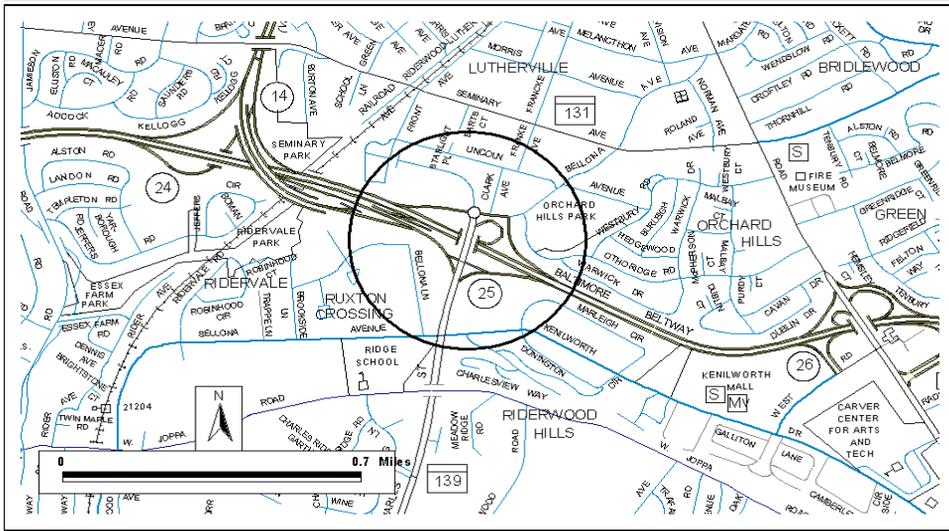




Baltimore



PROJECT: I-695, Baltimore Beltway

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

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for the future capacity needs of I-695.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

I-695, I-83 to I-95 (Line 9)
 I-695, Noise Barriers (System Preservation Program)

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The MD 139 (Charles Street) bridge is nearing the end of its structural life. The bridge serves as a major link connecting Lutherville and West Towson neighborhoods. The new bridge will provide additional capacity for safety, improved operation and enhanced pedestrian and bicycle accommodations. The bridge will be lengthened to allow widening of the Baltimore Beltway, I-695, which serves as the main emergency and freight transport interstate for the Baltimore region.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of \$2.1 million is due to additional bridge modifications, soil stabilization needs and slope repairs..

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW					SIX	BALANCE
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY				YEAR TOTAL	TO COMPLETE
					.....2013.....	.....2014.....	.....2015.....	.....2016.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	6,774	3,699	10	1,077	1,000	988	0	0	3,075	0
Right-of-way	402	126	276	0	0	0	0	0	276	0
Construction	48,258	25,252	9,625	10,001	3,380	0	0	0	23,006	0
Total	55,434	29,077	9,911	11,078	4,380	988	0	0	26,357	0
Federal-Aid	52,207	26,868	9,586	10,823	4,160	770	0	0	25,339	0

CLASSIFICATION:

STATE - Principal Arterial

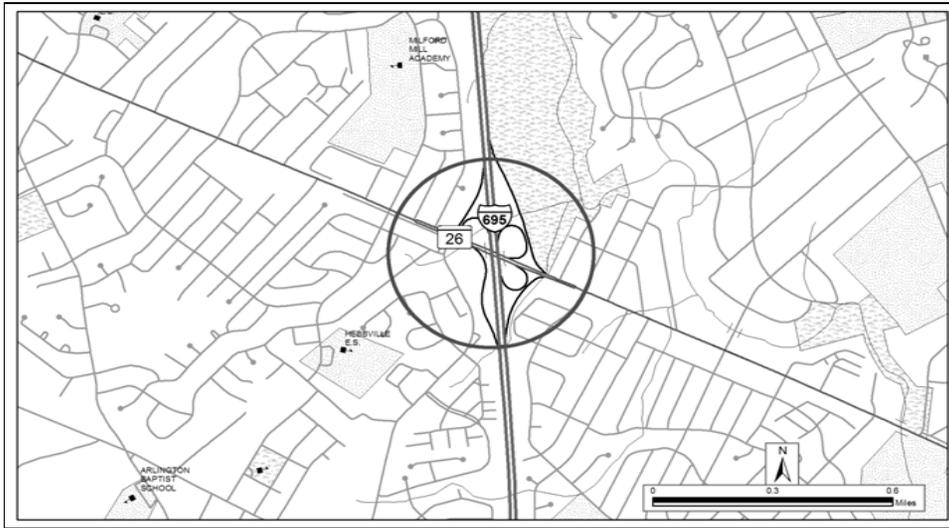
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2010) - 170,100

PROJECTED (2030) - 208,000



PROJECT: I-695, Baltimore Beltway

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

PURPOSE & NEED SUMMARY STATEMENT: The I-695 bridge over MD 26 is nearing the end of its structural life and widening of the bridge is required to serve the future capacity needs of I-695.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

ASSOCIATED IMPROVEMENTS:

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

EXPLANATION: The Baltimore Beltway bridge over MD 26 (Liberty Road) is nearing the end of its structural life. The new bridge will provide critical capacity needed for improved safety and operations on I-695, vital emergency, freight carrier and connecting route for the Baltimore Region. Lengthening of the bridge deck will allow for pedestrian and bicycle accommodations along MD 26 (Liberty Road).

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of \$8.7 million is due to a favorable bid price..

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013....	.....2014....	.....2015....	.....2016....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,296	2,296	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	22,751	2,542	6,053	8,347	5,728	81	0	0	20,209	0	
Total	25,047	4,838	6,053	8,347	5,728	81	0	0	20,209	0	
Federal-Aid	24,247	4,472	5,781	8,275	5,656	63	0	0	19,775	0	

CLASSIFICATION:

STATE - Principal Arterial

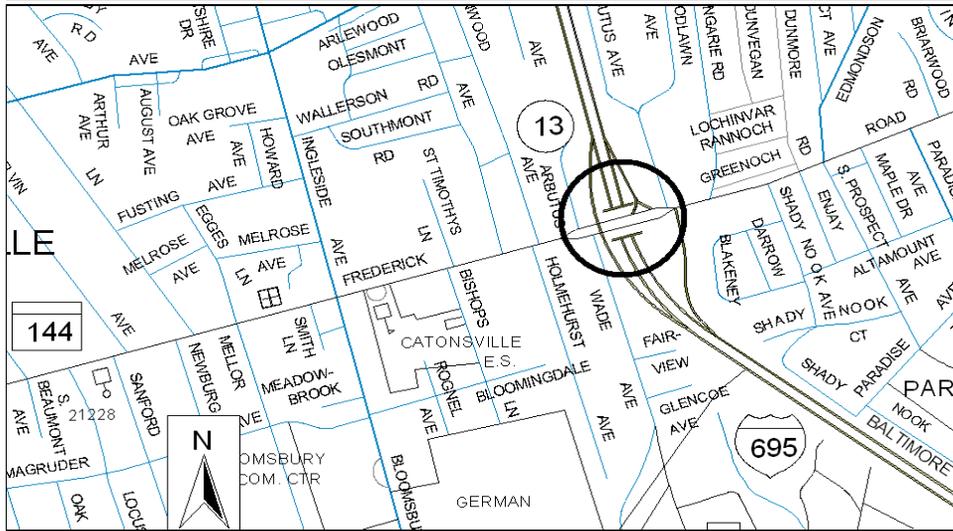
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 200,800

PROJECTED (2030) - 268,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of MD 144 Bridge (Frederick Road) over I-695

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its structural life and widening of the bridge is required for future capacity improvements to I-695.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The ND 144 (Frederick Road) bridge is nearing the end of its structural life. The bridge serves a major link connecting the Catonsville Community with Baltimore City. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety, operation and accommodate pedestrians and bicycles.

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER			
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013.....	.....2014.....	.....2015.....	.....2016.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	20,099	0	2,080	6,774	7,312	3,933	0	0	20,099	0	
Total	20,099	0	2,080	6,774	7,312	3,933	0	0	20,099	0	
Federal-Aid	19,985	0	2,022	6,718	7,312	3,933	0	0	19,985	0	

CLASSIFICATION:

STATE - Principal Arterial

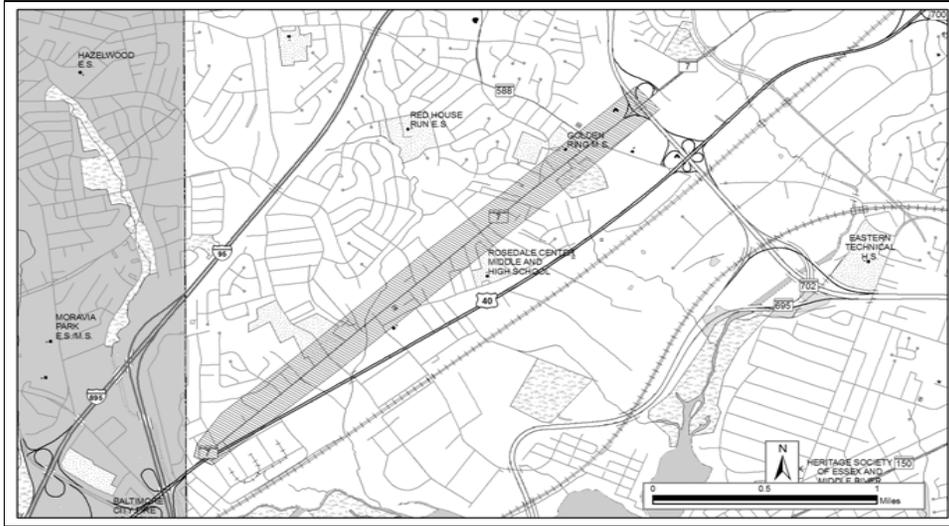
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 193,000

PROJECTED (2030) - 251,600



PROJECT: MD 7, Philadelphia Road

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

PURPOSE & NEED SUMMARY STATEMENT: The improvement of MD 7, Philadelphia Road, enhanced safety, traffic operations and neighborhood aesthetics.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: The system preservation of MD 7 (Philadelphia Road) will improve neighborhood connectivity by enhancing pedestrian, bicycle and local transit mobility. The enhancements on MD 7 are designed to improve the quality of life for the Rosedale community and support Smart Growth through redevelopment within the neighborhood.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013.....	.....2014.....	.....2015.....	.....2016.....		
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	587	587	0	0	0	0	0	0	0	0	
Construction	12,549	12,384	165	0	0	0	0	0	165	0	
Total	15,472	15,307	165	0	0	0	0	0	165	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Urban Minor Arterial

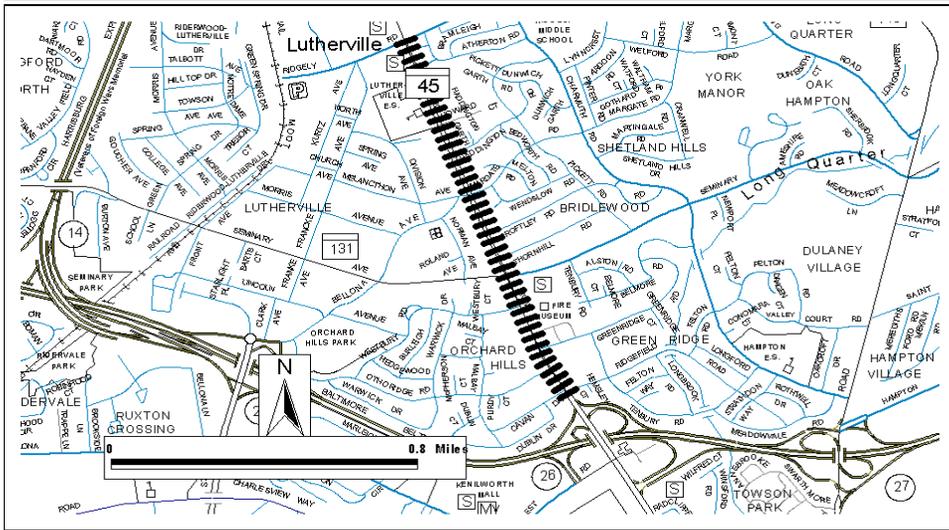
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 29,600

PROJECTED (2030) - 33,800



PROJECT: MD 45, York Road

DESCRIPTION: Widening of MD 45 provided a center turn lane from Cavan Drive to Ridgely Road. Project included streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project improved capacity, operational and safety issues associated with this segment of York Road, as well as enhanced neighborhood appearance.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: Widening of MD 45 (York Road) through the business district of Towson/Lutherville will provide additional capacity and left turn storage that will greatly improve travel time, reliability, safety and pedestrian access.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of \$2.8 million is due to landscaping changes to reduce noise, additional traffic control devices and retaining walls.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PHASE	TOTAL			PROJECT CASH FLOW						SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013.....	.....2014.....	.....2015.....	.....2016.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,170	2,170	0	0	0	0	0	0	0	0	
Right-of-way	4,463	4,108	355	0	0	0	0	0	355	0	
Construction	14,886	14,801	85	0	0	0	0	0	85	0	
Total	21,519	21,079	440	0	0	0	0	0	440	0	
Federal-Aid	15,266	14,919	347	0	0	0	0	0	347	0	

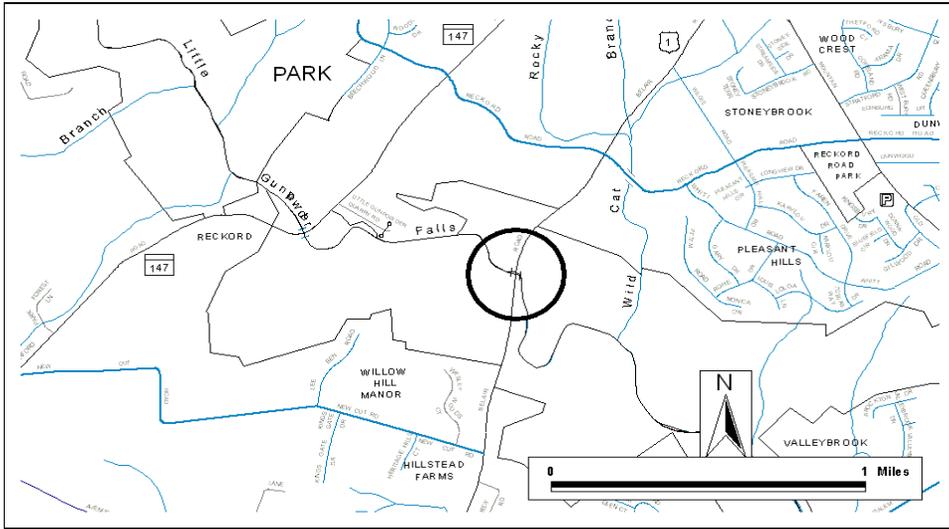
CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 45,500
 PROJECTED (2030) - 56,000



PROJECT: US 1, Belair Road

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

PURPOSE & NEED SUMMARY STATEMENT: This project replaced the existing deteriorated 1934 bridge structure over the Little Gunpowder Falls at the Baltimore/Harford County Line.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This US 1 (Belair Road) bridge over the Little Gunpowder Falls was built in 1934 and is experiencing deterioration. US 1 is a major commerce route for the transportation of goods. It serves as a back up route for I-95 in emergencies. Replacement of the deteriorated structure will enhance the preservation of the US 1 corridor. In addition to the bridge replacement, a new parking facility will be provided for patrons of the Gunpowder State Park.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013....	.....2014....	.....2015....	.....2016....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,242	1,242	0	0	0	0	0	0	0	0	0
Right-of-way	37	30	7	0	0	0	0	0	0	7	0
Construction	6,449	5,199	1,250	0	0	0	0	0	0	1,250	0
Total	7,728	6,471	1,257	0	0	0	0	0	0	1,257	0
Federal-Aid	5,971	4,826	1,145	0	0	0	0	0	0	1,145	0

CLASSIFICATION:

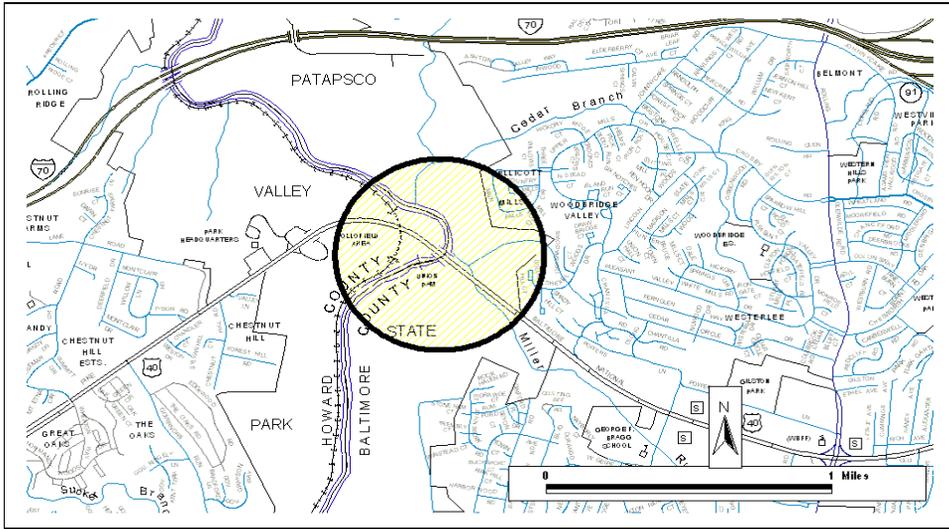
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 23,000

PROJECTED (2030) - 28,000



PROJECT: US 40, Baltimore National Pike

DESCRIPTION: Replace Bridge 3109 over Patapsco River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: This project will rehabilitate the deteriorating 1936 historic bridge structure over the Patapsco River at the Baltimore/Howard County Line.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

EXPLANATION: This deteriorating bridge is a major link along the US 40 corridor. US 40 is a major commerce route for the transportation of goods and freight. In emergencies, the US 40 corridor serves as a back up route for I-70. The bridge will be rehabilitated in kind to preserve the historic nature of the structure and to blend in with its Patapsco State Park setting. The bridge will be widened to provide for bicycle/pedestrian compatible 5' shoulders.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of \$9.8 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013....	.....2014....	.....2015....	.....2016....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	3,313	3,037	276	0	0	0	0	0	0	276	
Right-of-way	51	6	45	0	0	0	0	0	0	45	
Construction	17,610	0	1,267	6,680	7,627	2,036	0	0	0	17,610	
Total	20,974	3,043	1,588	6,680	7,627	2,036	0	0	0	17,931	
Federal-Aid	20,063	2,344	1,479	6,627	7,588	2,025	0	0	0	17,719	

CLASSIFICATION:

STATE - Principal Arterial

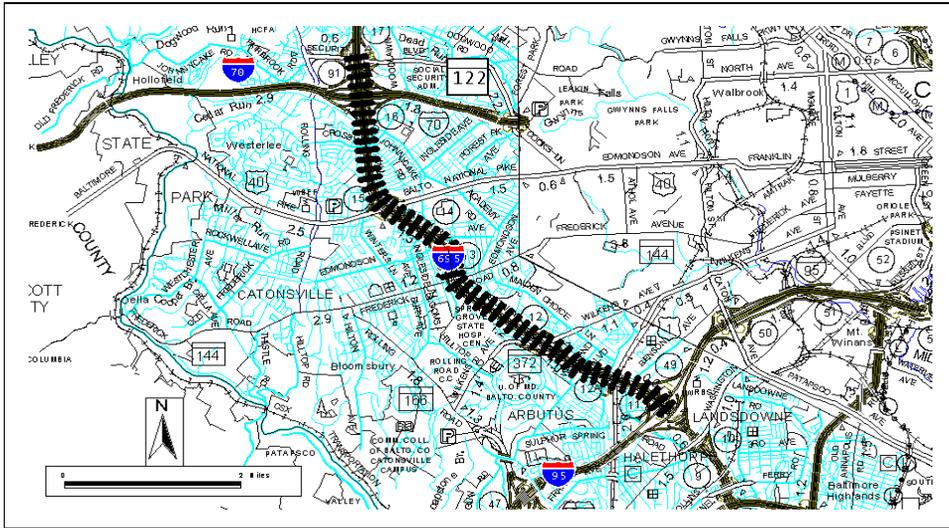
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 37,300

PROJECTED (2030) - 47,300



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 Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Engineering and Right-of-way for the segment from MD 144 to south of US 40 underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2013.....	.....2014.....	.....2015.....	.....2016.....		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	13,688	12,687	750	251	0	0	0	0	1,001	0
Right-of-way	1,814	1,614	200	0	0	0	0	0	200	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	16,928	15,727	950	251	0	0	0	0	1,201	0
Federal-Aid	11,006	10,137	693	176	0	0	0	0	869	0

CLASSIFICATION:

STATE - Principal Arterial

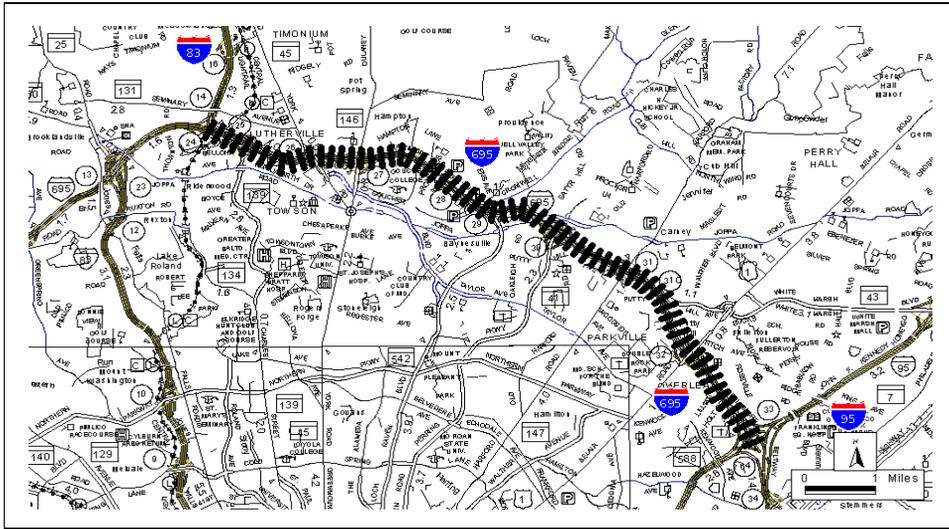
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 219,100

PROJECTED (2030) - 262,300



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 Not Subject to PFA Law

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Project Inside PFA | | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet To Be Determined | | <input type="checkbox"/> Exception Granted |

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 139 (Line 1)
- I-695, Noise Barriers (System Preservation Program)

STATUS: Partial Engineering and Right-of-way underway for the segment from MD 41 to MD 147.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	TOTAL EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013.....	.....2014.....	.....2015.....	.....2016.....			
Planning	1,515	1,515	0	0	0	0	0	0	0	0	0
Engineering	6,596	6,089	207	300	0	0	0	0	0	507	0
Right-of-way	141	92	49	0	0	0	0	0	0	49	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,252	7,696	256	300	0	0	0	0	0	556	0
Federal-Aid	4,977	4,769	85	123	0	0	0	0	0	208	0

CLASSIFICATION:

STATE - Principal Arterial

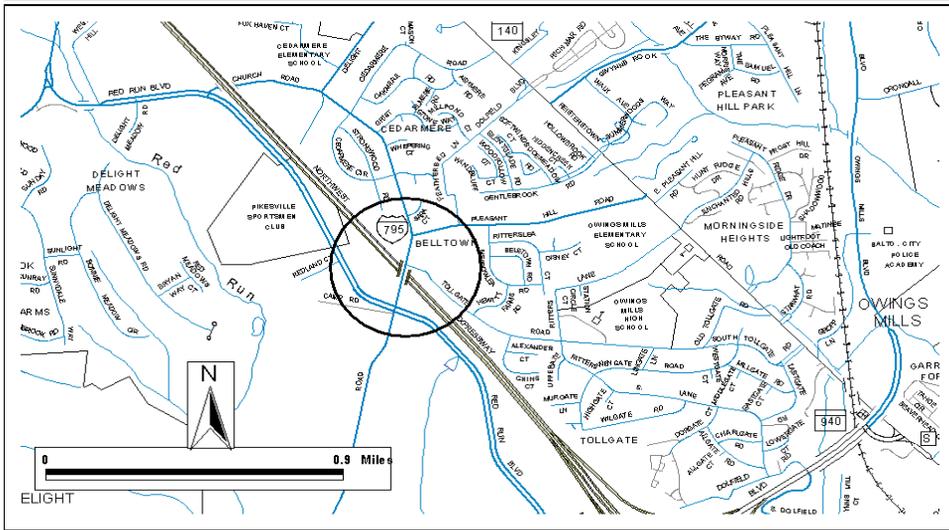
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 183,000

PROJECTED (2030) - 231,000



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard.

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 Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

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

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL		<input checked="" type="checkbox"/> FEDERAL		<input type="checkbox"/> GENERAL		<input type="checkbox"/> OTHER		
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	.....2013.....	.....2014.....	.....2015.....	.....2016.....		
Planning	2,075	1,345	730	0	0	0	0	0	730	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	2,075	1,345	730	0	0	0	0	0	730	0
Federal-Aid	1,868	1,211	657	0	0	0	0	0	657	0

CLASSIFICATION:

STATE - Principal Arterial

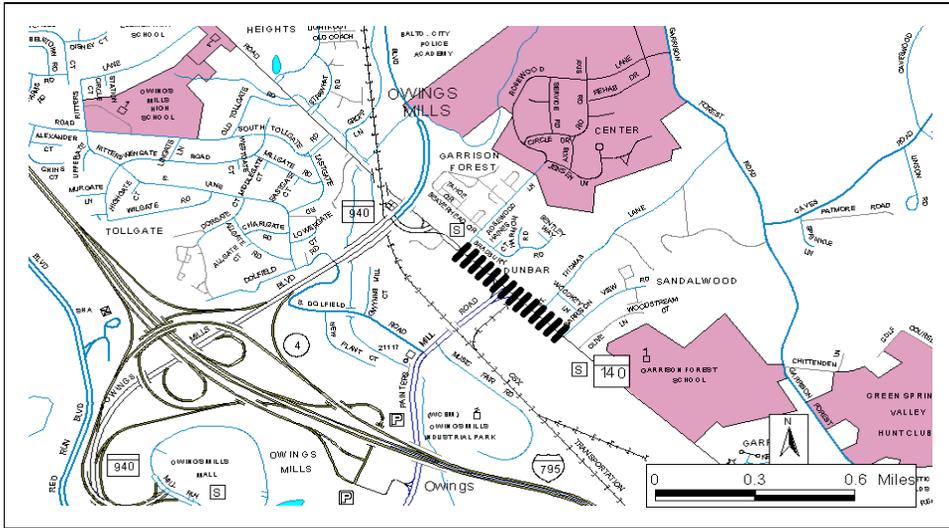
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 76,275

PROJECTED (2030) - 100,750



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 Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

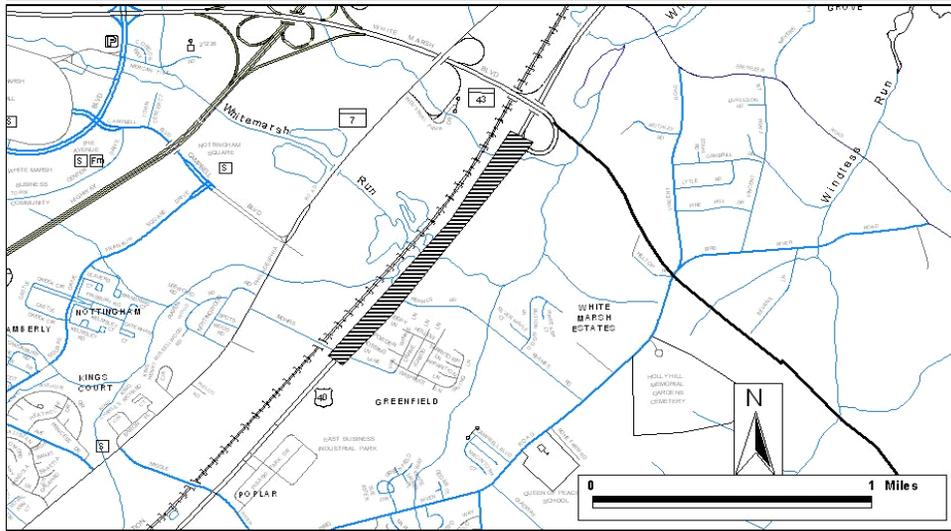
ASSOCIATED IMPROVEMENTS:
 I-795, at Dolfield Road (Line 10)
 Transit Oriented Development at Owings Mills Metro Station (MTA Program)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013.....	.....2014.....	.....2015.....	.....2016.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	2,492	2,447	5	40	0	0	0	0	0	45	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,492	2,447	5	40	0	0	0	0	0	45	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:
 STATE - Principal Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Primary
DAILY TRAFFIC : (USAGE IMPACTS)
CURRENT (2010) - 38,000 (MD 140)
PROJECTED (2030) - 67,700 (MD 140)



PROJECT: US 40, Pulaski Highway

DESCRIPTION: This project will include intersection improvements at US 40 and Mohr's Lane, including widening of US 40 to provide a third lane in each direction through the intersection, extending approximately 1,000 feet on either side of the intersection. Median traffic barrier design will be included as appropriate. US 40 will be resurfaced within the project limits.

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 Not Subject to PFA Law
 Project Inside PFA Grandfathered
 Project Outside PFA Exception Will Be Required
 PFA Status Yet To Be Determined Exception Granted

ASSOCIATED IMPROVEMENTS:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	FOR PLANNING PURPOSES ONLY						
					.....2013.....	.....2014.....	.....2015.....	.....2016.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	126	124	2	0	0	0	0	0	0	2	
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	126	124	2	0	0	0	0	0	0	2	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 34,900

PROJECTED (2030) - 44,300

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Year 2010 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	I 83	Baltimore Harrisburg Expressway; Downes Road to the Pennsylvania State Line; safety and resurface (ARRA PROJECT)	3,734	Completed
2	MD 129	Park Heights Avenue; MD 130 to Garrison Forest Road; patching (ARRA PROJECT)	900	Completed
3	MD 372	Wilkens Avenue; I-695 to Baltimore City Line; patching (ARRA PROJECT)	500	Completed
4	MD 648	Old Annapolis Road; Anne Arundel County Line to Baltimore City Line; patching (ARRA PROJECT)	500	Completed
5	I 695	Baltimore Beltway; south of Edmondson Avenue to Security Boulevard; resurfacing	5,400	Completed
<u>Bridge Replacement/Rehabilitation</u>				
6		McDonogh Road; over Gwynns Falls; bridge deck replacement	899	Completed
<u>Safety/Spot Improvement</u>				
7	MD 133	Old Court Road; Lightfoot Drive to Heming Way; ADA improvements (ARRA PROJECT)	192	Completed
<u>Intersection Capacity Improvements</u>				
8	US 1	Belair Road; Cottington Road to Joppa Road/India Avenue; capacity improvements	1,946	Completed
<u>Congressional Earmarks</u>				
9		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 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012</u>				
<u>Resurface/Rehabilitate</u>				
10	MD 25	Falls Road; Shawan Road to Stringtown Road; patching (ARRA PROJECT)	300	FY 2012
11	MD 26	Liberty Road; Powells Run Road to Offutt Road; resurface	4,035	FY 2012
12	US 40	Pulaski Highway; Harford County Line to Days Cove Road; patching (ARRA PROJECT)	200	FY 2011
13	US 40	Baltimore National Pike; I 695 to Baltimore City Line; patching (ARRA PROJECT)	300	FY 2011
14	MD 45	York Road; Western Run to Corbett Road; safety and resurface	3,384	FY 2011
15	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	PE Underway
16	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	PE Underway
17	MD 91	Emory Road; Carroll County Line to MD 30; resurfacing (ARRA PROJECT)	400	FY 2011
18	MD 129	Park Heights Avenue; Autumn Drive to MD 130; resurfacing (ARRA PROJECT)	900	Under construction
19	MD 130	Greenspring Valley Road; MD 140 to MD 25; resurfacing (ARRA PROJECT)	1,400	Completed
20	MD 138	Monkton Road; MD 562 to Harford County Line; resurfacing (ARRA PROJECT)	800	FY 2011
21	MD 138	Monkton Road; York Road to Monkton; resurfacing (ARRA PROJECT)	900	FY 2011
22	MD 140	Reisterstown Road; MD 30 to Chartley Drive; patching (ARRA PROJECT)	200	FY 2011

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
23	MD 147	Harford Road; Northwind Road to Sunshine Avenue; resurfacing (ARRA PROJECT)	1,200	Under construction
24	MD 151	North Point Boulevard; MD 157 to Kane Street; resurfacing (ARRA PROJECT)	1,100	Under construction
25	MD 439	Old York Road; MD 45 to Harford County Line; patching (ARRA PROJECT)	300	Under construction
26	MD 542	Loch Raven Boulevard; Baltimore City Line to south of Taylor Avenue; resurface	1,286	FY 2012
27	MD 562	Old York Road; Markoe Road to MD 138; patching (ARRA PROJECT)	600	FY 2011
28	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface	1,565	Completed
29	MD 700	Martin Boulevard; MD 150 to US 40; safety and resurface	3,728	FY 2011
<u>Bridge Replacement/Rehabilitation</u>				
30		Bridge 0320900 on Downes Road over I 83; bridge rehabilitation	1,620	FY 2012
31	US 1	Southwestern Boulevard; over Sulphur Spring Road; bridge deck replacement	1,441	Completed
32	I 83	Harrisburg Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay	1,067	Under Construction
33	I 83 NB	Harrisburg Expressway; over Padonia Road; clean and paint bridge	70	FY 2012
34	I 83 SB	Harrisburg Expressway; over Padonia Road; clean and paint bridge	91	FY 2012
35	MD 128	Butler Road; over Piney Run; clean and paint bridge	82	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
36	CO 434	Beaver Dam Road; over I 83; clean and paint bridge	476	FY 2012
37	I 695	Baltimore Beltway; over Greenspring Avenue; clean and paint bridge	388	FY 2012
38	I 695	Baltimore Beltway; ramp G over Jones Falls; clean and paint bridge	72	FY 2012
39	I 695	Baltimore Beltway; over Joppa Road; clean and paint bridge	421	FY 2012
<u>Safety/Spot Improvement</u>				
40	US 40	Pulaski Highway; at the intersection of Middle River Road: geometric improvements	2,854	Completed
41	MD 45	York Road; Ridgely Road to Beaver Dam Run; ADA improvements	150	FY 2012
42	MD 45	York Road; Towson Roundabout; geometric improvements	629	FY 2011
43	MD 45	Towson Roundabout; curb gutter and ADA ramps (Funded for pe only)	150	FY 2011
44	I 83	Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites (This project is a split funded project with Transportation Enhancements)	110	FY 2011
45	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	Under Construction
46	MD 139	Philadelphia Road; entrance to Shephard Pratt; reconstruction of median along MD 139	756	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
47	MD 140	Reisterstown Road; Naylor's Lane to I 695; ADA improvements	150	FY 2012
48	MD 144	Frederick Road; Bloomsbury Avenue to Baltimore City Line; ADA improvements (ARRA PROJECT)	500	Under construction
49	MD 146	Dulaney Valley Road; at MD 145; ADA improvements (ARRA PROJECT)	123	Completed
50	MD 150	Eastern Avenue; Island Point Road to Diamond Point Road; provide westbound left turn lane also includes ADA upgrades	677	Completed
51	MD 648	Old Annapolis Road; Baltimore City Line to Anne Arundel County Line; ADA improvements	400	FY 2012
52	I 795	Northwest Expressway; North of Tobins Lane and near Red Run Boulevard; slope repairs	329	FY 2011
<u>Community Safety and Enhancements</u>				
53	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only) (Project on Hold)		
54	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)		
55	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only) (Project on Hold)		
56	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)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012 (cont'd)</u>				
<u>Noise Barriers</u>				
57	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,444	Completed
58	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier	4,304	Under Construction
59	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation	526	FY 2011
<u>Traffic Management</u>				
60		Various Traffic Signal reconstructs in Baltimore County (MD 7, MD 157, MD 700, MD 45) (ARRA PROJECT)	1,721	Under Construction
<u>Environmental Preservation</u>				
61	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	Under Construction
62	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>				
63	MD 26 EB	Liberty Road; Marriottsville Road to Sheraton Road; retrofit sidewalk - 890 linear feet (Project on Hold)		
<u>Intersection Capacity Improvements</u>				
64	MD 26	Liberty Road; Wards Chapel Road; Widen MD 26 to provide a second through lane. (Funded for preliminary engineering only)	695	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
65	MD 30	Hanover Pike; at MD 91; widen to two lanes in southbound direction	2,818	FY 2012
66	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	739	PE Underway
<u>Enhancements (cont'd)</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites (cont'd)</u>				
67		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	Underway
<u>Historic Preservation</u>				
68		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2011
<u>Environmental Mitigation</u>				
69	I 83	Gunpowder Falls Tributaries- Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites (This project is a split funded project with Safety Spot Improvement)	330	FY 2011