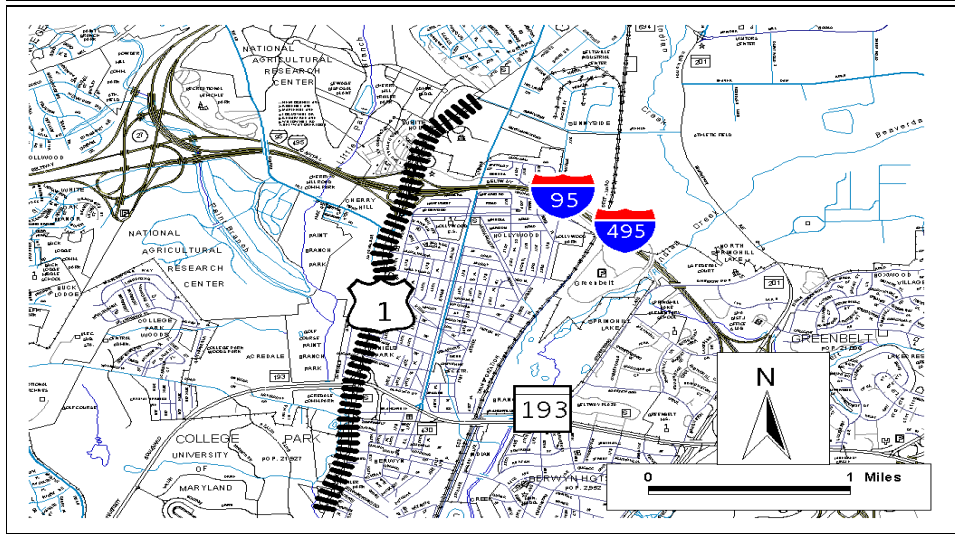
CURRENT (2004) - 25,800

PROJECTED (2030) - 58,850

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Prince George's County -- Line 33

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 1, Baltimore Avenue

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 212 Relocated, US 1 to I-95 (Line 8)
MD 201 Extended/US 1, I-95/I-495 to MD 198 (Line 30)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning completed.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

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 2005 | | | 2006 | 2007 | 2008 | 2009 | 2010 | | |
| Planning | 1,363 | 1,297 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,363 | 1,297 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 65,575

PROJECTED (2030) - 93,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2005 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 193 | University Boulevard; 23rd Avenue to Adelphi Road; resurface | 1,683 | Completed |
| 2 | MD 337 | Allentown Road; 300 feet north of MD 5 (Branch Avenue) to 300 feet north of Forestville Road; resurface | 1,328 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 3 | I 95 | Capital Beltway; at MD 214; interchange lighting | 990 | Completed |
| 4 | MD 202 | Largo Road; at Largo High School; traffic signal modification | 75 | Completed |
| 5 | MD 414 | St. Barnabas Road; at Wheeler Road/Winston Street; provide double left turn lanes, modify signals and signing | 490 | Completed |
| 6 | MD 704 | Martin Luther King Jr. Highway; at Sheriff Road; add right turn lane, modify signal and signing | 492 | Completed |
| <u>Environmental Preservation</u> | | | | |
| 7 | US 50 | John Hanson Highway; MD 197 at Princeton Square, westbound for 0.6 mile; landscape | 64 | Completed |
| <u>Sidewalks</u> | | | | |
| 8 | MD 193 | Greenbelt Road; Frankfort Drive to Mandan Road; retrofit sidewalks and ADA ramps along the eastbound roadway - 1,200 linear feet | 45 | Completed |
| 9 | MD 212 | Riggs Road; at Metzerott Road; retrofit sidewalks and ADA ramps 1,610 linear feet | 85 | Completed |
| 10 | MD 500 | Queens Chapel Road; MD 208 to MD 410; retrofit sidewalks and ADA ramps | 80 | Completed |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2005 Completions (cont'd)</u> | | | | |
| <u>Sidewalks (cont'd)</u> | | | | |
| 11 | MD 501 | Chillum Road; Sargent Road to MD 500; retrofit sidewalks and ADA ramps - 1,900 linear feet | 70 | Completed |
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 12 | I 95 | Capital Beltway; Baltimore Washington Parkway to Montgomery County Line; resurface | 12,208 | FY 2007 |
| 13 | I 95 | Capital Beltway; north of MD 210 to MD 5; resurface, safety and drainage improvements | 7,279 | Completed |
| 14 | I 95 | Capital Beltway; US 50 to Greenbelt Road Bridge; resurface | 9,050 | Completed |
| 15 | I 95/495 | Capital Beltway; Inner Loop - Greenbelt Road Bridge to the Montgomery County Line; resurface, safety and drainage | 10,503 | Under construction |
| 16 | MD 197 | Laurel Bowie Road; Muirkirk Road to MD 198; resurface, safety and pedestrian improvements | 3,884 | Under construction |
| 17 | MD 198 | Gorman Avenue/Fort Meade Road; 8th Street to the Anne Arundel County Line; resurface, safety and pedestrian improvements | 2,014 | Under construction |
| 18 | MD 201 | Kenilworth Avenue; MD 410 (Veterans Parkway) to Paint Branch/Good Luck Road; resurface | 1,732 | Under construction |
| 19 | MD 210 | Indian Head Highway; Livingston Road to D.C. Line; resurface, safety and pedestrian improvements | 1,676 | Under construction |
| 20 | US 301 | Blue Star Memorial Highway; Chrysler Drive to 600 feet south of CSX railroad; resurface | 907 | FY 2007 |
| 21 | MD 704 | Martin Luther King Jr. Highway; Greenleaf Drive to Barlow Road; resurface (Funded for preliminary engineering only) | 1,200 | PE Underway |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 22 | US 1 ALT | Bladensburg Road; Bridge 16008 over the Anacostia River; bridge deck replacement | 2,673 | Completed |
| 23 | US 1 NB | Second Street; Bridge 16001 over the Patuxent River; bridge deck replacement | 1,438 | Under construction |
| 24 | CO 127 | Auth Road; Bridge 16163 over I 95; bridge deck replacement | 2,970 | FY 2006 |
| <u>Safety/Spot Improvement</u> | | | | |
| 25 | MD 4 | Pennsylvania Drive; at Donnell Drive; left turn lane and pedestrian safety treatments (Funded for concept development only) | 30 | Concepts Underway |
| 26 | MD 4 | Pennsylvania Avenue; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers | 859 | Under construction |
| 27 | MD 4 | Pennsylvania Avenue; Walters Lane to Parkland Drive; pedestrian safety improvements | 2,272 | Under construction |
| 28 | MD 5 | Branch Avenue; at Beech Road; Intersection lighting | 55 | Under construction |
| 29 | US 50 | John Hanson Highway; MD 197 to US 301; interchange lighting | 50 | Under construction |
| 30 | US 50 | John Hanson Highway; various locations throughout Prince George's County; replace turndown end treatments and upgrade traffic barriers | 859 | Under construction |
| 31 | US 50 | John Hanson Highway; at MD 197; improve eastbound ramp to MD 197 | 691 | Under construction |
| 32 | I 95 | Capital Beltway; at US 1; interchange lighting | 1,200 | Under construction |
| 33 | MD 193 | University Boulevard; at MD 212; add westbound left turn lane and a third eastbound through lane (Funded for preliminary engineering only) | 158 | PE Underway |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement (cont'd)</u> | | | | |
| 34 | MD 197 | Laurel Bowie Road; at MD 198; extend right turn lane and various signal changes (Funded for concept development only) | 30 | Concepts Underway |
| 35 | MD 201 | Kenilworth Avenue; MD 193 to I 495 ramp; geometric improvements (Funded for preliminary engineering only) | 159 | PE Underway |
| 36 | MD 202 | Landover Road; at Arena Drive; pedestrian safety treatments (Funded for concept development only) | 30 | Concepts Underway |
| 37 | MD 202 | Largo Road; at Brightseat Road; extend left turn lane | 520 | Completed |
| 38 | MD 202 | Largo Road; at Campus Way South; provide for double left turns southbound (Funded for preliminary engineering only) | 332 | PE Underway |
| 39 | MD 223 | Woodyard Road; at Dowerhouse Road; intersection improvements (Funded for concept development only) | 20 | Concepts Underway |
| 40 | US 301 | Crain Highway; at Trade Zone Avenue; addition of a left turn lane along US 301 onto Trade Zone Avenue (Funded for preliminary engineering only) | 179 | FY 2007 |
| 41 | MD 410 | East West Highway; at Toledo Terrace; various pedestrian safety treatments (Funded for concept development only) | 30 | Concepts Underway |
| 42 | MD 410 | Veterans Parkway; at MD 450; intersection lighting | 30 | Completed |
| 43 | MD 410 | Veterans Parkway; at Riverdale Road; widen to provide separate westbound left turn lane, intersection lighting and modify signal | 758 | Under construction |
| 44 | MD 414 | St. Barnabas Road; at Temple Hill Road/Raleigh Road; resurface and re-stripe to eliminate eastbound right turn lane | 126 | FY 2006 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|------------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement (cont'd)</u> | | | | |
| 45 | MD 450 | Annapolis Road; at MD 202; intersection improvements (Funded for concept development only) | 24 | Concepts Underway |
| 46 | MD 450 | Annapolis Road; stabilization of unnamed tributary adjacent to Marne Lane; drainage improvement | 557 | Under construction |
| 47 | MD 650 | New Hampshire Avenue; at MD 320; reconstruct MD 320 median and island to provide third left turn lane, reconstruct southbound MD 650 to provide separate right turn lane and reconstruct northbound MD 650 median to extend left turn lane | 680 | FY 2007 |
| 48 | MD 650 | New Hampshire Avenue; at Metzerott Road; extend southbound left turn lane, widen northbound to provide separate right turn lane and re-stripe Metzerott Road to provide triple left turns | 297 | Under construction |
| 49 | MD 704 | Martin Luther King Jr. Highway; Addison Road to Hill Road; traffic calming (Funded for concept development only) | 30 | Concepts Underway |
| <u>Community Safety and Enhancements</u> | | | | |
| 50 | US 1 | Second Street; Talbot Avenue to Howard County Line in Laurel; streetscape (northbound) | 3,082 | FY 2007 |
| 51 | US 1 | Baltimore Avenue; Gorman Avenue to Howard County Line in Laurel; urban street reconstruct (southbound) | 2,451 | Under construction |
| 52 | MD 202 | Largo Road; Phase II - US 50 to MD 450 in Cheverly; streetscape | 6,903 | Completed |
| 53 | MD 212 | Powder Mill Road; Roby Avenue to Odell Road (Beltsville); pedestrian safety and drainage improvements | 172 | FY 2006 |
| 54 | MD 650/193 | New Hampshire Avenue/University Boulevard; MD 650 from Holton Lane to Merrimac Drive and MD 193 from 800 feet west of MD 650 to 800 feet east of MD 650 (Langley Park/Takoma Park); streetscape and safety improvements (Note: Project also shown in Montgomery County) | 7,000 | FY 2007 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Noise Barriers</u> | | | | |
| 55 | I 95 | Capital Beltway; Temple Hills Road to MD 5; noise barriers (Yorkshire Village, Temple Hills Terrace and Woodlane) | 6,697 | Under construction |
| 56 | I 95 | Capital Beltway; Cherry Hill Road Overpass to CSX Railroad; noise barriers (Knollwood, Powder Mill Estates and Hollywood) | 3,558 | FY 2006 |
| 57 | MD 197 | Laurel Bowie Road; Contee Road and Montpelier Drive bridge 160360; noise abatement | 573 | FY 2006 |
| <u>Traffic Management</u> | | | | |
| 58 | US 1 ALT | Baltimore Avenue; MD 410 to Charles Amentrout Drive; traffic signal systemization | 1,200 | FY 2006 |
| 59 | MD 410 | East West Highway; Taylor Road to MD 212; traffic signal systemization | 850 | FY 2006 |
| 60 | MD 650 | New Hampshire Avenue; Sheridan Street to Metzerott Road; traffic signal systemization | 1,840 | FY 2006 |
| <u>Environmental Preservation</u> | | | | |
| 61 | US 1 | Baltimore Avenue; US 1 at MD 193; landscaping | 200 | FY 2006 |
| <u>Sidewalks</u> | | | | |
| 62 | US 1 | Rhode Island Avenue; Charles Armentrout Drive to Crittenden Street; retrofit sidewalks and ADA ramps along the northbound roadway - 1,450 linear feet (Funded for preliminary engineering only) | 27 | FY 2007 |
| 63 | MD 193 | Greenbelt Road; Cherrywood Lane to Cunningham Drive; retrofit sidewalks | 65 | FY 2006 |
| 64 | MD 208 | 38th Street; 37th Place to 36th Avenue; retrofit sidewalks and ADA ramps along eastbound roadway - 700 linear feet | 95 | Completed |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Intersection Capacity Improvements</u> | | | | |
| 65 | US 1 | Baltimore Avenue; at Rhode Island Avenue; geometric improvements | 572 | FY 2007 |
| 66 | MD 3 | Crain Highway; at MD 450; widening for additional northbound through lane (Funded for concept development only) | 30 | Concepts Underway |
| 67 | MD 193 | Enterprise Road; at MD 953; roundabout (Funded for concept development only) | 30 | Concepts Underway |
| 68 | MD 197 | Laurel Bowie Road; at Powdermill Road; widening for left turn lanes (Funded for preliminary engineering only) | 175 | PE Underway |
| 69 | MD 201 | Edmonston Avenue; at Cherrywood Lane; widening for left turn lanes | 940 | FY 2006 |
| 70 | MD 210 | Indian Head Highway; Livingston and Palmer Road and Livingston and Swan Creek Road; geometric improvements | 527 | FY 2006 |
| 71 | US 301 | Crain Highway; at Mitchellville Road; extend northbound left turn lane | 163 | FY 2006 |
| 72 | MD 410 | East West Highway; at MD 500; widening for double left turn/realign lanes (Funded for concept development only) | 30 | Concepts Underway |
| <u>Enhancements</u> | | | | |
| <u>Pedestrian/Bicycle Facilities</u> | | | | |
| 73 | | North Gate Park at the Paint Branch - construction of two pedestrian bridges over the Paint Branch and 8 feet wide paved trail (Preliminary engineering to start in FY 2005 with construction starting in FY 2007) | 830 | FY 2007 |

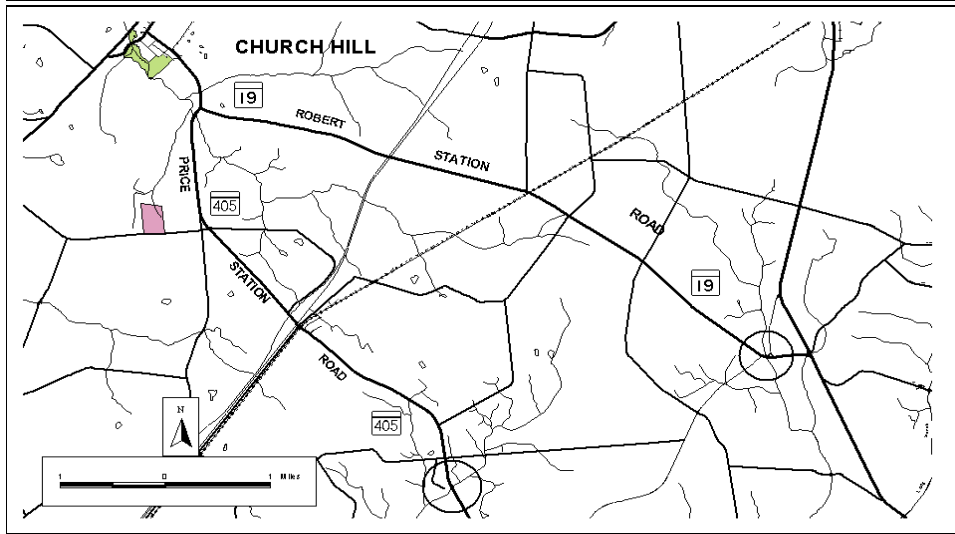
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- PRINCE GEORGE'S COUNTY LINE 34 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Enhancements (cont'd)</u> | | |
| | | <u>Landscaping/Scenic Beautification/Mitigation</u> | | |
| 74 | | Prince George's County Gateway Signs - construction of twelve gateway monuments with landscaping and lighting at locations where motorists enter Prince George's County from Washington, D.C. and one at the Anne Arundel County Line on US 50 | 307 | Underway |
| | | <u>Preservation of Abandoned Railway Corridors</u> | | |
| 75 | | College Park Trolley Trail - construction of 2,600 feet trail along Rhode Island from Albion Road to Rhode Island Avenue including plaza/gateway at Calvert Road | 90 | FY 2006 |
| | | <u>Environmental Mitigation</u> | | |
| 76 | | Functional Enhancement of Stormwater Management Facilities in Prince George's County - improvements to 24 existing stormwater management facilities | 1,318 | FY 2006 |
| 77 | | Annapostia East Restoration - restoration of 15 acres of landfill to tidal wetlands to improve water quality from highway runoff | 2,500 | FY 2007 |



Queen Anne's



PROJECT: MD 19, Robert Station Road and MD 405, Price Station Road

DESCRIPTION: Replace Bridge 17003 on MD 19 over Beaverdam Ditch and Bridge 17034 on MD 405 over German Branch. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: Both structures are deteriorated and require replacement.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | |
|---------------------------|------------------------------|------------------------|-------------------------|---|----------------------------|---------------|---------------|---------------|----------------------|---------------------------|--|
| PROJECT CASH FLOW | | | | | | | | | | | |
| PHASE | TOTAL | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | ESTIMATED COST (\$000) | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 292 | 290 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | |
| Right-of-way | 155 | 128 | 27 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | |
| Construction | 2,003 | 8 | 1,981 | 14 | 0 | 0 | 0 | 0 | 1,995 | 0 | |
| Total | 2,450 | 426 | 2,010 | 14 | 0 | 0 | 0 | 0 | 2,024 | 0 | |
| Federal-Aid | 1,544 | 6 | 1,538 | 0 | 0 | 0 | 0 | 0 | 1,538 | 0 | |

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

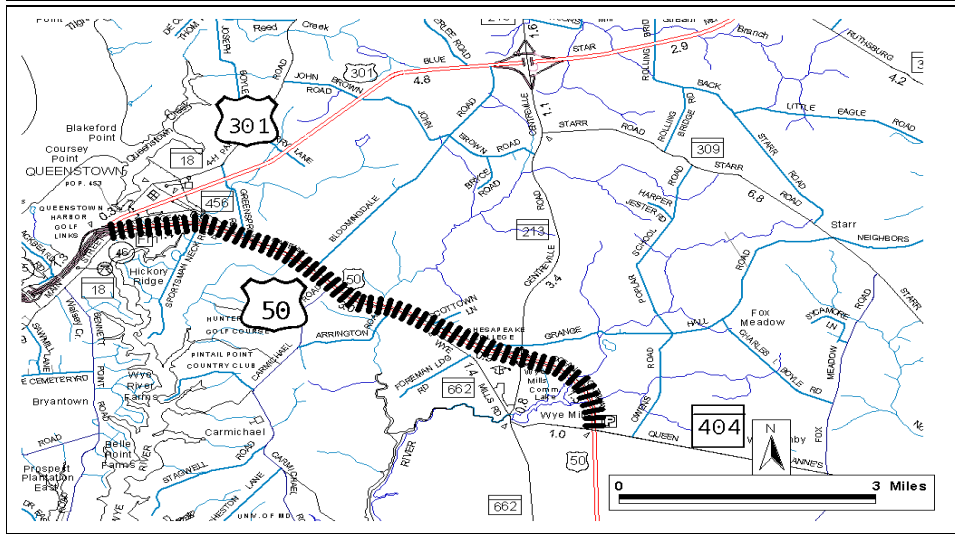
CURRENT (2004) - 750 (MD 405)
1550 (MD 19)

PROJECTED (2030) - 800 (MD405)
1600 (MD 19)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: US 50, Ocean Gateway

DESCRIPTION: Widen existing US 50 from US 301 at Queenstown to MD 404 (13.8 miles) to 6 lanes, acquire controls of access and replace at-grade intersections with interchanges. Shoulders and service roads will accommodate bicycles and pedestrians.

JUSTIFICATION: This improvement is needed to provide increased capacity to relieve traffic congestion and for improved safety.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

MD 404, US 50 to MD 404 Business (Line 3)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Partial Engineering underway. An additional \$13.5 million is needed to complete Engineering. Partial Right-of-way underway. An additional \$43.7 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 1,557 | 1,557 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 7,794 | 6,383 | 1,075 | 336 | 0 | 0 | 0 | 0 | 1,411 | 0 |
| Right-of-way | 11,326 | 6,750 | 64 | 2,512 | 2,000 | 0 | 0 | 0 | 4,576 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 20,677 | 14,690 | 1,139 | 2,848 | 2,000 | 0 | 0 | 0 | 5,987 | 0 |
| Federal-Aid | 11,000 | 6,615 | 630 | 2,195 | 1,560 | 0 | 0 | 0 | 4,385 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

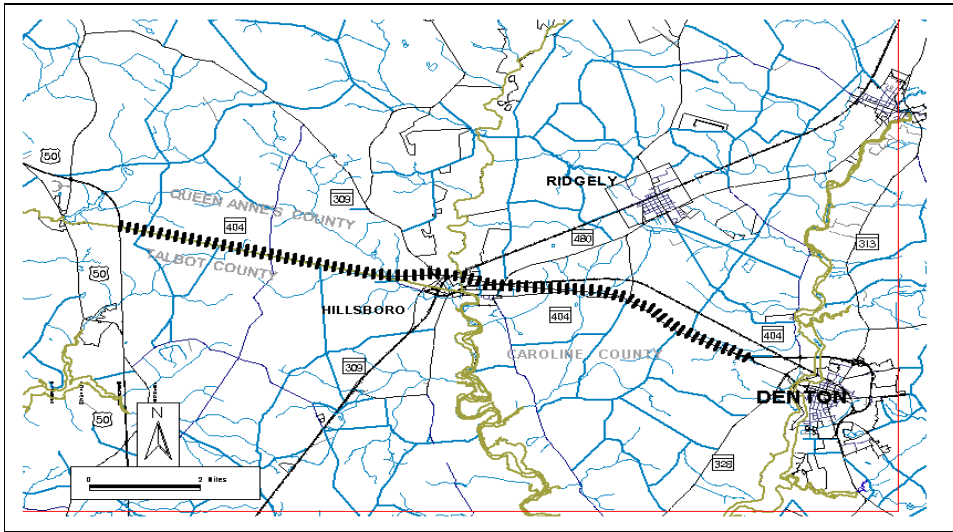
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 43,900
60,700 (Summer)

PROJECTED (2030) - 68,400
94,600 (Summer)

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Queen Anne's County -- Line 3
PRIMARY DEVELOPMENT AND EVALUATION PROGRAM


PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

- | | |
|---|--|
| <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 50, US 301 to MD 404 (Line 2)
MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
MD 404, Access Controls (System Preservation Program)

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

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

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 7410 | 0 | 0 | 0 | 0 | NHS/HP |
| RW | 0 | 823 | 0 | 0 | 0 | HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 487 | 487 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 9,500 | 0 | 3,600 | 4,800 | 1,100 | 0 | 0 | 0 | 0 | 9,500 | 0 |
| Right-of-way | 1,055 | 0 | 0 | 633 | 422 | 0 | 0 | 0 | 0 | 1,055 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,042 | 487 | 3,600 | 5,433 | 1,522 | 0 | 0 | 0 | 0 | 10,555 | 0 |
| Federal-Aid | 8,233 | 0 | 2,808 | 4,238 | 1,187 | 0 | 0 | 0 | 0 | 8,233 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

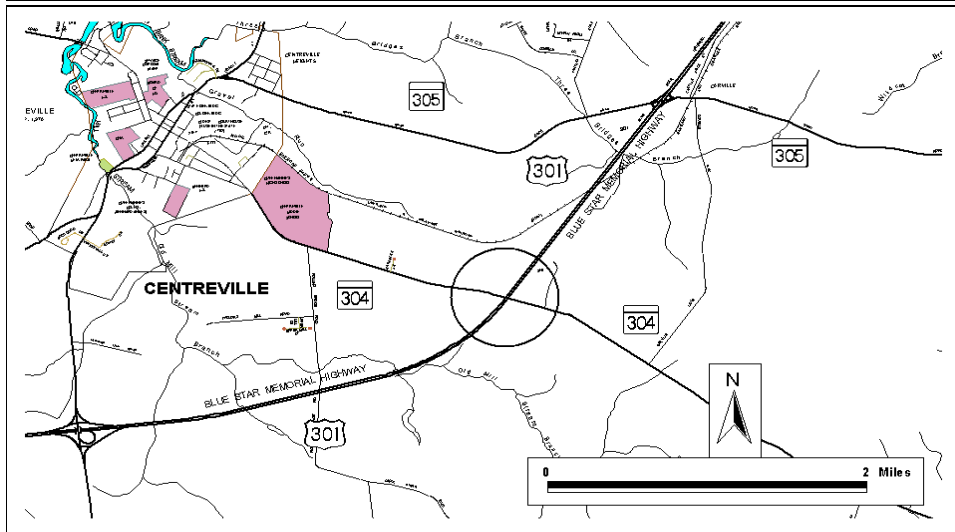
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,500
22,600 (Summer)

PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A



PROJECT: US 301, Blue Star Memorial Highway

DESCRIPTION: Study to construct a new interchange at MD 304. Shoulders on MD 304 will accommodate bicycles and pedestrians.

JUSTIFICATION: The existing at-grade intersection creates a conflict point on this high speed arterial. This project will improve safety and access control on US 301.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | |
|---------------------------|------------------------|---|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|
| PHASE | TOTAL | | PROJECT CASH FLOW | | | | | | |
| | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL |
| | | | | |2008..... |2009..... |2010..... |2011..... | |
| Planning | 1,500 | 45 | 650 | 555 | 250 | 0 | 0 | 0 | 1,455 |
| 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 | 1,500 | 45 | 650 | 555 | 250 | 0 | 0 | 0 | 1,455 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 16,300 (US 301)
5,300 (MD 304)

PROJECTED (2030) - 27,300 (US 301)
9,000 (MD 304)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | US 50 | Blue Star Memorial Highway; begin state maintenance to Kent Narrows; resurface | 6,154 | FY 2006 |
| 2 | MD 300 | Sudlersville Road; Sudlersville Cemetery Road to the Delaware State Line; resurface | 932 | FY 2006 |
| 3 | US 301 | Blue Star Memorial Highway; MD 305 to MD 302; resurface | 2,620 | FY 2007 |
| 4 | MD 304 | Ruthsburg Road; US 301 to Caroline County Line; resurface | 1,637 | FY 2006 |
| 5 | MD 404 | Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Talbot County) | 2,586 | Under construction |
| <u>Safety/Spot Improvement</u> | | | | |
| 6 | MD 8 | Romancoke Road; at US 50/301; provide double left turn lanes from northbound MD 8 (Funded for concept development only) | 75 | Concepts Underway |
| 7 | US 50 | Ocean Gateway; various locations throughout Queen Anne's County; replace turndown end treatments and upgrade traffic barriers | 331 | Under construction |
| 8 | US 301 | Blue Star Memorial Highway; at MD 405; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns (Funded for preliminary engineering only) | 422 | PE Underway |
| 9 | US 301 | Blue Star Memorial Highway; at MD 304; construct ramp from westbound MD 304 to northbound US 301 | 400 | FY 2007 |
| 10 | US 301 | Blue Star Memorial Highway; at MD 544 and at MD 300; construct modified crossover, median acceleration/deceleration lanes and new crossovers for U-turns | 2,232 | Under construction |

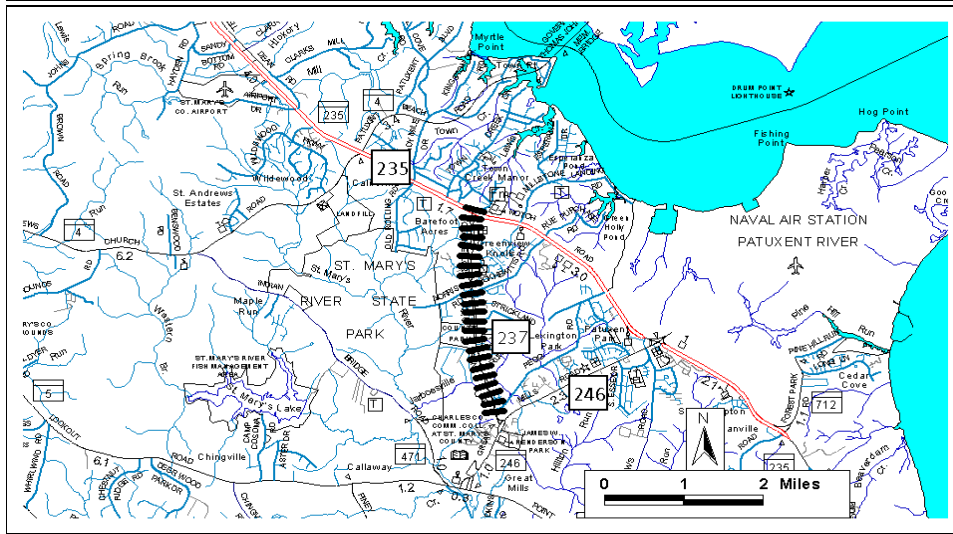
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- QUEEN ANNE'S COUNTY LINE 5 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| 11 | MD 19/19A | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | 2,213 | FY 2006 |
| | | <u>Community Safety and Enhancements</u> | | |
| | | 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 | | |
| | | <u>Environmental Preservation</u> | | |
| 12 | US 301 | Blue Star Memorial Highway; at MD 213 Interchange; landscape | 189 | Under construction |
| 13 | US 301 | <u>Commuter Action Improvements</u> | 210 | Under construction |
| | | Blue Star Memorial Highway; at MD 302 (Queen Anne's County) and MD 213 at Frenchtown Road (Cecil County); construct ridesharing facilities | | |
| 14 | | <u>Enhancements</u> | 477 | Underway |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| | | 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 | | |



St. Mary's



PROJECT: MD 237, Chancellors Run Road

DESCRIPTION: Upgrade and widen MD 237 to a multi-lane highway from Pegg Road to MD 235 (2.71 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing two lane roadway is narrow with minimal shoulders and some sharp horizontal and vertical curves. It experiences periods of congestion and will be incapable of handling projected peak hour traffic volumes resulting from residential and commercial growth in the Lexington Park area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

| <u>Federal Funding By Year of Obligation</u> | | | | | | |
|--|-------------|-------------|-------------|-------------|--------------------|---------------------|
| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 3510 | 0 | 0 | 0 | 0 | STP |
| CO | 0 | 23226 | 0 | 0 | 0 | STP/HP |

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost increase of \$2.1 million is due to unit cost increases and the need for additional signals. Construction includes Federal High Priority Project Funds.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| Planning | 747 | 747 | 0 | 0 |2008..... |2009..... |2010..... |2011..... | 0 | 0 |
| Engineering | 2,169 | 1,644 | 375 | 150 | 0 | 0 | 0 | 0 | 525 | 0 |
| Right-of-way | 20,641 | 212 | 1,047 | 12,885 | 5,088 | 1,409 | 0 | 0 | 20,429 | 0 |
| Construction | 29,778 | 0 | 0 | 0 | 4,764 | 11,390 | 13,623 | 0 | 29,778 | 0 |
| Total | 53,335 | 2,603 | 1,422 | 13,035 | 9,852 | 12,799 | 13,623 | 0 | 50,732 | 0 |
| Federal-Aid | 26,737 | 0 | 739 | 2,217 | 4,270 | 8,884 | 10,626 | 0 | 26,737 | 0 |

FUNCTION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

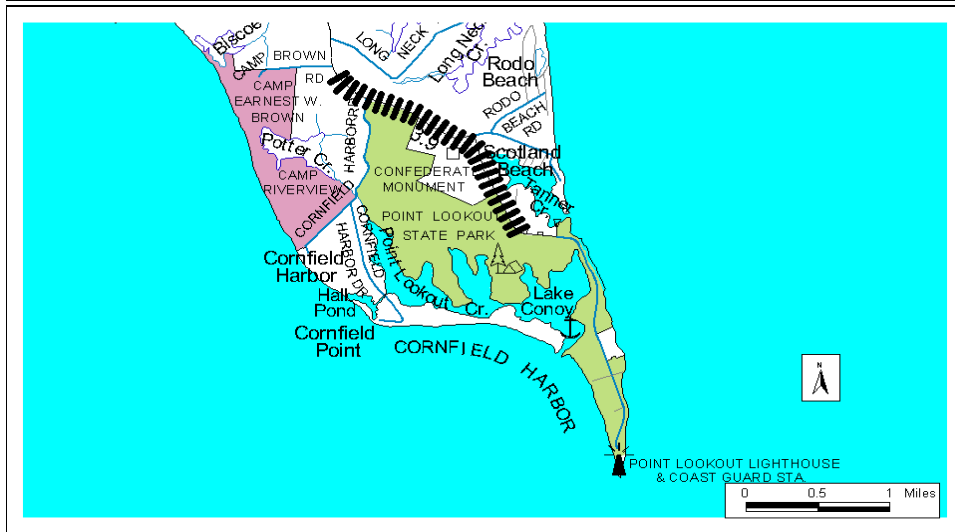
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 16,300

PROJECTED (2030) - 33,000

OPERATING COST IMPACT \$6,700 per year



PROJECT: MD 5, Point Lookout Road

DESCRIPTION: Upgrade and widen MD 5 to provide shoulders from Point Lookout State Park entrance to south of Camp Brown Road. (3.70 miles)

JUSTIFICATION: The existing roadway is narrow with no shoulders, creating an unsafe situation for increasing traffic volumes. A large percentage of tourists are unfamiliar with the roadway and many recreational vehicles are too wide to safely travel the narrow road.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | |
| Planning | 453 | 453 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 907 | 705 | 106 | 96 | 0 | 0 | 0 | 0 | 202 | 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 | 1,158 | 106 | 96 | 0 | 0 | 0 | 0 | 202 | 0 | |
| Federal-Aid | 635 | 494 | 74 | 67 | 0 | 0 | 0 | 0 | 141 | 0 | |

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 4,025 (Summer Peak)

PROJECTED (2030) - 4,875 (Summer Peak)

OPERATING COST IMPACT N/A

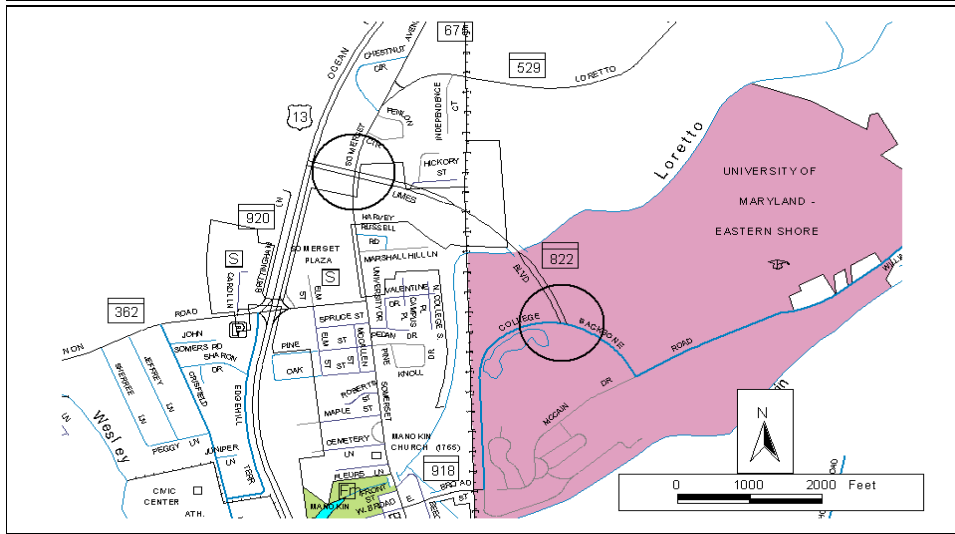
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- ST. MARY'S COUNTY LINE 3

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|---|--------------------------------|---|
| | | <u>Fiscal Year 2005 Completions</u> | | |
| | | <u>Resurface/Rehabilitate</u> | | |
| 1 | MD 246 | Great Mills Road; west of Saratoga Drive to South Coral Drive; resurface | 677 | Completed |
| | | <u>Sidewalks</u> | | |
| 2 | MD 246 | Great Mills Road; MD 235 to Coral Drive; retrofit sidewalks - 600 linear feet | 38 | Completed |
| | | <u>Fiscal Years 2006 and 2007</u> | | |
| | | <u>Resurface/Rehabilitate</u> | | |
| 3 | MD 5 | Point Lookout Road; MD 235 to Old Village Road; resurface | 1,106 | FY 2006 |
| | | <u>Safety/Spot Improvement</u> | | |
| 4 | MD 4 | St. Andrews Church Road; at Fairgrounds Road; geometric improvements | 445 | Under construction |
| 5 | MD 234 | Budds Creek Road; at MD 238; construct single lane roundabout | 1,400 | FY 2006 |
| 6 | MD 235 | Three Notch Road; at MD 6; geometric improvements | 723 | FY 2006 |
| | | <u>Community Safety and Enhancements</u> | | |
| 7 | MD 5 BUS | Fenwick Street/Washington Street; MD 5 to MD 5 in Leonardtown; streetscape | 3,771 | FY 2007 |
| 8 | MD 246 | Great Mills Road; Saratoga Drive to MD 235 in Lexington Park; streetscape (Funded for preliminary engineering only) | 300 | PE Underway |



Somerset



PROJECT: MD 822, University of Maryland Eastern Shore Access Road

DESCRIPTION: Construct roundabouts at the MD 675 and College Backbone Road intersections.

JUSTIFICATION: This project will improve safety and operation of these intersections.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering underway.

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

| 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 | | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | | | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 266 | 81 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 266 | 81 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | 0 | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

FUNCTION:

STATE - Major Collector

FEDERAL - Urban Minor Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 4,600

PROJECTED (2030) - 9,500

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- SOMERSET COUNTY LINE 2

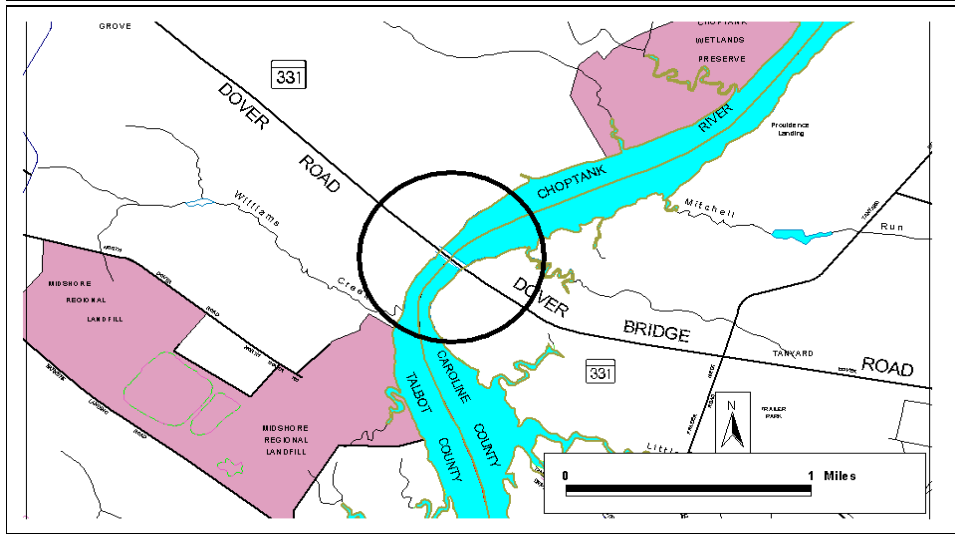
| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| | | <u>Fiscal Year 2005 Completions</u> | | |
| | | <u>Resurface/Rehabilitate</u> | | |
| 1 | US 13 BUS | Market Street; Bridge 23004 at the Pocomoke River to US 13; resurface/rehabilitate | 75 | Completed |
| | | <u>Safety/Spot Improvement</u> | | |
| 2 | US 13 | Ocean Highway; at Linden Avenue; construct median acceleration lane | 229 | Completed |
| | | <u>Sidewalks</u> | | |
| 3 | MD 675 | Somerset Avenue and MD 363 (Manokin Avenue); at various locations in Princess Anne; retrofit sidewalks - 1,200 linear feet | 100 | Completed |
| | | <u>Fiscal Years 2006 and 2007</u> | | |
| | | <u>Resurface/Rehabilitate</u> | | |
| 4 | MD 361 | Fairmount Road; James Ring Road to MD 413; resurface | 121 | Completed |
| 5 | MD 363 | Deal Island Road; Pine Hole Road to Mansion Avenue; resurface | 302 | Completed |
| | | <u>Bridge Replacement/Rehabilitation</u> | | |
| 6 | US 13 | Ocean Highway; Bridge 19004 over the Norfolk Southern Railroad; bridge deck replacement | 2,529 | Under construction |



Talbot

STATE HIGHWAY ADMINISTRATION -- Talbot County -- Line 1

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 331, Dover Road

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

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

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

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

STATUS: Engineering underway.

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

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

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

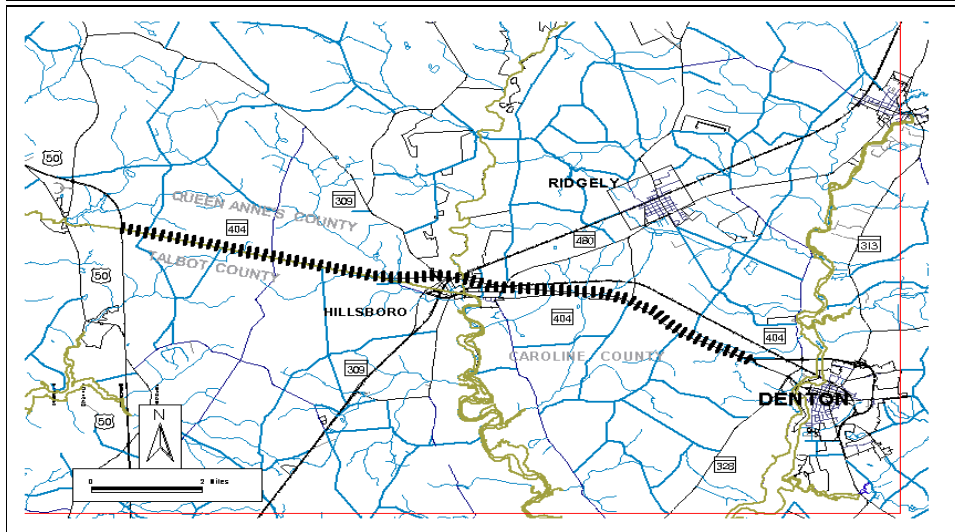
CURRENT (2004) - 13,400

PROJECTED (2030) - 19,000

OPERATING COST IMPACT \$55,400 per year

STATE HIGHWAY ADMINISTRATION -- Talbot County -- Line 2

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 404, Shore Highway

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

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

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 404, Double Hills Road to east of MD 16 South (Caroline County - Line 1)
 US 50, US 301 to MD 404 (Queen Anne's County - Line 2)
 US 50, Access Control (System Preservation Program)

STATUS: Partial Engineering underway. An additional \$17.0 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added Federal High Priority Project Funds to Engineering and Right-of-way for Phase 1A, Tuckahoe Road to MD 480. The remaining Federal High Priority Project Funds will be programmed as the project progresses.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 7410 | 0 | 0 | 0 | 0 | NHS/HP |
| RW | 0 | 823 | 0 | 0 | 0 | HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|-----------------|------------------------|-------------------------|------------------------|----------------------------|---------------|---------------|---------------|----------------------|---------------------------|
| | COST (\$000) | | | | FOR PLANNING PURPOSES ONLY | | | | | |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 487 | 487 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 9,500 | 0 | 3,600 | 4,800 | 1,100 | 0 | 0 | 0 | 9,500 | 0 |
| Right-of-way | 1,055 | 0 | 0 | 633 | 422 | 0 | 0 | 0 | 1,055 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 11,042 | 487 | 3,600 | 5,433 | 1,522 | 0 | 0 | 0 | 10,555 | 0 |
| Federal-Aid | 8,233 | 0 | 2,808 | 4,238 | 1,187 | 0 | 0 | 0 | 8,233 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 17,500
22,600 (Summer)

PROJECTED (2030) - 24,700
29,300 (Summer)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2005 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 33 | St. Michaels Road; Pea Neck Road to Oak Creek; resurface | 404 | Completed |
| 2 | MD 333 | Oxford Road; Bonfield Manor Road to Judiths Garden Road; resurface | 450 | Completed |
| 3 | MD 333 | Oxford Road; Judiths Garden Road to Trippe Creek Drive; resurface | 450 | Completed |
| <u>Traffic Management</u> | | | | |
| 4 | US 50 | Ocean Gateway; MD 309 to MD 565/Landing Neck Lane; traffic signal systemization | 700 | Completed |
| <u>Sidewalks</u> | | | | |
| 5 | MD 333 | Peach Blossom Road; (South side) Trippe Avenue to South Pennsfield Lane, (South side) MD 322 to Hayward Avenue, (North side) MD 322 to Londonderry Avenue and (Both sides) upgrade ADA ramps from Hayward Avenue to Washignton Street in Easton; retrofit sidewalk - 1,390 linear feet | 65 | Completed |
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 6 | MD 33 | St. Michaels Road; Oak Creek Bridge to MD 329; resurface | 227 | FY 2006 |
| 7 | MD 33 | St. Michaels Road; MD 579 to Dodson Avenue; resurface | 391 | FY 2006 |
| 8 | MD 404 | Queen Anne's Highway; US 50 to the Caroline County Line; resurface (Note: Project also shown in Queen Anne's County) | 2,586 | Under construction |

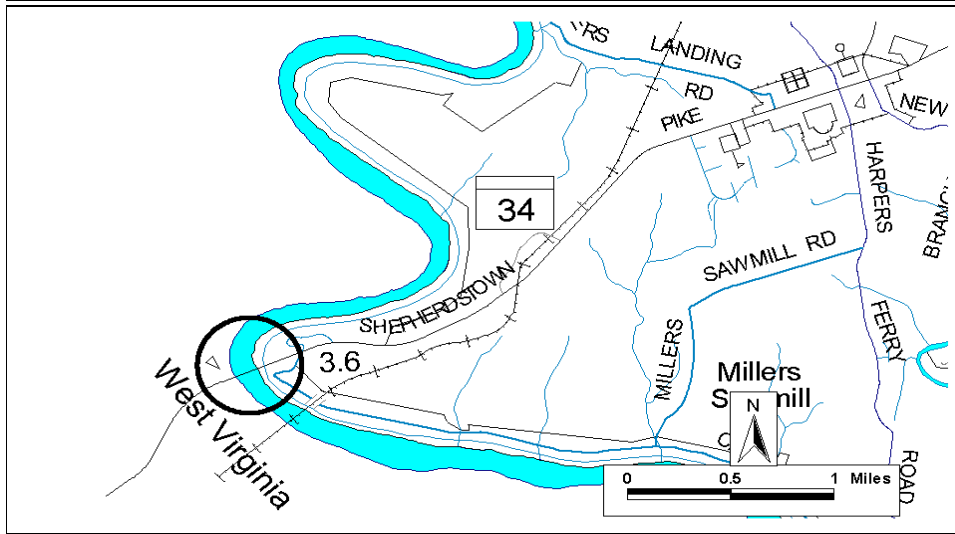
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- TALBOT COUNTY LINE 3 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|--|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Safety/Spot Improvement</u> | | |
| 9 | US 50 | Ocean Gateway; various locations throughout Talbot County; replace turndown end treatments and upgrade traffic barriers | 115 | Under construction |
| | | <u>Community Safety and Enhancements</u> | | |
| 10 | MD 333 | Morris Street; The Strand Street to Caroline Street in Oxford; urban street reconstruct | 3,987 | FY 2007 |
| | | <u>Access Controls</u> | | |
| 11 | US 50 | Ocean Gateway; MD 404 to MD 322 north of Easton and MD 322 south of Easton to the Choptank River; purchase right-of-way for access controls | 240 | FY 2006 |
| | | <u>Intersection Capacity Improvements</u> | | |
| 12 | US 50 | Ocean Gateway; 0.5 mile west of MD 328 to 0.5 mile east of MD 331; mill, resurface and re-stripe US 50 to replace existing right turn lanes with shared through/right turn lanes | 3,318 | FY 2006 |



Washington



PROJECT: MD 34, Shepherdstown Pike

DESCRIPTION: Replaced Bridge 21002 over the Potomac River. Shoulders and a sidewalk provide bicycle and pedestrian access.

JUSTIFICATION: The old steel truss bridge with concrete deck, built in 1937, was experiencing severe deterioration and had a 32 ton weight restriction.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

| <u>Federal Funding By Year of Obligation</u> | | | | | | |
|--|-------------|-------------|-------------|-------------|--------------------|---------------------|
| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Open to Service. The cost shown is Maryland's share.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,643 | 2,643 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 27 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,110 | 3,727 | 383 | 0 | 0 | 0 | 0 | 0 | 383 | 0 | 0 |
| Total | 6,780 | 6,397 | 383 | 0 | 0 | 0 | 0 | 0 | 383 | 0 | 0 |
| Federal-Aid | 4,887 | 4,582 | 305 | 0 | 0 | 0 | 0 | 0 | 305 | 0 | 0 |

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

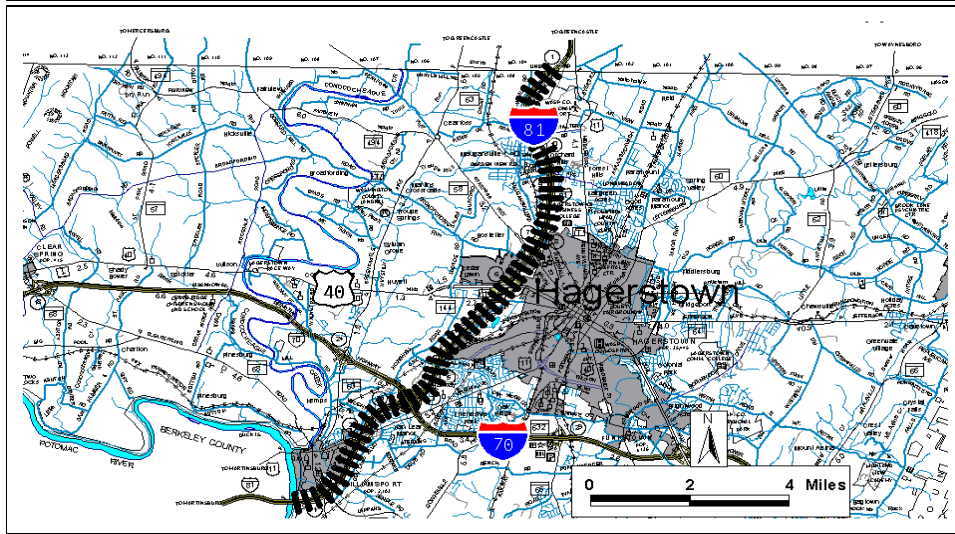
CURRENT (2004) - 5,950

PROJECTED (2030) - 9,900

OPERATING COST IMPACT N/A

STATE HIGHWAY ADMINISTRATION -- Washington County -- Line 2

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-81, Maryland Veterans Memorial Highway

DESCRIPTION: Study to reconstruct I-81 from the West Virginia State Line to the Pennsylvania State Line (12.08 miles).

JUSTIFICATION: Existing I-81 is a 4 lane freeway that experiences operational problems due to the heavy traffic volumes, much of which is truck traffic (approximately 34%). Projected residential and commercial development in the Hagerstown area will further contribute to congestion.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Hagerstown Regional Airport expansion
I-81, Feasibility Study (Pennsylvania)
I-81, Martinsburg to Falling Waters Interchange (West Virginia)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

POTENTIAL FUNDING SOURCE:

☒ 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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2012 | | |
| Planning | 3,350 | 2,448 | 835 | 67 | 0 | 0 | 0 | 0 | 0 | 902 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 3,350 | 2,448 | 835 | 67 | 0 | 0 | 0 | 0 | 0 | 902 | 0 |
| Federal-Aid | 2,345 | 1,714 | 585 | 47 | 0 | 0 | 0 | 0 | 0 | 631 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 52,300 - 72,750

PROJECTED (2030) - 74,000 - 118,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 3

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2005 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | US 11 | Middleburg Pike; Maugans Avenue to Showalter Road; resurface | 1,293 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 2 | MD 63 | Greencastle Pike; at I 70 ramps; interchange lighting | 35 | Completed |
| 3 | I 70 | Eisenhower Memorial Highway; at I 81; interchange lighting | 150 | Completed |
| 4 | I 70 | Eisenhower Memorial Highway; eastbound at ramp to I 81 North; geometric improvements | 478 | Completed |
| <u>Sidewalks</u> | | | | |
| 5 | US 11 | Virginia Avenue; south limits of Hagerstown to Burhans Boulevard; retrofit sidewalks - 1,200 linear feet | 47 | Completed |
| 6 | US 40 | West Washington Street; University of Maryland Education Center - Baldwin Building in Hagerstown; retrofit sidewalks along eastbound roadway - 125 linear feet | 11 | Completed |
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 7 | US 40 Alt | Frederick Streets; east corporate limits of Hagerstown to West Baltimore Street; resurface | 515 | FY 2007 |
| 8 | US 40 | National Pike; 0.40 mile east of Spickler Road to 0.19 mile west of MD 63; resurface | 1,116 | Completed |
| 9 | MD 65 | Sharpsburg Pike; MD 68 to I 70; resurface | 1,796 | FY 2007 |
| 10 | MD 67 | Rohrersville Road; US 340 to Gapland Road; resurface | 2,009 | FY 2006 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 3 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Resurface/Rehabilitate (cont'd)</u> | | | | |
| 11 | I 70 | Eisenhower Memorial Highway; Pennsylvania State Line to 0.31 miles east of MD 144 bridge 21063; resurface | 5,474 | FY 2006 |
| 12 | US 340 | Jefferson Pike; Bridge 21041 over the Potomac River to the Frederick County Line; resurface | 1,744 | Completed |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 13 | US 11 | Potomac Street; Bridge 21001 over the Potomac River and CSX Railroad; bridge rehabilitation | 1,246 | Completed |
| 14 | US 40 | National Pike; Bridge 21010 over Licking Creek; bridge rehabilitation | 1,877 | Under construction |
| 15 | I 70 | Baltimore National Pike; Bridge 21092 over Tonoloway Creek; stormwater management remediation | 286 | FY 2006 |
| <u>Safety/Spot Improvement</u> | | | | |
| 16 | US 40 | Dual Highway; at Edgewood Drive; widen US 40 to provide three through lanes and double left turn lanes, widen both legs of Edgewood Drive, drainage improvements and construct new traffic signal (Funded for concept development only) (Cost shown represents SHA's share) | 200 | Concepts Underway |
| 17 | I 70 | Eisenhower Memorial Highway; various locations throughout Washington County; replace turndown end treatments and upgrade traffic barriers | 14 | Under construction |
| 18 | MD 77 | Foxville Road; MD 64 to Hopkins Lane; super elevation curve correction, drainage and resurfacing | 2,268 | Under construction |
| 19 | I 81 | Maryland Veterans Memorial Highway; various locations throughout Washington County; replace turndown end treatments and upgrade traffic barriers | 82 | Under construction |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WASHINGTON COUNTY LINE 3 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|------------|---|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Community Safety and Enhancements</u> | | |
| 20 | MD 62/804B | Twin Springs Drive; Little Antietam Road to MD 64 (Chewsville); streetscape (Funded for preliminary engineering only) | 550 | PE Underway |
| | | <u>Sidewalks</u> | | |
| 21 | US 40 | Dual Highway; Manor Drive to Eastern Boulevard in city of Hagerstown; retrofit sidewalks along westbound roadway - 600 linear feet | 35 | Under construction |
| 22 | MD 144WB | Western Pike; Methodist Street to Virginia Avenue in town of Hancock; retrofit sidewalks along eastbound roadway - 295 linear feet | 15 | FY 2006 |
| | | <u>Enhancements</u> | | |
| | | <u>Acquisition of Scenic Easements and Scenic/Historic Sites</u> | | |
| 23 | | Antietam Battlefield; acquire 8 properties totaling 828.17 acres; acquisition of scenic easements | 1,656 | FY 2007 |
| | | <u>Historic Preservation</u> | | |
| 24 | | US 40; Bridge 0021010 over Licking Creek; cleaning and painting of a severely rusted historic bridge | 200 | FY 2007 |
| | | <u>Environmental Mitigation</u> | | |
| 25 | | I-70 Thermal Impact reduction; replacement of 1.9 miles of concrete lining of highway ditches along I-70 with vegetated lining systems to reduce the thermal impact from I-70 in the Beaver Creek Watershed | 437 | FY 2007 |



Wicomico

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2005 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 12 | Snow Hill Road; Shiloh Street to Regency Drive; resurface | 78 | Completed |
| 2 | US 13 BUS | North Salisbury Boulevard; Bridge 22026 over US 50 Business to Zion Road; resurface | 1,071 | Completed |
| 3 | MD 346 | Old Ocean City Road; from milepoint 0.7 to Benita Avenue; resurface | 262 | Completed |
| 4 | MD 349 | Nanticoke Road; Cedar Hill Parkway to MD 347; resurface | 1,460 | Completed |
| 5 | MD 354 | Powellville Road; Adkins Mill Pond to Friendship Road; resurface | 328 | Completed |
| <u>Sidewalks</u> | | | | |
| 6 | US 13 BUS | North Salisbury Boulevard; at various locations from US 50 to Zion Road; retrofit sidewalks - 400 linear feet | 125 | Completed |
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 7 | US 13 | Salisbury Bypass; US 13 Business to Mile Marker 31.0; resurface northbound roadway | 1,331 | FY 2006 |
| 8 | US 13 BUS | Salisbury Boulevard; Main Street to College Avenue; resurface | 382 | Under construction |
| 9 | US 50 | Salisbury Parkway/Ocean Gateway; East Main Street to Walston Switch Road; resurface (also includes geometric improvements to US 50/MD 350 at Beaglin Park Drive) | 2,267 | Completed |
| 10 | US 50 BUS | Salisbury Parkway; Boundary Street to East Main Street; resurface | 1,120 | FY 2007 |
| 11 | US 50 BUS | West Salisbury Boulevard; US 50 Bypass to Boundary Street; resurface eastbound roadway | 329 | FY 2006 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|-----------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Resurface/Rehabilitate (cont'd)</u> | | | | |
| 12 | MD 374 | Burbage Crossing Road; MD 354 to Worcester County Line; resurface | 163 | Under construction |
| 13 | MD 675B | BI State Boulevard; US 13 to MD 54; resurface | 382 | FY 2006 |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 14 | US 50 BUS | Salisbury Parkway; at Norfolk Southern Railroad bridge 22027; bridge rehabilitation | 377 | Under construction |
| 15 | MD 991 | Main Street; Bridge 22009 over the Wicomico River; upgrade electrical systems and perform structural and mechanical repairs | 2,401 | FY 2006 |
| <u>Safety/Spot Improvement</u> | | | | |
| 16 | US 13 | Various locations throughout Wicomico County; replace turndown end treatments and upgrade traffic barriers | 29 | Completed |
| 17 | US 13 BUS | Salisbury Boulevard; US 50 to London Avenue, William Street, Park Avenue and Isabella Street; drainage improvement | 1,265 | FY 2007 |
| 18 | US 50 | Ocean Gateway; Various locations throughout Wicomico County; replace turndown end treatments and upgrade traffic barriers | 67 | Completed |
| 19 | MD 346 | Old Ocean City Road; Benita Avenue to Birt Avenue; safety resurface treatment | 200 | Completed |
| 20 | MD 513 | East Cedar Lane; at Division Street; construct roundabout (Funded for preliminary engineering only) | 141 | PE Underway |
| <u>Sidewalks</u> | | | | |
| 21 | US 13 BUS | South Salisbury Boulevard; Bateman Street to Milford Street; retrofit sidewalks - 1,500 linear feet | 200 | FY 2006 |

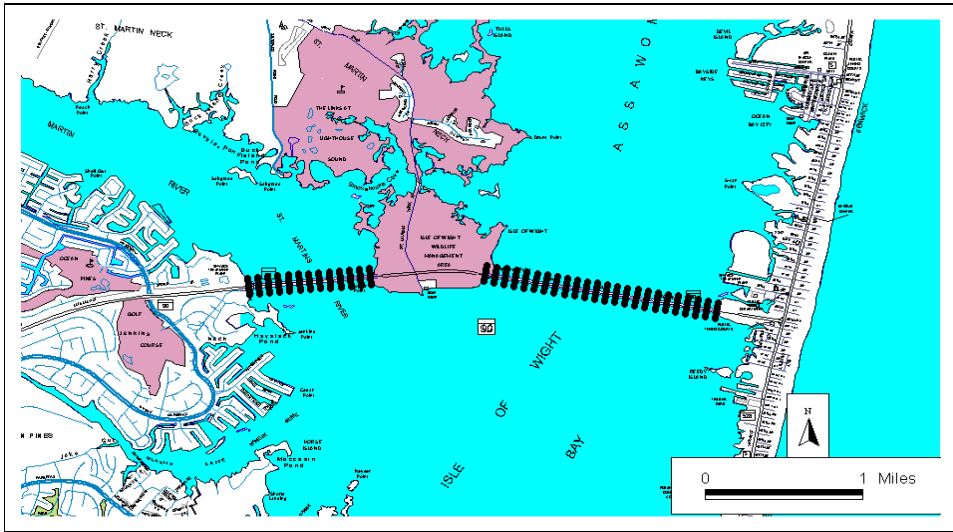
SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WICOMICO COUNTY LINE 1 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|----------|-----------|---|--------------------------------|--|
| | | <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | |
| | | <u>Access Controls</u> | | |
| 22 | US 50 | Ocean Gateway; Vienna Bypass to Naylor Mill Road; purchase right-of-way for access controls | 240 | FY 2006 |
| | | <u>Enhancements</u> | | |
| | | <u>Pedestrian/Bicycle Facilities</u> | | |
| 23 | | Northeast Collector Road Phase II Bikepath; MD 346 to US 50 in the city of Salisbury; construct a 3,642 linear foot, 6 - 10 foot wide bike path | 225 | FY 2006 |



Worcester



PROJECT: MD 90, Ocean City Expressway

DESCRIPTION: Rehabilitate Bridge 23020 over St. Martin River and Bridge 23021 over Assawoman Bay. This remedial action will prevent further deterioration and strengthen the piers.

JUSTIFICATION: Underwater inspection has revealed these 35 year old structures to have progressive pier deterioration.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 50, Bridge over Sinepuxent Bay (Line 3)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|-------|----------------|---------------------|
| | | | | |2008..... |2009..... |2010..... |2011..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 7,065 | 1,524 | 5,541 | 0 | 0 | 0 | 0 | 0 | 5,541 | 0 | 0 |
| Total | 7,065 | 1,524 | 5,541 | 0 | 0 | 0 | 0 | 0 | 5,541 | 0 | 0 |
| Federal-Aid | 5,651 | 1,218 | 4,433 | 0 | 0 | 0 | 0 | 0 | 4,433 | 0 | 0 |

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Freeway/Expressway

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

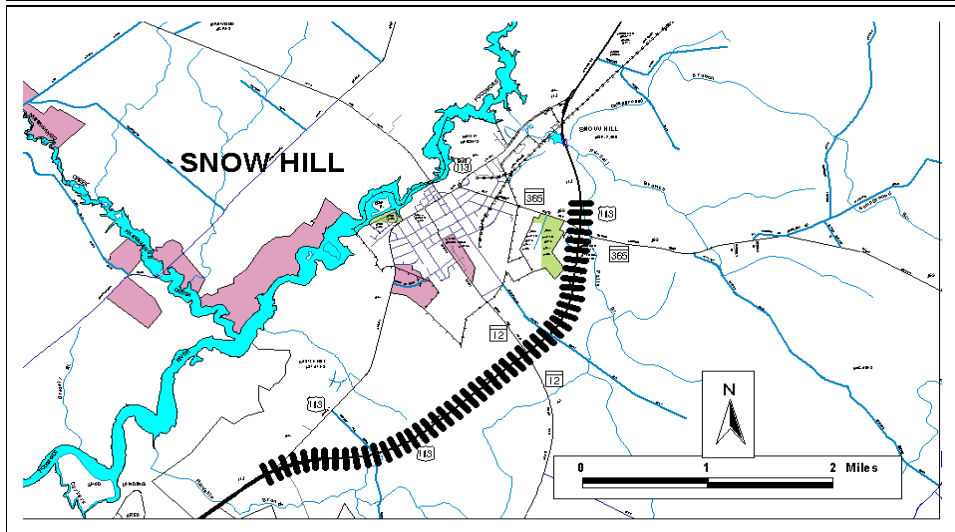
CURRENT (2004) - 17,200
28,200 (Summer)

PROJECTED (2030) - 24,500
35,000 (Summer)

OPERATING COST IMPACT N/A

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. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 113, North of MD 365 (Public Landing Road) to Hayes Landing Road (Line 4)
 US 113, Access Controls (System Preservation Program)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 10463 | 0 | 0 | 0 | 0 | HP |

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Construction includes Federal High Priority Project Funds.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,514 | 1,506 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 |
| Right-of-way | 100 | 12 | 79 | 9 | 0 | 0 | 0 | 0 | 0 | 88 | 0 |
| Construction | 17,888 | 607 | 6,894 | 8,445 | 1,942 | 0 | 0 | 0 | 0 | 17,281 | 0 |
| Total | 19,502 | 2,125 | 6,981 | 8,454 | 1,942 | 0 | 0 | 0 | 0 | 17,377 | 0 |
| Federal-Aid | 15,370 | 1,540 | 5,520 | 6,756 | 1,553 | 0 | 0 | 0 | 0 | 13,830 | 0 |

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

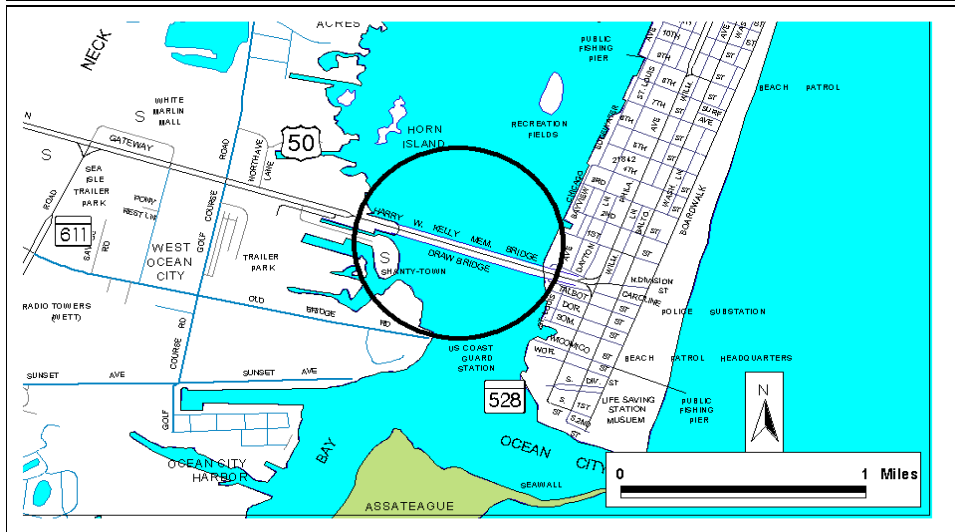
CURRENT (2004) - 9,400 - 17,000

PROJECTED (2030) - 11,000 - 22,000
 14,500 - 31,000 (Summer)

OPERATING COST IMPACT \$9,900 per year

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 options to eliminate/upgrade the drawspan structure. Shoulders, wide curb lanes and sidewalks will accommodate bicycles and pedestrians.

JUSTIFICATION: The 62 year old draw span is estimated to have 15 to 20 years of serviceability left. This high traffic volume arterial has experienced mechanical problems with the draw span during peak seasonal traffic. This project would improve the highway's safety and serviceability.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

MD 90, Bridges over St. Martin River and Assawoman Bay (Line 1)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 0 | 0 | 0 | 0 | 0 | ---- |
| RW | 0 | 0 | 0 | 0 | 0 | ---- |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
|--------------|------------------------------|------------------|-------------------|------------------|----------------------------|----------------|----------------|----------------|----------------|---------------------|
| Planning | 2,500 | 222 | 1,278 | 1,000 |2008..... |2009..... |2010..... |2011..... | 2,278 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,500 | 222 | 1,278 | 1,000 | 0 | 0 | 0 | 0 | 2,278 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

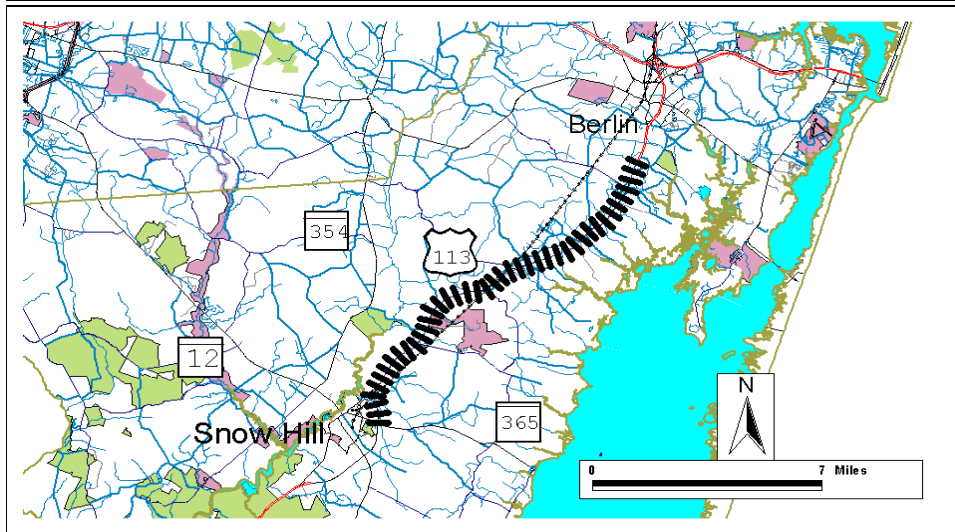
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 24,350

PROJECTED (2030) - 35,000

OPERATING COST IMPACT N/A



PROJECT: US 113, Worcester Highway

DESCRIPTION: Upgrade existing US 113 as a 4 lane divided highway from north of MD 365, Public Landing Road, to Hayes Landing Road south of Berlin (9.12 miles). Will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

JUSTIFICATION: The US 113 corridor is experiencing deterioration in safety and service due to increasing seasonal traffic volumes coupled with local commercial/residential development along the highway. This project will improve the highway's safety and serviceability.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 113, Market Street to Public Landing Road (Line 2)
 US 113, Access Control (System Preservation Program)

Federal Funding By Year of Obligation

| PHASE | FFY 2006 | FFY 2007 | FFY 2008 | FFY 2009 | FFY 2010 - 2011 | FEDERAL CATEGORY |
|-------|----------|----------|----------|----------|-----------------|------------------|
| PP | 0 | 0 | 0 | 0 | 0 | ---- |
| PE | 1077 | 0 | 0 | 0 | 0 | HP |
| RW | 0 | 3475 | 0 | 0 | 0 | HP |
| CO | 0 | 0 | 0 | 0 | 0 | ---- |

STATUS: Engineering underway. Right-of-way to begin during the current fiscal year for the segment from Hayes Landing to Massey Branch. Right-of-way to begin during the budget fiscal year for the segment from Massey Branch to Public Landing Road.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Engineering and Right-of-way fully funded due to the addition of Federal High Priority Funds.

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 2005 | | | 2008 | 2009 | 2010 | 2011 | 2011 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 8,431 | 3,584 | 1,212 | 1,900 | 1,444 | 291 | 0 | 0 | 4,847 | 0 | 0 |
| Right-of-way | 6,133 | 1 | 65 | 2,686 | 2,441 | 706 | 234 | 0 | 6,132 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 14,564 | 3,585 | 1,277 | 4,586 | 3,885 | 997 | 234 | 0 | 10,979 | 0 | 0 |
| Federal-Aid | 11,029 | 2,559 | 939 | 3,540 | 3,030 | 778 | 183 | 0 | 8,470 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2004) - 6,150 - 11,600

PROJECTED (2030) - 9,000 - 17,000
 11,300 - 23,700 (Summer)

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|--|------------|---|--------------------------------|--|
| <u>Fiscal Year 2005 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 12 | Snow Hill Road; US 113 to US 113 Business; resurface | 204 | Completed |
| 2 | US 13 | Ocean Highway; Virginia State Line to Sheephouse Road; resurface southbound roadway | 841 | Completed |
| 3 | US 113 | Worcester Highway; MD 818 to MD 365; resurface | 881 | Completed |
| 4 | US 113 BUS | Market Street; US 113 to Burrough Street; resurface | 131 | Completed |
| 5 | MD 376 | Assateague Road; MD 611 to Kitts Branch Road; resurface | 426 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 6 | MD 589 | Racetrack Road; at Gum Point Road; widen to provide left turn lane | 24 | Completed |
| <u>Fiscal Years 2006 and 2007</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 7 | MD 12 | Snow Hill Road; Reddens Curve to Stockton; resurface | 485 | FY 2006 |
| 8 | US 113 | Worcester Highway; US 50 to Hayes Landing Road; resurface | 942 | FY 2006 |
| 9 | MD 374 | Libertytown Road; Wicomico County Line to 1.2 miles west of Ironshire Station Road; resurface | 942 | FY 2006 |
| 10 | MD 528 | Coastal Highway; 64th Street to the Delaware State Line; resurface northbound roadway | 3,282 | FY 2006 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- WORCESTER COUNTY LINE 5 (cont'd)

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2005 |
|---|------------|---|--------------------------------|--|
| <u>Fiscal Years 2006 and 2007 (cont'd)</u> | | | | |
| <u>Safety/Spot Improvement</u> | | | | |
| 11 | US 50 | Ocean Gateway; various locations throughout Worcester County; replace turndown end treatments and upgrade traffic barriers | 82 | Completed |
| 12 | MD 346 | Old Ocean City Road; at Healthway Drive/Atlantic General Hospital; widen to provide left turn lane | 512 | Under construction |
| 13 | MD 589 | Racetrack Road; at Showell Elementary School; widen to provide left turn lane | 864 | Under construction |
| <u>Community Safety and Enhancements</u> | | | | |
| 14 | US 113 BUS | Market Street; Coulbourne Drive to Morris Street in Snow Hill; streetscape (Funded for concept development only) | 200 | FY 2006 |
| <u>Access Controls</u> | | | | |
| 15 | US 113 | Worcester Highway; south of Snow Hill to Pocomoke City and MD 818 in Berlin to end of dual highway; purchase right-of-way for access controls | 683 | FY 2006 |



Glossary

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

| | |
|---|---|
| State Report on Transportation (SRT) | Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP). |
| Maryland Transportation Plan (MTP) | The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department. |
| CHART | Chesapeake Highway Advisories Routing Traffic – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity. |
| Consolidated Transportation Program (CTP) | The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions. |
| Construction Program | List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included. |
| Development & Evaluation Program (D&E) | List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program. |
| Remaining Cost to Complete | Amount of funds required after the budget year to complete a project. |
| Balance to Complete | Amount of funds required after the six-year program period of the CTP to complete a project. |
| Major Capital Project | New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service. |
| System Preservation Project | Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment. |

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

| | |
|-------------------------------------|--|
| Reconstruction | Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated. |
| Rehabilitation | Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements. |
| Highway System Preservation Program | Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements. |
| Reimbursables | State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources. |
| Capital Contributions Agreement | Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area. |
| (PP) | Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities. |
| (PE) | Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared. |
| (RW) | Right-of-Way: Acquisition of land for transportation projects. |
| (CO) | Construction. |
| (IN) | Inflated Cost. |
| (FA) | Federal-aid. |
| (STP) | Surface Transportation Program category of federal aid |
| (NHS) | National Highway System category of federal aid. |

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

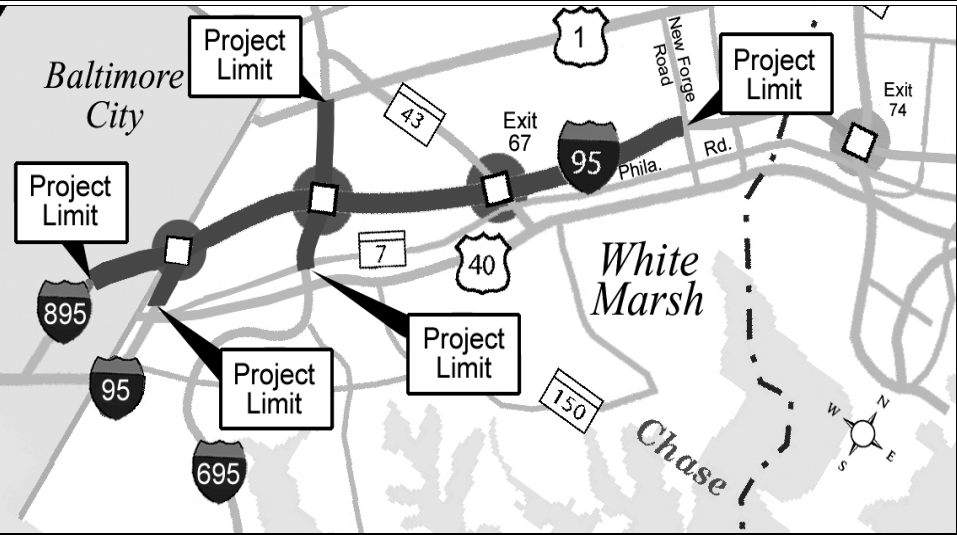
| | |
|--------|---|
| (IM) | Interstate Maintenance category of federal aid. |
| (BR) | Bridge Replacement/Rehabilitation category of federal aid. |
| (CMAQ) | Congestion Mitigation/Air Quality category of federal aid. |
| (DEMO) | Specific projects identified in federal legislation for demonstration purposes. |



Maryland Transportation Authority

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

| | <u>FY 2006</u> | <u>FY 2007</u> | <u>FY 2008</u> | <u>FY 2009</u> | <u>FY 2010</u> | <u>FY 2011</u> | <u>SIX-YEAR TOTAL</u> |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|
| <u>Construction Program</u> | | | | | | | |
| Major Projects | 122.3 | 529.6 | 759.3 | 803.2 | 812.3 | 348.8 | 3,375.5 |
| System Preservation Minor Projects | 108.8 | 134.1 | 108.6 | 82.0 | 80.0 | 79.8 | 593.3 |
| <u>Development & Evaluation Program</u> | <u>3.3</u> | <u>7.5</u> | <u>7.7</u> | <u>2.9</u> | <u>1.5</u> | <u>1.5</u> | <u>24.4</u> |
| TOTAL | 234.4 | 671.2 | 875.6 | 888.1 | 893.8 | 430.1 | 3,993.2 |



STATUS: The Authority adopted the I-95 Master Plan in April 2003. Project planning for I-95 Section 100 was completed in July 2005. Engineering and right-of-way acquisitions are underway. Construction to begin in FY 2006.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Joppa Road Bridge replacement transferred from this project to Line 5, resulting in a \$19.3 million reduction in cost for this project.

PROJECT: I-95 John F. Kennedy Memorial Highway - Section 100 Construction

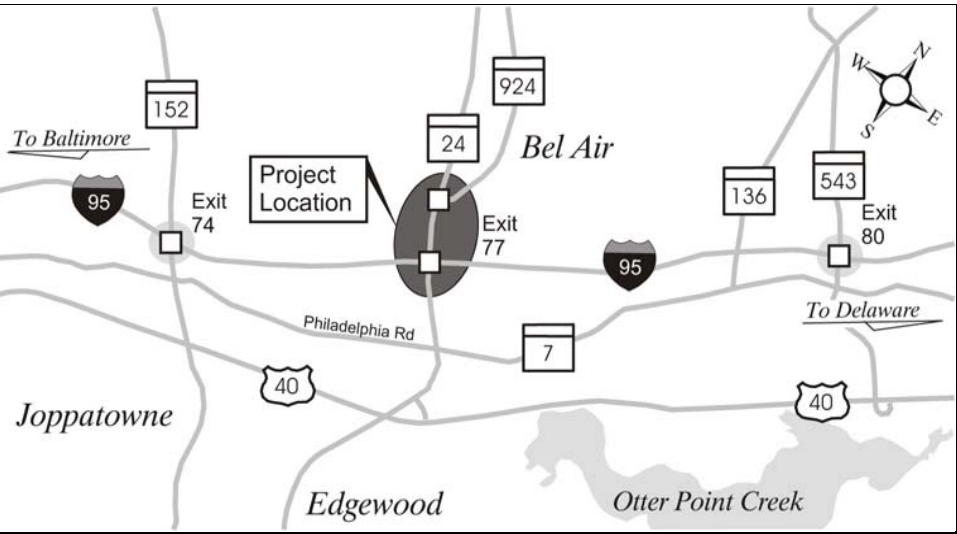
DESCRIPTION: Improve the I-95 Interchanges with I-895, I-695 and MD 43 and construct two managed lanes in each direction on I-95 from I-895 North to north of MD 43 (9.63 miles).

JUSTIFICATION: 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.

ASSOCIATED IMPROVEMENTS:
I-95 Section 200 - Development and Evaluation Program (Line 14) I-95 - Cowenton Avenue and Joppa Road Bridges Replacement (Line 4)

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 3,715 | 3,565 | 90 | 60 | 0 | 0 | 0 | 0 | 150 | 0 |
| Engineering | 96,325 | 2,907 | 23,883 | 18,861 | 9,010 | 12,204 | 15,276 | 7,093 | 86,327 | 7,091 |
| Right-of-way | 21,000 | 2,700 | 5,022 | 8,878 | 4,400 | 0 | 0 | 0 | 18,300 | 0 |
| Construction | 689,845 | 0 | 810 | 29,134 | 112,000 | 153,000 | 193,000 | 110,000 | 597,944 | 91,901 |
| Total | 810,885 | 9,172 | 29,805 | 56,933 | 125,410 | 165,204 | 208,276 | 117,093 | 702,721 | 98,992 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

1112, 1113, 1114, 1115



STATUS: Alternative selection process is complete. Finalization of environmental document is underway. Engineering is underway. Right-of-way to begin in current fiscal year. Construction to begin in FY 2007.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: The cost was reduced based on a more refined estimate for right-of-way.

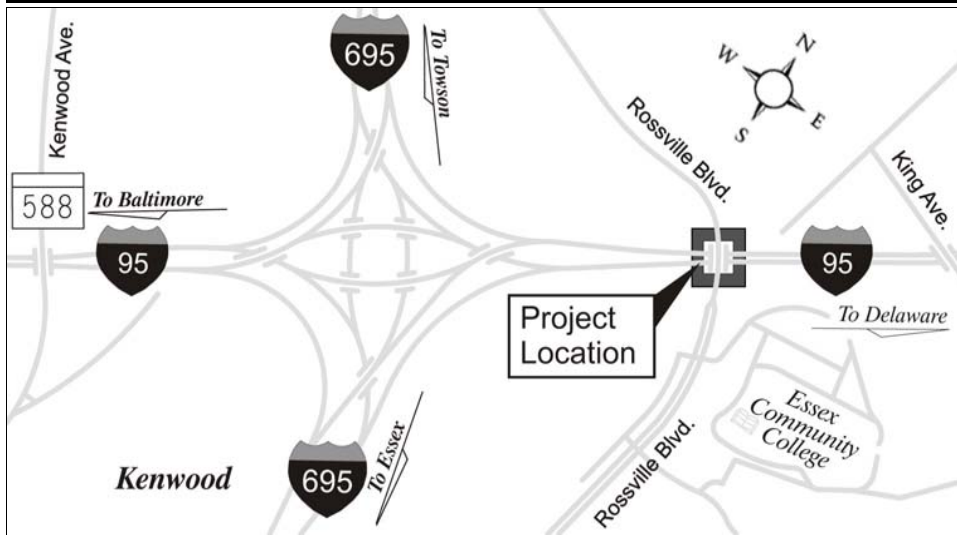
PROJECT: I-95 John F. Kennedy Memorial Highway - MD 24 Interchange Construction

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 will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity to the I-95/MD 24 interchange.

ASSOCIATED IMPROVEMENTS:
I-95 Section 200 - Development and Evaluation Program (Line 14)

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 984 | 984 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 7,150 | 400 | 953 | 2,730 | 1,692 | 1,375 | 0 | 0 | 6,750 | 0 |
| Right-of-way | 4,000 | 0 | 2,430 | 1,570 | 0 | 0 | 0 | 0 | 4,000 | 0 |
| Construction | 71,500 | 0 | 0 | 10,172 | 33,839 | 27,489 | 0 | 0 | 71,500 | 0 |
| Total | 83,634 | 1,384 | 3,383 | 14,472 | 35,531 | 28,864 | 0 | 0 | 82,250 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: I-95 John F. Kennedy Memorial Highway - Rossville Boulevard Bridge Replacement

DESCRIPTION: Replace the Rossville Boulevard Bridge over I-95.

JUSTIFICATION: The bridge replacement is needed due to its deteriorated condition and to accommodate the widening of I-95 to be done as part of the I-95 Section 100 project.

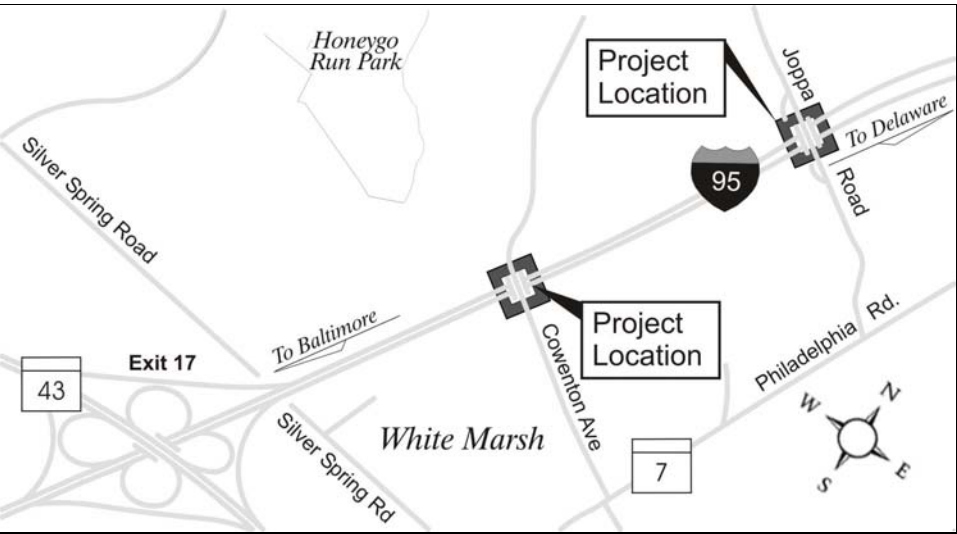
STATUS: Construction is underway.

ASSOCIATED IMPROVEMENTS:

I-95 Section 100 - Construction Program (Line 1)

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$2 million due to changes in the I-95 cross section necessitating a longer bridge span on Rossville Boulevard.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,069 | 623 | 123 | 200 | 123 | 0 | 0 | 0 | 446 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 10,890 | 0 | 1,985 | 6,915 | 1,990 | 0 | 0 | 0 | 10,890 | 0 |
| Total | 11,959 | 623 | 2,108 | 7,115 | 2,113 | 0 | 0 | 0 | 11,336 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: I-95 John F. Kennedy Memorial Highway - Cowenton Avenue and Joppa Road Bridges Replacement

DESCRIPTION: Replace the Cowenton Avenue and Joppa Road Bridges over I-95.

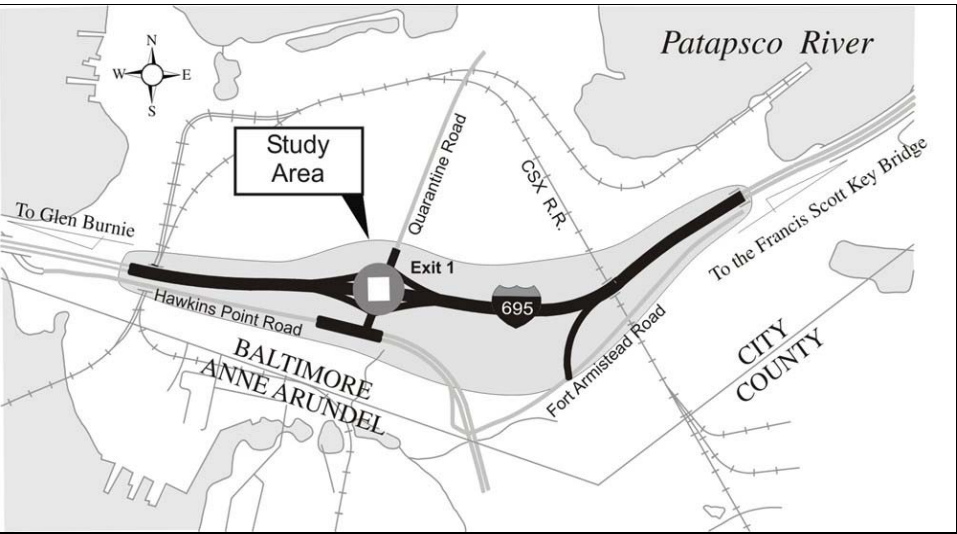
JUSTIFICATION: The bridge replacements are needed to accommodate the widening of I-95 to be done as part of the I-95 Section 100 project.

STATUS: Engineering is underway. Construction to begin in FY 2006.

ASSOCIATED IMPROVEMENTS:
I-95 Section 100 - Construction Program (Line 1)

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increase of \$15.9 million due to the addition of the Joppa Road bridge replacement project.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,769 | 146 | 972 | 1,051 | 600 | 0 | 0 | 0 | 2,623 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 16,256 | 0 | 1,620 | 8,636 | 6,000 | 0 | 0 | 0 | 16,256 | 0 |
| Total | 19,025 | 146 | 2,592 | 9,687 | 6,600 | 0 | 0 | 0 | 18,879 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Planning is completed. Engineering is underway. Right-of-way acquisitions are underway. Construction to begin in FY 2007.

PROJECT: Francis Scott Key Bridge - Interchange Improvements at MD 695 and Quarantine Road

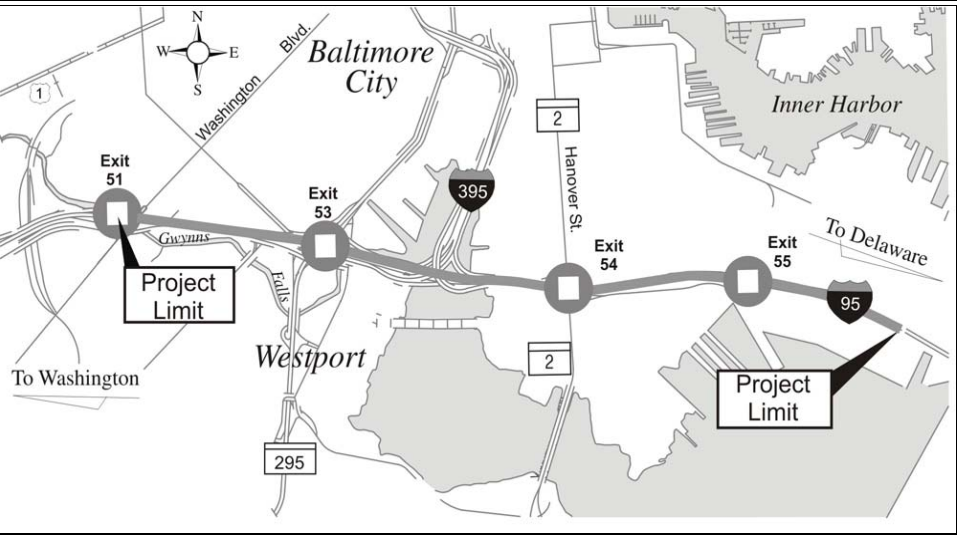
DESCRIPTION: Construct interchange improvements on MD 695 (Baltimore Beltway) at Quarantine Road including a new commercial vehicles inspection facility.

JUSTIFICATION: This project will improve safety by addressing constraints that result in ramp queues that extend onto MD 695. Also providing for homeland security and truck safety by providing facilities for checking trucks prior to crossing the Francis Scott Key Bridge in the eastbound direction.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$6 million due to increased right-of-way costs and refined engineering estimates for structural replacements.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 250 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,080 | 1,000 | 405 | 895 | 1,290 | 490 | 0 | 0 | 3,080 | 0 |
| Right-of-way | 2,500 | 500 | 1,620 | 380 | 0 | 0 | 0 | 0 | 2,000 | 0 |
| Construction | 25,600 | 0 | 0 | 8,000 | 12,700 | 4,900 | 0 | 0 | 25,600 | 0 |
| Total | 32,430 | 1,750 | 2,025 | 9,275 | 13,990 | 5,390 | 0 | 0 | 30,680 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Construction of overlay for two bridges complete. Design on remainder of project underway.

PROJECT: Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation on I-95 south of Tunnel

DESCRIPTION: Rehabilitate all of I-95 & I-395 south of the Tunnel. Includes resurfacing of 61 bridge decks and related structural repairs; resurfacing of roadways; replacement and upgrades of existing signing; miscellaneous safety improvements; and inspection and repair of highmast light poles and sign structures.

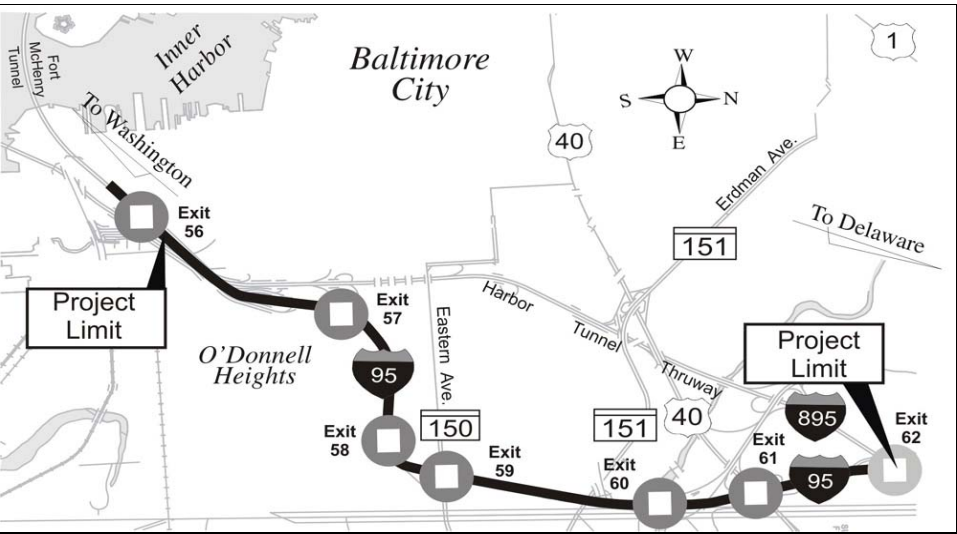
JUSTIFICATION: Bridge decks have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to latest standards.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$7.5 million due to refined engineering estimates for structural rehabilitation and the addition of Dynamic Message Signs to the contract.

ASSOCIATED IMPROVEMENTS:
I-95 Carroll Camden Access Study - Development and Evaluation Program (Line 16)

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 16,630 | 2,400 | 1,377 | 2,423 | 2,650 | 3,350 | 2,500 | 1,930 | 14,230 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 97,155 | 6,971 | 1,029 | 14,500 | 15,350 | 20,000 | 20,000 | 19,305 | 90,184 | 0 |
| Total | 113,785 | 9,371 | 2,406 | 16,923 | 18,000 | 23,350 | 22,500 | 21,235 | 104,414 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

1448, 1453, 1454, 1455



STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$4.2 million due to refined engineering estimates for structural rehabilitation and the addition of Dynamic Message Signs to the contract.

PROJECT: Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation in I-95 north of Tunnel

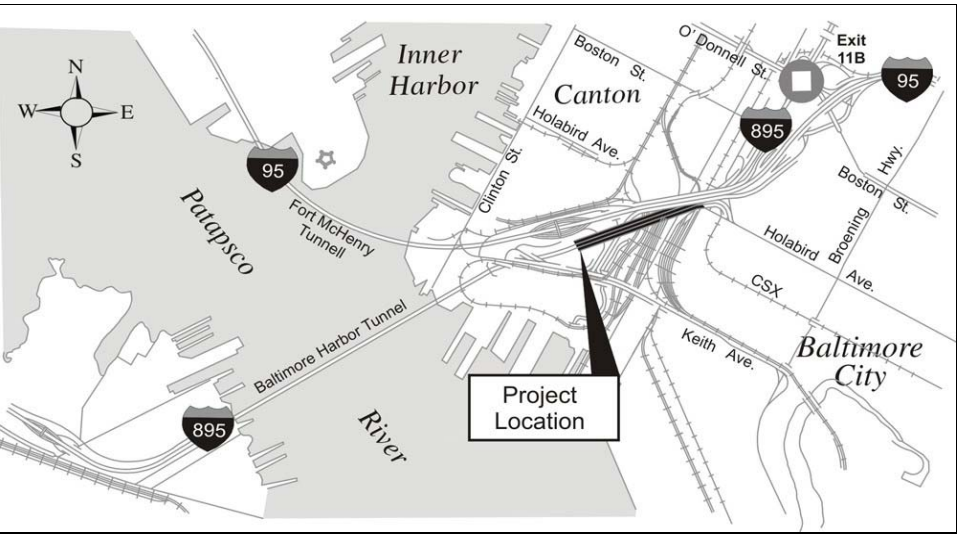
DESCRIPTION: Rehabilitate all of I-95 north of the Tunnel to I-895. Includes resurfacing of 34 bridge decks and related structural repairs; resurfacing and safety improvements of roadways; replacing and upgrading of existing signing; and inspect and repair of highmast light poles and sign structures.

JUSTIFICATION: Bridge decks and roadways have not been resurfaced since their opening in 1976 and they exhibit various degrees of deterioration. Signs and other safety features need to be brought up to the latest standards.

ASSOCIATED IMPROVEMENTS:
Structural Repairs to I-95 Viaduct Bridges from Canton Railroad to Herring Run - Minor Projects Program - (Line 22)

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,975 | 3,540 | 1,182 | 1,273 | 600 | 350 | 100 | 0 | 3,505 | -70 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 58,900 | 21,484 | 12,715 | 14,370 | 5,900 | 4,500 | 0 | 0 | 37,485 | -69 |
| Total | 65,875 | 25,024 | 13,897 | 15,643 | 6,500 | 4,850 | 100 | 0 | 40,990 | -139 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

1446, 1447, 1449, 1466



PROJECT: Baltimore Harbor Tunnel Thruway - Canton Viaduct Bridge Deck Replacement

DESCRIPTION: Replace the deck on the Canton Viaduct Bridge from the north portal entrance to Holabird Avenue.

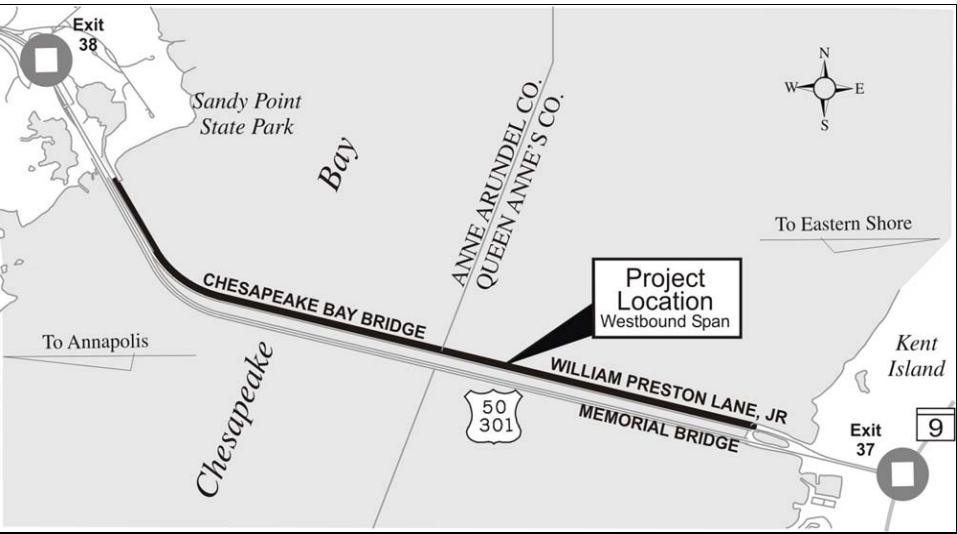
JUSTIFICATION: The bridge deck on this structure has not been renovated since 1985. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

STATUS: Engineering is underway. Construction to begin in FY 2007.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased by \$21.8 million as engineering analysis revealed the need for a complete deck replacement as the deterioration in the bridge deck was more extensive than originally anticipated.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,900 | 150 | 1,377 | 873 | 250 | 250 | 0 | 0 | 2,750 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 40,080 | 0 | 0 | 4,080 | 18,000 | 18,000 | 0 | 0 | 40,080 | 0 |
| Total | 42,980 | 150 | 1,377 | 4,953 | 18,250 | 18,250 | 0 | 0 | 42,830 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: Bay Bridge US 50/301- Westbound Bridge Deck Rehabilitation

DESCRIPTION: Rehabilitate the westbound bridge deck. Phase I - Truss, Beam and Girder Spans. Phase II - Suspension and Thru-truss Spans. This project also includes selective painting of some structural steel.

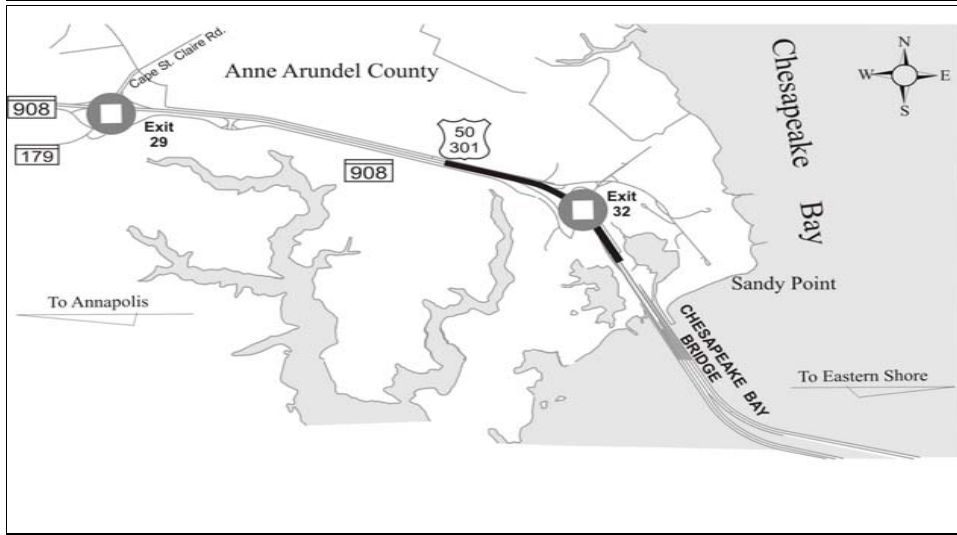
JUSTIFICATION: The bridge deck on this structure has not been renovated since its opening in 1973. Testing has indicated that the deck is nearing the end of its life cycle. The bridge deck is exhibiting various degrees of deterioration.

STATUS: Phase I, Deck Rehabilitation of Truss, Beam and Girder Spans, is complete. Phase II, Deck Replacement of Suspension and Thru-truss Spans to begin in FY 2006.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost increased \$22.4 million due to refined engineering estimates for materials and construction costs, as well as the addition of structural steel painting to the contract.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| | | | | | | | | | | |
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 8,905 | 4,030 | 608 | 2,042 | 1,900 | 325 | 0 | 0 | 4,875 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 100,466 | 47,897 | 8,478 | 21,341 | 20,000 | 2,750 | 0 | 0 | 52,569 | 0 |
| Total | 109,371 | 51,927 | 9,086 | 23,383 | 21,900 | 3,075 | 0 | 0 | 57,444 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: Bay Bridge US 50/301 - Toll Plaza Widening

DESCRIPTION: Widen the toll plaza to improve the departure area and construct an additional 1/2 mile extension of the dedicated E-Z Pass lane. The total length of the dedicated E-Z Pass lane will be 1.0 miles.

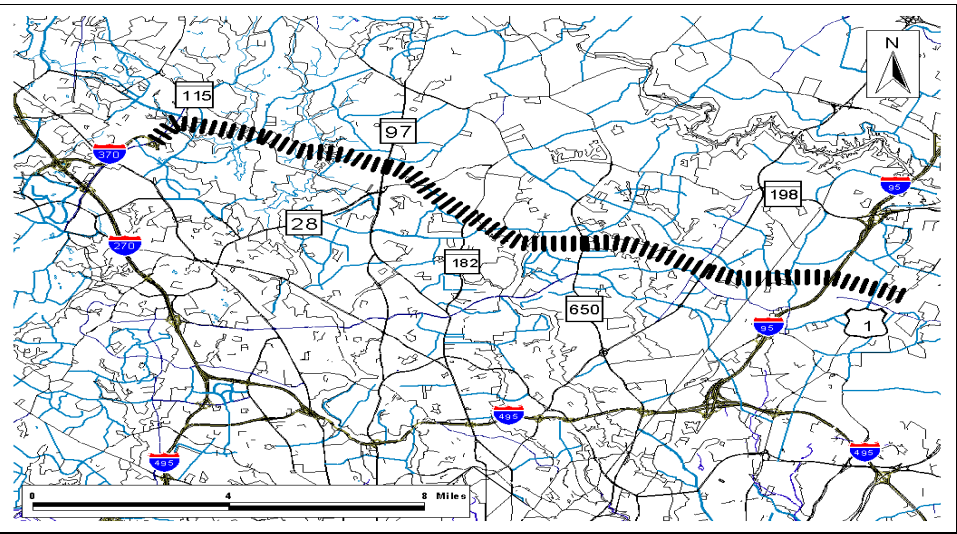
JUSTIFICATION: Extension of the E-Z Pass lane and toll plaza improvements will improve operations at the toll plaza.

STATUS: Improvements to departure area of toll plaza are complete. Construction of an additional 1/2 mile extension of the E-Z Pass lane to begin in FY 2006.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 665 | 465 | 200 | 0 | 0 | 0 | 0 | 0 | 200 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 5,792 | 3,172 | 2,263 | 497 | 0 | 0 | 0 | 0 | 2,760 | -140 |
| Total | 6,457 | 3,637 | 2,463 | 497 | 0 | 0 | 0 | 0 | 2,960 | -140 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Project planning underway. Total cost of the project is shown in MdTA's program for informational purposes.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Cost includes \$18.5 million in federal funds shown in SHA's program, \$180 million in state fund transfers from the Transportation Trust Fund to MdTA (\$22.0 million transferred in FY 05, \$38.0 million to be transferred in FY 06, and \$30.0 million in each FY 07-10) and approximately \$265 million in General Funds.

| POTENTIAL FUNDING SOURCE: | | | | <input checked="" type="checkbox"/> SPECIAL | <input checked="" type="checkbox"/> FEDERAL | <input checked="" type="checkbox"/> GENERAL | <input checked="" type="checkbox"/> OTHER | | | |
|---------------------------|------------------------------|------------------|-------------------|---|--|---|---|----------------|----------------|---------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 29,190 | 23,106 | 6,084 | 0 | 0 | 0 | 0 | 0 | 6,084 | 0 |
| Engineering | 69,208 | 19,250 | 15,284 | 23,053 | 11,621 | 0 | 0 | 0 | 49,958 | 0 |
| Right-of-way | 441,490 | 6,446 | 29,949 | 283,924 | 95,692 | 25,479 | 0 | 0 | 435,044 | 0 |
| Construction | 1,906,021 | 0 | 0 | 48,668 | 380,126 | 515,047 | 581,390 | 210,424 | 1,735,655 | 170,366 |
| Total | 2,445,909 | 48,802 | 51,317 | 355,645 | 487,439 | 540,526 | 581,390 | 210,424 | 2,226,741 | 170,366 |
| Federal-Aid | 18,470 | 0 | 10,470 | 8,000 | 0 | 0 | 0 | 0 | 18,470 | 0 |

PROJECT: Intercounty Connector - Construction

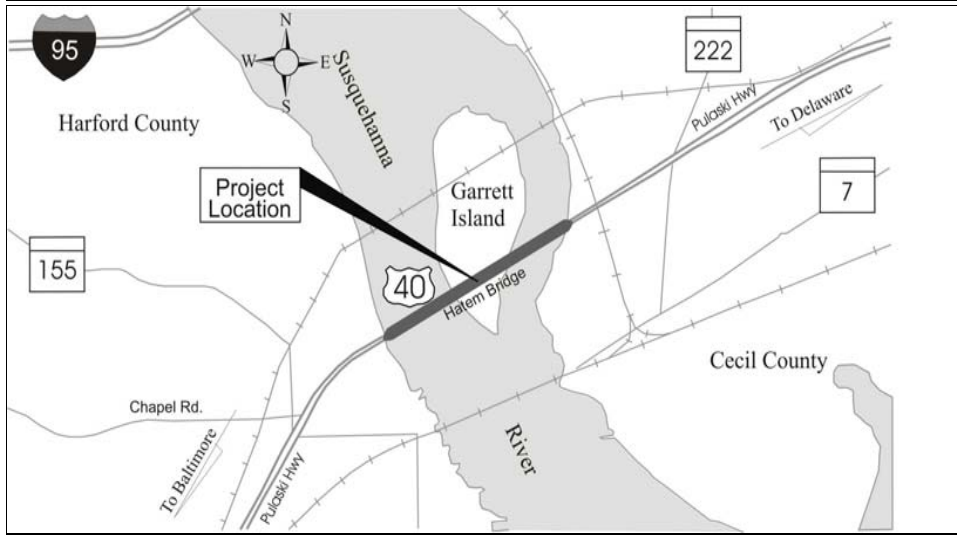
DESCRIPTION: Construction of a new east-west, multimodal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

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.

ASSOCIATED IMPROVEMENTS:

- US 29 Interchanges (Lines 1, 2, 3, 12, 13 Montgomery - SHA)
- MD 115, MD 28 to MD 124 (Line 5, Montgomery - SHA)
- East/West Intersection Improvement Program (Line 8, Montgomery - SHA)
- MD 28/MD 198, MD 97 to I-95 (Line 14, Montgomery - SHA)

| FEDERAL FUNDING OBLIGATIONS BY YEAR | | | |
|-------------------------------------|------|---------------|---------------------|
| PROJECT PHASE | FFY | FUND CATEGORY | FEDERAL FUND AMOUNT |
| RW | 2006 | FA | 9,000 |
| RW | 2007 | FA | 9,000 |



PROJECT: Thomas J. Hatem Memorial Bridge US 40 - Deck Replacement

DESCRIPTION: Replace the deck on the Hatem Bridge.

JUSTIFICATION: The concrete and steel grate core are deteriorated, requiring replacement. The deck was last renovated in 1982.

STATUS: Engineering Underway. Construction to begin in FY 2007.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Project added to Construction 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,240 | 500 | 243 | 417 | 560 | 520 | 0 | 0 | 1,740 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 30,000 | 0 | 0 | 6,288 | 12,624 | 11,088 | 0 | 0 | 30,000 | 0 |
| Total | 32,240 | 500 | 243 | 6,705 | 13,184 | 11,608 | 0 | 0 | 31,740 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: I-95 John F. Kennedy Memorial Highway, Fort McHenry Tunnel and Baltimore Harbor Tunnel Thruway - Higher Speed Toll Plaza Modifications

DESCRIPTION: Install higher speed toll lanes at Kennedy Highway, Baltimore Harbor Tunnel, Fort McHenry Tunnel Plaza toll plaza Phase I. This improvements will enable E-Z Pass customers to pass through the toll plazas at 30 mph (similar to FSK Bridge toll plaza).

JUSTIFICATION: This project will improve traffic operations and capacity at the toll plazas.

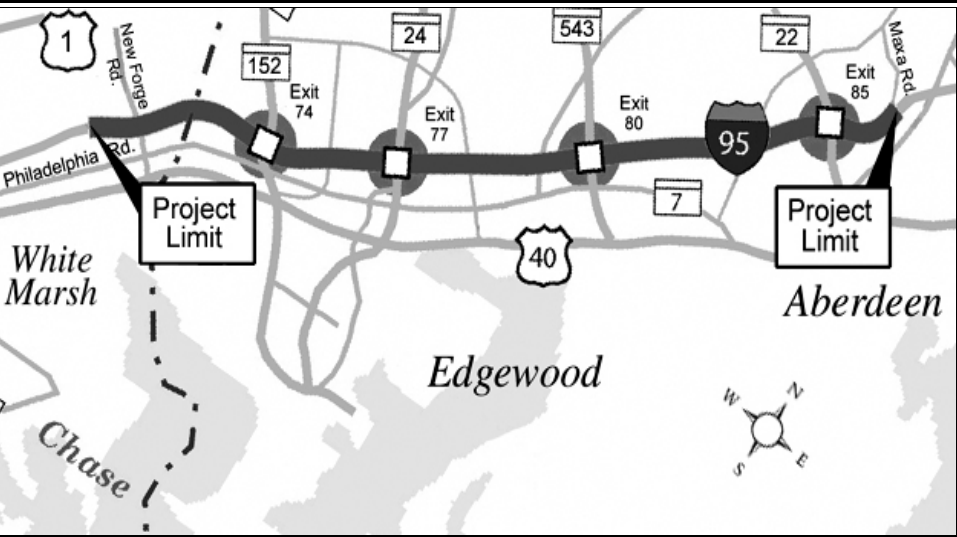
STATUS: Engineering underway. Construction to begin in FY 2006.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Construction 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 4,400 | 0 | 1,305 | 1,695 | 1,200 | 200 | 0 | 0 | 4,400 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 17,800 | 0 | 0 | 6,700 | 9,200 | 1,900 | 0 | 0 | 17,800 | 0 |
| Total | 22,200 | 0 | 1,305 | 8,395 | 10,400 | 2,100 | 0 | 0 | 22,200 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

0212, 1207, 1475



STATUS: The I-95 Master Plan was adopted by the Authority in April 2003. Project Planning underway.

PROJECT: I-95 John F. Kennedy Memorial Highway - Section 200 Study

DESCRIPTION: Study to investigate capacity and safety needs on I-95 from north of MD 43 to north of MD 22 (18 miles).

JUSTIFICATION: South of MD 152, I-95 operates at Level of Service (LOS) E during weekday peak hours. Elsewhere, it operates at LOS D or better during weekday and weekend peak traffic periods. Without improvements, the LOS is expected to decrease by 2020, with some study sections operating at an undesirable LOS F during weekday and weekend periods.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

ASSOCIATED IMPROVEMENTS:

- I-95 Section 100 - Construction Program (Line 1)
- I-95 Interchange Improvements at MD 24 - Construction Program (Line 2)

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 5,000 | 0 | 810 | 2,190 | 2,000 | 0 | 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 | 810 | 2,190 | 2,000 | 0 | 0 | 0 | 5,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: I-95 John F. Kennedy Memorial Highway - E-Z Pass Study

DESCRIPTION: Study for development of highway speed E-Z Pass lanes. This will enable E-Z Pass customers to drive through the toll plaza at normal highway speed maximizing customer convenience and improving highway capacity.

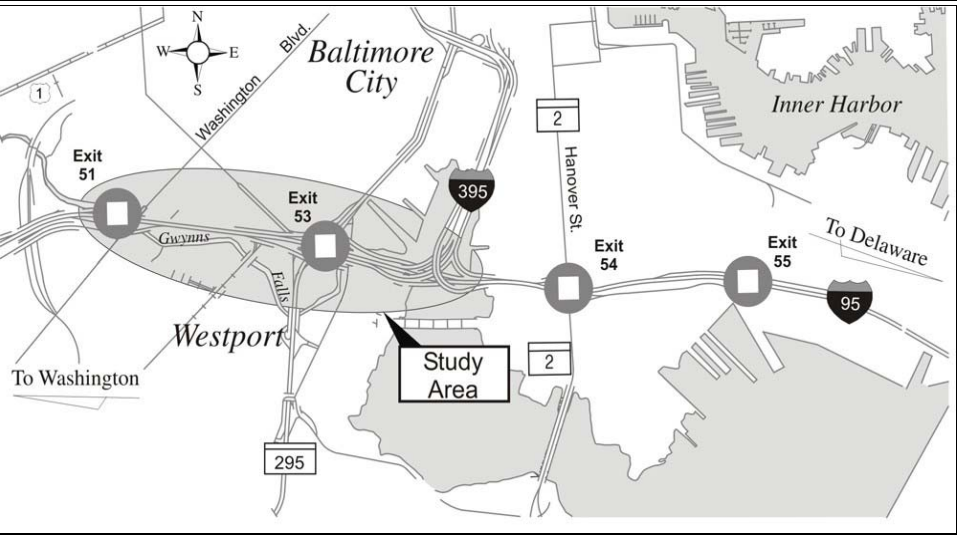
JUSTIFICATION: This project will improve capacity and traffic operations at the toll plaza.

STATUS: Engineering underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 2,900 | 0 | 100 | 1,200 | 1,200 | 400 | 0 | 0 | 2,900 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 2,900 | 0 | 100 | 1,200 | 1,200 | 400 | 0 | 0 | 2,900 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: I-95 Fort McHenry Tunnel - Carroll Camden Access Study

DESCRIPTION: Study to improve access to the Carroll Camden development area and improve safety and operations along I-95 between Washington Boulevard and I-395.

JUSTIFICATION: Improved access will facilitate the redevelopment of the Carroll Camden area in Baltimore City and improve safety and operations along I-95.

STATUS: Feasibility study completed in June 2004. Planning to begin in FY 2007.

ASSOCIATED IMPROVEMENTS:
Fort McHenry Tunnel - Bridge, Roadway and Signage Rehabilitation on I-95 south of Tunnel - Construction Program (Line 6)

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Planning start delayed to FY 2007 from FY 2006 pending an agreement with the City of Baltimore to share the cost of planning.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| 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: Bay Bridge US 50/301- Bay Crossing Study

DESCRIPTION: Study of traffic capacity needs across the Chesapeake Bay.

JUSTIFICATION: Studies are needed to contribute to the understanding of the traffic capacity needs across the Chesapeake Bay. This effort will explore the capacity needs in the context of statewide and regional plans, congestion management; transit; development and growth control measures; impacts to natural, cultural, and socio-economic resources; and opportunities for economic growth.

STATUS: Needs Report completed in December 2004. A Task Force was formed in December 2004 to review capacity needs across the Chesapeake Bay. Task Force work is underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Increased Planning funding by \$6.8 million to cover enhanced public involvement for the Task Force effort and potential follow-up planning activities.

| 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 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 7,900 | 0 | 729 | 1,171 | 1,500 | 1,500 | 1,500 | 1,500 | 7,900 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 7,900 | 0 | 729 | 1,171 | 1,500 | 1,500 | 1,500 | 1,500 | 7,900 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



PROJECT: Bay Bridge US 50/301- Westbound Commercial Vehicle Security Staging Area Study

DESCRIPTION: Construct new commercial vehicle security staging area along US 50/301 prior to the Bay Bridge.

JUSTIFICATION: This project will enhance homeland security by providing a safe staging area that will permit safe inspection of commercial vehicles during times of high alert. The location must allow for safe exit from and entrance back onto US 50/301 to provide sufficient storage area for queued vehicles awaiting inspection.

STATUS: Study underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: None

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|--|---------------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | | | |
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 500 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,670 | 835 | 752 | 83 | 0 | 0 | 0 | 0 | 835 | 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 | 1,335 | 752 | 83 | 0 | 0 | 0 | 0 | 835 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

0501



PROJECT: Bay Bridge US 50/301- E-Z Pass Lane Extension Study

DESCRIPTION: Study to extend the dedicated E-Z Pass approach lane to the toll plaza to 1 mile. The total length would then be over 2 miles.

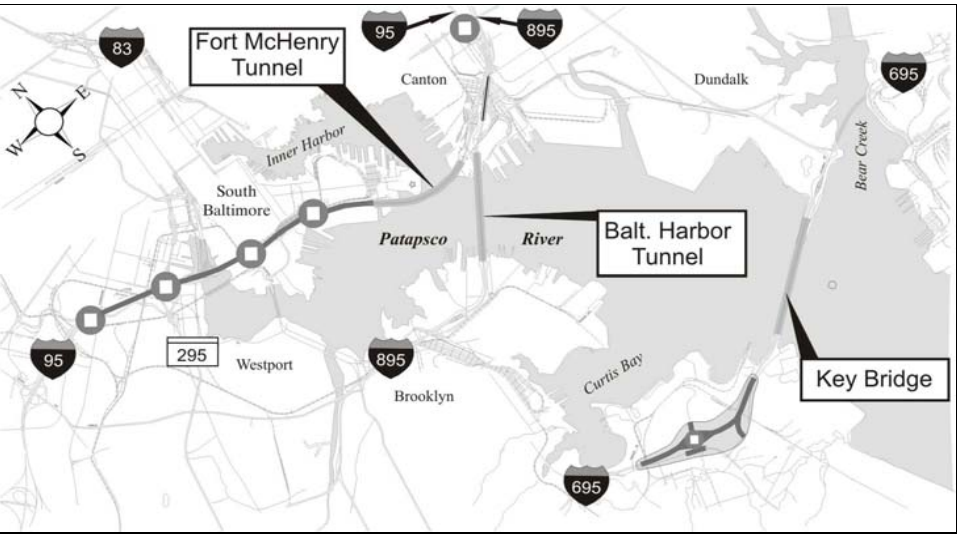
JUSTIFICATION: This project will improve traffic operations on the eastbound approach to the Bay Bridge.

STATUS: Study underway.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Development and Evaluation Program.

| POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
|---|---------------------------------------|------------------------|-------------------------|------------------------|---|--------------|--------------|--------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008.... |2009.... |2010.... |2011.... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 250 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 250 | 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 | 250 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 250 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Planning to begin in FY 2007.

PROJECT: I-95, I-895 and MD 695 Harbor Crossings - Traffic Management Study

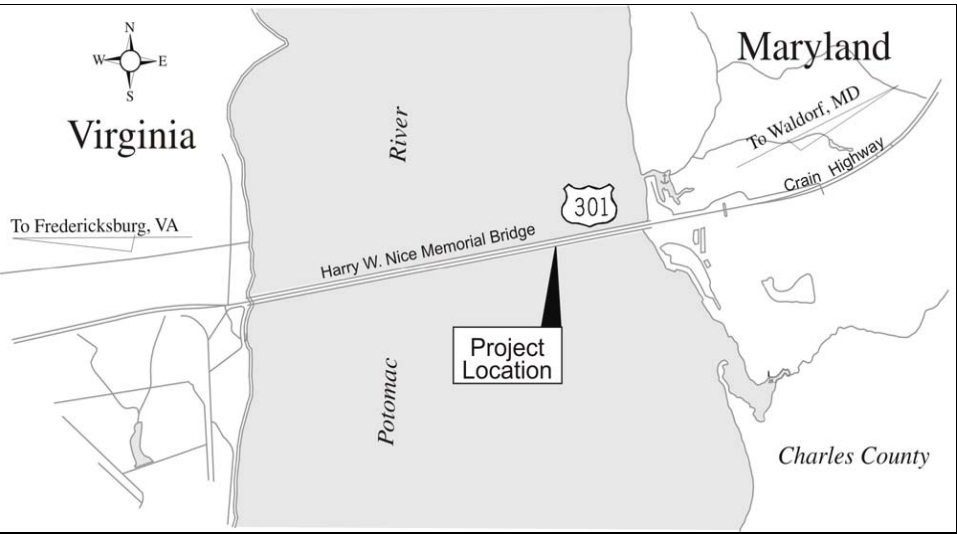
DESCRIPTION: Review of potential solutions to better manage traffic across the three Harbor Crossings.

JUSTIFICATION: There is capacity across all three facilities greater than the current traffic volumes, but at times one or more of the facilities can reach or exceed capacity.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Development and Evaluation Program.

| POTENTIAL FUNDING SOURCE: | | | | | | | | | | |
|---------------------------|------------------------|------------------|-------------------|------------------|--|----------------|----------------|----------------|----------------|---------------------|
| TOTAL | | | | | | | | | | |
| PHASE | ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 1,000 | 0 | 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 | 1,000 | 0 | 0 | 500 | 500 | 0 | 0 | 0 | 1,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



STATUS: Planning to begin in FY 2006.

PROJECT: Harry W. Nice Bridge - Study

DESCRIPTION: Study to investigate capacity and safety needs of the bridge and approaches.

JUSTIFICATION: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge during peak periods is reaching capacity. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

ASSOCIATED IMPROVEMENTS: None.

SIGNIFICANT CHANGE FROM FY 2005 - 10 CTP: Added to the Development and Evaluation Program.

| POTENTIAL FUNDING SOURCE: <input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER | | | | | | | | | | |
|---|---------------------------------------|------------------------|-------------------------|------------------------|---|----------------|----------------|----------------|----------------------|---------------------------|
| PHASE | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2005 | CURRENT YEAR 2006 | BUDGET YEAR 2007 | PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2008..... |2009..... |2010..... |2011..... | | |
| Planning | 5,000 | 0 | 405 | 1,595 | 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 | 405 | 1,595 | 2,000 | 1,000 | 0 | 0 | 5,000 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 22

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2006 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 | Emergency Repairs to FSK Bridge Shoreline - Hurricane Damage (0469) | 688 | Complete |
| 3 | Paint FSK Bridge Main Span and Replace Drainage Troughs (0429) | 21,875 | Underway |
| 4 | Rehabilitation of Mechanical & Electrical Systems for the I-695 Drawbridge over Curtis Creek (0460) | 4,950 | Underway |
| 5 | Construction of Noise Wall along Broening Highway (0461) | 5,805 | Underway |
| 6 | Construct Police Training Facility (0464) | 12,075 | Underway |
| 7 | Replace Aging Condensing Units on Engineering/Finance Building (0477) | 98 | Underway |
| 8 | Replace Roof on Administration Building (0476) | 164 | Underway |
| 9 | Replacement of Windows at Police Headquarters - FSK (0404) | 297 | Underway |
| 10 | Truck Check Station I-695 Inner Loop Study (0473) | 35 | Underway |
| 11 | Upgrade and Replace Signs FSK (0474) | 4,800 | Underway |
| 12 | HVAC Improvements to FSK Police Headquarters (0475) | 550 | Spring, 2006 |
| 13 | Northeast Approach Maintenance Access Road Improvements (0479) | 440 | Spring, 2006 |
| | <u>FORT MCHENRY TUNNEL</u> | | |
| 14 | Refinish Ceiling Panels & Hand Rails (1442) | 8,025 | Complete |
| 15 | Installation of Six Overhead Doors for the Maintenance Vehicle Storage Area (1469) | 157 | Complete |
| 16 | Additional Truck Check Station - Northbound - I-95 - Study (1450) | 500 | Underway |
| 17 | Preliminary Engineering for Security Upgrades (1467) | 200 | Underway |
| 18 | Security Improvements Around Vent Buildings (1464) | 125 | Underway |
| 19 | Structural Repairs to I-95 Viaduct Bridges from Canton Railroad to Herring Run (1465) | 1,273 | Underway |
| 20 | Toll Booth HVAC Renovation (1471) | 218 | Underway |
| 21 | Paving and Miscellaneous Improvements to Tunnel Parking Lots (1470) | 515 | Spring, 2006 |
| 22 | Replace East and West Vent Building Roofs (1402) | 924 | Spring, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 22 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>HARBOR TUNNEL</u> | | |
| 23 | Replace Electric Switch Gear in Vent Building (0235) | 1,842 | Complete |
| 24 | Resurface Ritchie Spur (0232) | 1,789 | Complete |
| 25 | Resurface Roadway North of Tunnel (0231) | 3,710 | Complete |
| 26 | Replace Roofs on BHT Vent Buildings (0272) | 260 | Complete |
| 27 | Resurface Roadway South of Tunnel (0230) | 6,925 | Complete |
| 28 | Miscellaneous Maintenance and Contingencies (0210) | 2,800 | Underway |
| 29 | Clean and Paint K-Truss Upper Section (0271) | 3,388 | Underway |
| 30 | Cleaning, Painting, and Miscellaneous Repairs at I-895 WB Ramp over I-95 Bridge (HOY004) (0283) | 619 | Underway |
| 31 | New Maintenance, Automotive and Sign Shop Building (0269) | 12,500 | Spring, 2006 |
| 32 | Remove Railroad Bridge over I-895 Fairfield Portal Ramp (0234) | 790 | Spring, 2006 |
| 33 | Truck Check Station I-895 North Bound Study (0276) | 130 | Spring, 2006 |
| 34 | Upgrade and Replace Signs and Sign Structures - BHT (0282) | 16,300 | Spring, 2006 |
| | <u>HATEM BRIDGE</u> | | |
| 35 | Overheight Detection System Signing (0818) | 50 | Spring, 2006 |
| 36 | Replace Existing Salt Dome and Repave Parking Area (0802) | 210 | Spring, 2006 |
| | <u>KENNEDY HIGHWAY</u> | | |
| 37 | Resurface SB I-95 from MD 24 to Tydings Bridge (1276) | 6,100 | Complete |
| 38 | Emergency Slope Failure Repairs on I-95 (1201) | 775 | Complete |
| 39 | Resurface NB I-95 from MD 24 to Tydings Bridge (1275) | 5,800 | Complete |
| 40 | Upgrade and Replace Traffic Barrier W-Beam NB I-95 from the Tydings to the Delaware State Line (1280) | 2,025 | Complete |
| 41 | Upgrade and Replace Traffic Barrier W-Beam SB I-95 from the Tydings to the Delaware State Line (1281) | 1,950 | Complete |
| 42 | Replace HVAC Systems at Maryland House Service Stations and Restaurant (1294) | 500 | Underway |
| 43 | Sign Lighting and Maintenance Systems (1293) | 250 | Underway |
| 44 | Install Ground Water Recovery System at Maryland House (1264) | 45 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 22 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>KENNEDY HIGHWAY (cont'd)</u> | | |
| 45 | Resurface NB I-95 from the Tydings Bridge to the Delaware Line (1277) | 8,035 | Underway |
| 46 | Resurface SB I-95 from the Tydings Bridge to the Delaware Line (1278) | 9,164 | Underway |
| 47 | Reconstruct 1/2 Mile Section NB I-95 North of Raphael Road @ MM 71.1 (1204) | 750 | Spring, 2006 |
| 48 | Replacement of Exterior Windows and Doors, and Roof at Chesapeake House and Service Area (1289) | 680 | Spring, 2006 |
| 49 | Roofing, Gutter and Downspout Replacement - Md House (1295) | 875 | Spring, 2006 |
| | <u>MULTI-AREA</u> | | |
| 50 | EZ-Pass Members Only Lanes at JFK, FMT, BHT, WPL, and NB - Study (1990) | 1,000 | Complete |
| 51 | Lane Restriction Signing at FMT and BHT (1948) | 637 | Complete |
| 52 | Miscellaneous Paving Repairs (1947) | 1,449 | Complete |
| 53 | On Call Structural Rehabilitation (1987) | 3,000 | Complete |
| 54 | Pneumatically Applied Mortar Repairs to Various Structures (1971) | 1,865 | Complete |
| 55 | Upgrade Traffic Barriers and Attenuators (Northern and Central Regions) (1964) | 2,609 | Complete |
| 56 | Building Security Improvements at Various Facilities (1945) | 2,800 | Complete |
| 57 | Install SCAN Weather System at BHT and Repair System at White Marsh (1984) | 282 | Complete |
| 58 | Miscellaneous Paving Repairs (1967) | 1,730 | Complete |
| 59 | Install New Emergency Generators at JFK and TJH Facilities (1923) | 995 | Complete |
| 60 | Relocation of Median Crossovers, Miscellaneous Slope, Drainage & Median Repairs I-95, I-695 & I-895 (1951) | 2,335 | Complete |
| 61 | Replacement of the Five Air Handling Units Located on the Roof (1906) | 398 | Complete |
| 62 | Right of Way Fencing at Various Locations (1972) | 530 | Complete |
| 63 | Installation of Dynamic Signs (Phase V) & Misc Electrical & Lighting Improvements-Variou Facilities (1950) | 1,696 | Underway |
| 64 | Install CCTV Systems and Fiber Optic Spurs along I-95 (1974) | 5,695 | Underway |
| 65 | Install Permanent Changeable Message Signs (1993) | 439 | Underway |
| 66 | Inspection and Repairs to High Mast Light Poles and Sign Structures (1956) | 2,693 | Underway |
| 67 | Miscellaneous Structural Repairs (On Call) (1992) | 3,050 | Underway |
| 68 | Upgrade and Replace Existing Signing - Southern Region (1999) | 2,175 | Underway |
| 69 | Administration Building Annex (1988) | 5,500 | Underway |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 22 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>MULTI-AREA (cont'd)</u> | | |
| 70 | Information Technology Strategic Plan Implementation (1942) | 3,185 | Underway |
| 71 | Lighting Modifications in BHT and FMT Fresh Air Ducts (1991) | 430 | Underway |
| 72 | Rehabilitation of Curbs and Sidewalks at Park-and-Ride Facilities in Harford and Cecil Counties (2003) | 245 | Underway |
| 73 | Renovate Authority Operation Center at Fort McHenry Tunnel and Baltimore Harbor Tunnel (1954) | 6,375 | Underway |
| 74 | Upgrade and Replace Metal Traffic Barriers and Attenuators (1965) | 2,050 | Underway |
| 75 | Development of Project Planning Manual (2006) | 100 | Underway |
| 76 | Install CCTV Systems at FSK, HWN, TJH and WPL Facilities (1976) | 5,089 | Underway |
| 77 | Install Incident Detection Systems in Tunnels (1975) | 1,140 | Underway |
| 78 | Miscellaneous Structural Repairs to the Millard E. Tydings and Thomas J. Hatem Memorial Bridge (1907) | 4,085 | Underway |
| 79 | NPDES Environmental Compliance Inspection and Remediation - Study (2007) | 1,000 | Underway |
| 80 | Replace Police Radio Communications System - Study (1941) | 200 | Underway |
| 81 | Toll Facility Cost Allocation Study (2002) | 185 | Underway |
| 82 | Construct, Deliver, and Commission Dynamic Message Signs (1949) | 15,750 | Spring, 2006 |
| 83 | Miscellaneous Paving Repairs (1938) | 2,587 | Spring, 2006 |
| 84 | Miscellaneous Renovations to FMT East Vent and BHT Fairfield (1924) | 1,225 | Spring, 2006 |
| 85 | Miscellaneous Slope and Drainage Repairs (1931) | 900 | Spring, 2006 |
| 86 | On-Call Miscellaneous Structural Repairs at Various Facilities (1900) | 2,500 | Spring, 2006 |
| 87 | Rehabilitation of Point Breeze Railroad Track and Old Vail Street Entrance (1903) | 675 | Spring, 2006 |
| | <u>NICE BRIDGE</u> | | |
| 88 | Truck Check Stations U.S. 301 Study (1026) | 375 | Spring, 2006 |
| | <u>W.P.LANE BRIDGE</u> | | |
| 89 | Underwater Repairs to Footings Eastbound and Westbound Bridges (0655) | 1,875 | Complete |
| 90 | NEC 2400 Phone System (0670) | 1,000 | Complete |
| 91 | Replace Existing Emergency Generators (0649) | 273 | Complete |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 22 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2006 and Prior (cont'd)</u> | | |
| | <u>W.P.LANE BRIDGE (cont'd)</u> | | |
| 92 | Emergency Safety Improvements to the Toll Plaza Departure (0663) | 1,750 | Complete |
| 93 | Replace Glass Breezeway - Administration Building (0654) | 362 | Complete |
| 94 | Widening Toll Plaza Departure and Upgrade Weigh Station - Eastbound - Study (0641) | 225 | Underway |
| 95 | Police Building - Install Observation Windows in Holding Cells (0660) | 21 | Underway |
| 96 | Grind and Resurface WPL Administration Parking Lot (0671) | 130 | Spring, 2006 |
| 97 | Replace 5KV Cables & Misc. Repairs & Upgrades to the WPL Electrical Systems (0650) | 3,745 | Spring, 2006 |
| | <u>FY 2007</u> | | |
| | <u>F.S.KEY BRIDGE</u> | | |
| 98 | FSK Bridge Patch and Seal (0302) | 1,980 | Spring, 2007 |
| 99 | Roof Replacement at Police Headquarters - FSK (0478) | 436 | Spring, 2007 |
| | <u>FORT MCHENRY TUNNEL</u> | | |
| 100 | Miscellaneous Repairs to Air Ducts and Tile Removal Below Tunnel Walkway (1468) | 2,700 | Summer, 2006 |
| 101 | Removal of Canton RR Bridge (BCW585) over I-95 (1473) | 770 | Summer, 2006 |
| 102 | Repairs to Fire Protection System in Tunnel (1401) | 415 | Summer, 2006 |
| 103 | Replace all DMS and Lane Use Signals with LED (1463) | 1,670 | Summer, 2006 |
| 104 | Truck Check Station I-95 South Bound at Toll Plaza (1461) | 130 | Fall, 2006 |
| | <u>HARBOR TUNNEL</u> | | |
| 105 | Deck Replacement and Miscellaneous Repairs on I-895 Northbound and Southbound over Herring Run (0284) | 5,075 | Summer, 2006 |
| 106 | Flood Mitigation at Fairfield Ventilation and Service Buildings (0290) | 500 | Summer, 2006 |
| 107 | Median Paving at I-895 Crossovers (0289) | 330 | Summer, 2006 |
| 108 | Remove and Replace Barrier Wall - Various Locations (0267) | 495 | Summer, 2006 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 22 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|--|--------------------------------|--------------------|
| | <u>FY 2007 (cont'd)</u> | | |
| | <u>HARBOR TUNNEL (cont'd)</u> | | |
| 109 | Rehab Tunnel Lighting (0264) | 1,975 | Fall, 2006 |
| 110 | Replace all DMS and Lane Use Signals at BHT with LED Based Technology (0281) | 1,025 | Fall, 2006 |
| 111 | Truck Check Station I-895 South Bound (0277) | 115 | Spring, 2007 |
| | <u>KENNEDY HIGHWAY</u> | | |
| 112 | Expansion and Improvements for I-95/Rte. 152 Parking Lots (1206) | 650 | Summer, 2006 |
| 113 | Pave Maintenance Yard at SB I-95 MM 81.6 (1205) | 340 | Summer, 2006 |
| | <u>MULTI-AREA</u> | | |
| 114 | Incident Detection Systems at KH, FMT, and BHT Facilities Study (1977) | 113 | Summer, 2006 |
| 115 | Installation of Highway Advisory Radio Transmitters and Signs (2008) | 750 | Summer, 2006 |
| 116 | Planning Studies for Strategic Development - Next Generation (2001) | 9,947 | Summer, 2006 |
| 117 | Point Breeze Electrical Switchgear Replacement (2000) | 425 | Summer, 2006 |
| 118 | Electric Service Upgrade (2004) | 307 | Fall, 2006 |
| 119 | Pneumatically Applied Mortar Repairs (1939) | 2,665 | Fall, 2006 |
| 120 | Replace Existing DMS, Install New DMS (1914) | 9,850 | Fall, 2006 |
| 121 | Replace Radio Rebroadcast Systems in Fort McHenry and Harbor Tunnels (1963) | 1,925 | Fall, 2006 |
| 122 | Replace UPS's Various Locations (1953) | 1,315 | Fall, 2006 |
| 123 | Security Improvements Phase II (40 Buildings) (1983) | 6,250 | Fall, 2006 |
| 124 | Miscellaneous Navigation Lighting, Warning Systems and Aerial Beacon Rehabilitation (1909) | 2,525 | Spring, 2007 |
| 125 | Miscellaneous Roadway Lighting System Rehabilitation and Repairs (1913) | 5,260 | Spring, 2007 |
| 126 | Spot Painting and Structural Repairs I-895, I-95 and I-695 (1940) | 5,350 | Spring, 2007 |
| 127 | Upgrade/Replace Existing Signing - Northern Region (1959) | 13,300 | Spring, 2007 |

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

MARYLAND TRANSPORTATION AUTHORITY - LINE 22 (cont'd)

| ITEM NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START |
|----------|---|--------------------------------|--------------------|
| | <u>FY 2007 (cont'd)</u> | | |
| | <u>NICE BRIDGE</u> | | |
| 128 | Approach Roadway Rehabilitation, Realignment and Toll Booth Replacement (1029) | 1,250 | Summer, 2006 |
| 129 | Substructure Repairs and Miscellaneous Modifications to the Harry W. Nice Memorial Bridge Facility (1028) | 1,665 | Summer, 2006 |
| 130 | Miscellaneous Renovations to Administration Building (1025) | 1,900 | Fall, 2006 |
| 131 | Emergency Generators at HWN Administration Building (1030) | 515 | Spring, 2007 |
| | <u>W.P.LANE BRIDGE</u> | | |
| 132 | Replace Lane Signals and Controllers at WPL (0651) | 5,250 | Summer, 2006 |
| 133 | Replace Traveler System E.B. Bridge (0630) | 1,530 | Spring, 2007 |



Glossary

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY

| | |
|---|---|
| State Report on Transportation (SRT) | Consists of the Maryland Transportation Plan (MTP) and the Consolidated Transportation Program (CTP). |
| Maryland Transportation Plan (MTP) | The MTP identifies the focus of the Department and its modal administration that defines program objectives and serves to guide program development. It includes a 20-year forecast of needs based on anticipated resources available to the Department. |
| CHART | Chesapeake Highway Advisories Routing Traffic – Maryland’s program to employ Intelligent Vehicle Highway System (IVHS) technology to better manage highway capacity. |
| Consolidated Transportation Program (CTP) | The CTP designates capital projects that will be undertaken during the six-year period, and a summary of operating programs. The CTP also identifies projects added to the Construction Program and Development and Evaluation Program, delayed in schedule, deleted from the Development and Evaluation Program and finally completions. |
| Construction Program | List within the CTP of major projects (descriptions, cost estimates and schedules) under construction and those anticipated to begin construction within the six-year period. An estimate of annual expenditure levels for system preservation projects is also included. |
| Development & Evaluation Program (D&E) | List within the CTP of projects for planning studies, preparation of environmental studies and preliminary design. These projects are candidates for future addition to the Construction Program. |
| Remaining Cost to Complete | Amount of funds required after the budget year to complete a project. |
| Balance to Complete | Amount of funds required after the six-year program period of the CTP to complete a project. |
| Major Capital Project | New, expanded or significantly improved facility or service that generally involves planning, environmental studies, design, right-of-way acquisition, construction or purchase of essential equipment related to the facility or service. |
| System Preservation Project | Project of limited scope for the preservation or rehabilitation of an existing facility or service which generally does not have a significant impact on the human or natural environment. |

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

| | |
|-------------------------------------|--|
| Reconstruction | Complete rebuilding of a facility/structure or system which is beyond the point where it may be economically repaired or renovated. |
| Rehabilitation | Restoration and/or modernization of a facility/structure or system in order that it may be effectively used for its designated functional purpose or comply with current requirements. |
| Highway System Preservation Program | Program of projects oriented toward preserving the existing highway system, including resurfacing, safety improvements, bridge rehabilitation, landscaping, traffic control and ridesharing lots and other miscellaneous improvements. |
| Reimbursables | State funds advanced for work performed for local jurisdictions, services performed for other agencies, recovery of damages to Department property, salaries and expenses of the Interstate Division for Baltimore City, fees for issuing commercial entrance permits, and other activities performed by the Department and are paid by various sources. |
| Capital Contributions Agreement | Agreement entered into by 8 local jurisdictions in Maryland, Virginia and the District of Columbia that provides a capital funding schedule for Metrorail construction in the Washington area. |
| (PP) | Project Planning: The state in the planning process where detailed studies and analysis are conducted to establish the scope and location of proposed transportation facilities. |
| (PE) | Preliminary Engineering: The state in project development when surveys, soil conditions, elevations, right-of-way plats, and detailed design plans and specifications are prepared. |
| (RW) | Right-of-Way: Acquisition of land for transportation projects. |
| (CO) | Construction. |
| (IN) | Inflated Cost. |
| (FA) | Federal-aid. |
| (STP) | Surface Transportation Program category of federal aid |
| (NHS) | National Highway System category of federal aid. |

CONSOLIDATED TRANSPORTATION PROGRAM GLOSSARY (Cont'd.)

| | |
|--------|---|
| (IM) | Interstate Maintenance category of federal aid. |
| (BR) | Bridge Replacement/Rehabilitation category of federal aid. |
| (CMAQ) | Congestion Mitigation/Air Quality category of federal aid. |
| (DEMO) | Specific projects identified in federal legislation for demonstration purposes. |