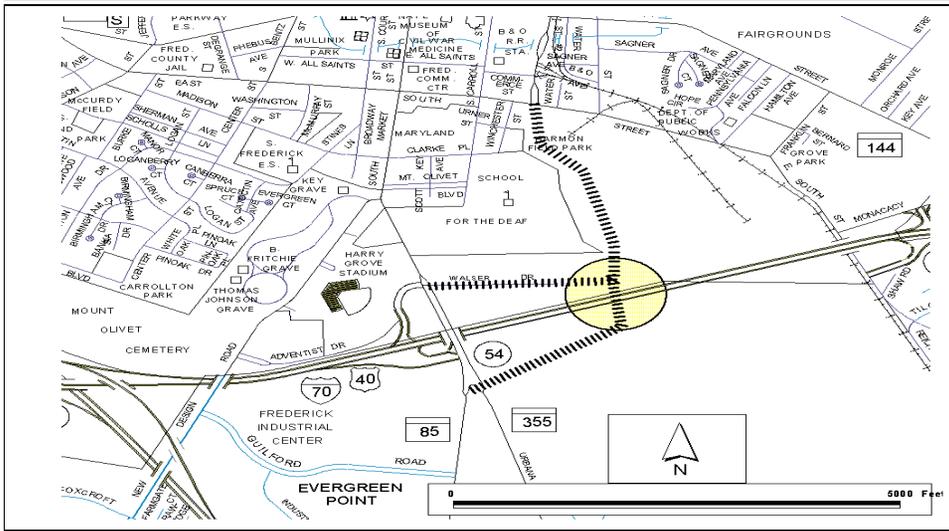


Frederick



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: This project will construct an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walsler Drive). This project also will include the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project will include an urban diamond interchange including a new structure over I-70 and exit/entrance ramps from Westbound I-70 to Walsler Drive. This project will also include the construction of a new MD 355 Bridge over I-70.

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. 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 from I-70. This project will also provide access to the new downtown MARC 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:

- I-70, Mt. Phillip Road to MD 144 FA (Line 8)
- I-270 and US 15, Multi-Modal Corridor Study (Line 10)

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: Construction underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	COST	THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	2010	2011	2012	2013				
					.....2010.....	.....2011.....	.....2012.....	.....2013.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	9,060	8,141	484	435	0	0	0	0	0	0	919	0
Right-of-way	17,271	16,251	719	301	0	0	0	0	0	0	1,020	0
Construction	68,607	36,369	14,319	17,919	0	0	0	0	0	0	32,238	0
Total	94,938	60,761	15,522	18,655	0	0	0	0	0	0	34,177	0
Federal-Aid	89,164	48,690	20,068	20,406	0	0	0	0	0	0	40,474	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

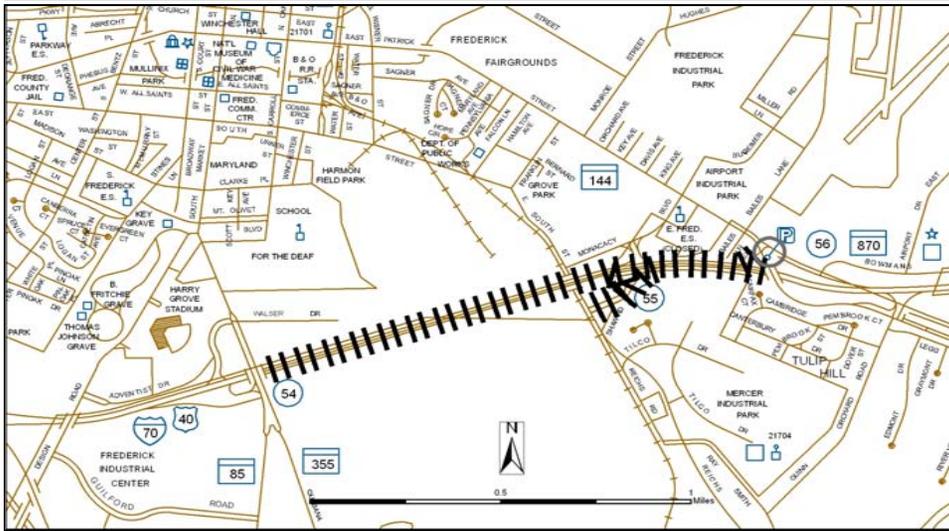
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 3,800 - 8,700

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

OPERATING COST IMPACT \$17,600 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construction of Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144, replace the I-70 bridge over Reich's Ford Road, construct a new on-ramp from MD 144 to westbound I-70 and construct new exit/entrance ramps from eastbound/westbound I-70 to Reich's Road.

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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)
- I-70, Mt. Phillip Road to MD 144FA (Line 8)
- I-270 and US 15 Multi-Modal Corridor Study (Line 10)

STATUS: Engineering and Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program from the Development and Evaluation Program as a breakout project of I-70 from MD 144 to Mt. Philip Road. Added \$1.7 million to Right-of-way and \$53.6 million to Construction due to the Revenue Increase.

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		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				TOTAL		
					.....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	2,291	2	20	1,419	850	0	0	0	0	2,289	0
Construction	53,560	0	0	0	5,058	22,317	26,185	0	0	53,560	0
Total	55,851	2	20	1,419	5,908	22,317	26,185	0	0	55,849	0
Federal-Aid	532	2	18	512	0	0	0	0	0	530	0

FUNCTION:

- STATE - Principal
- FEDERAL - Interstate

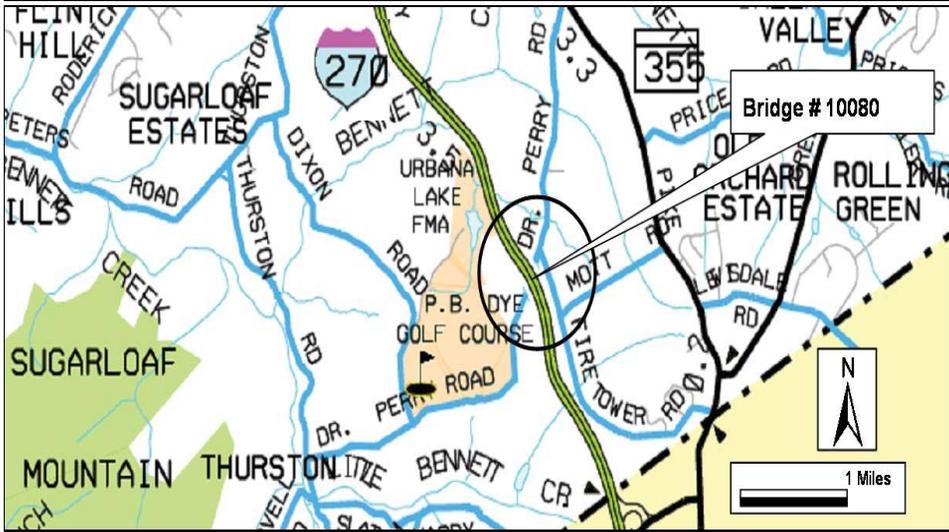
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 87,370

PROJECTED (2030) - 102,900

OPERATING COST IMPACT \$17,600 per year



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replace Bridge 10080 over Doctor Perry Road.

JUSTIFICATION: The existing bridge is deteriorated and in need of replacement.

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-270 and US 15, Multi-Modal Corridor Study (Line 10)

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	5846	0	0	0	BR

STATUS: Right-of-way to begin during current fiscal year. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

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	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	40	0	40	0	0	0	0	0	0	40	0
Construction	8,008	0	0	4,974	3,034	0	0	0	0	8,008	0
Total	8,048	0	40	4,974	3,034	0	0	0	0	8,048	0
Federal-Aid	5,846	0	0	3,631	2,215	0	0	0	0	5,846	0

FUNCTION:

STATE - Rural Interstate

FEDERAL - Interstate

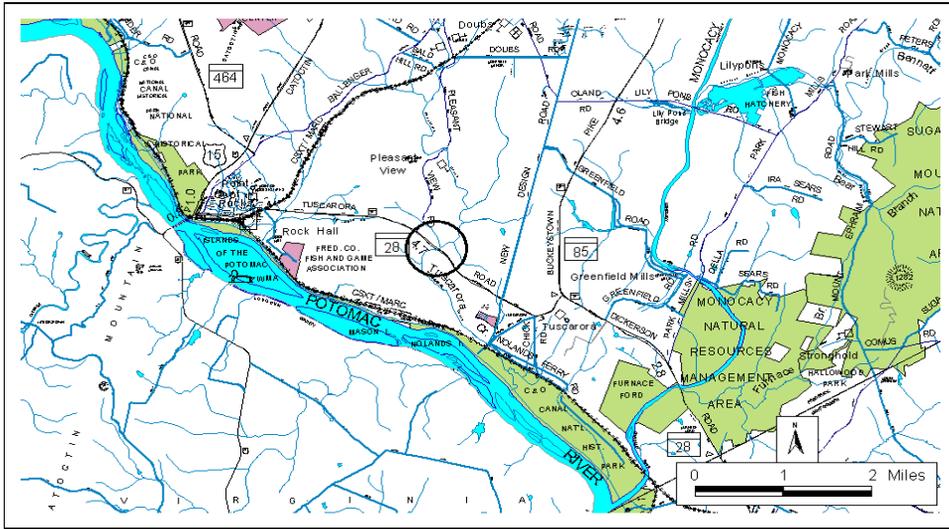
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 93,750

PROJECTED (2030) - 112,000

OPERATING COST IMPACT N/A



PROJECT: MD 28, Tuscarora Road

DESCRIPTION: Replaced Bridge 10014 over Tuscarora Creek. Stream restoration included as part of the project. Shoulders included to accommodate pedestrians and bicyclists.

JUSTIFICATION: The existing bridge was structurally deficient and functionally obsolete.

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	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	425	414	11	0	0	0	0	0	0	11	0
Right-of-way	38	25	13	0	0	0	0	0	0	13	0
Construction	3,117	210	2,907	0	0	0	0	0	0	2,907	0
Total	3,580	649	2,931	0	0	0	0	0	0	2,931	0
Federal-Aid	2,802	474	2,328	0	0	0	0	0	0	2,328	0

FUNCTION:

STATE - Minor Arterial

FEDERAL - Minor Arterial

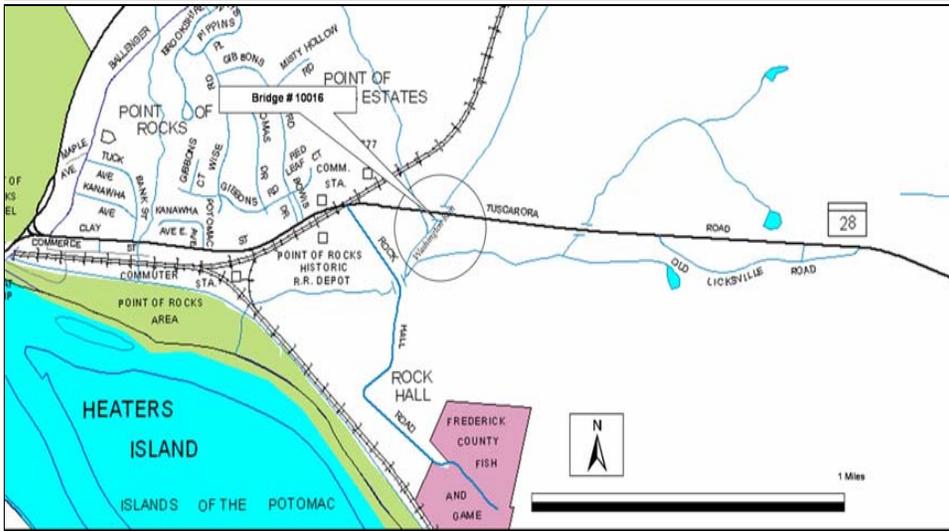
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 3,650

PROJECTED (2030) - 6,000

OPERATING COST IMPACT N/A



PROJECT: MD 28, Tuscarora Road

DESCRIPTION: Replace Bridge 10016 over Washington Run. Shoulders will be included to accommodate pedestrians and bicycles.

JUSTIFICATION: The existing bridge is structurally deficient and functionally obsolete.

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	1461	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 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 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	226	185	41	0	0	0	0	0	0	41	0
Right-of-way	45	1	35	5	4	0	0	0	0	44	0
Construction	2,002	0	1,121	881	0	0	0	0	0	2,002	0
Total	2,273	186	1,197	886	4	0	0	0	0	2,087	0
Federal-Aid	1,551	84	824	643	0	0	0	0	0	1,467	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

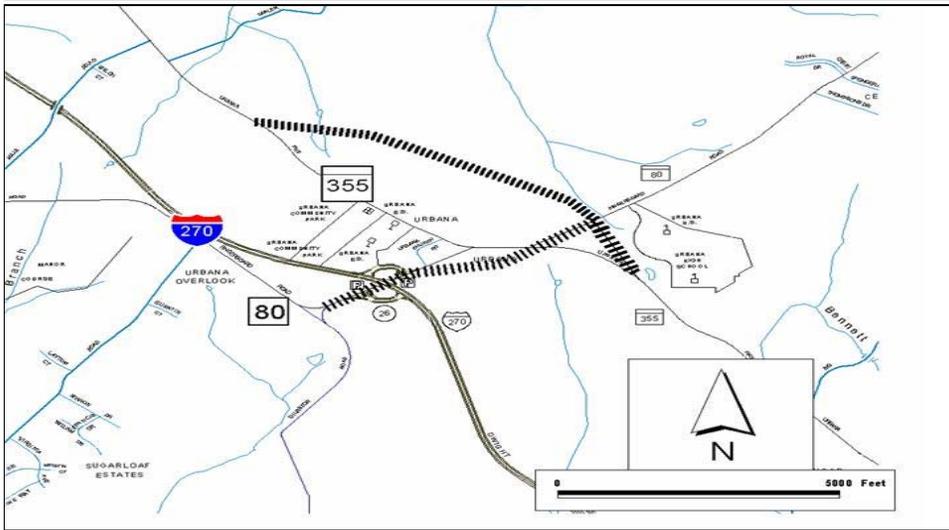
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 6,500

PROJECTED (2030) - 11,050

OPERATING COST IMPACT N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks will be included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways will serve the rapidly developing area of Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

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-270 and US 15, Multi-Modal Corridor Study (Line 10)

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: Construction complete on MD 80. Construction underway on MD 355. This is a developer funded improvement.

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)		CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY						
	EXPEND THRU 2007	EXPEND THRU 2008			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	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Major Collector

FEDERAL - Major Collector

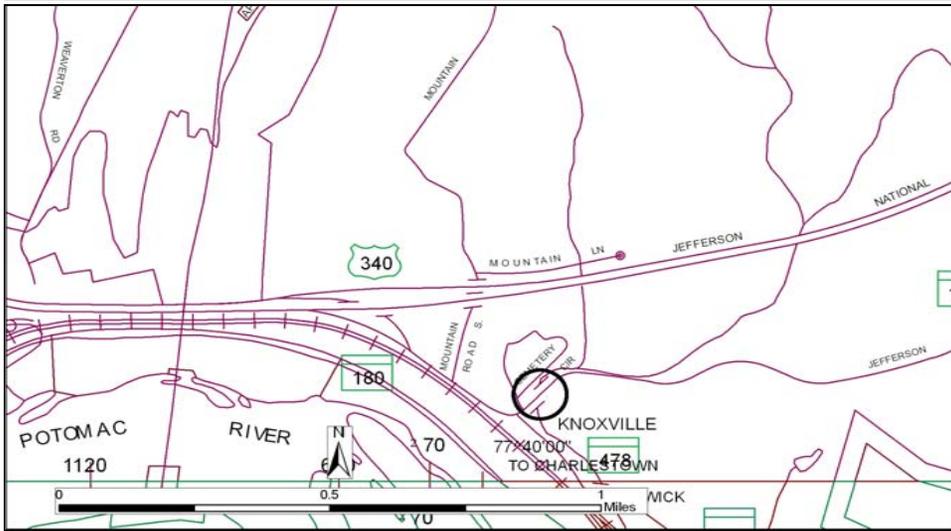
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 10,500 (MD 355) 15,150
 (MD 80)

PROJECTED (2030) - 26,000 (MD 355)
 46,000 (MD 80)

OPERATING COST IMPACT \$11,800 per year



PROJECT: MD 180, Jefferson Pike

DESCRIPTION: Replace structure 10178 over tributary of Potomac River.

JUSTIFICATION: The existing structure is structurally deficient and functionally obsolete.

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 underway. Right-of-way and Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program.

PHASE	POTENTIAL FUNDING SOURCE:										SIX YEAR TOTAL	BALANCE TO COMPLETE
	<input checked="" type="checkbox"/> SPECIAL <input 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	756	678	78	0	0	0	0	0	0	0	78	0
Right-of-way	4	0	4	0	0	0	0	0	0	0	4	0
Construction	2,288	0	751	1,537	0	0	0	0	0	0	2,288	0
Total	3,048	678	833	1,537	0	0	0	0	0	0	2,370	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Local

FEDERAL - Minor Collector

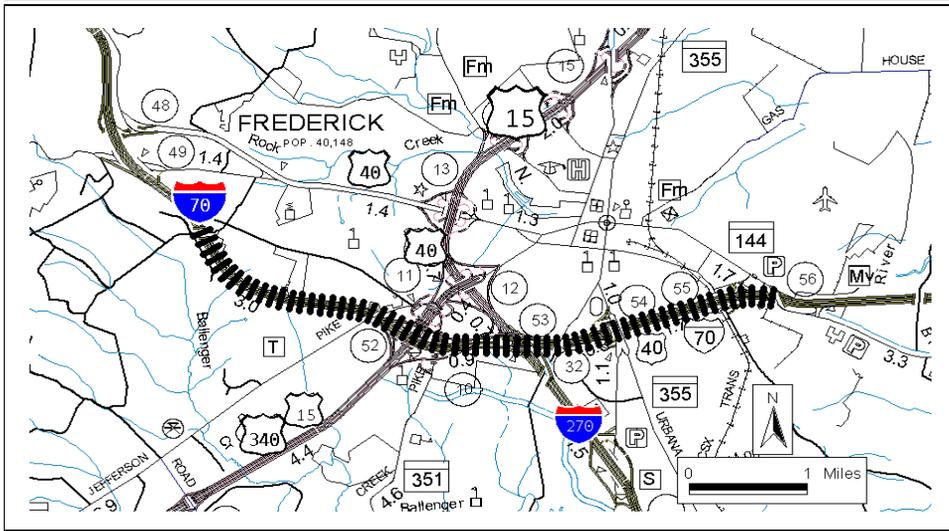
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 1,375

PROJECTED (2030) - 1,550

OPERATING COST IMPACT N/A



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (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 Location Not Determined
- Project Within PFA
- Grandfathered
- Project Outside PFA; Subject to Exception
- Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C and MD 475 from South St. to Monocacy Boulevard. (Line 1)
- I-70, Phase 2D (Line 2)
- I-270 and US 15, Multi-Modal Corridor Study (Line 10)

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	530	0	0	0	0	IM
CO	0	0	0	0	0	----

STATUS: Partial Engineering and Right-of-way underway. An additional \$6.0 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Moved I-70 (Phase 2D) to the Construction Program (Line 2).

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	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	6,943	6,643	175	125	0	0	0	0	0	300	0
Right-of-way	22,365	21,492	873	0	0	0	0	0	0	873	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	30,559	29,386	1,048	125	0	0	0	0	0	1,173	0
Federal-Aid	14,700	13,574	1,014	112	0	0	0	0	0	1,126	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

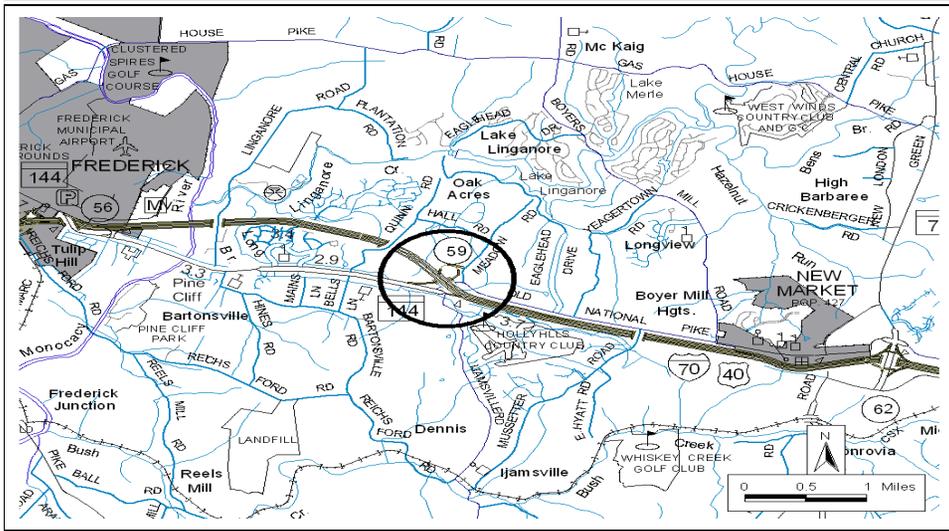
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 93,300

PROJECTED (2030) - 141,200

OPERATING COST IMPACT N/A



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 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 underway. SHA and County to share Planning costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 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 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2010.....	.....2011.....	.....2012.....	.....2013.....			
Planning	500	24	150	226	100	0	0	0	476	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	500	24	150	226	100	0	0	0	476	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Interstate
 FEDERAL - Principal Arterial

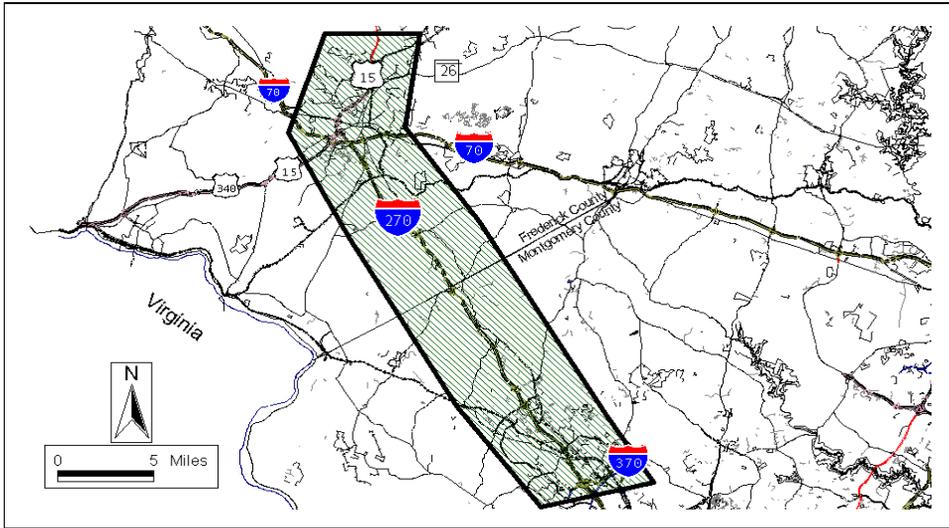
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 78,325

PROJECTED (2030) - 106,400

OPERATING COST IMPACT N/A



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

ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)
- I-70, Phase 2D (Line 2)
- MD 80 and MD 355 Relocated (Line 6)
- I-70, Mt. Phillip Road to MD 144 (Line 8)
- US 15, Interchange at Monocacy Boulevard (Line 11)

STATUS: Project Planning underway. An additional \$0.2 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

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		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	17,172	15,065	850	957	300	0	0	0	0	2,107	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,229	16,122	850	957	300	0	0	0	0	2,107	0
Federal-Aid	12,161	10,546	595	670	210	0	0	0	0	1,475	140

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

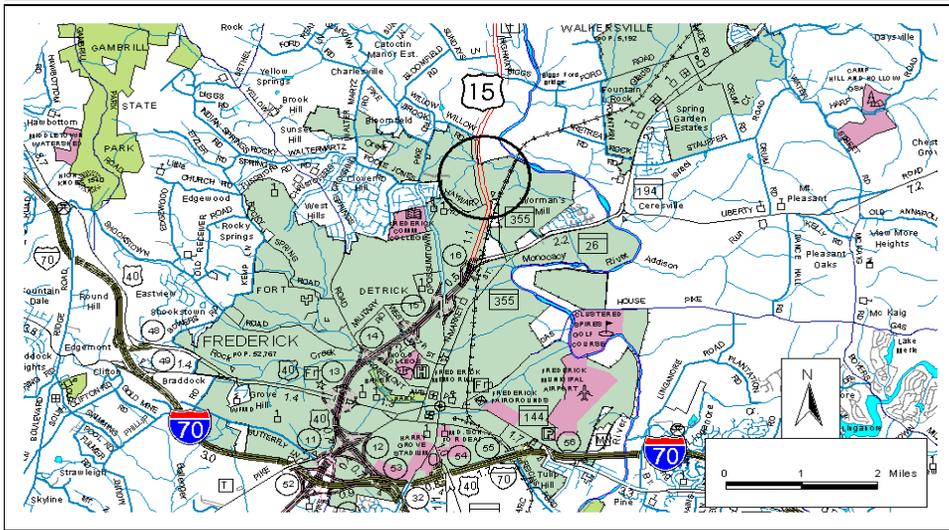
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 45,000 - 88,000 (US -15)
88,000 - 221,500 (I-270)

PROJECTED (2030) - 56,900 - 141,000 (US 15)
109,500 - 261,900 (I-270)

OPERATING COST IMPACT N/A



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

ASSOCIATED IMPROVEMENTS:

I-270/US 15, Multi-Modal Corridor Study (Line 10)

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 underway. Engineering to begin during current fiscal year. SHA, County and City sharing Planning and Engineering costs. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

PHASE	TOTAL ESTIMATED COST (\$000)		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE	
	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY				YEAR 2011	YEAR 2012			YEAR 2013
				2010	2011	2012	2013					
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,623	0	100	467	467	1,589	0	0	0	2,623	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	2,623	0	100	467	467	1,589	0	0	0	2,623	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

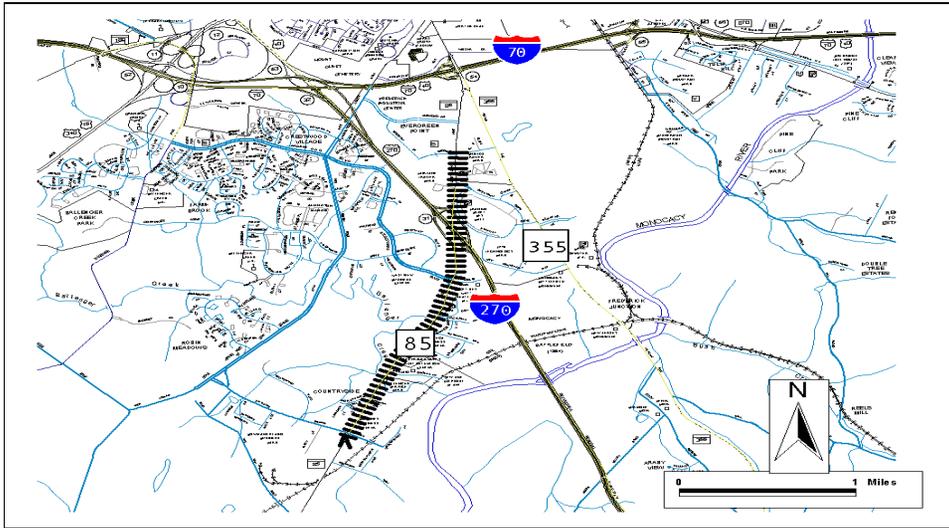
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 36,800

PROJECTED (2030) - 60,250

OPERATING COST IMPACT N/A



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

ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

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: Partial Engineering underway. An additional \$8.4 million is needed to complete Engineering. County funding Project Planning and partial Engineering for \$2.1 million. The cost shown is SHA share only.

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 checked="" type="checkbox"/> OTHER											
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2007	CURRENT YEAR 2008	BUDGET YEAR 2009	FOR PLANNING PURPOSES ONLY							
Planning	531	531	0	0	0	0	0	0	0	0	0	0
Engineering	5,132	651	200	501	500	3,280	0	0	0	4,481	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	5,663	1,182	200	501	500	3,280	0	0	0	4,481	0	0
Federal-Aid	4,000	38	312	97	780	2,773	0	0	0	3,962	0	0

FUNCTION :

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

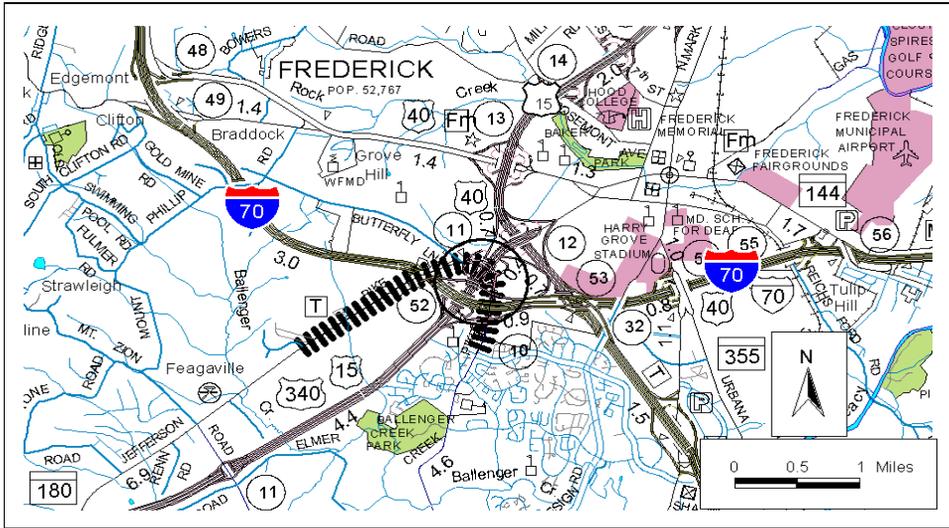
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 8,575 - 45,750

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

OPERATING COST IMPACT N/A



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

ASSOCIATED IMPROVEMENTS:

- I-70, Mt. Phillip Road to MD 144 (Line 8)
- I-270/US 15, Multi-Modal Corridor Study (Line 10)
- Butterfly Lane Improvements (Frederick County)

STATUS: Partial Project Planning underway. County contributing to Planning cost. The cost shown is SHA share only. An additional \$1.3 million is needed to complete Planning.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: None.

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	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				YEAR 2010	YEAR 2011			YEAR 2012	YEAR 2013
Planning	1,000	127	300	413	160	0	0	0	0	0	0	0	873	0
Engineering	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1,000	127	300	413	160	0	0	0	0	0	0	0	873	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 25,250

PROJECTED (2030) - 40,600

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14

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>Safety/Spot Improvement</u>				
1	US 40	Baltimore National Pike; at Pacific Drive; intersection improvements - widen and overlay to provide left turn lanes	441	Completed
2	I 70	Baltimore National Pike; various locations throughout Frederick County; replace turndown end treatments and upgrade traffic barriers	67	Completed
3	I 70/I 270	Baltimore National Pike; west of Exit 54 to MD 27 and I 270 (Eisenhower Memorial Highway) from milepoint 0.31 to milepoint 3.91; install traffic barriers in the median, rehabilitate existing median barriers and install appropriate end treatments	4,822	Completed
4	MD 140	Taneytown Pike; at Toms Creek Church Road; intersection improvements, provide left turn lanes and adjust over vertical to improve sight distance	1,072	Completed
5	MD 144	Main Street; Community Park to Eastern Town Limits; drainage	332	Completed
<u>Commuter Action Improvements</u>				
6	US 340	Jefferson National Pike; at Lander Road; expansion of existing park and ride lot	311	Completed
<u>Fiscal Years 2008 and 2009</u>				
<u>Resurface/Rehabilitate</u>				
7	US 15	Catoctin Mountain Highway; north of Orndorff Road to Pennsylvania State Line; resurface	1,556	FY 2009
8	US 15	Frederick Freeway; south of US 340 to MD 26; resurface	3,401	Completed
9	MD 351	Ballenger Creek Pike; Elmer Derr Road to the end of state maintenance; resurface	1,734	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (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>Bridge Replacement/Rehabilitation</u>				
10	MD 77	Rocky Ridge Road; over Branch of Owens Creek; box culverts	577	Under construction
11	MD 880	Micheals Mill Road; over Claggett Run; box culverts	285	Completed
<u>Safety/Spot Improvement</u>				
12	US 15	Catoctin Mountain Highway; W. Patrick Street to Willow Road; guard rail	919	Under construction
13	US 15	Catoctin Mountain Highway; at MD 464; roundabout	1,497	FY 2008
14	US 15	Catoctin Mountain Highway; at Mountville Road; signalized intersection, overlay and restripe to provide left turn lanes	686	Completed
15	US 40	Baltimore National Pike; at MD 17; signalize intersection (Construction added due to the Revenue Increase)	575	FY 2009
16	US 40 ALT	Old National Pike; at Willows Tree Drive and Beechtree Drive; geometric improvements (Funded for preliminary engineering by the county)	100	FY 2008
17	US 40 ALT	Old National Pike; at Mt. Phillip Road ; widen to provide left turn lanes	515	FY 2008
18	I 70 EB	Eisenhower Memorial Highway; curve west of Mt. Tabor Road; adjust super elevation (Construction added due to the Revenue Increase)	915	FY 2009
19	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 signal (Project is dependent upon County participation)	1,945	FY 2008
20	MD 351	Ballenger Creek Road; at Elmer Derr Road; construct roundabout (Preliminary Engineering and Construction added due to the Revenue Increase)	1,350	FY 2009

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (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</u>				
21	MD 144 FB	Main Street; through Town of New Market; streetscape	4,919	FY 2009
22	MD 180	Jefferson Pike; US 340 to Old Holter Road in Jefferson; streetscape (Funded for preliminary engineering only)	500	PE Underway
<u>Sidewalks</u>				
23	US 40	West Patrick Street; US 15 to McCain Drive; retrofit sidewalk - 1,900 linear feet	200	FY 2008
24	US 40	West Patrick Street; US 15 to Old Camp Road; retrofit sidewalk - 2,200 linear feet	123	Completed
25	US 40 ALT	West Main Street; Pine Street to Lombardy Drive; retrofit sidewalk - 625 linear feet	75	Completed
<u>Intersection Capacity Improvements</u>				
26	I 270	Eisenhower Memorial Highway; I 70 to MD 85; construct southbound auxiliary lane	2,737	Completed
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
27		Civil War Sites Easements - South Mountain II - acquisition of easements on the 0.07 acre Ceres-Bethel AME Church property	30	Underway
<u>Pedestrian/Bicycle Facilities</u>				
28		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 2008

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 14 (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>Enhancements (cont'd)</u>				
<u>Archaeological Planning & Research</u>				
29		Archeology - Frederick County - research and development of a GIS database of transportation, industry and agricultural facilities	169	Underway
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
30		Catoctin Aqueduct; stabilize and restore the Catoctin Aqueduct	1,728	FY 2009
<u>Environmental Mitigation</u>				
31		Tuscarora Creek Stream stabilization between MD 180 and US 340; stabilization of stream banks and stream beds along 1300 linear feet of tributaries to Tuscarora Creek with rock vanes, rip rap walls, rock step pools and realignment of stream	290	FY 2009
<u>Scenic/Historic Highway Programs/Visitor Centers</u>				
32		Frederick Tourist Center adjacent to the Historic National Road, (on East Street); rehabilitate and adaption of a vacant warehouse as the tourist center	1,465	FY 2009
33		Eisenhower Memorial Highway (I-70) ; South Mountain Visitors Center; reconstruct expansion of one of the undersized and outmoded facility (The money shown here is the enhancement cost, the total cost of the project is \$21,356,678.)	9,688	FY 2009