



BALTIMORE COUNTY

**PROJECT:** I-695, Baltimore Beltway

DESCRIPTION: The work on I-695 is a Transportation System Management and Operations (TSMO) project involving lane controls, intelligent traffic monitoring and other features to improve safety and reduce congestion along the I-695 inner and outer loops between I-70 and east of White Marsh Boulevard.

PURPOSE & NEED SUMMARY STATEMENT: I-695 experiences considerable congestion in the morning and evening peak commuting periods. Additionally, the facility frequently experiences non-recurring congestion. Once complete, the project will improve nine congestion bottlenecks, improve safety, reduce potential and duration for incidents, and offer estimated time savings of up to 34 minutes for morning commuters traveling on the I-695 outer loop between Overlea and Catonsville, and 21 minutes for evening commuters traveling on the I-695 inner loop between Catonsville and Overlea.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

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

- | | |
|---|---|
| ☒ Enhance Safety and Security | ☒ Serve Communities and Support the Economy |
| ☒ Deliver System Quality | ☐ Promote Environmental Stewardship |

EXPLANATION: The project will allow the median shoulders to serve as additional travel lanes, primarily during peak-morning and evening rush hours. Lane-use control signals, like those used on the Bay Bridge and Fort McHenry Tunnel, will indicate when the shoulder can be used for travel.

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered |
| ☐ Project Outside PFA | ☐ Exception Will Be Required |
| ☐ PFA Status Yet to Be Determined | ☐ Exception Granted |

STATUS: Construction underway. Area 1 (I-70 to I-83) is anticipated to be open to service in calendar year 2027 with full project completion (Areas 1- 3) in 2028. Area 2 limits are MD 41 to MD 43. Area 3 limits are I-83 to MD 41.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: The cost increase of \$4.6 million is due to construction change orders including traffic calming measures.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	5,921	5,921	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	31	0	0	31	0	0	0	0	0	31	0
Construction	190,519	123,586	23,484	24,629	33,675	8,629	0	0	0	66,933	0
Total	196,471	129,507	23,484	24,660	33,675	8,629	0	0	0	66,964	0
Federal-Aid	194,748	127,913	23,406	24,619	33,595	8,621	0	0	0	66,835	0
Special	1,723	1,594	78	41	80	8	0	0	0	129	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

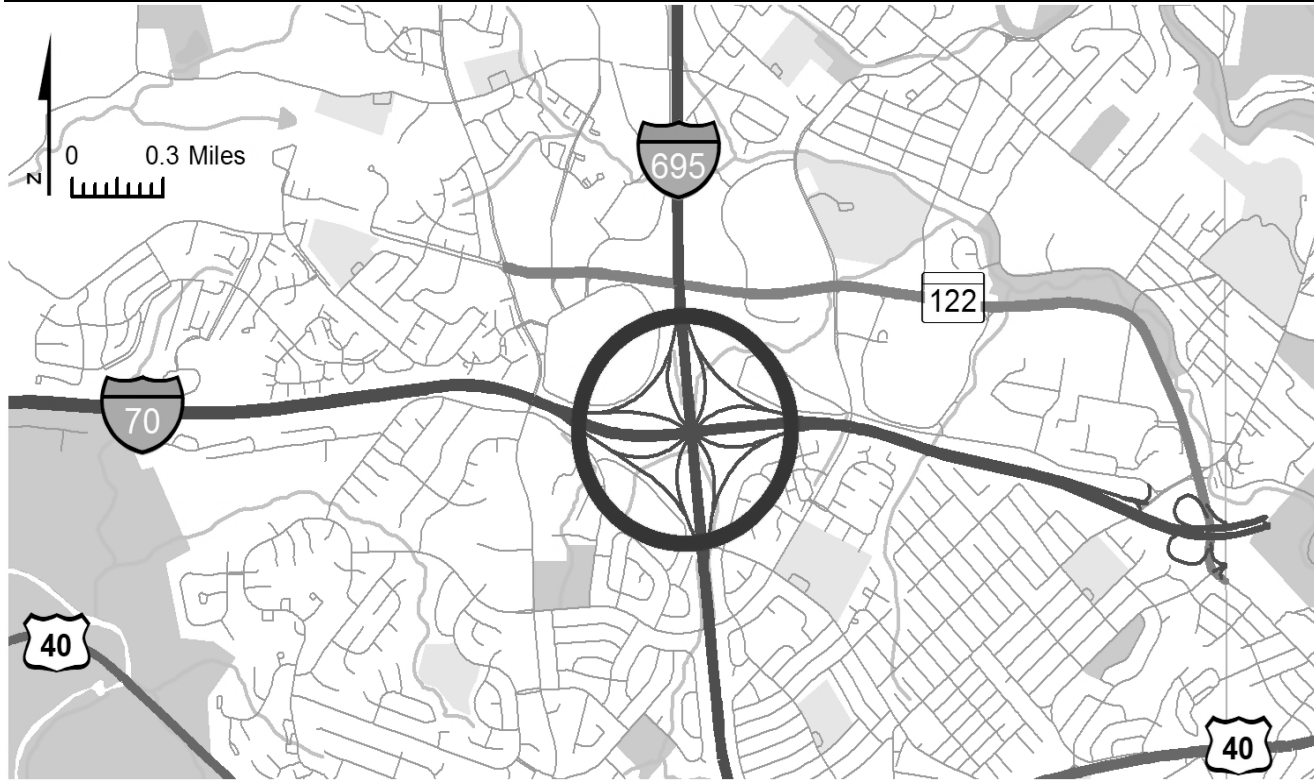
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 156,000 - 212,300
(2026)

PROJECTED 184,000 - 249,700
(2046)

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

- | | |
|---|--|
| ☒ Enhance Safety and Security | ☐ Serve Communities and Support the Economy |
| ☒ Deliver System Quality | ☐ Promote Environmental Stewardship |

EXPLANATION: This project will address state of good repair needs of the bridges in the vicinity of the I-695/I-70 interchange.

PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Project scope revised to focus on state of good repair needs of the bridges within the I-695/I-70 interchange, to include cleaning and painting of the existing bridge structures.

PURPOSE & NEED SUMMARY STATEMENT: This project will address state of good repair needs of the bridges within the I-695/I-70 interchange.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- | | |
|--|---|
| ☒ Project Inside PFA | ☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted |
| ☐ Project Outside PFA | |
| ☐ PFA Status Yet to Be Determined | |

STATUS: Through the Bridge Replacement and Rehabilitation Program, extensive substructure repairs were performed in 2018 to keep the bridges in a state of good repair and painting of the structural steel was performed in 2026 as a preservation measure to extend the life of the structural steel elements. In an effort to ensure the CTP reflects currently active projects, this PIF will not appear in the Final CTP.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	7,695	7,695	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,695	7,695	0	0	0	0	0	0	0	0	0
Federal-Aid	7,323	7,323	0	0	0	0	0	0	0	0	0
Special	372	372	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

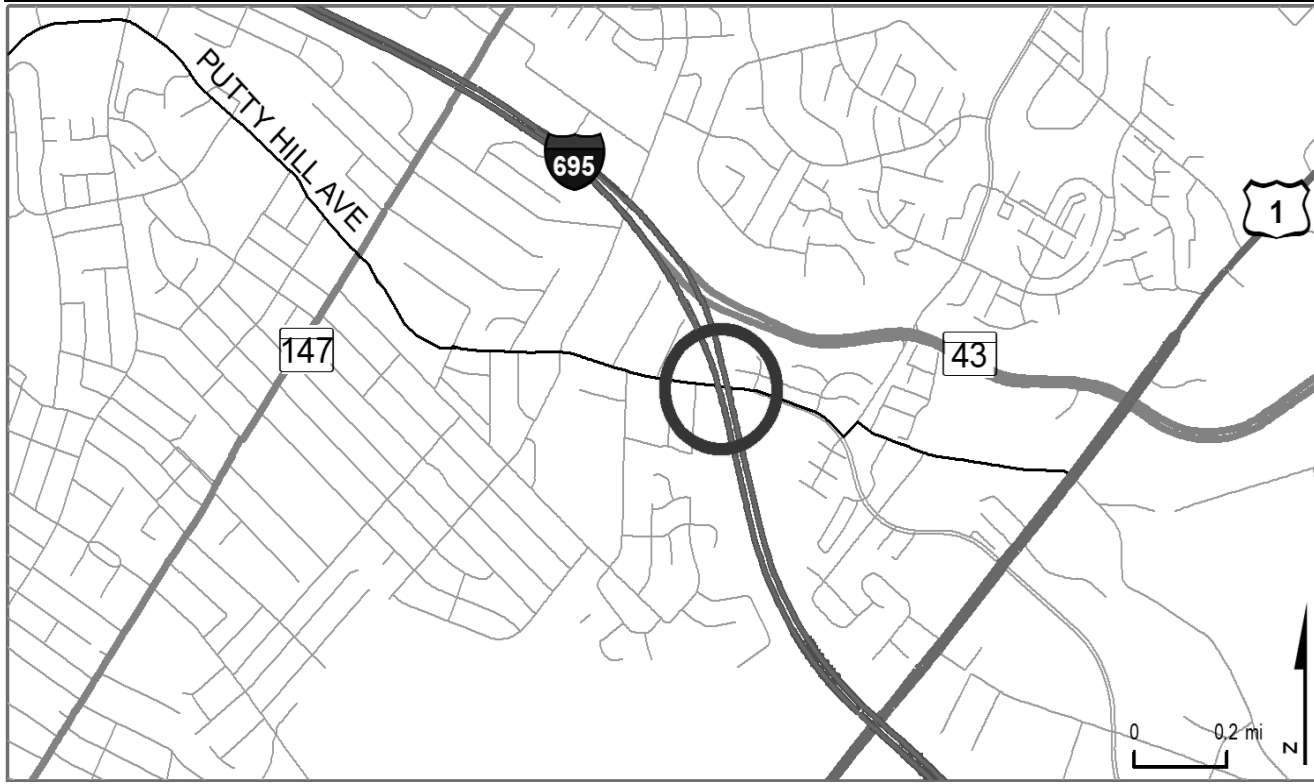
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 169,500 - 203,600
(2026)

PROJECTED 198,400 - 238,200
(2046)

**PROJECT:** I-695, Baltimore Beltway**DESCRIPTION:** Replacement of Bridge No. 0317400 on Putty Hill Avenue over I-695.**PURPOSE & NEED SUMMARY STATEMENT:** The purpose of this project is to replace a poor rated and weight restricted bridge to keep the roadway safe and open to traffic.**STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- ☒ Enhance Safety and Security
 ☒ Serve Communities and Support the Economy
☒ Deliver System Quality
 ☐ Promote Environmental Stewardship

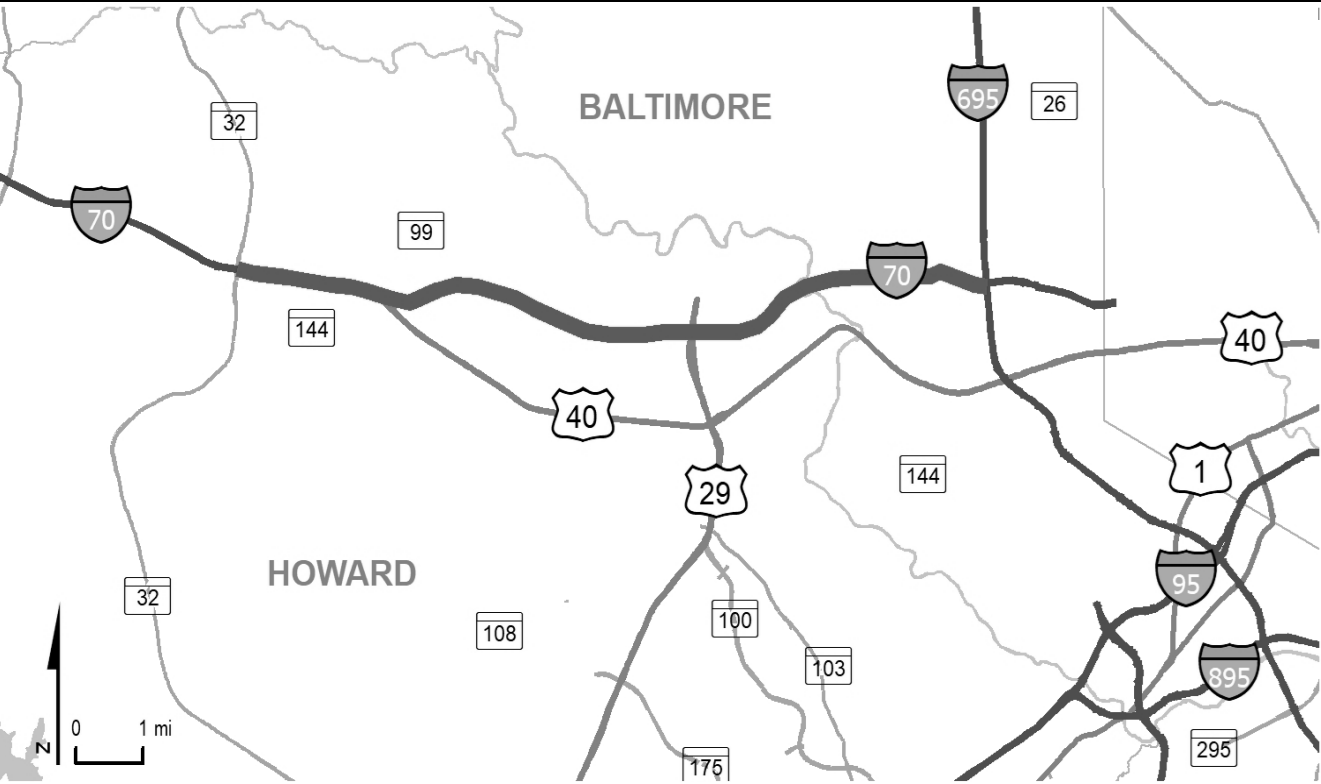
EXPLANATION: This bridge, constructed in 1961, is nearing the end of its structural life and is rated poor based on deck condition.**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- ☒ Project Inside PFA
 ☐ Project Outside PFA
 ☐ Grandfathered
☐ PFA Status Yet to Be Determined
 ☐ Exception Will Be Required
☐ Exception Granted

STATUS: Construction phase for utility work to begin in FY 2027.**SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP:** None.**POTENTIAL FUNDING SOURCE:**
☒ SPECIAL
 ☒ FEDERAL
 ☐ GENERAL
 ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,310	3,310	0	0	0	0	0	0	0	0	0
Right-of-way	889	889	0	0	0	0	0	0	0	0	0
Utilities	2,451	2,409	249	42	0	0	0	0	0	42	0
Construction	23,000	0	0	2,000	6,000	5,000	5,000	5,000	0	23,000	0
Total	29,650	6,608	249	2,042	6,000	5,000	5,000	5,000	0	23,042	0
Federal-Aid	27,039	5,088	148	2,001	5,700	4,750	4,750	4,750	0	21,951	0
Special	2,611	1,520	101	41	300	250	250	250	0	1,091	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:**STATE -** Principal Arterial**FEDERAL -** Interstate**STATE SYSTEM:** Primary**Estimated Annual Average Daily Traffic (vehicles per day)****CURRENT** 15,200
(2026)**PROJECTED** 19,100
(2046)



PROJECT: I-70, MD 32 to I-695

DESCRIPTION: Geometric modifications to improve safety and peak period traffic operations along I-70 from MD 32 to I-695.

PURPOSE & NEED SUMMARY STATEMENT: I-70 is a heavily traveled commuter route linking western Maryland to the Baltimore-Washington Region. The project improves the safety and operations along I-70.

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

STATUS: Environmental analysis and engineering underway.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	432	432	0	0	0	0	0	0	0	0	0
Engineering	7,152	300	300	1,000	1,600	1,300	1,952	1,000	0	6,852	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	7,584	732	300	1,000	1,600	1,300	1,952	1,000	0	6,852	0
Federal-Aid	7,005	270	270	1,000	1,568	1,274	1,913	980	0	6,735	0
Special	579	462	30	0	32	26	39	20	0	117	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

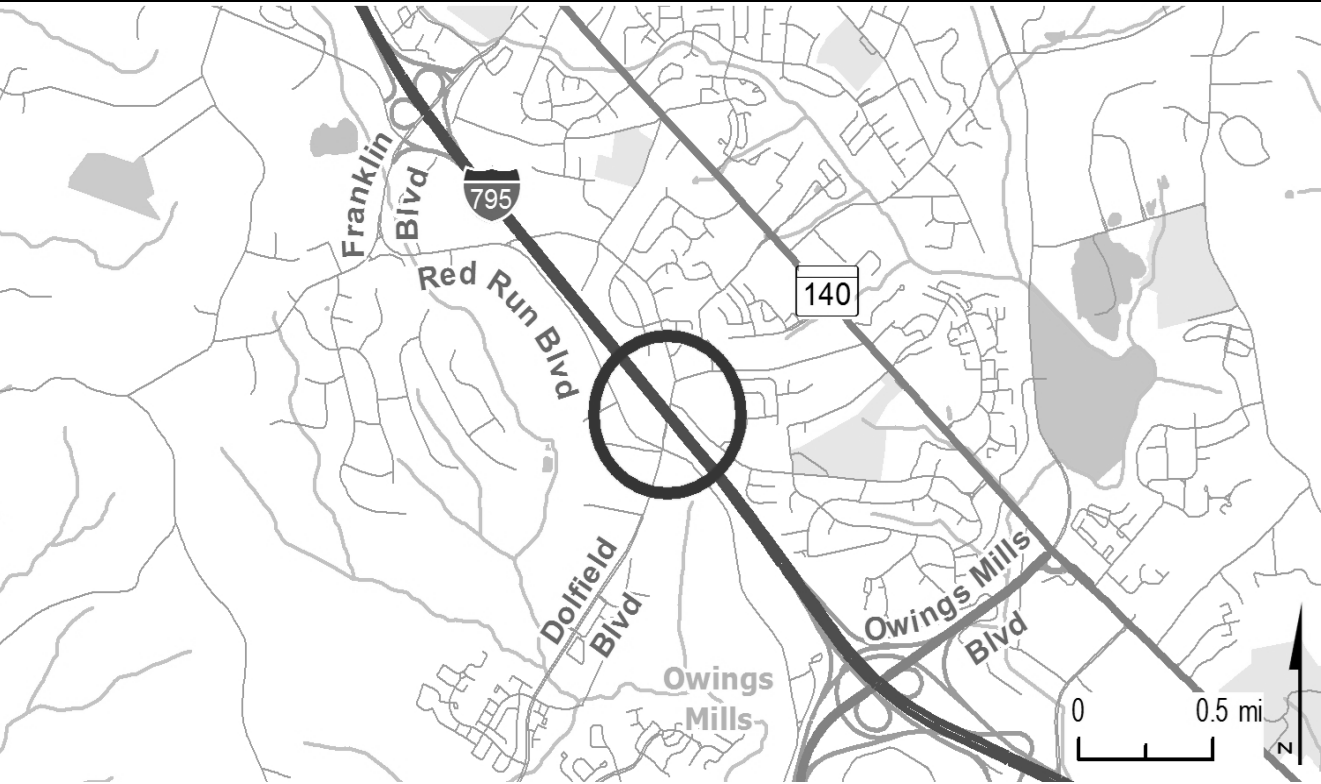
FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 73,300 - 113,900
(2026)

PROJECTED 91,600 - 131,000
(2046)



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Project to construct an interchange at Dolfield Boulevard. Includes widening and operational improvements along I-795 from Owings Mills Boulevard (MD 940) to Franklin Boulevard. Southbound access to I-795 will be provided by ramps connecting to Red Run Boulevard. Northbound access to I-795 will be provided through a directional on-ramp from Dolfield Boulevard. The northbound off-ramp will connect to a new roundabout along Tollgate Road. A shared-use path will be constructed on Dolfield Boulevard between Red Run Boulevard and Tollgate Road. Sidewalks will be provided along Tollgate Road from Dolfield Boulevard to Hewitt Farms Road.

PURPOSE & NEED SUMMARY STATEMENT: This project will improve overall network safety and mobility along I-795 and improve safety and connections for vulnerable road users along Dolfield Boulevard and Tollgate Road.

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

STATUS: Engineering underway. County contributed \$0.65 million toward planning.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE: ☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	3,484	3,484	0	0	0	0	0	0	0	0	0
Engineering	12,425	8,071	600	2,200	2,154	0	0	0	0	4,354	0
Right-of-way	3,998	0	0	0	0	1,999	1,999	0	0	3,998	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	19,907	11,555	600	2,200	2,154	1,999	1,999	0	0	8,352	0
Federal-Aid	13,969	6,125	570	2,200	2,046	1,799	1,799	0	0	7,845	0
Special	5,938	5,431	30	0	108	200	200	0	0	508	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 75,600
(2026)

PROJECTED 108,200
(2046)



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 (0.4 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project will provide additional capacity and access for the planned development in Owings Mills.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

☒ Project Inside PFA
☐ Project Outside PFA
☐ PFA Status Yet to Be Determined

☐ Grandfathered
☐ Exception Will Be Required
☐ Exception Granted

STATUS: In an effort to ensure the CTP reflects currently active projects, the Final CTP will not provide PIFs for projects which have been on hold for greater than 5 years. This PIF will not appear in the Final CTP but will be restored when funding becomes available.

SIGNIFICANT CHANGE FROM FY 2026 - 31 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☐ FEDERAL ☐ GENERAL ☐ OTHER

PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU 2026	EXPENDED IN 2026	CURRENT YEAR 2027	BUDGET YEAR 2028	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
						...2029...	...2030...	...2031...	...2032...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	3,566	3,566	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	3,566	3,566	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
Special	3,566	3,566	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0

Classification:

STATE - Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Estimated Annual Average Daily Traffic (vehicles per day)

CURRENT 38,800 (MD 140)
(2026)

PROJECTED 55,100 (MD 140)
(2046)

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Bridge Replacement/Rehabilitation</u>					
XB1639	IS695	IS-695/IS-70 Triple Bridges - Cleaning and Painting of Bridge Nos. 0312703/04, 0312805/06, 0312903/04, and 0322703/04	\$	3,055	Under Construction
<u>Environmental Preservation</u>					
XB3684	-	Landscape Installation and Establishment at Various Locations in Baltimore County	\$	162	Completed
<u>Intersection Capacity Improvements</u>					
BAA802	MD26	Liberty Road - Geometric Improvements at Old Court Road, Rolling Road, and Milford Mill Road	\$	2,030	Under Construction
<u>Resurface/Rehabilitate</u>					
XX386B	-	Safety and Resurfacing Improvements at Various Locations on IS Routes in Baltimore County	\$	13,439	Completed
XY7032	-	Resurfacing Improvements at Various Locations in Baltimore County West of I-83	\$	10,028	Completed
BAB371	US40	Pulaski Highway - Safety and Resurfacing Improvements from Days Cove Road to Harford/Baltimore County Line	\$	2,985	FY 2027
XB2464	-	Sidewalk Improvements at Various Locations in Baltimore County	\$	856	FY 2027
XQ6031	-	Patching Various Locations East of I-83 in Baltimore County	\$	4,354	FY 2027
BA9823	MD45	York Road - Water Transmission Main, Safety and Resurfacing Improvements from Towson Roundabout to Newell Avenue	\$	4,060	Under Construction
BAA321	MD144	Frederick Road - Safety and Resurfacing Improvements from I-695 to Baltimore County/City Line	\$	3,083	Under Construction
BAA341	MD542	Loch Raven Boulevard - Water Main Replacement, Safety and Resurfacing from South of Taylor Avenue to Joppa Road	\$	4,591	Under Construction
XQ3252	-	Safety and Resurfacing Improvements at Various Locations on IS Routes in Baltimore County	\$	5,846	Under Construction
XQ3262	-	Safety and Resurfacing Improvements at Various Locations in Baltimore County	\$	6,427	Under Construction
XQ6032	-	Patching Various Locations West of I-83 in Baltimore County	\$	2,867	Under Construction
<u>Safety/Spot Improvement</u>					
BA7381	MD940	Owings Mills Boulevard - Geometric Improvements at Red Run Boulevard	\$	5,060	FY 2028
BAB881	IS83	Harrisburg Expressway - Guardrail Improvements from Mt. Carmel Road to Middletown Road	\$	3,720	FY 2028

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

STATE HIGHWAY ADMINISTRATION - Baltimore County - LINE 7

PROJECT ID	ROUTE NUMBER	PROJECT NAME	TOTAL PROGRAMMED COST		STATUS
<u>Safety/Spot Improvement</u>					
BA0242	MD139	Charles Street - Intersection Reconstruction, Safety and Resurfacing Improvements from Baltimore Co/City Line to MD 134	\$	5,921	Under Construction
BAA261	MD30	Hanover Pike - Intersection Reconstruct at Bortner Road/Dover Road	\$	1,129	Under Construction
<u>Sidewalks</u>					
BAB151	MD150	Eastern Boulevard - Safety Improvements from MD 702 to MD 700 - Pedestrian Safety Action Plan	\$	4,650	FY 2027
<u>TMDL Compliance</u>					
BAB451	IS695	Baltimore Beltway - Double Rock Stream Restoration Adaptive Management	\$	861	FY 2027
<u>Transportation Alternatives Program</u>					
BAB611	-	Pedestrian Improvements and Connection for Edgemere Elementary School, Sparrows Middle/High School	\$	160	Under Construction
<u>Urban Reconstruction</u>					
BA5151	US1	Belair Road - Baltimore City Line to I-695 (Funded for Design Only)	\$	8,150	Design Underway