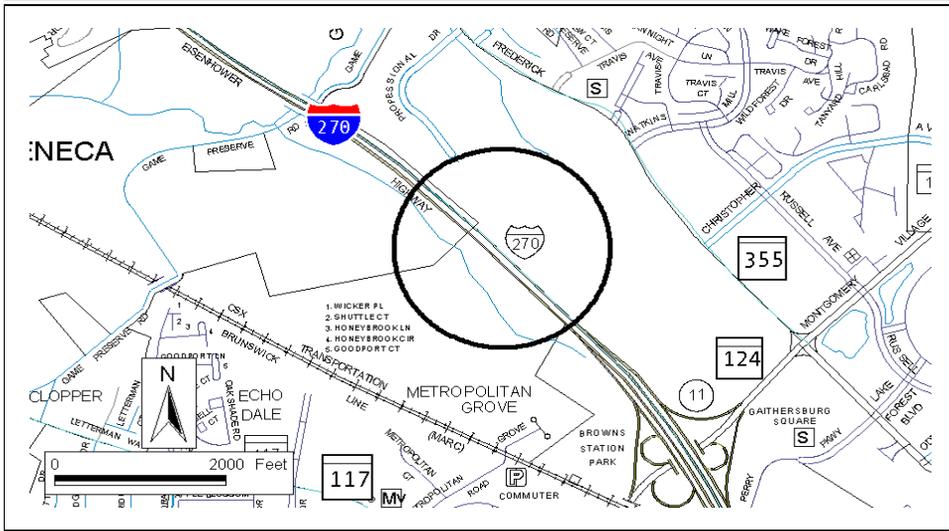




MONTGOMERY COUNTY



PROJECT: I-270/Watkins Mill Road Extended

DESCRIPTION: Construct a new interchange at Watkins Mill Road Extended. Bicycle and pedestrian improvements will be included as appropriate.

PURPOSE & NEED SUMMARY STATEMENT: This project would support economic development and reduce existing congestion at the I-270/MD 124 interchange and the MD 355/MD 124 intersection. It would provide access from I-270 to the Metropolitan Grove Road (MARC) commuter rail station.

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:
 InterCounty Connector (Line 3)
 I-270 and US 15 Multi-Modal Corridor Study (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 new interchange will provide new access points to I-270 and provide for additional east-west access for all roadway users while reducing congestion on existing nearby interchange ramps and parallel roadways. This interchange also supports planned growth and economic development in the vicinity.

STATUS: Engineering and Right-of-way underway. The County is contributing \$4.9 million towards 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 \$122.6 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

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	1,177	1,177	0	0	0	0	0	0	0	0	0
Engineering	1,770	555	475	310	192	238	0	0	1,215	0	0
Right-of-way	39,755	2	50	1,000	23,000	15,703	0	0	39,753	0	0
Construction	122,568	0	0	0	9,760	30,415	37,224	45,169	122,568	0	0
Total	165,270	1,734	525	1,310	32,952	46,356	37,224	45,169	163,536	0	0
Federal-Aid	41,738	1,008	525	1,310	23,192	15,703	0	0	40,730	0	0

CLASSIFICATION:

STATE - Principal Arterial

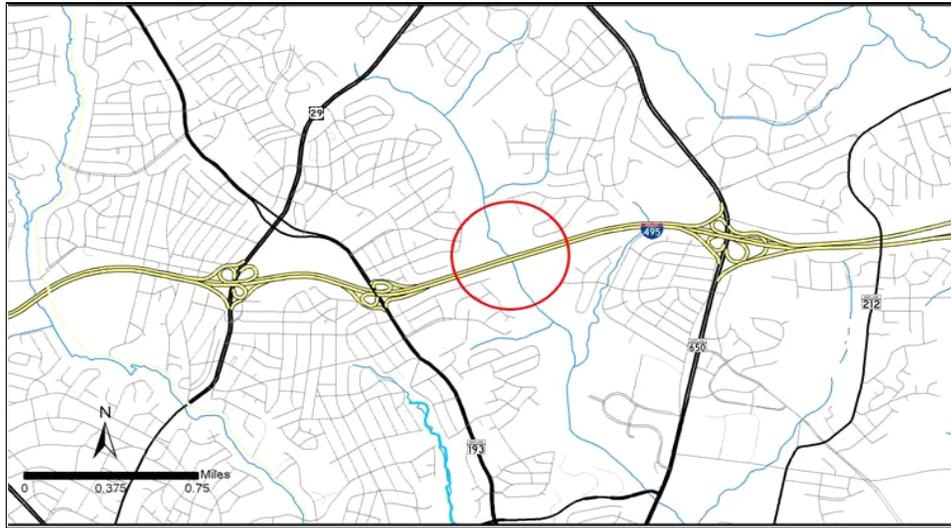
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 166,000

PROJECTED (2030) - 191,500



PROJECT: I-495, Capital Beltway

DESCRIPTION: Replaced deck on Bridge 15137 over Northwest Branch.

PURPOSE & NEED SUMMARY STATEMENT: The existing structure was 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 was 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	328	328	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,735	9,706	29	0	0	0	0	0	29	0
Total	10,063	10,034	29	0	0	0	0	0	29	0
Federal-Aid	9,944	9,917	27	0	0	0	0	0	27	0

CLASSIFICATION:

STATE - Principal Arterial

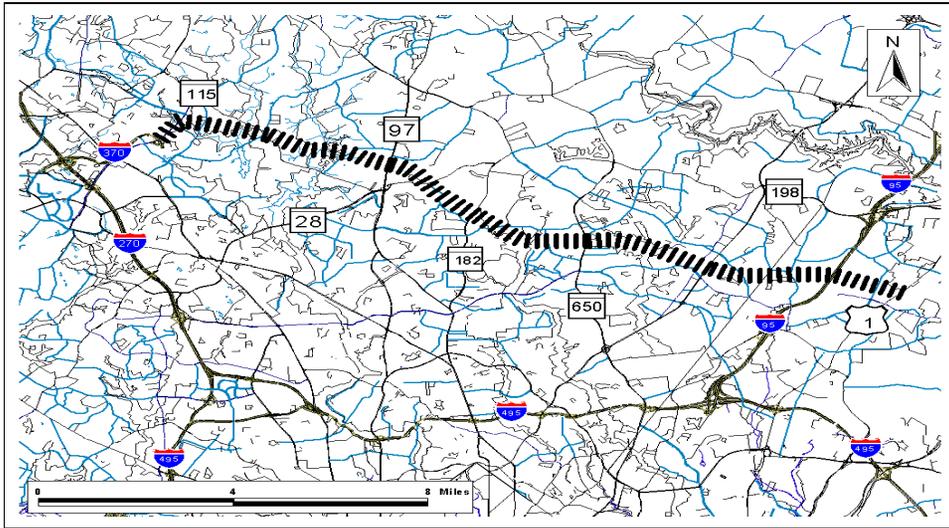
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 223,125

PROJECTED (2030) - 272,600



PROJECT: MD 200, InterCounty Connector

DESCRIPTION: Construct a new east-west multi-modal highway in Montgomery and Prince George's counties between I-270 and I-95/US 1.

PURPOSE & NEED SUMMARY STATEMENT: This transportation project is needed to increase community mobility and safety; to support development and local land-use plans; to improve access between economic growth centers; to advance home land security measures; and to help restore the natural, human and cultural environments from past development impacts in the project area.

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 29 Interchanges (Lines 16,17)
- MD 28/MD 198, MD 97 to I-95 (Line 18)
- I-95/Contee Road Interchange (Prince George's County - Line 1)
- MD 201 Extended/US 1, I-95/I-495 to N. of Muirkirk Road (Prince George's County - Line 25)

EXPLANATION: MD 200 provides an east/west connection to facilitate movement of freight and people. It provides an improved route for emergency vehicles and improved security during a state of emergency. The new access supports master plan development in Montgomery and Prince George's counties. The project includes numerous environmental features such as wildlife crossings and stream restorations.

STATUS: Construction underway. The section from I-270 to I-95 is Open to Service.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Additional project funds are shown in MdTA's portion of the CTP. The funding shown in SHA's Program is due to the Federal Appropriation Acts of 2004, 2005 and Federal High Priority/NC11P Project Funds.

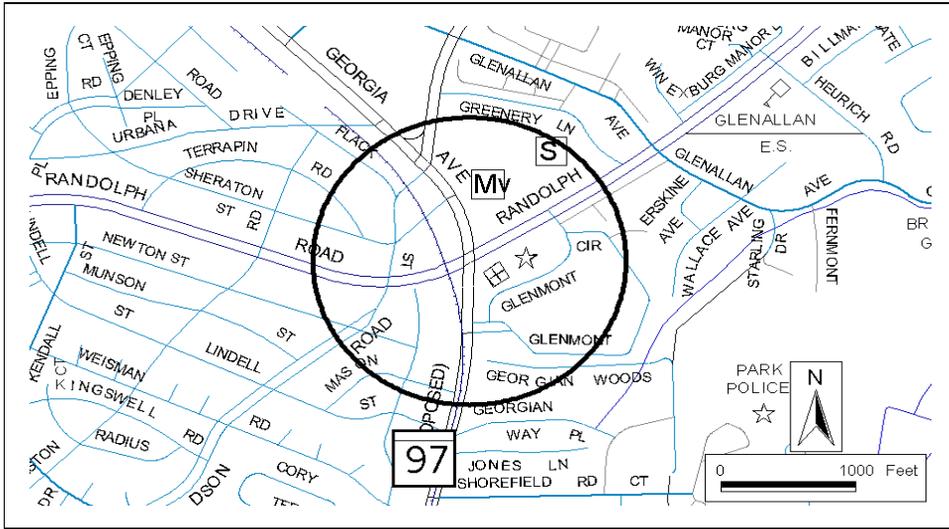
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input checked="" type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	130	130	0	0	0	0	0	0	0	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	19,292	19,292	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	19,422	19,422	0	0	0	0	0	0	0	0	
Federal-Aid	19,422	19,422	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Principal Arterial
 FEDERAL - Freeway - Expressway
 STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 31,325
 PROJECTED (2030) - 96,500



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at Randolph Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

PURPOSE & NEED SUMMARY STATEMENT: This project would reduce congestion at the existing intersection.

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: InterCounty Connector (Line 3)

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

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

EXPLANATION: This grade-separation project will result in a reduction in travel times along both Randolph Road and Georgia Avenue and improve safety by separating the through movements. The new interchange will also provide new sidewalks and wide curb lanes to safely accommodate all users of the road.

STATUS: Engineering and Right-of-Way underway. Advanced utility work underway. Construction for the overall project to begin during current fiscal year. County to provide \$14.4 million for Right-of-Way and advanced utilities. 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	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	1,097	1,097	0	0	0	0	0	0	0	0	
Engineering	6,371	5,671	200	500	0	0	0	0	700	0	
Right-of-way	11,685	996	2,733	5,231	2,725	0	0	0	10,689	0	
Construction	41,922	2,752	3,989	10,953	12,831	11,397	0	0	39,170	0	
Total	61,075	10,516	6,922	16,684	15,556	11,397	0	0	50,559	0	
Federal-Aid	41,183	8,132	5,632	8,986	9,762	8,671	0	0	33,051	0	

CLASSIFICATION:

STATE - Other Principal Arterial

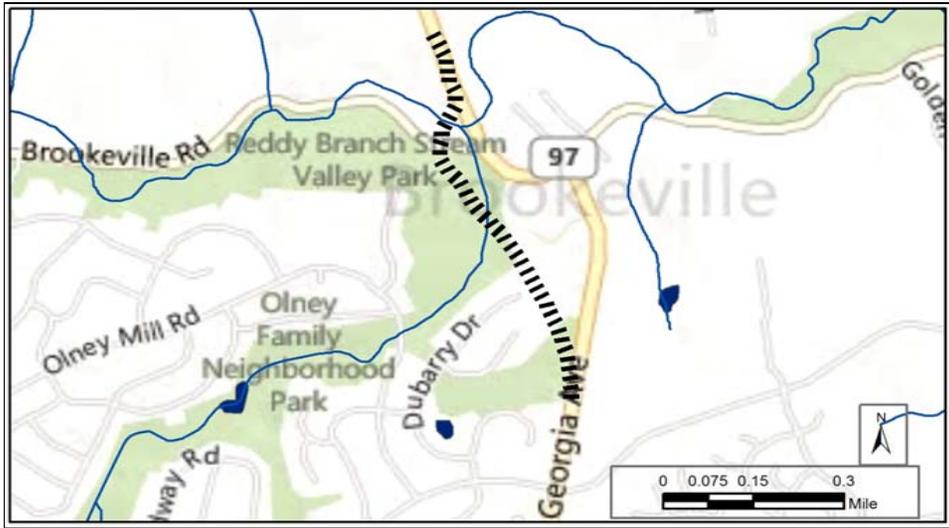
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 47,925 (MD 97)
38,950 (Randolph Road)

PROJECTED (2030) - 59,100 (MD 97)
41,000 (Randolph Road)



PROJECT: MD 97, Georgia Ave.

DESCRIPTION: Construct a two lane highway from south of Brookeville to north of Brookeville. Shoulders will accommodate bicycles (0.7 miles).

PURPOSE & NEED SUMMARY STATEMENT: This project would reduce traffic congestion in the Town of Brookeville and improve traffic operations and safety on existing MD 97.

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 operations for both through and local roadway users.

STATUS: Engineering underway. The County is contributing \$10.0 million towards Engineering and Right-of-Way. 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 \$25.1 million to Construction due to the Transportation Infrastructure Investment Act of 2013.

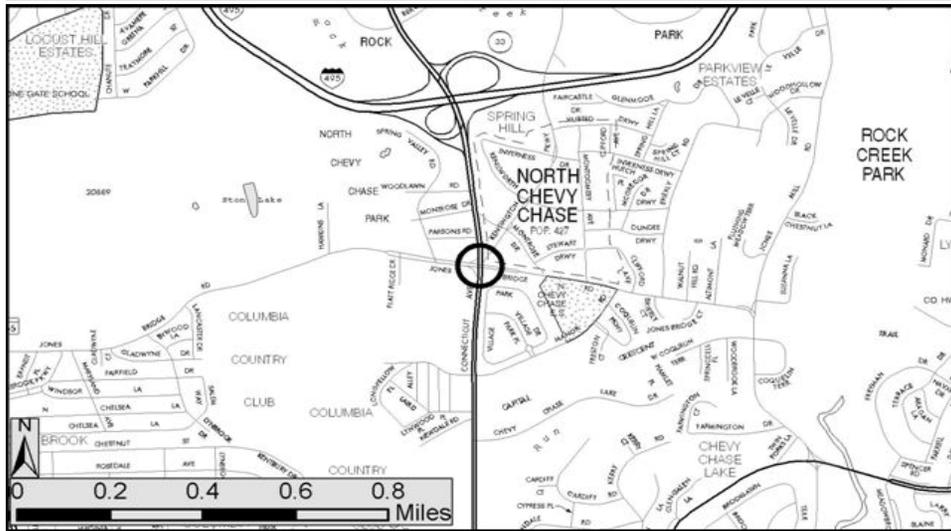
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PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2016.....	.....2017.....	.....2018.....	.....2019.....		
Planning	2,064	2,064	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	25,132	0	0	0	0	5,680	10,153	9,299	25,132	0
Total	27,196	2,064	0	0	0	5,680	10,153	9,299	25,132	0
Federal-Aid	1,594	1,594	0	0	0	0	0	0	0	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 10,400
 PROJECTED (2030) - 15,100



PROJECT: MD 185, Connecticut Ave.

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phases 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

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 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- MD 355, Woodmont Ave. to South Wood Road (Line 13)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

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

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

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

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	1,132	560	572	0	0	0	0	0	572	0
Construction	4,053	2,966	1,087	0	0	0	0	0	1,087	0
Total	5,185	3,526	1,659	0	0	0	0	0	1,659	0
Federal-Aid	4,739	3,190	1,549	0	0	0	0	0	1,549	0

CLASSIFICATION:

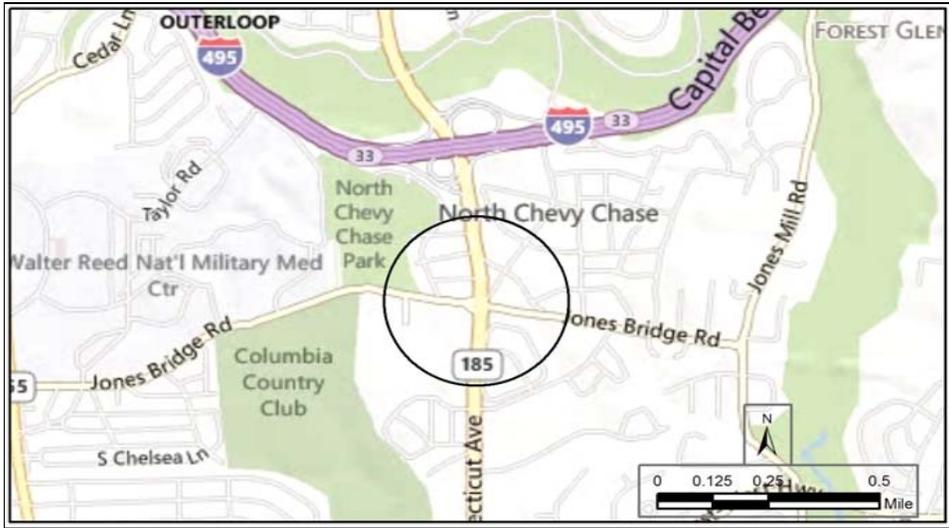
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 65,775

PROJECTED (2030) - 79,500



PROJECT: MD 185, Connecticut Ave.

DESCRIPTION: Construct intersection improvements on MD 185 at Jones Bridge Road (Phase 3). Bicycle and pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operation in the near term.

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:

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- MD 355, Woodmont Ave. to South Wood Road (Line 13)

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

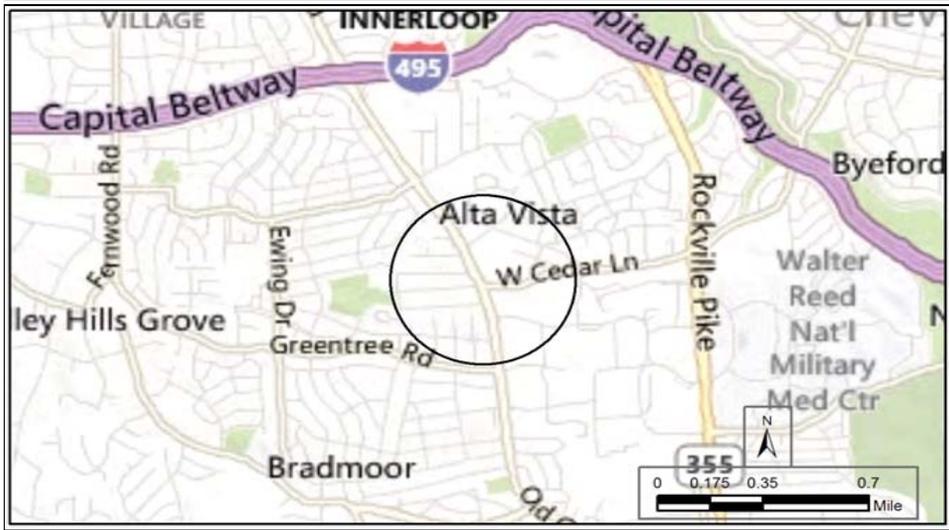
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	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	64	0	0	0	0	0	0	0	64	64	
Right-of-way	10,116	1	2,488	3,592	4,035	0	0	0	0	10,115	
Construction	8,120	0	0	914	3,882	3,324	0	0	0	8,120	
Total	18,300	1	2,488	4,506	7,917	3,324	0	64	64	18,299	
Federal-Aid	18,131	1	2,488	4,506	7,748	3,324	0	64	64	18,130	

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 65,775
 PROJECTED (2030) - 79,500



PROJECT: MD 187, Old Georgetown Road

DESCRIPTION: Construct intersection improvements at MD 187 at Oakmont Avenue/West Cedar Lane. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

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:

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- MD 355, Woodmont Ave. to South Wood Road (Line 13)

EXPLANATION: Improvements to the intersections in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

STATUS: Right-of-Way underway. Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

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	3,106	31	2,094	721	260	0	0	0	3,075	0	
Construction	6,283	0	0	2,465	3,818	0	0	0	6,283	0	
Total	9,389	31	2,094	3,186	4,078	0	0	0	9,358	0	
Federal-Aid	9,332	31	2,094	3,186	4,021	0	0	0	9,301	0	

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 40,000 (MD 187) 9,600
 (West Cedar Lane)

PROJECTED (2030) - 45,600 (MD 187)
 10,950 (West Cedar Lane)



PROJECT: MD 193, University Boulevard

DESCRIPTION: Replace Bridge 15136 over I-495.

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: The cost decrease of \$1.9 million is due to a favorable bid price.

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	760	760	0	0	0	0	0	0	0	0	
Right-of-way	0	0	0	0	0	0	0	0	0	0	
Construction	9,775	638	3,366	3,923	1,848	0	0	0	9,137	0	
Total	10,535	1,398	3,366	3,923	1,848	0	0	0	9,137	0	
Federal-Aid	10,174	1,295	3,215	3,832	1,832	0	0	0	8,879	0	

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,100

PROJECTED (2030) - 55,000



PROJECT: MD 320, Piney Branch Road

DESCRIPTION: This is a bicycle and pedestrian improvement project consisting of a new pedestrian bridge on the Anacostia Tributary over Sligo Creek to improve safety and accessibility for trail users.

PURPOSE & NEED SUMMARY STATEMENT: Mitigation of BRAC Right-of-way impacts to Maryland-National Capital Park and Planning Commission properties in Montgomery County.

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 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)

STATUS: Construction to begin during budget fiscal year. This project is being fully funded by the Office of Economic Adjustments.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

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

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

EXPLANATION: These improvements are required as mitigation for right-of-way impacts to Maryland National Capital Park and Planning Commission properties resulting from BRAC Bethesda intersection improvements. The new facilities will improve safety and accessibility for trail users.

PHASE	POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							SIX YEAR TOTAL	BALANCE TO COMPLETE
	TOTAL		PROJECT CASH FLOW								
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	FOR PLANNING PURPOSES ONLY						
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	1,500	0	0	408	1,092	0	0	0	1,500	0	0
Total	1,500	0	0	408	1,092	0	0	0	1,500	0	0
Federal-Aid	1,500	0	0	408	1,092	0	0	0	1,500	0	0

CLASSIFICATION:

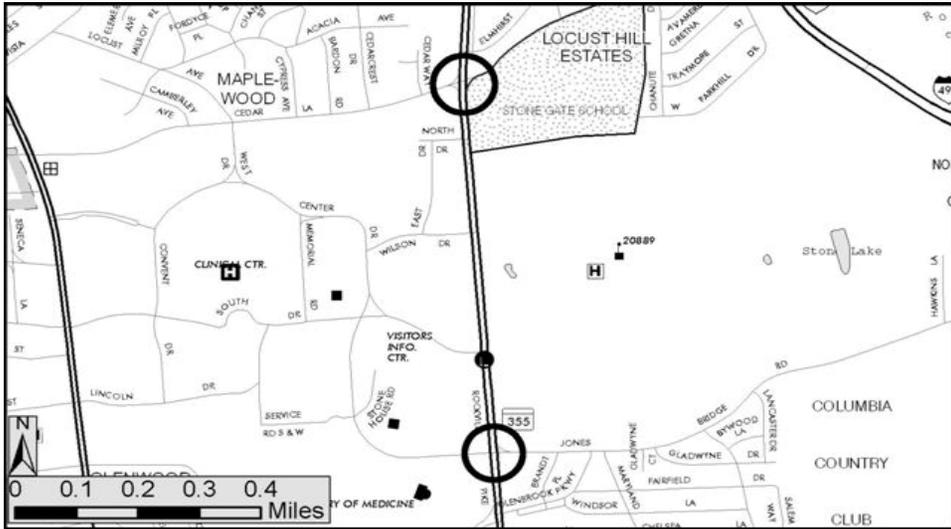
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 20,800

PROJECTED (2030) - 24,950



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Relocate utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 & 2). Construct Dynamic Lane Controls on MD 355 at Cedar Lane (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to the Naval Support Activity Bethesda is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

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

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

ASSOCIATED IMPROVEMENTS:

- MD 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane (Phase 1&2) (Line 12)
- MD 355, Woodmont Ave. to South Wood Road (Line 13)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

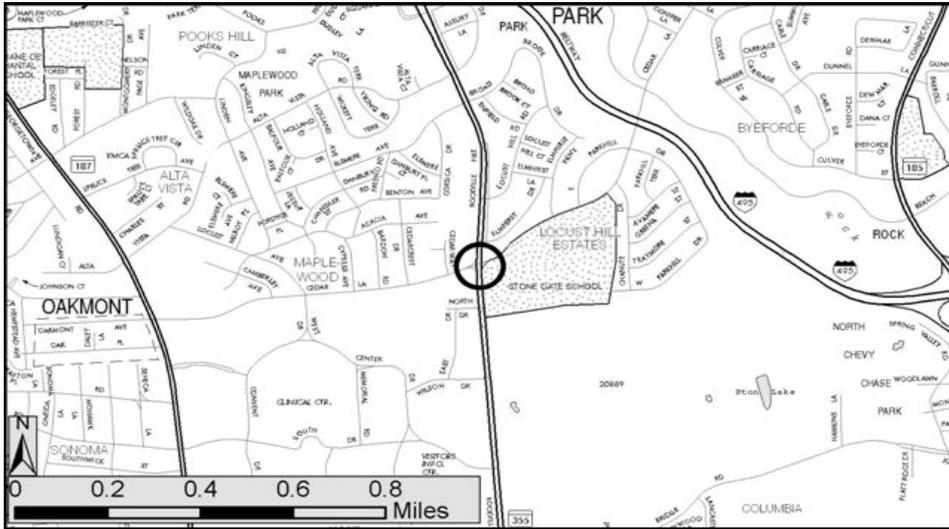
POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL PROJECT CASH FLOW				FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	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	3,703	153	1,771	1,779	0	0	0	0	3,550	0
Construction	5,703	5,352	351	0	0	0	0	0	351	0
Total	9,406	5,505	2,122	1,779	0	0	0	0	3,901	0
Federal-Aid	7,037	3,332	1,926	1,779	0	0	0	0	3,705	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,500 (MD 355 at Cedar Lane) 42,325 (MD 355 at Jones Road)
PROJECTED (2030) - 57,575 (MD 355 at Cedar Lane) 48,250 (MD 355 at Jones Road)



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements on MD 355 at Cedar Lane (Phase 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

PURPOSE & NEED SUMMARY STATEMENT: Improved access to the National Naval Medical Center is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

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 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)

STATUS: Right-of-Way underway. Construction to begin during current fiscal year. Office of Economic Adjustments is contributing \$6.8 million towards construction.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

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

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

EXPLANATION: Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will reduce congestion and improve safety as well as provide for the safe and efficient movement of freight.

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	1,966	761	100	1,105	0	0	0	0	1,205	0
Construction	13,806	0	1,846	4,463	4,846	2,651	0	0	13,806	0
Total	15,772	761	1,946	5,568	4,846	2,651	0	0	15,011	0
Federal-Aid	14,602	665	1,800	5,222	4,470	2,445	0	0	13,937	0

CLASSIFICATION:

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

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 50,500
 PROJECTED (2030) - 57,575



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct intersection improvements including upgrades to pedestrian/bicyclist facilities, resurfacing and geometric improvements from Woodmont Ave. to South Wood Road/South Drive.

PURPOSE & NEED SUMMARY STATEMENT: Improved access to Naval Support Activity Bethesda is a vital component to accommodate the increase in employment as a result of BRAC. This project will improve safety, capacity, and operations.

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 185, at Jones Bridge (Phase 1&2) (Line 6)
- MD 185, at Jones Bridge (Line 7)
- MD 187, at West Cedar Lane (Line 8)
- MD 320, at Sligo Creek (Line 10)
- MD 355, at Cedar Lane and Jones Bridge Road (Line 11)

STATUS: Construction to begin during budget fiscal year. Office of Economic Adjustments is contributing \$4.3 million towards construction. Montgomery County will advertise and construct the project.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: This is a breakout project from the Statewide Line 7 (BRAC Intersections near Bethesda Naval Center).

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

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

EXPLANATION: Improvements to the intersections in the vicinity of the National Naval Medical Center are vital in support of the Congressionally authorized BRAC initiative. These improvements will reduce congestion and improve safety for all roadway users.

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	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	0	0	0	0	0	0	0	0	0	0
Construction	4,300	0	0	530	1,878	1,892	0	0	4,300	0
Total	4,300	0	0	530	1,878	1,892	0	0	4,300	0
Federal-Aid	4,300	0	0	530	1,878	1,892	0	0	4,300	0

CLASSIFICATION:

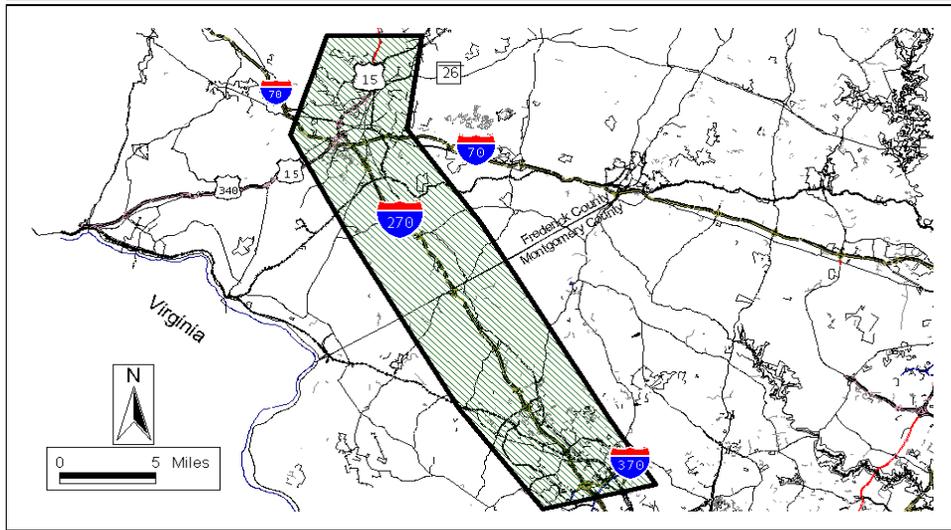
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 45,825

PROJECTED (2030) - 54,000



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:

- I-270/Watkins Mill Road Extended Interchange (Line 1)
- InterCounty Connector (Line 3)
- US 15, Interchange at Monocacy Boulevard (Frederick County - Line 3)
- I-70, Mt. Phillip Road to MD 144 (Frederick County - Line 6)
- Corridor Cities Transitway (MTA - Line 41)

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

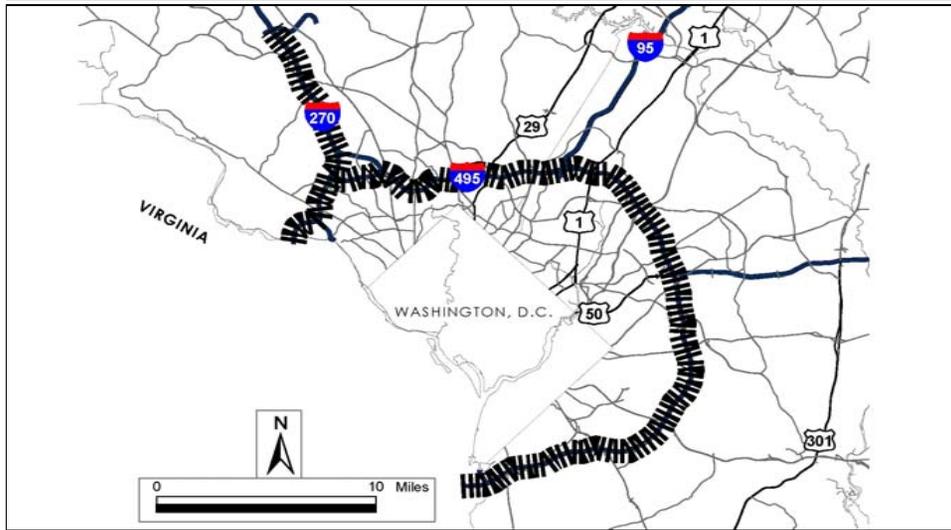
FEDERAL - Interstate

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: I-95/I-495, Capital Beltway

DESCRIPTION: Study to widen I-495 and determine the feasibility of managed lanes from the American Legion Bridge to the Woodrow Wilson Bridge (42.2 miles).

JUSTIFICATION: Increasing growth and development in Prince George's and Montgomery counties and the concurrent increase in traffic has caused the Capital Beltway to experience severe congestion.

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 4, MD 223 to I-95/I-495 (Prince George's County - Lines 8,16)
 I-270/I-495, Advanced Traffic Management Systems Project (System Preservation Program)
 Purple Line Study (MTA Program)
 Capital Beltway South Side Transit Study (MTA)

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	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	11,044	11,044	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	11,044	11,044	0	0	0	0	0	0	0	0
Federal-Aid	9,717	9,717	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Principal Arterial

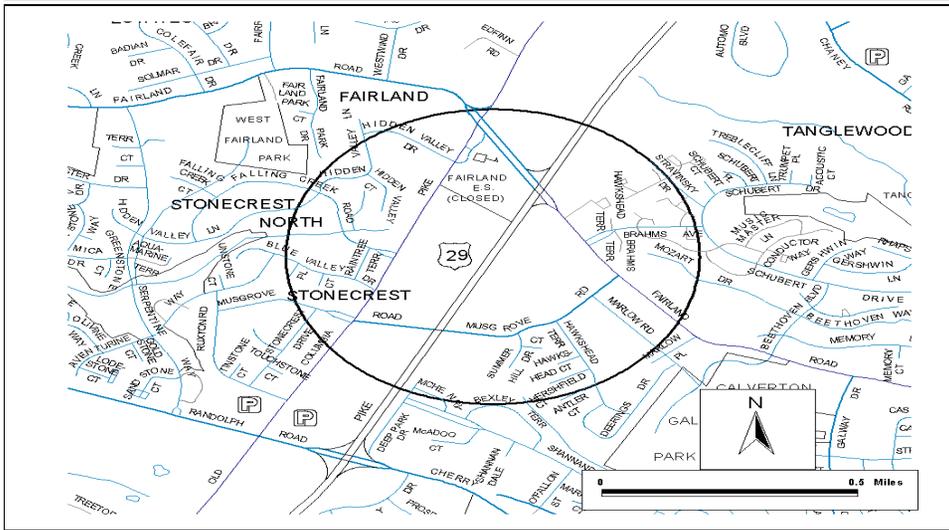
FEDERAL - Interstate

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 101,700 - 245,000

PROJECTED (2030) - 125,900 - 269,700



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct an interchange at Musgrove/Fairland Road.

JUSTIFICATION: Development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

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:

InterCounty Connector (Line 3)
 US 29 Interchanges (Lines 17)

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$7.0 million to Engineering 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	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	0
Engineering	8,000	992	354	1,179	1,825	1,825	1,825	0	7,008	0	
Right-of-way	1,079	1,079	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	9,079	2,071	354	1,179	1,825	1,825	1,825	0	7,008	0	
Federal-Aid	5,461	1,536	3	3	0	3,919	0	0	3,925	0	

CLASSIFICATION:

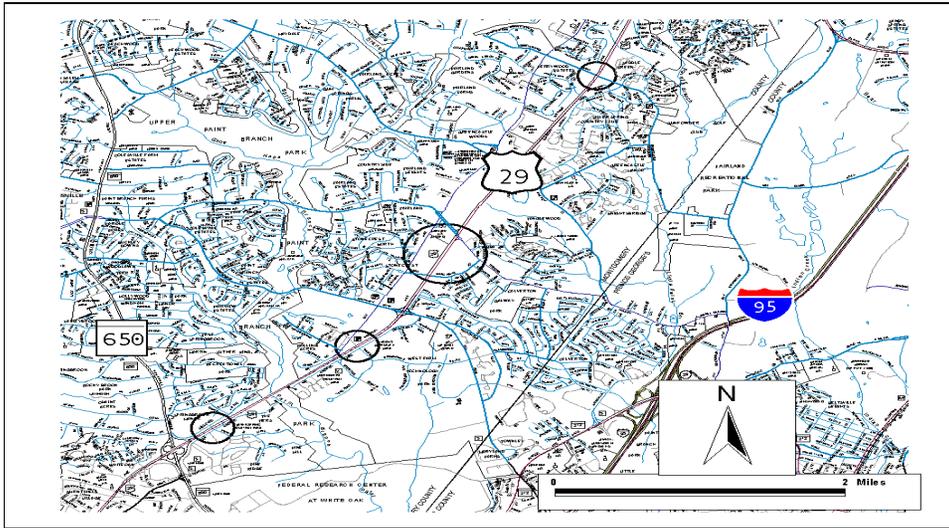
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 63,800

PROJECTED (2030) - 81,100



PROJECT: US 29, Columbia Pike

DESCRIPTION: Construct interchanges at Stewart Lane, Tech Road, Greencastle Road and Blackburn Road.

JUSTIFICATION: Rapid development along the US 29 corridor has resulted in traffic growth and congestion. This project will provide relief to present and future traffic congestion while improving system operations.

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:
 InterCounty Connector (Line 3)
 US 29, Interchanges (Lines 16)

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	2,448	2,448	0	0	0	0	0	0	0	0	
Engineering	4,276	4,276	0	0	0	0	0	0	0	0	
Right-of-way	545	545	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	7,269	7,269	0	0	0	0	0	0	0	0	
Federal-Aid	2,743	2,743	0	0	0	0	0	0	0	0	

CLASSIFICATION:

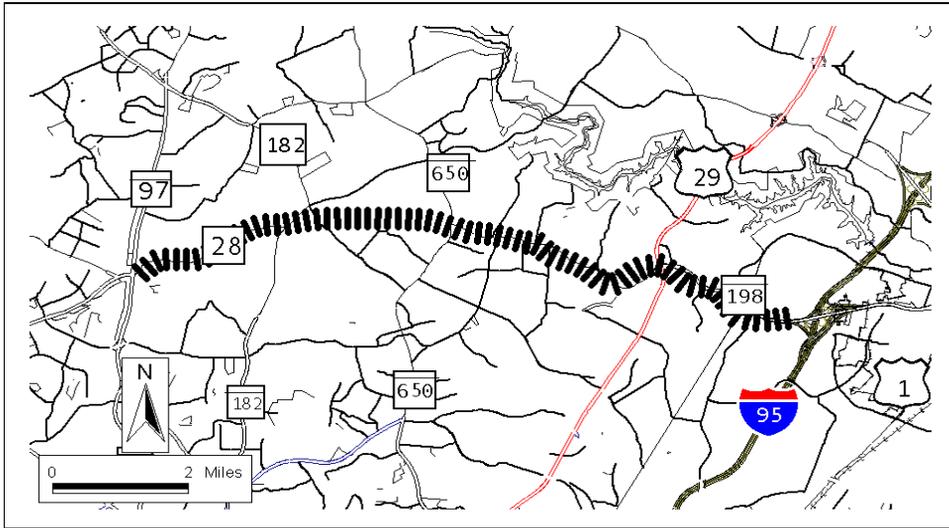
STATE - Other Principal Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 49,625 - 68,600

PROJECTED (2030) - 66,925 - 81,500



PROJECT: MD 28 (Norbeck Road)/MD 198 (Spencerville Road)

DESCRIPTION: Study to construct capacity improvements in the MD 28 and MD 198 corridors in Montgomery and Prince George's counties (10.50 miles). Sidewalks will be included where appropriate. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project would accommodate travel safety along the MD 28/MD 198 corridor between MD 97 and the US 29/I-95 corridor. This project would also provide relief to present and future traffic congestion and improve traffic operations.

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 97/MD 28 Interchange (Line 19)
 I-95/Contee Road Interchange (Prince George's County - Line 1)

STATUS: Planning study to resume during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$3.0 million to Planning 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									
	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	7,032	4,032	300	900	1,100	700	0	0	3,000	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	7,032	4,032	300	900	1,100	700	0	0	3,000	0
Federal-Aid	2,822	2,822	0	0	0	0	0	0	0	0

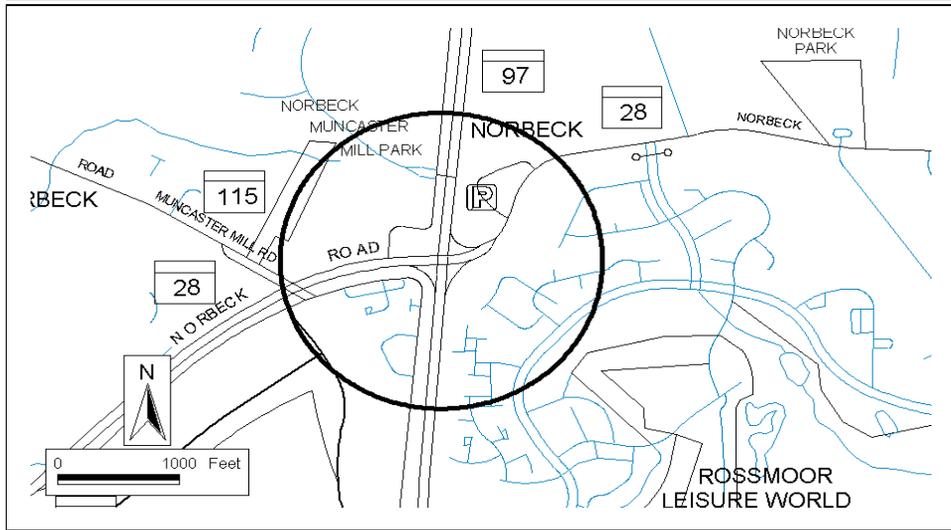
CLASSIFICATION:

STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 17,450 - 22,350 (MD 28)
 15,000 - 42,175 (MD 198)
PROJECTED (2030) - 41,325 - 51,775 (MD 28)
 36,875 - 62,250 (MD 198)



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Construct interchange improvements at MD 28/Norbeck Road. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion at the existing intersection.

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:
 InterCounty Connector (Line 3)
 MD 28/MD 198, MD 97 to I-95 (Line 18)

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	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	1,982	1,982	0	0	0	0	0	0	0	0
Engineering	845	845	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	2,827	2,827	0	0	0	0	0	0	0	0
Federal-Aid	2,172	2,172	0	0	0	0	0	0	0	0

CLASSIFICATION:

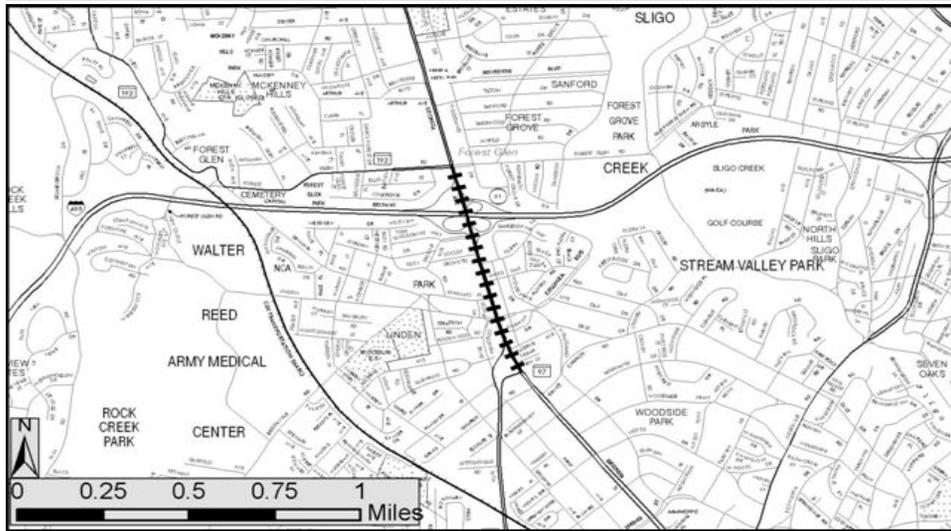
STATE - Intermediate Arterial
 FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 45,850

PROJECTED (2030) - 51,775



PROJECT: MD 97, Georgia Ave.

DESCRIPTION: Forest Glen Road to 16th Street. The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97. Sidewalks and wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will address safety and traffic operations within the study area.

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 Planning underway. County is contributing \$3.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input 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	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	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

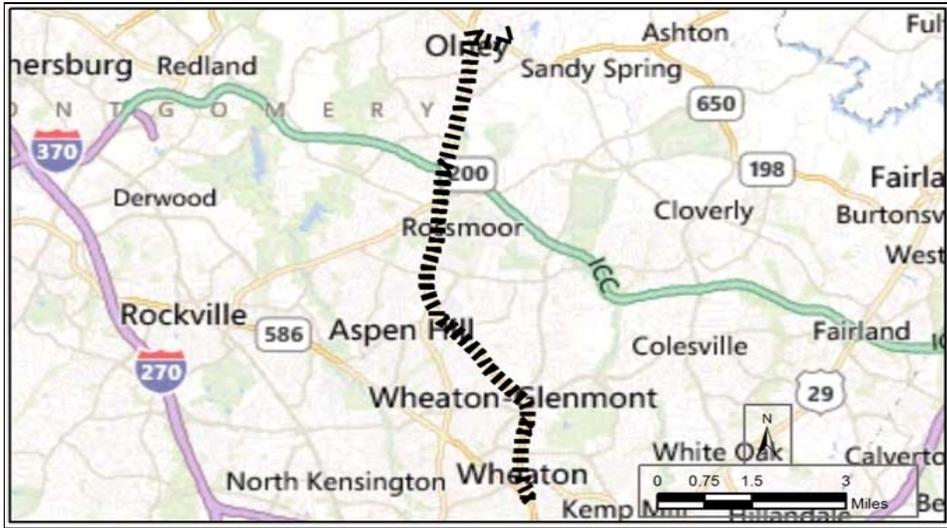
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 81,700

PROJECTED (2030) - 91,350



PROJECT: MD 97, Georgia Avenue

DESCRIPTION: Bus rapid transit study from Wheaton Metro Station to Olney. This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (BRT) System on MD 97 from Olney to Wheaton Metro Station. Sidewalks and curb lanes will accommodate bicycles and pedestrians where appropriate.

JUSTIFICATION: This project will enhance transit connectivity, improve operational efficiency and travel times in Montgomery County. This project supports the plans for BRT implementation.

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 28/MD 198, MD 97 to I-95 (Line 18)
 MD 97/MD 28 Interchange (Line 19)

STATUS: Project Planning underway. County is contributing \$5.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input 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	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	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

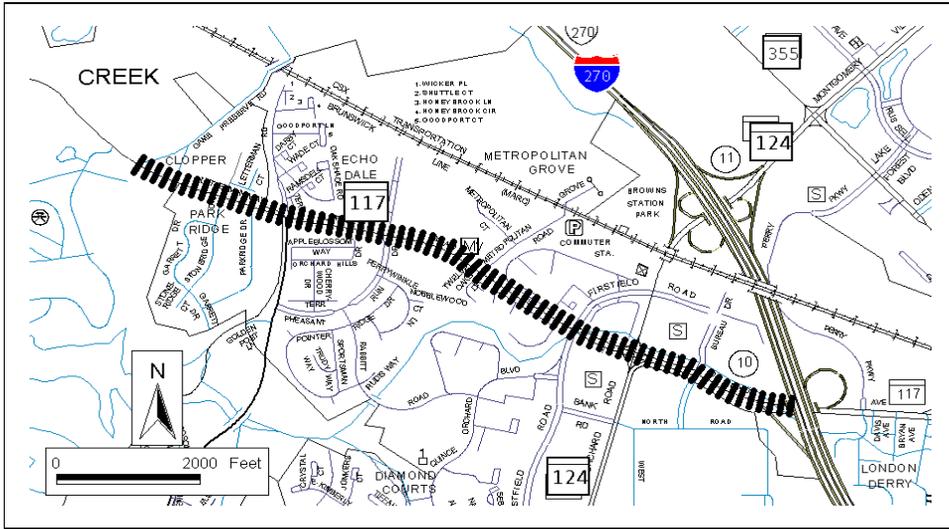
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 46,650

PROJECTED (2030) - 65,500



PROJECT: MD 117, Clopper Road

DESCRIPTION: Construct intersection capacity improvements from west of Game Preserve Road to I-270 (1.73 miles). Sidewalks will be included where appropriate, including multi-use pathway on the south side. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 117 is a heavily traveled commuter route. Capacity improvements are needed to relieve existing and future congestion associated with planned and approved development in Germantown that will exceed the current capacity of the highway.

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/Watkins Mill Road Extended Interchange (Line 1)

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	1,030	1,030	0	0	0	0	0	0	0	0	
Engineering	1,901	1,901	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	2,931	2,931	0	0	0	0	0	0	0	0	
Federal-Aid	546	546	0	0	0	0	0	0	0	0	

CLASSIFICATION:

STATE - Minor Arterial

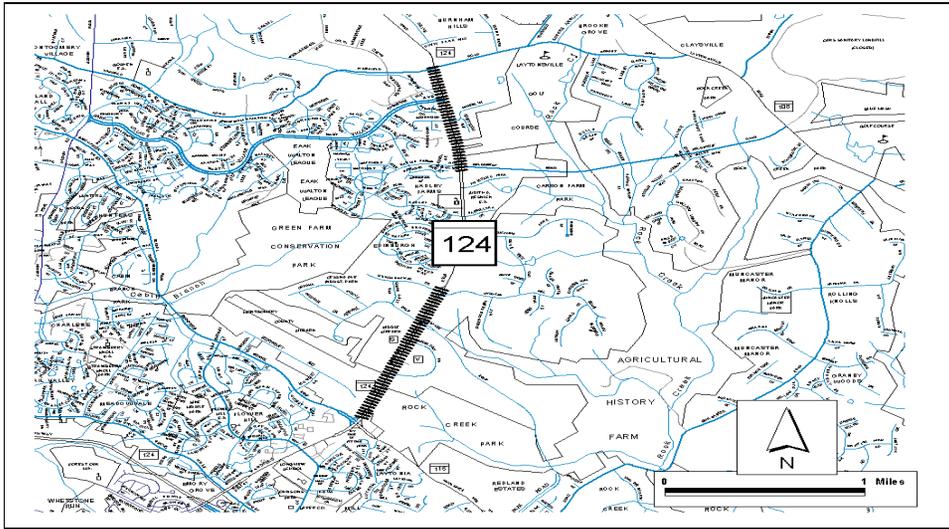
FEDERAL - Minor Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 28,575 - 45,125

PROJECTED (2030) - 32,000 - 66,950



PROJECT: MD 124, Woodfield Road

DESCRIPTION: Reconstruct MD 124 from Midcounty Highway to south of Airpark Road and north of Fieldcrest Road to Warfield Road (2.3 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: MD 124 is a heavily traveled commuter route from northern Montgomery County to the Rockville-Gaithersburg area which experiences capacity and sight distance problems.

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: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Added \$1.9 million to Engineering 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	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	2,114	2,114	0	0	0	0	0	0	0
Engineering	3,752	675	500	769	750	1,058	0	0	3,077
Right-of-way	24	24	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	5,890	2,813	500	769	750	1,058	0	0	3,077
Federal-Aid	690	55	390	245	0	0	0	0	635

CLASSIFICATION:

STATE - Major Collector

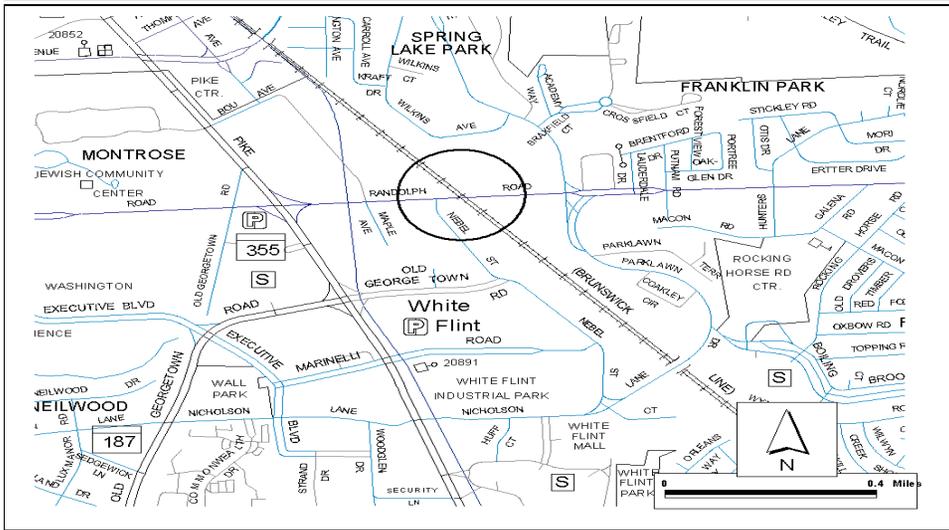
FEDERAL - Major Collector

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 18,000

PROJECTED (2030) - 48,000



PROJECT: MD 355, Rockville Pike

DESCRIPTION: Construct a CSX Railroad grade separated crossing and interchange improvements at Parklawn Drive. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project would improve safety and relieve traffic congestion that occurs at the Parklawn Drive intersection and at the CSX Railroad crossing.

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

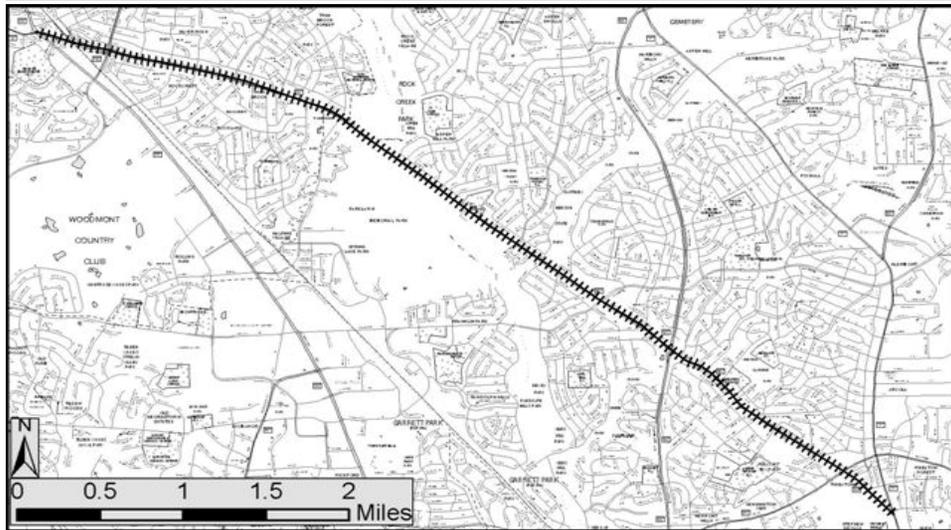
ASSOCIATED IMPROVEMENTS: Montrose Parkway East (Montgomery County Project)

STATUS: Engineering underway. County is contributing \$9.0 million to engineering. 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	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	1,860	1,860	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	1,860	1,860	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0

CLASSIFICATION:
STATE - Intermediate Arterial
FEDERAL - Other Principal Arterial
STATE SYSTEM: Secondary
Annual Average Daily Traffic (vehicles per day)
CURRENT (2013) - 56,475 (MD 355)
PROJECTED (2030) - 92,550 (MD 355)



PROJECT: MD 586, Veirs Mill Road

DESCRIPTION: Bus rapid transit study from Rockville and Wheaton Metro stations. This study will evaluate roadway improvements to implement Montgomery County's bus rapid transit (BRT) System on MD 586 from Rockville to Wheaton. Wide curb lanes to accommodate bicycles will be included where appropriate.

JUSTIFICATION: This project will enhance transit connections, improve operational efficiency and travel times. This project supports plans for BRT implementation.

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 Planning underway. County is contributing \$6.0 million towards planning.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: None.

POTENTIAL FUNDING SOURCE:		<input type="checkbox"/> SPECIAL <input 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	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	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION:

STATE - Other Principal Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2013) - 22,600 - 45,550

PROJECTED (2030) - 28,375 - 54,550

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26

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	MD 97	Georgia Avenue; Emory Lane to Old Baltimore Road; resurface	1,393	Completed
2	MD 355	Wisconsin Avenue; DC Line to MD 191; resurface	1,455	Completed
3	MD 355	Rockville Pike; north of Cedar Croft Drive to MD 547; resurface	2,240	Completed
4	MD 355	Wisconsin Avenue; Montgomery Avenue to Jones Bridge Road; resurface	1,445	Completed
5	MD 410	Ethan Allen Avenue; Park Avenue to MD 650; resurface	555	Completed
<u>Safety/Spot Improvement</u>				
6	MD 185	Connecticut Avenue; MD 547 to MD 193; ADA improvements	400	Completed
7	MD 185 SB	Connecticut Avenue; MD 547 to Warner Street; ADA improvements	300	Completed
8	MD 187	Old Georgetown Road; MD 188 to Lincoln Street; ADA improvements (ARRA PROJECT) (Cost shown is total for District 3 for ADA Compliance)	3,616	Completed
<u>Traffic Management</u>				
9	US 29	Columbia Pike; MD 410 to Wayne Avenue; reconstruct signal (ARRA PROJECT)	1,310	Completed
<u>Intersection Capacity Improvements</u>				
10	MD 108	Olney Laytonsville Road; at Bowie Mill Road; install a Maryland "T" and a half signal	227	Completed
11	MD 355	Frederick Road; at MD 118; extend southbound left turn lane	434	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (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 Year 2013 Completions (cont'd)</u>				
<u>Enhancements</u>				
<u>Pedestrian/Bicycle Facilities</u>				
12		Shady Grove Metro Access Road Bikepath; Shady Grove Road to Redland Road; construct a 10 foot wide bikepath and install lighting	1,255	Completed
<u>Rehabilitation/Operation of Historic Transportation Structures</u>				
13		Anglers Breach - C&O Canal	1,111	Completed
<u>Fiscal Years 2014 and 2015</u>				
<u>Resurface/Rehabilitate</u>				
14	MD 28	First Street; Monroe Street to MD 911; resurface	2,000	FY 2014
15	MD 28	West Montgomery Avenue; Shady Grove Road to Hurley Avenue; resurface	2,210	Under construction
16	MD 28	Norbeck Road; Maple Avenue to Structure 15092 (Rock Creek); resurface	1,910	Under construction
17	MD 28	Key West Avenue; Hurley Avenue to South Adams Street; resurface	1,945	Completed
18	MD 182	Layhill Road; MD 97 to Longmead Road; resurface	4,113	FY 2015
19	MD 97	Georgia Avenue; Old Baltimore Road to Queen Mary Drive; resurface	1,292	FY 2015
20	MD 97	Georgia Avenue; DC Line/Montgomery County Line to MD 390; resurface	3,652	Under construction
21	MD 97	Georgia Avenue; Glenallan Avenue to MD 185; safety and resurface	3,700	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (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>Resurface/Rehabilitate (cont'd)</u>				
22	MD 124	Woodfield Road; MD 115 to Lindbergh Drive; resurface	909	FY 2015
23	MD 124	Quince Orchard Road; MD 28 to Orchard Ridge Drive; resurface	3,432	FY 2014
24	MD 182	Layhill Road; Park Vista Drive to Chester Mill Road; resurface	2,280	FY 2015
25	MD 185	Connecticut Avenue; Warner Street to MD 97; resurface	6,215	Under construction
26	MD 185	Connecticut Avenue; DC Line to north of MD 410; resurface	2,467	Under construction
27	MD 190	River Road; I 495 to MD 614; resurface	3,088	FY 2014
28	MD 193	University Boulevard; I 495 to MD 320; resurface	3,260	FY 2015
29	MD 355	Rockville Pike; MD 547 to Nicholson Lane; resurface	3,260	FY 2015
30	MD 355	Frederick Road; Central Avenue to MD 117; resurface	2,288	FY 2015
31	MD 355	Wisconsin Avenue; Bradley Lane to MD 187; resurface	2,600	Under construction
32	MD 355	North Frederick Road; Middlebrook Road to Milestone Manor Lane; resurface	2,940	Under construction
33	MD 355	Hungerford Drive; King Farm Boulevard to south of Central Avenue; resurface	2,116	Under construction
34	MD 355	Hungerford Drive; Mannakee Street to King Farm Boulevard; resurface	3,017	Completed
35	MD 355	Rockville Pike; Nicholson Lane to 0.1 mile north of MD 187; resurface	1,538	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (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>Resurface/Rehabilitate (cont'd)</u>				
36	I 370	I 270 to west of MD 355; resurface	5,898	FY 2015
37	MD 410	Montgomery Avenue; MD 355 to MD 185; resurface	3,052	FY 2015
38	MD 410	East West Highway; Carey Lane to Fenton Street; resurface	1,830	FY 2015
39	I 495	Cabin John Parkway; Clara Barton Parkway to I 495; resurface	2,631	FY 2015
<u>Bridge Replacement/Rehabilitation</u>				
40		7 existing bridges on I 495, US 29 and MD 117; clean and paint bridges	2,157	FY 2014
41	MD 650	New Hampshire Avenue; bridge 15013 over Sligo Creek; bridge rehabilitation	2,195	Under construction
<u>Safety/Spot Improvement</u>				
42	US 29	Columbia Pike; between MD 650 and Industrial Parkway; drainage improvement	1,177	FY 2014
43	MD 118	Germantown Road; at Observation Drive; geometric improvements	515	FY 2014
44	MD 119	Great Seneca Highway; at Kentlands Avenue/Orchard Ridge Drive; geometric improvements	785	FY 2014
45	MD 182	Layhill Road; Norwood Road; add left turn bay on Norwood Road and eastbound MD 182	428	Under construction
46	MD 185	Connecticut Avenue; Washington Street to Saul Road; safety improvements	528	Under construction
47	MD 191	Bradley Lane; at Strathmore Avenue; safety	408	FY 2014

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (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>Safety/Spot Improvement (cont'd)</u>				
48	MD 193	University Boulevard West; MD 185 to Lexington Street; ADA improvements	120	Under construction
49	MD 586	Veirs Mill Road; at Ferrara Avenue; geometric improvements	744	FY 2015
<u>Traffic Management</u>				
50		Various locations in Montgomery County; signalization	3,760	FY 2014
51	US 29	Colesville Road; MD 97/ MD 384 to Sligo Creek Parkway/St. Andrews Way; signalization	771	Under construction
52	I 270	Eisenhower Memorial Highway; Gude Drive South to north of MD 28; lighting	986	Under construction
53	MD 650	New Hampshire Avenue; Sheridan Street to Metzert Road; traffic signal systemization (Project on hold)		
<u>Sidewalks</u>				
54	MD 355	Wisconsin Avenue; Grafton Street to Bradley Lane; sidewalks (Transportation Infrastructure Investment Act of 2013)	2,310	FY 2014
<u>Intersection Capacity Improvements</u>				
55	MD 27	Ridge Road; at Sweepstakes Road/Marlboro Drive; widen northbound MD 27 to provide right turn lanes	384	Under construction
56	MD 650	New Hampshire Ave; Oakview Drive; Extend left-turn lane on SB MD 650 (Project on hold)		

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- MONTGOMERY COUNTY LINE 26 (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>TMDL Compliance</u>				
57		Tree planting at various locations in Montgomery County; landscape (Transportation Infrastructure Investment Act of 2013)	1,716	FY 2015
<u>Enhancements</u>				
<u>Environmental Mitigation</u>				
58		I 270 Stormwater Management Facilities Functional Upgrades	528	FY 2015
<u>Congressional Earmarks</u>				
59		Long Branch Village Center; access improvements (Earmark \$750,000; CO)	0	
60		US 29 at Industrial Parkway; from US 29 to Cherry Hill Road/Food and Drug Administration Access; roadway improvements (Earmark \$2 million; CO)	0	
61		Gaithersburg revitalization extension of Teachers Way-Old Town (Earmark \$1.120 million; CO)	0	
62		Rockville Intermodal Access: Maryland Avenue and Market Street; Construction of intermodal access project including pedestrian safety improvements along the Baltimore Road corridor (Earmark \$4 million; PE,CO)	0	