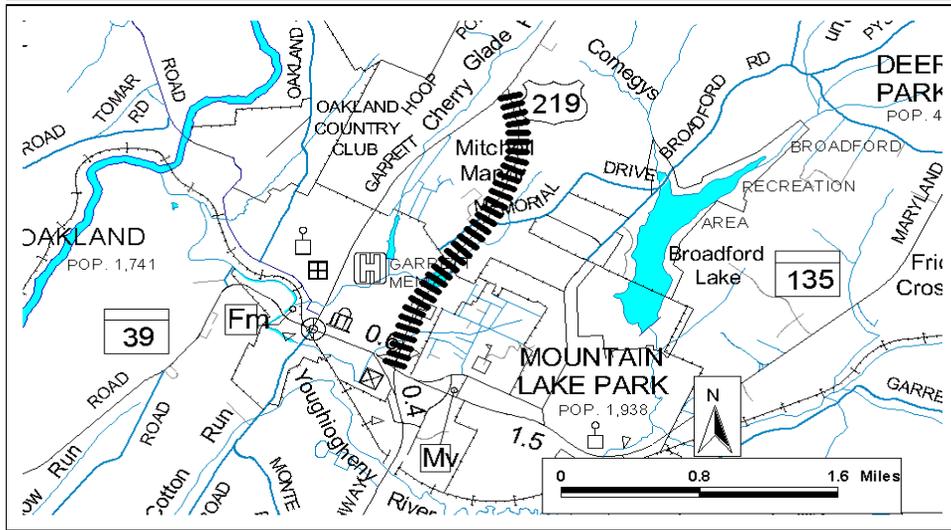




Garrett



PROJECT: US 219 Relocated, Oakland Bypass

DESCRIPTION: Relocate US 219 from north of Oakland to MD 135 (2.40 miles). Sidewalks will be included where appropriate and shoulders will accommodate pedestrians in open sections. Shoulders and wide curb lanes will accommodate bicycles.

JUSTIFICATION: Existing US 219 through Oakland experiences congestion because of the frequency of entrances and intersections along with restricted roadway width. The bypass will divert through traffic including heavy trucks from downtown Oakland, improving safety and reducing congestion.

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:

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 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	1,280	1,280	0	0	0	0	0	0	0	0	
Engineering	4,129	4,010	2	18	99	0	0	0	119	0	
Right-of-way	4,410	4,410	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,819	9,700	2	18	99	0	0	0	119	0	
Federal-Aid	2,818	2,818	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

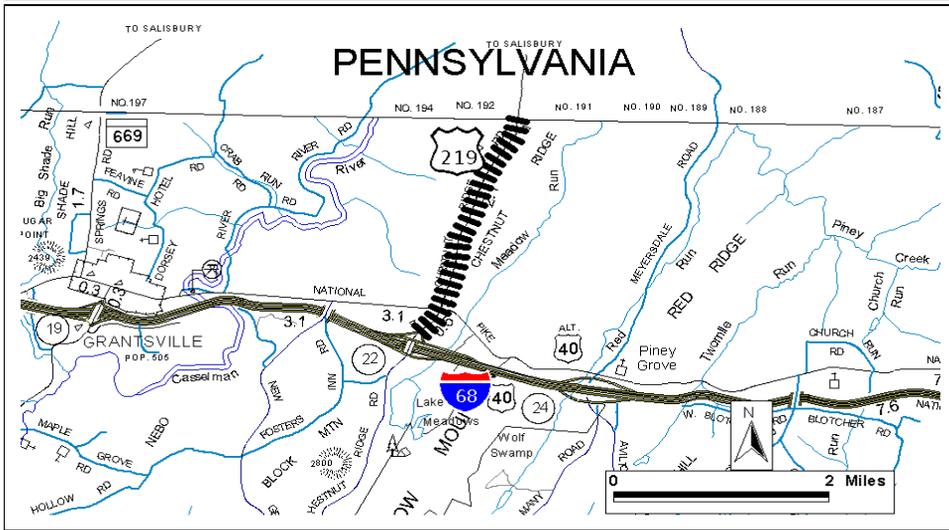
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 7,375 - 17,000

PROJECTED (2030) - 7,800 (Bypass)
18,200 (US 219)



PROJECT: US 219 North, Chestnut Ridge Road

DESCRIPTION: Study to reconstruct/relocate US 219 from I-68 to the Pennsylvania State Line (2.54 miles). This represents Maryland's portion of a larger study of US 219, from the Myersdale Bypass in Pennsylvania to I-68 in Maryland.

JUSTIFICATION: Improvements along the US 219 North Corridor would enhance accessibility and promote economic development in the Appalachian Region.

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

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

ASSOCIATED IMPROVEMENTS:
US 220, I-68 to West Virginia State Line (Allegheny County - Line 4)

STATUS: Project on hold. Pennsylvania is the lead in performing this study. The cost shown is Maryland's share only.

SIGNIFICANT CHANGE FROM FY 2010 - 15 CTP: The remaining Appalachian Development Highway System Funds will be programmed when the project progresses.

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	2,070	2,070	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	0	0	0	0	0	0	0	0	0	0
Total	2,070	2,070	0	0	0	0	0	0	0	0
Federal-Aid	1,615	1,615	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Minor Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2010) - 4,775

PROJECTED (2030) - 6,970

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3

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	US 40 ALT	National Pike; MD 546 to Allegany County Line; resurfacing (ARRA PROJECT)	618	Completed
2	US 40 ALT	Main Street; West Corporate Limits to East Corporate Limits of Grantsville; resurfacing (ARRA PROJECT)	128	Completed
3	MD 135	Maryland Highway; east of Weber Road to Shady Acre Lane; resurfacing (ARRA PROJECT)	700	Completed
4	MD 495	Bittinger Road; New Germany Road to Rock Lodge Road; resurfacing (ARRA PROJECT)	765	Completed
<u>Fiscal Years 2011 and 2012</u>				
<u>Resurface/Rehabilitate</u>				
5		Various Interstate Patching for Truck Climb Lanes (ARRA PROJECT)	332	Completed
6	MD 546	Finzel Road; south of I 68 bridge 1101200 to Pennsylvania State Line; safety and resurface	2,050	FY 2012
<u>Community Safety and Enhancements</u>				
7	US 219	Oak Street/Third Street; MD 135 to north corporate limits of Oakland; streetscape (Funded for concept development only) (Project on Hold)		
8	MD 825B	Oakland Drive; MD 826A to Deer Park Avenue in Mt. Lake Park; streetscape (Funded for preliminary engineering only) (Project on Hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- GARRETT COUNTY LINE 3 (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>		
9		Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Enhancement Program)	113	FY 2011
		<u>Enhancements</u>		
		<u>Environmental Mitigation</u>		
10		Hoyes Run Gully and Erosion Repair Project; construct a series of step pools with logs and boulders within a narrow floodplain, adjacent to Crabtree Bottom Road, to stabilize an un-named channel within the stream corridor (This project is a split funded project with the Environmental Preservation Program)	113	FY 2011