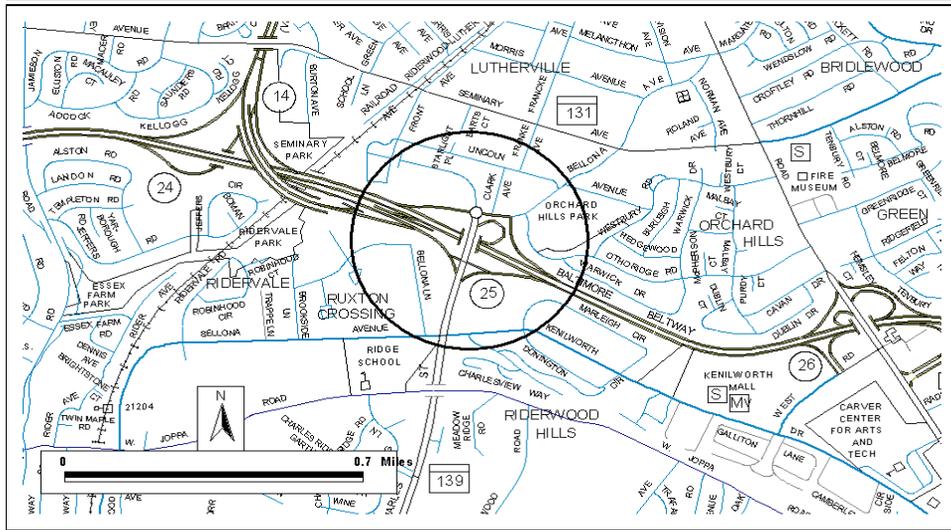




Baltimore



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. Project includes 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 8)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: The cost increase of \$2.8 million is due to scope modifications to the bridge over Light Rail.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					
				2012.....2013.....2014.....		2015.....
Planning	0	0	0	0	0	0	0	0	0	
Engineering	6,774	3,689	2	3,083	0	0	0	0	3,085	
Right-of-way	400	104	233	63	0	0	0	0	296	
Construction	46,198	8,485	10,699	10,646	12,261	4,107	0	0	37,713	
Total	53,372	12,278	10,934	13,792	12,261	4,107	0	0	41,094	
Federal-Aid	50,309	10,356	10,535	13,050	12,261	4,107	0	0	39,953	

FUNCTION :

- STATE - Principal Arterial
- FEDERAL - Interstate

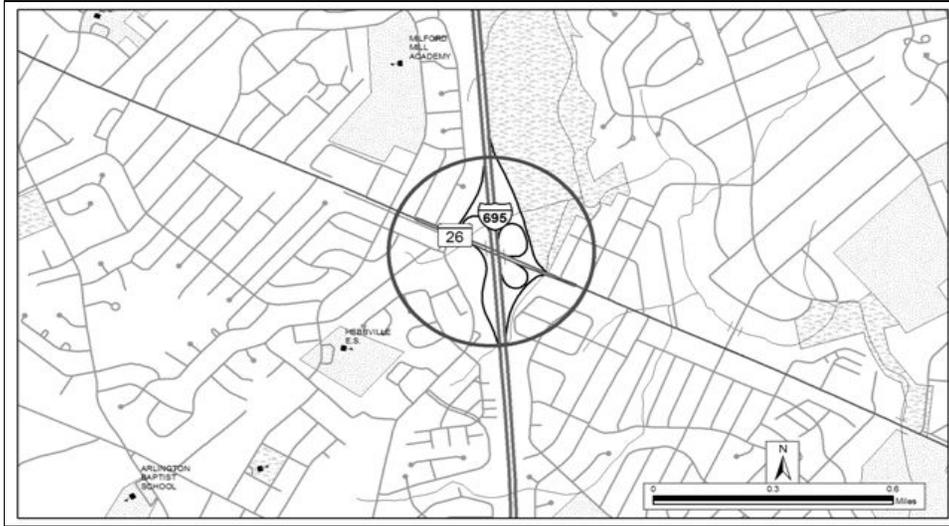
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 168,150

PROJECTED (2030) - 208,000

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge #3139 over MD 26 (Liberty Road). (ARRA Project)

JUSTIFICATION: This project will replace the structurally deficient bridge and provide additional capacity for future widening.

SMART GROWTH STATUS:

- Project 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-95 to MD 122 (Line 7)
I-695, Noise Barrier rehabilitation (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	31500	0	0	0	0	ARRA

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2012.....	.....2013.....	.....2014.....	.....2015.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,287	1,508	779	0	0	0	0	0	0	0	779	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	31,500	0	2,799	11,319	11,299	6,083	0	0	0	31,500	0	0
Total	33,787	1,508	3,578	11,319	11,299	6,083	0	0	0	32,279	0	0
Federal-Aid	33,241	1,156	3,384	11,319	11,299	6,083	0	0	0	32,085	0	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

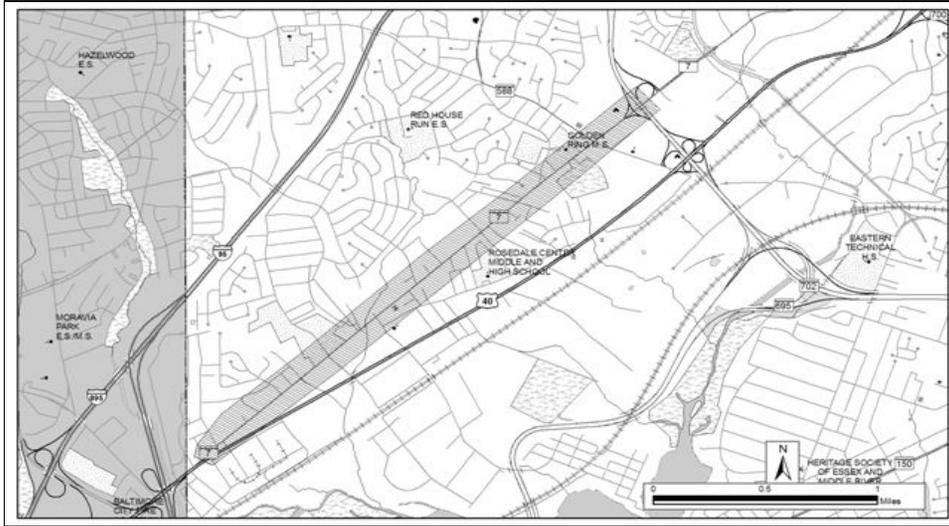
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 197,400

PROJECTED (2030) - 268,400

OPERATING COST IMPACT: N/A



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Streetscape improvements from US 40 to I-695. (Rosedale Streetscape). Bicycle and pedestrian facilities will be provided (2.52 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 7 and enhance the 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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,336	2,336	0	0	0	0	0	0	0	0
Right-of-way	578	563	15	0	0	0	0	0	15	0
Construction	12,674	9,163	3,511	0	0	0	0	0	3,511	0
Total	15,588	12,062	3,526	0	0	0	0	0	3,526	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Minor Arterial

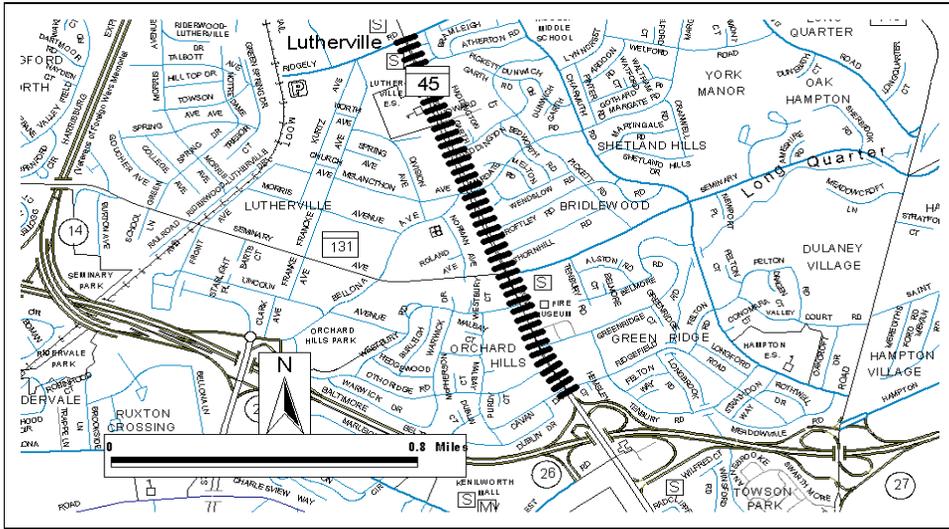
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 29,600

PROJECTED (2030) - 33,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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	4,457	4,098	281	78	0	0	0	0	0	359	0
Construction	12,132	10,973	1,159	0	0	0	0	0	0	1,159	0
Total	18,759	17,241	1,440	78	0	0	0	0	0	1,518	0
Federal-Aid	12,735	11,574	1,104	57	0	0	0	0	0	1,161	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

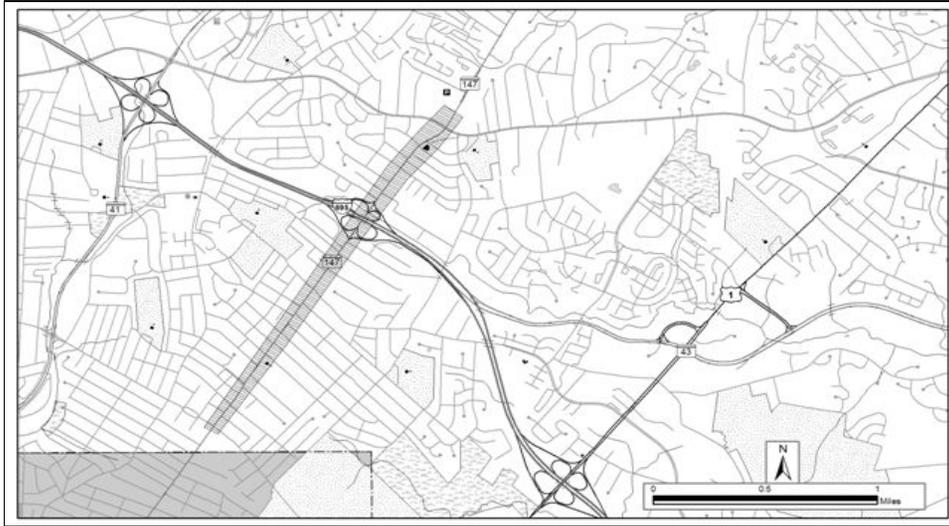
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 45,500

PROJECTED (2030) - 56,000

OPERATING COST IMPACT: \$9,800 per year



PROJECT: MD 147, Harford Road

DESCRIPTION: Streetscape improvements from Taylor Ave. to Joppa Road. (Parkville Streetscape) Bicycle and pedestrian facilities will be provided (1.80 miles).

JUSTIFICATION: This project will improve traffic operations and safety along this segment of MD 147 and enhance the 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, I-83 to I-95 (Line 8)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: Moved to the Construction Program from the System Preservation Program.

<u>POTENTIAL FUNDING SOURCE:</u>		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	<u>PROJECT CASH FLOW</u>									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,466	2,466	0	0	0	0	0	0	0	0
Right-of-way	301	299	2	0	0	0	0	0	2	0
Construction	11,173	9,769	1,404	0	0	0	0	0	1,404	0
Total	13,940	12,534	1,406	0	0	0	0	0	1,406	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

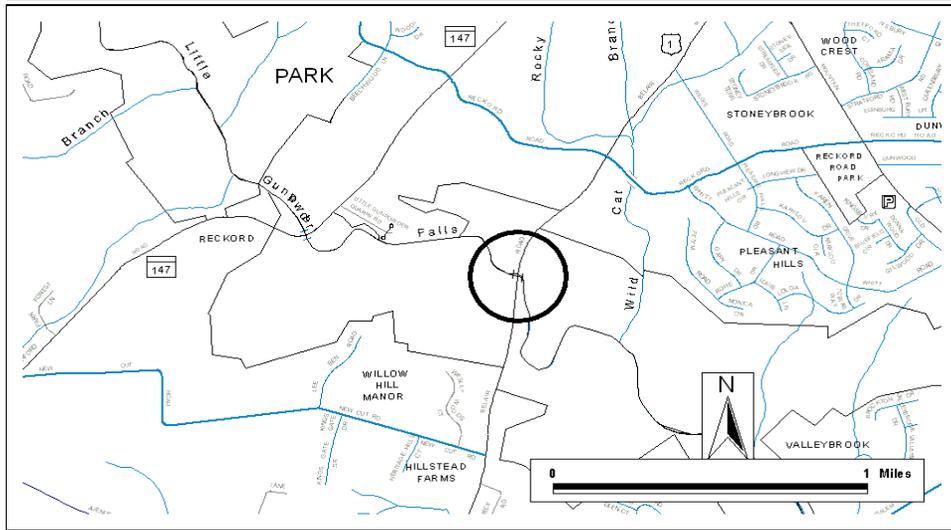
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 35,000

PROJECTED (2030) - 38,900

OPERATING COST IMPACT: N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Replace Bridge #3001 over Little Gunpowder Falls. Includes bicycle compatible improvements. Includes a new State Park parking lot.

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 11)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,242	1,192	50	0	0	0	0	0	0	50	0
Right-of-way	15	1	14	0	0	0	0	0	0	14	0
Construction	6,109	590	4,305	1,214	0	0	0	0	0	5,519	0
Total	7,366	1,783	4,369	1,214	0	0	0	0	0	5,583	0
Federal-Aid	4,801	440	3,417	944	0	0	0	0	0	4,361	0

FUNCTION :

STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial

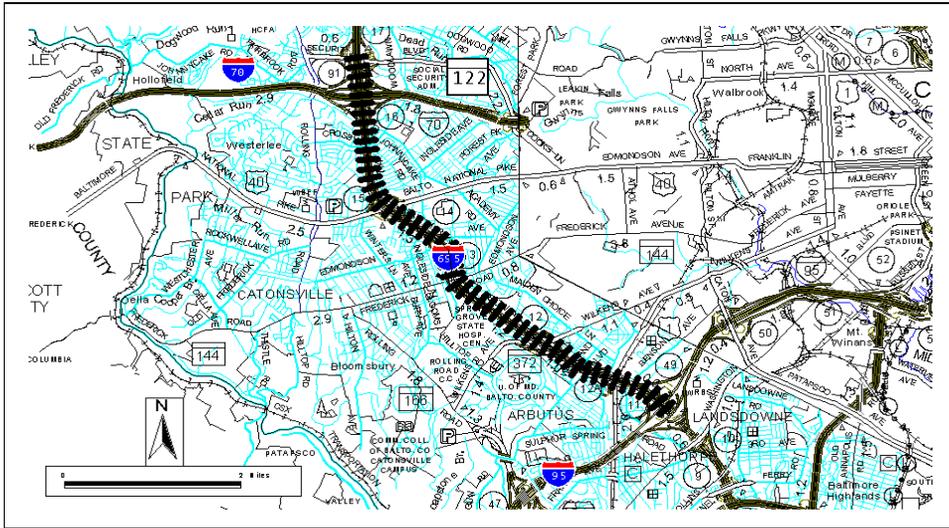
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 235,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 \$47.5 million is needed to complete Engineering for the entire project from I-95 to MD 122.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0
Engineering	13,688	12,185	500	1,003	0	0	0	0	0	1,503	0
Right-of-way	1,814	912	780	122	0	0	0	0	0	902	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	16,928	14,523	1,280	1,125	0	0	0	0	0	2,405	0
Federal-Aid	11,006	9,204	998	804	0	0	0	0	0	1,802	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

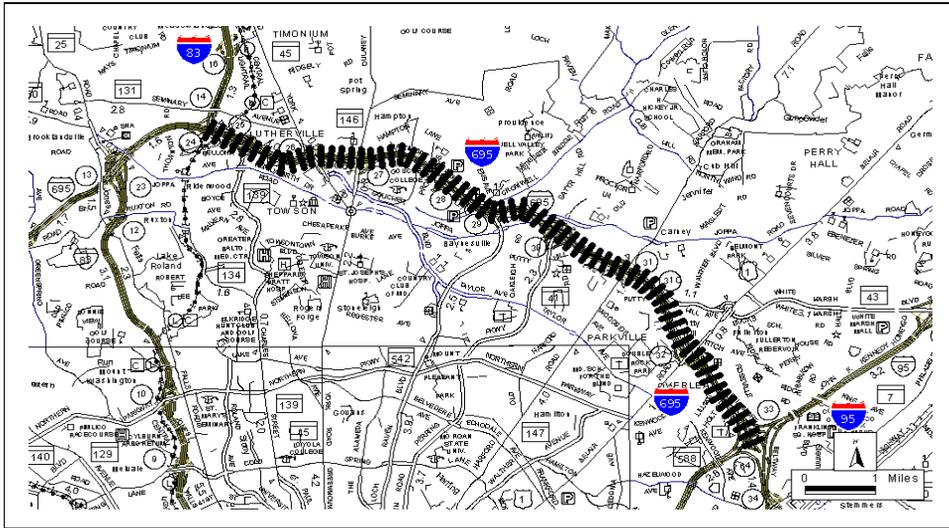
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 219,100

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 \$63.9 million is needed to complete Engineering for the entire segment.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	THRU 2009			2010	2011	2012	2013	2014			2015
Planning	1,515	1,515	0	0	0	0	0	0	0	0	0
Engineering	6,591	5,992	200	399	0	0	0	0	0	599	0
Right-of-way	131	86	45	0	0	0	0	0	0	45	0
Construction	1	0	0	0	0	0	0	0	0	0	1
Total	8,238	7,593	245	399	0	0	0	0	0	644	1
Federal-Aid	4,958	4,722	82	164	0	0	0	0	0	246	-10

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

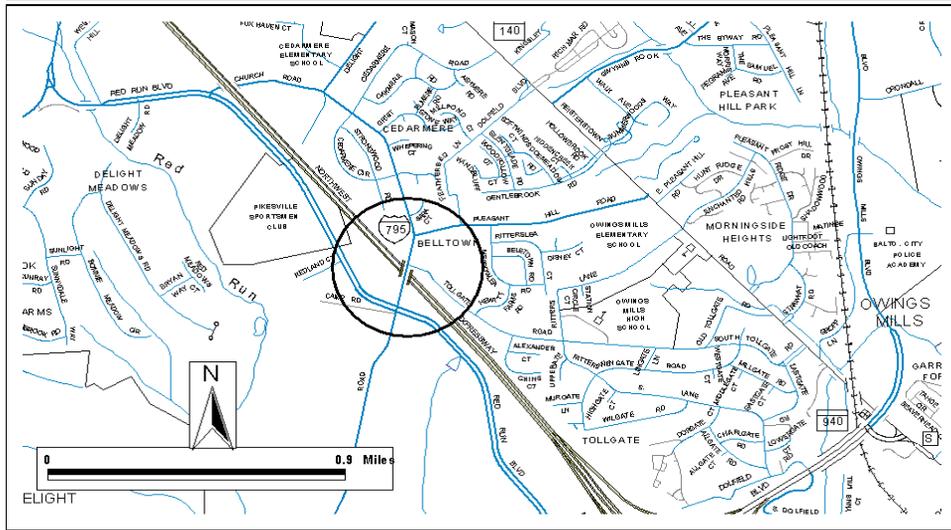
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 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:

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	1,875	829	750	296	0	0	0	0	0	1,046	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	1,875	829	750	296	0	0	0	0	0	1,046	0
Federal-Aid	1,688	746	675	267	0	0	0	0	0	942	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

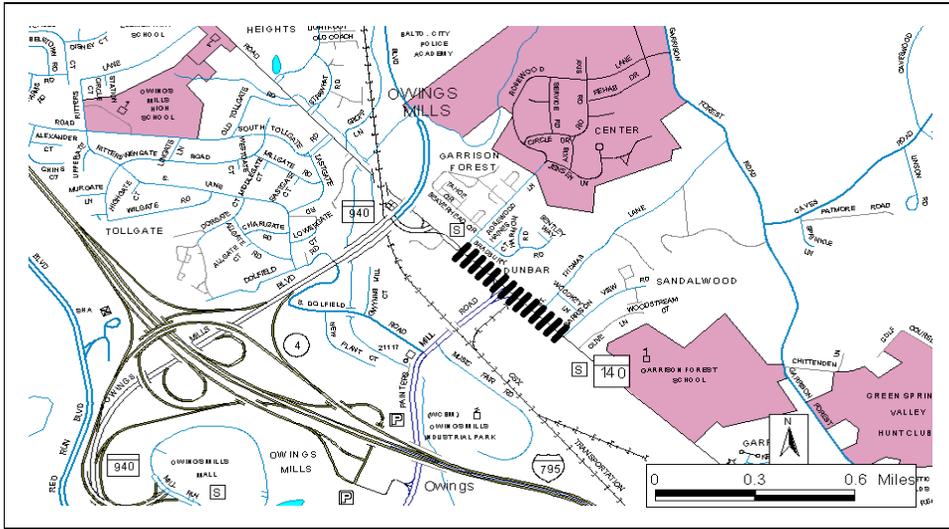
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 76,275

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:

- I-795, at Dolfield Road (Line 9)
- Transit Oriented Development at Owings Mills Metro Station (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	2,411	21	60	0	0	0	0	0	81	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	2,411	21	60	0	0	0	0	0	81	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

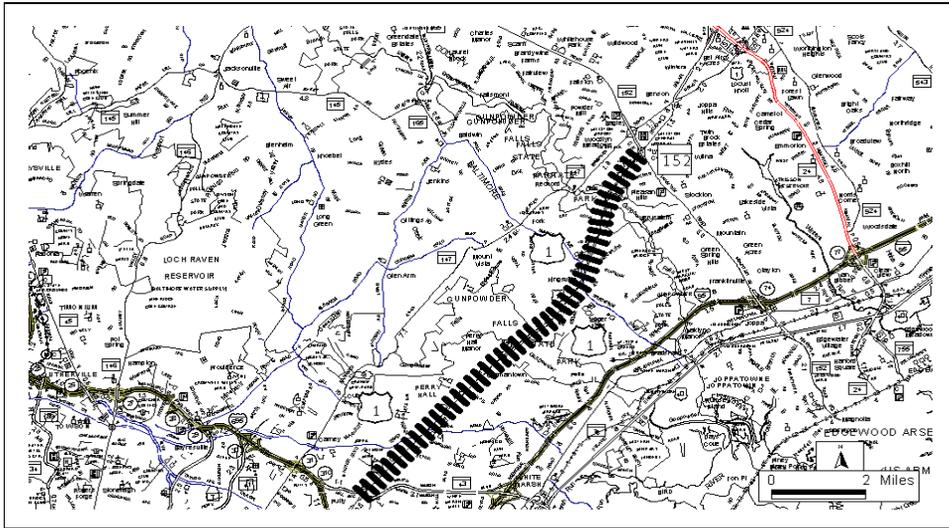
- STATE - Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

- CURRENT (2009) - 38,000 (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)

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
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 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
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

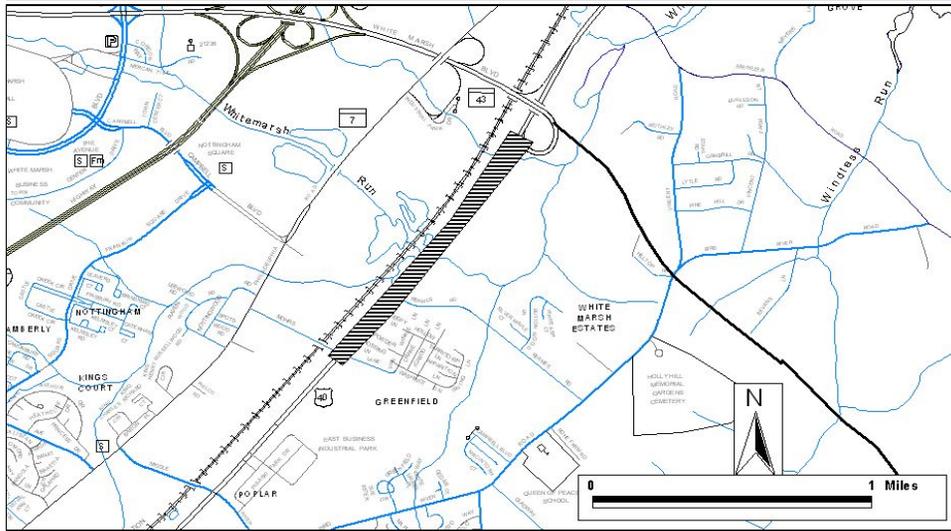
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 36,800

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	119	111	8	0	0	0	0	0	0	8	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	111	8	0	0	0	0	0	0	8	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

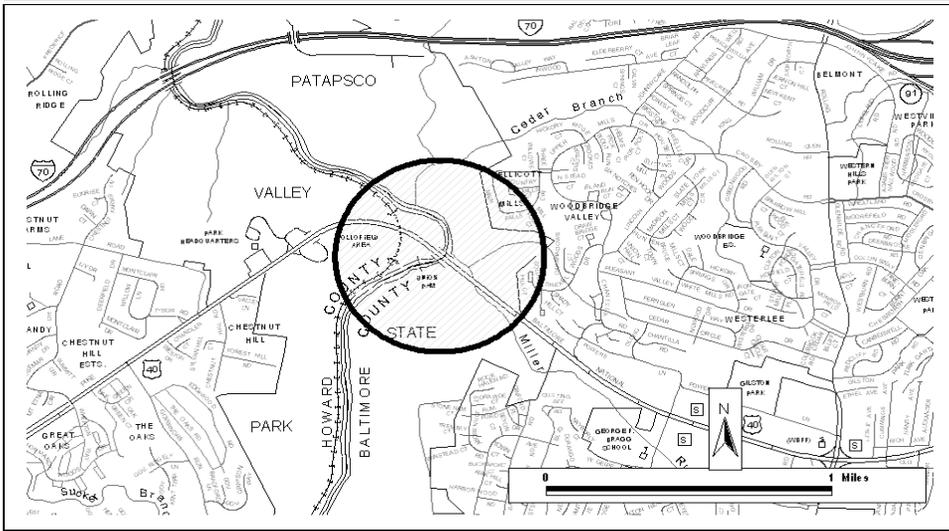
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 34,900

PROJECTED (2030) - 44,300

OPERATING COST IMPACT: N/A



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River.

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 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	20879	0	0	0	BR

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

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added to the Construction Program.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY						
					.....2012.....	.....2013.....	.....2014.....	.....2015.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,265	2,251	14	0	0	0	0	0	0	14	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	28,600	0	0	6,578	8,008	7,608	6,406	0	28,600	0	0
Total	30,865	2,251	14	6,578	8,008	7,608	6,406	0	28,614	0	0
Federal-Aid	22,654	1,765	10	4,802	5,846	5,554	4,677	0	20,889	0	0

FUNCTION :

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 37,300

PROJECTED (2030) - 48,900

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 14

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Year 2009 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	Completed
2	MD 26	Liberty Road; Offutt Road to Anne Hathaway Drive; resurfacing	1,235	Completed
3	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,605	Completed
4	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	Completed
<u>Noise Barriers</u>				
5	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	1,791	Completed
<u>Environmental Preservation</u>				
6	MD 43	White Marsh Boulevard; I 695 to Honeygo Boulevard; landscaping	60	Completed
<u>Sidewalks</u>				
7	MD 129	Park Heights Avenue; Slade Avenue to Barton Oaks Road; retrofit sidewalk	100	Completed
8	MD 133	Old Court Road; Heming Way to Light Foot Drive; reconstructed sidewalk for ADA compliance (cost shown is SHA portion)	105	Completed
9	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	Completed
<u>Congressional Earmarks</u>				
10		Study Towson area traffic flow and future needs (Earmark \$160,000; PE) Project Complete	0	

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011</u>				
<u>Resurface/Rehabilitate</u>				
11	US 40	Baltimore National Pike; I 695 to Baltimore City Line; patching (ARRA PROJECT)	300	FY 2010
12	MD 41	Perring Parkway; Baltimore City Line to Joppa Road; resurfacing	2,897	Completed
13	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	PE Underway
14	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	PE Underway
15	I 83	Baltimore Harrisburg Expressway; Downes Road to the Pennsylvania State Line; safety and resurface (ARRA PROJECT)	4,444	FY 2010
16	I 83	Harrisburg Expressway; Downes Road to south of Mt Carmel Road; resurfacing	4,454	Completed
17	MD 91	Emory Road; Carroll County Line to MD 30; resurfacing (ARRA PROJECT)	400	FY 2010
18	MD 129	Park Heights Avenue; Autumn Drive to MD 130; resurfacing (ARRA PROJECT)	900	FY 2010
19	MD 129	Park Heights Avenue; MD 130 to Garrison Forest Road; patching (ARRA PROJECT)	900	FY 2010
20	MD 129	Park Heights Avenue; Baltimore City Line to Autumn Drive; resurfacing	1,089	Completed
21	MD 130	Greenspring Valley Road; MD 140 to MD 25; resurfacing (ARRA PROJECT)	1,400	FY 2010
22	MD 138	Monkton Road; MD 562 to Harford County Line; resurfacing (ARRA PROJECT)	800	FY 2010
23	MD 138	Monkton Road; York Road to Monkton; resurfacing (ARRA PROJECT)	900	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
24	MD 147	Harford Road; Northwind Road to Sunshine Avenue; resurfacing (ARRA PROJECT)	1,200	FY 2010
25	MD 151	North Point Boulevard; MD 157 to Kane Street; resurfacing (ARRA PROJECT)	1,100	FY 2010
26	MD 372	Wilkins Avenue; I-695 to Baltimore City Line; patching (ARRA PROJECT)	500	FY 2010
27	MD 562	Old York Road; Markoe Road to MD 138; resurfacing (ARRA PROJECT)	600	FY 2010
28	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	Under construction
29	MD 648	Old Annapolis Road; Anne Arundel County Line to Baltimore City Line; patching (ARRA PROJECT)	500	FY 2010
30	I 695	Baltimore Beltway; south of Edmondson Avenue to Security Boulevard; resurfacing	5,400	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
31		McDonogh Road; over Gwynns Falls; bridge deck replacement	899	FY 2010
32	US 1	Southwestern Boulevard; overt Sulfer Spring Road; bridge deck replacement	1,441	FY 2010
33	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,067	FY 2010
<u>Safety/Spot Improvement</u>				
34	US 40	Pulaski Highway; at the intersection of Middle River Road: geometric improvements	2,854	Under construction
35	MD 45	Towson Roundabout; curb gutter and ADA ramps (Funded for PE only)	150	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
36	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	5,252	FY 2010
37	MD 133	Old Court Road; Lightfoot Drive to Heming Way; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
38	MD 144	Frederick Road; Bloomsbury Avenue to Baltimore City Line; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
39	MD 145	Sweet Air Road; MD 146 to Blenheim Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
40	MD 150	Eastern Boulevard; west of Lariat Road to Bowley's Quarters Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
41	MD 150	Eastern Boulevard; Orville Road to Chesapeake Park Plaza; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
42	MD 150	Eastern Boulevard; Old Eastern Avenue to Bennett Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
43	MD 150	Eastern Boulevard; Virginia Avenue to Old Eastern Avenue; ADA improvements (ARRA PROJECT) (Cost shown is total for District 4 for ADA Compliance)	2,624	FY 2010
44	MD 150	Eastern Avenue; Island Point Road to Diamond Point Road; provide westbound left turn lane also includes ADA upgrades	677	FY 2010

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
45	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)		
46	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.) (Project on Hold)		
47	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)		
48	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)		
<u>Noise Barriers</u>				
49	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,444	FY 2010
50	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	4,304	FY 2010
51	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2010
52	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,008	Completed
53	I 695	Baltimore Beltway (inner loop); 1850 feet south of Windsor Mill Road to Windsor Mill Road; noise abatement type 2	1,929	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Traffic Management</u>				
54		Various Traffic Signal reconstructs in Baltimore County (MD 7, MD 157, MD 700, MD 45) (ARRA PROJECT)	1,779	FY 2010
<u>Environmental Preservation</u>				
55	I 83	Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Environmental Preservation Program)	350	FY 2010
56	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	Under construction
<u>Sidewalks</u>				
57	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet (Project on Hold)		
<u>Intersection Capacity Improvements</u>				
58	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements	1,946	Under construction
59	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway
60	MD 30	Hanover Pike; at MD 91; widen to two lanes in South bound direction (Funded for preliminary engineering only)	184	PE Underway
61	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
62	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2009
<u>Fiscal Years 2010 and 2011 (cont'd)</u>				
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
63		Gunpowder Falls Tributaries- Stream Stabilization; restore and stabilize approximately 300 linear feet and 500 linear feet of stream channel at the southern and northern sites respectively; restoration includes rock vanes, imbricated riprap walls and rock step pools to stabilize the stream channels drainage improvements include lining an existing culvert and retrofitting the existing closed storm drain system and riprap outfall protection.	0	
64		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 2010
<u>Historic Preservation</u>				
65		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2010
<u>Environmental Mitigation</u>				
66		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 2010