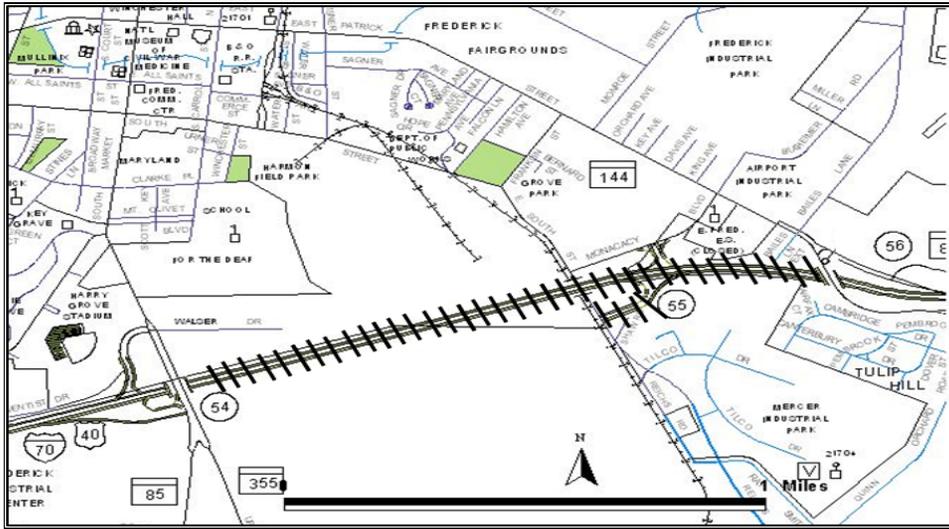




FREDERICK COUNTY



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Widen I-70 east of MD 355 to east of MD 144 (1.57 miles), replace the I-70 bridge over Reich's Ford Road. The existing ramps to Monocacy Boulevard and Reich's Ford Road are reconstructed (Phase 2D).

PURPOSE & NEED SUMMARY STATEMENT: 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 four 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 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-70, Mt. Phillip Road to MD 144FA (Line 6)

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

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

EXPLANATION: By improving the geometry of the existing interchange ramps between I-70 and Monocacy Boulevard and Reich's Ford Road, this project will improve operations along I-70 through Frederick and reduce collision and injury rates.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2016..... |2017..... |2018..... |2019..... | | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 3,116 | 2,887 | 10 | 219 | 0 | 0 | 0 | 0 | 229 | 0 | |
| Construction | 41,643 | 36,453 | 5,190 | 0 | 0 | 0 | 0 | 0 | 5,190 | 0 | |
| Total | 44,759 | 39,340 | 5,200 | 219 | 0 | 0 | 0 | 0 | 5,419 | 0 | |
| Federal-Aid | 43,645 | 38,340 | 5,108 | 197 | 0 | 0 | 0 | 0 | 5,305 | 0 | |

CLASSIFICATION:

STATE - Principal Arterial

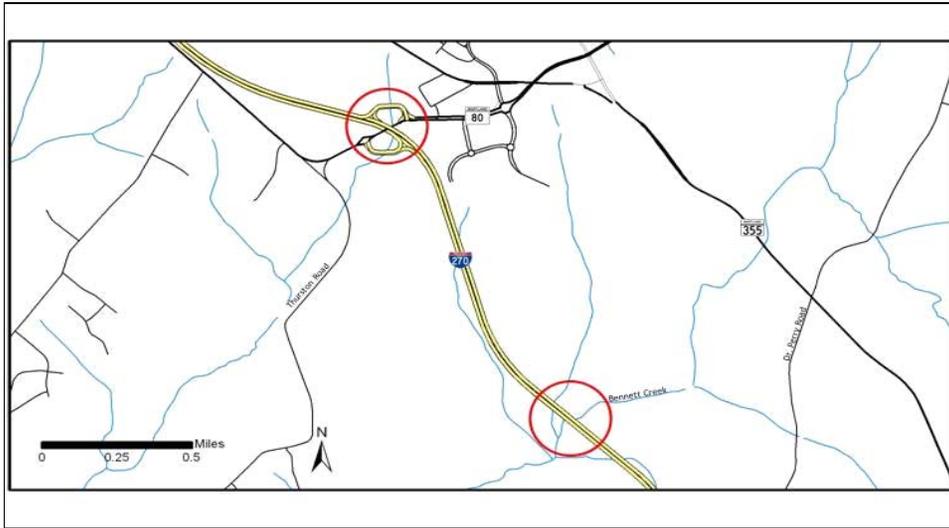
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 84,850

PROJECTED (2030) - 102,900



PROJECT: I-270, Eisenhower Memorial Highway

DESCRIPTION: Replaced decks and widened Bridges 10078 and 10079 over MD 80 and Bennett Creek.

PURPOSE & NEED SUMMARY STATEMENT: The existing structures were structurally deficient and functionally obsolete.

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-270 and US 15, Multi-Modal Corridor Study (Line 8)

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

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

EXPLANATION: The existing structures were structurally deficient and functionally obsolete.

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2016..... |2017..... |2018..... |2019..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,776 | 1,776 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 9,976 | 9,368 | 590 | 0 | 0 | 0 | 0 | 0 | 590 | 18 |
| Total | 11,752 | 11,144 | 590 | 0 | 0 | 0 | 0 | 0 | 590 | 18 |
| Federal-Aid | 11,207 | 10,622 | 585 | 0 | 0 | 0 | 0 | 0 | 585 | 0 |

CLASSIFICATION:

STATE - Rural Interstate

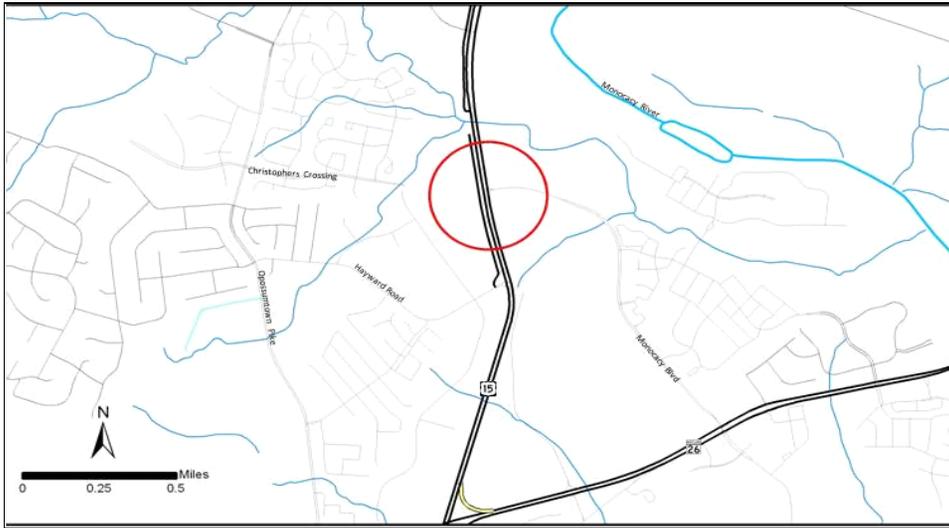
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 79,725 (I-270)
 20,600 (MD 80)

PROJECTED (2030) - 141,000 (I-270)
 (MD 80) 34,500



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Construct a grade-separated interchange at Monocacy Boulevard including a Park-and-Ride lot. This project will include appropriate bicycle and pedestrian facilities. (BRAC Related)

PURPOSE & NEED SUMMARY STATEMENT: This project will add 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. The project will close the existing at-grade intersection at US 15 and Hayward 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

ASSOCIATED IMPROVEMENTS:
 I-270/US 15, Multi-Modal Corridor Study (Line 8)

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

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

EXPLANATION: The new interchange will improve safety and operations for all roadway users by closing existing at-grade intersections, providing new east-west access, and constructing a ride-share facility. This intersection will also support ongoing and planned growth.

STATUS: Engineering underway. Right-of-Way to begin during current fiscal year. The County is providing \$1.4 million to proceed with engineering. The City has also committed \$1.4 million for engineering. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Moved from the Development and Evaluation Program to the Construction Program. Added \$11.8 million to Right-of-Way and \$57.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

| 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 | | | | | | | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | | | | |
| | | | | |2016..... |2017..... |2018..... |2019..... | | | | |
| Planning | 473 | 473 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 3,003 | 1,095 | 324 | 171 | 1,413 | 0 | 0 | 0 | 0 | 1,908 | 0 | |
| Right-of-way | 11,846 | 0 | 3,748 | 6,425 | 1,673 | 0 | 0 | 0 | 0 | 11,846 | 0 | |
| Construction | 57,104 | 0 | 0 | 6,008 | 8,925 | 10,992 | 10,992 | 10,992 | 10,992 | 47,909 | 9,195 | |
| Total | 72,426 | 1,568 | 4,072 | 12,604 | 12,011 | 10,992 | 10,992 | 10,992 | | 61,663 | 9,195 | |
| Federal-Aid | 10,457 | 675 | 3,246 | 5,214 | 1,322 | 0 | 0 | 0 | 0 | 9,782 | 0 | |

CLASSIFICATION:

STATE - Urban Freeway/Expressway

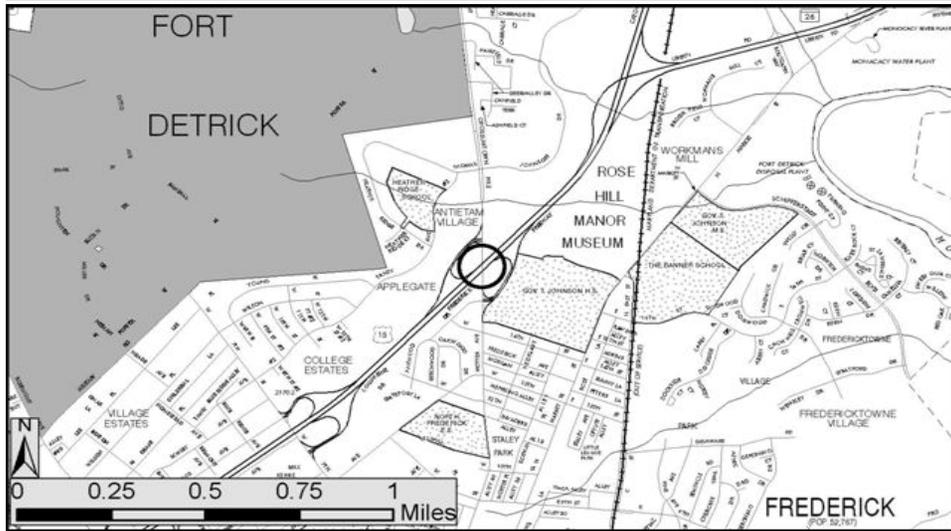
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 44,650

PROJECTED (2030) - 75,600



PROJECT: US 15, Catoctin Mountain Highway

DESCRIPTION: Replace Bridge 10098 on Motter Avenue.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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

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

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

ASSOCIATED IMPROVEMENTS:

US 15, Interchange at Monocacy Boulevard (Line 3)
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

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

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: The cost increase of \$1.3 million is due to additional utility needs.

| 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2016..... |2017..... |2018..... |2019..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 1,250 | 1,250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 978 | 961 | 17 | 0 | 0 | 0 | 0 | 0 | 17 | 0 |
| Construction | 13,452 | 7,697 | 4,638 | 1,117 | 0 | 0 | 0 | 0 | 5,755 | 0 |
| Total | 15,680 | 9,908 | 4,655 | 1,117 | 0 | 0 | 0 | 0 | 5,772 | 0 |
| Federal-Aid | 14,999 | 9,242 | 4,640 | 1,117 | 0 | 0 | 0 | 0 | 5,757 | 0 |

CLASSIFICATION:

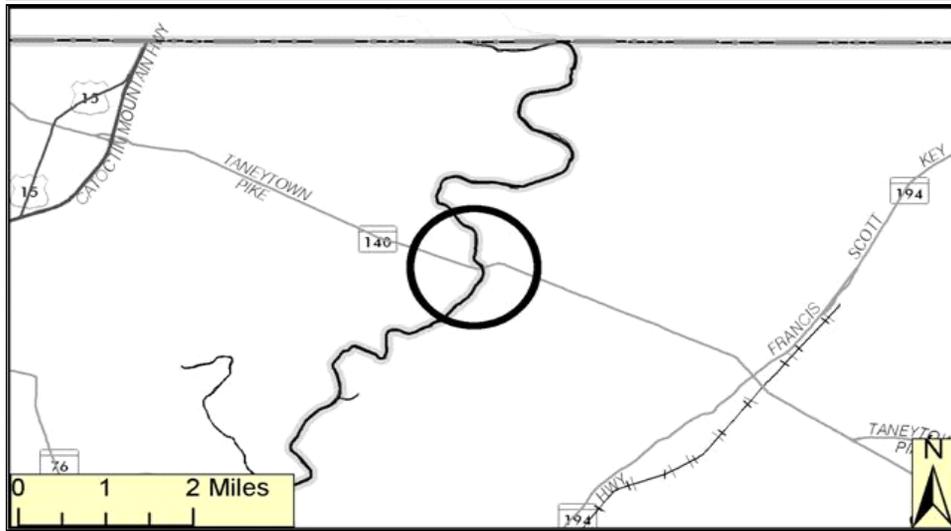
STATE - Urban Freeway/Expressway
 FEDERAL - Urban Freeway/Expressway

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 85,775

PROJECTED (2030) - 102,125



PROJECT: MD 140, Taneytown Pike

DESCRIPTION: Replace Bridge 10065 over Monocacy River. Shoulders will accommodate bicycles and pedestrians.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure is structurally deficient and functionally obsolete.

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 existing structure is structurally deficient and functionally obsolete.

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2016..... |2017..... |2018..... |2019..... | | |
| Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right-of-way | 228 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 4,479 | 2,342 | 2,137 | 0 | 0 | 0 | 0 | 0 | 2,137 | 0 |
| Total | 4,707 | 2,570 | 2,137 | 0 | 0 | 0 | 0 | 0 | 2,137 | 0 |
| Federal-Aid | 4,596 | 2,459 | 2,137 | 0 | 0 | 0 | 0 | 0 | 2,137 | 0 |

CLASSIFICATION:

STATE - Other Principal Arterial

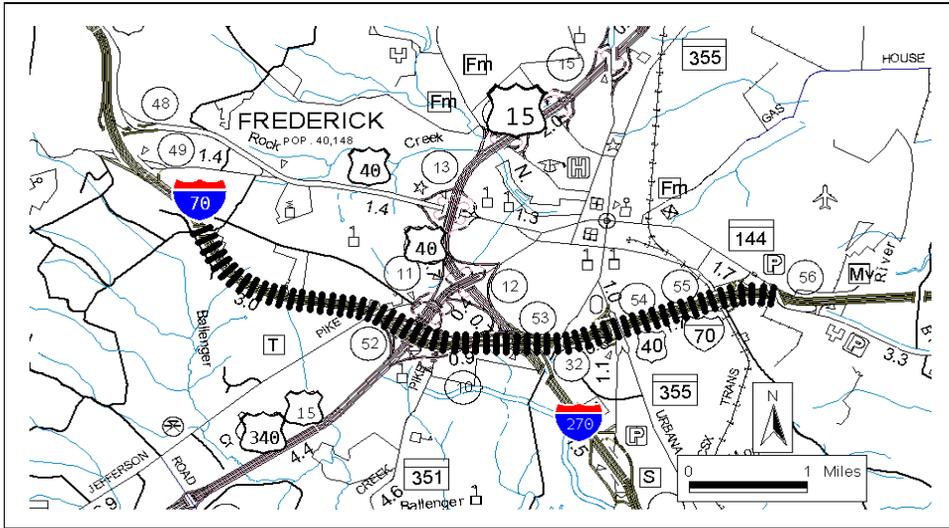
FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 5,675

PROJECTED (2030) - 7,150



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Upgrade existing I-70 from Mount Phillip Road to MD 144 FA (Phase 4) (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 four lane section to six lanes and reconstruction of the interchanges.

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-70, Phase 2D (Line 1)
 I-270 and US 15 Multi-Modal Corridor Study (Line 8)

STATUS: Engineering on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2016..... |2017..... |2018..... |2019..... | | | |
| Planning | 1,251 | 1,251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 6,723 | 6,723 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 21,493 | 21,493 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 29,467 | 29,467 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Federal-Aid | 13,631 | 13,631 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

CLASSIFICATION:

STATE - Principal Arterial

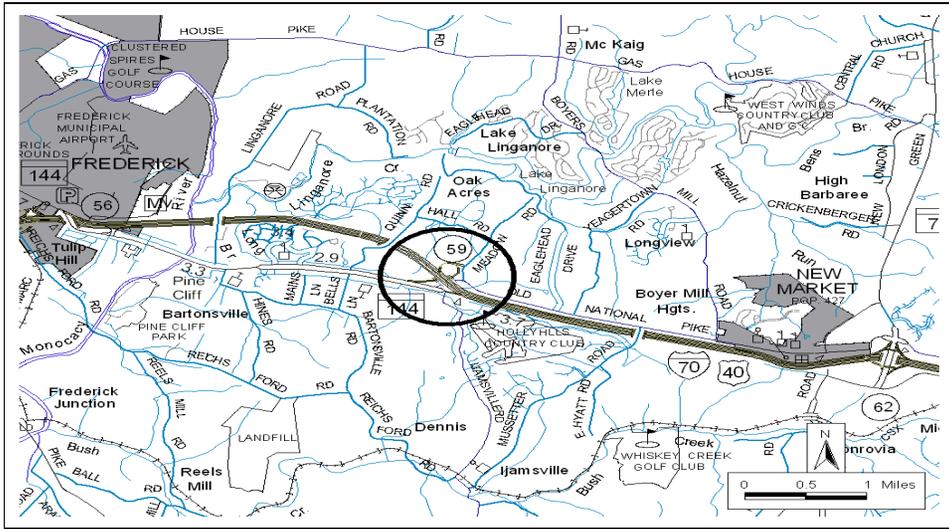
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 95,725

PROJECTED (2030) - 176,925



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to construct interchange improvements at Meadow Road.

JUSTIFICATION: This project will look at providing the missing eastbound off-ramp from I-70 and westbound on-ramp to I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

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:

STATUS: Project on hold.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | | |
| | | | | |2016..... |2017..... |2018..... |2019..... | | |
| Planning | 252 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 252 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Federal-Aid | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

CLASSIFICATION:

STATE - Urban Interstate

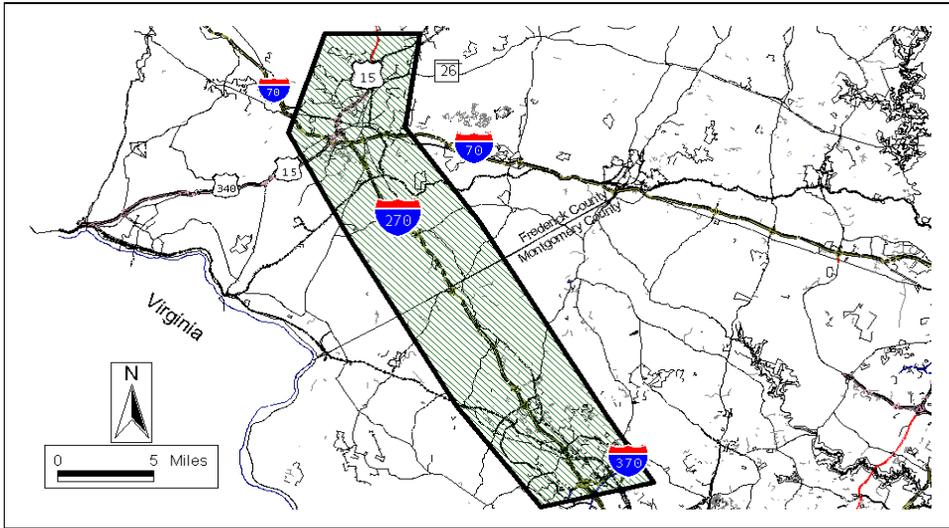
FEDERAL - Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 68,000

PROJECTED (2030) - 116,500



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. 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 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 15, Interchange at Monocacy Boulevard (Line 3)
- I-70, Mt. Phillip Road to MD 144 (Line 6)
- I-270, Interchange at Watkins Mill Road (Montgomery County Line 1)
- MD 200, InterCounty Connector (Montgomery County Line 3)

STATUS: Project Planning on hold, proceeding with transit options in corridor first.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | | | |
| | | | | |2016..... |2017..... |2018..... |2019..... | | | |
| Planning | 17,428 | 17,428 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Engineering | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Right-of-way | 1,107 | 1,107 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Construction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 18,535 | 18,535 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Federal-Aid | 14,396 | 14,396 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

CLASSIFICATION:

STATE - Principal Arterial

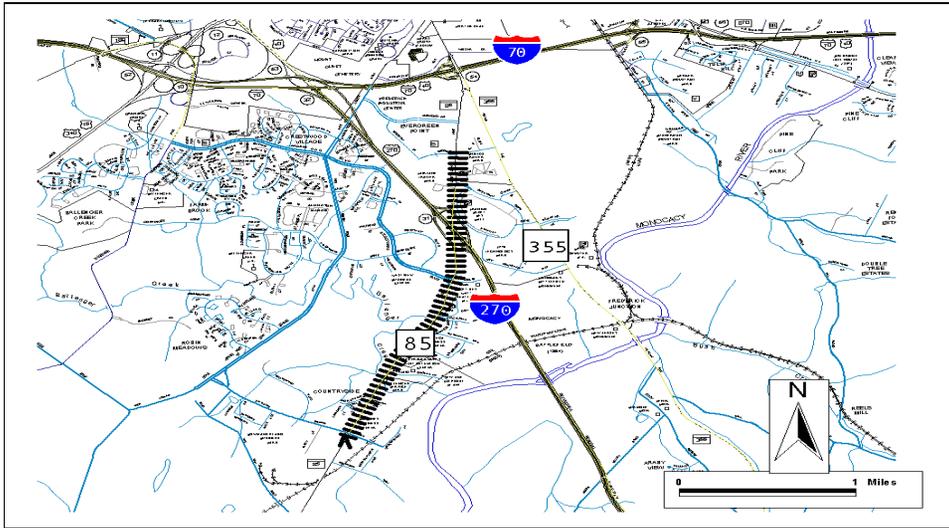
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 41,400 - 102,000 (US -15)
79,725 - 212,500 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)
103,900 - 267,400 (I-270)



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). The project will include six-foot bicycle lanes.

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 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-270/US 15, Multi-Modal Corridor Study (Line 8)

STATUS: Partial Engineering for Phase 1 underway. County funding partial Engineering for \$1.5 million. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

| POTENTIAL FUNDING SOURCE: | | <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER | | | | | | | | |
|---------------------------|------------------------------|--|-------------------|------------------|----------------------------|----------------|----------------|----------------|-------|----------------|
| PHASE | PROJECT CASH FLOW | | | | | | | | | |
| | TOTAL ESTIMATED COST (\$000) | EXPEND THRU 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | | SIX YEAR TOTAL |
| | | | | |2016..... |2017..... |2018..... |2019..... | | |
| Planning | 531 | 531 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engineering | 5,354 | 1,491 | 750 | 746 | 750 | 1,617 | 0 | 0 | 3,863 | 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 | 5,885 | 2,022 | 750 | 746 | 750 | 1,617 | 0 | 0 | 3,863 | 0 |
| Federal-Aid | 3,259 | 200 | 631 | 582 | 585 | 1,261 | 0 | 0 | 3,059 | 0 |

CLASSIFICATION:

STATE - Major Collector
 FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 9,450 - 46,675

PROJECTED (2030) - 16,175 - 64,000



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. This project will include appropriate bicycle and pedestrian facilities.

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 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-70, Mt. Phillip Road to MD 144 (Line 6)
 I-270/US 15, Multi-Modal Corridor Study (Line 8)
 Butterfly Lane Improvements (Frederick City)

STATUS: Project Planning underway. Frederick County contributed \$0.5 million to Planning. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2013 - 18 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 2013 | CURRENT YEAR 2014 | BUDGET YEAR 2015 | FOR PLANNING PURPOSES ONLY | | | | SIX YEAR TOTAL | BALANCE TO COMPLETE |
| | | | | |2016..... |2017..... |2018..... |2019..... | | |
| Planning | 2,271 | 1,683 | 30 | 558 | 0 | 0 | 0 | 0 | 588 | 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 | 2,271 | 1,683 | 30 | 558 | 0 | 0 | 0 | 0 | 588 | 0 |
| Federal-Aid | 588 | 0 | 30 | 558 | 0 | 0 | 0 | 0 | 588 | 0 |

CLASSIFICATION:

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 28,050

PROJECTED (2030) - 53,450

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 11

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2013 |
|---|-----------|--|--------------------------------|--|
| <u>Fiscal Year 2013 Completions</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 1 | US 15 NB | Catoctin Mountain Highway; MD 26 to north of Angleberger Road; resurface | 3,255 | Completed |
| 2 | US 15 SB | Catoctin Mountain Highway; Roddy Road to Structure 10182; resurface | 2,282 | Completed |
| 3 | I 70 EB | Eisenhower Memorial Highway; US 15 to New Design Road; resurface | 2,213 | Completed |
| <u>Safety/Spot Improvement</u> | | | | |
| 4 | US 15 | Catoctin Mountain Highway; at Mountville Road; geometric improvements | 820 | Completed |
| <u>Enhancements</u> | | | | |
| <u>Pedestrian/Bicycle Facilities</u> | | | | |
| 5 | | Ballenger Creek Trail Phase 1; construction of a 12 foot wide asphalt trail; pedestrian or bicycle facilities. | 857 | Completed |
| <u>Fiscal Years 2014 and 2015</u> | | | | |
| <u>Resurface/Rehabilitate</u> | | | | |
| 6 | | Various locations in Frederick County; resurface | 10,059 | Under construction |
| 7 | US 15 NB | Catoctin Mountain Highway; north of Angleberger Road to Owens Creek Structure 10004; safety and resurface (Transportation Infrastructure Investment Act of 2013) | 2,702 | FY 2014 |
| 8 | I 270 NB | Eisenhower Memorial Highway; north of MD 80 to north of I 70; resurface (Transportation Infrastructure Investment Act of 2013) | 3,766 | FY 2014 |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2013 |
|---|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2014 and 2015 (cont'd)</u> | | | | |
| <u>Bridge Replacement/Rehabilitation</u> | | | | |
| 9 | | 10 existing bridges on MD 383, MD 75, US 15, US 340 and I 70; clean and paint bridges | 1,757 | FY 2014 |
| 10 | MD 26 | Liberty Road; bridge 1002504 over Monocacy River; clean and paint bridge | 2,166 | Under construction |
| <u>Community Safety and Enhancements</u> | | | | |
| 11 | US 40 ALT | Old National Pike; through Middletown; urban reconstruct (Funded for preliminary engineering) | 2,785 | PE Underway |
| 12 | MD 144 FB | Main Street; through Town of New Market to Bye Alley; urban reconstruct (Transportation Infrastructure Investment Act of 2013) | 6,000 | FY 2015 |
| 13 | MD 180 | Jefferson Pike; US 340 to Old Holter Road in Jefferson; urban reconstruct (Funded for preliminary engineering) | 2,474 | PE Underway |
| <u>Commuter Action Improvements</u> | | | | |
| 14 | MD 17 | Myersville Middletown Road; at Ventrice Court; ridesharing facilities | 1,411 | FY 2014 |
| <u>Sidewalks</u> | | | | |
| 15 | MD 17 | Myersville Middletown Road; Eagle Bay Drive to Cedar Street; sidewalks (Transportation Infrastructure Investment Act of 2013) | 552 | FY 2014 |
| <u>Enhancements</u> | | | | |
| <u>Acquisition of Scenic Easements and Scenic/Historic Sites</u> | | | | |
| 16 | | Saving Maryland's Critical Civil War Battlefields; 7 battlefield acquisitions | 979 | Underway |

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

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

| ITEM NO. | ROUTE NO. | DESCRIPTION AND IMPROVEMENT TYPE | TOTAL ESTIMATED COST (\$000's) | CONSTRUCTION START Status as of December 1, 2013 |
|--|-----------|--|--------------------------------|--|
| <u>Fiscal Years 2014 and 2015 (cont'd)</u> | | | | |
| <u>Enhancements (cont'd)</u> | | | | |
| <u>Pedestrian/Bicycle Facilities</u> | | | | |
| 17 | | 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 2014 |
| 18 | | Ballenger Creek Trail Phase IV; project consists of construction of a 10 foot wide, 1,600 linear foot asphalt trail | 360 | FY 2014 |