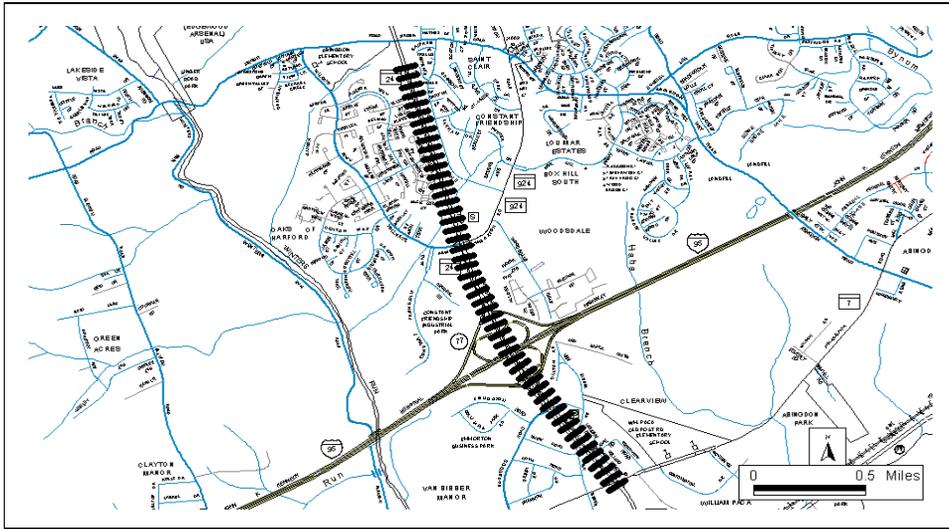




Harford



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)

JUSTIFICATION: This project would 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 integral to the I-95/MD 24 interchange operation.

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-95, Section 200 (MdTA) - Development & Evaluation Program (Line 15)
- I-95, Interchange at MD 24 (MdTA)
- BRAC Intersection Improvements at APG (Statewide 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: Engineering and Right-of-way underway. Construction to begin during current fiscal year. Jointly funded with MdTA (SHA cost is \$40.6 million and MdTA cost is \$18.3 million). The Authority will transfer funds to MDOT equal to the SHA portion of the costs. Cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: The cost decrease of \$2.6 million is due to a favorable bid price.

| 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 | 1,556 | 1,556 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 6,802 | 702 | 2,800 | 1,700 | 1,600 | 0 | 0 | 0 | 0 | 6,100 | 0 |
| Right-of-way | 642 | 1 | 641 | 0 | 0 | 0 | 0 | 0 | 0 | 641 | 0 |
| Construction | 33,863 | 0 | 9,500 | 18,763 | 5,600 | 0 | 0 | 0 | 0 | 33,863 | 0 |
| Total | 42,863 | 2,259 | 12,941 | 20,463 | 7,200 | 0 | 0 | 0 | 0 | 40,604 | 0 |
| Federal-Aid | 1,085 | 1,085 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Expressway

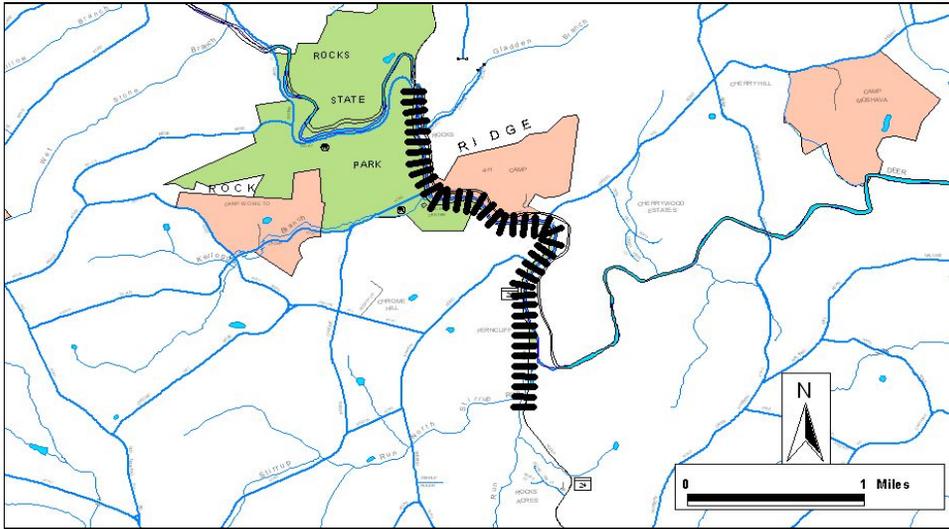
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 68,900

PROJECTED (2030) - 114,500

OPERATING COST IMPACT N/A



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.

JUSTIFICATION: This project will provide safety improvements and improve traffic operations.

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.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program 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 | 1,300 | 0 | 300 | 800 | 200 | 0 | 0 | 0 | 0 | 1,300 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 8,248 | 0 | 0 | 0 | 1,972 | 5,389 | 887 | 0 | 0 | 8,248 | 0 |
| Total | 9,548 | 0 | 300 | 800 | 2,172 | 5,389 | 887 | 0 | 0 | 9,548 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

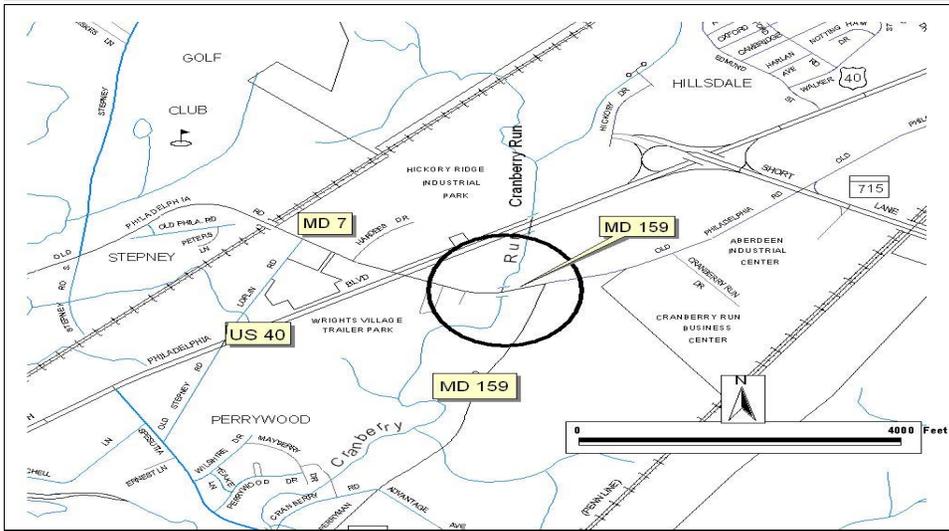
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 3,700

PROJECTED (2030) - 5,400

OPERATING COST IMPACT N/A



PROJECT: MD 159, Philadelphia Road

DESCRIPTION: Replace Bridge 12039 over Cranberry Run.

JUSTIFICATION: This project will replace the existing deteriorating structure and provide improved 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:

Perryman Access Study (Line 5)

| 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. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Added to the Construction Program 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 | 372 | 269 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 0 |
| Right-of-way | 45 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 |
| Construction | 2,000 | 0 | 295 | 1,705 | 0 | 0 | 0 | 0 | 0 | 2,000 | 0 |
| Total | 2,417 | 269 | 443 | 1,705 | 0 | 0 | 0 | 0 | 0 | 2,148 | 0 |
| Federal-Aid | 134 | 63 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 0 |

FUNCTION :

STATE - Minor Collector

FEDERAL - Minor Arterial

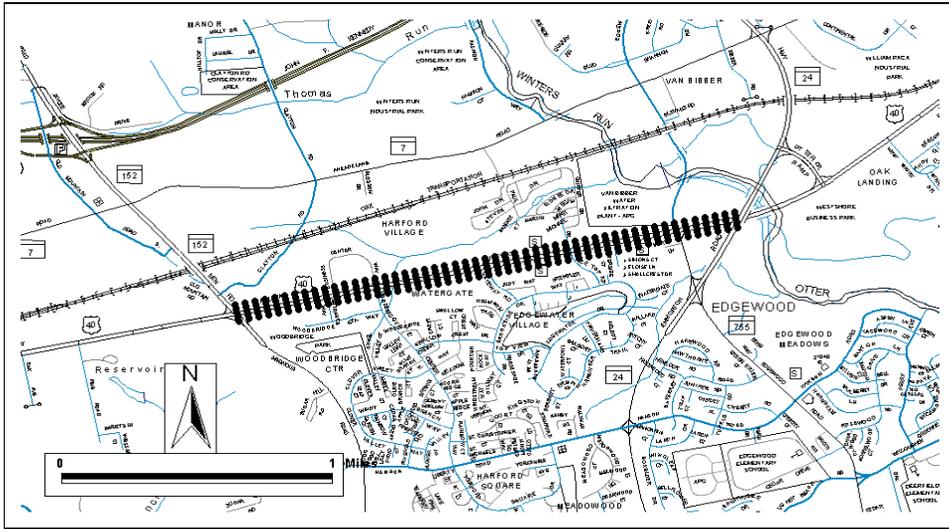
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 5,600

PROJECTED (2030) - 8,400

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Improvements to US 40 from MD 152 to MD 24 overpass (1.90 miles). Project included roadway resurfacing and replacement of the median jersey barrier with an aesthetically treated divider, landscaping, bicycle and pedestrian improvements. (BRAC Related)

JUSTIFICATION: This project is part of the overall US 40 streetscape improvements in Harford County. This project improved safety and operational issues.

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:

BRAC Intersection Improvements at APG (Statewide 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: 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 | 1,030 | 1,030 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 275 | 274 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Construction | 9,338 | 7,745 | 1,593 | 0 | 0 | 0 | 0 | 0 | 1,593 | 0 | 0 |
| Total | 10,643 | 9,049 | 1,594 | 0 | 0 | 0 | 0 | 0 | 1,594 | 0 | 0 |
| Federal-Aid | 8,113 | 6,742 | 1,371 | 0 | 0 | 0 | 0 | 0 | 1,371 | 0 | 0 |

FUNCTION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

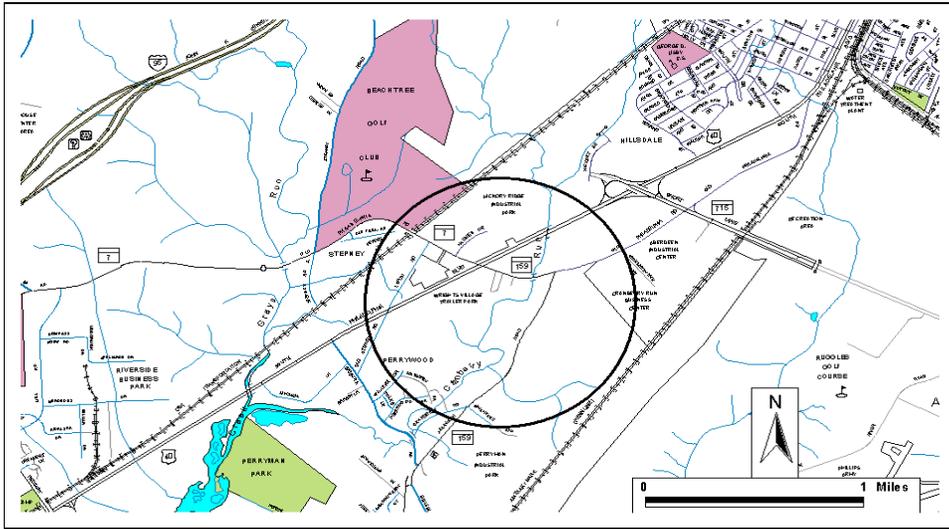
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 28,500

PROJECTED (2030) - 52,200

OPERATING COST IMPACT N/A



PROJECT: Perryman Access Study

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

ASSOCIATED IMPROVEMENTS:

US 40, Interchange at MD 715 (Line 8)
BRAC Intersection Improvements at APG (Statewide 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: Concept development underway.

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 | 225 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 200 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 200 | 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 | 425 | 225 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 200 | 0 |
| Federal-Aid | 158 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

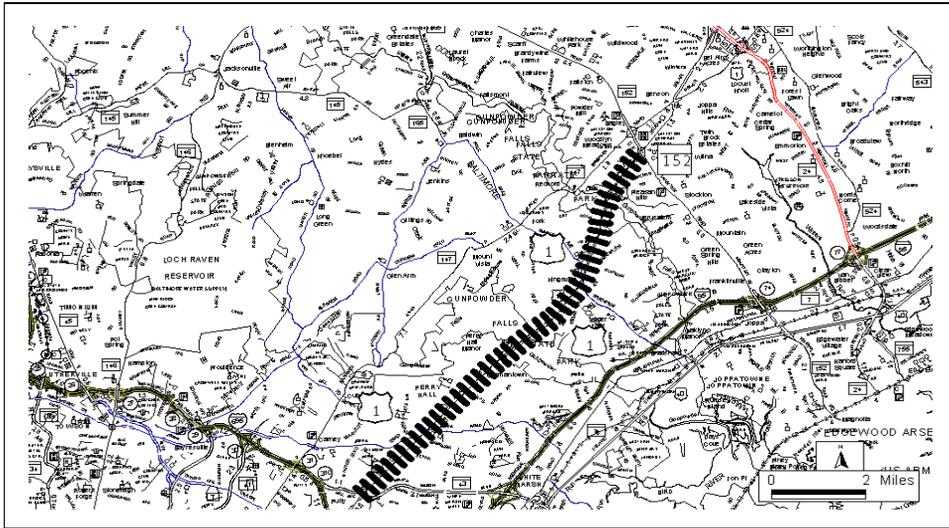
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 6,100

PROJECTED (2030) - 27,700

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 (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 | 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 | 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

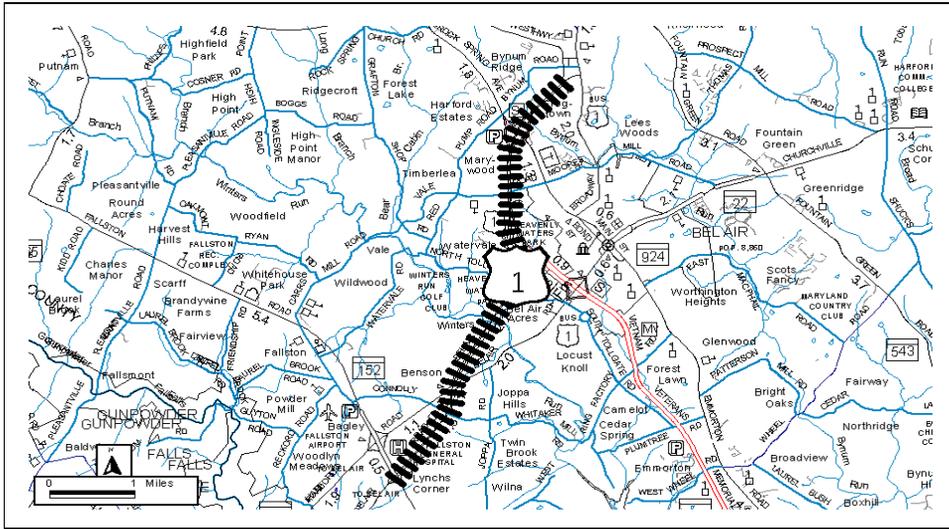
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 34,900

PROJECTED (2030) - 45,100

OPERATING COST IMPACT N/A



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

ASSOCIATED IMPROVEMENTS:
US 1, MD 43 to MD 152 (Line 6)

| 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 | 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 | 2,269 | 2,269 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 286 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 2,555 | 2,555 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Federal-Aid | 1,588 | 1,588 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

FUNCTION:

STATE - Intermediate Arterial
FEDERAL - Freeway / Expressway

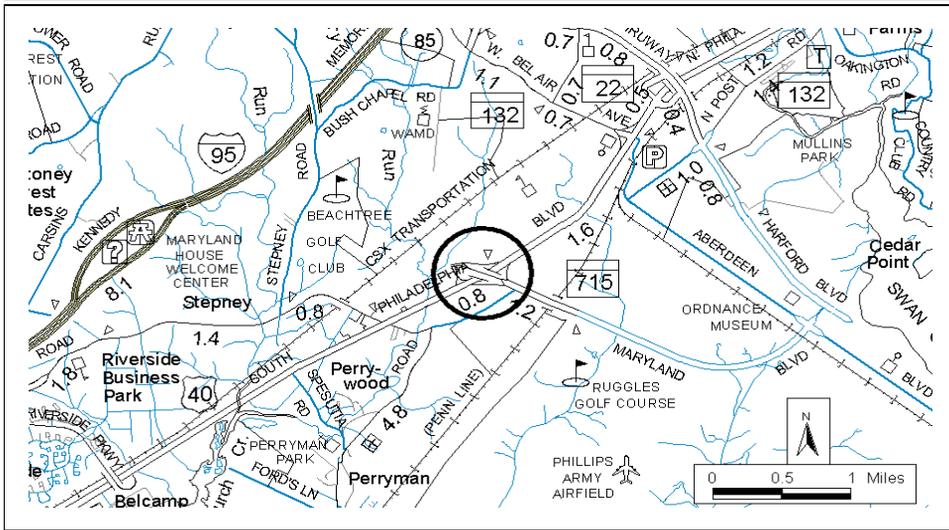
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2007) - 38,000

PROJECTED (2030) - 65,400

OPERATING COST IMPACT N/A



PROJECT: US 40, Pulaski Highway

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

JUSTIFICATION: This project will improve safety and operations along US 40. It will also improve access to the town of Aberdeen, Aberdeen Proving Grounds and industrial parks 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:

Perryman Access Study (Line 5)
BRAC Intersection Improvements at APG (Statewide 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: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2007 - 12 CTP: Federal High Priority Project Funds of \$10.3 million will be programmed as the project progresses.

| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 1,206 | 216 | 250 | 300 | 440 | 0 | 0 | 0 | 990 | |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 1,206 | 216 | 250 | 300 | 440 | 0 | 0 | 0 | 990 | |
| Federal-Aid | 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) - 33,700

PROJECTED (2030) - 76,500

OPERATING COST IMPACT N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 9

| 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>Resurface/Rehabilitate</u> | | | | |
| 1 | MD 24 | Vietnam Veterans Memorial Highway; US 40 - connector road to railroad bridge 140810C; resurface | 1,677 | Completed |
| 2 | MD 24 | Vietnam Veterans Memorial Highway; Singer Road to W. MacPhail Road; safety and resurface | 1,965 | Completed |
| <u>Fiscal Years 2008 and 2009</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 3 | MD 7A | Revolution Street; Old Bay Lane to Union Avenue; resurface | 981 | Completed |
| 4 | MD 132 | W. Belair Avenue; Beards Hill Road to MD 462; resurface (BRAC Related) | 1,528 | FY 2008 |
| 5 | MD 152 | Mountain Road; west of I 95 to Aberdeen Proving Ground Gate; resurface (BRAC Related) | 2,571 | Completed |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 6 | MD 24 | Emmorton Road; bridge 12071 over Amtrak and Sibert Road; bridge deck overlay | 673 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 7 | US 1 | Belair Road; south of Connolly Road/Whitaker Mill Road to north of MD 147/US 1 Business; widen each intersection to provide separate left turn lanes and widen to provide a continuous center-turning lane in between | 2,255 | FY 2008 |
| 8 | MD 924 | Emmorton Road; Ring Factory Road to McPhail Road; provide center turn lane | 2,082 | Completed |
| 9 | MD 924 | Emmorton Road; Woodsdale Road to south of St. Clair Road; provide center turn lane, resurface and safety | 2,116 | FY 2009 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- HARFORD COUNTY LINE 9 (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> | | | | |
| 10 | MD 755 | Edgewood Road; Phase I - MD 24 to Willoughby Beach Road in Edgewood; streetscape (BRAC Related) | 3,000 | FY 2009 |
| 11 | MD 924 | Main Street; Phase II - MD 22 to Gordon Street ; streetscape | 8,580 | Under construction |
| <u>Environmental Preservation</u> | | | | |
| 12 | | Magness Farm Wetland Restoration - Creamery Road; wetland restoration (This project is a split funded project with the Enhancement Program - Fund 25) | 122 | FY 2008 |
| <u>Sidewalks</u> | | | | |
| 13 | MD 924 | North Main Street; Broadway to Malsby Avenue; retrofit sidewalk - 885 linear feet | 198 | Completed |
| <u>Intersection Capacity Improvements</u> | | | | |
| 14 | MD 155 | Level Road; at MD 462; construct roundabout (Funded for preliminary engineering only) | 335 | PE Underway |
| <u>Enhancements</u> | | | | |
| <u>Landscaping/Scenic Beautification/Mitigation</u> | | | | |
| 15 | | Magness Farm Wetland Restoration; restoration of 6 acres of tidal wetlands (This project is a split funded project with the Environmental Preservation Program - Fund 24) | 315 | FY 2008 |
| <u>Pedestrian and Bicycle Safety and Educational Activities</u> | | | | |
| 16 | | Ma and Pa Heritage Trail Extension; Tollgate parking lot of Phase 1 to Edgeley Grove Farm; construction of additional two miles | 892 | FY 2008 |