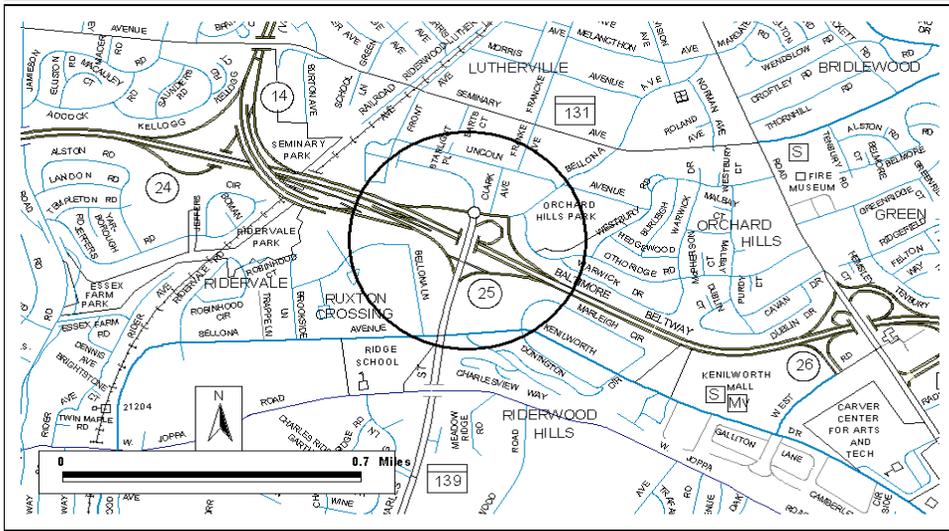




Baltimore



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of MD 139 Bridge (Charles Street).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety along this segment of the Baltimore Beltway including the redecking of the Light Rail Bridge.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

- I-695, I-83 to I-95 (Line 5)
- I-695, Noise Barriers (System Preservation Program)

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	39767	0	0	0	0	BR/IM/STP

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: The cost increase of \$3.4 million is due to an unfavorable bid price.

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	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,774	3,187	800	2,787	0	0	0	0	0	3,587	0
Right-of-way	54	20	34	0	0	0	0	0	0	34	0
Construction	43,789	0	4,673	13,024	14,922	11,170	0	0	0	43,789	0
Total	50,617	3,207	5,507	15,811	14,922	11,170	0	0	0	47,410	0
Federal-Aid	44,889	2,324	4,868	14,002	13,551	10,144	0	0	0	42,565	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Interstate

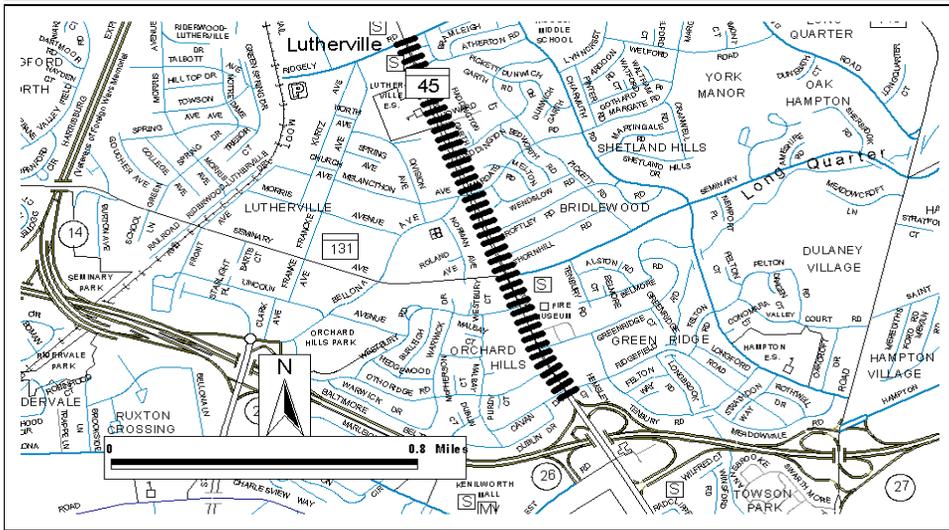
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 166,250

PROJECTED (2030) - 208,000

OPERATING COST IMPACT N/A



PROJECT: MD 45, York Road

DESCRIPTION: Widen MD 45 to provide a center turn lane from Cavan Drive to Ridgely Road. Project will include streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

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

SMART GROWTH STATUS:

- Project 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.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	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	2,170	2,170	0	0	0	0	0	0	0	0	0
Right-of-way	5,298	3,951	1,347	0	0	0	0	0	0	1,347	0
Construction	10,495	6,522	3,973	0	0	0	0	0	0	3,973	0
Total	17,963	12,643	5,320	0	0	0	0	0	0	5,320	0
Federal-Aid	12,266	7,995	4,271	0	0	0	0	0	0	4,271	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

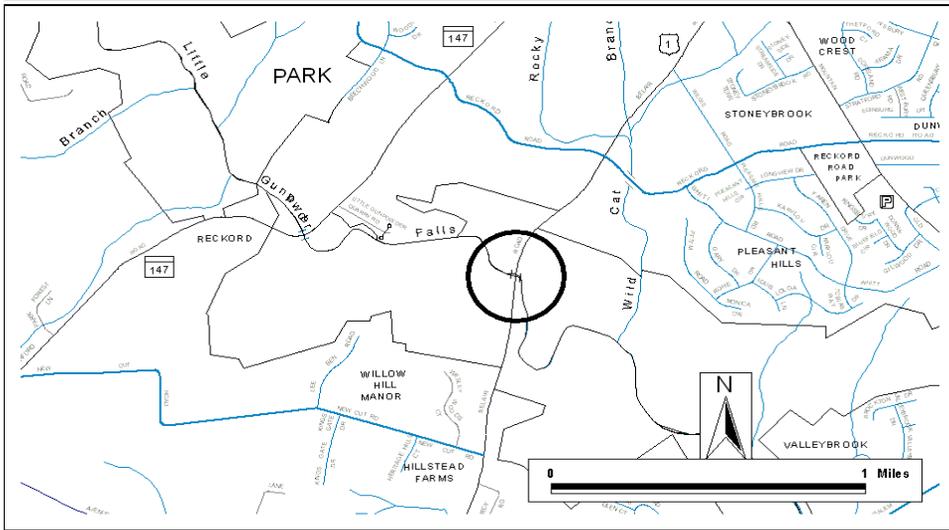
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 45,000

PROJECTED (2030) - 56,000

OPERATING COST IMPACT \$9,800 per year



PROJECT: US 1, Belair Road

DESCRIPTION: Replace Bridge #3001 over Little Gunpowder Falls. Includes bicycle compatible improvements.

JUSTIFICATION: This project will replace the existing deteriorated structure and provide increased structural and traffic safety. The original structure was built in 1934.

SMART GROWTH STATUS:

- Project 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 8)
US 1, MD 152 to Hickory Bypass (Harford County-Line 6)

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	4462	0	0	0	0	SPECIAL BR

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

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	898	721	177	0	0	0	0	0	0	177	
Right-of-way	203	0	203	0	0	0	0	0	0	203	
Construction	5,720	0	339	2,113	2,208	1,060	0	0	0	5,720	
Total	6,821	721	719	2,113	2,208	1,060	0	0	0	6,100	
Federal-Aid	4,324	0	396	1,542	1,612	774	0	0	0	4,324	

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

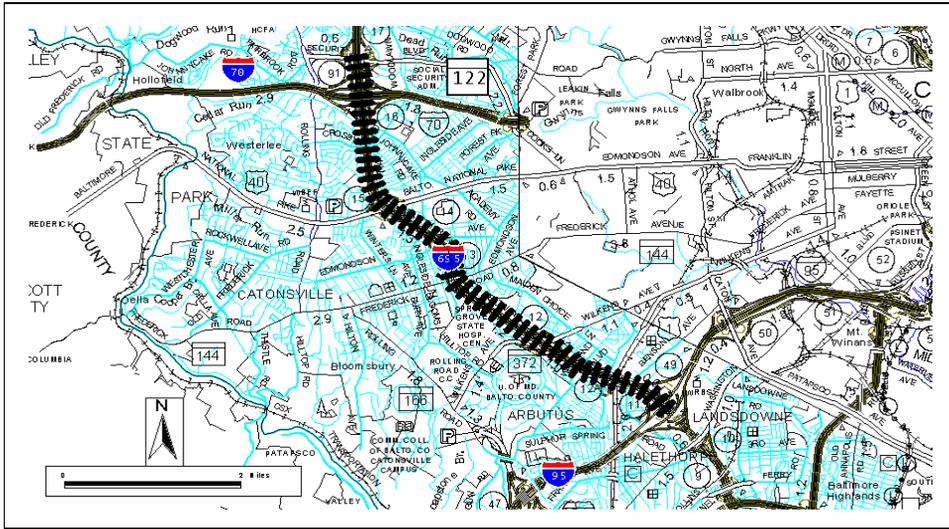
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 23,000

PROJECTED (2030) - 28,000

OPERATING COST IMPACT N/A



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:

- Project 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: Engineering and Right-of-way for the segment from MD 144 to south of US 40 underway. An additional \$51.1 million is needed to complete Engineering for the entire project from I-95 to MD 122.

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											
	PROJECT CASH FLOW											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	FOR PLANNING PURPOSES ONLY							
					.....2011.....	.....2012.....	.....2013.....	.....2014.....		
Planning	1,426	1,426	0	0	0	0	0	0	0	0		
Engineering	13,688	11,571	300	1,817	0	0	0	0	2,117	0		
Right-of-way	1,825	295	500	780	250	0	0	0	1,530	0		
Construction	0	0	0	0	0	0	0	0	0	0		
Total	16,939	13,292	800	2,597	250	0	0	0	3,647	0		
Federal-Aid	11,007	8,235	624	1,953	195	0	0	0	2,772	0		

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

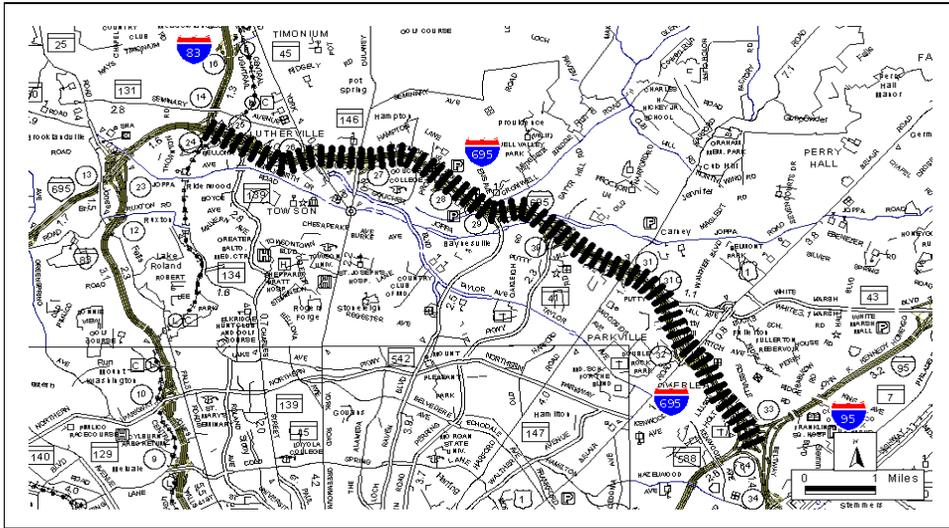
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 217,000

PROJECTED (2030) - 262,300

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) including the MD 139 (Charles Street) Interchange. (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, at MD 139 (Line 1)
- I-695, Noise Barriers (System Preservation Program)

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 and Right-of-way underway for the segment from MD 41 to MD 147. An additional \$64.9 million is needed to complete Engineering for the entire segment.

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)		FOR PLANNING PURPOSES ONLY								
	ESTIMATED COST (\$000)	EXPEND THRU 2008	CURRENT YEAR 2009	BUDGET YEAR 2010	2011	2012	2013	2014			
Planning	1,515	1,515	0	0	0	0	0	0	0	0	0
Engineering	6,580	5,782	100	698	0	0	0	0	0	798	0
Right-of-way	80	65	15	0	0	0	0	0	0	15	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,175	7,362	115	698	0	0	0	0	0	813	0
Federal-Aid	4,959	4,632	41	286	0	0	0	0	0	327	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

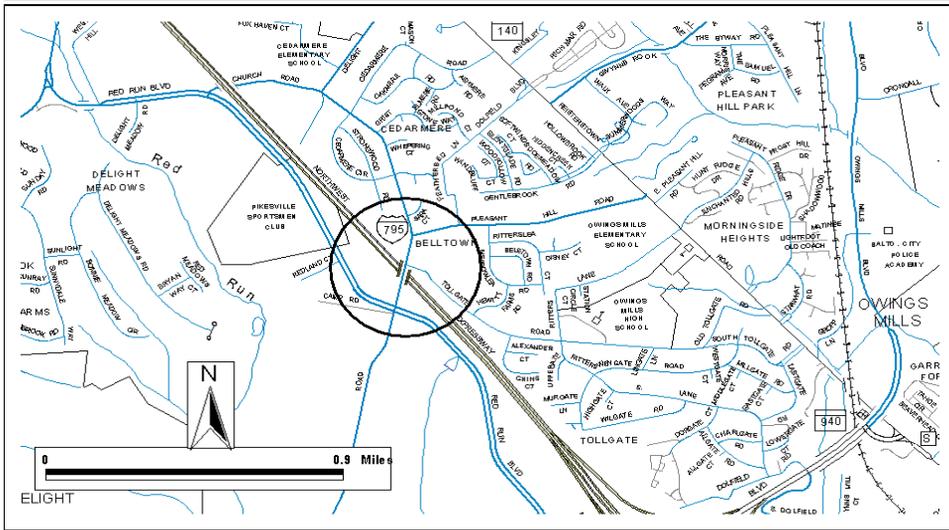
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 183,000

PROJECTED (2030) - 231,000

OPERATING COST IMPACT N/A



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Road.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Transit Oriented Development at Owings Mills Metro Station (MTA)

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. Baltimore County is contributing \$0.625 million towards Planning. The cost shown is SHA share only

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Engineering 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	1,875	50	1,075	750	0	0	0	0	1,825	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	1,875	50	1,075	750	0	0	0	0	1,825	0	
Federal-Aid	1,688	45	968	675	0	0	0	0	1,643	0	

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

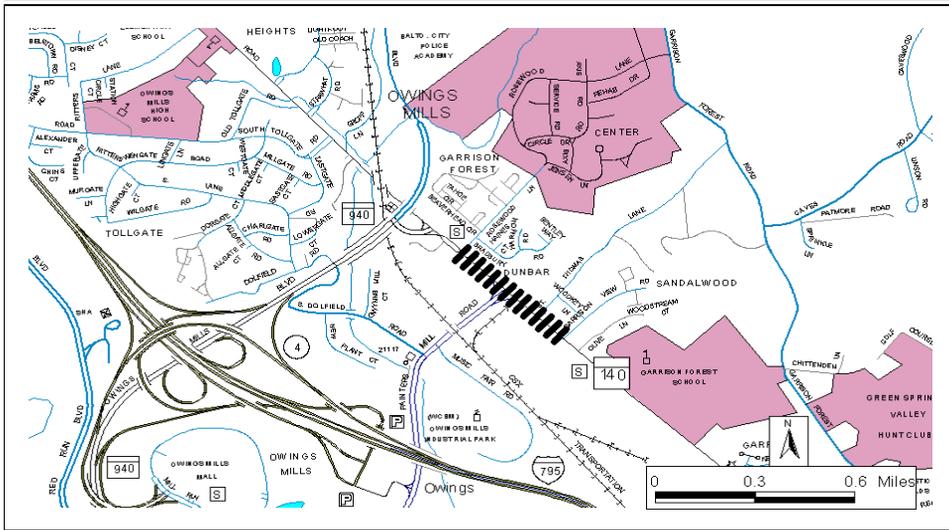
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 73,700

PROJECTED (2030) - 100,750

OPERATING COST IMPACT N/A



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center and the Owings Mills Metro Station.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

Transit Oriented Development at Owings Mills Metro Station (MTA Program)

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: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Removed Right-of-way 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	1,449	850	193	0	0	0	0	0	1,043	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	2,492	1,449	850	193	0	0	0	0	0	1,043	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

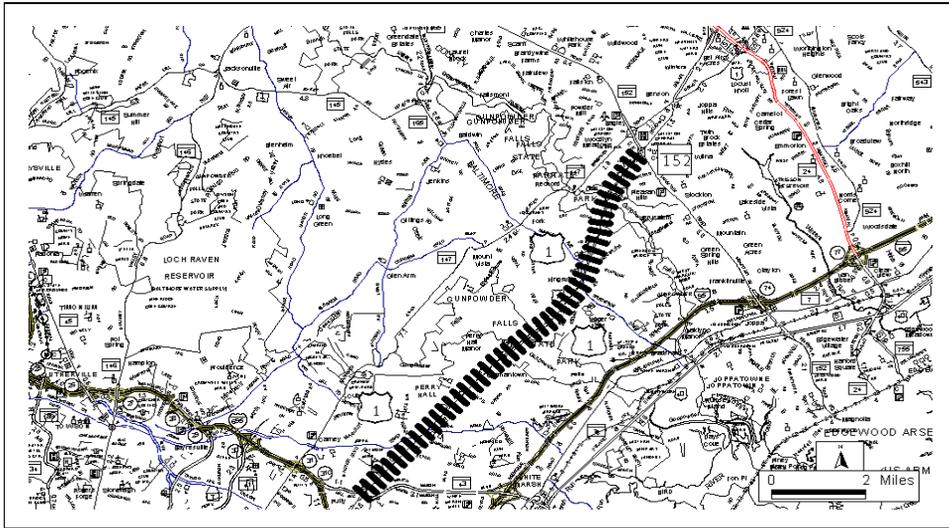
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 44,200 (MD 140)

PROJECTED (2030) - 67,700 (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:

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

ASSOCIATED IMPROVEMENTS:

- US 1, MD 152 to Hickory Bypass (Harford County - Line 6)
- US 1, MD 43 to MD 152 (Baltimore County - Line 8)

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 complete.

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	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

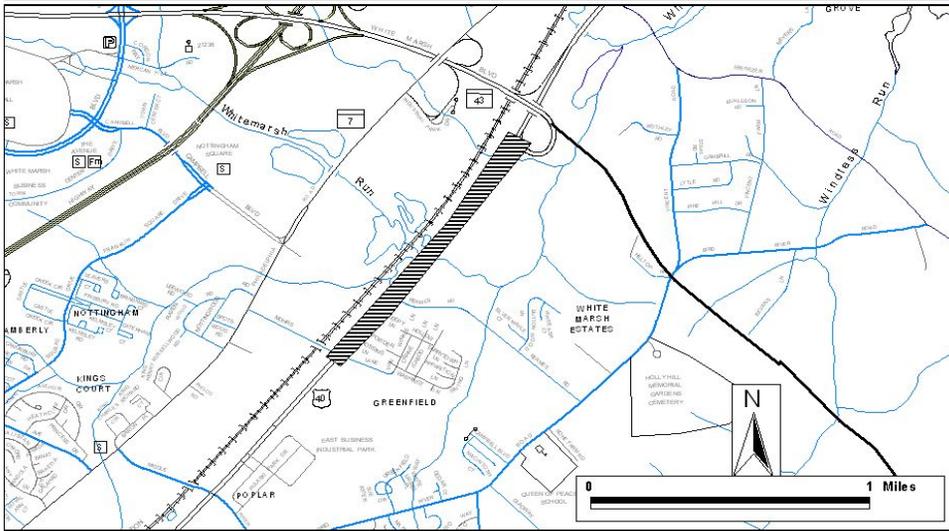
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 36,400

PROJECTED (2030) - 45,100

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Improvements to US 40 from Middle River Road to south of MD 43 Interchange (2.16 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 will provide improved safety and traffic operations along with beautification of this segment of 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:

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: Engineering underway. An additional \$1.9 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2008 - 13 CTP: Moved from Construction Program to Development and Evaluation Program 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	0	0	0	0	0	0	0	0	0	0	0
Engineering	119	34	85	0	0	0	0	0	0	85	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	119	34	85	0	0	0	0	0	0	85	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2008) - 34,500

PROJECTED (2030) - 44,300

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 7	Philadelphia Road; MD 43 to Harford County Line; resurface	334	Completed
2	MD 125	Old Court Road; Howard County line to Baltimore County line; resurface	284	Completed
3	MD 139	Charles Street; at Bellona Avenue; resurface	61	Completed
4	MD 139	Charles Street; Bellona Avenue to GBMC; resurface	585	Completed
5	MD 145	Paper Mill Road; Loch Raven Bridge to MD 146; resurface	242	Completed
6	MD 146	Jarrettsville Pike; North of MD 145; resurface	6	Completed
7	MD 147	Harford Road; Jomat avenue to north of Cubhill Road; resurface	3,429	Completed
8	MD 165	Baldwin Mill Road; SHA maintenance to Harford County line; resurface	410	Completed
9	MD 795	Butler Road; MD 140 to MD 30; resurface; MD 140 Reisterstown Road; MD 30 to MD 795; resurface; MD 30 Hanover Pike; MD 140 to MD 795; resurface	537	Completed
<u>Safety/Spot Improvement</u>				
10	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	2,267	Completed
<u>Sidewalks</u>				
11	MD 26	Liberty Road; northwest corner of Offutt Road; retrofit sidewalk - 15 linear feet	2	Completed
12	US 40	Pulaski Highway; at I 695; retrofit sidewalk - 678 linear feet	34	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Year 2008 Completions (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
13	MD 134	Bellona Avenue; Labelle Avenue to Malvern Avenue; retrofit sidewalk - 962 linear feet	84	Completed
14	MD 134	Bellona Avenue; Boyce Avenue to Labelle Avenue; retrofit sidewalk - 815 linear feet	50	Completed
15	MD 140	Main Street; at Chartley Drive; retrofit sidewalk - 130 linear feet	13	Completed
16	MD 140	Reisterstown Road; at Bond Avenue; retrofit sidewalk - 60 linear feet	12	Completed
17	MD 140	Reisterstown Road; at Ritters Lane/Enchanted Hill Road; retrofit sidewalk - 125 linear feet	16	Completed
18	MD 295	Baltimore Washington Parkway; at pedestrian bridge 0330000; retrofit sidewalk - 1,375 linear feet	55	Completed
<u>Intersection Capacity Improvements</u>				
19	US 40	Baltimore National Pike; Old Frederick Road to east of Winter's Lane; provide 4th lane for eastbound and westbound US 40. Remove eastbound double left at Winter's Lane and provide new median break west of intersection	2,709	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
20		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010</u>				
<u>Resurface/Rehabilitate</u>				
21	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	Under construction
22	MD 26	Liberty Road; Offutt Road to Anne Hathaway Drive; resurfacing	1,235	FY 2009
23	MD 41	Perring Parkway; Baltimore City Line to Joppa Road; resurfacing	2,897	Under construction
24	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	FY 2009
25	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	FY 2009
26	I 83	Harrisburg Expressway; Downes Road to south of Mt Carmel Road; resurfacing	4,454	FY 2009
27	MD 129	Park Heights Avenue; Baltimore City Line to Autumn Drive; resurfacing	1,089	FY 2009
28	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,605	Under construction
29	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	FY 2009
30	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	Completed
<u>Bridge Replacement/Rehabilitation</u>				
31		McDonogh Road; over Gwynns Falls; bridge deck replacement	2,000	FY 2009
32	US 1	Southwestern Boulevard; overt Sulfer Spring Road; bridge deck replacement	2,288	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
33	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,702	FY 2009
<u>Safety/Spot Improvement</u>				
34	US 40	Pulaski Highway; Bird River Road to Structure 400 ft north of intersection: geometric improvements	2,854	FY 2009
35	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for ramp from I 95 southbound by eliminating lane number 3 along I 695 innerloop prior to I 95 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695 (Funded for preliminary engineering only)	868	PE Underway
36	MD 150	Eastern Boulevard; at Island Point Road; remove median on MD 150 provide two way center left turn lane along MD 150	775	FY 2010
<u>Community Safety and Enhancements</u>				
37	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)	350	Concepts Completed
38	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	12,407	Under construction
39	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
40	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)	600	PE Underway
41	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape	10,067	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
42	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) (Project on Hold)	500	PE Underway
<u>Noise Barriers</u>				
43	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	2,048	FY 2009
44	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	6,476	FY 2009
45	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2009
46	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,413	Under construction
47	I 695	Baltimore Beltway (inner loop); 1850 feet south of Windsor Mill Road to Windsor Mill Road; noise abatement type 2	2,059	FY 2009
48	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	1,982	Completed
<u>Environmental Preservation</u>				
49	MD 43	White Marsh Boulevard; I 695 to Honeygo Boulevard; landscaping	60	FY 2009
50	I 83	Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Enhancement Program)	350	FY 2009
51	I 83	Jones Falls Expressway; I 695 to the Baltimore City Line; landscape restoration and invasive plant species (This project is a split funded project with the Enhancement Program)	649	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Sidewalks</u>				
52	MD 26	Liberty Road; Live Oak Road to Deer Park Road; retrofit sidewalk - 10,205 linear feet	50	FY 2009
53	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet	182	FY 2009
54	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	FY 2009
<u>Intersection Capacity Improvements</u>				
55	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements	1,946	FY 2009
56	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway
57	MD 30	Hanover Pike; at MD 91; widen to two lanes in South bound direction (Funded for preliminary engineering only)	2,757	PE Underway
58	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
59	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	Under construction
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
60		I-83 Viewshed Protection-Runkles Property; Acquisition of scenic easement on 40.1 acre Runkles farm adjacent to I-83; Acquisition of scenic easement and scenic or historic sites.	224	FY 2009
61		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 10 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2008
<u>Fiscal Years 2009 and 2010 (cont'd)</u>				
<u>Enhancements (cont'd)</u>				
<u>Historic Preservation</u>				
62		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2009
<u>Environmental Mitigation</u>				
63		Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites	330	FY 2009
<u>Congressional Earmarks</u>				
64		Study Towson area traffic flow and future needs (Earmark \$160,000; PE)	0	