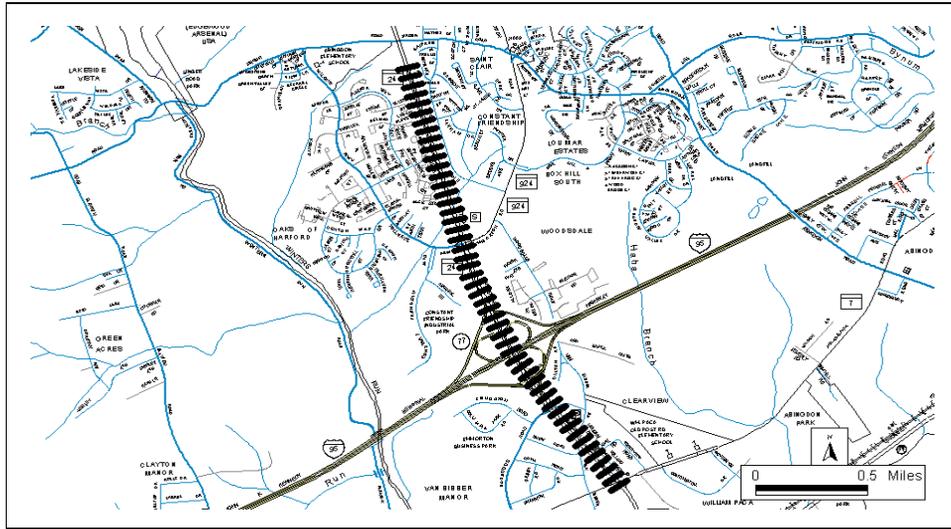




Harford



PROJECT: MD 24, Vietnam Veterans Memorial Highway

DESCRIPTION: Construct improvements to the I-95/MD 24 interchange, including upgrades to MD 24 and the reconstruction of the MD 24/MD 924 intersection to a grade-separated interchange. Phase 1 includes minor improvements to the I-95/MD 24 interchange and a grade-separated interchange at the MD24/MD 924 intersection. Future phases will be further investigated as part of the I-95 Section 200 project planning study. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will provide improved capacity, operation and safety for the I-95/MD 24 interchange and the MD 24/MD 924/Tollgate Road intersection, which is in close proximity and vital to the I-95/MD 24 interchange operation.

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-95, Section 200 (MdTA) - Development & Evaluation Program
 I-95, Interchange at MD 24 (MdTA)
 BRAC Intersection Improvements at APG (Statewide Line 8)

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 interchange is a part of the overall improvements planned for I-95, Section 200. The reconstruction of I-95/MD 24/MD 924 interchange will improve travel time for commuters and interstate travelers and the movement of freight and provide an efficient east coast emergency transportation corridor. The project will provide enhanced interstate access to the Aberdeen Proving Ground-Edgewood Area.

STATUS: Construction underway. The Maryland Transportation Authority is funding Engineering, Right-of-Way and Construction (the costs for those phases are shown in the Authority's program). Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2011 - 16 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 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	1,551	1,551	0	0	0	0	0	0	0	0	
Engineering	85	85	0	0	0	0	0	0	0	0	
Right-of-way	1	1	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	1,637	1,637	0	0	0	0	0	0	0	0	
Federal-Aid	1,086	1,086	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

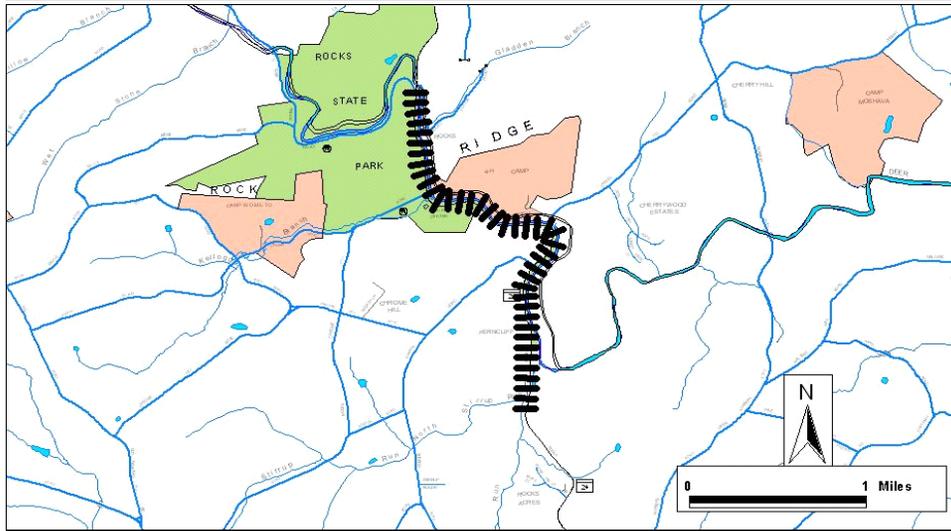
FEDERAL - Expressway

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 68,900

PROJECTED (2030) - 114,500



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be reconstructed, with slopes repaired and guardrail replaced from South of Sharon Road to North of Stirrup Run Culvert.

PURPOSE & NEED SUMMARY STATEMENT: The purpose of this project is to improve the road safety by remediating the slope supporting MD 24, repairing the pavement, improving roadway drainage and addressing roadside safety concerns.

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 section of MD 24 travels through the pristine Rocks State Park and parallels Deer Creek. The reconstruction of MD 24 will be designed to preserve the historic and aesthetic value of the state park and at the same time preserve the operational and safety aspects of the state roadway.

STATUS: Engineering and Right-of-Way underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: The cost increase of \$3.8 million is due to scope changes.

PHASE	TOTAL				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,185	1,832	800	553	0	0	0	0	0	1,353	0
Right-of-way	235	35	200	0	0	0	0	0	0	200	0
Construction	10,217	0	0	0	4,999	4,434	784	0	0	10,217	0
Total	13,637	1,867	1,000	553	4,999	4,434	784	0	0	11,770	0
Federal-Aid	7,969	0	0	0	3,899	3,458	612	0	0	7,969	0

CLASSIFICATION:

STATE - Major Collector

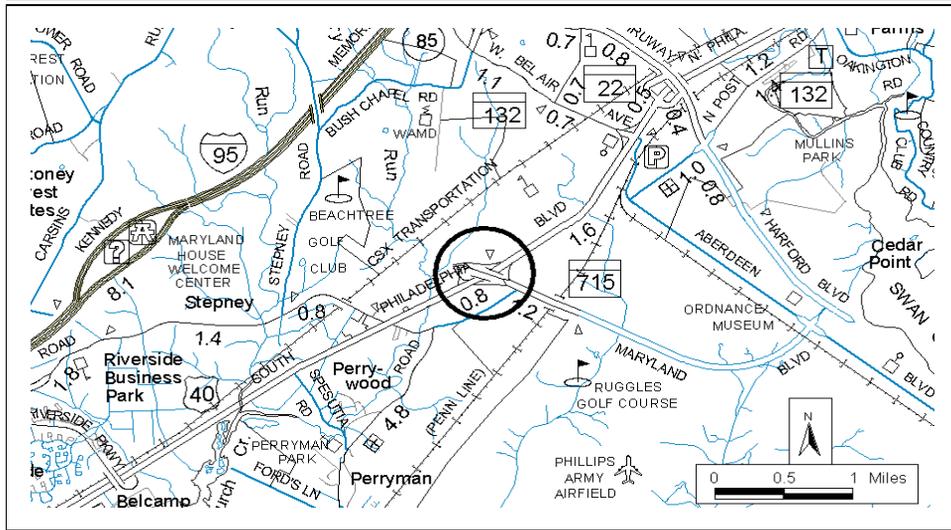
FEDERAL - Major Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 4,100

PROJECTED (2030) - 7,750



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct interchange improvements to address operational issues at MD 715. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: The project will improve safety and operations along US 40. It will also improve access to the Town of Aberdeen, Aberdeen Proving Ground (APG) and the industrial parks in the area.

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:
 Perryman Access Study (Line 5)
 BRAC Intersection Improvements at APG (Statewide Line 8)

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

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

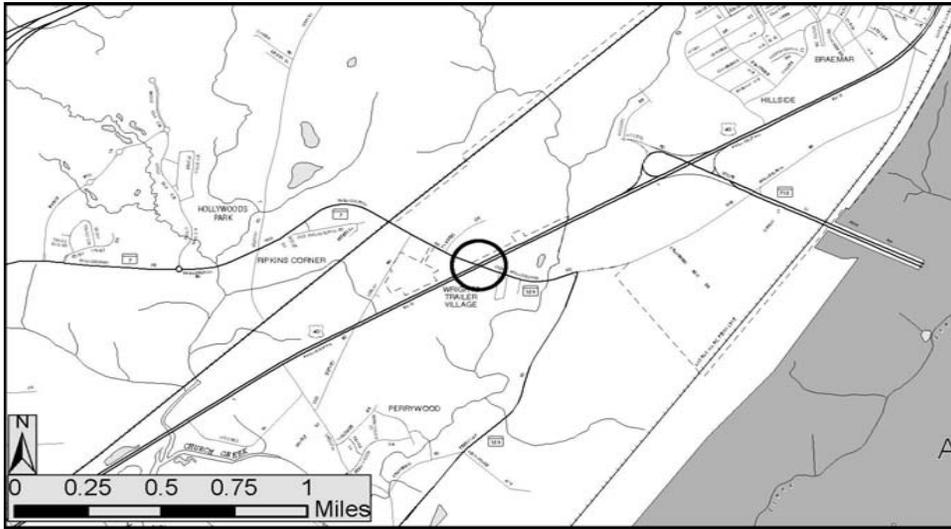
EXPLANATION: The project includes capacity and MD 715/Old Philadelphia Road intersection improvements to accommodate growth from BRAC. The improvements will address operational and safety concerns, support freight movement and provide improved access to the APG main gate. The proposed improvements will also eliminate the current dangerous u-turns for large commercial trucks accessing the industrial park area.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,089	3,089	0	0	0	0	0	0	0	0	0
Right-of-way	12,006	5,692	4,606	1,708	0	0	0	0	0	6,314	0
Construction	20,554	2,229	6,366	7,158	4,801	0	0	0	0	18,325	0
Total	35,649	11,010	10,972	8,866	4,801	0	0	0	0	24,639	0
Federal-Aid	32,596	8,076	10,937	8,823	4,760	0	0	0	0	24,520	0

CLASSIFICATION:
 STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 36,600
 PROJECTED (2030) - 75,300



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at MD 7 in Aberdeen (Phase 1). (BRAC intersection improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improve access to the Aberdeen Industrial Park complexes and the Perryman Penninsula, as well as the Aberdeen Proving Grounds.

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:
 US 40, Interchange at MD 715 (Line 3)
 BRAC Intersection Improvements at APG (Statewide Line 8)

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 project includes capacity and geometric improvements that will improve safety and operations of the intersection. The intersection is a major access point to the Aberdeen Proving Grounds and Aberdeen's surrounding industrial park area.

STATUS: Engineering and Right-of-Way underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP: Moved \$4.7 million from Statewide Line 8 (BRAC intersections near Aberdeen Proving Grounds) for right-of-way and construction.

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 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
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	700	400	300	0	0	0	0	0	300	0
Construction	3,955	0	305	1,386	1,622	642	0	0	3,955	0
Total	4,655	400	605	1,386	1,622	642	0	0	4,255	0
Federal-Aid	4,655	400	605	1,386	1,622	642	0	0	4,255	0

CLASSIFICATION:

STATE - Other Principal Arterial

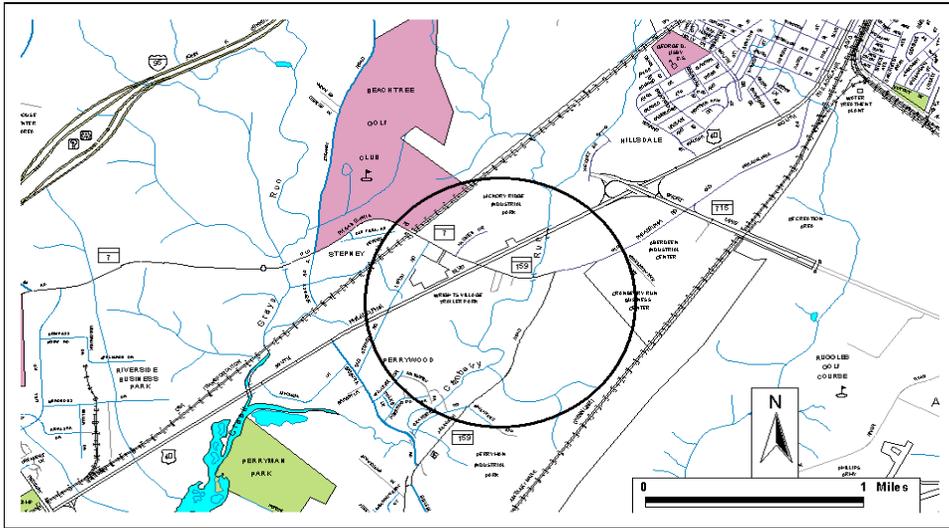
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 36,000

PROJECTED (2030) - 75,325



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. Sidewalks will be provided where appropriate. Shoulders will accommodate bicycles. (BRAC Related)

JUSTIFICATION: This project would improve access to the planned growth area of the Perryman Peninsula and improve the safety and operation of the area road network. This project includes the transfer of MD 159 to the County after construction.

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

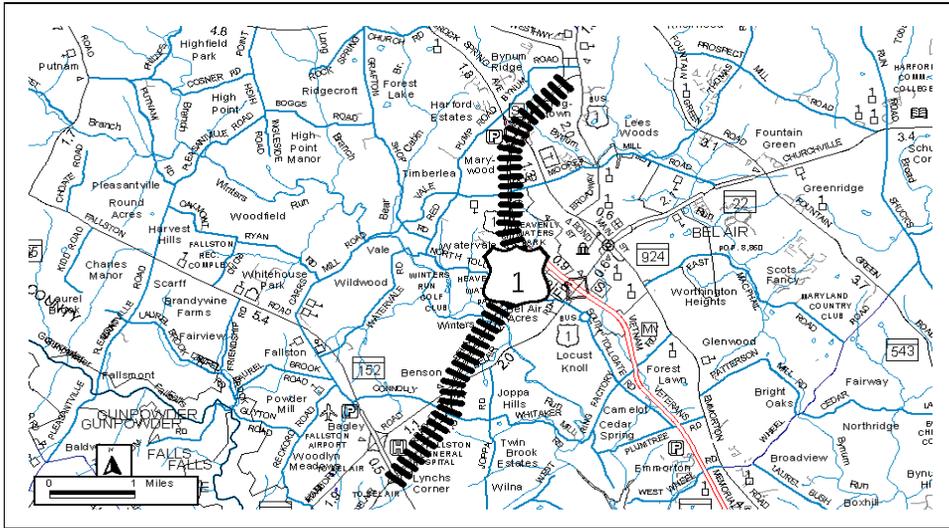
ASSOCIATED IMPROVEMENTS:
 US 40, Interchange at MD 715 (Line 3)
 US 40, at MD 7 (Line 4)
 BRAC Intersection Improvements at APG (Statewide Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2011 - 16 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 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	248	248	0	0	0	0	0	0	0	0
Engineering	200	133	67	0	0	0	0	0	67	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	448	381	67	0	0	0	0	0	67	0
Federal-Aid	174	174	0	0	0	0	0	0	0	0

CLASSIFICATION:
 STATE - Major Collector
 FEDERAL - Major Collector
STATE SYSTEM: Secondary
DAILY TRAFFIC : (USAGE IMPACTS)
 CURRENT (2011) - 6,600
 PROJECTED (2030) - 18,200



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 to a multi-lane highway from MD 152 to the Hickory Bypass (5.50 miles). Sidewalks will be included where appropriate. Shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operational characteristics of US 1.

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 complete.

SIGNIFICANT CHANGE FROM FY 2011 - 16 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 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					.....2014.....	.....2015.....	.....2016.....	.....2017.....		
Planning	2,269	2,269	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	286	286	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	2,555	2,555	0	0	0	0	0	0	0	0	
Federal-Aid	1,588	1,588	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2011) - 38,750

PROJECTED (2030) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2011
<u>Fiscal Year 2011 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 7	Philadelphia Road; Seven Trails Drive to US 40; patching (ARRA PROJECT)	238	Completed
2	MD 23	East West Highway; MD 138 to MD 24; patching (ARRA PROJECT)	555	Completed
3	MD 24	Rock Spring Avenue; Red Pump Road to US 1 Bypass Bridge; resurfacing (ARRA PROJECT)	72	Completed
4	MD 132	West Belair Avenue; US 40 to end State Maintenance; resurfacing (ARRA PROJECT)	233	Completed
5	MD 165	Baldwin Mill Road; MD 543 to Pennsylvania State Line; resurfacing (ARRA PROJECT)	189	Completed
6	MD 462	Paradise Road; MD 132 to Carsins Run; resurfacing (ARRA Project)	611	Completed
7	MD 543	Fountain Green Road; MD 165 to MD 440; resurfacing (ARRA PROJECT)	1,103	Completed
8	MD 922	Churchville Road; Bond Street to US 1 Business; resurfacing (ARRA PROJECT)	35	Completed
<u>Safety/Spot Improvement</u>				
9	MD 22	Aberdeen Thruway; at Mt. Royal Avenue; ADA improvements (ARRA PROJECT)	15	Completed
10	MD 24	Vietnam Veterans Memorial Highway; Marketplace Drive to Boulton Street; ADA improvements (ARRA PROJECT)	200	Completed
11	MD 24	Rock Spring Avenue; Bynum Road to Myers Drive; ADA improvements (ARRA PROJECT)	300	Completed
12	MD 490	South Union Avenue; from Alliance Street to MD 7A and MD 7A from MD 490 to Warren Road; ADA improvements (ARRA PROJECT)	300	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2011
		<u>Fiscal Year 2011 Completions (cont'd)</u>		
		<u>Safety/Spot Improvement (cont'd)</u>		
13	MD 924	Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety	1,854	Completed
		<u>Community Safety and Enhancements</u>		
14	MD 755	Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape	3,961	Completed
		<u>Sidewalks</u>		
15	US 40	Pulaski Highway; at Bata Boulevard; sidewalk retrofit - 80 linear feet	40	Completed
		<u>Fiscal Years 2012 and 2013</u>		
		<u>Resurface/Rehabilitate</u>		
16	MD 22	Churchville Road; MD 136 to MD 155 and MD 22 east of MD 543; patching (ARRA PROJECT)	357	Under construction
17	MD 924	North Main Street; Gordon Street to US 1 Business; resurface	636	FY 2012
18	MD 924	South Main Street; East Macphail Road to MD 22; resurface	793	FY 2012
		<u>Bridge Replacement/Rehabilitation</u>		
19	MD 22	Aberdeen Thruway; bridge over Amtrak; clean and paint bridge	256	FY 2012
20	MD 23	East West Highway; over Phillips Mill Road; clean and paint bridge	188	FY 2012
21	US 40	Pulaski Highway; over Otter Point Creek; clean and paint bridge	170	FY 2012

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation (cont'd)</u>				
22	US 40	Pulaski Highway; over Bush Creek; clean and paint bridge	168	FY 2012
23	MD 132 B	Oakington Road; over Amtrak; clean and paint bridge	42	FY 2012
24	MD 136	Whiteford Road; over Broad Creek; clean and paint bridge	56	FY 2012
25	MD 136	Whiteford Road; over Island Branch; clean and paint bridge	82	FY 2012
26	MD 152	Mountain Road; over CSX Transportation; clean and paint bridge	160	FY 2012
27	MD 161	Darlington Road; over Deer Creek; clean and paint bridge	120	FY 2012
28	MD 165	Federal Hill Road; over Deer Creek; clean and paint bridge	40	FY 2012
29	MD 624	Graceton Road; over Broad Creek; clean and paint bridge	62	FY 2012
30	MD 715 EB	Short Lane; over Amtrak; clean and paint bridge	216	FY 2012
31	MD 715 WB	Short Lane; over Amtrak; clean and paint bridge	216	FY 2012
<u>Safety/Spot Improvement</u>				
32	US 1	Belair Bypass; MD 24 to MD 924; installation of median barrier system	1,816	FY 2012
33	US 1	Conowingo Road; south of Conowingo Dam; repair slide	369	Under construction
34	US 40	Pulaski Highway; Lewis Lane to Erie Street; ADA improvements (ARRA PROJECT)	480	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2011
<u>Fiscal Years 2012 and 2013 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
35	MD 132	West Belair Avenue; MD 462 to Beards Hill Road; ADA improvements	200	FY 2012
36	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,208	FY 2012
37	MD 462	Paradise Road; MD 132 to over Carsins Run; ADA improvements	200	FY 2012
38	MD 763	Superior Street; East of Ohio Street to Juniata Street; ADA improvements	150	FY 2012
<u>Community Safety and Enhancements</u>				
39	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; streetscape (Funded for preliminary engineering)	2,000	PE Underway
<u>Congressional Earmarks</u>				
40		Edgewood; Train station streetscaping and parking improvements (Earmark \$1.5 million; PE, CO) Sponsor: Maryland Transit Administration	0	