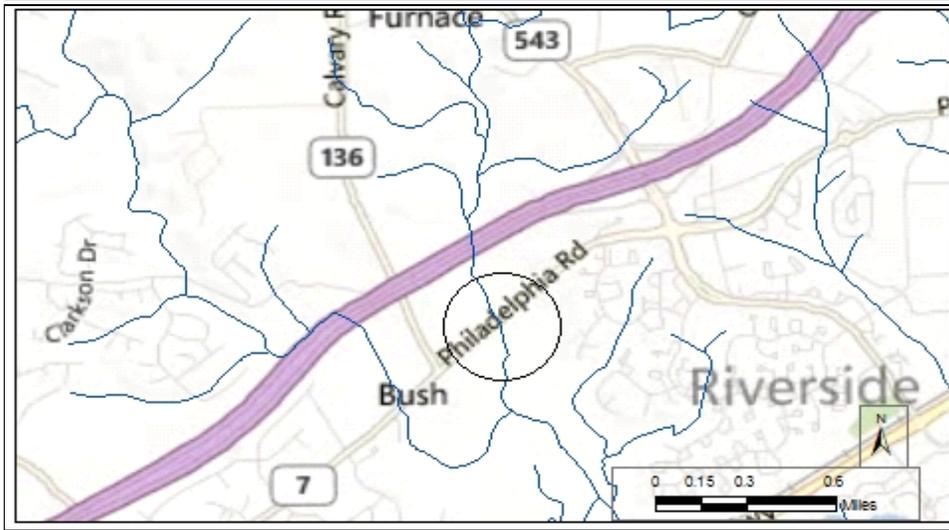




HARFORD COUNTY



PROJECT: MD 7, Philadelphia Road

DESCRIPTION: Replacement of the MD 7 (Philadelphia Road) bridge over James Run. Shoulders will accommodate bicyclists.

PURPOSE & NEED SUMMARY STATEMENT: This project will replace the existing deteriorated bridge and will provide additional width for improved safety and operations. A wider shoulder will accommodate bicycles.

SMART GROWTH STATUS: Project Not Location Specific 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, at MD 7/MD 159 (Phase 1) (Line 6)
 US 40, at MD 7/MD 159 (Phase 2) (Line 7)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: The deteriorated bridge is a major link along the MD 7 corridor. The MD 7 corridor serves as an alternate route to I-95 for the Abingdon and Belcamp communities in Harford County. The new structure will provide 5' shoulders on both sides of the roadway to accommodate bicyclist.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$0.9 million is due to a favorable bid price.

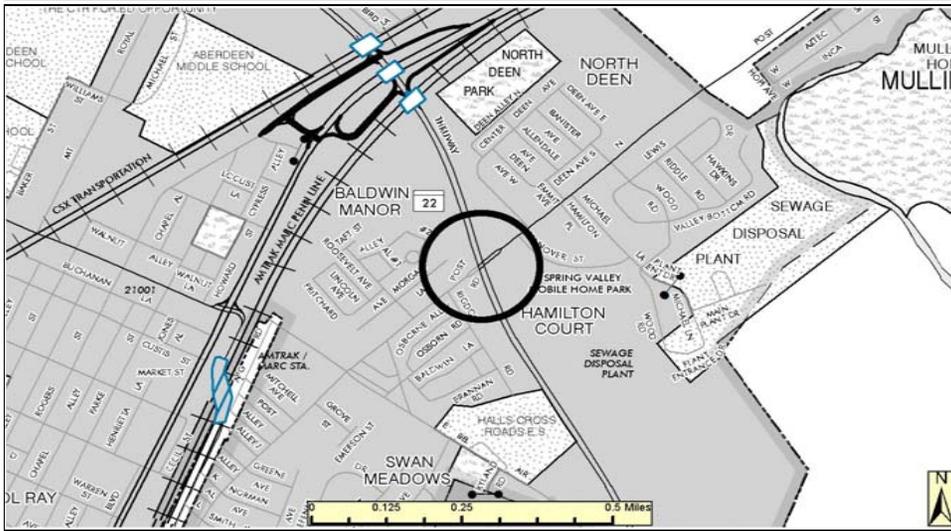
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,020	1,020	0	0	0	0	0	0	0	0	
Right-of-way	143	65	78	0	0	0	0	0	78	0	
Construction	2,908	548	2,360	0	0	0	0	0	2,360	0	
Total	4,071	1,633	2,438	0	0	0	0	0	2,438	0	
Federal-Aid	2,628	757	1,871	0	0	0	0	0	1,871	0	

CLASSIFICATION:

STATE - Urban Minor Arterial
 FEDERAL - Urban Minor Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 12,500
 PROJECTED (2030) - 22,600



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Old Post Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at MD 22 and Old Post Road. It will also improve access to Aberdeen Proving Grounds (APG) to support BRAC expansion.

SMART GROWTH STATUS: Project Not Location Specific 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:

- MD 22, at Beards Hill Road (Line 3)
- MD 22, at MD 462 (Line 4)
- MD 159, Perryman Access (Line 9)
- BRAC Intersection Improvements at APG (Statewide Line 8)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes intersection capacity improvements. The improvements will address operational and safety concerns and provide improved access to APG. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
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	1,452	752	600	100	0	0	0	0	700	0
Construction	7,408	990	2,906	3,512	0	0	0	0	6,418	0
Total	8,860	1,742	3,506	3,612	0	0	0	0	7,118	0
Federal-Aid	7,145	1,493	2,785	2,867	0	0	0	0	5,652	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 23,000

PROJECTED (2030) - 49,700



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at Beards Hill Road (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and Beards Hill Road intersection. It will improve access to the Aberdeen Proving Grounds and commercial activities in the area.

SMART GROWTH STATUS: Project Not Location Specific 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:

- MD 22, at Old Post Road (Line 2)
- MD 22, at MD 462 (Line 4)
- BRAC Intersection Improvements at APG (Statewide Line 8)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
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	5,061	3,495	1,000	566	0	0	0	0	1,566	0
Construction	10,913	2	2,832	4,021	4,058	0	0	0	10,911	0
Total	15,974	3,497	3,832	4,587	4,058	0	0	0	12,477	0
Federal-Aid	12,786	2,725	3,074	3,700	3,287	0	0	0	10,061	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

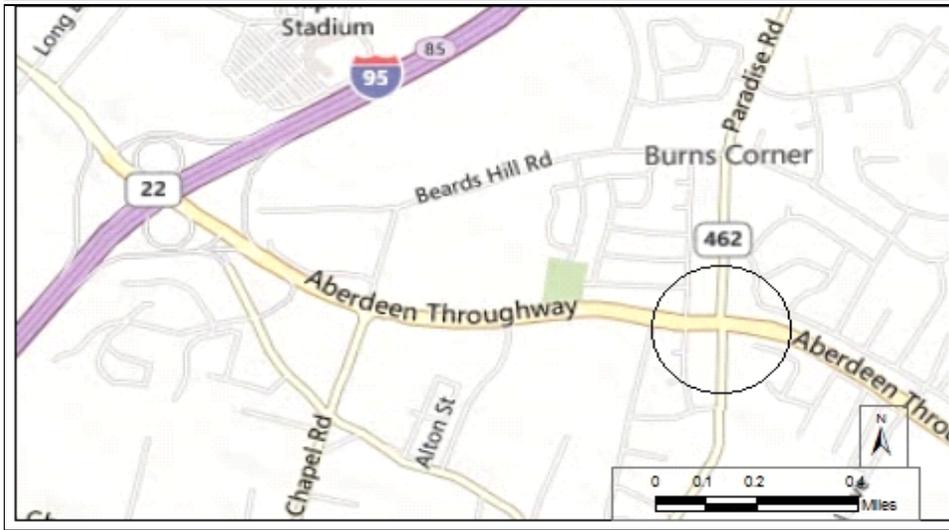
FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 23,500

PROJECTED (2030) - 49,400



PROJECT: MD 22, Aberdeen Thruway

DESCRIPTION: Intersection improvements at MD 462 (Paradise Road) (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations at the MD 22 and MD 462 intersections. It will improve access to the Aberdeen Proving Grounds.

SMART GROWTH STATUS: Project Not Location Specific 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:

- MD 22, at Old Post Road (Line 2)
- MD 22, at Beards Hill Road (Line 3)
- BRAC Intersection Improvements at APG (Statewide Line 8)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This project includes intersection improvements to accommodate growth from BRAC. The improvement will address operational and safety concerns, support freight movement, and provide improved access to the Aberdeen Proving Grounds. This project supports economic development in and around APG in Harford County.

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
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	8,784	8,365	419	0	0	0	0	0	419	0
Construction	10,601	0	1,272	4,002	5,327	0	0	0	10,601	0
Total	19,385	8,365	1,691	4,002	5,327	0	0	0	11,020	0
Federal-Aid	13,872	5,277	1,319	3,121	4,155	0	0	0	8,595	0

CLASSIFICATION:

STATE - Urban Freeway Expressway

FEDERAL - Freeway/Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 27,800

PROJECTED (2030) - 54,000



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. The northern section (Section A) extends from Deer Creek Bridge to 1,800 feet south of the bridge.

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

SMART GROWTH STATUS: Project Not Location Specific 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: MD 24, Sharon Road to Ferncliff Lane (Section G) (Line 8)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

EXPLANATION: This section of MD 24 travels through 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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2014 - 19 CTP: The cost decrease of \$1.2 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	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,620	2,620	0	0	0	0	0	0	0	0
Right-of-way	56	56	0	0	0	0	0	0	0	0
Construction	5,427	0	5,427	0	0	0	0	0	5,427	0
Total	8,103	2,676	5,427	0	0	0	0	0	5,427	0
Federal-Aid	4,233	0	4,233	0	0	0	0	0	4,233	0

CLASSIFICATION:

STATE - Major Collector

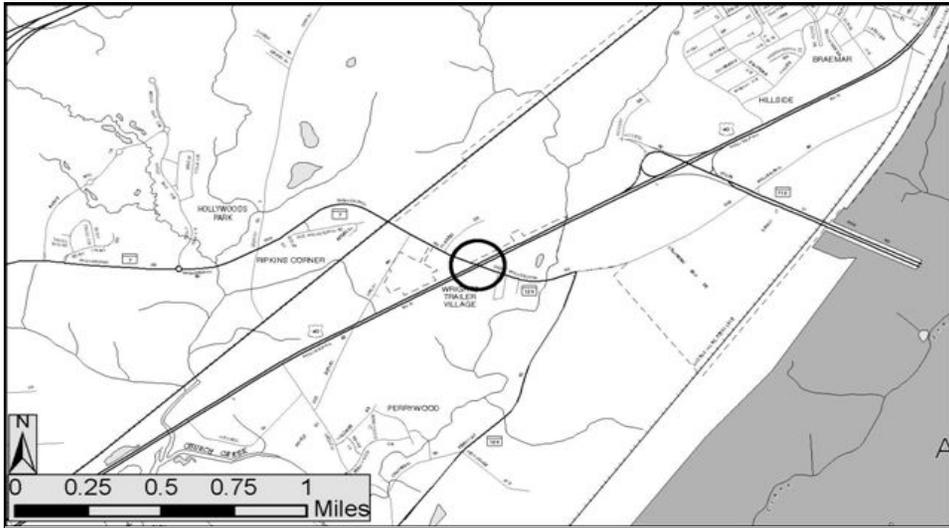
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 4,100

PROJECTED (2030) - 7,750



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Constructed intersection improvements on US 40 at MD 7/MD 159 in Aberdeen (Phase 1). (BRAC intersection improvements).

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

SMART GROWTH STATUS: Project Not Location Specific 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:

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

ASSOCIATED IMPROVEMENTS:

- MD 7, Bridge over James Run (Line 1)
- US 40, at MD 7/MD 159 (Phase 2) (Line 7)
- BRAC Intersection Improvements at APG (Statewide Line 8)

EXPLANATION: The project included capacity and geometric improvements that improved 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: Open to Service.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
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	1,398	875	186	337	0	0	0	0	523	0	
Construction	2,599	2,599	0	0	0	0	0	0	0	0	
Total	3,997	3,474	186	337	0	0	0	0	523	0	
Federal-Aid	3,629	3,214	162	253	0	0	0	0	415	0	

CLASSIFICATION:

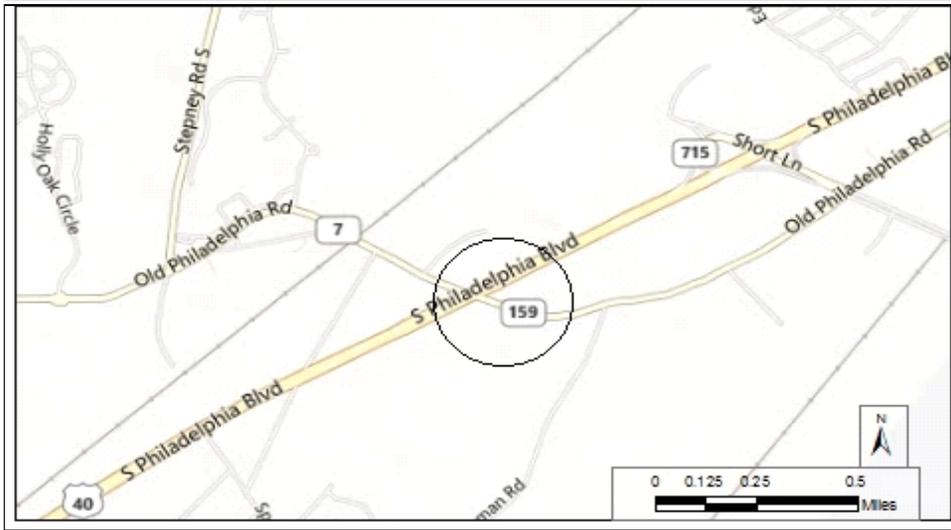
- STATE - Other Principal Arterial
- FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 36,600

PROJECTED (2030) - 75,300



PROJECT: US 40. Pulaski Highway

DESCRIPTION: Construct intersection improvements on US 40 at the MD 7/MD 159 (Phase 2) to support the Base Realignment and Closure (BRAC) initiative.

PURPOSE & NEED SUMMARY STATEMENT: Improve capacity at the intersection of US 40 with MD 7 and MD 159, in an effort to improve access to the Aberdeen Proving Grounds.

SMART GROWTH STATUS: Project Not Location Specific 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:
 MD 7, Bridge over James Run (Line 1)
 US 40, at MD 7/MD 159 (Phase 1) (Line 6)

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

- Safety & Security
- System Preservation
- Quality of Service
- Environmental Stewardship
- Community Vitality
- Economic Prosperity

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: Right-of-Way underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
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	1,604	850	515	239	0	0	0	0	754	0	
Construction	18,896	0	0	2,572	5,380	5,988	4,956	0	18,896	0	
Total	20,500	850	515	2,811	5,380	5,988	4,956	0	19,650	0	
Federal-Aid	15,990	663	402	2,192	4,196	4,671	3,866	0	15,327	0	

CLASSIFICATION:

STATE - Other Principal Arterial

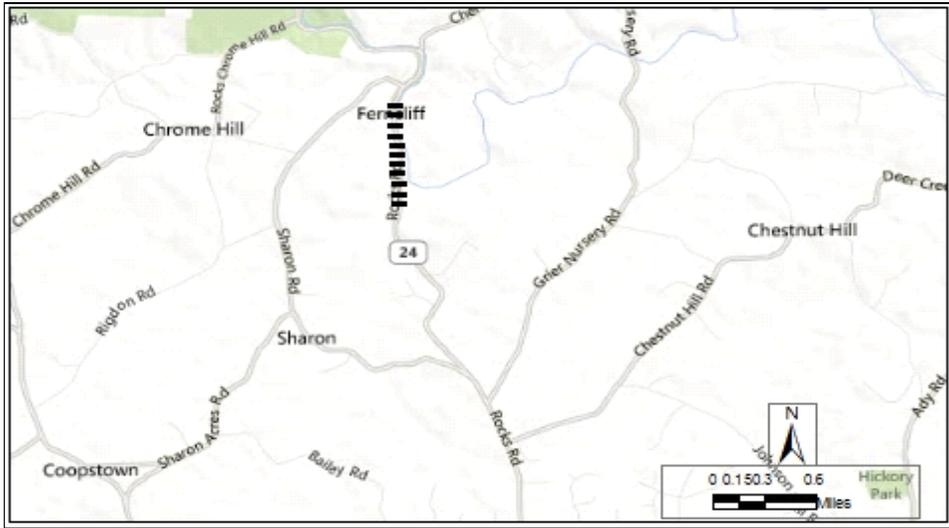
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 36,600

PROJECTED (2030) - 75,300



PROJECT: MD 24, Rocks Road

DESCRIPTION: MD 24 will be resurfaced and reconstructed including slope repair and guardrail replacement. This is the southern section (Section G) which extends from 900 feet south of Sharon Road to 1,700 feet north of Fernduff Lane.

JUSTIFICATION: The purpose of these projects 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 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:
 MD 24, at Deer Creek Bridge (Section A) (Line 5)

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

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	638	257	10	180	150	41	0	0	381	0
Right-of-way	179	0	65	114	0	0	0	0	179	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	817	257	75	294	150	41	0	0	560	0
Federal-Aid	511	206	8	144	120	33	0	0	305	0

CLASSIFICATION:

STATE - Major Collector

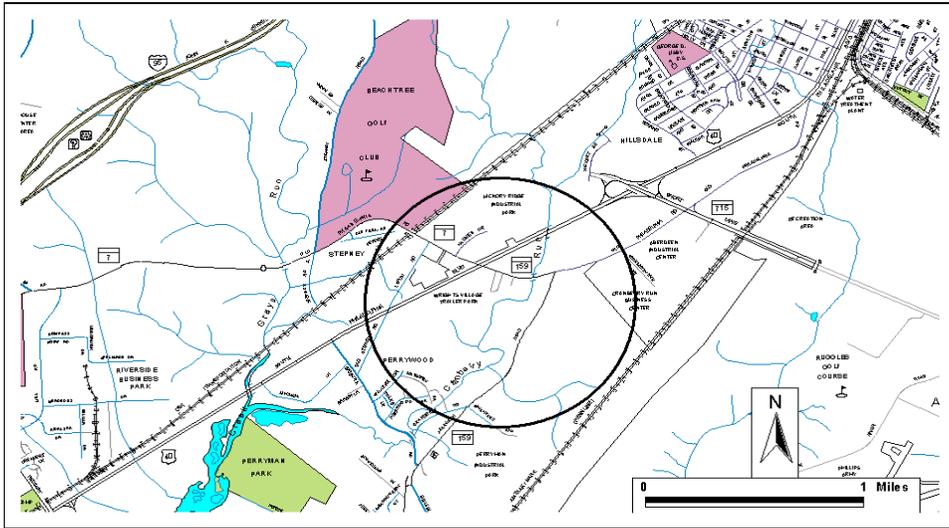
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 4,100

PROJECTED (2030) - 7,750



PROJECT: MD 159, Philadelphia Road Improvement Project

DESCRIPTION: Study to provide improved access from the Perryman Peninsula to the state road network. The final recommendation was a proposed one-lane roundabout at MD 159 and Old Philadelphia Road. (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 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, at MD 7/MD 159 (Phase 1) (Line 6)
- US 40, at MD 7/MD 159 (Phase 2) (Line 7)
- BRAC Intersection Improvements at APG (Statewide Line 8)

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	FOR PLANNING PURPOSES ONLY						
					.....2017.....	.....2018.....	.....2019.....	.....2020.....		
Planning	248	248	0	0	0	0	0	0	0	0	
Engineering	138	138	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	386	386	0	0	0	0	0	0	0	0	
Federal-Aid	106	106	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Major Collector

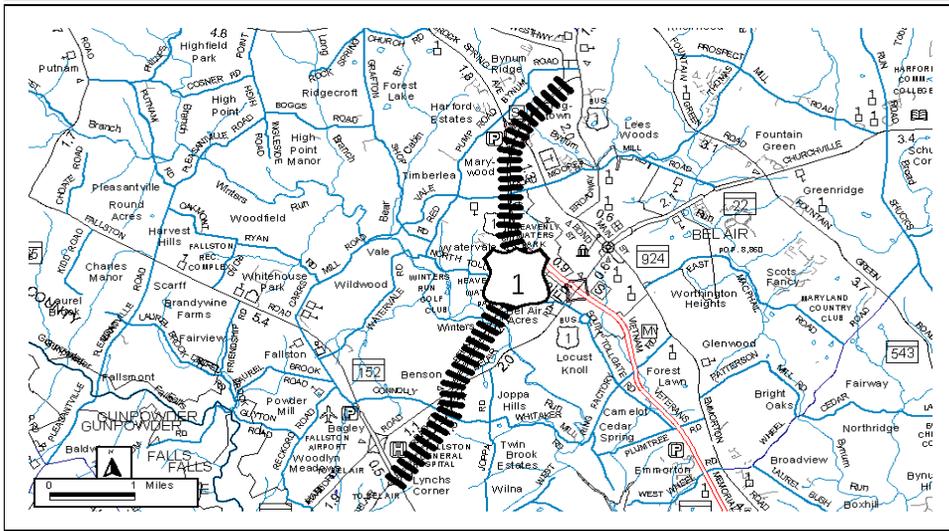
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 6,700

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 and shoulders will accommodate bicycles.

JUSTIFICATION: This project would improve the safety and operations on US 1.

SMART GROWTH STATUS: Project Not Location Specific 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 1, MD 24 to MD 924 Median Barrier (System Preservation Program)

STATUS: Planning complete.

SIGNIFICANT CHANGE FROM FY 2014 - 19 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 2014	CURRENT YEAR 2015	BUDGET YEAR 2016	.....2017.....	.....2018.....	.....2019.....	.....2020.....			
Planning	2,270	2,270	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	286	286	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	2,556	2,556	0	0	0	0	0	0	0	0	0
Federal-Aid	1,558	1,558	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Freeway / Expressway

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2014) - 30,550

PROJECTED (2030) - 54,100

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2014
<u>Fiscal Years 2015 and 2016</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Harford County east of US 1; resurface	8,065	FY 2015
2		At various locations in Harford County - west of US 1; resurface	6,429	FY 2015
3		Various locations in Harford County East of US 1; resurface	5,225	FY 2015
4		Various locations in Harford County - west of US 1; resurfacing	5,228	FY 2015
5	US 40 EB	Long Bar Harbor to Spesutia Road	3,748	FY 2015
<u>Safety/Spot Improvement</u>				
6	MD 24	Vietnam Veterans Memorial Highway; East of MD 924 to West MacPhail Road; guardrail	636	FY 2015
7	US 40	Pulaski Highway; MD 132 to Plater Street; resurface	1,734	Under construction
8	MD 155	Superior Street; at Bayview Drive/Graceview Drive; provide a left turn lane from MD 155 into school on Graceview Drive	1,093	Under construction
9	MD 543	Riverside Parkway; I 95 Off Ramp to north of MD 7; geometric improvements	1,253	Under construction
<u>Community Safety and Enhancements</u>				
10	MD 755	Edgewood Road; Willoughby Beach Road to MARC Station; pedestrian safety and drainage improvements (Transportation Infrastructure Investment Act of 2013)	5,479	FY 2015
<u>Bicycle Retrofit</u>				
11	MD 543	Riverside Parkway; Gilmer Way to Church Creek Road; bicycle pedestrian route	492	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 11 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2014
<u>Fiscal Years 2015 and 2016 (cont'd)</u>				
<u>TMDL Compliance</u>				
12	MD 23	Norrisville Road; Magness Farm Stream Restoration; wetlands replacement	98	Under construction
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
13		Bynum Run at St. Andrews Way Stream Restoration; mitigation	480	FY 2016