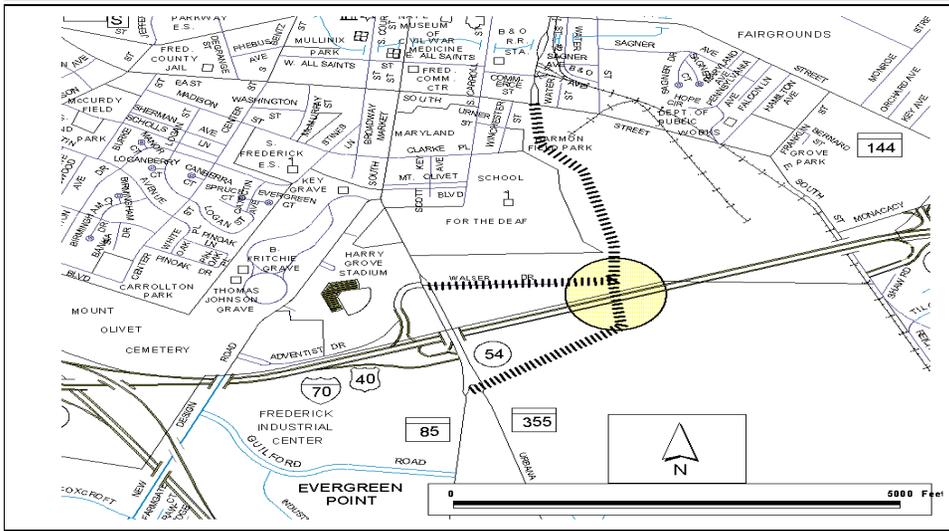


Frederick



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project will construct an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walsler 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 Walsler 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, Phase 2D (Line 7)
- I-70, Mt. Phillip Road to MD 144 FA (Line 6)
- I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	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 2008 - 13 CTP: The cost increase of \$10.5 million is due to sinkhole grouting, bridge micropiles and signing.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY					
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	9,165	8,665	500	0	0	0	0	0	500	0
Right-of-way	17,811	17,203	608	0	0	0	0	0	608	0
Construction	78,441	50,585	27,856	0	0	0	0	0	27,856	0
Total	105,417	76,453	28,964	0	0	0	0	0	28,964	0
Federal-Aid	86,752	61,770	24,982	0	0	0	0	0	24,982	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

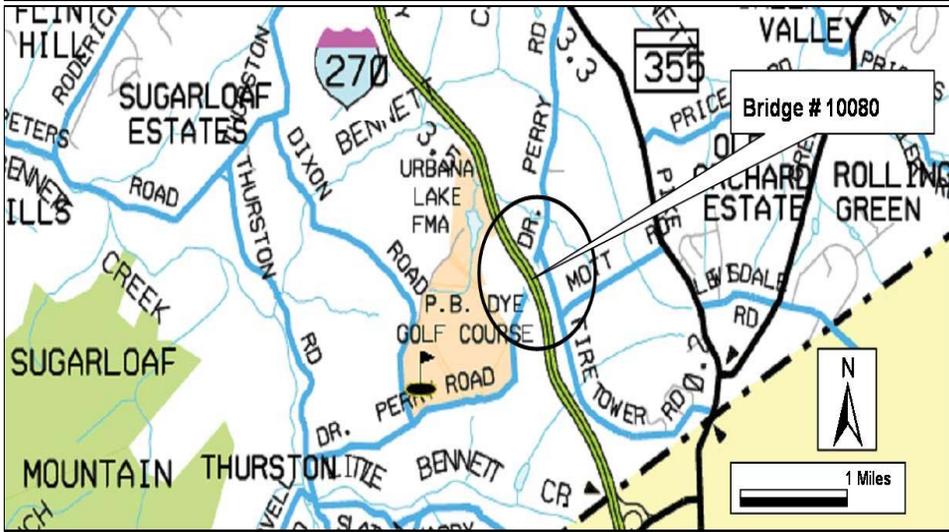
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 3,900 - 8,950

PROJECTED (2030) - 24,000 - 36,250

OPERATING COST IMPACT \$17,600 per year



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace Bridge 10080 over Doctor Perry Road.

JUSTIFICATION: The existing bridge is deteriorated and in need of 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:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8076	0	0	0	0	BR

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
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	63	26	37	0	0	0	0	0	0	37	0
Construction	9,109	1	3,276	5,832	0	0	0	0	0	9,108	0
Total	9,172	27	3,313	5,832	0	0	0	0	0	9,145	0
Federal-Aid	8,076	1	2,826	5,249	0	0	0	0	0	8,075	0

FUNCTION:

STATE - Rural Interstate

FEDERAL - Interstate

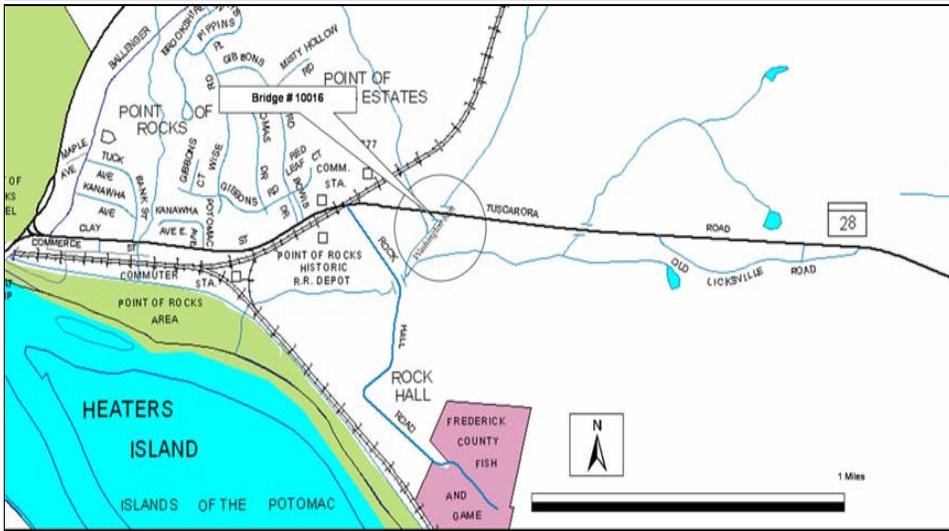
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 94,500

PROJECTED (2030) - 112,000

OPERATING COST IMPACT N/A



PROJECT: MD 28, Tuscarora Road

DESCRIPTION: Replaced Bridge 10016 over Washington Run. Shoulders will be included to accommodate pedestrians and bicycles.

JUSTIFICATION: The existing bridge was structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

- Project 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 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	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 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	258	257	1	0	0	0	0	0	0	1	0
Right-of-way	79	78	1	0	0	0	0	0	0	1	0
Construction	1,816	645	1,171	0	0	0	0	0	0	1,171	0
Total	2,153	980	1,173	0	0	0	0	0	0	1,173	0
Federal-Aid	1,330	287	1,043	0	0	0	0	0	0	1,043	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

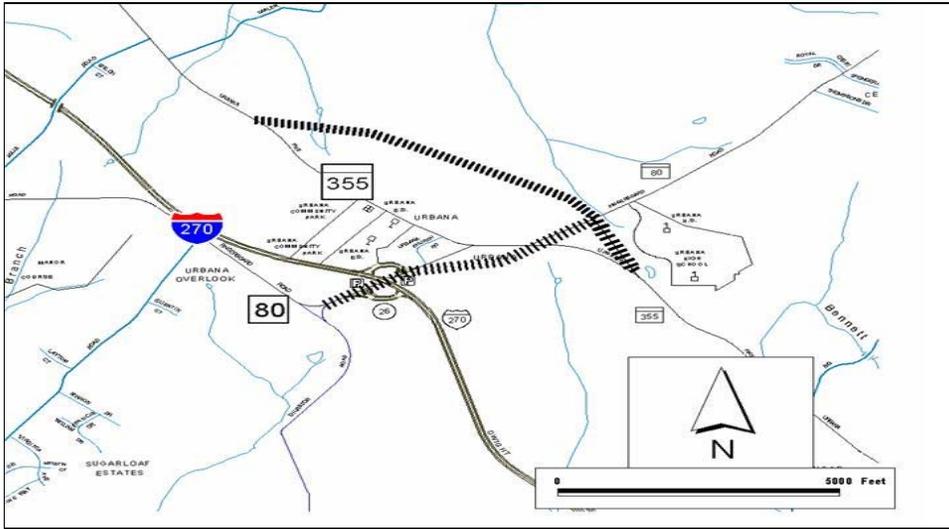
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 6,700

PROJECTED (2030) - 11,050

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 of Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	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/MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
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

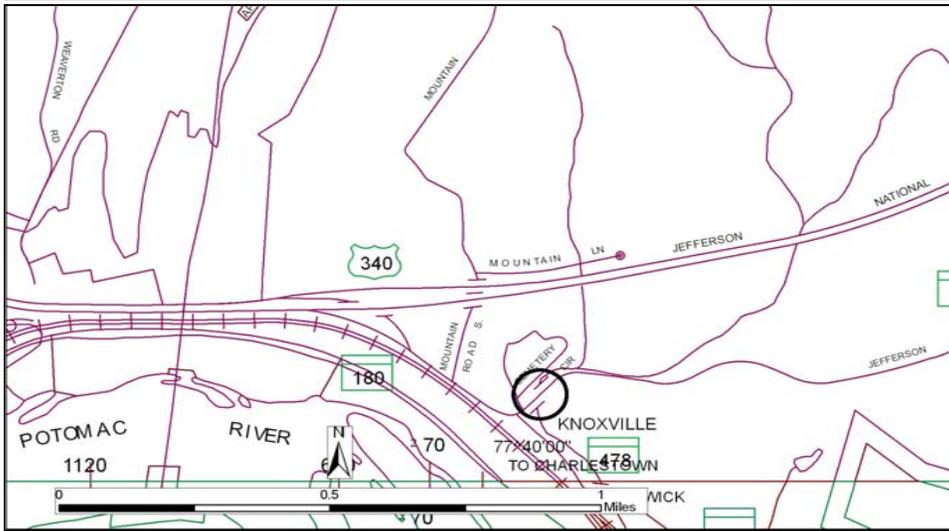
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 11,125 (MD 355) 17,100 (MD 80)

PROJECTED (2030) - 26,000 (MD 355) 46,000 (MD 80)

OPERATING COST IMPACT \$75,100 per year



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Replaced structure 10178 over tributary of Potomac River.

JUSTIFICATION: The existing structure was structurally deficient and functionally obsolete.

SMART GROWTH STATUS:

- Project 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 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	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 2008 - 13 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)	PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	874	866	8	0	0	0	0	0	8	0	
Right-of-way	125	74	51	0	0	0	0	0	51	0	
Construction	2,034	339	1,695	0	0	0	0	0	1,695	0	
Total	3,033	1,279	1,754	0	0	0	0	0	1,754	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

FUNCTION :

STATE - Urban Local

FEDERAL - Minor Collector

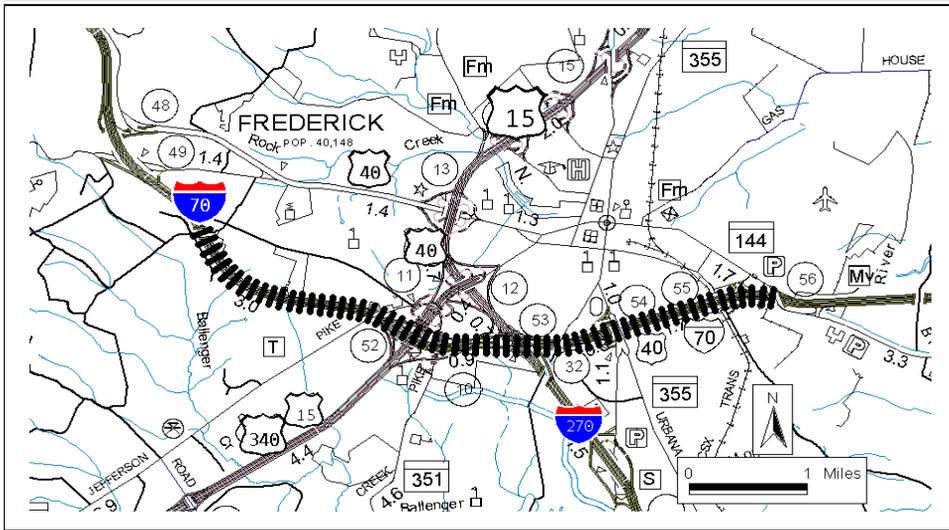
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 1,450

PROJECTED (2030) - 15,550

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) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing 4 lane section to 6 lanes and reconstruction of the interchanges.

SMART GROWTH STATUS:

- Project 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 and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Phase 2D (Line 2)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

STATUS: Partial Engineering and Right-of-way underway. An additional \$3.2 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013	YEAR 2014
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,945	6,667	50	228	0	0	0	0	0	0	0	278	0
Right-of-way	21,494	21,494	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	29,690	29,412	50	228	0	0	0	0	0	0	0	278	0
Federal-Aid	13,848	13,598	45	205	0	0	0	0	0	0	0	250	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

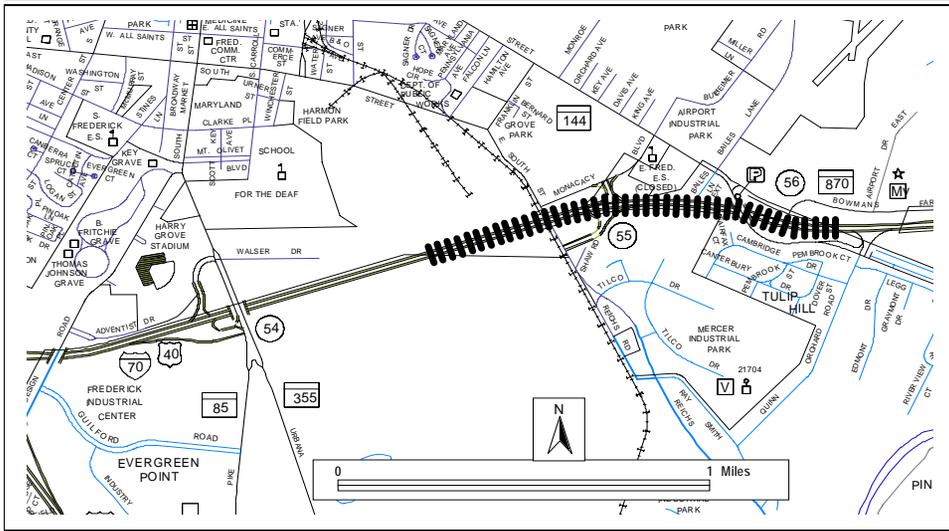
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 95,150

PROJECTED (2030) - 141,200

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construction of Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144, (1.57 miles) replace the I-70 bridge over Reich's Ford Road, construct a new on-ramp from MD 144 to westbound I-70 and construct new exit/entrance ramps from eastbound/westbound I-70 to Reich's Road (Phase 2D).

JUSTIFICATION: Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel .

SMART GROWTH STATUS:

- Project 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 and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Mt. Phillip Road to MD 144FA (Line 6)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	3657	0	0	0	0	IM
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					2011	2012	2013	2014			
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	4,063	0	100	2,000	1,963	0	0	0	0	4,063	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	4,063	0	100	2,000	1,963	0	0	0	0	4,063	0
Federal-Aid	3,657	0	90	1,800	1,767	0	0	0	0	3,657	0

FUNCTION:

- STATE - Principal
- FEDERAL - Interstate

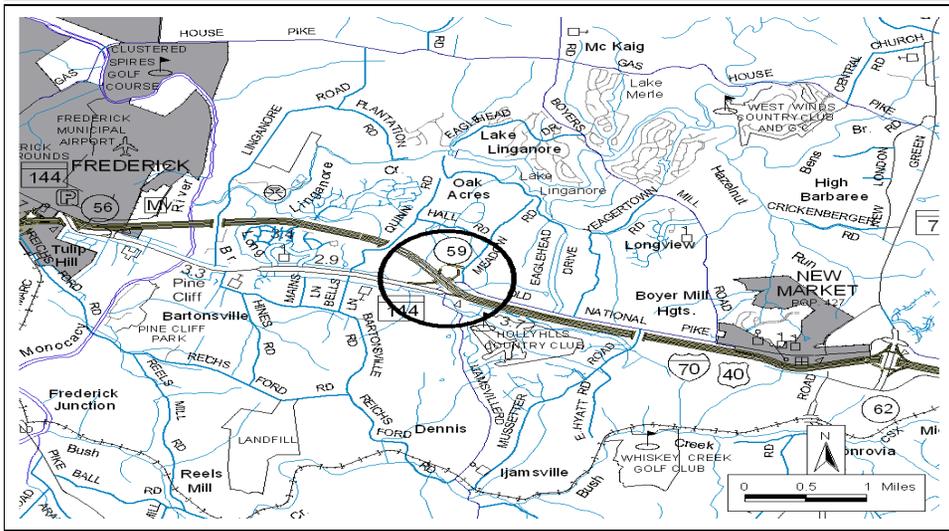
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 88,050

PROJECTED (2030) - 102,900

OPERATING COST IMPACT \$28,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road.

JUSTIFICATION: This project will look at providing the missing westbound ramps to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	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 2008 - 13 CTP: Removed partial Planning funding due to economic downturn.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	48	48	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	48	48	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Interstate
 FEDERAL - Principal Arterial

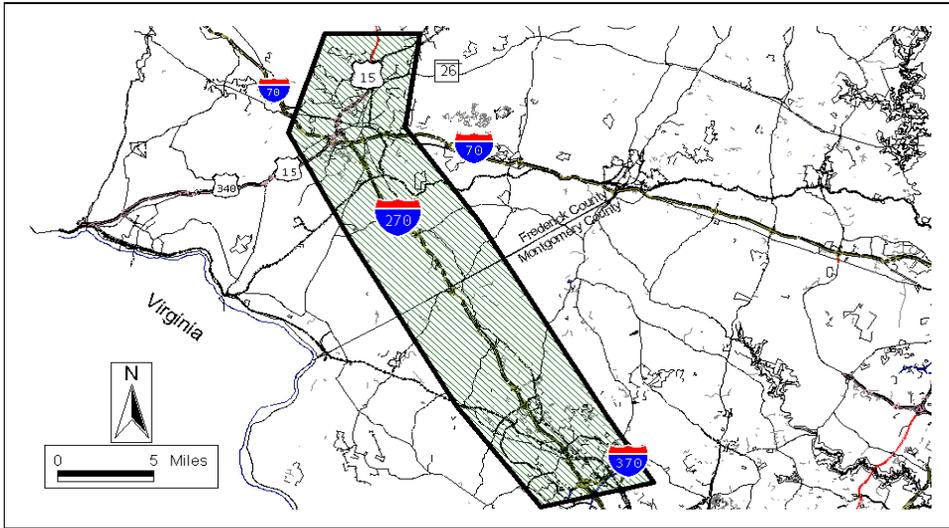
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 79,575

PROJECTED (2030) - 106,400

OPERATING COST IMPACT N/A



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)
- I-70, Phase 2D (Line 7)
- US 15, Interchange at Monocacy Boulevard (Line 10)

STATUS: Project Planning underway. An additional \$0.2 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	17,172	15,989	750	433	0	0	0	0	1,183	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	18,229	17,046	750	433	0	0	0	0	1,183	0
Federal-Aid	12,020	11,192	525	303	0	0	0	0	828	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

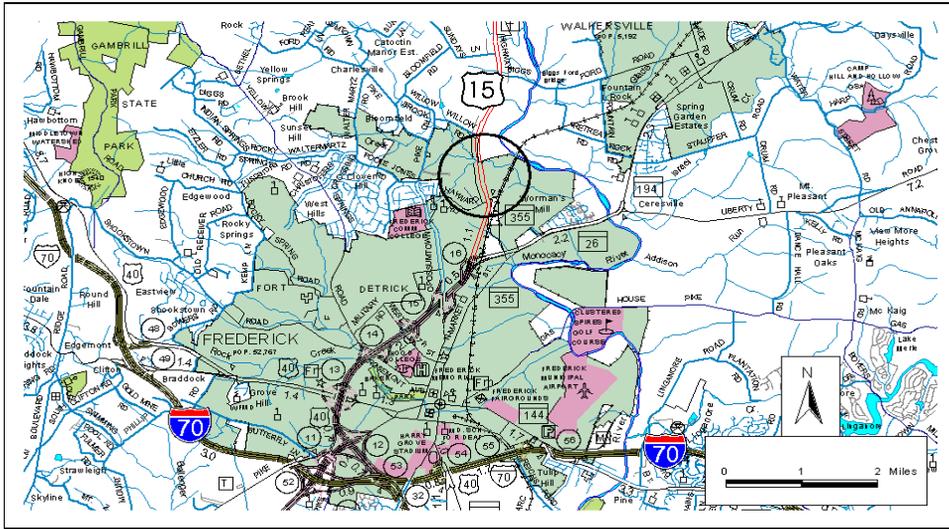
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 45,550 - 89,050 (US -15)
91,700 - 230,800 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Study to develop interchange options at Monocacy Boulevard. (BRAC Related)

JUSTIFICATION: This project will examine a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	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 \$5.6 million is needed to complete Engineering. County and City funded Planning. Potential cost sharing with County and City on Engineering costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed partial Engineering funding due to economic downturn.

PHASE	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008			YEAR					
					2011	2012	2013	2014		
Planning	0	0	0	0	0	0	0	0	0	
Engineering	226	0	226	0	0	0	0	0	226	
Right-of-way	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	
Total	226	0	226	0	0	0	0	0	226	
Federal-Aid	226	0	226	0	0	0	0	0	226	

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

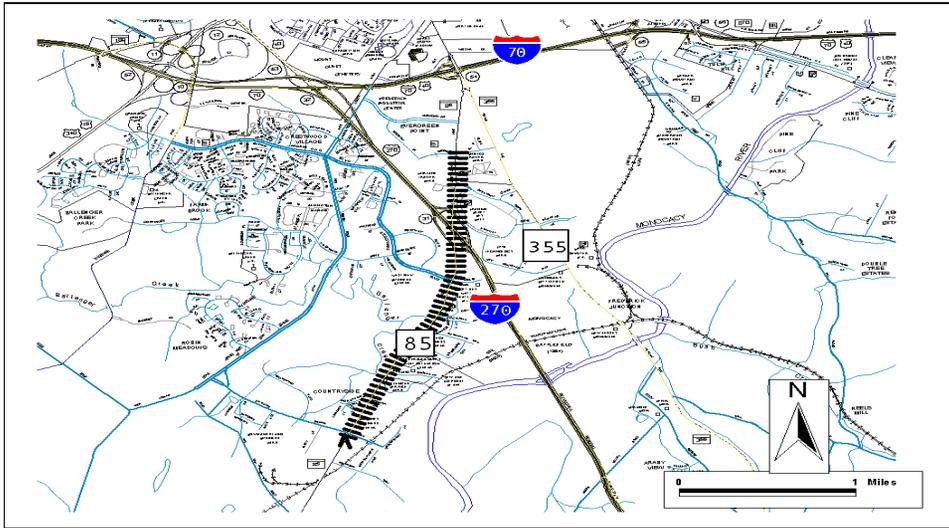
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 37,850

PROJECTED (2030) - 60,250

OPERATING COST IMPACT N/A



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 along the MD 85 corridor.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 9)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	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 \$9.9 million is needed to complete Engineering. County funding partial Engineering for \$1.5 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
					.....2011.....	.....2012.....	.....2013.....	.....2014.....			
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,323	682	253	497	305	3,586	0	0	0	4,641	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	5,854	1,213	253	497	305	3,586	0	0	0	4,641	0
Federal-Aid	4,453	86	453	778	780	2,356	0	0	0	4,367	0

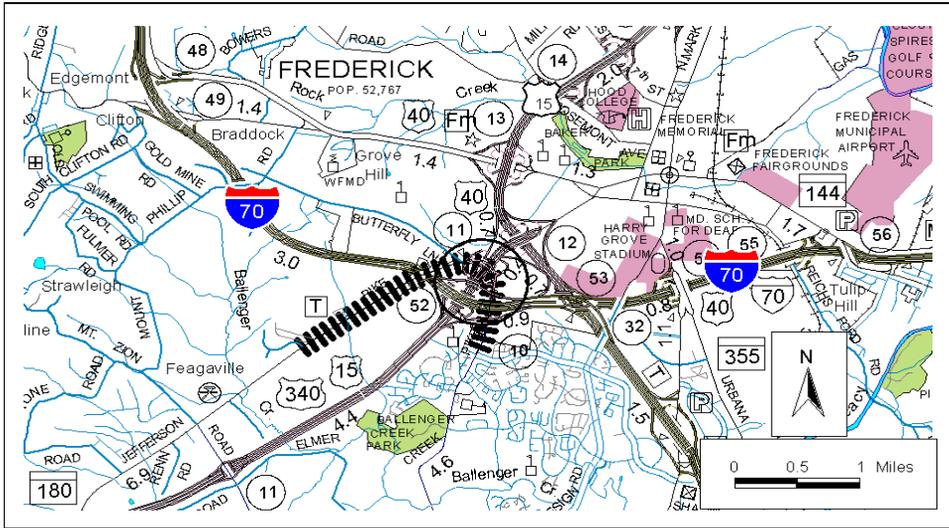
FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial
 STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 8,700 - 46,450
 PROJECTED (2030) - 11,500 - 64,000

OPERATING COST IMPACT N/A



PROJECT: MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

DESCRIPTION: Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development.

JUSTIFICATION: Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

SMART GROWTH STATUS:

- Project 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 (Line 6)
- I-270 and US 15, Multi-Modal Corridor Study (Line 9)
- Butterfly Lane Improvements (Frederick County)

Federal Funding By Year of Obligation						
PHASE	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013 - 2014	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. County contributing \$0.5 million to Planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE	
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER												
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013	YEAR 2014
Planning	1,000	414	586	0	0	0	0	0	0	0	0	586	0
Engineering	0	0	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	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	414	586	0	0	0	0	0	0	0	0	586	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 25,925

PROJECTED (2030) - 40,600

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 75	Green Valley Road; MD 874 to Park and Ride; resurface	564	Completed
2	MD 75	Green Valley Road; Arlington Mill Road to Old Annapolis Road; deep patch	193	Completed
3	MD 75	Green Valley Road; Old Annapolis Road to MD 874; deep patch	446	Completed
4	MD 75	Green Valley Road; Carroll County line to 1st Handboard Road; resurface	761	Completed
5	MD 77	Foxville Road; Park Center Road to Hunting Creek; resurface	291	Completed
6	MD 351	Ballenger Creek Pike; Farmbrook Drive to Ballenger Center Circle; resurface	250	Completed
7	MD 550	Sabillasville Road; Washington County line to Brown Quarry Road; resurface	376	Completed
8	MD 880	Michaels Mill Road; MD 85 to MD 80; resurface	387	Completed
<u>Bridge Replacement/Rehabilitation</u>				
9	MD 77	Rocky Ridge Road; over Branch of Owens Creek; box culverts	577	Completed
<u>Safety/Spot Improvement</u>				
10	US 15	Catoclin Mountain Highway; W. Patrick Street to Willow Road; guard rail	919	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
11	US 15	Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface	1,347	FY 2009
<u>Safety/Spot Improvement</u>				
12	US 15	Catoctin Mountain Highway; at MD 464; roundabout	1,497	Under construction
13	US 40 ALT	Old National Pike; at Willows Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn (Funded for preliminary engineering by the county)	100	PE Underway
14	US 40 ALT	Old National Pike; at Mt. Phillip Road ; widen to provide left turn lanes	287	Completed
15	I 70 EB	Eisenhower Memorial Highway; curve west of Mt. Tabor Road; adjust super elevation	1,266	Completed
16	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 and new signal (Project is dependent upon County participation)	1,760	FY 2009
<u>Community Safety and Enhancements</u>				
17	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold)	4,919	FY 2009
18	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold)	500	PE Underway
<u>Sidewalks</u>				
19	US 40	West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 2,413 linear feet	240	FY 2009
20	MD 464	Souder Road; MD 17 to Maple, 2nd, 9th: retrofit sidewalks	150	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
21		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	FY 2010
22		Carroll Creek Park Trail - Phase II; construction of 1.3 miles of a 25 mile shared use trail along Carroll Creek in the City of Frederick from Bentz Street to East Patrick Street	3,000	FY 2009
<u>Archaeological Planning & Research</u>				
23		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
24		Catoclin Aqueduct; stabilize and restore the Catoclin Aqueduct	1,728	FY 2009
<u>Environmental Mitigation</u>				
25		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 2009
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
26		Frederick Tourist Center adjacent to the Historic National Road, (on East Street); rehabilitate and adaption of a vacant warehouse as the tourist center	1,465	FY 2009
27		Eisenhower Memorial Highway (I-70) ; South Mountain Visitors Center; reconstruct expansion of one of the undersized and outmoded facility (The money shown here is the enhancement cost, the total cost of the project is \$21,051,239.)	10,653	FY 2009