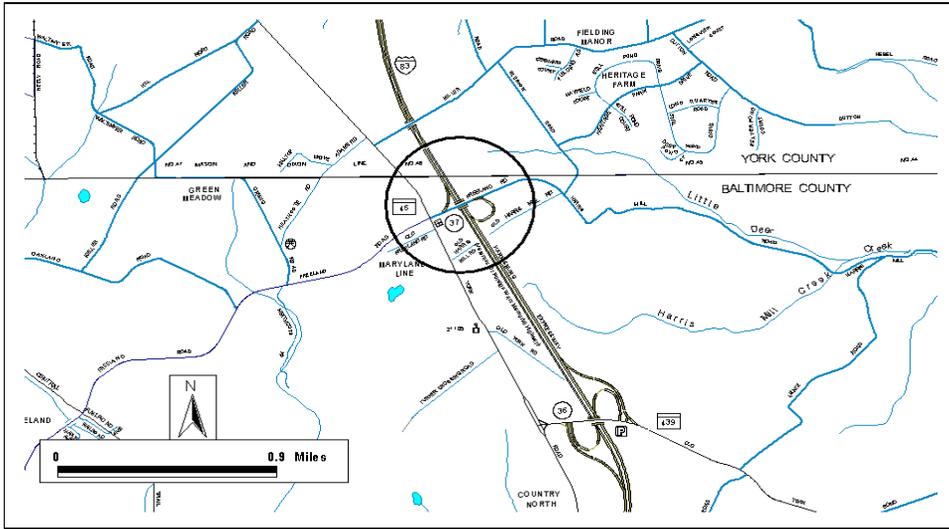




Baltimore



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replaced Bridge 3207 on Freeland Road over I-83.

JUSTIFICATION: This project replaced the existing deteriorated bridge and provides increased structural and traffic safety.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	184	184	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	3,042	2,679	363	0	0	0	0	0	0	363	0
Total	3,226	2,863	363	0	0	0	0	0	0	363	0
Federal-Aid	2,828	2,517	311	0	0	0	0	0	0	311	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

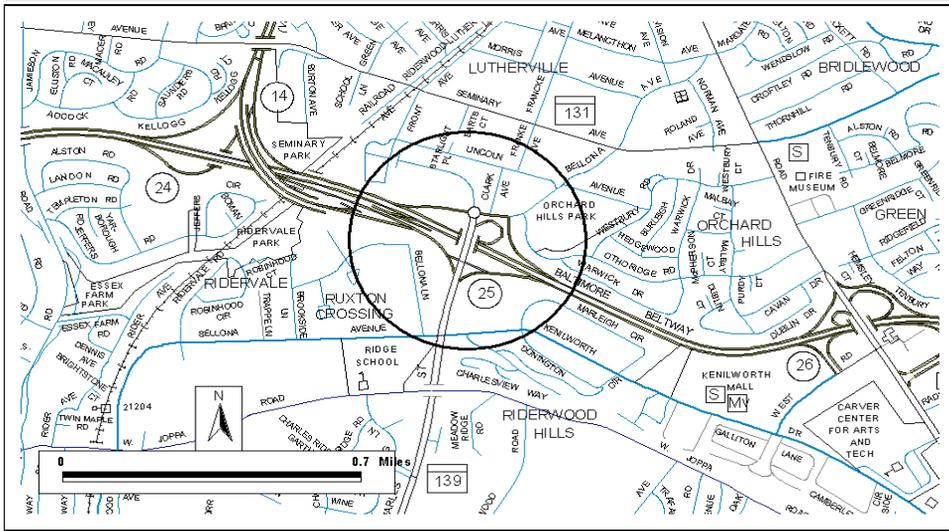
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 42,500

PROJECTED (2030) - 73,100

OPERATING COST IMPACT N/A



PROJECT: I-695, Baltimore Beltway

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

JUSTIFICATION: This project would provide additional capacity and improve operations and safety along this segment of the Baltimore Beltway including the redecking of the Light Rail Bridge.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, I-83 to I-95 (Line 6)
- I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering and Right-of-way for existing bridge replacement underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program. Added \$40.3 million to Construction due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:				PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER				FOR PLANNING PURPOSES ONLY						
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	6,882	1,737	1,100	4,045	0	0	0	0	0	5,145	0
Right-of-way	54	4	10	40	0	0	0	0	0	50	0
Construction	40,262	0	0	3,381	11,126	13,101	12,654	0	0	40,262	0
Total	47,198	1,741	1,110	7,466	11,126	13,101	12,654	0	0	45,457	0
Federal-Aid	5,206	1,248	803	3,155	0	0	0	0	0	3,958	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

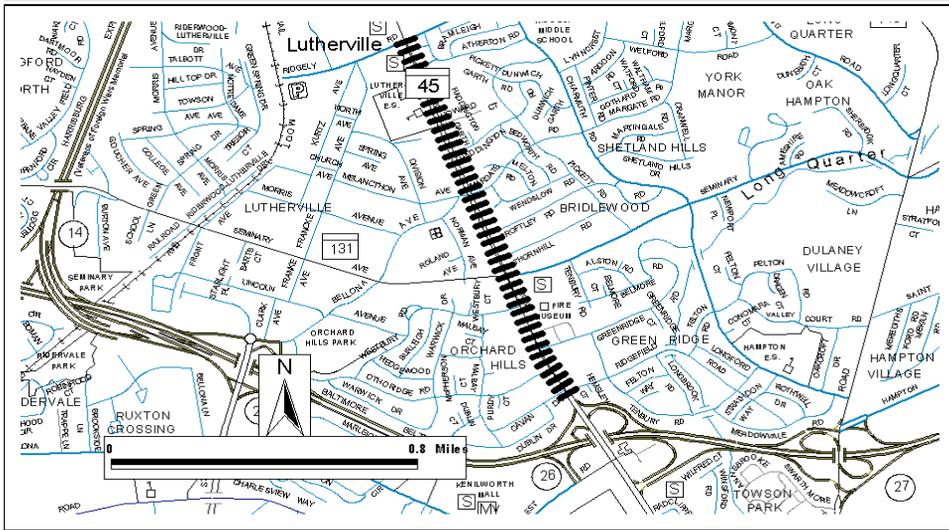
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 165,400

PROJECTED (2030) - 208,000

OPERATING COST IMPACT N/A



PROJECT: MD 45, York Road

DESCRIPTION: Widen MD 45 to provide a center turn lane from Cavan Drive to Ridgely Road. Project will include streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

JUSTIFICATION: This project will improve capacity, operational and safety issues associated with this segment of MD 45 (York Road), as well as enhance neighborhood appearance.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,168	2,168	0	0	0	0	0	0	0	0	0
Right-of-way	5,146	3,499	867	780	0	0	0	0	0	1,647	0
Construction	10,291	2,623	4,520	3,148	0	0	0	0	0	7,668	0
Total	17,605	8,290	5,387	3,928	0	0	0	0	0	9,315	0
Federal-Aid	12,404	4,820	4,367	3,217	0	0	0	0	0	7,584	0

FUNCTION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

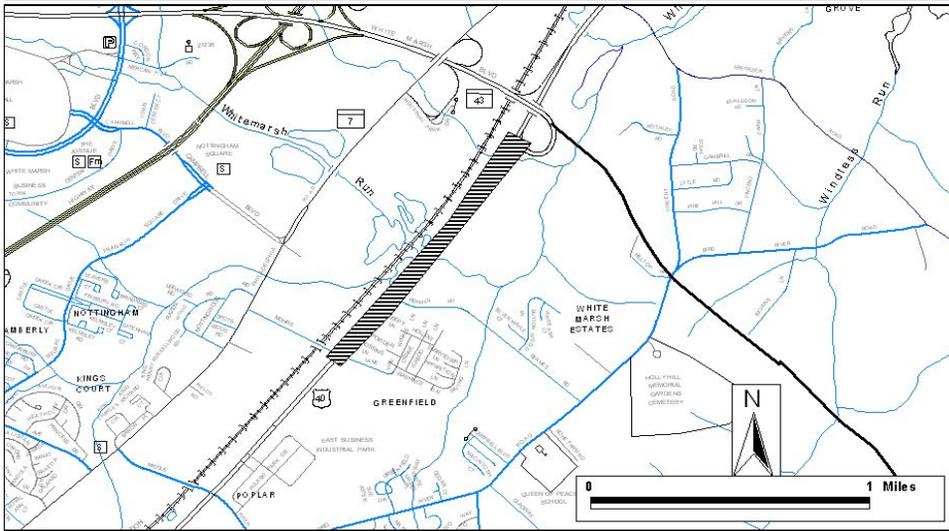
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 59,700

PROJECTED (2030) - 66,900

OPERATING COST IMPACT \$1,400 per year



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Improvements to US 40 from Middle River Road to MD 43 Interchange (2.16 miles). Project will include roadway resurfacing and replacement of the median jersey barrier with an aesthetically treated divider, landscaping, bicycle and pedestrian improvements.

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 Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program. Added \$2.0 million for Engineering and \$8.8 million for Construction due to the Revenue Increase.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,000	0	250	1,000	500	250	0	0	0	2,000	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	8,848	0	0	0	0	959	5,364	2,525	8,848	0	0
Total	10,848	0	250	1,000	500	1,209	5,364	2,525	10,848	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

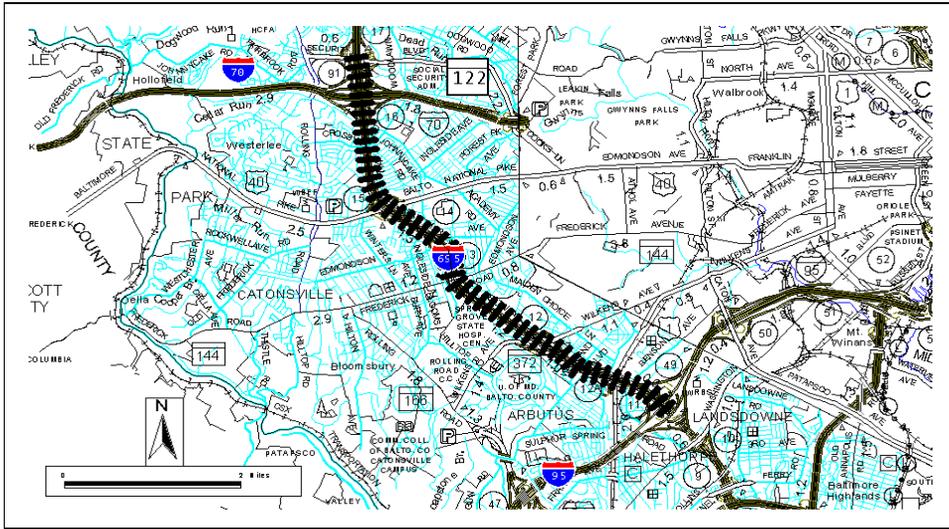
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 33,400

PROJECTED (2030) - 44,300

OPERATING COST IMPACT N/A



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 Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	1193	0	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$40.0 million is needed to complete Engineering. Right-of-way for the segment from MD 144 to Ingleside Ave. to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	1,426	1,426	0	0	0	0	0	0	0	0	0
Engineering	13,688	11,157	900	713	918	0	0	0	0	2,531	0
Right-of-way	1,825	295	20	750	760	0	0	0	0	1,530	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	16,939	12,878	920	1,463	1,678	0	0	0	0	4,061	0
Federal-Aid	11,007	7,912	718	1,141	1,236	0	0	0	0	3,095	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

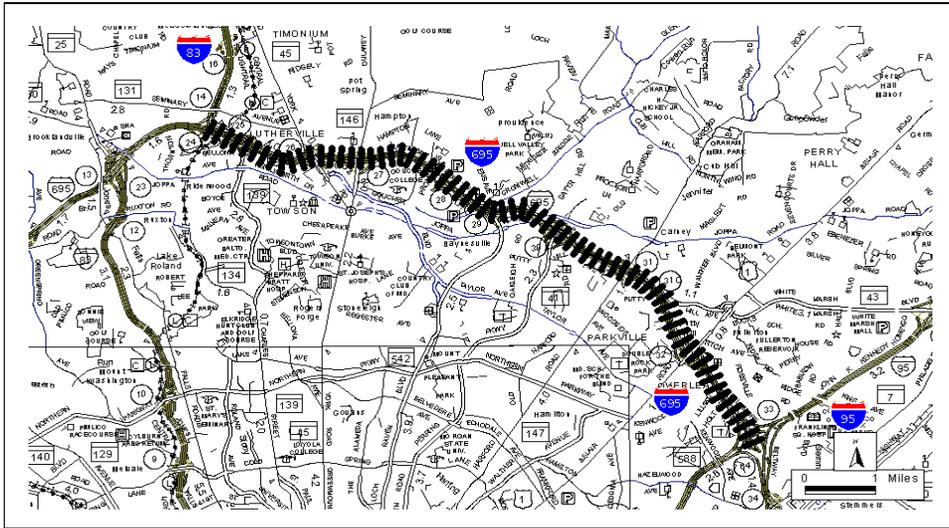
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 206,900

PROJECTED (2030) - 262,300

OPERATING COST IMPACT N/A



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 Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, at MD 139 (Line 2)
- I-695, Noise Barriers (System Preservation Program)

STATUS: Partial Engineering and Right-of-way underway for the segment from MD 41 to MD 147. An additional \$48.4 million is needed to complete Engineering for the entire segment.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The reconstruction of the MD 139 Bridge over I-695 was moved to the Construction Program (Line 2).

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
					2010	2011	2012	2013			
Planning	1,515	1,515	0	0	0	0	0	0	0	0	0
Engineering	6,566	5,663	200	200	503	0	0	0	0	903	0
Right-of-way	65	24	41	0	0	0	0	0	0	41	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	8,146	7,202	241	200	503	0	0	0	0	944	0
Federal-Aid	4,947	4,577	82	82	206	0	0	0	0	370	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

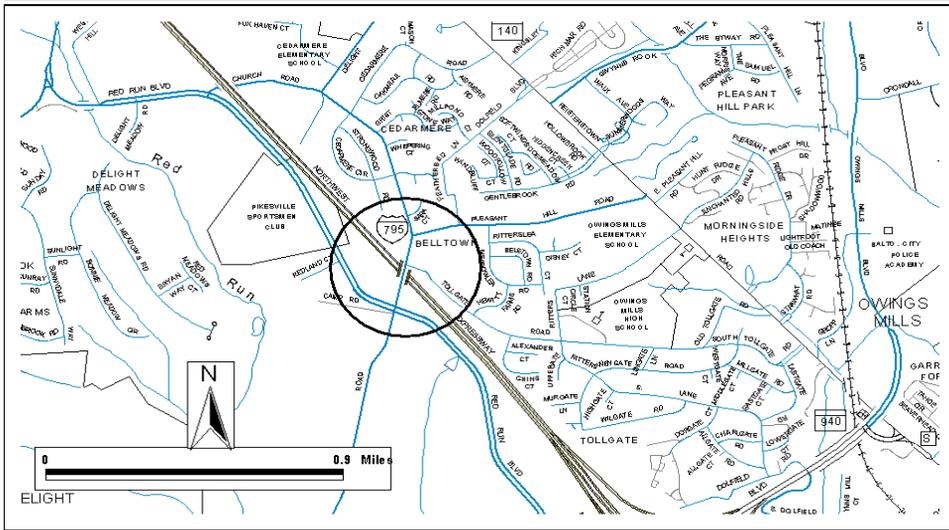
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 178,200

PROJECTED (2030) - 231,000

OPERATING COST IMPACT N/A



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Road.

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 Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	1463	0	0	0	0	NHS
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

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

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added \$2.5 million for Project Planning. Added \$28.2 million for Engineering due to the Revenue Increase.

PHASE	POTENTIAL FUNDING SOURCE:									
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,875	0	149	488	675	563	0	0	1,875	0
Engineering	28,203	0	0	0	0	7,189	7,742	7,742	22,673	5,530
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	30,078	0	149	488	675	7,752	7,742	7,742	24,548	5,530
Federal-Aid	1,463	0	117	380	527	439	0	0	1,463	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

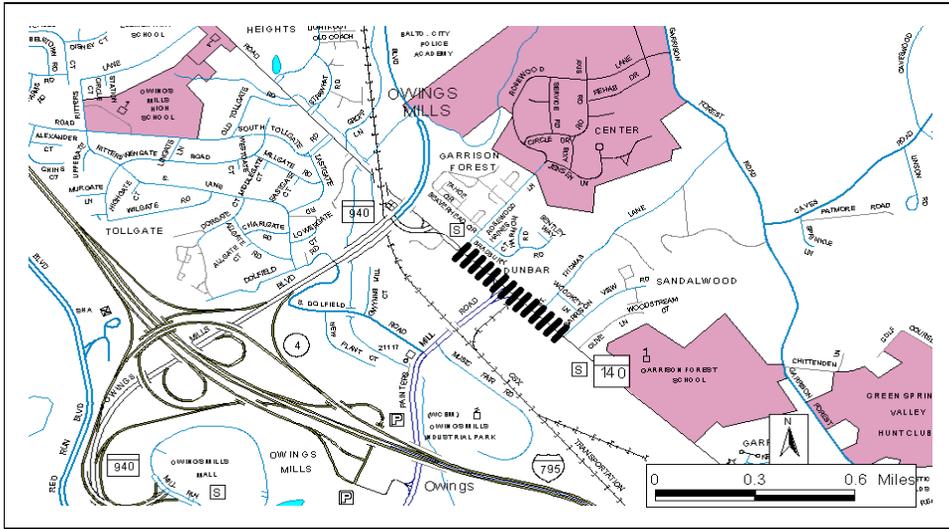
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 72,800

PROJECTED (2030) - 101,300

OPERATING COST IMPACT N/A



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 Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Transit Oriented Development at Owings Mills Metro Station (MTA Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Partial Right-of-way acquisition to begin during current fiscal year. An additional \$6.8 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	705	700	700	387	0	0	0	0	0	1,787	0
Right-of-way	7,000	0	10	6,090	900	0	0	0	0	0	7,000	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	9,492	705	710	6,790	1,287	0	0	0	0	0	8,787	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

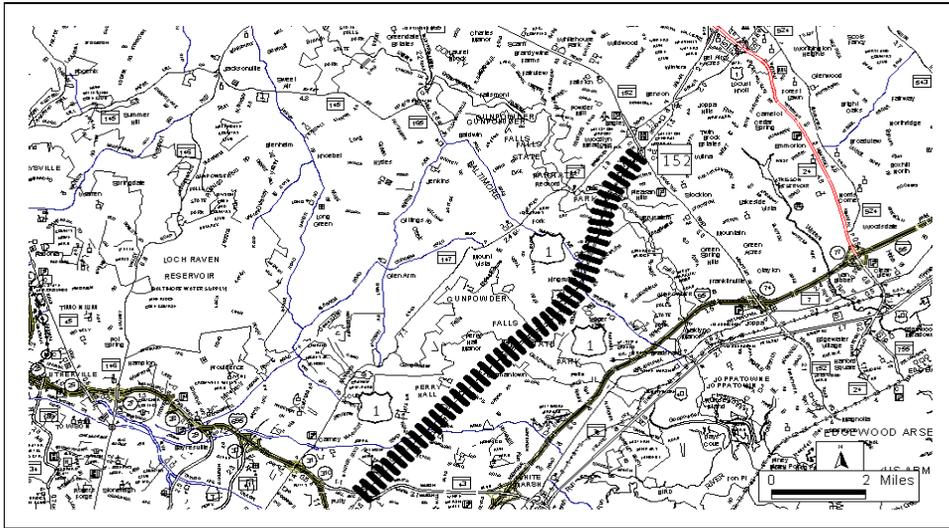
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 44,200 (MD 140)

PROJECTED (2030) - 67,700 (MD 140)

OPERATING COST IMPACT N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 1, MD 152 to Hickory Bypass (Harford County - Line 7)

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY						
	ESTIMATED COST (\$000)	EXPEND THRU 2007			2010	2011	2012	2013			
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	1,202	1,202	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

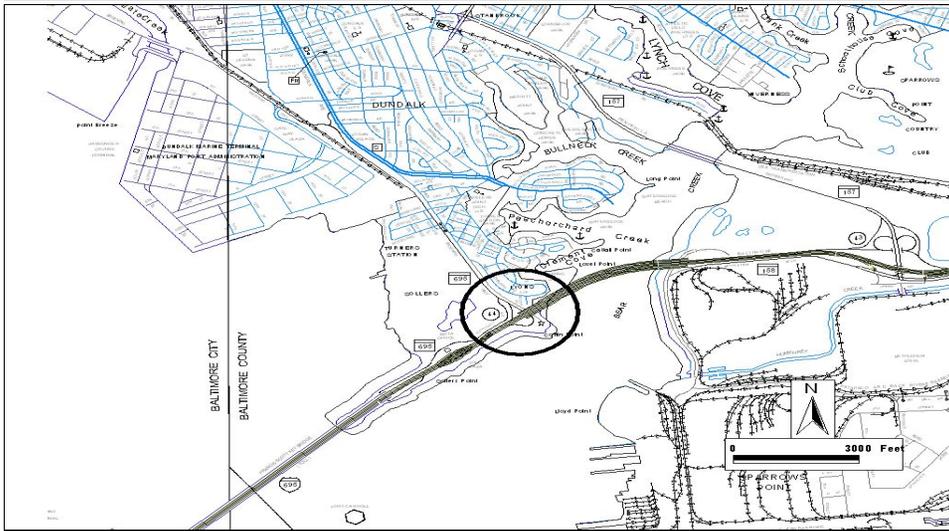
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 34,900

PROJECTED (2030) - 45,100

OPERATING COST IMPACT N/A



PROJECT: Broening Highway

DESCRIPTION: MD 695 access study to the port terminals on Broening Highway.

JUSTIFICATION: This project will improve access to the Port of Baltimore by providing direct access from MD 695.

SMART GROWTH STATUS:

- Project Not Location Specific or Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2008	FFY 2009	FFY 2010	FFY 2011	FFY 2012 - 2013	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning to begin during current fiscal year. MdTA, MPA and Baltimore County will participate in the planning study. The Construction funding of \$10.0 million is an MDOT contribution to Baltimore City for the reconstruction of Broening Highway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Development and Evaluation Program due to the Revenue Increase.

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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	1,000	0	100	600	300	0	0	0	1,000	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	10,000	0	0	10,000	0	0	0	0	10,000	0
Total	11,000	0	100	10,600	300	0	0	0	11,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 33,100

PROJECTED (2030) - 54,000

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 11

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Year 2007 Completions</u>				
<u>Bridge Replacement/Rehabilitation</u>				
1	MD 695	Baltimore Beltway; Back River to Morse Lane; bridge deck overlays on 12 bridges	11,661	Completed
<u>Safety/Spot Improvement</u>				
2	I 83	Harrisburg Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	14	Completed
3	MD 139	Charles Street; Sheppard Pratt to Charles Way tributary to Towson Run; realign and stabilize (This project is a split funded project with the Enhancement Program - Fund 25)	122	Completed
4	I 195	Metropolitan Boulevard; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	77	Completed
5	I 695	Baltimore Beltway; Roland Run stabilization at Charles Street; drainage improvement	463	Completed
6	I 795	Northwest Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	139	Completed
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
7		MD 139 tributary to Towson Run Stabilization - stream stabilization of tributary to Towson Run along MD 139 (Charles Street) near the Greater Baltimore Medical Center. (This project is a split funded project with the Safety/Spot Improvement Program - Fund 74)	315	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
8	US 1	Belair Road; north of Mt. Vista Road to MD 152; resurface	2,520	FY 2008
9	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	FY 2008
10	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	FY 2008
11	MD 147	Harford Road; Jomat avenue to north of Cubhill Road; resurface	3,429	Under construction
12	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	2,840	Under construction
13	MD 588	Kenwood Avenue; 900 feet north of MD 7 to 600 feet north of Lillian Holt Drive; resurface (Preliminary Engineering and Construction added due to the Revenue Increase)	2,422	FY 2009
14	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurface	4,459	FY 2008
15	I 695	Baltimore Beltway; Liberty Road to north of Old Court Road; resurface	3,818	Completed
<u>Bridge Replacement/Rehabilitation</u>				
16		McDonogh Road; over Gwynns Falls; bridge deck replacement (Preliminary Engineering and Construction added due to the Revenue Increase)	2,000	FY 2009
17	I 83	Jones Falls Expressway; over I 695 ramp C and MTA Light Rail; bridge deck overlay (Preliminary Engineering and Construction added due to the Revenue Increase)	2,500	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Safety/Spot Improvement</u>				
18	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	2,464	Under construction
19	US 40	Pulaski Highway; MD 43 to Ebenezer Road; widen roadway and bridge over Honeygo Run to provide an additional through lane westbound, resurfacing, drainage improvements, and traffic barrier upgrades	1,748	Completed
20	US 40	Pulaski Highway; at Middle River Road; widen and re-stripe to provide a third through lane eastbound, reconstruct median to provide double left turn lanes westbound, and widen Middle River Road to provide two southbound through lanes and double right turn lanes northbound	3,337	FY 2008
21	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for both ramps from I 95 northbound and 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, and provide an optional double lane left exit along I 95 northbound at I 695 (Funded for preliminary engineering only)	869	PE Underway
22	MD 150	Eastern Boulevard; at Island Point Road; remove median on MD 150 provide two way center left turn lane along MD 150	474	FY 2009
<u>Community Safety and Enhancements</u>				
23	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only)	350	Concepts Underway
24	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	12,407	FY 2008
25	MD 45	York Road; Towson Circle III; pedestrian improvement (Preliminary Engineering and Construction added due to the Revenue Increase)	3,000	FY 2009
26	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.)	500	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
27	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for partial preliminary engineering only)	600	PE Underway
28	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape	10,067	Under construction
29	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)	500	PE Underway
<u>Noise Barriers</u>				
30	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,860	FY 2009
31	I 195	Metropolitan Boulevard; Francis Avenue to US 1; noise barrier (Preliminary Engineering and Construction added due to the Revenue Increase)	5,389	FY 2009
32	I 695	Baltimore Beltway; at Liberty Road; barrier rehabilitation (Preliminary Engineering and Construction added due to the Revenue Increase)	526	FY 2009
33	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,413	FY 2008
34	I 695	Baltimore Beltway (inner loop); 1600 feet south of Windsor Mill Road to Windsor Mill Road; noise barrier	1,854	FY 2008
35	MD 695 NB	Baltimore Beltway (outer loop); Chesaco Avenue to bridge over Amtrak; noise barrier	2,211	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Environmental Preservation</u>				
36		Jones Falls Expressway; Baltimore City Line to Joppa Road; invasive plant species control (This project is a split funded project with the Enhancement Program - Fund 25)	350	FY 2009
37	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 - Fund 25)	350	FY 2009
38	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscape	159	Completed
<u>Sidewalks</u>				
39	MD 26	Liberty Road; Anne Hathaway Drive to McDonough Road; retrofit sidewalk - 458 linear feet	49	Completed
40	MD 26	Liberty Road; Live Oak Road to Deer Park Road; retrofit sidewalk - 10,205 linear feet	50	FY 2008
41	MD 134	Bellona Avenue; Labelle Avenue to Malvern Avenue; retrofit sidewalk - 890 linear feet	52	FY 2008
42	MD 134	Bellona Avenue; Boyce Avenue to Labelle Avenue; retrofit sidewalk - 760 linear feet	52	FY 2008
43	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	FY 2008
44	MD 140	Reisterstown Road; at Ritters Lane/Enchanted Hill Road; retrofit sidewalk - 30 linear feet	3	FY 2008
45	MD 295	Baltimore Washington Parkway; at pedestrian bridge 0330000; retrofit sidewalk - 1,100 linear feet	97	FY 2008
<u>Intersection Capacity Improvements</u>				
46	US 1	Belair Road; Cottingham Road to Joppa Road/India Avenue; capacity improvements	2,677	FY 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
<u>Fiscal Years 2008 and 2009 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
47	MD 30	Hanover Pike; at MD 91; widen to two lanes in each direction (Funded for preliminary engineering only)	693	PE Underway
48	US 40	Baltimore National Pike; Old Frederick Road to east of Winter's Lane; provide 4th lane for eastbound and westbound US 40. Remove eastbound double left at Winter's Lane and provide new median break west of intersection	2,709	Under construction
49	MD 45	York Road; at Timonium Road; intersection improvements	1,033	Completed
50	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	545	PE Underway
51	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	1,607	FY 2008
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
52		I 83 Viewshed; Warns Farm Property; purchase of a scenic easement on the 76.86 acre property	177	Underway
53		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	Underway
54		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	Underway
<u>Historic Preservation</u>				
55		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2007
56		<p align="center"><u>Fiscal Years 2008 and 2009 (cont'd)</u></p> <p align="center"><u>Enhancements (cont'd)</u></p> <p><u>Environmental Mitigation</u></p> <p>Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites</p>	330	FY 2008