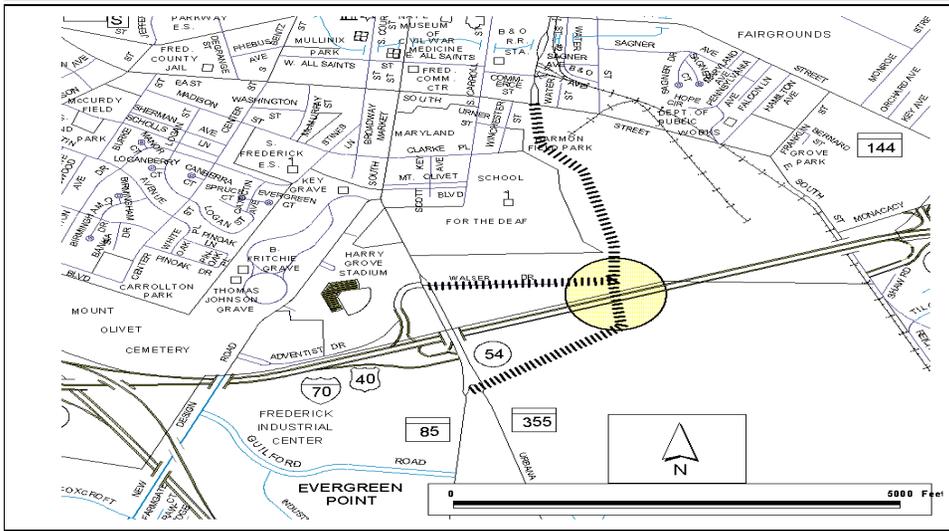




Frederick



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project is an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walser Drive). This project also included the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project included an urban diamond interchange. This project also included the construction of a new MD 355 Bridge over I-70 at MD 85.

PURPOSE & NEED SUMMARY STATEMENT: Although signed as I-70, this section was constructed as US 40 Rel, the Frederick Bypass. Existing interchanges had short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements included widening of the 4 lane section and reconstruction of the interchanges. This project enhanced access to the City of Frederick from I-70.

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-70, Mt. Phillip Road to MD 144 FA (Line 7)

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 new interchange and approach Roads include improved geometric features which will reduce collision and injury rates for all users of the system. The project also improves access to jobs and services in the City of Frederick and along the MD 85 corridor. These improvements will encourage MARC ridership by providing better access to the station.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost increase of \$1.4 million is due to the redesign of the roundabout at MD 85.

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	10,753	10,493	260	0	0	0	0	0	0	260	
Right-of-way	17,823	17,408	415	0	0	0	0	0	0	415	
Construction	79,786	75,225	4,561	0	0	0	0	0	0	4,561	
Total	108,362	103,126	5,236	0	0	0	0	0	0	5,236	
Federal-Aid	89,721	85,777	3,944	0	0	0	0	0	0	3,944	

CLASSIFICATION:

STATE - Principal Arterial

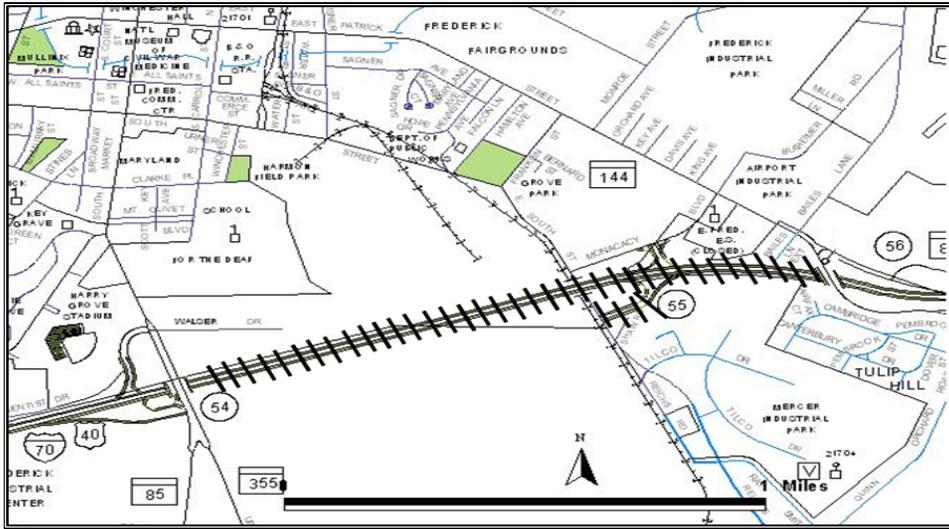
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 4,100 - 9,250

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



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: 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. The existing ramps to Monocacy Blvd. and Reich's Ford are reconstructed (Phase 2D).

PURPOSE & NEED SUMMARY STATEMENT: 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 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-70, Phase 2B, 2C and MD 475 from South Street to Monocacy Boulevard (Line 1)
 I-70, Mt. Phillip Road to MD 144FA (Line 7)

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

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

EXPLANATION: By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and Reich's Ford Road, this project will improve operations along I-70 through Frederick and reduce collision and injury rates.

STATUS: Construction 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	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	4,153	453	2,930	761	9	0	0	0	3,700	0	
Construction	44,954	8	7,046	15,686	17,759	4,455	0	0	44,946	0	
Total	49,107	461	9,976	16,447	17,768	4,455	0	0	48,646	0	
Federal-Aid	48,621	400	9,662	16,345	17,759	4,455	0	0	48,221	0	

CLASSIFICATION:

STATE - Principal Arterial

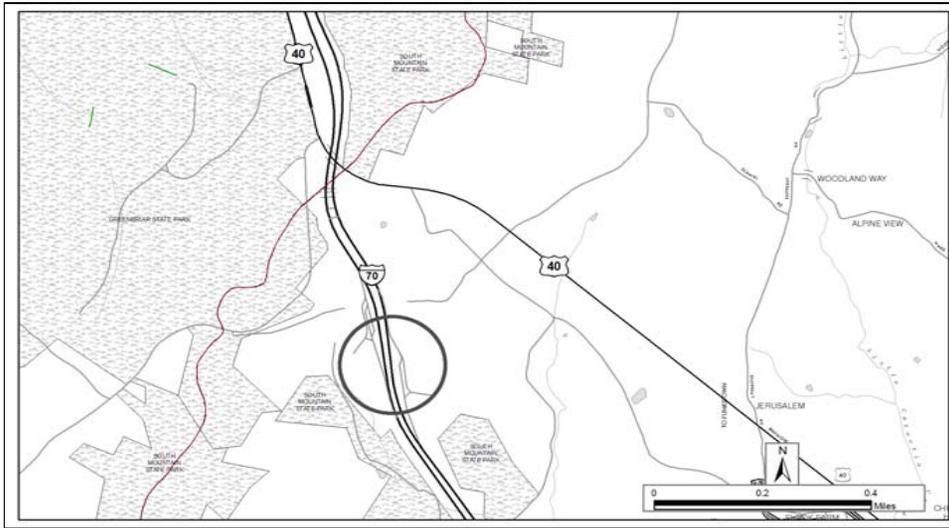
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 90,650

PROJECTED (2030) - 102,900



PROJECT: I-70, Baltimore National Pike

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

PURPOSE & NEED SUMMARY STATEMENT: The facilities was updated to accommodate the increase in traffic.

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 Transportation Enhancement project replaced and improved two existing deteriorating facilities and provided additional truck parking for truckers moving freight and goods. The visitor's center provides exhibits and information and serves as a rest area as well, thus serving a critical service for travelers along I-70.

STATUS: Open to Service.

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	0	0	0	0	0	0	0	0	0	0
Engineering	1,514	1,514	0	0	0	0	0	0	0	0
Right-of-way	31	31	0	0	0	0	0	0	0	0
Construction	20,681	20,681	0	0	0	0	0	0	0	0
Total	22,226	22,226	0	0	0	0	0	0	0	0
Federal-Aid	11,432	11,432	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

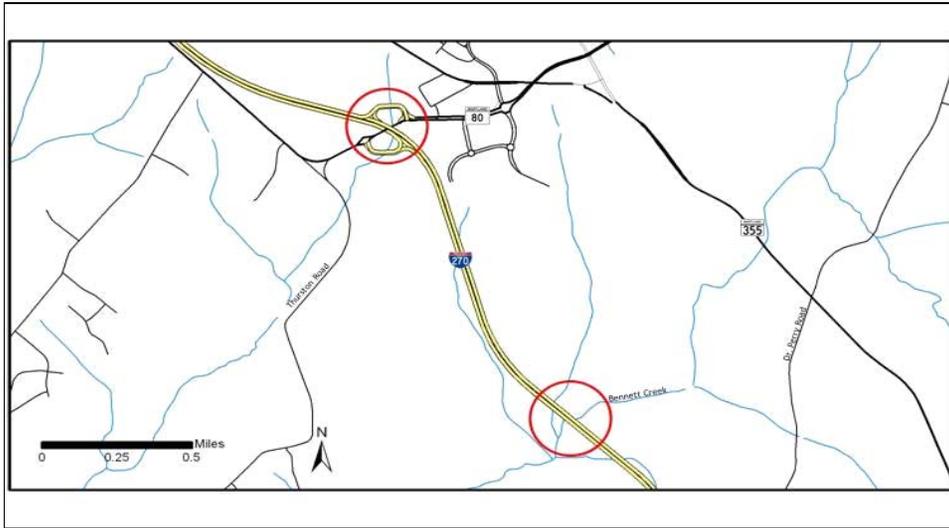
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 63,650

PROJECTED (2030) - 82,000



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace decks and widen Bridges #10078 and #10079 over MD 80 and Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures are structurally deficient and functionally obsolete.

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

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 existing structures are structurally deficient and functionally obsolete.

STATUS: Construction to begin during the current fiscal year.

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

PHASE	POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER					SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2010	CURRENT YEAR 2011	BUDGET YEAR 2012	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2013.....	.....2014.....	.....2015.....	.....2016.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,850	1,714	136	0	0	0	0	0	0	136	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	10,707	0	1,557	6,871	2,279	0	0	0	0	10,707	0
Total	12,557	1,714	1,693	6,871	2,279	0	0	0	0	10,843	0
Federal-Aid	12,101	1,302	1,649	6,871	2,279	0	0	0	0	10,799	0

CLASSIFICATION:

STATE - Rural Interstate

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - I-270: 88,050
MD 80: 20,650

PROJECTED (2030) - I-270: 141,000
MD 80: 34,500



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replaced Bridge 10080 over Doctor Perry Road.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge was deteriorated and in need of replacement.

SMART GROWTH STATUS: Project Not Location Specific or Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

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

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

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

EXPLANATION: Replacing structurally deficient bridges is critical to maintaining the integrity of the transportation network. Improvements to the interstate system improve the movement of freight and goods.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: None.

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	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	95	95	0	0	0	0	0	0	0	0	0
Construction	9,202	8,444	758	0	0	0	0	0	0	758	0
Total	9,297	8,539	758	0	0	0	0	0	0	758	0
Federal-Aid	8,509	7,798	711	0	0	0	0	0	0	711	0

CLASSIFICATION:

STATE - Rural Interstate

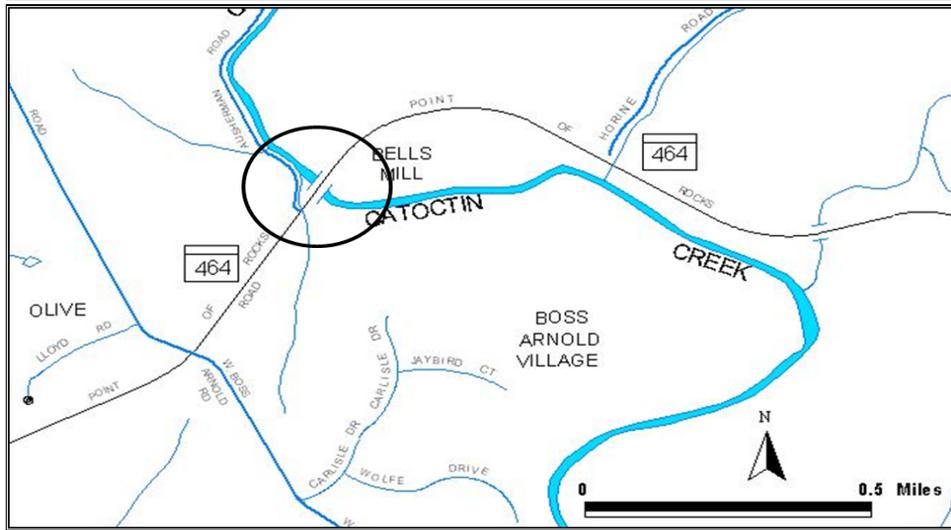
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 89,150

PROJECTED (2030) - 103,900



PROJECT: MD 464, Point of Rocks Road

DESCRIPTION: Replace Bridge 10091 over Catoclin Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge is structurally deficient and functionally obsolete.

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: Replacing structurally deficient bridges is critical to maintaining the integrity of the transportation network.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The cost decrease of \$1.4 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							
	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	0	0	0	0	0	0	0	0	0	0
Engineering	843	835	8	0	0	0	0	0	8	0
Right-of-way	28	24	4	0	0	0	0	0	4	0
Construction	2,928	782	2,146	0	0	0	0	0	2,146	0
Total	3,799	1,641	2,158	0	0	0	0	0	2,158	0
Federal-Aid	3,513	1,412	2,101	0	0	0	0	0	2,101	0

CLASSIFICATION:

STATE - Urban Minor Arterial

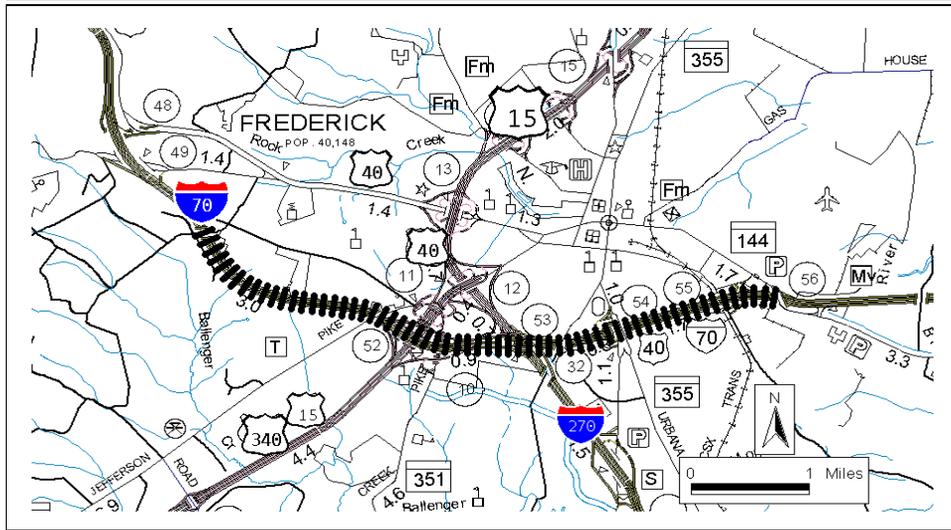
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 10,050

PROJECTED (2030) - 14,150



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (Phase 4) (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 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-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Phase 2D (Line 2)
- I-270 and US 15 Multi-Modal Corridor Study (Line 9)

STATUS: Partial Engineering 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	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	1,251	1,251	0	0	0	0	0	0	0	0	
Engineering	6,963	6,715	2	123	123	0	0	0	0	248	
Right-of-way	21,494	21,494	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	29,708	29,460	2	123	123	0	0	0	0	248	
Federal-Aid	13,850	13,626	2	111	111	0	0	0	0	224	

CLASSIFICATION:

STATE - Principal Arterial

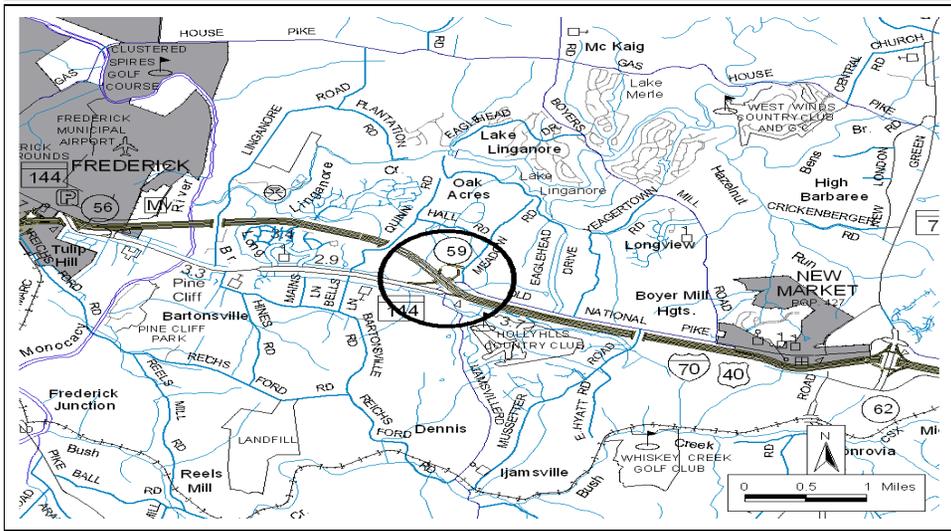
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 98,050

PROJECTED (2030) - 141,200



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

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	252	252	0	0	0	0	0	0	0	
Engineering	2	0	0	0	0	0	0	0	2	
Right-of-way	2	0	0	0	0	0	0	0	2	
Construction	2	0	0	0	0	0	0	0	2	
Total	258	252	0	0	0	0	0	0	6	
Federal-Aid	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Urban Interstate

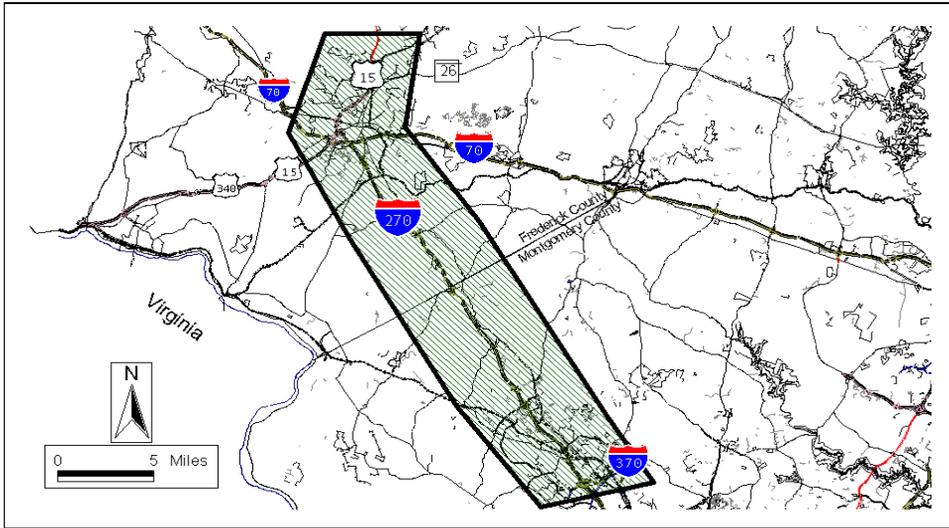
FEDERAL - Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 81,975

PROJECTED (2030) - 106,400



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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 7)
- US 15, Interchange at Monocacy Boulevard (Line 10)
- MD 200, InterCounty Connector (Montgomery County Line 2)
- I-270, Interchange at Watkins Mill Road (Montgomery County Line 7)

STATUS: Project Planning 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	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	17,460	17,212	248	0	0	0	0	0	0	248	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,093	1,059	34	0	0	0	0	0	0	34	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,553	18,271	282	0	0	0	0	0	0	282	0
Federal-Aid	12,222	12,048	174	0	0	0	0	0	0	174	0

CLASSIFICATION:

STATE - Principal Arterial

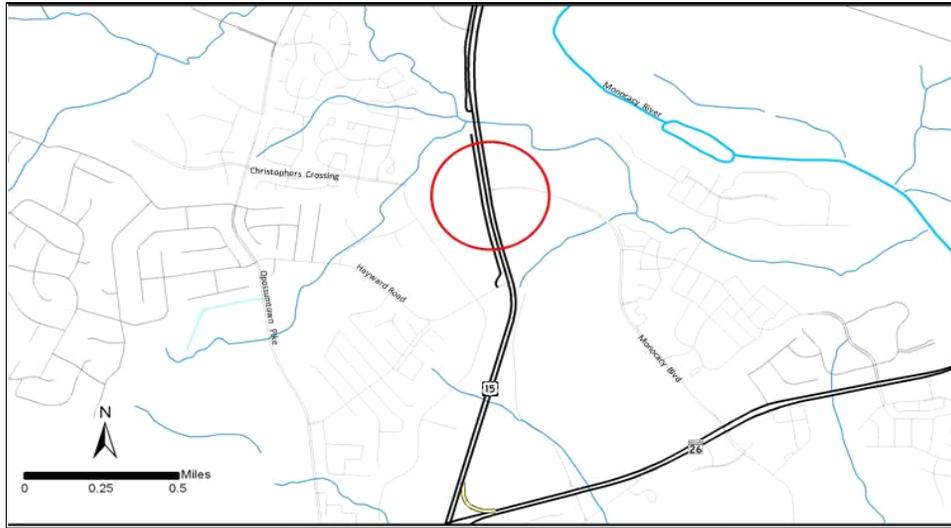
FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 40,400 - 97,500 (US -15)
89,125 - 235,700 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



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

STATUS: 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 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	0	0	0	0	0	0	0	0	0	0
Engineering	754	313	0	0	441	0	0	0	441	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	754	313	0	0	441	0	0	0	441	0
Federal-Aid	226	226	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Urban Freeway/Expressway

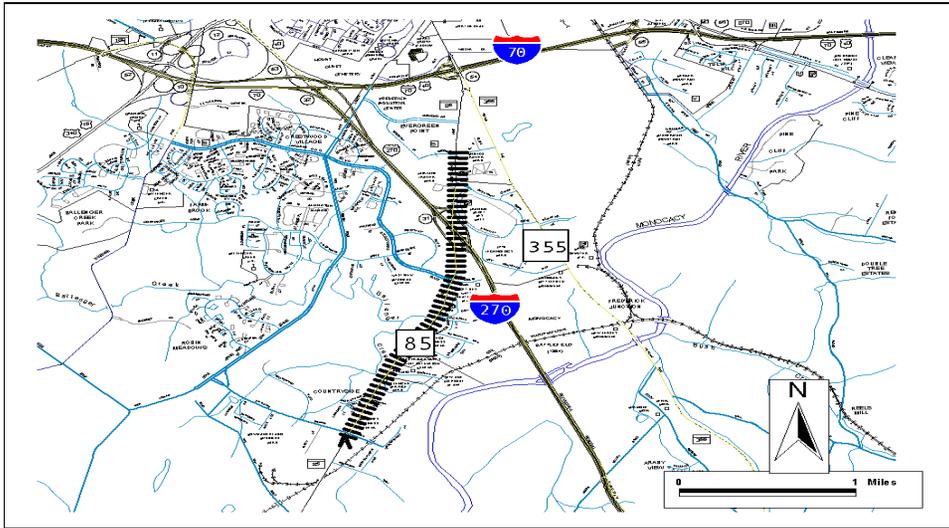
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 43,200

PROJECTED (2030) - 75,600



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

STATUS: Partial Engineering for Phase 1 underway. County funding partial Engineering for \$1.5 million. 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 checked="" 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	531	531	0	0	0	0	0	0	0	0	
Engineering	5,354	725	180	2,209	2,240	0	0	0	4,629	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	5,885	1,256	180	2,209	2,240	0	0	0	4,629	0	
Federal-Aid	4,451	97	180	2,209	1,965	0	0	0	4,354	0	

CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 6,900 - 45,800

PROJECTED (2030) - 11,500 - 64,000



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 Not Subject to PFA Law

- Project Inside PFA
- Project Outside PFA
- PFA Status Yet To Be Determined
- Grandfathered
- Exception Will Be Required
- Exception Granted

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 7)
- I-270/US 15, Multi-Modal Corridor Study (Line 9)
- Butterfly Lane Improvements (Frederick County)

STATUS: Project Planning underway. Frederick County contributed to Planning cost. 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	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	2,260	1,211	260	549	240	0	0	0	1,049	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	2,260	1,211	260	549	240	0	0	0	1,049	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 25,850

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Year 2010 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	I 70 WB	Eisenhower Memorial Highway; US 40 EBR Bridge to Hollow Road; safety and resurface (ARRA PROJECT)	3,551	Completed
2	MD 75	Green Valley Road; Coppermine Road to MD 26; resurfacing (ARRA PROJECT)	520	Completed
<u>Fiscal Years 2011 and 2012</u>				
<u>Resurface/Rehabilitate</u>				
3	US 15	Catoctin Mountain Highway; interchange ramps at MD 550, MD 77, MD 140 and MD 806; resurfacing (ARRA PROJECT)	971	Completed
4	MD 17	Burkittsville Road; Lee's Lane to Main Street; patch and slurry seal (ARRA PROJECT)	385	Completed
5	MD 26	Liberty Road; at Monocacy Boulevard; resurface left turn lane (ARRA PROJECT)	131	Completed
6	I 70	Ramps westbound at I 70 Rest areas; patch and overlay	160	Completed
7	MD 75	Church Street; at MD 26; deep patch (ARRA PROJECT)	132	FY 2011
8	MD 85	Buckeystown Pike; ramps from MD 85 to I 270; resurfacing (ARRA PROJECT)	82	Completed
9	MD 144 FA	East Patrick Street; I 70 to Monocacy Boulevard; resurfacing (ARRA PROJECT)	370	Completed
10	MD 180	Jefferson Pike; Lander Road to MD 383; patch and slurry seal (ARRA PROJECT)	200	Completed
11	I 270	Eisenhower Memorial Highway; MD 80 to VBS #724; resurfacing (ARRA PROJECT)	200	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
12	MD 355	South Market Street; Montgomery County Line to Urbana High School; patching and overlay (ARRA PROJECT)	850	FY 2011
<u>Safety/Spot Improvement</u>				
13	US 15	Catoctin Mountain Highway; at Hayward Road; geometric improvement	494	FY 2011
14	US 40	Baltimore National Pike; McCain Drive to Waverly Drive; median fencing	97	FY 2011
15	US 40 ALT	Old National Pike; at Willow Tree Drive and Beechtree Drive; reconstruct shoulders to provide left turn	782	FY 2011
16	MD 80	Fingerboard Road; at Ijamsville Road/Big Woods Road; realign Ijamsville Road to intersect MD 80 opposite Big Woods Road, remove over-vertical curve and widen to provide separate turn lanes and new traffic signal (ARRA PROJECT)	1,087	Under construction
17	MD 144	Catoctin Mountain Highway; Entrance to Hahn Transportation to Federal Street; ADA improvements (ARRA PROJECT)	81	Completed
18	MD 351	Ballenger Creek Pike; at Elmer Derr Road; intersection reconstruct	1,251	FY 2011
19	MD 550	Church Street; US 15 on-ramp to Catoctin High School Entrance; ADA improvements (ARRA PROJECT)	57	Completed
<u>Community Safety and Enhancements</u>				
20	MD 144 FB	Main Street; through Town of New Market to Bye Alley; streetscape (Project on Hold)		
21	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only) (Project on Hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2010
<u>Fiscal Years 2011 and 2012 (cont'd)</u>				
<u>Environmental Preservation</u>				
22	I 70	Eisenhower Memorial Highway; at I-270 interchange; landscaping (ARRA PROJECT)	497	Under construction
<u>Commuter Action Improvements</u>				
23	US 15/340	Catoclin Mountain Highway; at Mt. Zion Road; ridesharing facility	509	Under construction
<u>Sidewalks</u>				
24	MD 464	Souder Road; Maple Avenue to 2nd Avenue: retrofit sidewalks - 1,717 linear feet	217	FY 2012
<u>Intersection Capacity Improvements</u>				
25	I 70	Baltimore National Pike; eastbound ramp to MD 75; widening ramp for double left turn	330	FY 2011
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
26		Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities.	857	FY 2011
27		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 2012
<u>Archaeological Planning & Research</u>				
28		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway