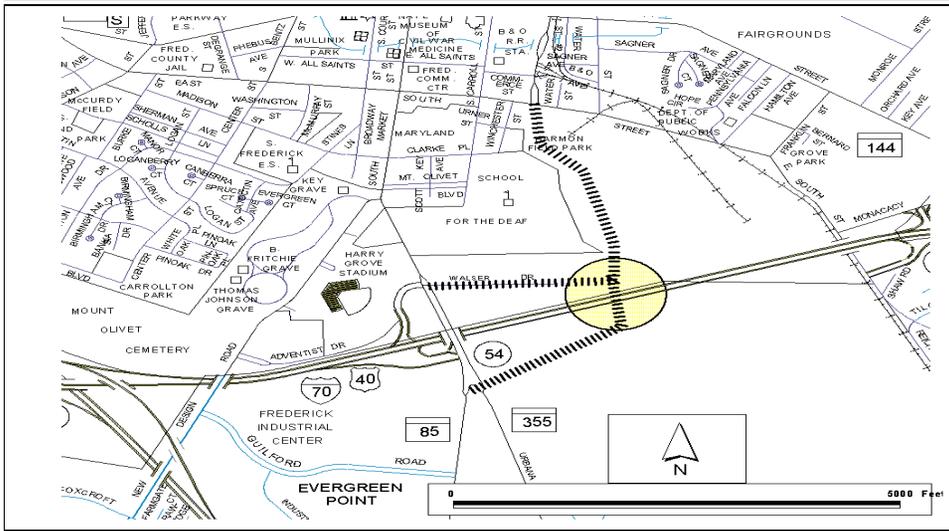


Frederick



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, Mt. Phillip Road to MD 144 FA (Line 8)
- I-270 and US 15, Multi-Modal Corridor Study (Line 10)

| 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 \$1.5 million is due to the addition of FY09 Federal Aid Appropriations Funds.

| 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 | 0 | 0 |
| Engineering | 10,280 | 9,780 | 500 | 0 | 0 | 0 | 0 | 0 | 0 | 500 | 0 |
| Right-of-way | 17,820 | 17,357 | 463 | 0 | 0 | 0 | 0 | 0 | 0 | 463 | 0 |
| Construction | 78,832 | 65,073 | 13,759 | 0 | 0 | 0 | 0 | 0 | 0 | 13,759 | 0 |
| Total | 106,932 | 92,210 | 14,722 | 0 | 0 | 0 | 0 | 0 | 0 | 14,722 | 0 |
| Federal-Aid | 87,866 | 75,486 | 12,380 | 0 | 0 | 0 | 0 | 0 | 0 | 12,380 | 0 |

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

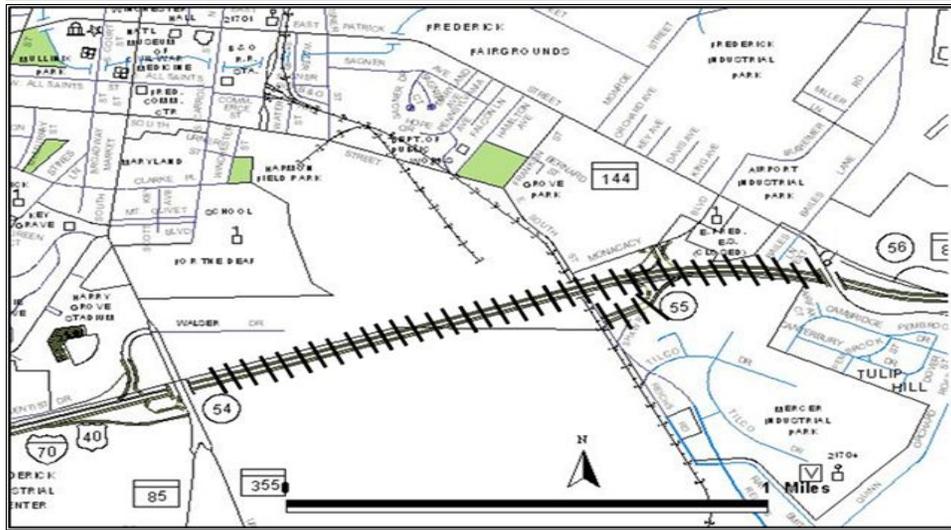
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 4,000 - 9,150

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

OPERATING COST IMPACT: \$17,600 per year



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 8)
- I-270 and US 15 Multi-Modal Corridor Study (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 | 45000 | 0 | 0 | 0 | IM/TC/BR |

STATUS: Engineering and Right-of-way underway. Construction to begin in the budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Moved from the Development and Evaluation Program to the Construction Program.

| 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 2009 | CURRENT YEAR 2010 | BUDGET YEAR 2011 | FOR PLANNING PURPOSES ONLY | | | | | YEAR 2012 | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 4,095 | 118 | 2,000 | 1,977 | 0 | 0 | 0 | 0 | 0 | 0 | 3,977 | 0 |
| Construction | 45,000 | 0 | 0 | 13,588 | 18,124 | 13,288 | 0 | 0 | 0 | 0 | 45,000 | 0 |
| Total | 49,095 | 118 | 2,000 | 15,565 | 18,124 | 13,288 | 0 | 0 | 0 | 0 | 48,977 | 0 |
| Federal-Aid | 48,677 | 98 | 1,800 | 15,367 | 18,124 | 13,288 | 0 | 0 | 0 | 0 | 48,579 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

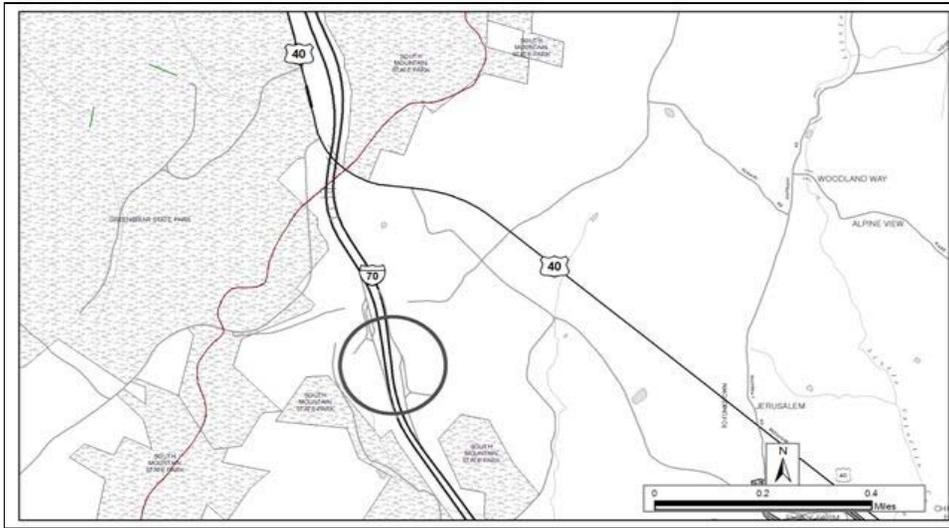
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 89,750

PROJECTED (2030) - 102,900

OPERATING COST IMPACT: \$28,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Replacement of the South Mountain Visitor's Center.

JUSTIFICATION: The facilities need to be updated and can no longer accommodate the increase in traffic.

SMART GROWTH STATUS:

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

ASSOCIATED IMPROVEMENTS:

| 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.

| 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 2009 | CURRENT YEAR 2010 | BUDGET YEAR 2011 | FOR PLANNING PURPOSES ONLY | | | | | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,514 | 1,511 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| Right-of-way | 31 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 19,788 | 4,477 | 15,311 | 0 | 0 | 0 | 0 | 0 | 0 | 15,311 | 0 | 0 |
| Total | 21,333 | 6,019 | 15,314 | 0 | 0 | 0 | 0 | 0 | 0 | 15,314 | 0 | 0 |
| Federal-Aid | 10,592 | 3,070 | 7,522 | 0 | 0 | 0 | 0 | 0 | 0 | 7,522 | 0 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

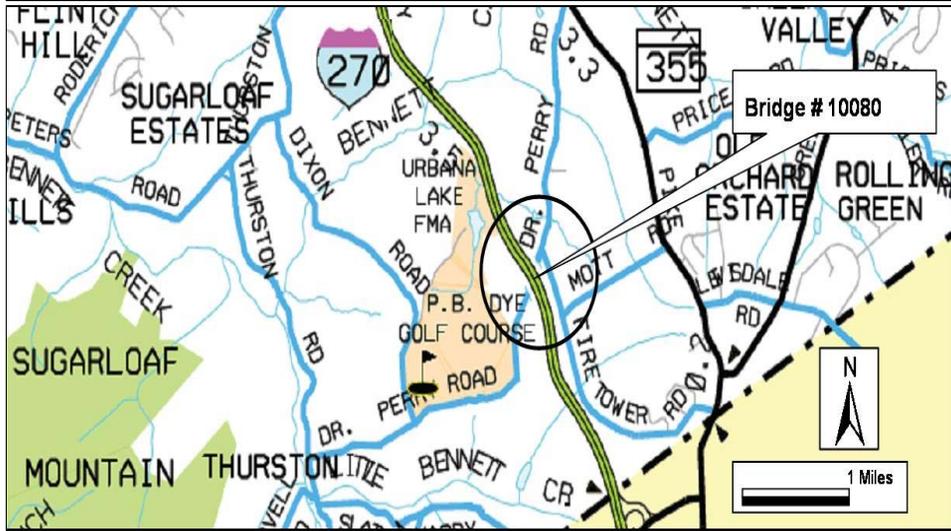
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 63,000

PROJECTED (2030) - 82,000

OPERATING COST IMPACT: N/A



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 10)

| 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 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 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 90 | 80 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 |
| Construction | 9,068 | 3,649 | 5,419 | 0 | 0 | 0 | 0 | 0 | 0 | 5,419 | 0 |
| Total | 9,158 | 3,729 | 5,429 | 0 | 0 | 0 | 0 | 0 | 0 | 5,429 | 0 |
| Federal-Aid | 7,931 | 3,059 | 4,872 | 0 | 0 | 0 | 0 | 0 | 0 | 4,872 | 0 |

FUNCTION :

STATE - Rural Interstate

FEDERAL - Interstate

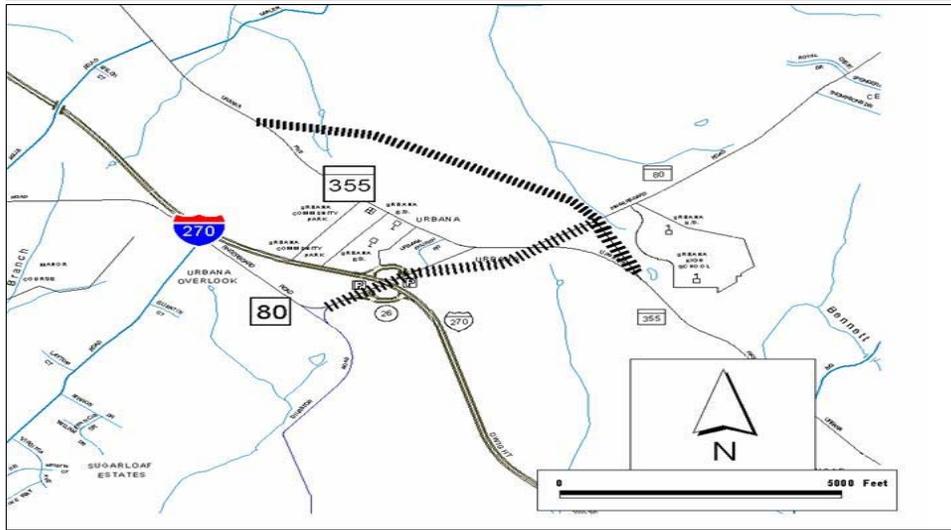
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 88,250

PROJECTED (2030) - 103,900

OPERATING COST IMPACT: N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstructed MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks were included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways serve the rapidly developing area of Urbana. This improvements provided the capacity needed to relieve existing MD 80 and MD 355. The improvements were 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 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: Open to Service. This is a developer funded improvement.

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 | 0 |
| Engineering | 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 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

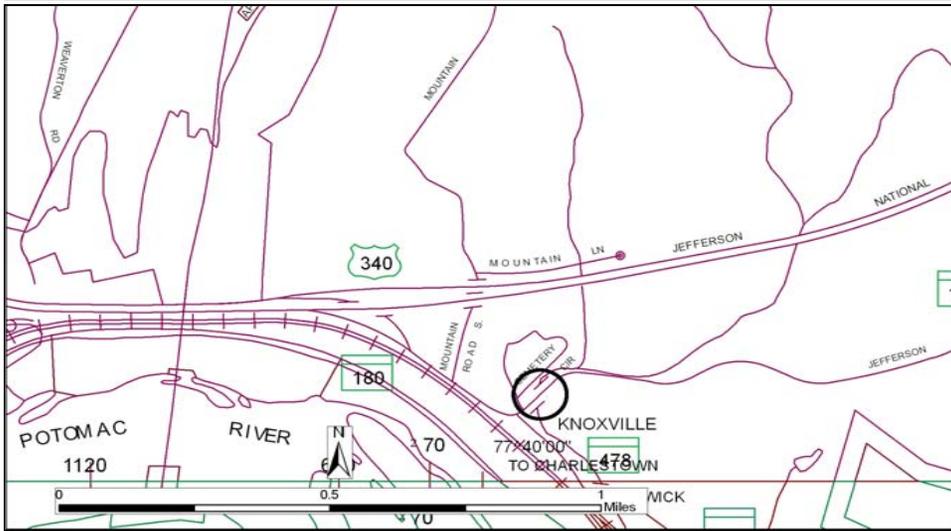
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 11,300 (MD 355) 16,550 (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 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: The cost increase of \$3.3 million is due to the removal and replacement of existing retaining walls and private bridges.

| 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 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 |
| Engineering | 874 | 874 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 208 | 162 | 46 | 0 | 0 | 0 | 0 | 0 | 46 | 0 |
| Construction | 5,240 | 2,266 | 2,974 | 0 | 0 | 0 | 0 | 0 | 2,974 | 0 |
| Total | 6,322 | 3,302 | 3,020 | 0 | 0 | 0 | 0 | 0 | 3,020 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Urban Local

FEDERAL - Minor Collector

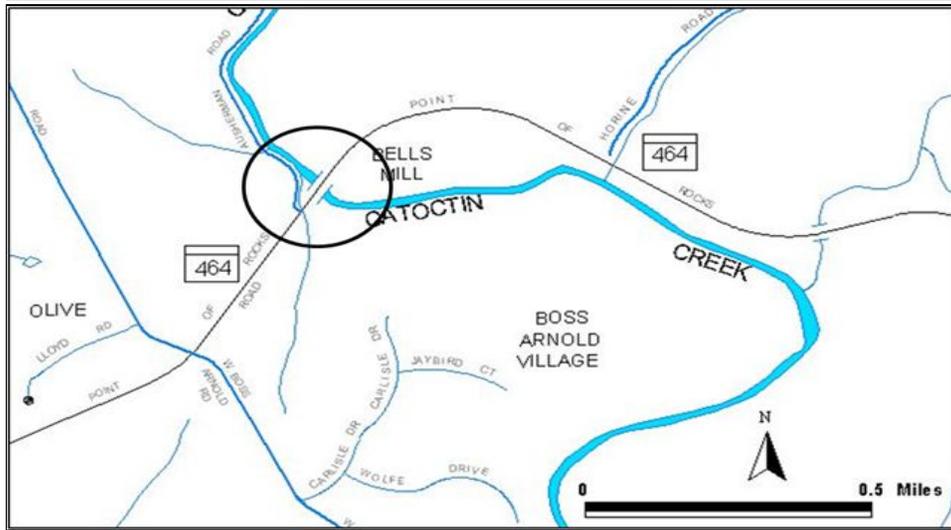
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 1,500

PROJECTED (2030) - 15,550

OPERATING COST IMPACT: N/A



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 10091 over Catoctin Creek.

JUSTIFICATION: The existing bridge is 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 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 | 4378 | 0 | 0 | 0 | 0 | BR/TC |

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

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

| PHASE | POTENTIAL FUNDING SOURCE: | | | | | | | | | | PROJECT CASH FLOW | |
|--------------|---|------------------|-------------------|------------------|----------------------------|----------------|----------------|---|---|-------|-------------------|---------------------|
| | <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 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 | 823 | 661 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 0 | |
| Right-of-way | 12 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | |
| Construction | 4,378 | 0 | 1,359 | 3,019 | 0 | 0 | 0 | 0 | 0 | 4,378 | 0 | |
| Total | 5,213 | 661 | 1,531 | 3,021 | 0 | 0 | 0 | 0 | 0 | 4,552 | 0 | |
| Federal-Aid | 5,009 | 510 | 1,480 | 3,019 | 0 | 0 | 0 | 0 | 0 | 4,499 | 0 | |

FUNCTION :

STATE - Urban Minor Arterial

FEDERAL - Major Collector

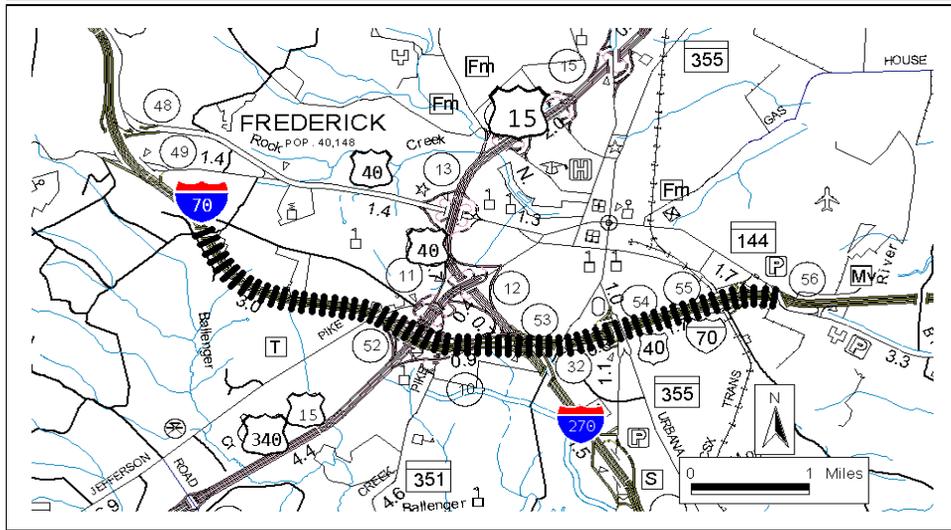
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 9,950

PROJECTED (2030) - 14,150

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 10)

STATUS: Partial Engineering underway. An additional \$3.3 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

| 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 | ---- |

| 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 | | | | YEAR 2012 | | | YEAR 2013 |
| | | | | | 2012 | 2013 | 2014 | 2015 | | | | |
| Planning | 1,251 | 1,251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,953 | 6,694 | 20 | 20 | 219 | 0 | 0 | 0 | 0 | 259 | 0 | 0 |
| Right-of-way | 21,494 | 21,494 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 29,698 | 29,439 | 20 | 20 | 219 | 0 | 0 | 0 | 0 | 259 | 0 | 0 |
| Federal-Aid | 13,848 | 13,615 | 18 | 18 | 197 | 0 | 0 | 0 | 0 | 233 | 0 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

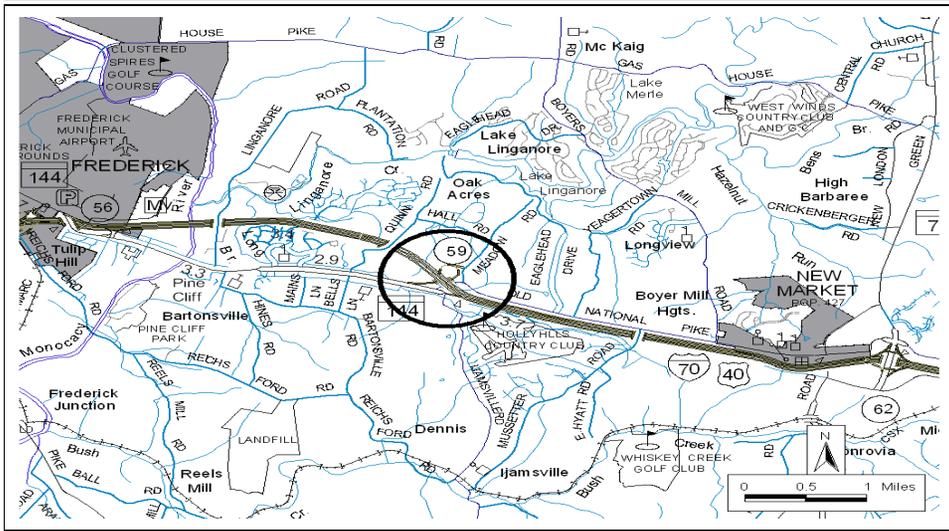
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 97,050

PROJECTED (2030) - 141,200

OPERATING COST IMPACT: N/A



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 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 on hold. The County and SHA are discussing additional cost sharing arrangements to continue Planning.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

| 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 | 48 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 48 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

FUNCTION :

STATE - Urban Interstate
 FEDERAL - Principal Arterial

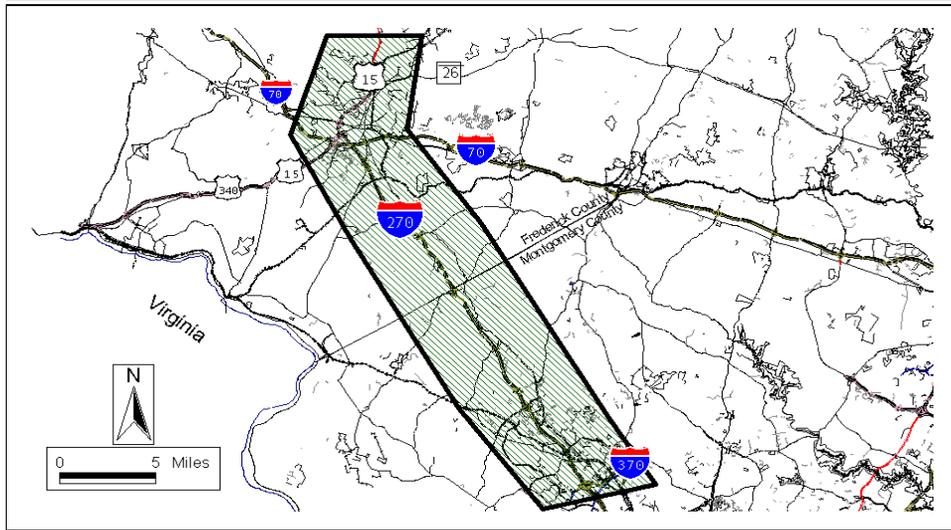
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 81,150

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)
- I-70, Phase 2D (Line 2)
- MD 80 and MD 355 Relocated (Line 5)
- I-70, Mt. Phillip Road to MD 144 (Line 8)
- US 15, Interchange at Monocacy Boulevard (Line 11)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

| 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 | ---- |

| 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 | 17,460 | 16,930 | 530 | 0 | 0 | 0 | 0 | 0 | 0 | 530 | 0 |
| Engineering | 0 | 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 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18,517 | 17,987 | 530 | 0 | 0 | 0 | 0 | 0 | 0 | 530 | 0 |
| Federal-Aid | 12,222 | 11,851 | 371 | 0 | 0 | 0 | 0 | 0 | 0 | 371 | 0 |

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

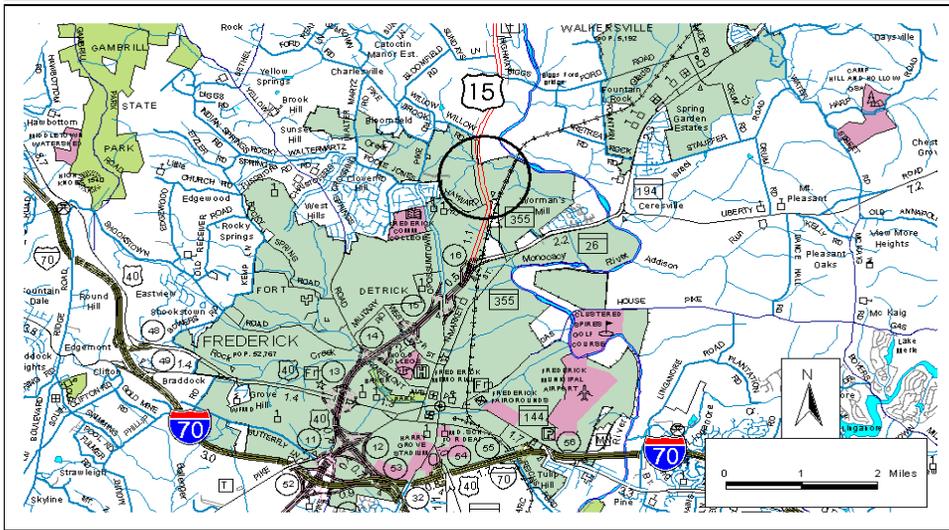
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 40,000 - 96,550 (US -15)
88,250 - 233,350 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (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/US 15, Multi-Modal Corridor Study (Line 10)

| 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 and Engineering underway. The County and City are providing \$4.0 million to proceed with Engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: Added \$0.3 million from FY 09 Federal Aid Appropriation Funds.

| 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 | 0 | 0 |
| Engineering | 754 | 313 | 400 | 0 | 41 | 0 | 0 | 0 | 0 | 441 | 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 | 754 | 313 | 400 | 0 | 41 | 0 | 0 | 0 | 0 | 441 | 0 |
| Federal-Aid | 488 | 226 | 262 | 0 | 0 | 0 | 0 | 0 | 0 | 262 | 0 |

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

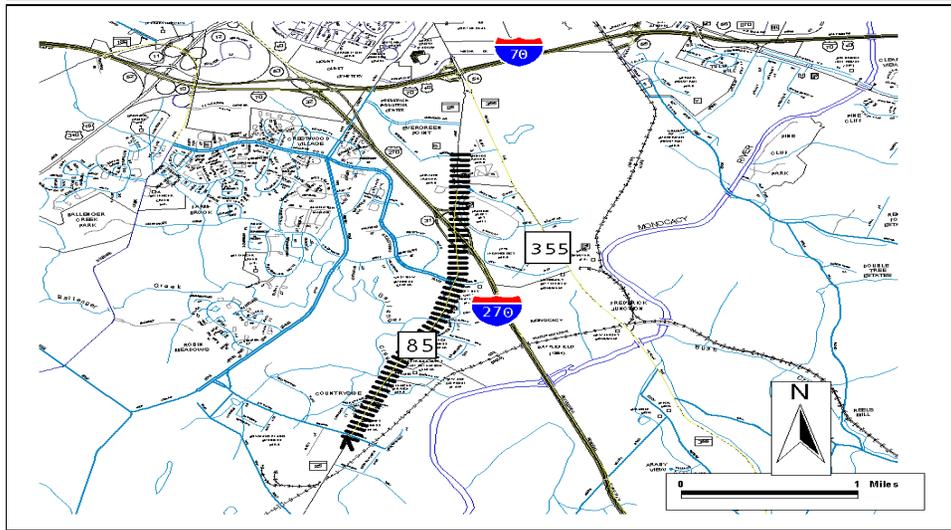
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 42,750

PROJECTED (2030) - 75,600

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 10)

| 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 underway. An additional \$11.8 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 2009 - 14 CTP: None.

| 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 | 2016 | | |
| Planning | 531 | 531 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 5,354 | 713 | 350 | 1,000 | 2,291 | 1,000 | 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 | 5,885 | 1,244 | 350 | 1,000 | 2,291 | 1,000 | 0 | 0 | 0 | 4,641 | 0 |
| Federal-Aid | 4,451 | 86 | 606 | 1,560 | 1,861 | 338 | 0 | 0 | 0 | 4,365 | 0 |

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

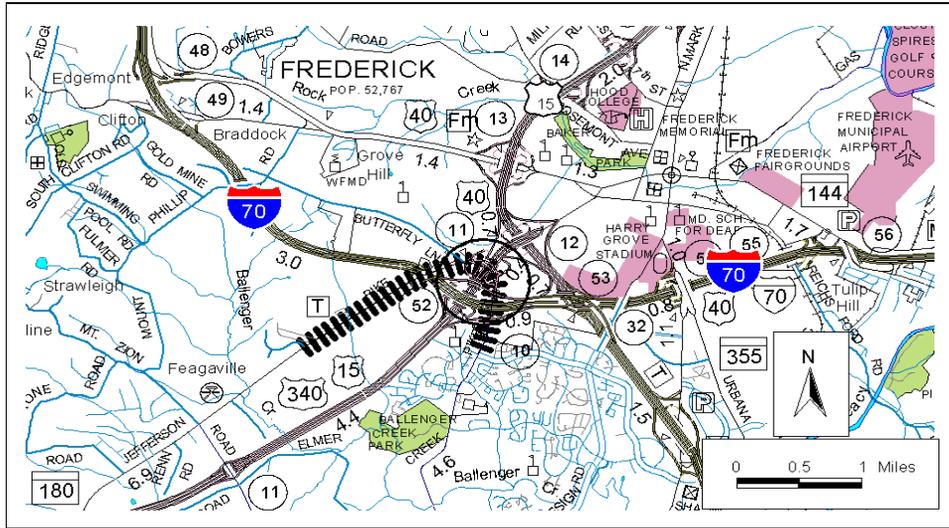
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,800 - 45,350

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 8)
- I-270/US 15, Multi-Modal Corridor Study (Line 10)
- Butterfly Lane Improvements (Frederick County)

STATUS: Partial Project Planning underway. Frederick County contributing to Planning cost. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP: None.

| 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 | ---- |

| 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 | 1,460 | 1,460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1,460 | 1,460 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 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 (2009) - 25,600

PROJECTED (2030) - 53,450

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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>Sidewalks</u> | | | | |
| 1 | US 40 | West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 2,413 linear feet | 247 | Completed |
| <u>Fiscal Years 2010 and 2011</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 2 | US 15 | Catoctin Mountain Highway; CSX/Potomac River Bridge to Elmer Derr Road; resurface | 2,608 | Completed |
| 3 | US 15 | Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface | 1,347 | Completed |
| 4 | US 15 SB | Catoctin Mountain Highway; north of Catoctin Hollow Road to MD 26; resurface (ARRA PROJECT) | 2,649 | Completed |
| 5 | MD 17 | Burkittsville Road; Lee's Lane to branch of Catoctin Creek; resurfacing (ARRA PROJECT) | 349 | Completed |
| 6 | MD 28 | Tuscarora Road; Montgomery County Line to Parks Mill Road; resurfacing (ARRA PROJECT) | 515 | Completed |
| 7 | I 70 WB | Eisenhower Memorial Highway; US 40 EBR Bridge to Hollow Road; safety and resurface (ARRA PROJECT) | 3,642 | Under construction |
| 8 | MD 75 | Church Street; at MD 26; resurfacing (ARRA PROJECT) | 132 | FY 2010 |
| 9 | MD 75 | Green Valley Road; Coppermine Road to MD 26; resurfacing (ARRA PROJECT) | 602 | FY 2010 |
| 10 | MD 75 | Green Valley Road; Arlington Road to MD 874; resurfacing (ARRA PROJECT) | 161 | Completed |
| 11 | MD 144 FA | East Patrick Street; I 70 to Monocacy Boulevard; resurfacing (ARRA PROJECT) | 238 | FY 2010 |
| 12 | I 270 NB | Eisenhower Memorial Highway; Bennett Creek to MD 80; resurfacing (ARRA PROJECT) | 1,000 | Completed |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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> | | | | |
| 13 | US 340 EB | Jefferson Pike; US 340/US 15 split to Lander Road; resurfacing (ARRA PROJECT) | 782 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 14 | US 15 | Catoctin Mountain Highway; at MD 464; roundabout | 1,497 | Completed |
| 15 | US 15 Bus | South Seton Avenue; MD 140 to Toms Creek; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 16 | MD 26 | Liberty Road; 300 feet east of Daysville Road to MD 75; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 17 | MD 26 | Liberty Road; 300 feet east of South Street to 300 feet east of Daysville Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 18 | US 40 ALT | Old National Pike; at Willow Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn (Funded for preliminary engineering only) | 95 | FY 2010 |
| 19 | MD 77 | Rocky Ridge Road; Graceham Road to Moravian Church Road; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 20 | MD 77 | East Main Street; Howard Street to Municipal Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 21 | 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 (ARRA PROJECT) | 1,100 | Under construction |
| 22 | MD 144 | Main Street; Royal Oaks Drive to Bye Alley; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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> | | | | |
| 23 | MD 144 | West Patrick Street; 300 feet east of Wisner Street to Jefferson Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 24 | MD 144 | East Patrick Street; King Avenue to 300 feet east of Wisner Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 25 | MD 180 | Jefferson Pike; Tributary to Tuscarora Creek Stabilization between MD 180 to US 340; drainage improvement (This project is a split funded project with the Enhancement Program) | 64 | Completed |
| 26 | MD 550 | Woodsboro Road; at Woodsboro Pike; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| 27 | MD 550 | Church Street; US 15 on-ramp to Catoclin High School Entrance; ADA improvements (ARRA PROJECT) (Cost shown is total for District 7 for ADA Compliance) | 1,993 | FY 2010 |
| <u>Community Safety and Enhancements</u> | | | | |
| 28 | MD 144 FB | Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold) | | |
| 29 | MD 180 | Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold) | | |
| <u>Environmental Preservation</u> | | | | |
| 30 | I 70 | Eisenhower Memorial Highway; at I-270 interchange; landscaping (ARRA PROJECT) | 476 | Under construction |
| <u>Commuter Action Improvements</u> | | | | |
| 31 | US 15/340 | Catoclin Mountain Highway; at Mt. Zion Road; ridesharing facility | 772 | FY 2011 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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>Sidewalks</u> | | | | |
| 32 | MD 464 | Souder Road; Maple Avenue to 2nd Avenue: retrofit sidewalks - 1,717 linear feet | 300 | FY 2010 |
| <u>Enhancements</u> | | | | |
| <u>Pedestrian/Bicycle Facilities</u> | | | | |
| 33 | | Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities. | 857 | FY 2010 |
| 34 | | 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 2010 |
| <u>Archaeological Planning & Research</u> | | | | |
| 35 | | 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> | | | | |
| 36 | | Catoctin Aqueduct; stabilize and restore the Catoctin Aqueduct | 1,728 | Under construction |
| <u>Environmental Mitigation</u> | | | | |
| 37 | | 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 (This project is a split funded project with the Drainage Program) | 309 | Completed |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK 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 (cont'd)</u> | | | | |
| <u>Scenic/Historic Highway Programs/Visitor Centers</u> | | | | |
| 38 | | Emmitsburg Welcome Center; construction of a 6,795 square foot visitor center adjacent to US 15 in Emmitsburg | 2,445 | Completed |
| 39 | | I-70 Welcome Center Exhibits and Furnishings; fabrication and installation of exterior plaza exhibits and electronic information kiosks | 256 | FY 2010 |
| 40 | | I 70 South Mountain Welcome Center; reconstruction and expansion of the undersized and outmoded rest stops into a major visitor center | 9,688 | FY 2010 |