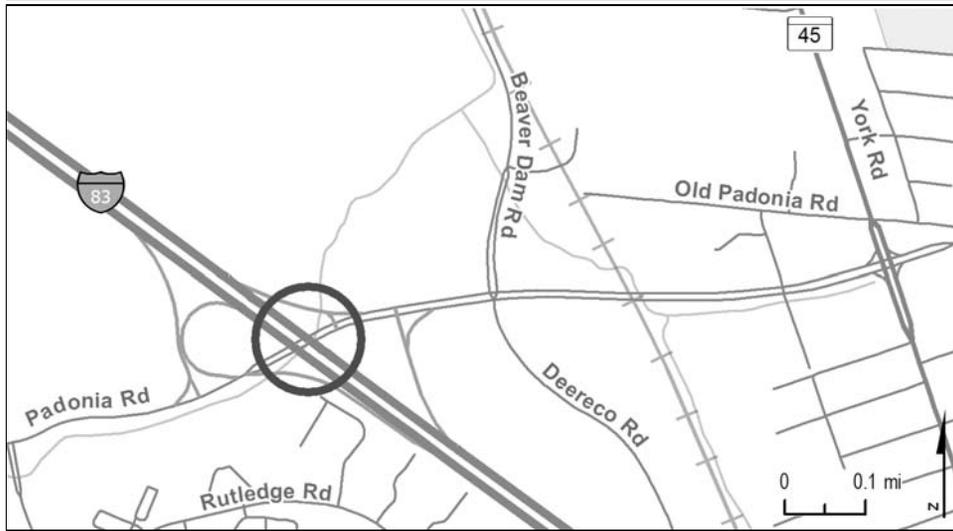




BALTIMORE COUNTY



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 03062 over Padonia Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge carrying northbound and southbound I-83 over Padonia Road was constructed in 1950 and does not allow for shoulders and sidewalks on Padonia Road. Bridge is nearing the end of its structural life.

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:

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

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

EXPLANATION: This bridge is functionally obsolete and structurally deficient. Bridge serves as a major link along the I-83 commuter and freight route. The I-83 corridor links southern Pennsylvania to Baltimore County and City.

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	941	136	393	412	0	0	0	0	805	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,000	0	0	0	2,600	7,400	0	0	10,000	0
Total	10,941	136	393	412	2,600	7,400	0	0	10,805	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

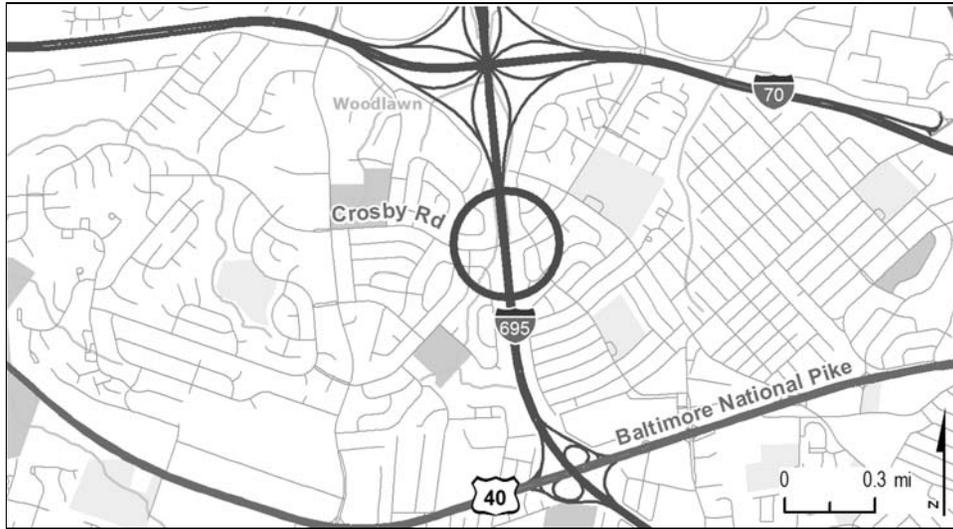
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 120,850

PROJECTED (2035) - 141,700



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03125 on Crosby Road over I-695.

PURPOSE & NEED SUMMARY STATEMENT: This bridge, constructed in 1961, is nearing the end of its structural life. Replacement bridge will accommodate ultimate section of I-695.

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:
 I-695, I-95 to MD 122 (Line 14)

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

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

EXPLANATION: Crosby Road bridge is nearing the end of its structural life. The bridge links communities on either side of the Beltway. This segment of I-695 is one of the most heavily traveled. The project enhances safety, operation, and accommodates pedestrians and bicycles.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$2.0 million is due to a revised engineer's estimate.

PHASE	POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
	PROJECT CASH FLOW										SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0	
Engineering	940	253	206	206	206	69	0	0	0	687	0	
Right-of-way	32	0	10	22	0	0	0	0	0	32	0	
Construction	8,000	0	0	720	3,540	3,180	560	0	0	8,000	0	
Total	8,972	253	216	948	3,746	3,249	560	0	0	8,719	0	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial

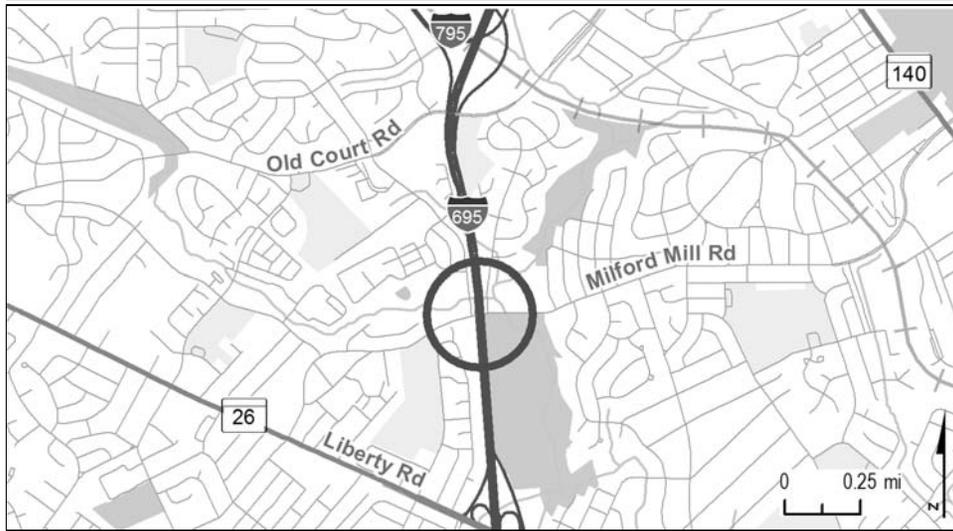
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 12,700

PROJECTED (2035) - 14,000



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace Bridge 03140 over Milford Mill Road.

PURPOSE & NEED SUMMARY STATEMENT: The bridge is nearing the end of its useful service life and will be widened to accommodate future capacity needs of I-695.

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:
 I-695, I-95 to MD 122 (Line 14)

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

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

EXPLANATION: The bridge is nearing the end of its useful service life. The bridge serves as a vital link to the Randallstown community. The new bridge will provide for future capacity improvements of I-695. The project will enhance safety and operations and accommodate pedestrians and bicycles.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,435	1,435	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	25,864	20,455	5,409	0	0	0	0	0	5,409	0
Total	27,299	21,890	5,409	0	0	0	0	0	5,409	0
Federal-Aid	24,305	19,459	4,846	0	0	0	0	0	4,846	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 207,750

PROJECTED (2035) - 248,400



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project from US 40 to MD 144 will improve the mobility and safety on I-695 by widening the roadway to provide a fourth lane on the outer loop. This project will also accommodate for the ultimate configuration of this section of the beltway. The noise barrier on the inner loop will be replaced and extended from Shady Nook to US 40 as part of this project.

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and improve safety and operations on this segment of I-695.

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:

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 will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-70 and I-95. This widening project will add a fourth lane on I-695 and provide pavement width to accommodate for the ultimate configuration of this section of the beltway.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$1.4 million is due to the relocation of utilities.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY							
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0		
Engineering	12,889	12,889	0	0	0	0	0	0	0	0		
Right-of-way	3,933	2,626	400	340	340	227	0	0	1,307	0		
Construction	87,231	11,719	13,417	15,909	17,614	22,071	6,501	0	75,512	0		
Total	104,053	27,234	13,817	16,249	17,954	22,298	6,501	0	76,819	0		
Federal-Aid	72,486	20,518	12,235	14,429	14,429	10,875	0	0	51,968	0		

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 200,300

PROJECTED (2035) - 251,600



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replacement of Bridge 03113 on I-695 Inner Loop over Benson Ave. and Bridge 03114 on I-695 Inner Loop over Leeds Ave., US 1, AMTRAK and Herbert Run. The project also includes the realignment of the access to the I-695 on-ramp from Leeds Ave. to US 1.

PURPOSE & NEED SUMMARY STATEMENT: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are nearing the end of their useful life and are structurally deficient. An existing ramp is being realigned as part of this project to provide a more direct connection from US 1 to the Inner Loop of I-695.

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:
 I-695, I-95 to MD 122 (Line 14)

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Safety & Security | <input type="checkbox"/> Environmental Stewardship |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Community Vitality |
| <input checked="" type="checkbox"/> Quality of Service | <input checked="" type="checkbox"/> Economic Prosperity |

EXPLANATION: The bridges on I-695 Inner Loop over Benson and Leeds/US 1/AMTRAK/Herbert Run are structurally deficient. The new bridges will provide for future capacity improvements of I-695. The ramp is being realigned to provide improved and more direct local and commuter access to the I-695 Inner Loop and to reduce traffic on local streets particularly in Arbutus, including Leeds Ave. by relocating the entrance of it to US 1.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,200	3,200	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,474	1,352	2,239	883	0	0	0	0	0	3,122	0	0
Construction	42,840	23,300	13,789	5,751	0	0	0	0	0	19,540	0	0
Total	50,514	27,852	16,028	6,634	0	0	0	0	0	22,662	0	0
Federal-Aid	45,197	24,775	14,415	6,007	0	0	0	0	0	20,422	0	0

CLASSIFICATION:

STATE - Principal Arterial

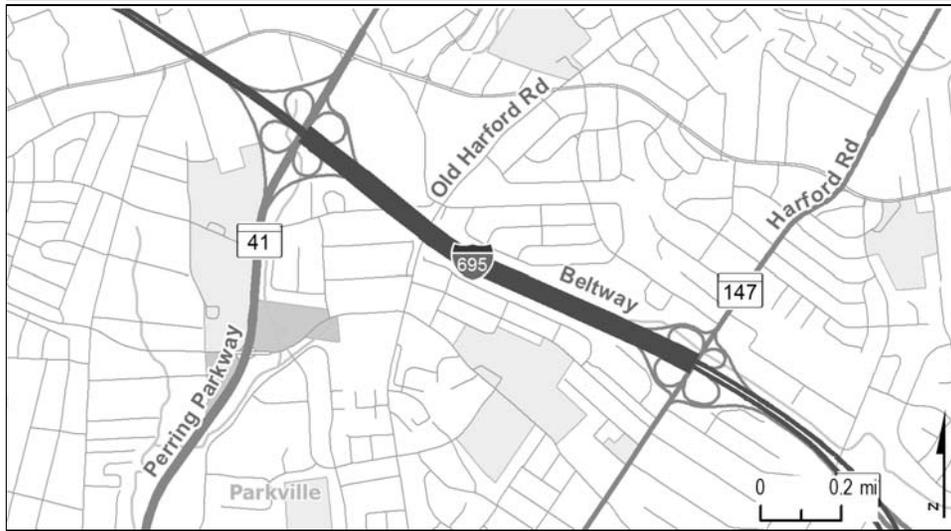
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 202,200
 4,500 (Leeds Ave. ramp)

PROJECTED (2035) - 247,800
 6,400 (Leeds Ave. ramp)



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project will provide a continuous auxiliary lane on both the Inner and Outer Loops of I-695 between MD 41 (Perring Parkway) and MD 147 (Harford Road). Other improvements include wider median shoulders on I-695; the replacement of the existing Old Harford Road bridge over I-695, and ramp modifications on the Inner Loop of I-695 at the MD 147 interchange.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve safety and operations along this segment of I-695. The removal of the loop ramp will eliminate the existing weave maneuver along the Inner Loop of I-695, which in turn is expected to reduce crashes and delays.

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:
 I-695, I-83 to I-95 (Line 15)

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 will improve safety and traffic flow on I-695 as this portion serves as a major connection between I-95 and I-83. This project will provide a continuous auxiliary lane and wider median shoulder on both the Inner and Outer Loops of I-695. The reconstruction of the Old Harford Road Bridge over I-695 will accommodate future widening along I-695. This project includes geometric improvements that will improve safety and operations at Harford Road.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	5,208	4,914	294	0	0	0	0	0	294	0
Right-of-way	1,681	778	903	0	0	0	0	0	903	0
Construction	26,318	17,740	8,578	0	0	0	0	0	8,578	0
Total	33,207	23,432	9,775	0	0	0	0	0	9,775	0
Federal-Aid	5,335	4,267	1,068	0	0	0	0	0	1,068	0

CLASSIFICATION:

STATE - Principal Arterial

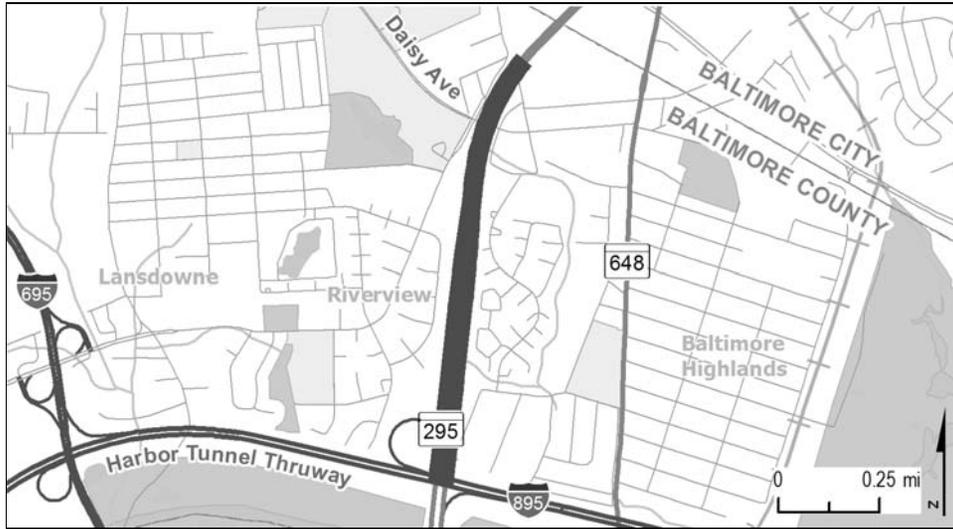
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 160,825

PROJECTED (2035) - 181,275



PROJECT: MD 295, Baltimore Washington Parkway

DESCRIPTION: Construct noise wall on MD 295, from I-895 to north of Daisy Avenue to benefit the Riverview/Baltimore Highlands Community.

PURPOSE & NEED SUMMARY STATEMENT: This project will reduce noise generated by traffic along MD 295 in the Riverview/Baltimore Highlands Community.

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:

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

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

EXPLANATION: This project will reduce noise generated by traffic on MD 295, from I-895 to north of Daisy Avenue in the Riverview/Baltimore Highlands Community.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,404	1,404	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	10,288	6,030	4,258	0	0	0	0	0	4,258	0
Total	11,692	7,434	4,258	0	0	0	0	0	4,258	0
Federal-Aid	9,946	6,266	3,680	0	0	0	0	0	3,680	0

CLASSIFICATION:

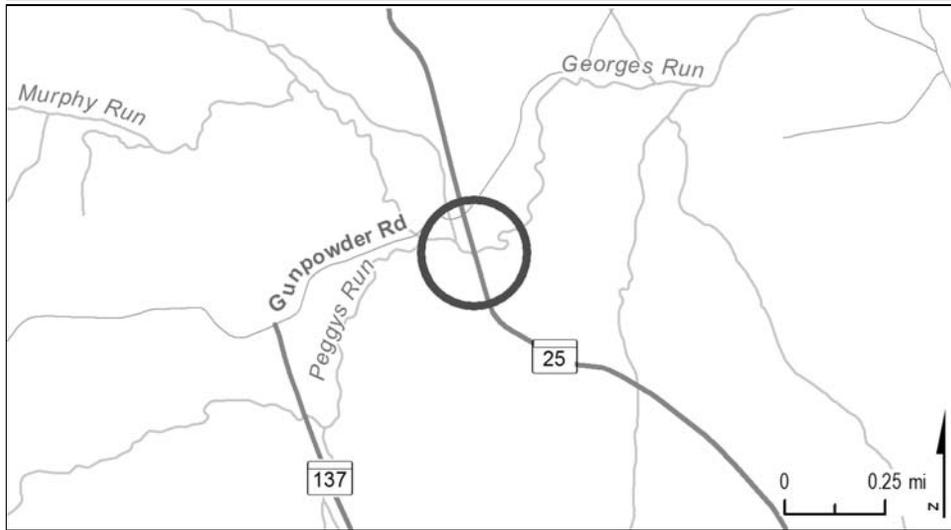
STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 78,500

PROJECTED (2035) - 93,475



PROJECT: MD 25, Falls Road

DESCRIPTION: Replace Bridge 03019 to Georges Run.

PURPOSE & NEED SUMMARY STATEMENT: The bridge, constructed in 1932, is nearing the end of its structural life and needs to be replaced.

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:

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

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

EXPLANATION: The bridge serves as an important link along the MD 25 corridor, and is structurally deficient.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	970	970	0	0	0	0	0	0	0	0	0	0
Right-of-way	379	184	195	0	0	0	0	0	0	195	0	0
Construction	3,705	3,495	120	90	0	0	0	0	0	210	0	0
Total	5,054	4,649	315	90	0	0	0	0	0	405	0	0
Federal-Aid	3,675	3,538	78	59	0	0	0	0	0	137	0	0

CLASSIFICATION:

STATE - Rural Major Collector

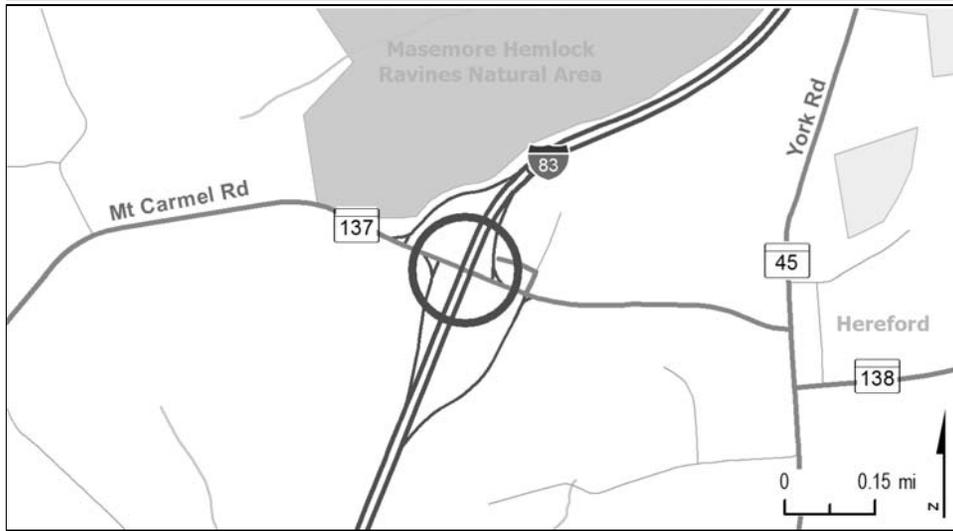
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 4,650

PROJECTED (2035) - 7,625



PROJECT: MD 137, Mount Carmel Road

DESCRIPTION: Replace Bridge 03050 over I-83. Bicycle and pedestrian improvements will be provided where appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This bridge was constructed in 1955, is listed as structurally deficient, and is nearing the end of its structural life.

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:

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

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

EXPLANATION: This bridge is structurally deficient. This bridge links communities on either side of I-83. I-83 is a major commuter and freight route and links southern Pennsylvania to Baltimore County and Baltimore City.

STATUS: Engineering underway. Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	TOTAL		PROJECT CASH FLOW								SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				TOTAL			
					.....2019.....	.....2020.....	.....2021.....	.....2022.....				
Planning	0	0	0	0	0	0	0	0	0	0	0	0
Engineering	843	642	201	0	0	0	0	0	0	0	201	0
Right-of-way	8	8	0	0	0	0	0	0	0	0	0	0
Construction	4,000	0	1,040	2,960	0	0	0	0	0	4,000	0	0
Total	4,851	650	1,241	2,960	0	0	0	0	0	4,201	0	0
Federal-Aid	611	450	161	0	0	0	0	0	0	161	0	0

POTENTIAL FUNDING SOURCE: SPECIAL FEDERAL GENERAL OTHER

CLASSIFICATION:

STATE - Minor Arterial

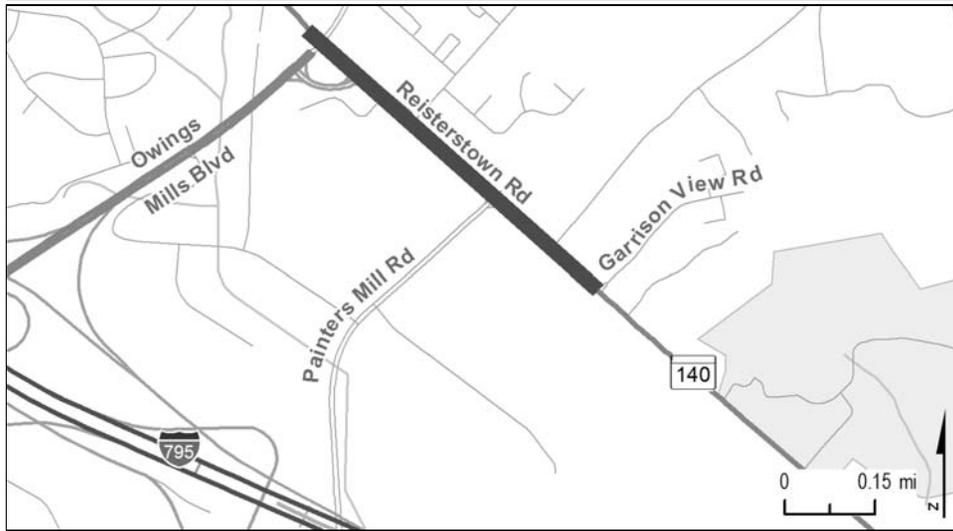
FEDERAL - Rural Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 8,650

PROJECTED (2035) - 11,000



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Widening northbound MD 140 from Painters Mill Road to Garrison View Road (Phase 1) to accommodate an additional third travel lane and a bicycle-compatible shoulder (0.2 miles). Additional work includes adding new Americans with Disability Act-compliant sidewalks, storm drain system improvements and landscaping.

PURPOSE & NEED SUMMARY STATEMENT: The project will enhance motorist, bicycle and pedestrian safety, and reduce congestion along the corridor. Traffic is expected to increase as a result of the proposed development in the area, including the Transit Oriented Development at the Owings Mills Metro Station and Foundry Row.

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 140, Painters Mill Road to Owings Mills Boulevard (Line 18)

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 will relieve congestion, accommodate development in the area, and provide bike and pedestrian accommodations to current MDOT policy.

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

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

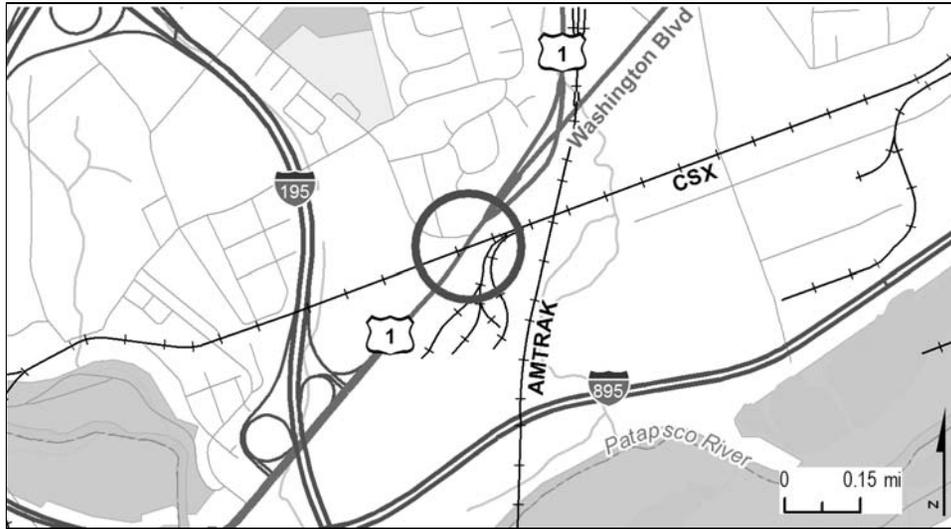
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,036	957	79	0	0	0	0	0	0	79	0
Right-of-way	11,172	5,184	3,932	2,056	0	0	0	0	0	5,988	0
Construction	4,889	0	1,506	1,913	1,470	0	0	0	0	4,889	0
Total	17,097	6,141	5,517	3,969	1,470	0	0	0	0	10,956	0
Federal-Aid	726	663	63	0	0	0	0	0	0	63	0

CLASSIFICATION:

STATE - Minor Arterial
 FEDERAL - Other Principal Arterial
 STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 39,600
 PROJECTED (2035) - 49,600



PROJECT: US 1, Washington Boulevard

DESCRIPTION: Replace Bridge 03008 over CSX.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge, built in 1930, is structurally deficient.

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, US 1 Alt. to Baltimore City Line-Bike/Ped Route (System Preservation Program)

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

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

EXPLANATION: This structurally deficient bridge links communities in Baltimore and Howard Counties.

STATUS: Engineering Underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	1,176	378	563	235	0	0	0	0	798	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	25,000	0	0	5,250	19,750	0	0	0	25,000	0	
Total	26,176	378	563	5,485	19,750	0	0	0	25,798	0	
Federal-Aid	338	267	50	21	0	0	0	0	71	0	

CLASSIFICATION:

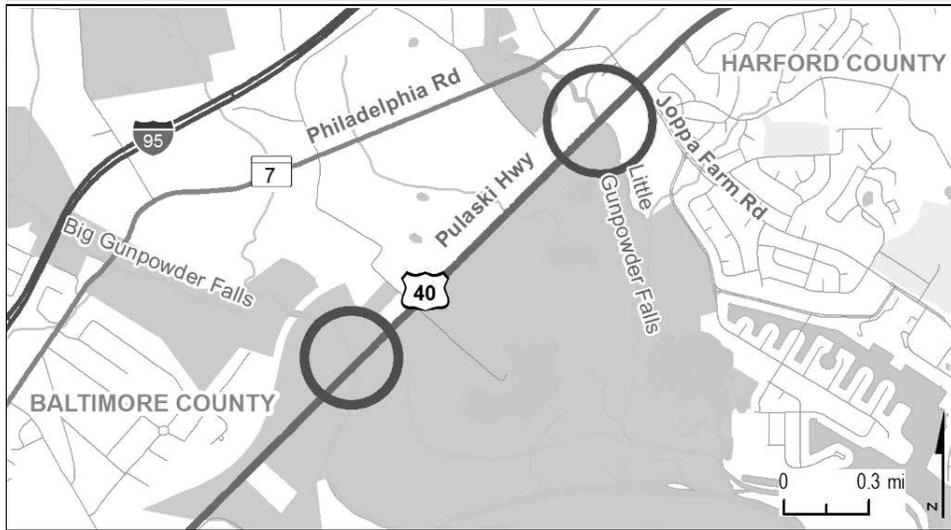
STATE - Minor Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 23,400

PROJECTED (2035) - 28,500



PROJECT: US 40, Pulaski Highway

DESCRIPTION: Replace and widen substructure on Bridges 0303403 and 0303404 over Little Gunpowder Falls and Bridges 0303503 and 0303504 over Big Gunpowder Falls.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridges, built in 1935, are structurally deficient.

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:

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

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

EXPLANATION: These structurally deficient bridges link communities in Baltimore and Harford Counties.

STATUS: Engineering underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: The cost increase of \$3.7 million is due to a revised engineer's estimate. Construction is delayed from FY17 to FY18 due to the acquisition of necessary environmental permits.

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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	2019	2020	2021	2022		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,622	1,203	946	473	0	0	0	0	1,419	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	13,500	0	0	4,455	9,045	0	0	0	13,500	0
Total	16,122	1,203	946	4,928	9,045	0	0	0	14,919	0
Federal-Aid	2,080	944	757	379	0	0	0	0	1,136	0

CLASSIFICATION:

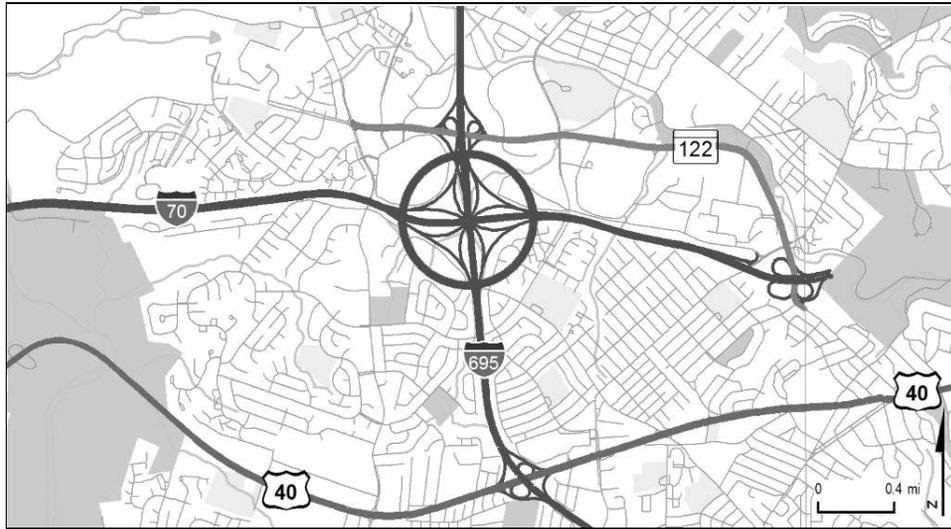
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 24,675

PROJECTED (2035) - 41,225



PROJECT: I-70 and I-695, Baltimore Beltway

DESCRIPTION: I-70/I-695 Interchange study to replace/rehabilitate bridges, 0312703, 0312704, 0312805, 0312806, 0312903 and 0312904.

JUSTIFICATION: The bridges are nearing the end of their useful life and will need to be widened to accommodate the ultimate configuration of the beltway.

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:

- I-695, Crosby Road (Line 2)
- I-695, I-95 to MD 122 (Line 14)
- I-695, Interim improvements (Line 16)

STATUS: Planning underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,000	100	850	50	0	0	0	0	900	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	0	0	0	0	0	0	0	0	0	0
Total	1,000	100	850	50	0	0	0	0	900	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 221,100

PROJECTED (2035) - 262,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.7 miles).

JUSTIFICATION: This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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:

- I-695, Crosby Road Bridge Replacement (Line 3)
- I-695, US 40 to MD 144, SWOL Widening (Line 4)
- I-695, Benson Ave., Leeds Ave. US 1, Amtrak, and Herbert Run Bridge Replacement (Line 5)
- I-695, Interim improvements (Line 16)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	6,669	6,669	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	8,095	8,095	0	0	0	0	0	0	0	0
Federal-Aid	4,669	4,669	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

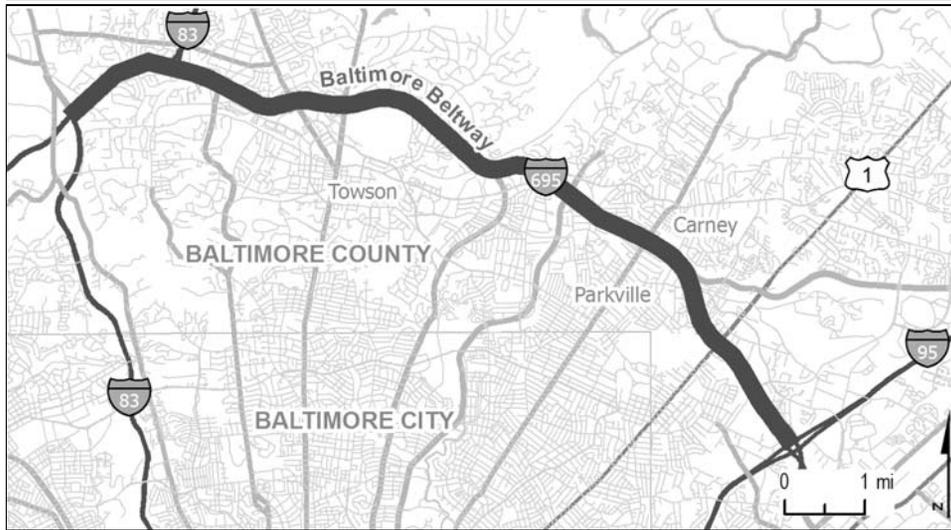
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 221,100

PROJECTED (2035) - 262,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (JFK) (11.4 miles).

JUSTIFICATION: This project would provide additional capacity, improve operations, and safety on this segment of I-695.

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:

I-695, MD 41 to MD 147 (Line 6)
 I-695, Interim improvements (Line 16)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	4,096	4,096	0	0	0	0	0	0	0	0
Right-of-way	30	30	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	5,641	5,641	0	0	0	0	0	0	0	0
Federal-Aid	3,952	3,952	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 222,500

PROJECTED (2035) - 242,300



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Development of traffic management strategies to improve operations on the Baltimore Beltway by implementing interim improvements prior to the implementation of future widening projects.

JUSTIFICATION: The proposed traffic management strategies will improve traffic operations and safety along congested areas of I-695.

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:

I-695, I-95 to MD 122 (Line 14)
 I-695, I-83 to I-95 (Line 15)

STATUS: Operational studies on-hold.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: Engineering funding deferred to FY 2023.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW				SIX YEAR TOTAL	BALANCE TO COMPLETE
					FOR PLANNING PURPOSES ONLY					
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	599	199	200	200	0	0	0	0	400	0
Engineering	10,000	350	0	0	0	0	0	0	0	9,650
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	10,599	549	200	200	0	0	0	0	400	9,650
Federal-Aid	7,599	444	0	0	0	0	0	0	0	7,155

CLASSIFICATION:

STATE - Principal Arterial

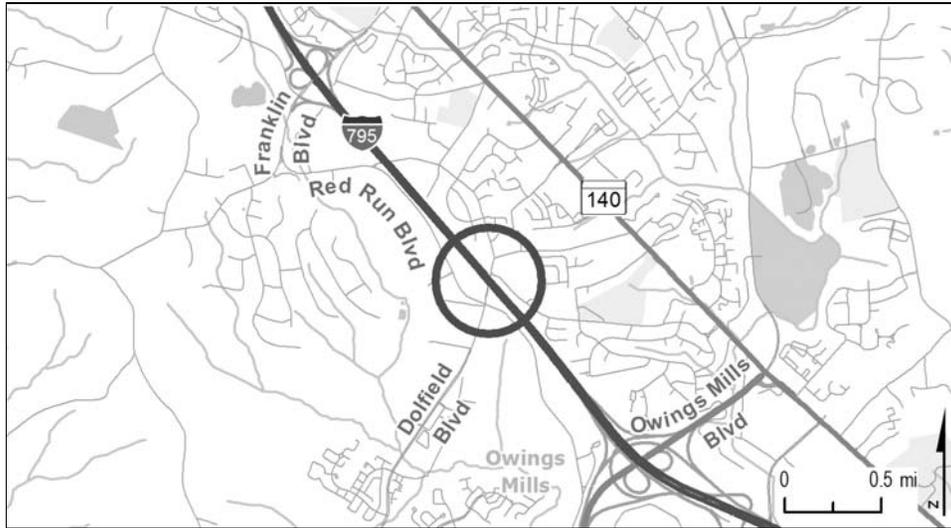
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 160,820 - 222,500

PROJECTED (2035) - 181,275 - 262,300



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Boulevard. Includes widening of I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard from 4 to 6 lanes.

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 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 140, Painters Mill Road to Owings Mills Boulevard (Line 18)

STATUS: Engineering underway. County contributed \$0.625 million towards Planning.

SIGNIFICANT CHANGE FROM FY 2016 - 21 CTP: None.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	PROJECT CASH FLOW FOR PLANNING PURPOSES ONLY						
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	3,447	3,447	0	0	0	0	0	0	0	0	
Engineering	5,000	1,766	1,275	989	970	0	0	0	3,234	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	8,447	5,213	1,275	989	970	0	0	0	3,234	0	
Federal-Aid	4,144	1,233	1,148	890	873	0	0	0	2,911	0	

CLASSIFICATION:

STATE - Principal Arterial

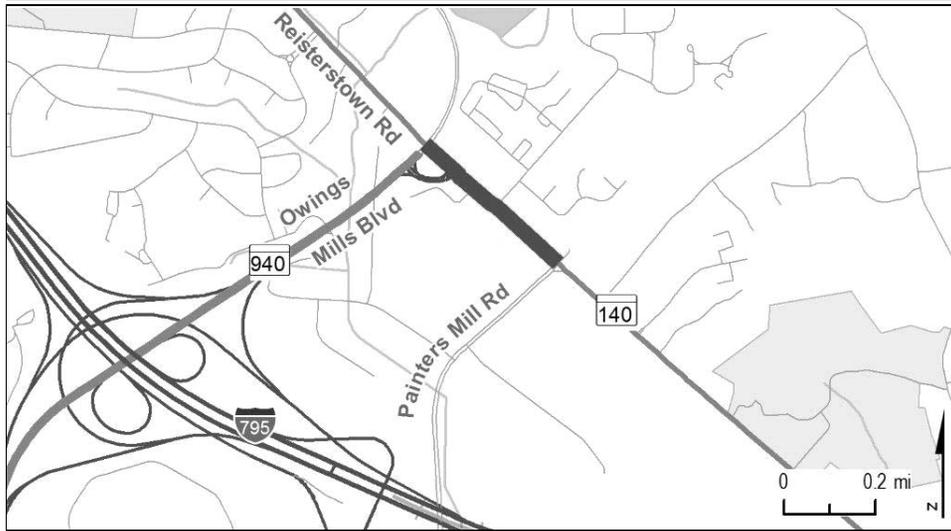
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 77,350

PROJECTED (2035) - 119,900



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from north of Painters Mill Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.4 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center, the Owings Mills Metro Station and the MD 140 Business corridor.

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 140, Painters Mill Road to Garrison View Road (Line 10)
 I-795, at Dolfield Road (Line 17)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2016 - 21 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 2016	CURRENT YEAR 2017	BUDGET YEAR 2018	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2019.....	.....2020.....	.....2021.....	.....2022.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	4,326	3,222	682	422	0	0	0	0	1,104	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	4,326	3,222	682	422	0	0	0	0	1,104	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2016) - 39,600 (MD 140)

PROJECTED (2035) - 49,600 (MD 140)

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Year 2016 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1		At various locations in Baltimore County - east of I-83; resurface	7,556	Completed
2		At various locations in Baltimore County - west of I-83; resurface	8,566	Completed
3	US 40	Pulaski Highway; Todds Lane to MD 700; resurface	2,727	Completed
<u>Bridge Replacement/Rehabilitation</u>				
4	MD 129	Park Heights Avenue; bridge 0314700 over I 695; bridge rehabilitation	6,035	Completed
5	MD 140	Westminster Pike; Bridge 03083 over North Branch of Patapsco River; bridge rehabilitation	8,156	Completed
<u>Traffic Management</u>				
6	I 83	At Shawan Road; lighting	1,578	Completed
<u>Bicycle Retrofit</u>				
7	US 1	Southwestern Boulevard; US 1 Alt to Baltimore City line; bicycle-pedestrian route	4,242	Completed
<u>Fiscal Years 2017 and 2018</u>				
<u>Resurface/Rehabilitate</u>				
8		At various locations in east Baltimore County; mill and resurface	12,661	Under construction
9	I 95	Howard County line to US 1; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	8,462	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Resurface/Rehabilitate (cont'd)</u>				
10		At various locations in west Baltimore County; mill and resurface	11,887	Under construction
11	US 1	Belair Road; I-695 to Still Meadow Road; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	4,004	FY 2018
12	US 1 AL	Washington Boulevard; I-695 to Baltimore County/City line; resurface	2,367	Under construction
13	MD 7	Philadelphia Road; Golden Ring Road to Rossville Boulevard; resurface	2,587	Under construction
14	MD 45	York Road; North of Padonia to Wight Avenue; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	3,444	FY 2017
15	I 83	Harrisburg Expressway; Mt. Carmel Road to Shawan Road; resurface	8,175	Under construction
16	MD 122	Security Boulevard; I-695 to Baltimore City/County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	5,475	FY 2017
17	MD 138	Sheppard Road; Gunpowder Falls Bridge to JM Pearce Road; resurface	2,389	Under construction
18	MD 140	Reisterstown Road; Milford Mill Road to the Baltimore County/City line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,420	FY 2017
19	I 195	Metropolitan Boulevard; Francis Avenue to Anne Arundel County line; safety and resurface Funding provided by the Governor's Investment in Highways and Bridges Initiative	2,825	FY 2017
20	MD 587	Wilson Point Road; MD 150 to Strawberry Point Road; safety and resurface	3,068	Under construction
21	I 695	Baltimore Beltway; MD 140 to Stevenson Road - outer and inner loop; safety and resurface	3,539	FY 2017

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
22		Existing bridges on Harrisburg Expressway, Falls Road and Philadelphia Road; clean/paint bridges	1,888	FY 2017
23	I 695	Baltimore Beltway; Various bridges on I-695, I-70, Joppa Road and MD 146; clean/paint bridges	2,168	Under construction
24	MD 695	Baltimore Beltway; Bridges 0326703, 0326707, 0328300 and 0328400 on Baltimore Beltway and MD 702; clean/paint bridges	3,769	Under construction
25	MD 695	Baltimore Beltway; Bridge 0328100 over Northeast Creek; bridge rehabilitation	5,929	Under construction
<u>Safety/Spot Improvement</u>				
26	US 40	Pulaski Highway; Ramp E of Allender Road; drainage improvement Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,801	FY 2017
27	US 40	Pulaski Highway; Chesaco Avenue to Todds Lane; safety and resurface	5,703	Under construction
28	MD 43 WB	White Marsh Boulevard; at Honeygo Boulevard (Phase 1); geometric improvements	432	Under construction
29	MD 45	York Road; Corbett Road to Gifford Road; geometric improvements	3,096	Under construction
30	I 695	Baltimore Beltway; at Cromwell Bridge Road; drainage improvement	3,432	FY 2017
31	I 695	Baltimore Beltway; I-895 to I-95; concrete median barrier	9,383	Under construction
<u>Urban Reconstruction</u>				
32	US 1	Belair Road; Baltimore City Line to I 695; geometric/pedestrian improvements (Funded for preliminary engineering only)	2,651	Design Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>Urban Reconstruction (cont'd)</u>				
33	US 40	Baltimore National Pike; At Mohr's Lane; urban reconstruction	6,501	Under construction
<u>Noise Barriers</u>				
34	I 695 IL	Baltimore Beltway; Extend noise barrier 03592N0 to 750 ft north of Dogwood Road; noise abatement	4,494	FY 2017
<u>Traffic Management</u>				
35	I 83	Jones Falls Expressway; North at I-695, I-795 at MD 940 (Owings Mills Boulevard); lighting	3,133	FY 2018
36	I 95	At I-695; lighting	2,476	FY 2018
37	I 695	Baltimore Beltway; at US 40 (westside), MD 26; lighting	2,082	Under construction
38	MD 695	Baltimore Beltway; Chesaco Avenue to Cove Road; signing	7,275	Under construction
39	I 795	Northwest Expressway; I-795 and Franklin, I-795 at MD 140; lighting Funding provided by the Governor's Investment in Highways and Bridges Initiative	1,942	Under construction
<u>Environmental Preservation</u>				
40	I 695	IRVM, I-695 BA/AA County to Stevenson Road, I-95 BA/HO County to BA line - Phase 1; landscape	1,682	FY 2017
<u>Intersection Capacity Improvements</u>				
41	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; roundabout	3,710	FY 2017

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 19 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of August 1, 2016
<u>Fiscal Years 2017 and 2018 (cont'd)</u>				
<u>TMDL Compliance</u>				
42		At various locations in Baltimore county - drainage improvement	3,604	FY 2017
43		Jones Falls; wetlands replacement (Project on hold)	1,876	FY 2018
44		Tree Planting at various locations in Baltimore County; landscape (Transportation Infrastructure Investment Act of 2013)	693	Under construction
45		Tree establishment at various locations in Baltimore County; landscape	2,418	FY 2018